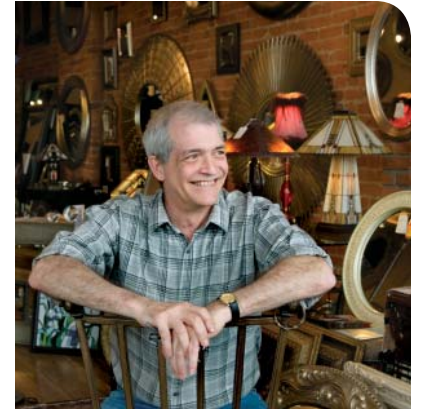
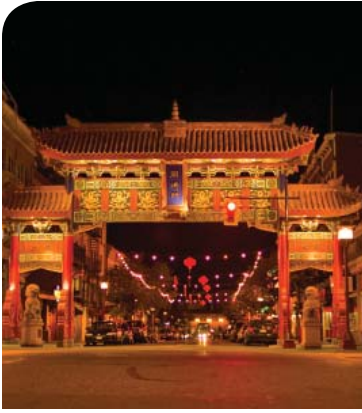




Official Community Plan

JULY 2012
Updated: June 23, 2016



Publishing Information

Title: City of Victoria Official Community Plan

Prepared By: City of Victoria Planning and Development Department – Community Planning Division

Status: Final adopted OCP Bylaw, as amended and consolidated to June 23, 2016.

Disclaimer: This is a consolidated Bylaw prepared by the City of Victoria for convenience only. The City does not warrant that the information contained in this consolidation is current. It is the responsibility of the person using this consolidation to ensure that it accurately reflects current Bylaw provisions.

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NO. 12-013

A BYLAW OF THE CITY OF VICTORIA

A BYLAW TO ADOPT THE CITY’S OFFICIAL COMMUNITY PLAN

WHEREAS Section 875 of the *Local Government Act* permits a municipality to adopt an Official Community Plan by bylaw;

WHEREAS Council has prepared a new Official Community Plan covering the entirety of land and water within the City of Victoria’s municipal boundary;

WHEREAS Council has provided opportunity for consultation with persons, organizations and authorities it considers will be affected pursuant to Section 879 of the *Local Government Act*;

WHEREAS pursuant to Section 882 of the *Local Government Act* and after First Reading, Council has, in sequence, considered the Official Community Plan in conjunction with its most recent financial plan and any waste management plan that is applicable to the City of Victoria and held a Public Hearing pursuant to the *Local Government Act*;

NOW THEREFORE the Council of the City of Victoria enacts the following provisions:

This Bylaw may be cited as the “OFFICIAL COMMUNITY PLAN BYLAW, 2012”.

Bylaw 95-89, the “Official Community Plan Bylaw, 1995” and all its amendments and Schedules are hereby repealed.

The document entitled “Official Community Plan April 2012” and its associated appendices, maps, schedules, tables and figures, all attached as Schedule A to this bylaw and made a part of this bylaw, is hereby designated as the Official Community Plan for the entirety of the area within the City of Victoria’s municipal boundary.

No provision in Schedule A depends for its validity on any other provision, and if any provision of Schedule A is held by a court to be invalid the remaining provisions of Schedule A shall remain in full force and effect.

This Bylaw comes into force on the date of adoption except for Section 5 which comes into force on the date that is 6 months after the date this Bylaw was adopted.

READ A FIRST TIME the	12th	day of	April,	2012.
REGIONAL CONTEXT STATEMENT accepted by the Capital Regional District Board of Directors the	13th	day of	June,	2012.
AMENDED the	14th	day of	June,	2012.
READ A SECOND TIME the	14th	day of	June.	2012.
Public hearing held on the	27th	day of	June,	2012.
AMENDED the	30th	day of	July,	2012.
READ A THIRD TIME the	30th	day of	July,	2012.
ADOPTED on the	30th	day of	July,	2012.

“ROBERT G. WOODLAND”
CORPORATE ADMINISTRATOR

“DEAN FORTIN”
MAYOR

Official Community Plan – Summary of Amendments

Date of Amendment	Bylaw No.	Description
August 30, 2012	Bylaw No. 12-066	Addition of 35 and 39 Gorge Road East to Development Permit Area 7A: Corridors
October 11, 2012	Bylaw No. 12-065	Amend Appendix A: Development Permit Areas and Heritage Conservation Areas to correct a clerical error and to better define the boundaries of certain Development Permit Areas and Heritage Conservation Areas
November 25, 2012	Bylaw No. 12-072	Amend Appendix A: Development Permit Areas and Heritage Conservation Areas and Appendix B: Glossary of Terms to correct clerical text and mapping errors, to better define the boundaries of certain Development Permit Areas and Heritage Conservation Areas, to better define the application of and exemptions to development permit requirements, to add further guidelines, and to add further definitions
July 11, 2013	Bylaw No. 13-025	Change the Urban Place Designation for 626 Gorge Road East to Urban Residential
May 22, 2014	Bylaw No. 14-021	Amend Appendix A: Development Permit Areas and Heritage Conservation Areas to reference the <i>Fisherman's Wharf Plan Design Guidelines</i> , 2014, in Development Permit Area 11, James Bay and Outer Harbour
July 24, 2014	Bylaw No. 14-007	Change the Urban Place Designation for 1802 Chambers Street and 1147-1163 North Park Street to Urban Residential
February 12, 2015	Bylaw No. 14-103	Amend Appendix A: Development Permit Areas and Heritage Conservation Areas to remove guidelines that apply to development in Development Permit Area 2(HC): Core Business
March 12, 2015	Bylaw No. 15-009	Amend Appendix A: Development Permit Areas and Heritage Conservation Areas to exempt subdivision applications that are consistent with the <i>Capital Park Urban Design Guidelines, January 2015</i> (CPUDG) from the requirement for a Development Permit and to reference the <i>Capital Park Urban Design Guidelines, January 2015</i> (CPUDG) in Appendix A: Development Permit Area 12 (HC), Legislative Precinct
April 16, 2015	Bylaw No. 15-002	Change the Urban Place Designation for 1521 and 1531 Elford Street from Traditional Residential to Urban Residential
April 16, 2015	Bylaw No. 15-017	Amend Appendix A: Development Permit Areas and Heritage Conservation Areas to specify additional conditions under which a Development Permit or Heritage Alteration Permit is not required for rain water management under certain conditions
June 11, 2015	Bylaw No. 15-032	Amend Appendix A: Development Permit Areas and Heritage Conservation Areas to reference the revised Roundhouse Design Guidelines 2008 (revised 2015)
October 1, 2015	Bylaw No. 15-065	To exempt the subdivision of land in specific Development Permit Areas and Heritage Conservation Areas from the requirement to obtain a development permit or heritage alteration permit, and to correct typographical and clerical errors.

March 10, 2016	Bylaw No. 16-030	Change the Urban Place Designation for 1146 Caledonia Avenue from Traditional Residential to Urban Residential
March 24, 2016	Bylaw No. 16-027	To exempt small scale buildings and structures (no greater than 9.2m ²) from requiring a development permit within specific development permit areas as well as to exempt changes to landscaping where the landscaping is not identified within a development permit for the property within specific development permit areas.
June 23, 2016	Bylaw No. 16-053	Change the Urban Place Designation for 605-629 Speed Avenue and 606-618 Frances Avenue from Urban Residential and General Employment, respectively, to Town Centre, and to include those lands in Development Permit Area 4: Town Centres



Official Community Plan

(Schedule “A” to Bylaw No. 12-013)

July 2012

We raise our hands to the Songhees and Esquimalt Nations in whose traditional territories we live and work. Hay sxw qa (Thank you)

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Part 1 Introduction

Plan Overview

1



A NEW PLAN FOR A NEW CENTURY

The City of Victoria is located in the traditional territory of the Esquimalt and Songhees First Nations, in an area that is well-suited to human settlement with its mild climate, natural beauty and harbour location. The year 2012 marks the 150th anniversary of Victoria's incorporation as a city. Much has changed in the past century and a half as Victoria has grown from a colonial outpost of the British Empire and the Hudson's Bay Company into the capital city of British Columbia widely recognized for its high quality of life, heritage, physical beauty, character and charm. Victoria's next century has begun marked by challenges regarding the possible impacts of climate change, growing energy insecurity, infrastructure deficits and an aging population. Council, through adoption of the Victoria Sustainability Framework, has charted a course towards a future where Victoria becomes a more sustainable and resilient city in the face of this uncertainty. Development of a new Official Community Plan (OCP), that looks forward to 2041, provides an opportunity to directly address observable challenges and work towards the City's long-term sustainability goals over the next 30 years.

Citywide plans in Victoria have been developed and updated roughly on a 10-year basis, generally to guide land development, provide alignment with regional plans, and respond to current issues. Victoria's first citywide plan was the 1965 Overall Plan, prepared by the Capital Region Planning Board in response to the regional objectives outlined in the 1959 Capital Region Development Policy. The Overall Plan aimed to balance urban renewal and redevelopment with the conservation of heritage. This was followed by the 1977 Community Plan created in response to the 1974 Official Regional Plan, and in 1986 by Victoria's first OCP,

which established citywide goals and policies respecting land use, transportation, parks and open space, with a particular emphasis on stable neighbourhoods and a developing core. In 1995, the City reviewed and updated the OCP adding new policy direction respecting social planning, preservation of environmental quality, and recognition of the role that arts and culture play in the city. In 2005 the OCP was amended to include a Regional Context Statement outlining Victoria's commitments to the Capital Regional District Regional Growth Strategy. Map 1 shows Victoria in relation to the broader metropolitan area. The plan area is the entirety of land and water within the City's municipal boundary.

Council's approved project charter for the development of this plan directed that it:

- › Meet the legislative requirements for an OCP;
- › Refine the Victoria Sustainability Framework goals related to community planning and develop policies to achieve them;
- › Establish an approach to local area planning grounded in a consideration of the city wide context;
- › Establish a future land use management pattern for the city; and,
- › Develop courses of action for a more sustainable Victoria.

This plan strives to fulfill this mandate through policies that support Victoria continuing to develop as a city that is a great place and the heart of the region, composed of vibrant urban villages, with well-integrated land use and transportation and sustainable community infrastructure; a greener, more resilient and healthy city, that takes a comprehensive approach to housing.

PLAN ORGANIZATION

The plan is divided into four parts:

Part 1 – Introduction (Sections 1 – 5) sets the context for the plan, including its purpose and scope, and linkages to other City plans; identifies the general vision and goals of the plan; summarizes the trends and issues facing Victoria; and, outlines how the plan responds to the Regional Growth Strategy policy context.

Part 2 – Policy Directions (Sections 6 – 18) establishes the plan policies in 13 topic areas, including Land Management and Development; Transportation and Mobility; Placemaking; Parks and Recreation; Environment; Infrastructure; Housing and Homelessness; Economy; Arts and Culture; and, Community Well-Being. Part 2 also includes policies related to Climate Change and Energy, Food Systems, and Emergency Management. Each section begins with a brief statement of the topic context, challenges faced, and broad approach articulated through the objectives and policy statements that follow. Targets are included in some core sections, with a comprehensive set of targets to be included in the implementation strategy.

Part 3 – Implementation (Sections 19 – 23) defines the policies respecting plan administration, outlines an approach to local area planning in the context of city-wide policy, summarizes general directions for local area plan preparation by neighbourhood, and describes a framework for adaptive management and ongoing performance monitoring.

Part 4 – Appendices, includes Development Permit Area and Heritage Conservation Areas and a Glossary of Terms.

A number of terms used in this plan are defined in the Glossary of Terms (Appendix B). The first time a defined term is used in the plan it appears in blue.

MAP 1 Victoria Metropolitan Area



Purpose, Scope and Linkages

2



OVERVIEW

The purpose of the OCP is to provide a framework of objectives and policies to guide decisions on planning and land management within the geographic boundaries of a local government. This section explains the purpose and scope of the OCP and its linkages to City of Victoria plans, policies and bylaws. Other sections of the plan connect the OCP to regional planning and to topics for which senior governments have lead responsibility.

The OCP is not the only plan that the City approves and updates but it has the highest legal status. In the hierarchy of City plans (Figure 1), the OCP is adopted as a City bylaw and the Local Government Act requires that all subsequent bylaws enacted and works undertaken must be consistent with it. It therefore has a guiding role by providing policy direction for all City departments whose activities have, or may have, an impact on present and future development in Victoria.

SCOPE

As a whole, this plan provides a framework to shape and guide present and proposed development towards long-term goals for achieving a more sustainable community by 2041 [SEE SECTION 3 – VISION, VALUES AND GOALS]. Under the Local Government Act, the OCP must include policies on topics that are central to land use, like housing and infrastructure, while related policy areas, such as community well-being and environmental protection, are permitted but optional. Victoria's OCP is broader in scope than the minimum legal requirements and includes a number of new policy areas such as **food systems** and emergency management.

The Local Government Act also permits an OCP to control and regulate new development in designated areas. For instance, this plan provides direction for form, character, exterior design and landscaping in Development Permit Areas and Heritage Conservation Areas.

Figure 1: Plan Sections and OCP Requirements

PLAN SECTIONS OCP LEGAL REQUIREMENTS	LAND MANAGEMENT AND DEVELOPMENT	TRANSPORTATION AND MOBILITY	PLACEMAKING	PARKS AND RECREATION	ENVIRONMENT	INFRASTRUCTURE	CLIMATE CHANGE AND ENERGY	HOUSING AND HOMELESSNESS	ECONOMY	COMMUNITY WELL-BEING	ARTS AND CULTURE	FOOD SYSTEMS	EMERGENCY MANAGEMENT
	REQUIRED												
Residential development	✓		✓					✓					✓
Affordable housing, rental housing and special needs housing								✓					
Commercial, industrial, institutional, agricultural, recreational and public utility land uses	✓		✓	✓		✓	✓		✓	✓	✓	✓	✓
Public facilities including schools, parks and waste treatment and disposal sites	✓			✓		✓				✓	✓		✓
Use of land with hazardous conditions, or that is environmentally sensitive to development	✓				✓								✓
Major road, sewer and water infrastructure systems		✓				✓							✓
Greenhouse gas emissions	✓	✓					✓						
OPTIONAL													
Social well-being, social needs and social development			✓	✓	✓			✓	✓	✓	✓	✓	✓
Natural environment, its ecosystems and biological diversity			✓	✓	✓	✓	✓						
Farming in areas designated for agricultural use	✓											✓	

PLAN LINKAGES

Council has approved a variety of planning documents that address different scales, timeframes, and scopes of concern relevant to planning and land management. To provide clarity with respect to OCP consistency requirements, Figure 2 summarizes the content and linkages between the OCP and other City planning documents. OCP directions are achieved through citywide plans with

a more narrow focus, such as transportation and housing; through comprehensive and integrated planning at local area scale; and through the application of the City's spending and regulatory authority. Objectives and policies on the consistency of City plans, policies and bylaws with the OCP are detailed in Section 19 – Plan Administration.

Figure 2: City of Victoria Plan Linkages

Plan Type	Purpose	Scale/Scope	Method of Adoption in Practice	Timeframe
Sustainability Framework	Very long-term vision and goals for a sustainable community that provides a umbrella framework for City plans and corporate activities.	Citywide	Resolution	100 years
Official Community Plan	Policy framework to move towards a sustainable community through planning and land use management.	Citywide	Bylaw	30 years
Corporate Strategic Plan	Vision and goals of Council and City business operations.	Corporate	Resolution	3 years
Master Plans	Comprehensive plans for citywide topics or service delivery areas such as transportation.	Citywide	Resolution	Variable
Local Area Plans	Implements OCP directions at the local scale while responding to local context.	Local area/ neighbourhood	Resolution	Aligned with the term of the OCP
Strategies and Action Plans	Action-oriented plans for defined policy areas such as housing and climate change.	Citywide	Resolution	Variable
Policies	Guidance that addresses gaps in existing plans, pilots new initiatives, or responds to emerging issues.	Various	Resolution or Bylaw	Variable
Financial Plan › Capital Budget › Operating Budget	Detailed plan that provides the spending authority to implement the 20 year capital budget and the five year operating budget. › Part of the Financial Plan that details the funding and spending on capital investment in physical assets that support City operations. › Part of the Financial Plan that details the funding and spending to operate City departments.	Corporate	Bylaw	5 years
Regulatory Bylaws	Regulations that govern public and private activities within areas of municipal jurisdiction, such as land use, building, subdivision and development, nuisance, business licensing, and animal control.	Various	Bylaw	Continuous

Vision, Values and Goals

3

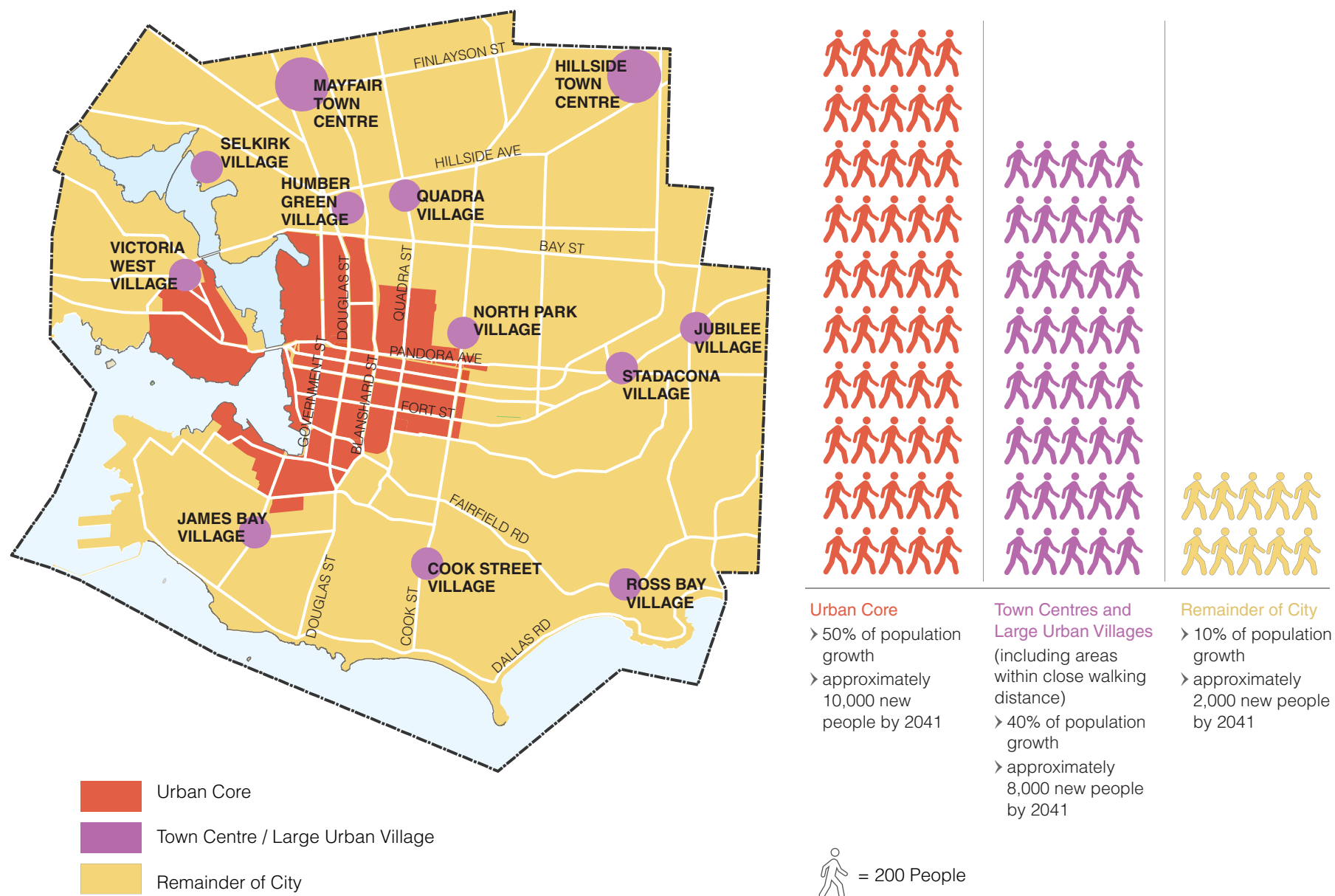


2041 Vision: Victoria is an urban sustainability leader inspiring innovation, pride and progress towards greater ecological integrity, livability, economic vitality, and community resiliency confronting the changes facing society and the planet today and for generations to come, while building on Victoria's strengths as a harbour-centred, historic, capital city that provides exceptional quality of life through a beautiful natural setting, walkable neighbourhoods of unique character, and a thriving Downtown that is the heart of the region.

OVERVIEW

Over the past 30 years Victoria has grown and changed dramatically. The city's population has increased from 63,800 in 1981 to more than 80,000 in 2011, with most of that growth occurring in the city core and on former industrial lands near the harbour in Downtown, Harris Green, Victoria West, North Park and Burnside. The economic transition that saw the departure of most of the primary manufacturing and shipping from the harbour and the core has seen these lands redeveloped as thriving residential and mixed-use neighbourhoods, with greatly increased public access to the water through an expanding network of harbour-side parks and trails. This rediscovery of the centre has also resulted in the revitalization of many of Victoria's high quality Victorian and Edwardian buildings, returning new life to Old Town and Chinatown and further enhancing the quality of place.

Over the next 30 years, Victoria is expected to grow by an additional 20,000 residents through building on the advantages of its harbour location, compact urban form, and human-scaled neighbourhoods, undergoing a deeper transition, to become a leader in urban sustainability while remaining one of Canada's most livable cities. The foundation for this transition is a growth management concept, illustrated in Figure 3, based on a strong Urban Core and network of walkable Town Centres and Urban Villages.

Figure 3: Thirty Year Growth Management Concept

PLAN VALUES

The following 13 values were identified through community engagement. These values inform the goals, broad objectives, policies, implementing actions, and the on going administration, review and renewal of this plan:

- 3.1 **Whole Systems Thinking:** Consider how the different parts of the city work together to affect the whole, including the environmental, social and economic dimensions of urban life and development.
- 3.2 **One Planet Living:** Become a city that lives and works within its fair share of the planet's resources.
- 3.3 **Integrated Design:** Integrate the natural, built and human environments in all aspects of city-building.
- 3.4 **Inclusivity and Accessibility:** Respect and respond to the perspectives, values and needs of Victoria's many individuals, groups and communities.
- 3.5 **Life Cycle Planning:** Anticipate the needs of citizens throughout their lives.
- 3.6 **Individual Well-Being:** Help ensure that all residents have secure access to basic needs, such as food, housing and services, as well as the skills and abilities required to flourish.
- 3.7 **Community Capacity Building:** Strengthen the natural, human, economic, social and cultural resources of Victoria to build, develop and shape a resilient community.
- 3.8 **Strong Local Communities:** Support and enhance the sense of place and community, and the uniqueness of Victoria's neighbourhoods.
- 3.9 **Downtown Vibrancy:** Reinforce the regional role of Downtown Victoria as a vibrant, engaging centre for employment, living, arts, culture, entertainment, tourism, and business.
- 3.10 **Engaged Citizens:** Actively engage citizens and community stakeholders and value and respect their contributions.
- 3.11 **Adaptive and Responsive:** Remain flexible and adaptive and ensure that mechanisms are in place to deal with changing, unpredictable circumstances.
- 3.12 **Regional Context:** Integrate a regional perspective and contribute to regional solutions.
- 3.13 **Coordinated Planning:** Work collaboratively with other agencies, levels of government and community stakeholders to co-ordinate plans, initiatives and programs.

PLAN GOALS

The plan sets out broad objectives and policies in 17 topic areas for the next 30 years that give expression to Victoria's sustainability commitment and work toward the achievement of long-term sustainability goals. The OCP goals are based on goals that were initially developed through the Victoria Sustainability Framework process, which provide a 100 year vision for the City as a community and corporation. The goals included in the OCP are adapted to focus on the areas that are most relevant to the community. These goals will not be achieved fully within the term of this plan. The efforts of many partners with powers well beyond the planning and land use responsibilities of the City, including those of senior government, business, neighbouring jurisdictions, and the community at large, must align to secure the vision of Victoria's future that these goals describe.

Figure 4: Plan Goals by Topic Area

Topic Areas	Goals
Land Management and Development	A. Victoria has compact development patterns that use land efficiently. B. Victoria's bustling downtown and harbour are a prominent centre for business, government, arts and culture on Vancouver Island. C. Neighbourhoods include centres of economic activity that serve the needs of residents within walking, wheeling or cycling distance.
Transportation and Mobility	A. Transportation options reduce fossil fuel dependence, help conserve energy and produce low greenhouse gas emissions and other air contaminants. B. Victorians move freely and efficiently via a safe, integrated and convenient network of public transit, bike routes, and a supportive, inviting pedestrian realm in preference to driving alone. C. Services, amenities, buildings, facilities, and public space are accessible.
Placemaking	A. Victoria is vibrant and attractive with unique character and sense of place. B. Victoria's cultural and natural heritage resources are protected and celebrated.
Parks and Recreation	A. Victoria is an active community where everyone enjoys convenient access to community parks, open spaces, facilities, amenities and programs close to where they live.
Environment	A. Victoria's urban environment, including urban forests, and public and private green spaces support healthy and diverse ecosystems. B. Victoria's Harbour, coastline, ponds and streams support healthy populations of fish and other aquatic life.
Infrastructure	A. Victoria's well-maintained infrastructure and facilities meet the needs of residents and business utilizing best management practices. B. Victoria's healthy, clean, high-quality drinking water is used in a thrifty way and maintained through generations. C. Efficient and effective liquid waste management protects human health and the natural environment and makes use of resource potential. D. Rainwater resources are carefully managed with collection, diversion, and re-use practices that moderate runoff volumes and maximize water quality. E. The waste stream to the regional landfill is reduced to a minimum, with recovery, re-use, recycling and composting of resources undertaken as standard practice.
Climate Change and Energy	A. Victoria and Victorians are more resilient to climate change and energy scarcity and costs. B. New and existing buildings are energy efficient and produce few greenhouse gas emissions. C. Transportation options reduce fossil fuel dependence, help conserve energy and produce low greenhouse gas emissions and other air contaminants. D. The waste stream to the regional landfill is reduced to a minimum, with recovery, re-use, recycling and composting of resources undertaken as standard practice. E. Victoria relies on clean, renewable, diverse and efficient energy sources.
Housing and Homelessness	A. All residents have access to appropriate, secure, affordable housing. B. A wide range of housing types, tenures and prices gives residents choices.

Topic Areas	Goals
Economy	A. Victoria generates economic growth, through innovation, entrepreneurship and new business formation, and attracts and retains sustainable enterprises well-suited to the region. B. Victoria contributes to global knowledge, produces and attracts talented researchers, incubates innovation, and brings new goods and services to market. C. Victorians have the knowledge and abilities to support a vibrant regional economy and the capacity to creatively adapt to economic change. D. Victoria is the headquarters of the Provincial Government, a premier tourism destination, and a gateway to Vancouver Island. E. A broad range of employment opportunities exist across the city and region providing workers with income to financially support themselves and their families.
Community Well Being	A. All Victorians have income and access to public services to be able to flourish and live with dignity. B. Lifelong learning opportunities that are culturally appropriate are available for diverse learners of all ages and income levels. C. High quality, affordable formal education is available and accessible for students of all ages. D. Victorians know their neighbours, are connected to communities of interest and have diverse opportunities for social interaction. E. Victorians can support themselves and their neighbours in difficult times. F. Victoria is a place where people come to live, work and play, regardless of age, ethnicity, religion, culture, income, sexual orientation, ability and family status. G. Victorians are healthy and have a network of health-related amenities, facilities and programs to promote wellness and meet the needs of all levels of mental and physical care. H. Victoria is a safe city, where everyone feels secure in public, in their homes, and workplaces.
Arts and Culture	A. Victoria is a place where artists are able to thrive and where people from all walks of life enjoy formal and informal opportunities to create and enjoy the arts, culture, and entertainment activities. B. Victoria's cultural and natural resources are protected and celebrated. C. Lifelong learning opportunities that are culturally appropriate are available for diverse learners of all ages and income levels.
Food Systems	A. A healthy share of the food that supplies Victoria's daily needs is sustainably grown, processed and packaged in the city, in surrounding agriculture areas, and on Vancouver Island. B. Victorians have access to skills, knowledge, and resources to produce and process their own food in urban areas.
Emergency Management	A. Victoria is prepared to deal with known hazards and emerging threats, to limit the adverse impacts of events, and effectively manage emergencies. B. Victoria is able to respond rapidly and effectively to all emergencies, including events with long-term impacts and recovery times. C. Victorians can rely on significant local sources for food, energy and materials to meet daily needs under emergency conditions.
Plan Administration	A. Corporate and community decision-making processes are clear and open to the public. B. Victorians are interested, informed, empowered and involved in their communities and the process of democratic governance.
Local Area Planning	A. Corporate and community decision-making processes are clear and open to the public. B. Victorians are interested, informed, empowered and involved in their communities and the process of democratic governance.
Adaptive Management	A. The City monitors and reports on progress for to learn and adapt as needed B. Corporate and community decision-making processes are clear and open to the public.
Monitoring and Evaluation	A. The City monitors and reports on progress for to learn and adapt as needed. B. Corporate and community decision-making processes are clear and open to the public.

Context and Challenges

4



OVERVIEW

The issues that face Victoria over the next 30 years, such as climate change and population change, provide the context that shapes and informs the plan's goals, objectives and policies. This section outlines the trends identified in 2011 as major challenges or opportunities for the whole plan and individual policy areas specifically, and the public engagement activities that helped to inform the development of this plan.

POPULATION GROWTH AND CHANGE

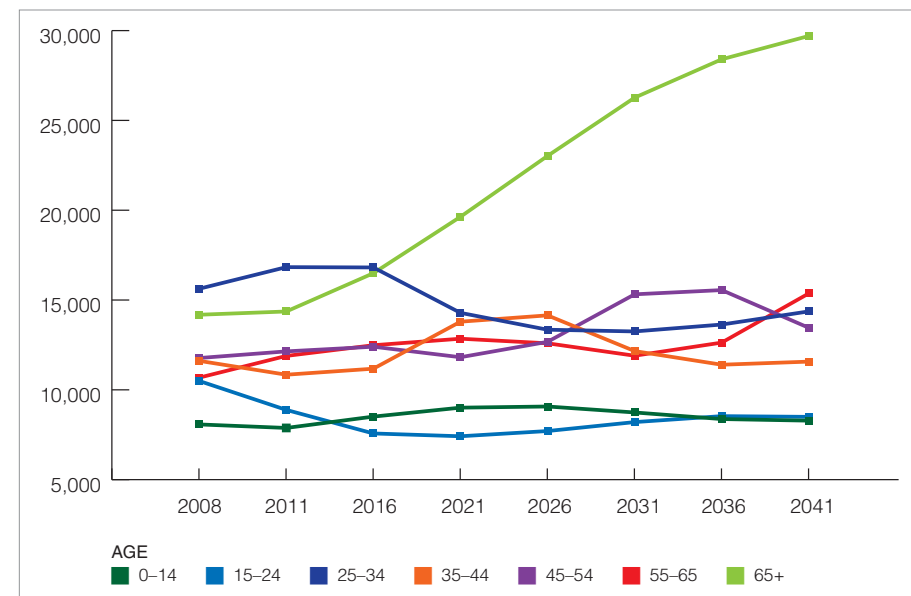
Victoria's population is expected to increase by approximately 20,000 new residents taking the city population to roughly 100,000 by 2041. As shown in Figure 5, the proportion of Victorians over the age of 65 is anticipated to increase dramatically, from 17% to 29% of the total population. At the same time, the proportion of children and young adults is anticipated to decline.

POLICY CHALLENGES

Land Management and Development

Population growth is expected to absorb Victoria's capacity for new ground-oriented housing under existing zoning and exceed that for apartments. High to medium densities in Victoria's Urban Core, Town Centres and Urban Villages are needed to satisfy widespread demand for housing that is more affordable and support shops, services and amenities within walking distance of households.

Figure 5: Population Projections by Age Group to 2041



Transportation and Mobility

An increased number of walking, biking and transit trips need to be accommodated within the existing street network. An increase in the number of regional commuters who travel to Victoria will increase road congestion and greenhouse gas emissions unless rapid and frequent transit corridors and associated supportive densities are enhanced in both the city and the region.

Placemaking

Victoria has a compact, dense urban form that is characteristic of larger cities, yet has access to nature, open spaces and a quality of life often associated with smaller communities. The challenge for new development is to create new memorable places, while embracing older special character areas through urban design, heritage conservation and animation of the public realm.

Parks and Recreation

Victoria has a network of parks, open space and recreational facilities that supports a high quality of life for citizens in neighbourhoods throughout the city. New approaches will be needed to balance the many different roles that these assets play, and to ensure that they respond to a growing population and aging infrastructure.

Environment

Less than two percent of the Garry Oak ecosystem that existed in Victoria in the 1800's remains today. Development has also highly modified the marine environment with contamination to the harbour and changes to the natural shoreline. As Victoria grows, it will be challenged to maintain remnant ecosystems and environmental quality.

Infrastructure

The City faces important decisions about aging infrastructure that must be replaced at significant cost and the provision of sufficient capacity for increasing densities in the Downtown, Town Centres and Urban Villages. Infrastructure, such as storm sewers, must also adapt to impacts of climate change that are projected to include more frequent and intense precipitation.

Climate Change and Energy

Greenhouse gas emissions in Victoria contribute to global warming impacts such as more frequent and severe windstorms. The city's emissions are projected to increase three percent from 2007 to 2020 unless private vehicle use and energy consumption are reduced and renewable energy is a priority.

Housing and Homelessness

High housing costs, both for rental and ownership, in Victoria make housing affordability a challenge for people of different income levels. Very little purpose-built rental housing is being constructed, vacancy rates are low and much of the existing supply of rental housing is approaching the end of its lifecycle. An estimated 1,500 people are homeless in the region.

Economy

Victoria's tourism sector faces the challenges of a strong Canadian dollar, stringent cross-border security, an island location and high fuel costs. There is also expected to be limited growth in government employment over the timeframe of this plan and the city has competition from suburban municipalities with greater supplies of commercial and industrial land, and major retail centres.

Community Well-Being

The demographic shift in Victoria presents a dual challenge: meeting the shifting service, housing and mobility needs of an older population, while enhancing the housing, facilities and affordability needed to retain a younger workforce and their families. The City will need to work with many different partners in order to achieve a community that is accessible, equitable and safe, and where everyone's basic needs are met.

Arts and Culture

Arts and cultural industries currently represent four to six percent of Victoria's economy, and are expected to have modest growth to 2031. The sector continues to face the challenge of insufficient public and private funding. While Victoria remains the regional centre for arts and culture facilities, events and activities, the arts community faces relatively high costs for rental space, and limited availability of suitable venues.

Food Systems

Access to land for household food production is often limited for those living in apartments or rental housing. Local food infrastructure such as shops, services and other food businesses need to be encouraged as part of a complete community. A growing number of residents are food-insecure and rely on charitable food services.

Emergency Management

The top two natural hazards for Victoria are earthquakes and severe windstorms. There is a 32% likelihood of a damaging earthquake event in the city before 2054. A disaster of this level is a major threat to life and property. Infrastructure, including buildings and structures related to utilities and underground services, may require extensive reconstruction in community recovery after a disaster.

ENGAGEMENT IN PLAN DEVELOPMENT

The objectives and policies in this plan were developed based on background research, public input and staff analysis. Public engagement was designed to both inform the public about the OCP and to gain an informed sense of the perspectives, values, goals and ideas of community members to shape the content in this Plan. As illustrated in Figure 6 below, the OCP process engaged more than 6,000 citizens and a diverse range of stakeholders, including groups who work with people who are harder to reach such as people who are homeless, living on low income, youth and single parents.

Figure 6: Official Community Plan Engagement Process



Regional Context Statement

5



OVERVIEW

As the core municipality in the broader metropolitan Capital Region, the City of Victoria must work collaboratively with 12 partner municipalities to achieve regional objectives. The City of Victoria is a partner in the implementation of the Capital Regional District's (CRD) Regional Growth Strategy (RGS), adopted by the CRD Board on August 13, 2003, and supports its goals, principles, policies and initiatives. As the Capital Region's population continues to increase, growth must be managed to ensure that regional sustainability and livability are enhanced over time. Local Government Act section 866 requires member municipalities to include within their OCP, a regional context statement that indicates the OCP's relationship to the RGS, for example, how the OCP conforms to the provisions of the RGS or will be brought into conformity over time. Context statements need to identify:

1. The extent to which the OCP is consistent with the RGS;
2. If it is not consistent, how the OCP will be brought into consistency; and,
3. The elements of the RGS which are not applicable to the municipality.

This regional context statement illustrates how Victoria implements the eight strategic directions of the current RGS:

1. Keep Urban Settlement Compact
2. Protect the Integrity of Rural Communities
3. Protect Regional Green and Blue Space
4. Manage Natural Resources and the Environment Sustainably

5. Build Complete Communities
6. Improve Housing Affordability
7. Increase Transportation Choice
8. Strengthen the Regional Economy

More than seven years have passed since the adoption of the RGS. Several implementation initiatives have been completed including TravelChoices: A Long Term Transportation Strategy for the Capital Region (April 2005), and the Regional Housing Affordability Strategy (March 2007), both of which propose future policy amendments to the RGS. Annual monitoring of RGS implementation since 2004 has identified areas where policy shifts are necessary.

The CRD is currently undertaking a major review of the 2003 RGS with the intention of developing a more explicit focus on regional sustainability, addressing among other things, the challenge of climate change, signaling this intention through a name change from RGS to Regional Sustainability Strategy (RSS). This process is expected to conclude with approval of a new regional strategy in 2013. After adoption of the new RSS, the City would be expected to update its regional context statement within two years.

REGIONAL GROWTH STRATEGY CONSISTENCY

Figure 7 summarizes how this plan is consistent or working towards consistency with the RGS.

Figure 7: Regional Growth Strategy Consistency

RGS Strategic Direction	Consistency Requirements	OCP Policy Response and Reference
1. Keep Urban Settlement Compact	Define the location and establish policies to support the regional urban containment and servicing policy area boundary. Establish the location and policies associated with the metropolitan core and major centres identified on RGS Map 3, including those related to mix of use, housing, and transit access. Indicate the extent to which housing options by type, tenure and market segment are addressed. Increase the designated capacity for ground-oriented housing by 5% over levels in the OCP in August 2003.	Victoria is fully within the regional urban containment area and in addition to the downtown-focused Metropolitan Core, has two Major Centres wholly or partially within its municipal boundaries: one at Mayfair Mall Major Centre, the other at Hillside Mall, both of which are partially within the District of Saanich. A key RGS target is that a minimum of 15% of the region's cumulative new dwelling units are accommodated within Victoria to 2026. Between 2001 and 2007, Victoria's cumulative share of new dwelling units averaged 22% of the regional total. As well, total population of the Metropolitan Core increased 17% between 2001 and 2006, from 9,955 to 11,750. The Metropolitan Core is identified as that area designated Urban Core on Map 2 and supported by policies to accept approximately 50% of Victoria's forecast growth to 2041, or a minimum of 10,000 new residents. The plan requires the City to maintain a local area plan focused on the Urban Core, and the City has developed the Downtown Core Area Plan to give this policy effect, providing policy direction to support population increase, business growth, cultural development, and a walkable core served by high capacity, frequent public transit. This plan designates Town Centres at Mayfair and Hillside Malls on Map 2, and provides policy direction for their development as walkable, transit-focused, mixed-use residential and employment centres. The Mayfair and Hillside Town Centres, together with transit-oriented Large Urban Villages elsewhere in the city, are forecast to accommodate 40% of Victoria's population growth to 2041, or approximately 8,000 new residents. The plan anticipates that the balance of forecast growth to 2041, approximately 10% or 2,000 new residents, will be accommodated in Small Urban Villages and existing neighbourhoods. Over the next 30 years, Victoria is forecast to need designated housing capacity to meet demand for an additional 13,500 apartment units and an additional 2,700 ground-oriented housing units. Zoned land capacity analysis prepared for this plan indicates that there is sufficient zoned capacity in 2011 to just match this demand. The plan designates additional housing capacity, primarily for apartment units and attached ground-oriented housing, to ensure that developable capacity is more than sufficient to meet forecast demand. The additional designation of housing capacity in the plan provides more opportunities for population growth in compact, walkable areas of Victoria, thereby supporting the maintenance of the regional urban containment and servicing policy area boundary.

CONTINUED >

RGS Strategic Direction	Consistency Requirements	OCP Policy Response and Reference
1. Keep Urban Settlement Compact		The plan proposes policies to address housing need across the entire breadth of the housing spectrum with a particular focus on meeting housing demand for an aging population, for housing suitable to families, and to address homelessness. The Urban Residential and Traditional Residential designations of the plan provide greater scope for housing stock diversity than conventional exclusive use designations. [SEE SECTIONS 6 – LAND MANAGEMENT AND DEVELOPMENT; 7 – TRANSPORTATION AND MOBILITY; 8 – PLACEMAKING; 13 – HOUSING AND HOMELESSNESS; AND 14 – ECONOMY].
2. Protect the Integrity of Rural Communities	Establish policies and land management designations for the protection of rural character. Designate Capital Green lands and Renewable Resource Lands consistent with RGS Map No. 3. Establish policies and mechanisms to limit the extent of rural development.	While Victoria does not include rural areas, it plays a role in protecting the Capital Region's rural communities by housing a significant proportion of regional population growth in walkable, transit-accessible communities in the region's most diverse housing stock. As well, Victoria provides a significant market for local agricultural products and the plan establishes policies respecting food security and Victoria's role in the regional food system. All lands identified as Capital Green Lands in Victoria, including Beacon Hill Park, Summit Park and Gonzales Hill Regional Park, are designated Public Facilities, Institutions, Parks and Open Space as identified on Map 2 and further defined on Map 9, with these designations supported by policy direction for their protection. [SEE SECTIONS 6 – LAND MANAGEMENT AND DEVELOPMENT; 9 – PARKS AND RECREATION; AND 17 – FOOD SYSTEMS]
3. Protect Regional Green and Blue Space	Designate green and blue space areas consistent with RGS Map No. 4 and establish policies to protect these lands and waters from development. Establish policies for the protection of lands identified as Unprotected Green Space on RGS Map No. 4.	The plan designates for protection all areas designated green and blue space in the RGS through Marine and Working Harbour designations or designated Public Facilities, Institutions, Parks and Open Space, as further defined on Map 2. The plan protects the alignment of the E&N Rail Trail through the Rail Corridor designation, and gives policy direction for ongoing updates to the Greenways Plan and the completion of a Parks Master Plan. A key element of these plans is the completion of the proposed Harbour Pathway system. The plan designates Sensitive Ecosystems on Map 10 and includes policies to guide the establishment of Development Permit Area guidelines for the protection of identified sensitive ecosystems including Coastal Bluff, Garry Oak Woodland, and marine areas of high ecological importance. The plan also provides policy guidance to the development of an Urban Forest Master Plan, and gives policy consideration to the ecological services performed by natural systems. [SEE SECTIONS 9 – PARKS AND RECREATION; AND 10 – ENVIRONMENT]

RGS Strategic Direction	Consistency Requirements	OCP Policy Response and Reference
4. Manage Natural Resources and the Environment Sustainably	Establish policies and targets for sustainable environmental management respecting waste discharge and diversion, resource conservation, and ecosystem health. Participate in integrated watershed planning approaches to manage surface water and drainage. Participate in the establishment of regional policies and targets for air quality, environmental quality and energy efficiency.	The plan establishes policies for sustainable resource management including policies with respect to mitigating the impacts of climate change, sustainable resource management, greenhouse gas reduction, renewable and district energy, green building and infrastructure, biodiversity, improved ecological function, air and water quality, marine and shoreline management and the urban forest. The plan includes policies respecting integrated watershed planning initiatives including those for Cecilia Creek and Bowker Creek. [SEE SECTIONS 10 – ENVIRONMENT; 11 – INFRASTRUCTURE; AND, 12 – CLIMATE CHANGE AND ENERGY]
5. Build Complete Communities	Establish policies to facilitate urban development that contributes to greater community completeness, in particular by supporting: growth in and within 500 metres of the Metropolitan Core and Major Centres; the co-location of housing, employment, services and recreation; new housing within a ten-minute walk of existing business and community services and facilities; projects that avoid or include mitigation measures for areas of high seismic risk; and, locate new growth within 400 metres of transit routes.	Victoria is a very compact and complete community. It has an average density of approximately 40 persons per hectare, the highest population density in the Capital Region and the sixth highest in Canada, equivalent to Toronto. On only 2.8% of the Capital Region's land base, Victoria houses nearly one-quarter of the region's population. The plan includes policies to support a broad vision to build complete communities, in particular focusing 50% of forecast residential growth in the Urban Core and surrounding Urban Residential designations, and 40% in two Town Centres and ten Large Urban Villages linked by rapid or frequent transit, and situated near community and business services and employment centres. The plan includes policies to focus the delivery of community services through hubs located in walkable centres. Virtually all of Victoria is within 500 metres of a transit route and approximately 50% of residents live within 400 metres of one of four frequent transit routes (Douglas Street; Fort/Yates Streets; Hillside Avenue; and Craigflower Road). The plan contains policies to further focus new employment growth in the Urban Core, the Mayfair and Hillside Town Centres, and in employment districts served by rapid and frequent transit service. The plan includes policies for emergency management focused on preparedness, response, mitigation and recovery and identifies areas of seismic vulnerability on Map 17, and policies respecting additional development information requirements for these areas. [SEE SECTIONS 6 – LAND MANAGEMENT AND DEVELOPMENT; 7 – TRANSPORTATION AND MOBILITY; 15 – COMMUNITY WELL-BEING; 18 – EMERGENCY MANAGEMENT; AND, 19 – PLAN ADMINISTRATION]

RGS Strategic Direction	Consistency Requirements	OCP Policy Response and Reference
6. Improve Housing Affordability	Participate in the development and implementation of a Regional Housing Affordability Strategy. Establish policies to address housing affordability.	Victoria participated in the development and approval of the Regional Housing Affordability Strategy, is a founding member of the Regional Housing Trust Fund, has established the Victoria Housing Fund, and is a funding partner in the Greater Victoria Coalition to End Homelessness. The plan establishes policies to address the twin challenges of housing affordability and homelessness across the housing spectrum, consistent with the three regional goals to: increase the supply of more affordable housing; reduce the number of people in core housing need especially low income renters; and reduce the number of people who are homeless and support the transition out of homelessness. The plan includes policy direction to update Victoria's Comprehensive Housing Strategy, which provides a local strategic response to the regional directions established in the CRD Regional Housing Affordability Strategy. [SEE SECTIONS 6 – LAND MANAGEMENT AND DEVELOPMENT; AND 13 – HOUSING AND HOMELESSNESS]
7. Increase Transportation Choice	Participate in the development of a Regional Transportation Strategy that aims to increase walking, cycling and transit mode share, establish a regional major route system, and link the Metropolitan Core and major centres with high capacity transit. Participate in the development of a permanent framework for transportation planning, governance and funding in the Capital Region.	Victoria participated in the development and approval of the TravelChoices Strategy and has partnered with the CRD, BC Transit and others in subsequent implementation initiatives including BC Transit's Westshore – Victoria Rapid Transit project and the 25 Year Transit Future Plan. The RGS 2026 target for non-auto mode share for Victoria's business core of 40% was exceeded in 2006, when Victoria achieved a city-wide non-auto mode share of 46% for journey to work trips, tied with Montreal as the highest in Canada. The plan supports integrated regional approaches to transportation planning and service delivery, and gives priority to walking, cycling, public transit and goods movement over single occupancy vehicle travel. The plan's land management vision supports development of a walkable urban pattern composed of a strong downtown core, Town Centres, and Large Urban Villages linked by rapid and frequent transit service and a network of pedestrian and cycling priority greenways. The land management and transportation policies of the plan focus on the broad objective that all residents of Victoria can reach goods and services to meet daily needs including public transit within a 15-minute walk of home. The plan gives priority to the development of more detailed local area plans for town centres and large urban villages along rapid transit and frequent transit corridors. Policies of the plan explicitly endorse coordinated transportation planning at the regional scale, including alignment of local transportation plans and initiatives with regional initiatives and across municipal boundaries including those related to public transit, passenger and commuter rail, goods movement, emergency response, trip reduction and travel demand management, and travel mode connectivity. [SEE SECTIONS 6 – LAND MANAGEMENT AND DEVELOPMENT; AND, 7 – TRANSPORTATION AND MOBILITY]

RGS Strategic Direction	Consistency Requirements	OCP Policy Response and Reference
8. Strengthen the Regional Economy	Participate in the development of a Regional Economic Development Strategy with a focus on: finding ways to maintain and enhance the Metropolitan Core as the economic heart of the region, ensuring that Victoria achieves a minimum share of 20% of the region's employment growth to 2026; finding ways to include high value clean industry and business in the Metropolitan Core and Major Centres; and, finding ways to reduce poverty.	Victoria participated in the development of the draft Economic Development Opportunities Blueprint – A Strategy for Regional Economic Prosperity, completed in 2004 but not adopted by the CRD Board. The Board directed instead the development of a broader regional economic sustainability strategy as part of the five year review of the RGS, starting in 2008. While Victoria has continued to experience employment increases, it has been losing ground to other parts of the region with respect to its share of new employment growth, attracting only 13% of regional employment growth between 2001 and 2006, compared to the 20% target identified in the RGS. The plan designates lands for employment on Map 2 and includes a number of policies to reverse this trend including: increasing the size and permitted development density of the Core Business district; identifying areas for intensive employment growth in expanding sectors along the Douglas Street rapid transit corridor (Core Employment district, Humber Green Village, Mayfair Town Centre); and, identifying areas for intensive employment growth along frequent transit corridors including the Hillside Town Centre, and the General Employment district at Royal Jubilee Hospital. Victoria's economic structure is summarized on Map 14. The plan also includes policy direction for the development of an economic strategy for Victoria with a focus on business incubation, growth and retention, and policy respecting poverty reduction and community economic development. [SEE SECTIONS 6 – LAND MANAGEMENT AND DEVELOPMENT; 14 – ECONOMY; 15 – COMMUNITY WELL-BEING, AND 16 – ARTS AND CULTURE]



Part 2 Policy Directions

Land Management and Development

6



GOALS

- 6 (A). Victoria has compact development patterns that use land efficiently.
- 6 (B). Victoria's bustling downtown and harbour are a prominent centre for business, government, arts and culture on Vancouver Island.
- 6 (C). Neighbourhoods include centres of economic activity that serve the needs of residents within walking, wheeling or cycling distance.

OVERVIEW

Victoria is a harbour city largely developed before the use of automobiles was commonplace. Unlike communities that developed after the Second World War, where activities are broadly separated into single use industrial, commercial and residential districts accessed primarily by private automobile, Victoria exhibits a complex pattern of uses and building forms and relatively high average residential densities. This not only gives the city character, but enables people to meet many daily needs close to home. This traditional, walkable urban pattern of a compact downtown, village centres, corner stores, and small [apartments](#) found within primarily detached residential areas, with places of work and residences in relatively close proximity, is one that communities across North America try to emulate to become more sustainable and livable. In this context, where many of the negative effects historically associated with workplaces have disappeared due to economic change and technical improvement, management of urban

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

In a regional context, communities are situated along a continuum of increasing settlement density – from natural and rural areas, through suburbs, urban neighbourhoods and centres, to the city core. In the Capital Region, Victoria occupies the urban end of this continuum where walking, cycling and transit are most viable, where opportunities for face to face human interaction and exchange are greatest, and where climate and energy outcomes are best optimized. However, as a built-out city, a key challenge is to balance the accommodation of new development and population and employment growth with other values such as the retention of heritage resources, the provision of open space and the enhancement of the urban forest, all within a limited land base.

According to 2006 Statistics Canada figures, Victoria has remained above the CRD's Regional Growth Strategy target to accommodate 15% of the new dwelling units since 2001, attracting 24% of the regional total in 2006. However, forecast growth of approximately 20,000 additional residents by 2041 is expected to reach Victoria's capacity available under existing zoning for new ground-oriented residential and exceed that for apartments, running the risk that housing will become increasingly more expensive as available capacity is depleted.

To address these challenges, the plan seeks to focus anticipated future population and employment growth to support development of a strong downtown core that retains its predominant role in the regional economy, enhance and expand the network of Urban Villages and Town Centres, link thriving employment districts with high capacity and frequent public transit service, while conserving traditional residential character and enhancing quality of place. Complementary to the management of land, the plan also seeks to manage the harbour as a strategic resource by strengthening the Working Harbour, enhancing linkages between land and water uses, and improving waterfront access and vitality.

BROAD OBJECTIVES

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

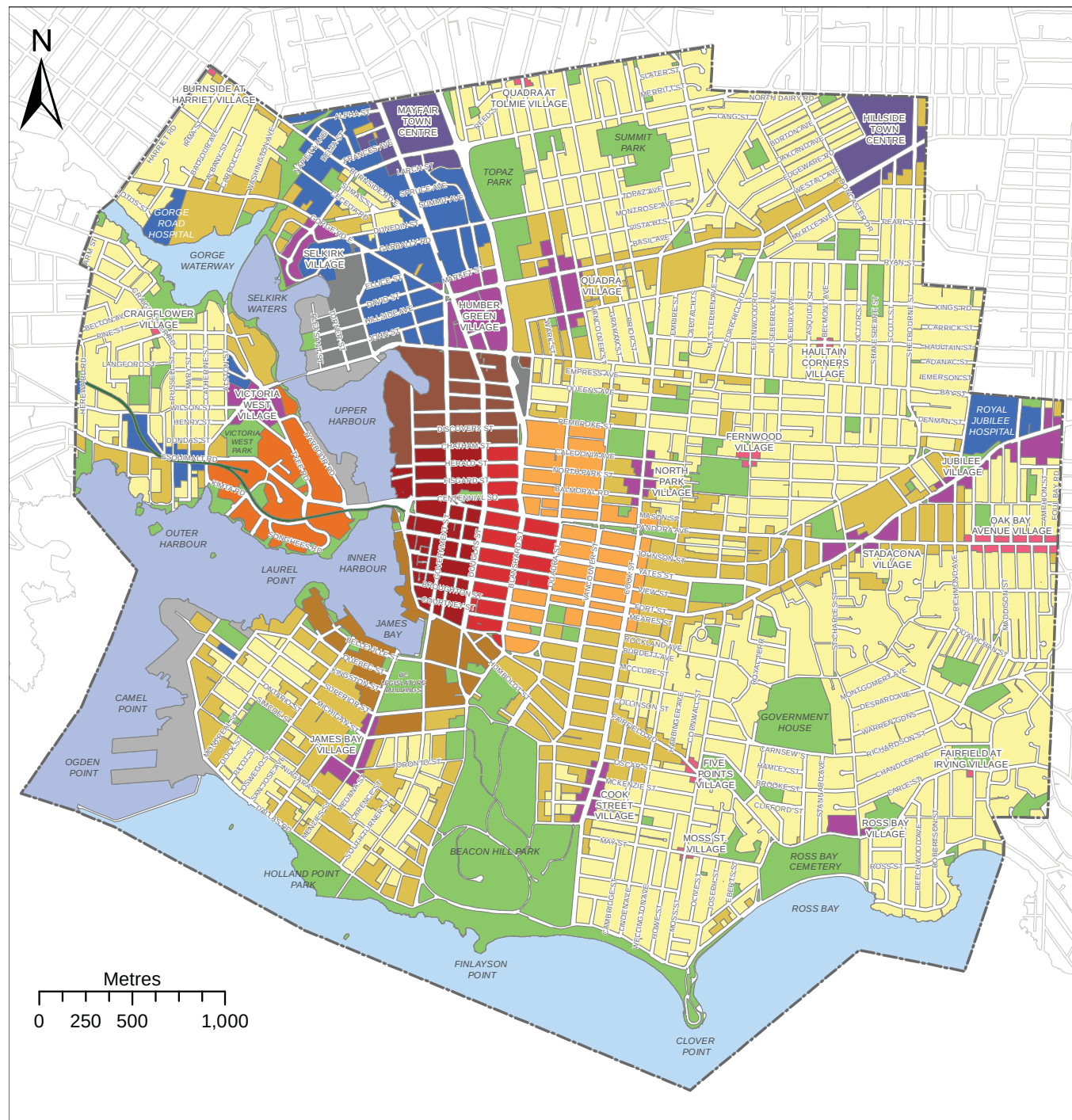
- 6 (a) That at least 20,000 new residents and associated housing growth is shared across the city in the following approximate proportions: 50% in the Urban Core; 40% in or within close walking distance of Town Centres and Large Urban Villages; and 10% in Small Urban Villages and the remainder of residential areas.
- 6 (b) That new employment growth is focused in the Urban Core, Town Centres, employment districts, and along corridors served by rapid and frequent transit with new office development concentrated downtown.
- 6 (c) That the Downtown Core Area remains the Capital Region's primary economic, social, arts, cultural, and entertainment centre and where government employment and supporting services are retained and expanded.
- 6 (d) That Town Centres, Large Urban Villages and employment and Industrial districts develop to densities capable of supporting economically viable renewable district energy systems, community and commercial services and civic amenities appropriate to their different scales and roles in the city.
- 6 (e) That Rock Bay develops as an area of intensive employment specialized in the incubation, growth and retention of advanced technology and green enterprise.
- 6 (f) That Town Centres and Urban Villages become progressively more complete so that over time all residents can reach goods and services to meet daily needs within a 15 minute walk of home.

- 6 (g) That all 13 city neighbourhoods contain a range of housing types suitable to people with a mix of incomes, living in a variety of household types, throughout their lives.
- 6 (h) That the Harbour is strengthened as an area of significant economic, transportation, recreational and cultural activity and the Working Harbour and associated marine industries are retained [SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY, SECTION 8 – PLACEMAKING, AND SECTION 14 – ECONOMY].

PLACE-BASED LAND USE MANAGEMENT

- 6.1 Urban place designations are established and identified on Map 2, including built form, [place character](#), land use and density characteristics, to represent present and proposed conditions and to support the development of a diversity of places across the city defined generally as follows:
 - 6.1.1 **Marine** consists of sheltered or open marine waters that provide wildlife habitat and support recreational activities and marine transport, moorage, and harvesting except in those waters formally designated by senior government for habitat protection purposes.
 - 6.1.2 **Working Harbour** consists of a mixed-use harbour that supports a variety of water-dependent industrial, marine and air transport, commercial, institutional, marine residential and recreational uses.
 - 6.1.3 **Rail Corridor** consists of linear rights of way exclusively intended for rail-based passenger and freight transport, cycling and pedestrian trails and linear recreation uses, underground or overhead utility lines, and structures and buildings accessory to these uses, including stations and platforms.
 - 6.1.4 **Public Facilities, Institutions, Parks and Open Space** consists of public and private open space, recreational facilities, public parks, schools, public and private institutions, and community facilities including government buildings and their grounds.
 - 6.1.5 **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.
- 6.1.6 **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.
- 6.1.7 **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.
- 6.1.8 **Large Urban Village** consists of low to mid-rise mixed-use buildings that accommodate ground-level commercial, offices, community services, **visitor accommodation**, and multi-unit residential apartments, with a public realm characterized by wide sidewalks, regularly spaced street tree planting and buildings set close to the street frontage, anchored by a full service grocery store or equivalent combination of food retail uses, serving either as a local, rapid or **frequent transit service** hub.
- 6.1.9 **Town Centre** consists of mixed-use, mid-rise building types that accommodate ground-level commercial, offices, community services, visitor accommodation, and multi-unit residential apartments, with a well-defined public realm characterized by wide sidewalks, regularly spaced street tree planting and buildings set close to the street frontage, anchored by a full service grocery store or equivalent combination of food retail uses and **destination retail**, serving either as a frequent or **rapid transit service** hub.
- 6.1.10 **Urban Core** consists of the highest density and greatest mix of uses in the city, including civic and institutional facilities of regional and provincial importance, primary retail, entertainment, office and other commercial uses, **high-rise** multi-unit residential apartment and office buildings, visitor accommodation and services, and intensive employment, marine-oriented industrial and transportation uses. The Urban Core is served by rapid and frequent transit, **local circulating transit**, and inter-regional rail, air, marine and bus transport, characterized by a well-defined public realm with wide sidewalks, public squares and open spaces, regularly spaced tree planting, and buildings set close to the street frontage, where walking, cycling, and public transit are preferred travel modes. The Urban Core, as further defined in Figure 8 and as identified on Map 2, consists of six mixed-use sub-designations:
- Core Business;
 - Core Historic;
 - Core Inner Harbour/Legislative;
 - Core Residential;
 - Core Songhees; and,
 - Core Employment.
- 6.1.11 **Industrial** consists of industrial uses including primary processing, manufacturing, shipping, warehousing and accessory office uses, occupying a wide range of low to mid-rise building forms including those with large floor plates on lots with outdoor space suitable for vehicle circulation, storage as appropriate, and materials handling.
- 6.1.12 **Marine Industrial** consists of marine-dependent uses including shipping, manufacturing, processing, transportation, warehousing, accessory office uses, and other marine industrial uses fronting the Working Harbour.
- 6.1.13 **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.



MAP 2

Urban Place Designations

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

Urban Place Designations extend to the centerlines of adjacent streets.

6.2 To advance the place-based land use management vision described in policy 6.1, the City's local area plans and land use and development regulations, when updated, will consider the form, place character, use and density guidelines provided in Figure 8, providing finer grained policy and regulatory guidance in response to local context and development opportunity.

6.3 While the designations described in policy 6.1 and Figure 8 establish the general pattern of land use, it is the Zoning Bylaw that regulates the specific uses and density of development that are permitted to occur on the land. Within each designation, there will be a range of uses, densities and built forms. Decisions about the use, density and scale of building for an individual site will be based on site-specific evaluations of proposed developments in relation to the site, block and local area context and will include, but not be limited to, consideration of:

- 6.3.1 Consistency of proposal with all relevant policies within the Official Community Plan;
- 6.3.2 City policies; and
- 6.3.3 Local area plans.

Figure 8: Urban Place Guidelines

Designation	Built Form	Place Character Features	Uses	Density
Marine	Moorage and navigational structures.	Open marine waters.	Marine open waters and public foreshore areas. Marine transportation, recreation, moorage, and harvesting.	Not applicable
Working Harbour	Port structures including wharfs, piers, navigational structures, cargo and passenger handling and staging areas.	Mixed-use harbour environment characterized by marine traffic, marine industry, open water areas, moorage, and water-oriented recreation.	Marine industrial. Water borne and marine air transportation. Shipping, cargo handling, port facilities and navigation structures. Marinas, marine commercial services. Marine residential. Public foreshore areas, moorage and recreation	Range of densities determined on a site-specific basis (SEE POLICY 6.26).
Rail Corridor	Structures and buildings accessory to the primary transportation uses such as switching sheds, bicycle shelters, and transport stations and shelters, no greater than one storey in height.	Rail and trail corridor.	Rail-based freight and passenger transport and stations. Cycling and walking trails. Linear recreation uses. Open space. Utility lines.	Total floor space ratios up to approximately 0.1:1.

Designation	Built Form	Place Character Features	Uses	Density
Public Facilities, Institutions, Parks and Open Space	Public buildings prominently sited in landscaped open space and formal grounds with variable heights. Recreational, institutional, educational buildings and structures within open space.	Variable with landmark buildings and open spaces deployed across the city, serving as local, city-wide, regional or provincial destinations.	Government office, administration and ceremonial uses. Accessory residential uses. Recreational uses. Institutional uses including education, health and research, culture, and assembly. Accessory commercial services.	Total floor space ratios ranging up to approximately 0.5:1.
Traditional Residential	Ground-oriented buildings up to two storeys. Multi-unit buildings up to three storeys, including attached residential and apartments on arterial and secondary arterial roads.	Houses with front and rear yards, with variable setbacks, oriented to face the street. Variable landscaping and street tree planting. Small apartments and local retail stores along arterial and secondary arterial roads, at intersections, and pre-existing in other locations. On-street parking and individual driveways.	Ground-oriented residential including single, duplex and attached dwellings. House conversions. Accessory residential such as secondary suites and garden suites Freestanding commercial at the intersection of major roads. Low-rise multi-unit residential and mixed-use along arterial and secondary arterial roads. Home occupations.	Total floor space ratios up to approximately 1:1.
Urban Residential	Attached and detached buildings up to three storeys. Low-rise and mid-rise multi-unit buildings up to approximately six storeys.	Variable yard setbacks with primary doorways facing the street. Variable front yard landscaping, boulevard and street tree planting. On-street parking and collective driveway access to rear yard or underground parking.	Ground-oriented multi-unit residential. House conversions. Low to mid-rise multi-unit residential. Low to mid-rise mixed-use along arterial and secondary arterial roads. Home occupations. Visitor accommodation along Gorge Road and in pre-existing locations.	Total floor space ratios generally up to 1.2:1. Increased density up to a total of approximately 2:1 may be considered in strategic locations for the advancement of plan objectives. (SEE POLICY 6.23)

Designation	Built Form	Place Character Features	Uses	Density
Small Urban Village	Single and attached buildings up to two storeys. Low-rise multi-unit buildings up to approximately three storeys including rowhouses and apartments, freestanding commercial and mixed-use buildings. Mixed-use buildings up to approximately four storeys on arterial and secondary arterial roads.	Ground-oriented commercial and community services reinforce the sidewalk. One to three storey building facades define the street wall. Variable landscaping, boulevard and street tree planting. Rear yard off-street parking. Public green space or square.	Low-rise multi-unit residential and mixed-use. Commercial. Home occupations. Live/work.	Total floor space ratios ranging up to approximately 1.5:1. Total floor space ratios up to approximately 2:1 along arterial and secondary arterial roads.
Large Urban Village	Low-rise and mid-rise multi-unit buildings up to approximately six storeys including row-houses and apartments, freestanding commercial and mixed-use buildings.	Ground-oriented commercial and community services reinforce the sidewalk. One to three storey building facades define the street wall. Regularly spaced boulevard and street tree planting, wide sidewalks. Off-street parking underground, at the rear or otherwise screened. Central public green space or square.	Low to mid-rise multi-unit residential and mixed-use. Commercial, including visitor accommodation. Live/work. Home occupations.	Total floor space ratios generally up to 1.5:1. Increased density up to a total of approximately 2.5:1 may be considered in strategic locations for the advancement of plan objectives.
Town Centre	Low-rise, mid-rise and high-rise multi-unit buildings up to approximately 10 storeys including row-houses, apartments, freestanding commercial and mixed-use buildings.	Ground-oriented commercial and community services reinforce the sidewalk. Three to five storey building facades define the street wall. Regularly spaced street tree planting, wide sidewalks, and central public green space or square. Parking underground, at the rear or otherwise screened.	Low, mid and high-rise multi-unit residential and mixed-use. Commercial, including office, destination retail, and visitor accommodation. Live/work. Home occupations.	Total floor space ratios generally up to 2:1. Increased density up to a total of approximately 3:1 may be considered in strategic locations for the advancement of plan objectives.

Designation	Built Form	Place Character Features	Uses	Density
Core Historic	Buildings up to approximately five storeys set close to the sidewalk with high site coverage.	Continuity of commercial uses at grade with wide sidewalks, tree planting in appropriate locations, through block pedestrian passageways, mid-block walkways , formal squares and plazas. Historic building forms and materials and compatible new construction. Public art and civic buildings sited in prominent locations.	Multi-unit residential and mixed-use. Commercial, including retail, office, and visitor accommodation. Home occupations.	Total floor space ratios ranging up to approximately 3:1.
Core Inner Harbour/ Legislative	Buildings from one to five storeys adjacent to the harbour. Buildings up to approximately five storeys south of Superior Street and along Menzies Street and Government Street facing the Provincial Parliament Buildings. Buildings up to approximately 15 storeys east of the Empress Hotel to Blanshard Street, and south of Belleville Street.	Formal arrangement of buildings and their grounds deployed to respect the form and character of signature landmarks, including the Empress Hotel, and the Provincial Parliament Buildings. Formal public realm comprising wide sidewalks, pedestrian promenades, regularly spaced tree planting, formal squares and greens, pathways along the harbour, and prominently placed public art. Active marine transportation including ferry staging and moorage. Site of major festivals, celebrations and special events.	Public institutional and assembly. Commercial, including office, retail, and visitor accommodation. Marine water and air transportation. Recreation and tourism-related uses. Multi-unit residential and mixed-use. Home occupations.	Total floor space ratio generally ranging up to 1:1. Increased density up to a total of 4:1 may be considered in strategic locations for the advancement of plan objectives.

Designation	Built Form	Place Character Features	Uses	Density
Core Residential	Multi-unit residential, commercial and mixed-used buildings from three storeys up to approximately 20 storeys. Large floor-plate commercial and institutional buildings oriented to the street. Buildings up to approximately eight storeys for the area east of Cook Street/ south of Pandora Avenue/ north of Meares Street. Buildings up to approximately six storeys for areas: south of Meares Street/ east of Quadra Street; and, north of Pandora Avenue/ east of Cook Street.	Three to five storey building facades define the street wall with upper storeys set back above. Buildings set close to the street to define the public realm along retail streets, with landscaped setbacks in more residential areas, wide sidewalks, regularly spaced tree planting. Building heights are greatest along Yates Street and Blanshard Street. Off-street parking structured, underground or located at the rear.	Diverse housing types, including low, mid, and high-rise multi-unit residential and mixed-use. Commercial, including office and visitor accommodation. Institutional and complementary uses. Home occupations.	Total floor space ratios generally ranging from a base of 3:1 to a maximum of 5.5:1 for the area south of Mason Street/ east of Quadra Street/ west of Vancouver Street; and, east of Vancouver Street/ west of Cook Street/ on Pandora Avenue. Total floor space ratios ranging from a base of 1:1 to a maximum of 2:1 for areas: on Mason Street/ east of Vancouver Street/ west of Cook Street. Total floor space ratios ranging from 2:1 up to approximately 3.5:1 for the areas: east of Cook Street; and, south of Meares Street/ east of Quadra Street/ west of Cook Street. Total floor space ratios ranging from a base of 3:1 to a maximum of 5:1 for the area west of Quadra Street/ north of Pandora Avenue/ south of Caledonia Avenue. Total commercial floor space ratios up to 1:1 except along Pandora Avenue (base of 1:1 to a maximum of 3:1), and Yates Street and Fort Street (base of 3:1 to a maximum of 5.5:1 west of Cook Street and a base of 2:1 to maximum of 3.5:1 east of Cook Street).

Designation	Built Form	Place Character Features	Uses	Density
Core Songhees	Multi-unit residential, commercial and mixed-use buildings from three to six storeys. Buildings up to approximately 22 storeys in select locations. Commercial, light industrial and institutional buildings oriented to the street.	Buildings set close to the street to define the public realm along retail streets, with landscaped setbacks in more residential areas and ground-oriented commercial in mixed-use areas. Wide sidewalks, regularly spaced tree planting. Concentration of building height near the centre of the Songhees Peninsula along Esquimalt Road. Off-street parking structured underground or at the rear.	Diverse housing types and sizes, including low, mid, and high-rise multi-unit residential and mixed-use. Commercial, including office, retail and visitor accommodation. Institutional. Light industrial and complementary uses. Home occupations.	Total floor space ratios ranging up to approximately 2.5:1.
Core Business	Buildings up to approximately 24 storeys in height in select locations, with high site coverage. Commercial, institutional and mixed-use buildings oriented to the street.	Three to five storey building facades define the street wall with upper storeys set back above. Regularly spaced street tree planting, wide sidewalks with public squares and open spaces. Underground utility lines. Continuity of commercial uses – preferably retail – at grade, through-block passageways, mid-block crossings. Civic and institutional buildings. Off-street parking structured underground or at the rear.	Commercial, including office and retail along with complementary uses including residential, hotels and other visitor accommodation. Civic and public facilities. Home occupations.	Maximum residential floor space ratio of 3:1. Total commercial floor space ratios ranging from a base of 4:1 to a maximum of 6:1.

Designation	Built Form	Place Character Features	Uses	Density
Core Employment	Buildings up to approximately 10 storeys. Buildings from eight to approximately 20 storeys in height between Douglas Street and Blanshard Street.	Buildings set close to the street, wide sidewalks, regularly spaced tree planting and active uses at grade where appropriate. Green infrastructure. Large parcels / lots. Institutional and industrial buildings with common courtyard open grounds internal to the site. Landscape screening for service and parking areas.	Mix of predominantly industrial, light industrial, high technology, marine industrial, research and development, commercial, office and complementary retail. Residential mixed-use, work/live and commercial, including office, hotels and other visitor accommodation, located between Douglas Street and Blanshard Street.	Total floor space ratios up to approximately 3:1 Total floor space ratios ranging from a base of 3:1 to a maximum of 5:1 for the area south of Queens Avenue between Douglas Street and Blanshard Street. (Maximum residential floor space ratio of 3:1)
Industrial	Industrial buildings and structures from one storey up to approximately four storeys.	Large lots with large structures including on-site circulation, storage, parking, and materials handling and processing. Landscape screening for service and parking areas.	Primary processing, manufacturing, warehousing, shipping, bulk materials handling, and other industrial uses and accessory offices and commercial.	Total floor space ratios ranging up to approximately 3:1.
Marine Industrial	Industrial buildings and structures from one storey up to approximately four storeys	Large lots with large structures including on-site circulation, storage, parking, and materials handling and processing.	Primary processing, marine industrial, marine transportation, warehousing, shipping, bulk materials handling, and other marine industrial uses and accessory offices.	Total floor space ratios ranging up to approximately 3:1.
General Employment	Large floor-plate commercial and light industrial and mixed-use buildings from one storey up to approximately four storeys. Buildings up to 9 storeys or 10 storeys in select interior locations at Royal Jubilee Hospital.	Ground-oriented buildings set close to the sidewalk. Large lots with on-site outdoor circulation, storage, and materials handling space. Institutional and industrial buildings defining open grounds. Off-street parking to the rear or side-yard. Landscape screening for service and parking areas.	Commercial, including office and retail. Light industrial. Industrial work/live. Education, research and development, health services.	Total floor space ratios up to approximately 2:1.

GENERAL DEVELOPMENT GUIDANCE

- 6.4 Parks, schools, public facilities and utilities, public assembly, community services, pathways, open space, urban food production, institutional, and recreational uses are permitted in all designations as determined in accordance with zoning.
- 6.5 Guidelines specified in policy 6.2 and Figure 8 may be varied to achieve heritage conservation objectives where alternative guidelines are established for a heritage property or properties, or a [Heritage Conservation Area](#) [SEE ALSO SECTION 8 – PLACEMAKING].
- 6.6 As a fully urbanized city, there are no sand and gravel deposits suitable for future sand and gravel extraction defined in this plan.
- 6.7 Give consideration to minimum development densities necessary to support renewable technology and district energy systems in development decisions respecting major projects and in local area planning for the Urban Core, Town Centres, Large Urban Villages, and industrial and employment designations.
- 6.8 Encourage the logical assembly of development sites that enable the best realization of permitted development potential for the area.
- 6.9 Give consideration to site-specific amendments to this plan that are consistent with the intent of the Urban Place Designations and that further the broad objectives and policies of the plan, as appropriate to the site context.

URBAN CORE

- 6.10 Maintain and implement a detailed local area plan that supports the development of the Downtown Core Area, generally including those lands east and south of Victoria Harbour designated Urban Core on Map 2, as an economically vital, socially vibrant, and attractive mixed-use urban centre for the Capital Region by:
 - 6.10.1 Providing a framework for land use, building height and density that balances employment and residential development and concentrates higher density along the Douglas Street/ Blanshard Street corridor to relieve development pressure within the historic Old Town area, Chinatown and Victoria Harbour;
 - 6.10.2 Expanding the Core Business area as the primary location for offices and other forms of commercial development;

- 6.10.3 Establishing a density framework that balances the need for increased density in some areas with the need to maintain livable communities through the provision of key public amenities;
 - 6.10.4 Accommodating and fostering a greater range of housing options throughout the Downtown Core Area, including non-market housing;
 - 6.10.5 Identifying strategies to acquire and develop key public amenities, including urban plazas, park spaces, Government Street Mall extension and the [Harbour Pathway](#);
 - 6.10.6 Introducing additional financial incentives to support and encourage the seismic upgrading of heritage buildings within the Downtown;
 - 6.10.7 Supporting the use of alternative modes of travel through the integration of infrastructure and public realm improvements, and the concentration of higher density, transit-supportive development within walking distance of the Douglas Street corridor;
 - 6.10.8 Strengthening Rock Bay as a key employment centre within an attractive urban setting;
 - 6.10.9 Supporting the economic function and role of the Working Harbour, while recognizing opportunities to improve public access to the waterfront;
 - 6.10.10 Improving vitality and livability within the Downtown Core Area through initiatives and strategies to create an attractive and functional public realm, well-designed and diverse built forms, a range of amenities to serve the daily needs of residents, businesses and visitors and an improved local economy; and,
 - 6.10.11 Providing a careful transition of use intensity, development density and building height to adjacent areas.
- 6.11 Maintain density bonus provisions to ensure that as the Downtown Core Area develops, public amenities are secured in the development process through either in-kind or monetary contributions to City funds with a focus on public realm improvements in the Downtown Core Area or the conservation and seismic upgrading of heritage properties [SEE ALSO SECTION 19 – PLAN ADMINISTRATION].

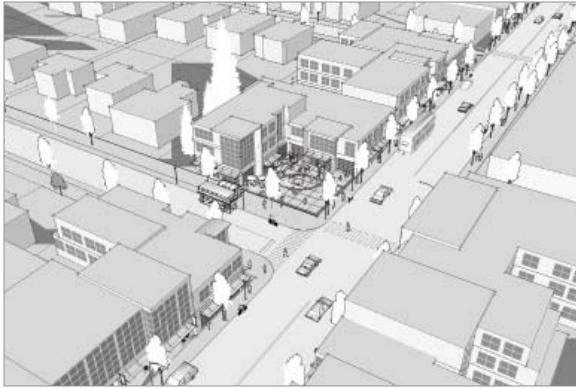
- 6.12 Continue to secure and develop through-block passageways, plazas, squares and parks, through mechanisms such as dedication at subdivision, rezoning, density bonusing for amenities, and the application of Development Permit and Heritage Conservation Area guidelines, and other available mechanisms.
- 6.13 Prepare a local area plan focused on Rock Bay, including lands designated Marine Industrial and Core Employment, to support its transformation into an intensive employment district that includes the incubation, growth and retention of [advanced technology](#) and green enterprise supported by sustainable infrastructure, green buildings, renewable and district energy, rapid transit service, and complementary industrial properties to the north giving consideration as well to the guidelines for local area plan development for industrial and employment districts in policy 20.7 [SEE ALSO SECTION 14 – ECONOMY, SECTION 20 – LOCAL AREA PLANNING].
- 6.14 Prepare a local area plan for the Victoria West neighbourhood, with a focus on the lands designated Large Urban Village, Core Songhees, Small Urban Village, General Employment, and Urban Residential, to support the completion of its transition into a mixed-use, urban residential area with a focus on elements of placemaking that support pedestrian activity, public realm animation, and harmonize urban design and economic relationships between the Songhees Peninsula, established areas of the Victoria West neighbourhood and the Downtown Core Area [SEE ALSO SECTION 20 – LOCAL AREA PLANNING AND SECTION 21 – NEIGHBOURHOOD DIRECTIONS].
- 6.17 Consider the use of design and [traffic calming](#) techniques in Town Centres and Urban Villages to reduce vehicle travel speed, provide safe access and passage for other road users, and permit the temporary closure of streets for community activities or special events.
- 6.18 Prioritize local area planning for Town Centres, Large Urban Villages and Small Urban Villages as illustrated on Map 3, giving consideration to residential and commercial land forecasts to determine the pace of phasing, and the scope of local area plans proposed.
- 6.19 Prepare a local area plan for the North Park Urban Village, with a focus on the lands generally within 400 metres, to support its development as a complete Large Urban Village and improve connections to the Downtown Core Area and Fernwood Village [SEE ALSO SECTION 20 – LOCAL AREA PLANNING AND SECTION 21 – NEIGHBOURHOOD DIRECTIONS].
- 6.20 Prepare local area plans for James Bay Village, Cook Street Village, Five Points Village, Moss Street Village, Ross Bay Village, Fairfield at Irving Village, Fernwood Village, Haultain Corners Village, Selkirk Village, Burnside at Harriet Village and Quadra at Tolmie Village to support the development of complete Urban Villages, generally focusing on the lands within 400 metres of Village Centres [SEE ALSO SECTION 20 – LOCAL AREA PLANNING AND SECTION 21 – NEIGHBOURHOOD DIRECTIONS].
- 6.21 Consider objective 6 (f) and the guidelines in Figure 9 in any proposals to establish new Town Centres and Urban Villages through local area plans or amendments to this plan, giving further consideration to encouraging residential densities within 400 metres of a Town Centre or Urban Village sufficient to support the range of services and amenities appropriate to it [SEE ALSO SECTION 8 – PLACEMAKING, SECTION 20 – LOCAL AREA PLANNING, AND SECTION 21 – NEIGHBOURHOOD DIRECTIONS].

TOWN CENTRES AND URBAN VILLAGES

- 6.15 Town Centres and Urban Villages should progress towards, as a result of new development and local area planning, a complement of community and commercial services and public amenities appropriate to each level of the hierarchy of villages and centres described in the guidelines shown in Figure 9, where each higher level centre includes the services and amenities identified for the prior lower level centre, except as otherwise indicated.
- 6.16 Consider expanding or establishing Development Permit Areas and Heritage Conservation Areas in and around Town Centres and Urban Villages to achieve a unique character and sense of place in the design of each centre and village, and a high quality of architecture, landscape and urban design.

Figure 9: Guidelines for Complete Town Centres and Urban Villages

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

Figure 9A: Guidelines for Complete Town Centres and Urban Villages – Conceptual Illustrations

Small Urban Village – Overview



Large Urban Village – Overview



Town Centre – Overview



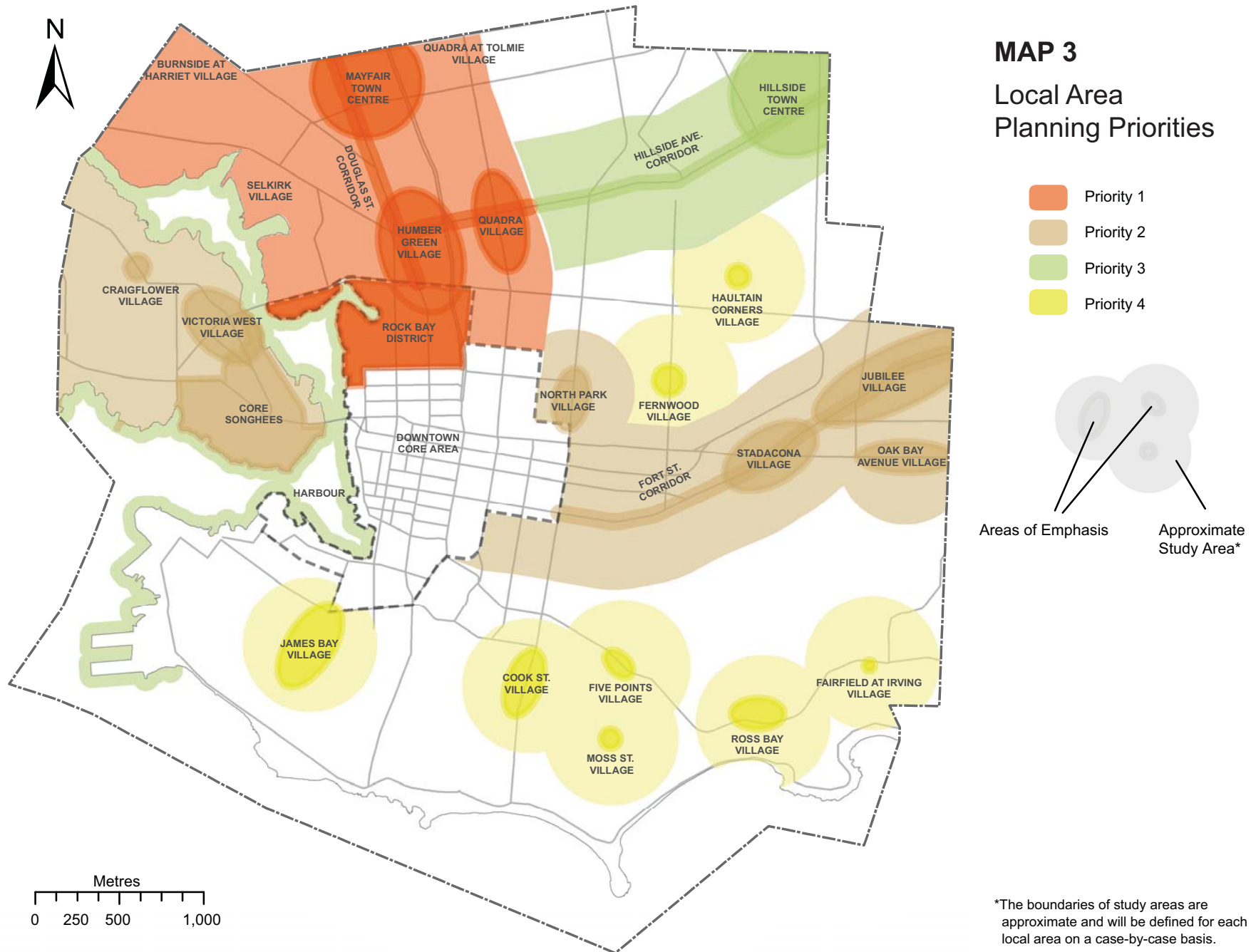
Small Urban Village – Street View



Large Urban Village – Street View



Town Centre – Street View



URBAN AND TRADITIONAL RESIDENTIAL

- 6.22 For areas designated Traditional Residential, consider new development, infill, and redevelopment consistent with the density and use ranges established in this plan, permitting their increase only as this plan provides or following the completion of a new local area plan for the area, and the subsequent amendment of this plan to give it effect [SEE ALSO SECTION 19 – PLAN ADMINISTRATION].
- 6.23 Generally support new development in areas designated Urban Residential that seeks densities toward the upper end of the range identified in Figure 8 where the proposal significantly advances the objectives in this plan and is:
 - 6.23.1 within 200 metres of the Urban Core; or
 - 6.23.2 within 200 metres of Town Centres or Large Urban Villages; or
 - 6.23.3 along arterial or secondary arterial roads.

EMPLOYMENT LANDS

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

WORKING HARBOUR, MARINE AND MARINE INDUSTRIAL

- 6.25 Support marine-related industry, water-borne transport, marine air transportation, and tourism activities in Victoria Harbour by:
 - 6.25.1 Limiting new residential development on lands immediately adjacent to the Upper Harbour south of the Point Ellice Street Bridge and north of Swift Street;
 - 6.25.2 Encouraging a mix of active shoreline uses including public recreation, small craft launching and moorage, marine restaurants, pubs and float homes, in locations that do not conflict with the safe operation of ferries and float planes; and,
 - 6.25.3 Seeking to retain circulation space and limited parking necessary to serve adjacent marine and marine transport uses when considering any proposals to develop the lands adjacent to the Inner Harbour west of Wharf Street.
- 6.26 Changes to density levels within the Working Harbour designation must be considered through a rezoning process that considers the policies of this plan, relevant context and other relevant plans, policies and design guidelines.

- 6.27 Maintain and update the Harbour Plan in partnership with the senior levels of government, property owners, including the Greater Victoria Harbour Authority, residents, and business and community partners.
- 6.28 Seek to protect the biophysical, visual and recreational attributes of the Marine waters of Juan de Fuca Strait east of the Ogden Point Breakwater and the Gorge Waters north of the Selkirk Trestle, as identified on Map 2. [SEE ALSO SECTION 10 – ENVIRONMENT].

TRANSIT CORRIDOR PLANNING

- 6.29 Through the preparation of local area plans, establish detailed policies, regulations, and guidelines for the design and development of the rapid transit station-oriented Mayfair Town Centre and Humber Green Village, where the scope of the planning study considers the lands generally 800 metres east and west of the proposed rapid transit alignment along Douglas Street, from Caledonia Avenue north to the municipal boundary, including Quadra Village and lands designated Core Employment. [SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY].
- 6.30 Through the preparation of local area plans, establish detailed policies, regulations, and guidelines for the design and development of the frequent transit corridor-oriented Stadacona Village and Jubilee Village, where the scope of the planning study considers the lands generally 400 metres north and south of the proposed priority transit alignment along Fort Street from Cook Street to the municipal boundary at Foul Bay Road.
- 6.31 Through the preparation of local area plans, establish detailed policies, regulations, and guidelines for the design and development of frequent transit corridor-oriented Hillside Town Centre, where the scope of the planning study considers the lands generally 400 metres north and south of the proposed frequent transit service route along Hillside Avenue, from Blanshard Street to the municipal boundary at North Dairy Road.
- 6.32 Phase local area planning for transit corridors as illustrated on Map 3, giving consideration to residential and commercial land forecasts to determine the pace of phasing, and the scope of local area plans proposed [SEE ALSO SECTION 19 – PLAN ADMINISTRATION, SECTION 20 – LOCAL AREA PLANNING, AND SECTION 21 – NEIGHBOURHOOD DIRECTIONS].

MEASURING PROGRESS

- 6.33 The following targets should be considered in measuring progress towards the plan's land management and development objectives:
- 6.33.1 Victoria accommodates a minimum of 20,000 additional residents from 2011 to 2041;
 - 6.33.2 The Urban Core accommodates a minimum of 10,000 additional residents from 2011 to 2041;
 - 6.33.3 Victoria accommodates a minimum of 20% of the region's cumulative new dwelling units to 2041;
 - 6.33.4 The Urban Core accommodates a minimum of 10% of the region's cumulative new dwelling units to 2041; and,
 - 6.33.5 A minimum 90% of all dwelling units are within 400 metres either of the Urban Core, a Town Centre or an Urban Village by 2041.

Transportation and Mobility

7



GOALS

- 7 (A) Transportation options reduce fossil fuel dependence, help conserve energy and produce low greenhouse gas emissions and other air contaminants.
- 7 (B) Victorians move freely and efficiently via a safe, integrated and convenient network of public transit, bike routes, and a supportive, inviting pedestrian realm in preference to driving alone.
- 7 (C) Services, amenities, buildings, facilities, and public space are accessible.

OVERVIEW

Land use and transportation are tightly inter-related. Victoria's compact size, relatively high overall residential and employment density, and fine grained network of streets not only enables travel on foot, on bicycle and by public transit, but also provides the land use framework to further support growth in these sustainable mobility modes. This virtuous interdependency between compact, walkable urban form and sustainable transportation choices is borne out by 2006 Statistics Canada figures, which show that in Victoria 46% of trips to work involved walking, cycling and public transit, tied with Montreal for the highest rate in Canada. Building upon these place advantages gives Victoria the opportunity to further increase the proportion of people using these modes.

Over the next 30 years, a large proportion of the anticipated 20,000 new residents are expected to be over the age of 65, a population more dependent upon mobility alternatives to the automobile. Anticipated future employment growth in the Downtown Core Area and employment districts will increase demand for employees to commute from neighbouring jurisdictions to get to work in Victoria. This will add to road congestion and transportation-generated greenhouse gas emissions, unless investments are made to enhance public transit service, including the provision of rapid transit and frequent transit service, and the enhancement of pedestrian and cycling networks.

To address these challenges, meet the plan's transportation and mobility goals, and support the land management and development vision set out in Section 6, this plan seeks to manage transportation infrastructure and services to give priority to the pedestrian, cycling and transit modes and link Urban Villages, Town Centres, the Urban Core and Employment and Industrial districts with high capacity and frequent public transit service. The focus on walkable centres and thoroughfares, coupled with investments in cycling infrastructure and public transit, directly address the City's overall greenhouse gas reduction target and promote active transportation to improve community health outcomes.

BROAD OBJECTIVES

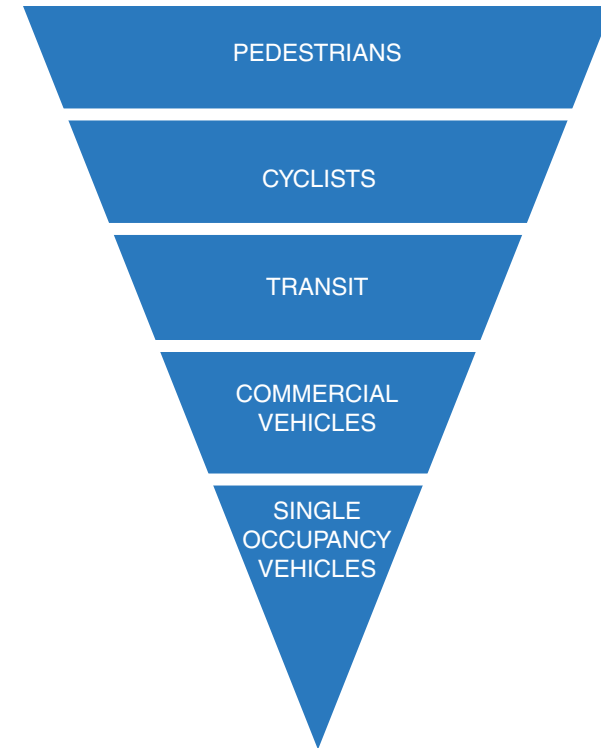
The transportation and mobility policies of this plan collectively address seven broad objectives:

- 7 (a) That travel modes function effectively together as a system where road right-of-ways are designed and managed to give priority to pedestrians, cyclists, public transit, and **commercial vehicles** over single occupancy vehicles.
- 7 (b) That a hierarchical public transit network comprised of rapid, frequent, and local service levels, affordable and accessible to all, conveniently connects neighbourhoods to each other, the Urban Core, Urban Villages, employment areas, regional destinations and points of entry including Victoria International Airport and the BC Ferry terminal at Swartz Bay.
- 7 (c) That complete **greenway** and cycling networks that include separated bicycle lanes and generous pedestrian sidewalks and footpaths connect the Urban Core, Town Centres and Urban Villages with major parks, civic institutions, employment areas, recreational and cultural attractions, and other common destinations.
- 7 (d) That a coordinated system of multi-modal regional corridors move people, goods and emergency vehicles efficiently to major regional centres and regional highway and ferry points of entry.
- 7 (e) That a coordinated **transportation demand management** program is provided on a regional basis.
- 7 (f) That new and upgraded intercity bus and inter-regional rail terminals are located in close proximity to rapid and frequent transit stations in the Downtown Core Area.
- 7 (g) That land transportation interconnects effectively and conveniently with marine, air and ferry transportation in and adjacent to the Harbour.

TRAVEL MODE PRIORITY

- 7.1 Use the Hierarchy of Transportation and Mobility Priorities illustrated in Figure 10, as the conceptual framework for transportation planning where pedestrians, cyclists, transit, commercial vehicles, and single occupancy vehicles are ranked in descending order of priority.

Figure 10: Hierarchy of Transportation and Mobility Priorities



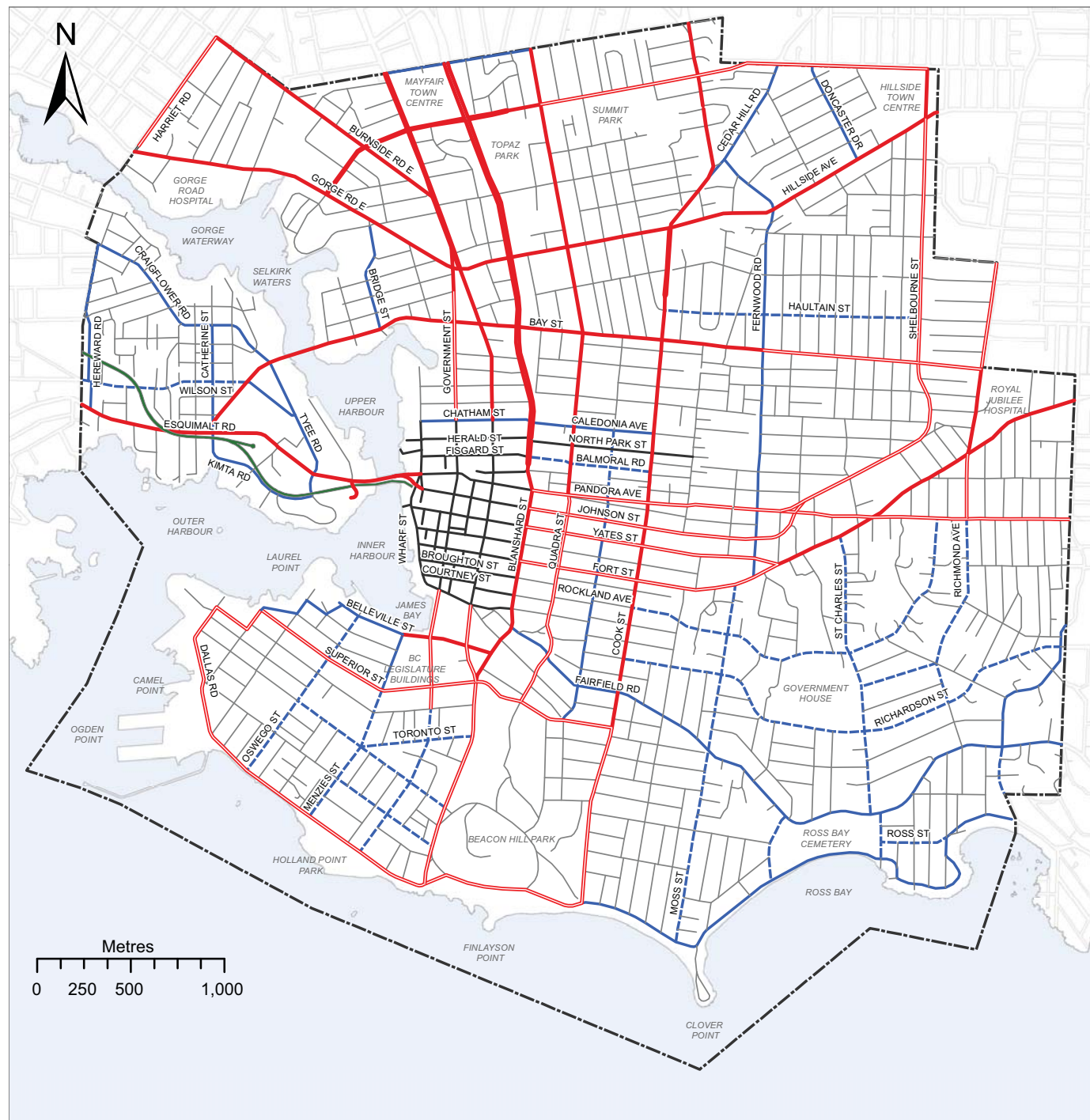
URBAN THOROUGHFARE MANAGEMENT

- 7.2 Manage the network of **major roads** (**arterial** and **collector**) and **minor roads** (local) identified on Map 4, as managed in the Street and Traffic Bylaw and Highway Access Bylaw, in a manner that merges concern for travel function with public realm design that supports walking, giving priority to right-of-way management over increases in road capacity to improve travel efficiency, according to the Walkable Urban Thoroughfare Guidelines described in Figure 11.

Figure 11: Walkable Urban Thoroughfare Guidelines

Urban Thoroughfare Type*	Functional Classification	Public Realm Design Objectives
Boulevard	Arterial Secondary Arterial	Walkable major streets designed to carry high volumes of both through and local traffic at moderate speeds connecting to major city and regional destinations and points of entry, often divided by a landscaped median, with wide sidewalks set back from the curb behind landscaped and treed verges, providing dedicated bicycle lanes and minimal direct vehicle access from adjacent properties. Appropriate for shared greenways, boulevards are primary goods movement, transit and emergency response routes and use vehicle access management and pedestrian crossing techniques including median pedestrian refuges and full signalization.
Esplanade	Secondary Arterial Collector	A variation of the boulevard appropriate for shared greenways, areas adjacent to open harbour and shoreline areas. Designed with generous sidewalks and linear landscaped areas to support pedestrian, cycling and general purpose travel at low to moderate speeds in a scenic environment.
Avenue	Arterial Secondary Arterial Collector	Walkable major streets designed to provide continuous travel routes at moderate speeds across the city providing access between neighbourhoods, the Urban Core, Town Centres and Large Urban Villages, and Employment districts, appropriate for shared greenways, with on-street parking and loading where right-of-way widths permit, defined bicycle use of curb lanes, wide sidewalks, landscaping between the curb and sidewalk areas, and limited direct vehicle access to adjacent property. Avenues may provide frequent and local transit and emergency response routes and use vehicle and pedestrian access management techniques including full signalization, pedestrian activated signals, or roundabout intersections. Goods movement is typically limited to local routes and deliveries. Some avenues may feature a raised landscaped median and may serve commercial and mixed use areas, usually providing curb-side parking.
Street	Secondary Collector Local	Walkable thoroughfares appropriate for people priority greenways, primarily providing access to abutting properties at low design speeds with at least one shared moving lane, sidewalks and landscaping where right-of-way widths permit. A street is designed to (1) connect residential neighbourhoods with each other; (2) connect neighbourhoods with commercial and employment districts; and, (3) connect to major routes. Streets may serve as the main street of a commercial or mixed-use area and curb side parking is encouraged, and may provide local transit service, with goods movement generally restricted to local deliveries only. Vehicle and pedestrian access is managed generally using stop signs and roundabouts and other traffic calming techniques.
Lane	Lane (not included in functional street classification)	Very low speed, narrow roadways interior to a block that connect to adjacent streets and provide service, utility, vehicle and pedestrian access to the rear-yard areas of abutting properties. Lanes have variable design features depending upon location, and may serve as pedestrian priority links in a through block passageway system in the Downtown Core Area, appropriate for people only greenways.

*Urban thoroughfare type does not correspond directly to existing City of Victoria street network.



MAP 4

Functional Street Classification

- Downtown Streets
- Arterial
- Secondary Arterial
- Collector
- Secondary Collector
- Local
- Rail Corridor

- 7.3 Subject to specific regulations identified in the Street and Traffic Bylaw, truck traffic is permitted on designated truck routes.
- 7.4 Support economic activity in employment and industrial areas through managing road space, circulation and parking to enable efficient goods movement.
- 7.5 Manage traffic in the Urban Core by:
 - 7.5.1 Using technology and innovative traffic management methods to manage congestion;
 - 7.5.2 Limiting the further extension of one-way streets except where required to enable the extension of the Government Street Mall and facilitate transit, cycling and pedestrian modes; and,
 - 7.5.3 Enhancing the public realm to support increased pedestrian and cycling traffic and implement greenways.
- 7.6 Streets and the designated Rail Corridor on Map 2 are primarily intended to provide an integrated network of mobility infrastructure for walking, cycling, public and private transit, goods movement, emergency access and general purpose automobile traffic and their associated facilities, structures and navigational aids.
- 7.7 Update the City's road standards, including within Urban Villages and Town Centres, and for Downtown Streets, shown on Map 4, in a manner generally consistent with the Walkable Urban Thoroughfare Guidelines described in Figure 11, calibrating actual standards to:
 - 7.7.1 Reflect constraints due to existing roadway dimensions, physical conditions, and the functional requirements of particular routes;
 - 7.7.2 Increase pedestrian safety and comfort on major roads through the use of physical separation and buffers from travel lanes including, curb-side parking, green verges, street furniture and street tree planting;
 - 7.7.3 Specially enhance planting, signage, signalization and pedestrian and cycling facilities for routes identified as part of the implementation of the City's Greenways Plan; and,
 - 7.7.4 Enhance physical access and routes to services, amenities and places of employment for people with mobility and other physical challenges.
- 7.8 Coordinate public and private sector improvements to streets, pedestrian and cycling networks and facilities through improvements to facilities consistent with established City standards. Seek the acquisition of right-of-ways or easements consistent with established City standards through the rezoning and development permit process, where acquisition will further plan objectives.
- 7.9 No new major roads are anticipated, although roads along transit corridors or within and linking Town Centres, Large Urban Villages, Industrial and Employment areas and the Urban Core may transition to a higher functional classification as time progresses and as future local area plans are completed.

PARKING MANAGEMENT

- 7.10 Maintain and implement a Parking Strategy to manage parking in the Downtown Core Area to give priority to short-term parking on-street and in City-operated parking facilities, and improve effective use of parking resources by seeking to:
 - 7.10.1 Provide excellence in customer service;
 - 7.10.2 Create incentives to position downtown as the destination of choice;
 - 7.10.3 Support downtown businesses and improve downtown vitality;
 - 7.10.4 Promote a safe and inviting downtown parking environment including the provision of bicycle and electric vehicle parking at key destinations;
 - 7.10.5 Integrate public short-term parking as a component of underground parking provided for high-density commercial mixed-use buildings, where appropriate;
 - 7.10.6 Improve parking technology to make it more user friendly; and,
 - 7.10.7 Ensure that the parking system is financially self-sustaining through a cost-recovery model.

- 7.11 Consider managing parking throughout the city, employing a broad array of parking management strategies including sharing of parking facilities, location-efficient regulations and pricing, [unbundled parking](#), parking associations, overflow parking plans, improved user information, parking and mobility management, car-sharing, and reduced parking requirements, as appropriate.
- 7.12 Review and update the Zoning Bylaw to consider reductions in parking requirements where:
 - 7.12.1 Geographic location, residential and employment density, housing type, land use mix, transit accessibility, walkability, and other factors support non-auto mode choice or lower parking demand; and,
 - 7.12.2 Activities and circumstances of land uses, structures or buildings include the provision of a comprehensive suite of permanent on-site alternative travel supports and active transportation infrastructure, including such things as short-term and long-term bicycle parking facilities including shower and locker facilities, ridesharing, car-share co-ops, payroll transit passes and other automobile trip reduction measures.
- 7.13 Support the reduction of transportation-generated greenhouse gas emissions, by giving consideration to:
 - 7.13.1 The provision of charging stations for electric cars, electric scooters and bicycles in new multi-unit residential, commercial, office and mixed use development; and,
 - 7.13.2 Providing the opportunity to consider payments in lieu of parking requirements including to an alternative transportation investment fund established by the City.

PUBLIC TRANSIT

- 7.14 Support the maintenance and implementation of BC Transit's Victoria Region 25 Year Transit Future Plan, including rapid transit and frequent transit service as detailed in the plan and described for information only in Map 5, by:
 - 7.14.1 Encouraging residential and employment growth to concentrate in the Urban Core, Large Urban Villages, Town Centres and Employment areas along rapid and frequent transit corridors;
 - 7.14.2 Requiring the provision of transit shelters as a condition of subdivision and development along frequent transit corridors including through the Subdivision and Development Bylaw;
 - 7.14.3 Participating with BC Transit and the District of Saanich in the joint planning and design of Douglas Street as a [complete street](#), including the dedicated rapid transit alignment and stations, cycling routes, pedestrian areas, general purpose travel lanes, and public realm enhancements;
 - 7.14.4 Working in partnership with BC Transit and neighbouring municipalities to manage traffic in the rapid and frequent transit corridors to give public transit priority over general purpose traffic;
 - 7.14.5 Participating with BC Transit, the Township of Esquimalt, the District of Saanich and the Town of Oak Bay in undertaking the study of options to provide potential cross-town [priority frequent transit](#) service connecting major destinations including Canadian Forces Base Esquimalt, the Downtown Core Area, Royal Jubilee Hospital, Camosun College, and the University of Victoria; and,
 - 7.14.6 Working in partnership with BC Transit to integrate new local transit service into neighbourhoods including [local circulating transit](#) serving the Downtown Core Area [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT, SECTION 20 – NEIGHBOURHOOD DIRECTIONS].



MAP 5

Victoria Region 25 Year Transit Future Plan

Proposed Transit Network by 2035*

- Rapid Transit
- Frequent Transit
- ⊗ Potential Major Transit Exchange

*The "Victoria Region 25 Year Transit Future Plan" is administered by BC Transit and may be subject to change.

WALKING, CYCLING AND OTHER PERSONAL MOBILITY

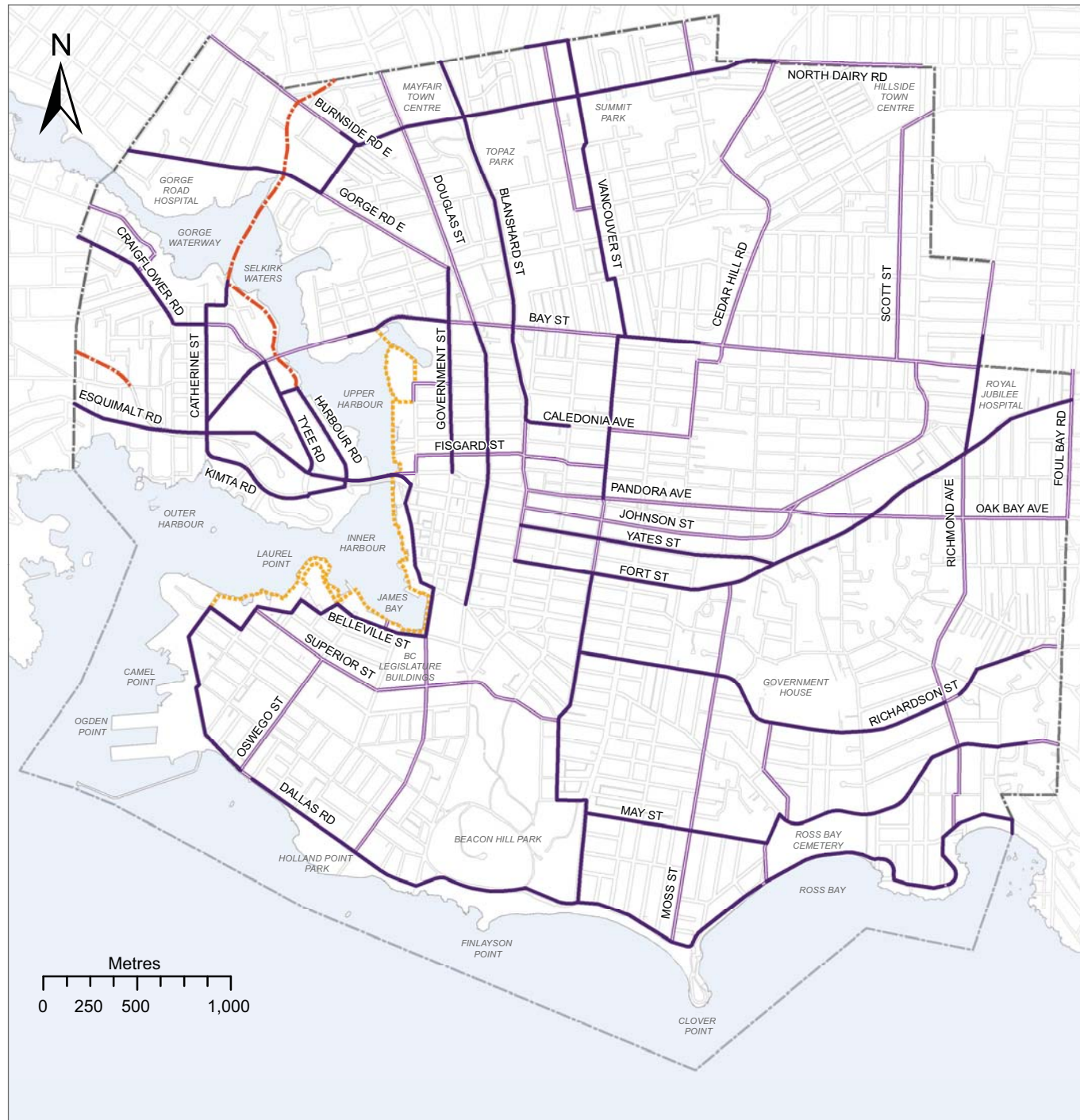
- 7.15 Maintain the City's Greenways Plan as a policy framework for an integrated, hierarchical greenway network composed of People Only Greenways, People Priority Greenways, and Shared Greenways, as described on Map 6, where:
 - 7.15.1 People Only Greenways are designed for pedestrians, bicycles and other non-motorized rolling traffic, and where motorized traffic is limited to emergency and maintenance vehicles;
 - 7.15.2 People Priority Greenways are located on traffic-calmed secondary collector and local roads and are designed for pedestrians, bicycles and other non-motorized rolling traffic and motor vehicles consistent with the related Walkable Urban Thoroughfares Guidelines described in Figure 11; and,
 - 7.15.3 Shared Greenways are located on primary and secondary arterial and primary collector roads, and are designed for pedestrians, bicycles, and other non-motorized rolling traffic, and motor vehicles consistent with the related Walkable Urban Thoroughfares Guidelines described in Figure 11.
- 7.16 Through local area plans, implementation of the City's annual road capital program, major redevelopment proposals, and the ongoing implementation of the Greenways Plan, consider opportunities to enhance the Greenways Plan and its implementation by:
 - 7.16.1 Undertaking right-of-way improvements that enhance pedestrian and cycling priority and comfort;
 - 7.16.2 Improving connectivity in the greenways network by filling gaps and ensuring consistency with the regional Pedestrian and Cycling Master Plan, the regional trail system, the City's Bicycle Master Plan and the Cycling Network identified on Map 7;
 - 7.16.3 Strengthening greenway connections between the Urban Core, Town Centres, Urban Villages, Employment areas, major parks, institutions and recreation and cultural facilities;
 - 7.16.4 Identifying primary east-west and north-south routes and prioritizing their implementation;
 - 7.16.5 Implementing [wayfinding](#) that assists with greenway navigation and visual identity and is consistent with the regional Pedestrian and Cycling Master Plan guidelines;
 - 7.16.6 Exploring additional financial tools to accelerate the implementation of the greenways network; and,
 - 7.16.7 Enhancing the pedestrian and cycling experience through upgrading landscaping, street trees and habitat, improving comfort levels for recreational users, and creating interest for pedestrians [SEE ALSO SECTION 8 – PLACEMAKING AND SECTION 9 – PARKS AND RECREATION].



MAP 6
Greenways Network

- People Only Greenways
- People Priority Greenways
- - - Shared Greenways
- Bowker Creek Greenways

- 7.17 Maintain and implement improvements to the city-wide pedestrian network as described in the City's Pedestrian Master Plan, giving consideration to the connectivity, safety, comfort and attractiveness of sidewalks and footpaths by:
- 7.17.1 Maintaining a minimum unimpeded footpath area on all sidewalks clear of physical obstructions for comfortable pedestrian movement suitable to the role of the street in the overall pedestrian network;
 - 7.17.2 Identifying priorities for improvements to sidewalks and other pedestrian facilities through planning processes including opportunities to remove physical barriers, improve lighting and way-finding, buffer sidewalks from travel lanes, and provide weather protection, benches, drinking fountains, public washrooms, landscaping and beautification measures;
 - 7.17.3 Giving consideration to the provision of right-of-way space on streets, sidewalks and footpaths as appropriate for other forms of personal mobility that are considered appropriate users of pedestrian facilities, including electric wheelchairs and scooters, skateboards, and inline skates;
 - 7.17.4 Enhancing the walkability of the street network in accordance with the Walkable Urban Thoroughfare Guidelines in Figure 11;
 - 7.17.5 Maintaining an ongoing investment program to deliver pedestrian facility improvements within the 20 Year Capital Plan; and,
 - 7.17.6 Enhancing the pedestrian experience including for those with mobility challenges, through improved pedestrian crossings, mid-street refuges, signalization, lighting, corner curb cuts, and other measures.
- 7.18 Support efforts of the school district and other organizations to develop safe routes to school to encourage physical activity and independence in children.
- 7.19 Continue to raise the standard of cycling infrastructure throughout the City's cycling network shown on Map 7 by:
- 7.19.1 Identifying priorities for improvements to cycling facilities through local area planning processes including opportunities to remove physical barriers, close route gaps, connect Urban Villages and Town Centres, and improve lighting and signalization;
 - 7.19.2 Giving consideration to separated bicycle facilities along Shared Greenways and in high volume routes where appropriate within the cycling network;
 - 7.19.3 Giving consideration to **bicycle boulevard** treatments in People Priority Greenways and People Only Greenways;
 - 7.19.4 Separating zones for pedestrian and bicycle traffic wherever possible in multi-use trails and pathways;
 - 7.19.5 Maintaining an ongoing investment program to deliver bicycle facility improvements identified in the City's Bicycle Master Plan within the 20-Year Capital Plan;
 - 7.19.6 Working in partnership with the Capital Regional District, neighbouring municipalities and the private sector to facilitate a public bike share system in the Victoria region; and,
 - 7.19.7 Updating the Zoning Bylaw and other City standards to require the provision of bicycle parking and facilities as a condition of development.
- 7.20 Improve the integration of transit and cycling by working in partnership with BC Transit, Capital Regional District, community, and business partners to locate cycling amenities such as bicycle share, secure bicycle parking, lockers and showers, at rapid transit stations, employment centres, and major recreational, cultural, educational and shopping destinations.



MAP 7
Cycling Network

- Existing Bikeway
- Proposed Bikeway
- - - Existing Multi-Use Pathway
- Proposed Multi-Use Pathway

MARINE TRANSPORTATION

[SEE ALSO SECTION 14 – ECONOMY]

- 7.21 Work towards a continuous pedestrian and cycling waterfront pathway through:
 - 7.21.1 Acquiring land and negotiating access to rights of way to connect gaps in the present waterfront park and pathway system; and,
 - 7.21.2 Completing the Harbour Pathway in accordance with the Harbour Pathway Plan.
- 7.22 Manage shoreline uses so that they are compatible with the safe operation of ferries and floatplanes.
- 7.23 Sustain and enhance Downtown international ferry terminals through working with partners to upgrade the Belleville Terminal.
- 7.24 Maintain facilities for small scale marine transportation.

COORDINATED TRANSPORTATION PLANNING

- 7.25 Support the coordinated planning and delivery of regional and local transportation initiatives by:
 - 7.25.1 Participating in regional transportation planning initiatives with BC Transit, neighbouring municipalities, the Capital Regional District and senior levels of government;
 - 7.25.2 Preparing and maintaining an integrated, multi-modal Transportation Master Plan that supports the City's land use management and climate change resiliency objectives and aligns with regional scale transportation plans and policies, where appropriate;
 - 7.25.3 Working with the Capital Regional District and neighbouring municipalities to better integrate the City's street network with the regional corridor network;
 - 7.25.4 Coordinating the alignment of the City's Pedestrian Master Plan, Greenways Plan, and Bicycle Master Plan and the Capital Regional District's Regional Pedestrian and Cycling Master Plan;
 - 7.25.5 Partnering with others to seek funding to develop and implement programs that promote and raise public awareness about the health and environmental benefits of active transportation and public transit [SEE ALSO SECTION 9 – PARKS AND RECREATION AND SECTION 15 COMMUNITY WELL-BEING];

- 7.25.6 Partnering with others to maintain and enhance passenger rail service on the Esquimalt and Nanaimo Rail Corridor including **commuter rail** service as market and funding conditions permit; and,

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

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

- 7.26.1 Participating with regional and provincial partners in the identification of an integrated network of emergency road, water and air transport facilities defined as **critical infrastructure** to be upgraded and maintained to retain its functionality following a damaging earthquake event [SEE ALSO SECTION 17 – EMERGENCY MANAGEMENT].

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

- 7.28 Work with BC Transit, senior levels of government, and community and business partners to provide physically accessible transportation options to places of employment, community services and public facilities.

TRAVEL MODE CONNECTIVITY

- 7.29 Work with BC Transit, provincial and federal agencies, and community and business partners to support travel mode connectivity by:
 - 7.29.1 Coordinating the planning and approval of harbour-side transportation projects to enhance connections between land-based, marine and air transportation;
 - 7.29.2 Interconnecting pedestrian and cycling networks with rapid and frequent transit services;
 - 7.29.3 Interconnecting intercity bus and inter-regional passenger rail service with rapid and frequent transit services; and,
 - 7.29.4 Coordinating the maintenance of efficient emergency routes by land, water and air.

MEASURING PROGRESS

- 7.30 The following targets should be considered in measuring progress towards the plan's transportation and mobility objectives:
 - 7.30.1 A minimum of 70% of journey to work trips by Victoria residents take place by walking, cycling and public transit by 2041;
 - 7.30.2 A minimum of 60% of all trips by Victoria residents take place by walking, cycling and public transit by 2041; and,
 - 7.30.3 A minimum of 99% of Victoria residents live within 400 metres of a transit stop by 2041.

Placemaking – Urban Design and Heritage

8



GOALS

- 8 (A) Victoria is vibrant and attractive with high quality architecture and urban design that enhance its unique character and sense of place.
- 8 (B) Victoria's cultural and natural heritage resources are protected and celebrated.

OVERVIEW

Victoria is a special place. The land on which Victoria stands is the traditional territory of the Songhees and Esquimalt First Nations – part of the Coast Salish people – who first settled in villages along the Camosung (renamed the Gorge waterway) more than 4,000 years ago. The City of Victoria's location on the southern tip of Vancouver Island provides geographic constraints that have resulted in a compact, dense urban form characteristic of larger cities, yet provides access to nature, open spaces and a quality of life often associated with smaller communities. Victoria has the best of both worlds.

Victoria's image is strongly derived from its role as the capital city of the province, symbolized by the Parliament Buildings and grounds of the Legislative Assembly of British Columbia. The image of the city is also shaped by the Inner Harbour, a special place characterized by the presence of iconic architecture that includes the Parliament Buildings and the Empress Hotel, complemented by open space, a pedestrian-rich causeway and marine activity. In addition

to the Inner Harbour, Downtown Victoria's Historic Core is a special place of profound importance in Canadian history. It is the largest single historic area in the province and includes three areas of distinct character: the commercial district, the Chinatown National Historic District which is the oldest Chinatown in Canada, and the waterfront. The image of the city is also influenced by its moderate climate and environment that facilitates extensive gardens and plantings throughout the City, contributing to a "garden city" character. Beyond Downtown, the neighbourhoods of Victoria offer idyllic settings for residents, each neighbourhood with its own [sense of place](#). Many neighbourhoods have urban villages providing local gathering places, with some attracting visitors from outside the neighbourhood due to their distinctive character and [human scale](#). Victoria's compact built form and the presence of large historic areas contribute to sustainability by providing efficient land use patterns, a built environment that can be navigated on foot or by bicycle, and conservation of cultural and heritage resources with value for present and future generations.

Victoria will continue to face the challenges of accommodating development that will create new memorable places that broaden Victoria's image beyond its identity as a provincial capital with an iconic harbour, while contributing to the goals of sustainability, and retaining the character of Victoria's existing special places.

To address these challenges, the plan seeks to concentrate new development throughout the Downtown Core Area into new districts outside of Old Town, while continuing to support sensitive infill within the historic centre of the city. New districts will each have their own sense of place, as contemporary backdrops that will frame the old city. New development is also envisioned within and around Urban Villages and Town Centres to intensify neighbourhood meeting places with human scale building forms and streetscape designs. Victoria's special places are envisioned to be connected by streets and public spaces that are well-designed, beautified and animated by arts and culture, to entice people to walk, cycle, take transit and enjoy urban life. These will be the places that matter to Victorians with a diversity of form, character, uses and activities throughout the community.

Placemaking is the creation of place. It is the practice of building communities that have unique identity. This section applies the principles of placemaking to the urban design* of the city at various scales ranging from the city form as a whole down to specific sites and buildings, to the spaces between buildings and acknowledges the people who use them. The policies of this section are organized under the physical characteristics of the city, from broad to more specific categories including: city form; harbour and waterfront; corridors; areas and districts; centres, village and nodes; streetscapes and open space; buildings and sites; and natural features and landscaping. Successful placemaking will require legislated planning tools to help achieve the goals and objectives within this section, including the designation of Development Permit Areas and Heritage Conservation Areas that provide for urban design control in designated areas of the community. These are found in Appendix A of this Plan.

*Urban design includes heritage conservation.

BROAD OBJECTIVES:

The placemaking policies of this plan collectively address 12 broad objectives:

- 8 (a) That urban design at every scale from sites to local areas is responsive to Victoria's geographic context and existing pattern of development, achieves excellence, and creates memorable places.
- 8 (b) That the views from the **public realm** of existing **landmarks** are maintained, and that new landmarks are introduced to enhance the visual identity and appearance of Victoria and to improve wayfinding around the city.
- 8 (c) That new buildings and features contribute to the sense of place in development permit areas and heritage conservation areas through sensitive and innovative responses to existing form and character.
- 8 (d) That social vibrancy is fostered and strengthened through human scale design of buildings, streetscapes and public spaces.
- 8 (e) That each neighbourhood is connected and integrated to the Urban Core, other neighbourhoods and to the region through urban design elements.
- 8 (f) That the built environment is beautified and softened through natural features in the public realm.
- 8 (g) That a sense of place is developed and enhanced through urban design features.
- 8 (h) That the public realm is animated through street life and festivals, celebrations and special events.
- 8 (i) That **heritage values** are considered in land management at every scale from sites to local areas.
- 8 (j) That **heritage property** is conserved as resources with value for present and future generations.
- 8 (k) That streetscape improvements include **art in public places** and reflect the culture and heritage of Victoria.
- 8 (l) That heritage and cultural values are identified, celebrated, and retained through community engagement.

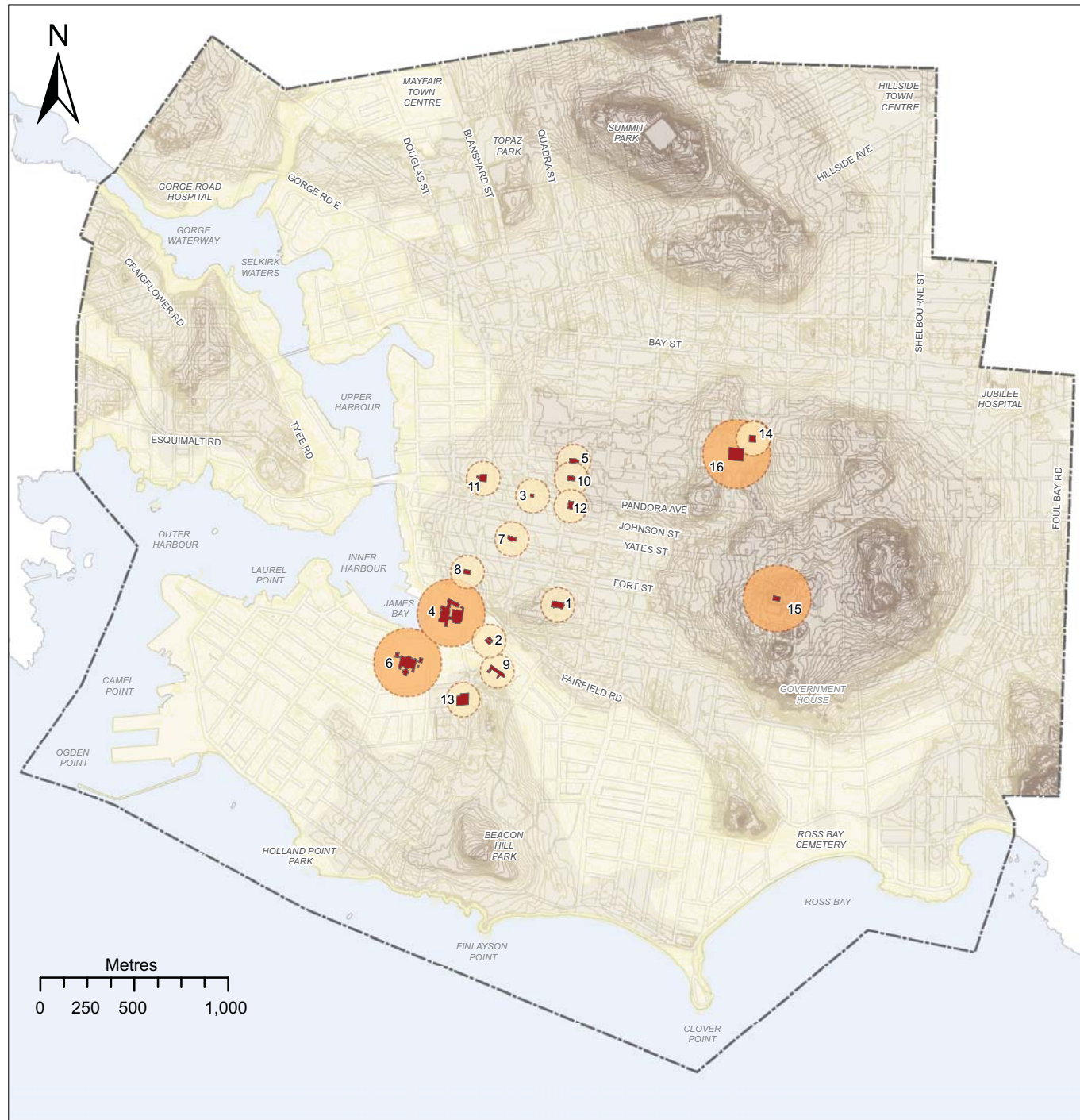
CITY FORM

- 8.1 Continue to balance new development and heritage conservation throughout the Urban Place Designations in this plan.
- 8.2 Acknowledge Victoria's geographic context through building forms that are low at the shoreline and gradually rise to correspond with the rise in topography by:
 - 8.2.1 Giving further emphasis to this principle throughout the Urban Core as an urban amphitheatre centred on the harbour;
 - 8.2.2 Locating the city's tallest buildings in the Core Business area as identified on Map 2, to symbolize downtown Victoria as the centre of the city and region and to emphasize the topographical high point of the downtown neighbourhood;
 - 8.2.3 Locating potential new landmarks at high geographic points, within Town Centres and Urban Villages, at focal and inflection points in the street grid, and at commercial nodes throughout the city; and,
 - 8.2.4 Protect views of distant vistas and cityscapes from public vantage points at the high geographic points of Summit Park, Gonzales Hill and Moss Rock by maintaining low-rise building form on the immediate surrounding slopes.
- 8.3 Design **tall buildings** to complement the skyline through careful consideration of building termination.
- 8.4 Maintain views of identified heritage landmark buildings from the public realm through careful consideration of new development within a 90 or 180 metre radius as defined on Map 8.
- 8.5 Continue to consider the heritage value and special character of areas, districts, streetscapes, cultural landscapes and individual properties in local area plans and related studies [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].
- 8.6 Conserve and enhance the heritage value, character and special features of areas, districts, streetscapes, **cultural landscapes** and individual properties throughout the city [SEE ALSO SECTION 9 – PARKS AND RECREATION].
- 8.7 Maintain and promote unique character and sense of place in the Urban Core, Town Centres, and Urban Villages through the designation of Development Permit Areas as identified in Appendix A, and related guidelines, and give consideration to future designated areas in local area planning.

- 8.8 Enhance the visual identity of corridors and Urban Villages that span two or more neighbourhoods through unifying urban design features.
- 8.9 Continue to conserve and enhance the heritage value, character and special features of historic areas through the designation of Heritage Conservation Areas identified in Appendix A, and give consideration to future designations in local area planning.
- 8.10 Maintain, update and create design guidelines for Development Permit Areas and Heritage Conservation Areas that provide direction for design of commercial, industrial, multi-unit and intensive residential development including infill, and exterior alterations and new additions to heritage property.
- 8.11 Determine the heritage value of areas, districts, streetscapes, cultural landscape and individual properties using the Victoria Heritage Thematic Framework as identified in Figure 12.
- 8.12 Seek opportunities to partner and collaborate with the Songhees and Esquimalt First Nations on placemaking initiatives that acknowledge and celebrate traditional territory and cultural values of First Peoples [SEE ALSO SECTION 16 – ARTS AND CULTURE].

HARBOUR AND WATERFRONT

- 8.13 Encourage urban design that enhances the Harbour as a marine **gateway** [SEE ALSO SECTION 14 – ECONOMY].
- 8.14 Enable continuous public access along the waterfront through the implementation of the Victoria Harbour Pathway Plan with special consideration to urban design features for pedestrian enjoyment and comfort [SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY].
- 8.15 Consider urban design improvements along and near the Core Songhees waterfront as part of local area planning [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].
- 8.16 Continue to maintain views from **public vantage points** of the Inner Harbour, across the water to the Core Songhees area and along the waterfront from Laurel Point to the Urban Core, and from Belleville Street northwards to the Johnson Street Bridge as identified in guidelines for the Downtown Core Area.
- 8.17 Maintain a lower-scale of buildings with a low profile along the waterfront adjacent to Store Street, Wharf Street, Government Street and Belleville Street, and in these locations support new development with form and character that contributes to and complements the skyline of the Core Historic area.



MAP 8

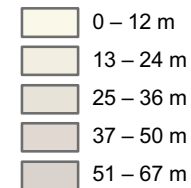
Heritage Landmark Buildings

Visually Prominent Heritage Buildings

Landmark Radius



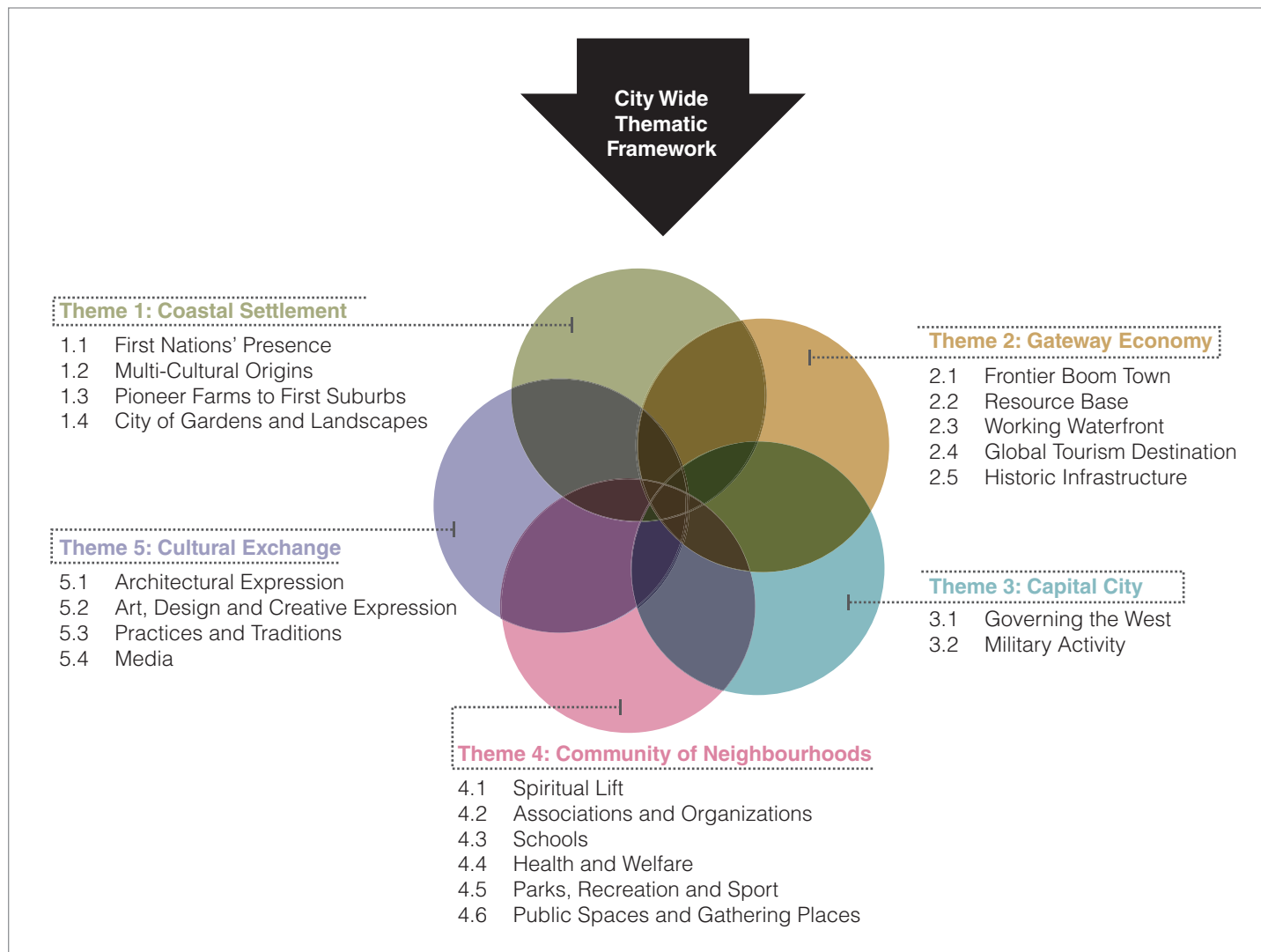
Elevation Contour Interval = 1 metre



1. Christ Church Cathedral*
911 Quadra Street
2. Church of Our Lord* – 626 Blanshard Street
3. Congregation Emanu-el Synagogue*
1461 Blanshard Street
4. Empress Hotel* – 700 Douglas Street
5. First Metropolitan United Church*
932 Balmoral Street
6. Parliament Buildings and Grounds
501 Belleville Street
7. St. Andrew's Cathedral* – 1202 Blanshard Street
8. St. Andrew's Presbyterian Church*
924 Douglas Street
9. St. Ann's Academy – 830 Academy Close*
10. St. John the Divine Anglican Church*
930 Mason Street
11. Victoria City Hall* – 1 Centennial Square
12. Victoria Conservatory of Music*
(Metropolitan United Church)
907 Pandora Avenue
13. Southpark Elementary School*
508 Douglas Street
14. Belfry Theatre* – 1291 Gladstone Avenue
15. Craigdarroch Castle* – 1050 Joan Crescent
16. Victoria High School – 1260 Grant Street

*protected heritage property

Figure 12: Victoria Heritage Thematic Framework



CORRIDORS

- 8.18 Provide a variety of linkages that connect public transit, greenway, cycling and pedestrian networks to special places, and remove actual and perceived barriers to such destinations that may impede users or comfort and enjoyment.
- 8.19 Enhance and expand the through-block pedestrian passageways throughout the Downtown Core Area to break up long blocks with walkways that are:
 - 8.19.1 Open to the sky;
 - 8.19.2 Located to allow unimpeded sight lines;
 - 8.19.3 Fronted by active uses at grade for animation and surveillance;
 - 8.19.4 Publicly accessible throughout the day and night, or business hours at minimum; and,
 - 8.19.5 Include wayfinding features.
- 8.20 Identify and mark gateway locations along major access routes for a sense of arrival and departure into Victoria, the Urban Core, Town Centres and Urban Villages.
- 8.21 Establish and enhance the visual identity of greenways through design features that distinguish them from other corridors and that improve wayfinding for cyclists and pedestrians.
- 8.22 Enhance the appearance of major roads through design features that support and advance the Walkable Urban Thoroughfare Guidelines in Figure 11 including, but not limited to:
 - 8.22.1 Street furniture;
 - 8.22.2 Pedestrian-scale lighting;
 - 8.22.3 Removal of visual clutter;
 - 8.22.4 Street trees and planted boulevards; and,
 - 8.22.5 Raised, landscaped medians for pedestrian refuge.
- 8.23 Explore the feasibility of establishing separated bike lanes within the cycling network to contribute to human scale street design by segmenting large expanses of hard surfacing [SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY].
- 8.24 Enhance the pedestrian corridor along Government Street Mall through the extension of public realm improvements northward to Pembroke Street, and street or pathway connections to nearby public spaces.

AREAS AND DISTRICTS

- 8.25 Enhance local area distinctiveness through design of the public realm with features that contribute to a sense of place, such as landscaping, street furniture, pedestrian-scale lighting, or art in public places.
- 8.26 Enhance the place character of historic districts by celebrating heritage in urban design features such as landscaping, street furniture, lighting, art in public places, or banners.
- 8.27 Develop and regularly update [statements of significance](#) for historic areas and districts to inform local area plans and design guidelines for Development Permit Areas and Heritage Conservation Areas.
- 8.28 Maintain and enhance the [heritage character](#) of the Urban Core through incentives that support:
 - 8.28.1 Conversion of upper storeys of heritage-designated properties from non-residential uses to residential; and, [SEE ALSO SECTION 13 – HOUSING AND HOMELESSNESS],
 - 8.28.2 Rehabilitation of non-residential heritage-designated properties, such as offices and hotels [SEE ALSO SECTION 14 – ECONOMY].
- 8.29 Maintain and enhance the heritage character and special features of Traditional Residential areas through incentives for heritage-designated houses [SEE ALSO SECTION 13 – HOUSING AND HOMELESSNESS AND SECTION 14 – ECONOMY].

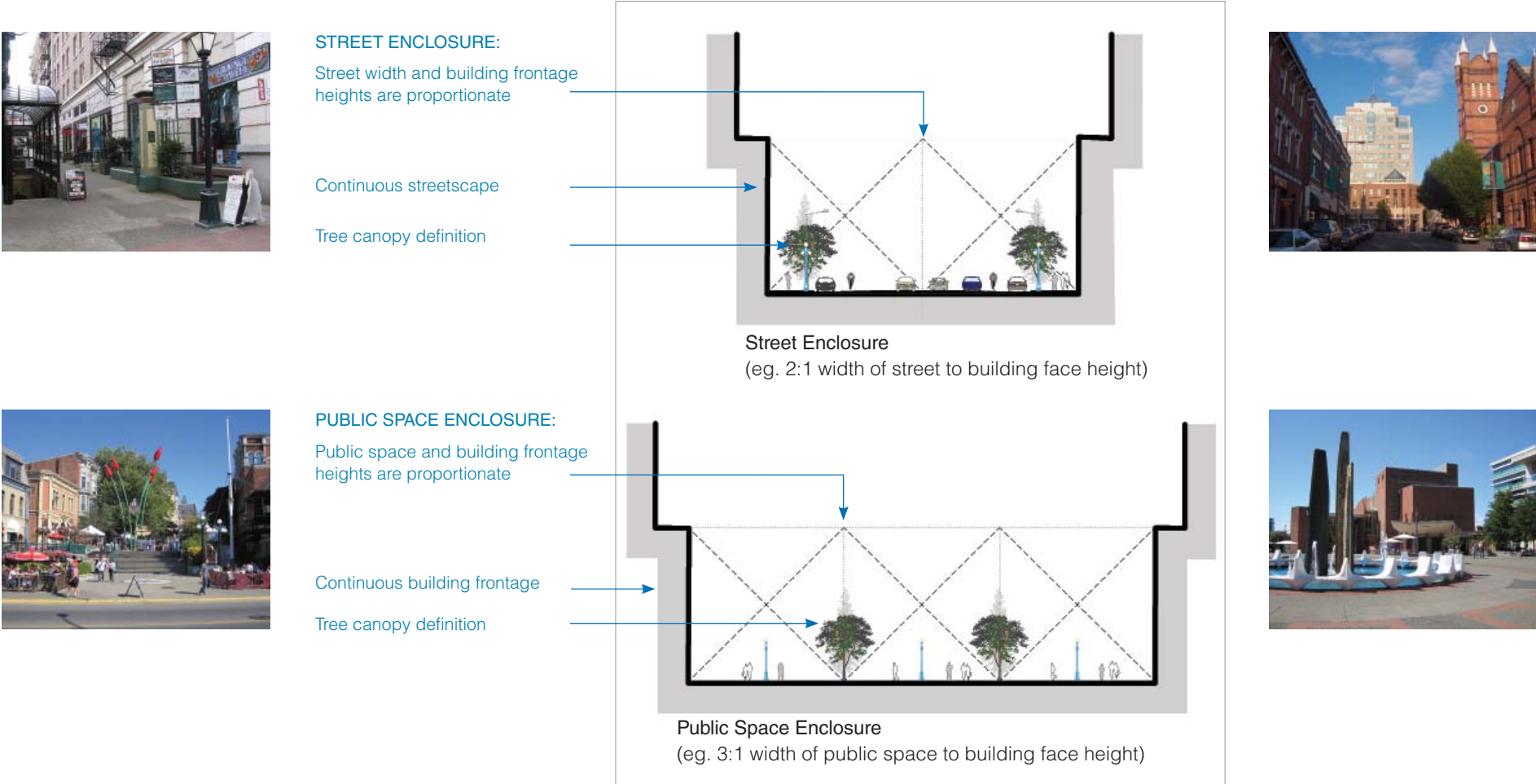
CENTRES, VILLAGES AND NODES

- 8.30 Accommodate urban growth in Large and Small Urban Villages through design that maintains human-scale in buildings, structures and public spaces, such as streetscape and squares.
- 8.31 Animate the pedestrian realm in the Urban Core, Town Centres, Urban Villages and employment districts through urban design considerations, such as local gateways, sidewalk cafés, landscaping, street furniture and [art in public places](#) as generally consistent with the Urban Place Designations in this plan.
- 8.32 Require new development to build at-grade building frontages that are suitable for active uses on commercial streets, where viable, in the Urban Core, Town Centres, Urban Villages and General Employment areas as shown on Map 2.

Figure 13: Street and Public Space Enclosure

Enclosure is an urban design principle used to provide definition to streets and other public spaces. It is achieved when the height of the built form and width of a street or public space is proportionate. Definition is further achieved through tree canopy, as shown, and the mirroring of scale at ground level on opposite sides of a street or across a public space. Under actual conditions, the heights of building frontages are often varied along streetscapes, or framing public spaces, but the general effect on pedestrians is a feeling of enclosure.

Figure 13 is provided for the purposes of illustration only and is not intended as an urban design guideline. See Appendix A for relevant guidelines.



STREETSCAPES AND OPEN SPACE

- 8.33 Enhance the design of the public realm to acknowledge the importance of streets and other public spaces to the social life of the city.
- 8.34 Contribute to place character in the design of sidewalks, streets, and other public spaces, through public realm improvements consistent with the walkable urban thoroughfare guidelines in Figure 11.
- 8.35 Integrate urban design and heritage conservation in public realm improvements [SEE ALSO SECTION 16 – ARTS AND CULTURE].
- 8.36 Develop and maintain a Heritage Interpretation Plan with policies on permanent and temporary public realm improvements such as art in public places, murals, mosaics, installations, banners and plaques [SEE ALSO SECTION 16 – ARTS AND CULTURE].
- 8.37 Support a wide range of opportunities for permanent and temporary art in public and public-private spaces [SEE ALSO SECTION 16 – ARTS AND CULTURE].
- 8.38 Continue to animate street life through festivals, celebrations and special events [SEE ALSO SECTION 16 – ARTS AND CULTURE].
- 8.39 Define streets as public space by respecting building height ratios proportionate to street width as shown in Figure 13, framing streets with a combination of building forms and tree canopies as appropriate and as may be further detailed in local area plans. Allow for variations in building frontage to street width ratios across the City to acknowledge special conditions and local context.
- 8.40 Enclose public space with buildings, formal tree planting or a combination of both for definition, as shown in Figure 13, so its importance in the urban form is apparent, while allowing openings to encourage entry into the space.
- 8.41 Encourage human scale in the design of streets, squares and other public spaces as shown in Figure 14 in the Urban Core, Town Centres and Urban Villages through continuous building frontages, and features that provide visual interest, texture and comfort, such as landscaping, pedestrian lighting, signage and street furniture.
- 8.42 Consider temporary patio applications within the public realm and ensure patio delineation maintains visual and auditory connections with passing pedestrians to contribute to animation of streets and public areas.

Figure 14: Human Scale



BUILDINGS AND SITES

- 8.43 Encourage high quality architecture, landscape and urban design to enhance the visual identity and appearance of the City.
- 8.44 Support new infill and building additions that respond to context through sensitive and innovative design.
- 8.45 Encourage human scale in all building designs, including low, mid-rise and tall buildings, through consideration of form, proportion, pattern, detailing and texture, particularly at street level.
- 8.46 Design tall buildings to achieve human scale qualities by mitigating the perception of building mass at upper levels, maximizing sunlight penetration to the public realm, and responding to adjacent development.
- 8.47 Encourage buildings adjacent to sidewalks and public plazas to maximize shop windows and entrances at ground level to support active land uses and provide interest for pedestrians throughout the Urban Core, Town Centres, and Urban Villages [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].
- 8.48 Integrate off-street vehicle parking in a way that does not dominate development or streetscapes [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].
- 8.49 Continue to support new additions that conserve and enhance heritage property, as consistent with the National Standards and Guidelines for the Conservation of Historic Places in Canada.
- 8.50 Encourage new development to avoid the demolition of heritage property, or one or more of its facades.
- 8.51 Continue to give consideration to tools available under legislation to protect or conserve heritage property including, but not limited to: [heritage designation](#) bylaws; listing on the [heritage register](#); temporary protection; heritage alteration permits; heritage revitalization agreements; design guidelines; and, the protection of views of heritage landmark buildings from public vantage points as identified in Map 8, and to be determined in future local area plans.
- 8.52 Continue to enable and support heritage conservation through incentives and allowances including, but not limited to: property tax reductions; grants; bonus density provision; and, zoning variances.

- 8.53 Require a heritage conservation plan, as appropriate, and heritage impact assessment, where relevant, for heritage alteration permits, heritage revitalization agreements, and rezonings for heritage properties.
- 8.54 Continue to work with senior government, community and business partners to identify, protect and conserve property of heritage value.
- 8.55 Continue to produce and update, as required, statements of significance for all property on the heritage register.

NATURAL FEATURES AND LANDSCAPING

- 8.56 Improve public access to the waterfront and other natural features on public lands through wayfinding measures.
- 8.57 Acknowledge Victoria's natural environment through landscaping that contributes to a sense of place through innovative and sensitive responses to sites including existing form and character.
- 8.58 Acknowledge the place character of the Urban Core, Town Centres and Large Urban Villages through natural features and indigenous plantings in the public realm, providing greenery to soften the urban environment, through:
 - 8.58.1 Maintaining or increasing the planting of regularly spaced trees aligned with the development and implementation of an Urban Forest Master Plan; [SEE ALSO SECTION 10 – ENVIRONMENT];
 - 8.58.2 Coordinating the urban design and green infrastructure benefits of public realm improvements on major roads, such as landscaping that contribute to rainwater management [SEE ALSO SECTION 11 – INFRASTRUCTURE]; and,
 - 8.58.3 Working with partners to maintain and enhance a variety of plantings as part of street design standards and roadway design, and at important public buildings [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT AND SECTION 7 – TRANSPORTATION AND MOBILITY].
- 8.59 Consider the incorporation of landscaping into street design standards to provide human scale elements and visually break up the extent of hard surface within right-of-ways [SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY].

- 8.60 Strengthen greenway identity through integration of natural features and landscaping, where feasible, to encourage use and enhance the experience of cyclists and pedestrians.
- 8.61 Encourage private landscaped gardens in Development Permit and Heritage Conservation Areas to contribute to Victoria's identity as a city of gardens.
- 8.62 Develop and maintain a policy to identify and conserve heritage cultural landscapes on public and private lands, that [SEE ALSO SECTION 9 – PARKS AND RECREATION]:
 - 8.62.1 Seeks to determine the heritage value, character and special features of cultural landscapes; and,
 - 8.62.2 Provides guidance for alterations, while conserving heritage value, character and special features.
- 8.63 Maintain horticultural plantings in select parks, including Beacon Hill Park, and road right-of-ways, as possible within City resources.
- 8.64 Encourage active land uses adjacent to parks, where appropriate, for animation, surveillance and to encourage park use.
- 8.65 Design park perimeters at street interfaces to be visually and physically penetrable to pedestrians.

Parks and Recreation

9



GOALS

- 9 (A) Victoria is an active community where everyone enjoys convenient access to community parks, open spaces, facilities, amenities and programs close to where they live.

OVERVIEW

Parks, [open spaces](#) and both [indoor](#) and [outdoor recreational facilities](#) are critical components of a complete community. Collectively, they include a diversity of places such as playgrounds, sports fields, pathways, plazas, natural areas, pools, arenas, community and seniors centres, fitness centres, greenways, trails, dog parks, horticultural gardens, beaches, as well as associated services and programs. Victoria also has many other open spaces such as school yards and provincial and institutional lands that are used for recreational purposes but that are not designated City parks. Parks, open spaces and recreational facilities serve many different uses in an urban environment. They help to improve the livability of densely developed areas, enable active lifestyles and personal health, provide spaces for respite and contemplation, highlight historic and cultural landscapes, and provide indoor and outdoor gathering places. Many parks and open spaces also play an important role in providing animal and plant habitat and maintaining [ecosystem services](#).

Currently, approximately 85% of residents have a City park within a five minute walk (400 metres) of home. While Victoria possesses a broad network of parks, open spaces and recreational facilities, several strategic additions will further enhance the livability of Urban Villages throughout the city. The City's parks are increasingly challenged with balancing demands for different types of activities on a relatively small land base. Acquiring additional land for ecological and recreational purposes will require creative approaches and the use of innovative tools. Many recreational facilities are already operated in partnership with other organizations, and approaches to maintaining and enhancing these assets and their programs will need to evolve in the face of a growing and aging population, and aging infrastructure.

The plan addresses these challenges by focusing the development of new parks, open spaces and recreational facilities in the Urban Core, Town Centres, and Urban Villages. Directions are provided to enhance existing parks, identify key locations for new parks, and enable tools to acquire sufficient parks and open space to meet the needs of a growing population. The plan also looks to new approaches to maintain and enhance the existing network of recreational facilities and programs. Greenways are envisioned to play a more prominent role in the city, expanding on their functions as human-powered transportation corridors and to provide an enhanced recreational experience. The plan also encourages parks to be planned and designed to meet the needs of many different users and uses.

BROAD OBJECTIVES

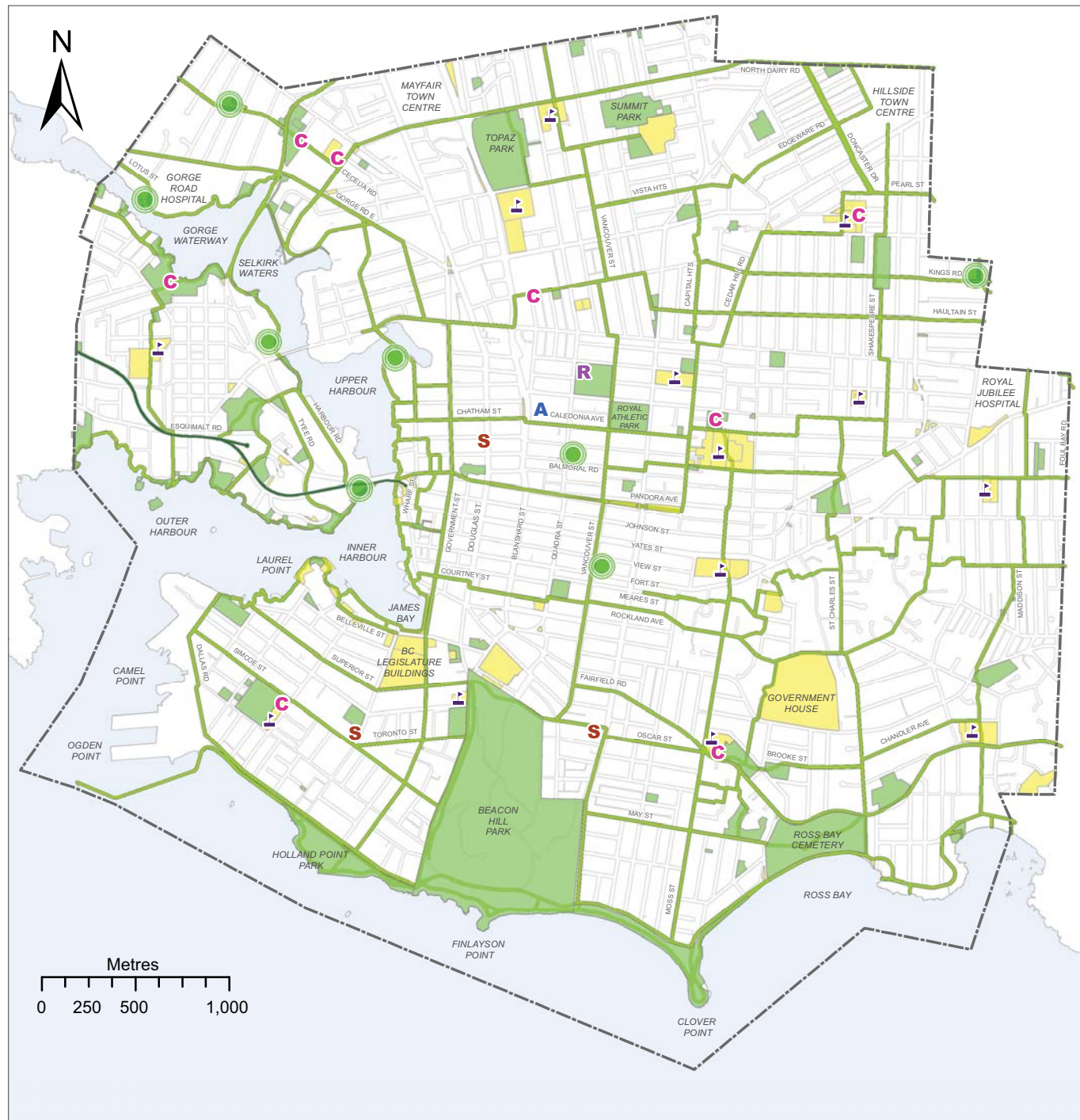
The parks and recreation policies of this plan collectively address five broad objectives:

- 9 (a) That a network of parks and open spaces meets citywide and local area needs, including at least one park or open space within walking distance (400 metres) of 99% of households.
- 9 (b) That a well-connected, clearly identifiable, and multi-functional network of greenways is established across the city.
- 9 (c) That parks, open spaces and facilities contribute to the enhancement and restoration of **ecological functions**.
- 9 (d) That a diversity of facilities, services and programming enables broad community access and participation in an active lifestyle.
- 9 (e) That parks and recreational facilities are designed to achieve multiple benefits and accommodate a diversity of people and activities.

PARKS AND OPEN SPACES

- 9.1 Maintain and enhance the existing network of parks and open spaces identified in Map 9 through the development of a Parks Master Plan to achieve leisure the following:
 - 9.1.1 Develop a variety of parks that support a range of healthy, active opportunities for all members of the community;
 - 9.1.2 Recognize and balance the multiple purposes and uses of parks, such as cultural events, recreation, sports, ecosystem services, commemoration and aesthetic enjoyment;
 - 9.1.3 Improve the connection of parks and open spaces to Urban Villages, Town Centres and other destinations through improvements to pedestrian, cycling and greenway networks;
 - 9.1.4 Protect and restore the function of sensitive ecosystems and natural areas, including the development of habitat corridors; and,
 - 9.1.5 Recommend appropriate directions for parks management, design, planning and acquisition.

- 9.2 Develop a Parks Acquisition Strategy that defines tools, targets and potential sites for the following priority park land acquisitions:
 - 9.2.1 Areas with limited supply of City park lands and other publicly-accessible open space;
 - 9.2.2 Linear corridors and other lands for the protection, preservation and restoration of habitat and ecosystem features;
 - 9.2.3 Linear access rights for a continuous, publicly-accessible Harbour Pathway and other greenways, including multi-use access to these pathways;
 - 9.2.4 Linear waterfront access rights to shorelines and beaches;
 - 9.2.5 Larger land holdings to provide usable space for community benefit;
 - 9.2.6 Areas designated for residential or employment growth, including Urban Villages and Town Centres; and,
 - 9.2.7 New parks in Rock Bay, the north end of Downtown, Harris Green, North Jubilee and Burnside as indicated in Map 9.
- 9.3 Seek opportunities to partner with other levels of government, private industry, school boards, community agencies and individuals to acquire or gain access to land for park and outdoor recreational use.
- 9.4 Evaluate proposals for significant land use change in Town Centres or Large Urban Villages, to encourage the provision of:
 - 9.4.1 Land for park purposes sufficient to meet anticipated demand through measures such as development cost charges, voluntary amenity contribution, dedication at subdivision, or through cash contribution to a City parkland acquisition and improvement fund, earmarked for the acquisition or improvement of park land in the general vicinity; and,
 - 9.4.2 Usable on-site public and semi-public open space.
- 9.5 Recognize the city's recreation system as a vital part of the regional network of parks, open space, trails and recreational facilities.
- 9.6 Cultivate partnerships with community organizations, the private sector, other levels of government and the public to enhance the long-term sustainability and viability of parks and open spaces [SEE ALSO SECTION 10 – ENVIRONMENT].



MAP 9

Parks, Open Space and Recreational Facilities

- C** Community Centre
- R** Recreation Centre
- S** Seniors Centre
- A** Arena
- Existing Public School
- Proposed Park (approximate location)
- Park
- Open Space
- Designated Greenway
- Rail Corridor

Park: Land managed by the City of Victoria as a park.

Open Space: Land that is generally publicly-accessible, other than City parks. Includes private lands, public lands and other City-held property, such as greens and street rights of way.

This map is provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

GREENWAYS

- 9.7 Implement the City's Greenways Plan as shown in Map 6, seeking opportunities to enhance recreational opportunities, identity, green features and the pedestrian and cycling experience by [SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY]:
 - 9.7.1 Integrating Urban Villages, Town Centres, parks, open spaces, recreational facilities and other common destinations into the greenways network;
 - 9.7.2 Restoring terrestrial and aquatic habitats, enhancing the urban forest, and improving habitat connectivity;
 - 9.7.3 Piloting green infrastructure and urban food production in greenways;
 - 9.7.4 Strengthening the visual identity of the greenways system to aid with greenway navigation and increase the prominence of the network;
 - 9.7.5 Integrating elements that reflect unique neighbourhood character and identity, such as signage, public art, and streetscape treatments;
 - 9.7.6 Enhancing the greenways network along the waterfront by completing the multi-modal Harbour Pathway and better integrating connections to existing pedestrian and cycling networks; and,
 - 9.7.7 Integrating the greenways network within a regional system.

ECOSYSTEM MANAGEMENT IN PARKS

- 9.8 Recognize and enhance the ecosystem services provided by parks and open space, including design to enhance biodiversity, carbon sequestration, and air and water quality [SEE ALSO SECTION 10 – ENVIRONMENT AND SECTION 11 – INFRASTRUCTURE].
- 9.9 Plan and manage natural areas in parks to protect and restore natural ecosystems, including the development of habitat corridors to connect to other remnant ecosystems for the movement of native flora and fauna.
- 9.10 Identify additional areas for ecological protection and restoration in parks, and develop appropriate management strategies and practices.
- 9.11 Work collaboratively with other levels of government, organizations and citizens to protect and restore native ecosystems and species at risk within City parks and open spaces [SEE ALSO SECTION 10 – ENVIRONMENT].

ACCESS TO SERVICES AND FACILITIES

- 9.12 Seek to maintain partnerships, policies and fee structures for parks and recreational facilities that encourage the participation of people of all ages, incomes, abilities, backgrounds and lifestyles [SEE ALSO SECTION 15 – COMMUNITY WELL-BEING].
- 9.13 Work closely with community centres, senior centres, community organizations, the public library and residents to seek innovative opportunities to sustain and enhance community-based recreation services and programs.
- 9.14 Enhance child- and youth-friendly parks and recreational facilities, services, and programs in the City, to promote a healthy community and to help attract and retain households with children [SEE ALSO SECTION 15 – COMMUNITY WELL-BEING].

FACILITIES PLANNING

- 9.15 Seek innovative options and mechanisms to upgrade and provide new sports and recreation, equipment, infrastructure and facilities, including for the Crystal Pool and Fitness Centre and the Royal Athletic Park.
- 9.16 Encourage public and private sector partners to invest in civic park and recreational facilities and infrastructure through means such as capital funding and private donations.
- 9.17 Support joint use agreements with the school district, other institutions and the private sector to make effective and economic use of recreational and school facilities for community benefit.
- 9.18 Seek opportunities to integrate green infrastructure in park and recreational facilities during new construction and major upgrades [SEE ALSO SECTION 11 – INFRASTRUCTURE].
- 9.19 Develop a comprehensive strategy for the use, maintenance, improvement, addition to and funding of sports fields in Victoria, with the goal of facilitating field sports and physical activity, and meeting the needs of the community and sports tourism sector.
- 9.20 Seek opportunities to sustain and enhance recreational services and programs through the development of a Recreation Services and Facilities Delivery Strategy that identifies:
 - 9.20.1 Recreational service needs and gaps and defines long-term approaches to service delivery;
 - 9.20.2 Sports, recreation and other facilities needed to support service delivery, including in areas of population growth;
 - 9.20.3 Innovative opportunities for the delivery and location of neighbourhood recreation and community services and programs in Town Centres and Urban Villages; and,
 - 9.20.4 Opportunities to use existing City and other facilities as integrated centres for the delivery of City and non-City services.

MULTIPLE USES OF PARKS

- 9.21 Design and upgrade parks, indoor and outdoor recreational facilities, community centres and other public spaces to serve multiple purposes and users, and to achieve the following objectives:
 - 9.21.1 Continue and expand the use of City parks and open spaces for festivals, celebrations, concerts and other special events [SEE ALSO SECTION 16 – ARTS AND CULTURE];
 - 9.21.2 Provide opportunities for outdoor experiences and activities that foster respect for and enjoyment of the natural environment in City parks and open spaces;
 - 9.21.3 Provide opportunities to enhance the value of play for all ages;
 - 9.21.4 Consider ways to recognize and celebrate the value of history and place in parks design, interpretation and other initiatives;
 - 9.21.5 Protect and steward cultural heritage landscapes on City land as consistent with the National Standards and Guidelines for the Conservation of Historic Places in Canada [SEE ALSO SECTION 8 – PLACEMAKING];
 - 9.21.6 Integrate celebratory, contemplative and recreational spaces in parks and facilities planning and design; and,
 - 9.21.7 Design outdoor park and recreational amenities to include features that accommodate public eating and social interaction, where appropriate.

MEASURING PROGRESS

- 9.22 The following target should be considered in measuring progress towards the plan's parks and recreation objectives:
 - 9.22.1 A minimum of 99% of Victorians have a park or open space within 400 metres of home by 2041.

Environment

10



GOALS

- 10 (A) Victoria's urban forests and public and private green spaces support healthy and diverse ecosystems.
- 10 (B) Victoria's Harbour, coastline, ponds and streams support healthy populations of fish and other aquatic life.

OVERVIEW

Human well-being and nearly all economic activity depend on a healthy natural environment, both locally and globally. Even in a modified urban environment such as Victoria's, the natural environment provides essential ecosystem services, the fundamental life supports upon which human settlements and a wide variety of plants and animals depend. These services include clean air and water, waste decomposition, nutrient cycling and carbon sequestration. Victoria's spectacular setting and unique ecosystems are part of the community's identity, and support sectors such as recreation and tourism. Victoria, like other urban centres, is challenged with protecting global and local ecosystems, while meeting the land, energy, water and material needs of a growing population.

Victoria is located in one of the most biologically rich and diverse bioregions in North America, with an extensive marine shoreline. As a dense urban community, Victoria's ecosystems and natural processes have been significantly modified by human activity and urbanization. In 1800, much of Victoria's land base was covered in Garry Oak ecosystem. Less than 2% of this historic sensitive ecosystem

remains, primarily in Beacon Hill Park and Summit Park. Habitat fragmentation and invasive species are key threats to the remaining ecosystem fragments. Overall, the urban forest – both native and introduced – has declined over time, and only 18% of Victoria is currently well or heavily treed. The marine environment has also been significantly modified by commercial, residential and industrial development, resulting in contamination and alteration to the natural shoreline. Many of the historically polluting uses have ceased to exist, and contaminated sites are gradually being remediated. Given the city's commitment to accommodating a significant amount of regional population growth, Victoria will continually be challenged with developing in a way that meets development goals, maintains ecological health and fosters an appreciation of local ecosystems and processes.

In an effort to optimize the protection and restoration of the natural environment, the plan takes a comprehensive approach and integrates the environment into land use and other planning initiatives at a variety of scales. A range of approaches, such as regulations, practices, partnerships and other tools, support the protection and restoration of ecologically sensitive areas and other habitat. Particular emphasis is given to shoreline and freshwater areas, and opportunities to restore habitat and mimic natural hydrology. The plan policies support the enhancement of the urban forest, with a view to optimizing its many ecological and community benefits, such as green infrastructure, [climate change adaptation](#) and placemaking. The plan also aims to mitigate air, noise and [light pollution](#) where possible and within the City's capacity to act.

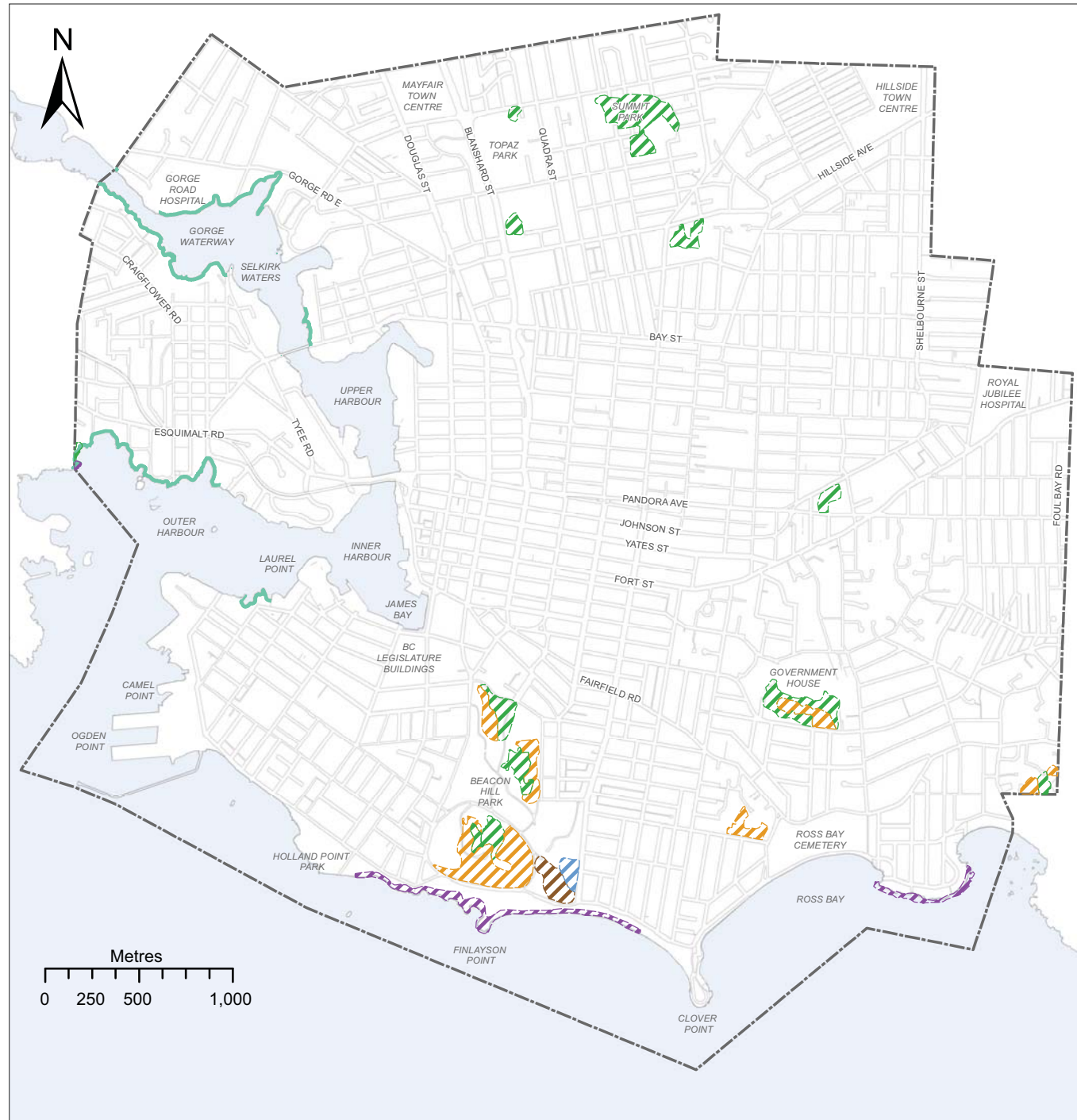
BROAD OBJECTIVES

The environment policies of this plan collectively address six broad objectives:

- 10 (a) That environmental considerations are integrated into planning and design at a variety of scales.
- 10 (b) That a range of tools and partnerships support the connection, protection and restoration of ecologically sensitive areas and other habitat.
- 10 (c) That freshwater and shoreline areas are protected and managed to best maintain hydrological functions.
- 10 (d) That the urban forest is enhanced to support a wide range of ecological and community benefits.
- 10 (e) That citizens develop an ethic of environmental stewardship and responsibility.
- 10 (f) That air, noise and light pollution are mitigated where possible.

ECOSYSTEM MANAGEMENT

- 10.1 Work with the Capital Regional District, senior levels of government and other partners to implement regional plans and initiatives that manage Victoria's sensitive ecosystems, urban forest, species at risk and watersheds as parts of a greater regional ecosystem.
- 10.2 Develop and maintain policies that strategically connect, protect and restore the ecological function of sensitive and remnant ecosystems on public and private lands, as identified, but not limited to, areas in Map 10, by:
 - 10.2.1 Identifying additional priority areas for environmental protection and restoration in parks and urban forest master planning;
 - 10.2.2 Developing appropriate ecosystem management strategies and practices on City lands;
 - 10.2.3 Supporting the conservation and restoration efforts of senior governments, public agencies, organizations, landowners and other partners;
- 10.2.4 Consider designating Development Permit Areas for the purpose of environmental protection; and,
- 10.2.5 Where appropriate, entering into conservation covenants or providing incentives to protect riparian, marine shoreline and terrestrial environmentally sensitive areas.
- 10.3 Work collaboratively with senior levels of government, community organizations, educational institutions, the private sector and individuals to protect and restore habitat and ecosystems that support migratory species, and rare and endangered species.
- 10.4 Work with senior levels of government, community organizations and the broader community to enhance the control of invasive species and management of urban wildlife.
- 10.5 Enhance the **adaptive capacity** of ecosystems and the urban forest to withstand climate change impacts through increasing the use and diversity of native and climate change adapted species on both public and private lands [SEE ALSO SECTION 12 – CLIMATE CHANGE AND ENERGY].
- 10.6 Seek opportunities to enhance and restore terrestrial and aquatic habitat, enhance the urban forest, and showcase green infrastructure along greenways designated in Map 6 [SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY AND SECTION 9 – PARKS AND RECREATION].
- 10.7 Develop and maintain a comprehensive Natural Assets Inventory in partnership with other agencies and institutions to:
 - 10.7.1 Monitor ecological function, status and trends;
 - 10.7.2 Provide a basis for the valuation of **natural capital** and ecosystem services; and,
 - 10.7.3 Provide information to support broader planning, management and conservation initiatives.
- 10.8 Explore the development of a bylaw to regulate, prohibit, and impose requirements, as appropriate, in relation to the removal and deposition of soil within the city.



MAP 10

Ecological Assets

Sensitive Ecosystems

-  Coastal Bluff
-  Terrestrial Herbaceous
-  Older Forest
-  Woodland
-  Wetland

Harbour Ecological Rating

-  High to Very High

Sources:

Sensitive Ecosystems – Sensitive Ecosystems Inventory for East Vancouver Island and Gulf Islands, Province of British Columbia.

Harbour Ecological Rating – Intertidal and Backshore Inventory, Capital Regional District and the Victoria and Esquimalt Harbours Environmental Action Program.

SHORELINE ECOSYSTEMS

- 10.9 Protect and enhance shoreline and marine habitat by:
 - 10.9.1 Considering the establishment of Development Permit Area guidelines that consider best practices such as appropriate building setbacks, guidance for enhancing habitat values and the integration of climate change adaptation planning;
 - 10.9.2 Establishing a Development Permit Area for the east side of the Upper Selkirk Waters to protect the unique natural features of this area;
 - 10.9.3 Investigating the acquisition and designation of shoreline ecosystems through a Parks Acquisition Strategy;
 - 10.9.4 Integrating restoration of natural shoreline features into the development of the Harbour Pathway, where appropriate;
 - 10.9.5 Enhancing the Dallas Road Bluffs through the development of management zones and restoration targets; and,
 - 10.9.6 Developing management strategies and initiatives for shoreline parklands that maintain and enhance [coastal sediment processes](#).
- 10.10 Work in partnership with the Capital Regional District, the Township of Esquimalt, the Town of View Royal, the District of Saanich and other partners to increase coordination in the protection and restoration of Victoria Harbour and the Gorge Waterway.
- 10.11 Work with partners to assess the projected impacts of sea level rise on marine and shoreline ecosystems and respond to changing conditions through management strategies and development of a Climate and Energy Resiliency Plan [SEE ALSO SECTION 12 – CLIMATE CHANGE AND ENERGY].

FRESH WATER ECOSYSTEMS

- 10.12 Support an integrated watershed planning approach for the comprehensive management of surface water, rainwater, and groundwater resources that promotes healthy aquatic ecosystems, resilience to climate change and the maintenance of hydrological functions [SEE ALSO SECTION 11 – INFRASTRUCTURE].
- 10.13 Collaborate with the Capital Regional District, neighbouring municipalities, community organizations, property owners and other partners to protect and enhance streams and watercourses, including the potential day-lighting of streams and improvement of riparian habitat, by:
 - 10.13.1 Implementing management plans for the Bowker Creek watershed and Cecilia Ravine Park;
 - 10.13.2 Exploring the acquisition and designation of creek side ecosystems through a Parks Acquisition Strategy or major redevelopment proposals; and;
 - 10.13.3 Integrating the restoration of natural creek side features into the development of greenways, where appropriate [SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY, SECTION 9 – PARKS AND RECREATION, SECTION 11 – INFRASTRUCTURE].

URBAN FOREST MANAGEMENT

- 10.14 Develop and maintain an Urban Forest Master Plan to enhance the urban forest on public and private land, and that:
 - 10.14.1 Develops mechanisms to increase the urban forest on City lands, public open spaces and private lands, with consideration of the Urban Place Guidelines in this plan;
 - 10.14.2 Integrates urban forest management with broader planning and management objectives related to infrastructure, climate change, parks, recreation facilities, placemaking, transportation, community well-being, tourism and food systems;
 - 10.14.3 Manages the urban forest as a green infrastructure to enhance ecological services such as rainwater treatment, carbon sequestration, air purification and maintenance of biodiversity; and,
 - 10.14.4 Provides direction for enhancements to the urban forest consistent with the Urban Place Guidelines in Figure 8 and the Walkable Urban Thoroughfare Guidelines in Figure 11.

AIR, NOISE AND LIGHT POLLUTION

- 10.15 Work with senior levels of government, regional partners, public agencies, businesses, community organizations and residents to address issues related to air, noise and light pollution and their impacts on public and ecological health, within the City's jurisdiction.
- 10.16 Consider opportunities for dark sky compliant lighting in appropriate locations, including near sensitive wildlife habitat.
- 10.17 Improve air quality by identifying and integrating actions into broader community planning initiatives, such as encouraging low emission transportation options, increasing urban forest, and coordinating land use and transportation planning.
- 10.18 Give consideration, where warranted, to public health and ecological health implications, including air quality and noise, in the evaluation of new developments and other planning activities adjacent to the Working Harbour [SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY AND SECTION 11 – INFRASTRUCTURE].

ENVIRONMENTAL STEWARDSHIP AND SUSTAINABILITY EDUCATION

- 10.19 Promote community stewardship programs that protect, enhance and restore ecological health.
- 10.20 Support the educational efforts of senior government, organizations and others to increase awareness and understanding of ecological features and processes.
- 10.21 Incorporate opportunities to interpret local ecosystems and ecological processes through urban design, infrastructure, development and public realm improvements.
- 10.22 Encourage the broad development of the knowledge and skills necessary for more sustainable behaviours and practices by working with a wide variety of partners to [SEE ALSO SECTION 12 – CLIMATE CHANGE AND ENERGY AND SECTION 17 – FOOD SYSTEMS]:
 - 10.22.1 Promote household practices and skills such as water conservation, food production, native landscaping, recycling and composting; and,
 - 10.22.2 Increase the critical understanding of sustainability issues and processes.

Infrastructure

11



GOALS

- 11 (A) Victoria's well-maintained infrastructure and facilities meet the needs of residents and business utilizing best management practices.
- 11 (B) Victoria's healthy, clean, high-quality drinking water is used in a thrifty way and maintained through generations.
- 11 (C) Efficient and effective liquid waste management protects human health and the natural environment and makes use of resource potential.
- 11 (D) Rainwater resources are carefully managed with collection, diversion, and re-use practices that moderate runoff volumes and maximize water quality.
- 11 (E) The waste stream to the regional landfill has been reduced to a minimum, with recovery, re-use, recycling and composting of resources undertaken as standard practice.

OVERVIEW

Infrastructure is the collection of physical assets that a government or private company owns and manages within a service area. Decisions about infrastructure have a considerable impact on existing conditions and future opportunities for development. Sustainable infrastructure for municipal and regional services, such as water supply, solid waste, waste treatment, electricity, gas and telecommunications, is critical for community resiliency.

Across the country, municipalities face major capital costs for the repair and replacement of aging and deteriorating infrastructure. Victoria's infrastructure is among the oldest in Canada. Large portions of the City's storm and sanitary sewers were built before 1919 and are at, or near, the end of their useful lives. The majority of water mains also require replacement over the next 30 years. Beyond the issue of deterioration, infrastructure will need to be improved to accommodate approximately 20,000 new residents and 10,000 new jobs that will increase demand for public and private utilities such as potable water and energy. Infrastructure improvements are also required for adaptation to the impacts of climate change, which are forecast to include warmer and drier summer weather and more frequent and intense precipitation in winter.

This plan strategically focuses higher density residential and commercial development in the Urban Core, Town Centres and Urban Villages in compact land use patterns that manage growth through intensification to minimize the need for new infrastructure, in contrast to green field development.

This plan gives priority to policies that support closed loop systems in resource recovery, and focus on integrated rainwater management including landscape design to reduce peak runoff volumes from storms, plantings that tolerate climate change and integration of small-scale technology such as grey water harvesting in building design and new construction. The plan supports steps for Victoria to move towards a zero net solid waste community in partnership with the Capital Regional District and the private sector.

BROAD OBJECTIVES

The infrastructure policies of this plan collectively address six broad objectives:

- 11 (a) That urban growth is accommodated through strategic improvements to, and efficient use of, existing infrastructure.
- 11 (b) That water and solid waste are managed as closed loop systems with optimal levels of recovery and re-use.
- 11 (c) That demand for potable water is reduced, and its supply and distribution is cost-effective.
- 11 (d) That an integrated approach to rainwater is established and maintained in coordination with watershed planning.
- 11 (e) That waste water is managed to safeguard public health and to protect the marine environment.
- 11 (f) That discarded materials are managed to reduce waste at landfill.

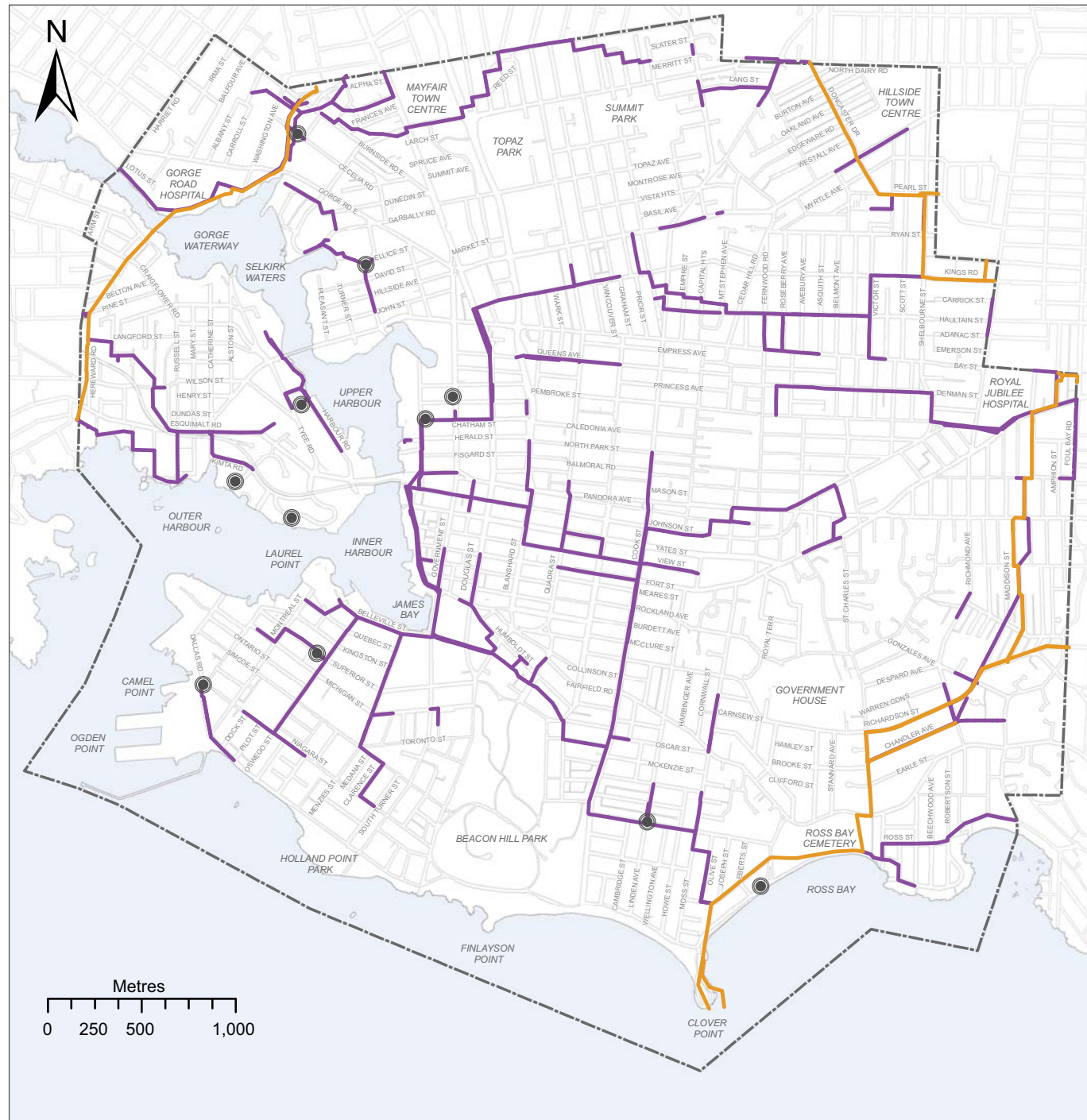
INFRASTRUCTURE ASSETS MANAGEMENT

- 11.1 Maintain and enhance infrastructure, including water, waste water, rainwater and solid waste facilities and services identified in Map 11, Map 12, Map 13 and Map 16 [SEE ALSO SECTION 18 – EMERGENCY MANAGEMENT].
- 11.2 Work with utility providers to maintain and enhance public and private facilities and services for electricity, gas and telecommunications.
- 11.3 Enable the urban growth concept in this plan through development cost charges that provide funds to pay the capital costs of providing, constructing, altering or expanding transportation, water, drainage and sewage facilities, and providing and improving parkland.
- 11.4 Maintain and enhance the allocation of resources for civic infrastructure repairs, upgrades and replacement in the 20 Year Capital Plan.
- 11.5 Continue to bridge the gap between existing infrastructure and needed physical improvements through:
 - 11.5.1 Coordination with Capital Regional District plans and works undertaken;
 - 11.5.2 Phasing that is generally consistent with the growth concept in this plan; and,
 - 11.5.3 Development and regular review of master plans for civic facilities and services.
- 11.6 Routinely report on the physical condition of civic infrastructure and resources required for its maintenance, upgrade and replacement.
- 11.7 Continue to maintain, repair, upgrade and replace roads and sidewalks consistent with the functional street classification in Map 4, the greenways network in Map 6, the cycling network in Map 7 and the Walkable Urban Thoroughfare Guidelines in Figure 11 [SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY].
- 11.8 Reserve public land and public rights-of-way above and below ground for civic infrastructure, and avoid incompatible utility land uses in the same location.
- 11.9 Encourage public and private utilities to relocate overhead wiring to underground, where feasible, through City subdivision and development regulations, with a focus on arterials and secondary arterials and other roads in the Urban Core, Town Centres and Urban Villages.



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

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



MAP 12

Sanitary Sewer Main Network

● Sanitary Pump Station

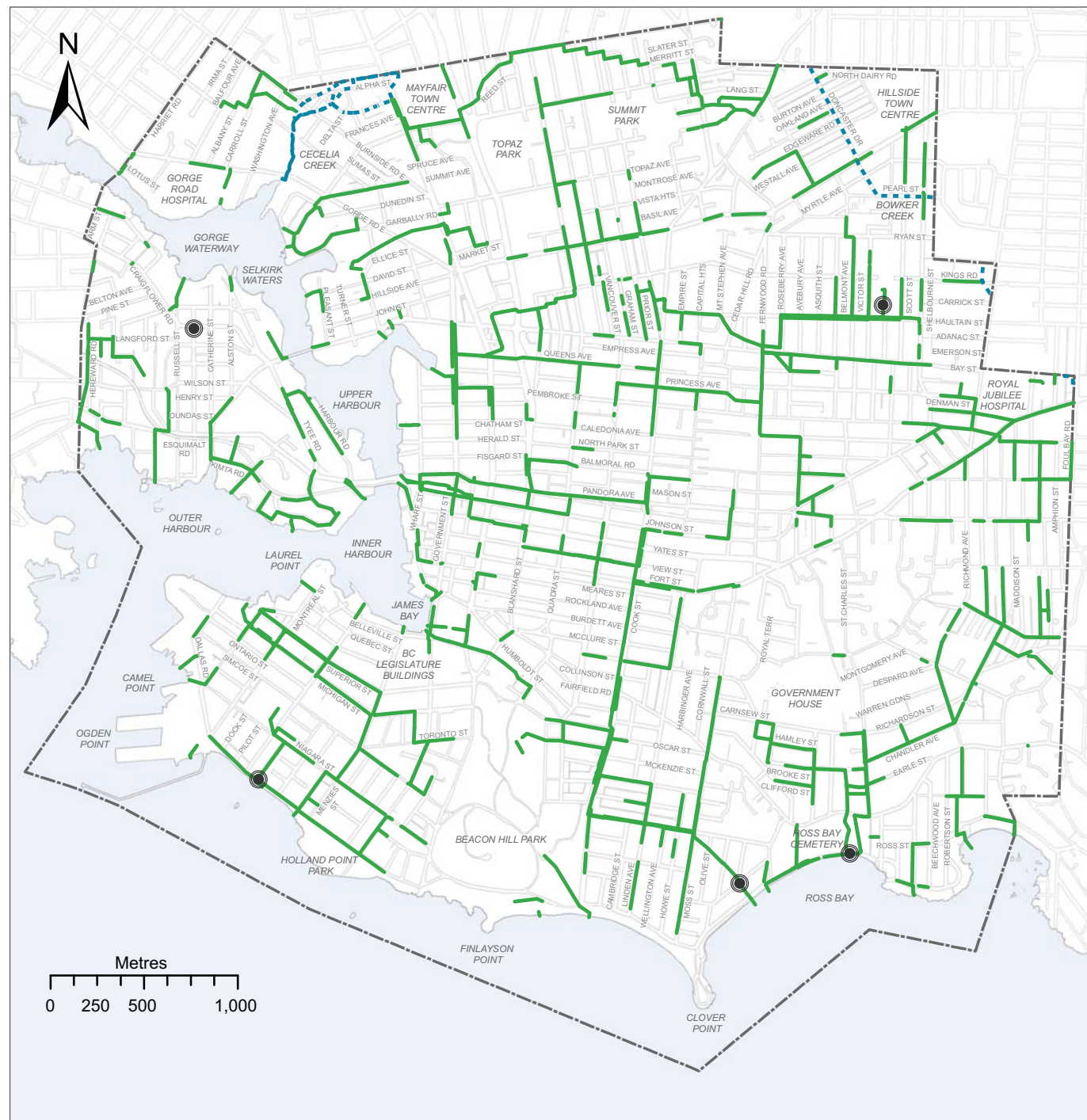
Major Sanitary Sewer Mains*
(250 mm or greater diameter)

— City of Victoria
Sanitary Sewer Main

— Capital Regional District
Sanitary Sewer Mains

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

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



MAP 13

Stormwater Main and Natural Drainage Network

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

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

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

GREEN INFRASTRUCTURE PRIORITY

- 11.10 Support and enable closed loop systems for new and existing civic infrastructure, where waste is minimized and natural processes are integrated into systems and services that include, but are not limited, to:
 - 11.10.1 Water supply management;
 - 11.10.2 Waste water management;
 - 11.10.3 Integrated rainwater management;
 - 11.10.4 Solid waste management;
 - 11.10.5 Sustainable energy provision; and,
 - 11.10.6 Urban food production.
- 11.11 Encourage and support [green infrastructure](#) in City policy and regulations as consistent with provincial legislation.

WATER SUPPLY MANAGEMENT

- 11.12 Continue to work with the Capital Regional District, the health authority, community organizations, the private sector and individuals to promote water conservation technology and practices.
- 11.13 Maintain and enhance the City's water utility services, and move towards a cost-recovery model for repairs, upgrades and replacement of infrastructure including major water mains identified on Map 11.
- 11.14 Continue to support water demand management through green building policies for private development and civic facilities with water conservation building features and permeable surfaces and low water plantings in site design [SEE ALSO SECTION 12 – CLIMATE CHANGE AND ENERGY].

WASTE WATER MANAGEMENT

- 11.15 Continue to support the Capital Regional District in the regular update and implementation of the Core Liquid Waste Management Plan.
- 11.16 Continue to support the Capital Regional District and the health authority in monitoring and evaluating the effects of waste water discharges on public health and the protection of the watershed and coastal marine environment.
- 11.17 Consider opportunities for collection, treatment, storage and re-use of grey water in new multi-residential, commercial, office and mixed-use development that align with relevant provincial legislation.

INTEGRATED RAINWATER MANAGEMENT

- 11.18 Maintain and enhance the City's stormwater utility services and work towards a cost-recovery model for repairs, upgrades and replacement of infrastructure including major storm sewers identified on Map 13.
- 11.19 Provide direction for adaptation to more intense and frequent precipitation events through the development and regular update of an Integrated Stormwater Management Plan with policies and actions for:
 - 11.19.1 Phasing of improvements to the City's stormwater system including major storm sewers;
 - 11.19.2 Green infrastructure on public lands; and,
 - 11.19.3 Integration of natural features and processes in City facilities.
- 11.20 Promote sustainable site design that reduces peak runoff volumes and rainwater contaminants through elements such as on-site retention, pervious surfaces, green space, and plantings.
- 11.21 Continue to support the Capital Regional District in its requirements that new major industrial developments incorporate appropriate technology to remove oil wastes and oil sediments from stormwater.

SOLID WASTE MANAGEMENT

- 11.22 Work with the Capital Regional District and the private sector to develop and maintain a system that sorts the three streams of solid waste at the unit level, building level and in every neighbourhood including for recyclables, organic material and residual garbage.
- 11.23 Encourage partners in the public and private sectors to develop a recycling program for construction waste.
- 11.24 Explore the feasibility of variable demolition fees as a mechanism to encourage the recovery of construction materials, and the reduction of solid waste in landfill.

Climate Change and Energy

12



GOALS

- 12 (A) Victoria and Victorians are more resilient to climate change and energy scarcity and costs.
- 12 (B) New and existing buildings are energy efficient, and produce few greenhouse gas emissions.
- 12 (C) Transportation options reduce fossil fuel dependence, help conserve energy and produce low greenhouse gas emissions and other air contaminants.
- 12 (D) The waste stream to the regional landfill is reduced to a minimum, with recovery, re-use, recycling and composting of resources undertaken as standard practice.
- 12 (E) Victoria relies on clean, renewable, diverse and efficient energy sources.

OVERVIEW

The Intergovernmental Panel on Climate Change has determined that climates around the world are changing and identifies the human activities of deforestation, waste decomposition and fossil fuel combustion as the primary causes. If greenhouse gas emissions continue to rise worldwide, the earth is projected to warm more rapidly. At the same time, fossil fuel energy scarcity is a mounting concern with recognition among scientists and nations that the global supply of oil is depleting. Cities are positioned well to help slow the pace of climate change and adapt to peak oil realities through land use management and related policies for improving energy performance in buildings and for supporting alternative transportation modes.

In Victoria in 2007, sources for total greenhouse gas emissions were: 43% from transportation, 29% from commercial buildings, 22% from residential buildings and 6% from the management of solid waste. Per capita emissions are significantly lower in compact urban neighbourhoods such as Harris Green and Downtown, where shorter trip lengths from homes to destinations enable walking and cycling, and multi-unit building forms are more energy-efficient. Some examples of potential climate change impacts in Victoria include: damage to property and infrastructure from more frequent and intense storm events or sea level rise; adverse health impacts in vulnerable populations due to increased incidence and intensity of heat waves; and, loss of ecosystem functions due to warmer, drier summer weather.

This plan provides direction for the development of a Climate and Energy Resiliency Plan that will identify effective mitigation and adaptation strategies and prioritize actions. With respect to climate change mitigation, the City's 2020 target for greenhouse gas emissions is to reduce levels by 33% from 2007 levels. Achievement of this outcome depends on compact and complete urban development that supports alternative modes of transportation, renewable energy and heating systems, and better performance in new and existing buildings. Climate change adaptation aims to lessen the vulnerability of the community to climate change impacts such as severe wind storms that pose a hazard to the built and natural environment.

BROAD OBJECTIVES

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

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

- 12 (a) That climate change is mitigated through the reduction of greenhouse gas emissions from buildings, transportation and solid waste.
- 12 (b) That the community is prepared for climate change through adaptation planning that reduces future impacts on public health, property and the natural environment.
- 12 (c) That community energy consumption and generation are managed to give priority to conservation and efficiency, diversification of supply, renewable energy, and low carbon fuels.
- 12 (d) That the supply, distribution and efficient use of energy, including the provision of renewable energy at the district scale, is achieved in alignment with the Urban Place Guidelines in this plan.

CLIMATE CHANGE AND ENERGY RESILIENCY

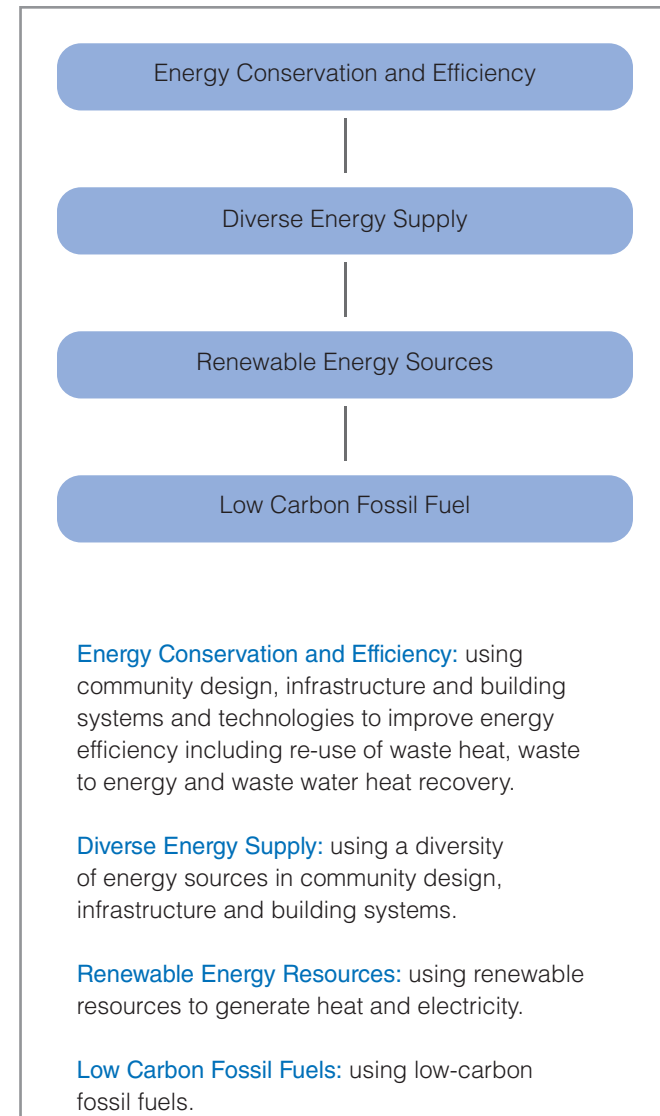
- 12.1 Continue and enhance partnerships with senior, regional and local governments, public agencies, community organizations, businesses and individuals for the efficient and effective coordination of climate change and energy resiliency plans, policies and initiatives including:
 - 12.1.1 Greenhouse gas reporting; and,
 - 12.1.2 Risk and vulnerability assessment of local climate change impacts.
- 12.2 Continue to work with the Capital Regional District on coordination and integration of regional and local mitigation and adaptation planning.
- 12.3 Provide direction for climate change mitigation and adaptation planning and actions through the development and regular update of a Climate and Energy Resiliency Plan, that:
 - 12.3.1 Guides the integration and consideration of climate change mitigation and adaptation into City plans, policies and projects;
 - 12.3.2 Identifies policies, targets and actions for reductions in greenhouse gas emissions by sector;
 - 12.3.3 Identifies policies, targets and actions for energy resiliency including, but not limited to, conservation and diversification;
 - 12.3.4 Identifies policies and actions for climate change adaptation that strengthen community resiliency to future impacts including, but not limited to, public health, protection of land development from hazardous conditions and environmental protection [SEE ALSO SECTION 10 – ENVIRONMENT AND SECTION 18 – EMERGENCY MANAGEMENT];
 - 12.3.5 Develops and maintains a comprehensive greenhouse gas inventory that measures, analyzes and reports on emission levels in the community and evaluates the progress toward reduction targets on a routine basis; and,
 - 12.3.6 Develops and maintains a risk and vulnerability assessment of local impacts of climate change to inform policies, targets and actions for adaptation planning.

- 12.4 Continue to promote the reduction of community greenhouse gas emissions, through:
- 12.4.1 Compact land use patterns such as walkable and complete centres and villages [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT];
 - 12.4.2 Transit-oriented development [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT, SECTION 7 – TRANSPORTATION AND MOBILITY]; and,
 - 12.4.3 Networks and amenities for cyclists, pedestrians and other forms of personal mobility [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].
- 12.5 Explore the feasibility and effectiveness of the designation of Development Permit Areas for the purposes of the establishment of objectives to:
- 12.5.1 Promote the reduction of greenhouse gas emissions;
 - 12.5.2 Promote energy conservation; and,
 - 12.5.3 Promote water conservation.
- 12.6 Consider climate change and energy resiliency in infrastructure asset management with respect to maintenance, repair and replacement over time [SEE ALSO SECTION 11 – INFRASTRUCTURE].

SUSTAINABLE ENERGY PRINCIPLES

- 12.7 Use the Sustainable Energy Principles as shown in Figure 15 as a conceptual framework for energy consumption and generation, and develop policies, regulations and initiatives broadly consistent with it.

Figure 15: Sustainable Energy Principles



ENERGY CONSERVATION AND EFFICIENCY

- 12.8 Continue to work with the Capital Regional District on energy conservation and efficiency through participation in the Capital Region Community Energy Plan, and the alignment of the regional plan and policies, targets and actions with the City's Climate and Energy Resiliency Plan.
- 12.9 Work with the Capital Regional District, utility providers, the private sector and community organizations to encourage energy conservation and efficiency.
- 12.10 Engage citizens, business and community groups to increase public literacy and community initiatives that foster and result in reduced household and workplace energy consumption in Victoria and the Capital Region.
- 12.11 Work with community and business partners to explore opportunities for on-site technologies that re-use waste heat and to generate energy from waste recovery.

RENEWABLE ENERGY

- 12.12 Support and enable the feasibility of renewable energy on a distributed basis or at district scale through objectives and policies for land management and development in this plan, that [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT]:
 - 12.12.1. Encourage large-scale mixed use development with adequate density to support district energy systems, and where energy demand is diverse; and,
 - 12.12.2. Consider all available tools and incentives that could enable and support on-site renewable technology and district energy systems.
- 12.13 Seek opportunities for district energy systems and identify effective and appropriate locations for facilities.
- 12.14 Work with the Capital Regional District, utility providers, businesses and private developers to explore the feasibility of renewable energy as a utility on a district scale through:
 - 12.14.1 Partnership for utility provision and ownership of district energy system facilities; and,
 - 12.14.2 Development opportunities for district energy systems such as bio-mass and geo-exchange.

BUILDING PERFORMANCE

- 12.15 Require new civic facilities and retrofits to existing facilities to satisfy a high standard for green building performance.
- 12.16 Continue to monitor and evaluate the performance of civic facilities through energy audits and to improve low-performing buildings.
- 12.17 Continue to support and enable the private development of green buildings, subject to development control and building regulation, with features that may include but are not limited to:
 - 12.17.1 Alternative transportation facilities;
 - 12.17.2 Sustainable landscaping;
 - 12.17.3 Building retention and re-use;
 - 12.17.4 Passive building systems;
 - 12.17.5 Energy efficiency technology;
 - 12.17.6 On-site renewable energy technology;
 - 12.17.7 District renewable energy systems; and,
 - 12.17.8 Efficient plumbing fixtures and systems.
- 12.18 Continue to support and enable green features and practices in new development through the periodic review of the Zoning Bylaw and Engineering bylaws.
- 12.19 Encourage new developments that are designed to adapt to future sustainable technologies for solar thermal, district energy systems and grey water reclamation fully aligned with the BC Building Code.
- 12.20 Support and enable the re-use and retrofit of buildings through municipal regulations and incentives, as appropriate.
- 12.21 Develop and maintain partnerships that promote the replacement of inefficient heating and cooling systems through high efficiency system upgrades and renewable heating systems.
- 12.22 Advocate for senior government to enable the construction of green buildings and energy retrofits through incentives and supportive legislation.

MEASURING PROGRESS

- 12.23 The following target should be considered in measuring progress towards the plan's climate change and energy objectives:
 - 12.23.1 That greenhouse gas emissions within Victoria are reduced by a minimum of 33% below the 2007 levels by 2020.

Housing and Homelessness

13



GOALS

- 13 (A) All residents have access to appropriate, secure, affordable housing.
- 13 (B) A wide range of housing types, tenures and prices gives residents choices.

OVERVIEW

Housing is a basic human need. All people deserve access to housing that is safe, stable and affordable and that supports personal and public health. The availability of a diversity of housing types across the housing spectrum (Figure 16) that can accommodate people of different ages, incomes, household structures, and physical and social needs is one of the fundamental elements of creating and maintaining a healthy, inclusive and more sustainable community. The principle of social integration, both across the city and within neighbourhoods, underlies Victoria's approach. This plan sets the direction for Victoria's approach to housing and homelessness, with additional policies, priorities and tools to be elaborated through the Comprehensive Housing Strategy.

As a built-out city with little remaining undeveloped land, and with commitments to accommodate a share of the region's population growth, the outward expansion of Victoria's housing stock is limited, making it necessary to create more compact built environments. These compact built environments will be focused in the Urban Core, Town Centres and Urban Villages and in close proximity to transit. Victoria is forecast to need an additional 13,500 apartment units and an additional 2,700 ground-oriented housing units over the next 30 years. Land capacity analysis prepared for this plan indicates that there is just enough capacity available under existing zoning to meet this demand. Of the total housing stock, Victoria has the highest proportion of apartment units in the region at 63%, and the lowest proportion of ground-oriented dwellings at 36%, figures that are expected to remain consistent over the next 30 years. Designating additional housing capacity, primarily for apartment units and attached ground-oriented housing, is necessary to ensure that developable capacity is sufficient to meet forecast demand and maintain a healthy housing market.

The high cost of rental housing and home ownership makes housing affordability a challenge for many people. Over the last decade, Victoria has ranked among the most expensive places to buy housing in Canada. According to the 2006 census, 60% of all Victoria households are renters, considerably higher than the regional average of 34% and twice the provincial average (30%). Very little purpose-built rental housing is being constructed, vacancy rates are low and much of the rental housing stock was built before 1981 and will need to be updated or replaced within the term of this plan. As the region's rental housing centre, Victoria has a higher proportion of young adults in their twenties and thirties, many of whom leave the city for more affordable and diverse housing types as they enter the family formation stage of the lifecycle. Over the next 30 years, Victoria must diversify its housing stock to accommodate a growing and aging population and an expanded workforce.

The high cost of housing, combined with unstable or inadequate income and life circumstances has resulted in some people and households becoming homeless or at-risk-of homelessness. The 2007 Homeless Needs Survey estimated approximately 1,250 people who were homeless or unstably housed throughout the Capital Region, likely an under-reporting. In addition to those who are living on the street or in emergency shelters, there are also many households living in insecure or inadequate housing, or who are spending more than 30 percent of their income on housing. In 2006, nearly one in every two renter households and one in every four owner households were considered to be in **core housing need**, with some groups, such as aboriginal households and lone-parent families, having higher than average rates. Need for supportive and subsidized non-market rental units for families, seniors and people with disabilities exceeds supply in Victoria.

Many of the roles and responsibilities for housing and homelessness lie outside the powers and capacity of municipal governments. As a result, many of the plan's policies commit the City of Victoria to work in partnership with senior levels of government, the health authority, the private sector and community organizations to respond to the city's breadth of housing issues. The plan takes a comprehensive approach to increasing the supply, affordability and range of housing options, with a focus on land use management policies and practices that enable greater housing affordability across the housing spectrum. The plan supports diversifying the range of housing types available in neighbourhoods and across the city to accommodate a greater range of age groups and household needs. Policies in this section encourage the City to take a multi-pronged approach with other partners to address housing insecurity and homelessness, as well as to increase the supply of crisis, transitional, supported and non-market rental housing. Finally, the plan encourages upgrades and regeneration of the housing stock to meet future housing needs.

BROAD OBJECTIVES

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

- 13 (a) That housing development that responds to future demand is facilitated through land use policies and practices.
- 13 (b) That housing affordability is enabled for housing types across the housing spectrum, particularly for people in core housing need.
- 13 (c) That the existing supply of rental housing is expanded through regeneration.
- 13 (d) That a wide range of housing choice is available within neighbourhoods to support a diverse, inclusive and multigenerational community.
- 13 (e) That partnerships enable stable housing with appropriate support services.

Figure 16: The Housing Spectrum

The plan policies encourage a range of different types of housing and support services across the city and within every neighbourhood to meet the needs of residents at different life stages and circumstances, and to facilitate [aging in place](#). This diversity of housing and services is illustrated by the housing spectrum. Households or individuals may require different types of housing over the course of their lives, based on their individual circumstances, preferences, needs and supports.

The spectrum is not meant to imply a step-by-step progression from one type of housing to another; rather, an individual or household may move from place to place along the spectrum over the course of their lives.

	Non-Market Housing				Market Housing	
Types of Housing	Emergency Shelters	Transitional Housing	Supported Housing	Non-Market Rental Housing	Market Rental Housing	Home Ownership
Examples	› overnight shelter › crash beds/ safe beds › short-term stay shelter	› low barrier housing › supportive housing › transition house	› group homes › long-term residential care (public and non-profit) › assisted living (public and non-profit) › supported housing	› social housing › co-operatives › rent geared to income	› market rental › boarding houses › assisted living (private) › long-term residential care (private)	› strata › fee simple › co-housing

HOUSING SUPPLY FOR FUTURE NEED

- 13.1 Seek to accommodate population growth in the strategic locations, as identified in Map 2, including an additional 10,000 residents in the Urban Core; 8,000 residents in and within close walking distance of Town Centres and Large Urban Villages, and 2,000 in Small Urban Villages and the remainder of residential areas in the city [SEE SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].
- 13.2 Update and maintain a Comprehensive Housing Strategy that advances the objectives of this plan and that:
- 13.2.1 Assesses and identifies the range of housing needs and housing mix suited to the community's projected population and future housing demand, including the housing and support needs of identifiable population sub-groups, where appropriate;

- 13.2.2 Identifies short- and long-term strategic housing priorities;
- 13.2.3 Researches and develops additional tools and approaches to address strategic priorities, such as regulations, innovative financing, partnerships and incentives for private and non-profit sectors;
- 13.2.4 Identifies implementation actions and timelines; and,
- 13.2.5 Outlines a monitoring and evaluation strategy.

HOUSING AFFORDABILITY IN GENERAL

- 13.3 Focus the City's efforts and resources on housing options that help people move beyond temporary shelter or housing to more permanent housing, greater self-reliance, and stable employment or income.
- 13.4 Consider all available tools to encourage more affordable housing across the housing spectrum in Figure 16.
- 13.5 Encourage new housing initiatives that partner with other levels of government, agencies, private industry, community organizations and individuals to maximize shared expertise and resources and to help achieve new affordable housing initiatives.
- 13.6 Work with the Capital Regional District, its member municipalities and other partners to improve regional housing affordability and increase housing supply and diversity across the region through funding contributions and the implementation of regional plans and initiatives.
- 13.7 Advocate to senior levels of government to retain and expand targeted housing assistance programs and support services for people in core need, such as seniors; urban aboriginal people, low-income singles, people who are homeless or at risk of homelessness; for households with children; and, for people with special needs.
- 13.8 Continue to communicate and provide information to residents regarding provincial and federal housing-related programs.

HOUSING DIVERSITY

- 13.9 Support a range of housing types, forms and tenures across the city and within neighbourhoods to meet the needs of residents at different life stages, and to facilitate aging in place. [SEE SECTION 15 – COMMUNITY WELL-BEING]
- 13.10 Encourage a mix of residents, including households with children, by increasing opportunities for innovative forms of ground-oriented multi-unit residential housing.
- 13.11 Encourage partnerships that address the need for affordable non-market and market housing suitable for households with children.
- 13.12 Work with senior governments, the health authority, the private sector, and non-profit organizations to anticipate and plan for a range of housing, facilities and support services to meet the needs of residents as they age.

- 13.13 Support the provision of a range of seniors housing and innovative care options across the city and within neighbourhoods, such as [shared accommodation](#), [assisted living](#) and residential complex care facilities.
- 13.14 Support the integration of community care facilities and group residences across the city.
- 13.15 Where possible, locate new seniors' housing, transitional housing and non-market rental housing within close proximity to the Urban Core, Town Centres and Large Urban Villages as shown in Map 2, to enable easy access to services and facilities necessary for daily living.
- 13.16 Provide a range of housing choice for persons with mobility challenges by developing voluntary guidelines for enhanced adaptable housing to provide a higher standard of adaptability and accessibility for all housing types.
- 13.17 Secure commitments to market and non-market residential dwelling units in designated heritage properties through the review and approval of heritage revitalization agreements and housing agreements.
- 13.18 Continue to develop incentives to support the rehabilitation and conversion of designated commercial, institutional and industrial designated heritage buildings to residential or residential mixed uses [SEE ALSO SECTION 14 – ECONOMY].

TRANSITIONAL, SUPPORTED AND NON-MARKET RENTAL HOUSING

- 13.19 Advocate for senior government assistance to support a range of transitional and supported housing options, with an emphasis on the delivery of support services and establishing units directed towards specific groups in core need.
- 13.20 Continue to work in partnership with all levels of government, public agencies, crown corporations, organizations and the private sector to identify and leverage properties for the provision of non-market housing, including innovative approaches to blend non-market housing with other housing types and uses.
- 13.21 Encourage new transitional and supported housing units to support the nutritional health of residents by providing self-contained kitchen facilities or access to regular meal services.
- 13.22 Encourage flexible design features in new emergency shelters and transitional housing to adapt to the changing shelter and housing needs of residents.

MARKET RENTAL HOUSING

- 13.23 Support the retention of existing rental units in buildings of four units or more by considering higher density redevelopment proposals on these sites only if, as a voluntary amenity:
 - 13.23.1 The same number of rental self-contained dwelling units is maintained on-site, and the general rent level identified, through a housing agreement; or,
 - 13.23.2 An equivalent cash in-lieu contribution is made to the City's Housing Fund.
- 13.24 Support the regeneration or redevelopment of older ground-oriented rental and cooperative housing developments by considering higher density redevelopment proposals on these sites if the same number, size, and tenure of units is maintained on-site, and the general rent level identified.
- 13.25 For buildings with four units or more, conversions of rental units to stratified units are generally not supported when the vacancy rate as provided by Canada Mortgage and Housing Corporation for Greater Victoria is at 4% or lower for a period of two consecutive years.
- 13.26 For strata-title conversion applications for buildings with four rental units or more, continue to support relocation and housing security for tenants through development of a Tenant Plan as detailed in the City's Residential Strata Titling Policy.
- 13.27 During consideration of rezoning applications for new strata-title developments of four units or more, continue to promote housing agreements and covenants that ensure opportunity for use of all units as rental units within strata bylaws.
- 13.28 Develop strategies to support the ongoing upgrade and regeneration of the city's rental housing stock, including strategies to address tenant housing security, as part the review and update of the City's Comprehensive Housing Strategy.
- 13.29 Encourage senior governments to continue programs to assist landlords with residential upgrades and rehabilitation to upgrade the existing rental housing stock.
- 13.30 Advocate to senior levels of government to review taxation-related barriers and disincentives and establish programs to promote and facilitate the development of new private sector rental units.
- 13.31 Continue to maintain policies and regulations that increase rental housing choice such as residential secondary suites, garden suites and forms of shared accommodation.

OWNERSHIP HOUSING

- 13.32 Support increased affordable home ownership through policies and regulations that permit additional, on-site residential rental units in primary structures or in accessory buildings, in accordance with the Zoning Bylaw.
- 13.33 Explore opportunities for self-contained **lock-off suites** in multi-residential and mixed-use developments.
- 13.34 Promote a diversity of housing types to create more home ownership options such as multi-unit developments, the creation of small residential lots, street-oriented fee simple row-houses and other housing forms consistent with the guidelines in Figure 8.
- 13.35 Work with a range of partners, including senior levels of government and the private sector, to support and pilot innovative approaches that facilitate more affordable home ownership housing.

ADDRESSING HOMELESSNESS

- 13.36 Develop a **Housing First** approach through the review and update of the City's Comprehensive Housing Strategy that supports the efforts of public, private and non-profit agencies to break the cycle of mental illness, substance abuse and homelessness.
- 13.37 Continue to work with coordinated community and regional efforts to end homelessness and enable stable housing with support services for people who are homeless or at-risk-of-homelessness, within the limits of the City's mandate and resources.
- 13.38 Continue to advocate to all senior levels of government and public agencies in favour of integrated services, other supports and housing for people who are homeless or at-risk-of-homelessness.
- 13.39 Work with senior governments, the health authority, the private sector and community organizations to provide access to essential services and facilities that meet people's basic needs, including those necessary to maintain public and personal health, such as emergency shelters, drop-in centres, public toilets, drinking water, and food services.

Economy

14



GOALS

- 14 (A) Victoria generates economic growth through innovation, entrepreneurship and business formation, and attracts and retains sustainable enterprise well-suited to the region.
- 14 (B) Victoria contributes to global knowledge, produces and attracts talented researchers, incubates innovation, and brings new goods and services to market.
- 14 (C) Victorians have the knowledge and abilities to support a vibrant regional economy and the capacity to creatively adapt to economic change.
- 14 (D) Victoria is the headquarters of the Provincial Government, a premier tourism destination and a gateway to Vancouver Island.
- 14 (E) A broad range of employment opportunities exist across the city and region providing workers with income to financially support themselves and their families.

OVERVIEW

An economy is a system of producers, distributors and consumers of goods and services within a geographic area and involves supply and demand within the broader context of issues such as sector growth, wealth distribution and unemployment. Local economic development seeks to create and retain jobs, and to increase the standard of living and quality of life within a community. It is shaped by land use management through policies that respond to market demands, which often vary by sector and the scale of enterprises.

Victoria's economy is largely based on government, tourism and commercial activities serving the local population. The Inner Harbour functions as an economic gateway with marine and air transportation that support the city's role as the provincial capital and tourist destination while the Outer and Upper Harbour continues to host waterfront industries. However, modest growth of the public sector over the period of this plan may threaten Victoria as the centre for government headquarters in the Capital Region, and a strong Canadian dollar and high fuel costs may lead to less travel in a post-peak oil world. Victoria is also faced with ongoing competition from suburban municipalities with major retail centres and a greater supply of relatively inexpensive commercial and light industrial lands. While Victoria is committed to working with regional partners on growth of the regional economy, there is a need to expand the city's competitive advantage through diversification of the local economy and to strengthen the traditional mainstays of government and tourism.

This plan commits the City to land management that supports and enables small and medium enterprise, and is supportive of community economic development focused on local businesses, local resources and social enterprise. The OCP growth concept and Urban Place Designations provide adequate land capacity for the Core Business area to remain the region's government headquarters and central business district through retention of office uses and guidance for new high density commercial development, and continued concentration of tourism and visitor services in the Core Inner Harbour/ Legislative area. The supply of waterfront lands is maintained for economic purposes, especially marine industry, while light industrial and commercial lands are intensified in Rock Bay as a catalyst for its rebirth as a precinct for advanced technology and green enterprise. The Urban Core also has potential to further evolve as a regional destination for arts, culture, entertainment, education and recreation through a high quality of facilities, services and special events.

BROAD OBJECTIVES

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

- 14 (a) That Victoria is more resilient to economic change through the strength of its core sectors, diversification, local business and community-based initiatives.
- 14 (b) That growth of the local and regional economy is sustained, and a greater share of households are lifted out of poverty.
- 14 (c) That the City continues to work with regional partners to nurture the regional economy, while attracting a reasonable share of regional growth in employment and new commercial and industrial development through a competitive environment for investment, business incubation and employment.
- 14 (d) That the Urban Place Designations in this plan provide adequate lands for job and housing growth to support resident-oriented business.
- 14 (e) That the Harbour is strengthened as an economic gateway through an attractive and working waterfront.
- 14 (f) That the function of the Urban Core as the primary regional centre of employment, learning, arts, culture, entertainment, recreation and specialty retail is maintained and enhanced with high quality facilities, services and events.

CITY IMAGE

- 14.1 Work with partners to attract jobs, residents and visitors to Victoria by promoting a new image as a vibrant, diverse and creative city in a maritime setting, while retaining the importance of heritage, history and tradition in defining Victoria's character.
- 14.2 Continue to enhance the Urban Core through public realm improvements for pedestrian comfort and enjoyment, such as plantings, lighting, street furniture and art in public places [SEE ALSO SECTION 8 – PLACEMAKING].
- 14.3 Continue to work with the Victoria Police Department, service providers and business partners to improve public safety and security in the Urban Core [SEE ALSO SECTION 15 – COMMUNITY WELL-BEING].

ECONOMIC DEVELOPMENT AND ASSETS

- 14.4 Work with government, community and business partners to advance the transition to a low-carbon economy through objectives and policies in this plan for compact urban growth, transit-oriented development, energy resiliency, clean industry and green business practices.
- 14.5 Provide direction for economic growth and change through the implementation and regular update of the Economic Development Strategy, that:
 - 14.5.1 Identifies major and emerging growth sectors in Victoria, the Capital Region and British Columbia;
 - 14.5.2 Guides the coordination of the local economy with regional economic initiatives; and,
 - 14.5.3 Encourages and supports local ownership, businesses that use local resources, and social enterprise.
- 14.6 Create a priority plan for destination development through capital investment in community facilities and infrastructure, to enhance the quality of life of residents, to attract visitors, and to support economic diversification.
- 14.7 Support innovation and reinvestment in community assets that attract investment and support economic activity, and that address barriers to economic performance, including, but not limited to: Victoria's waterfront and its natural and heritage setting, arts, culture and recreation facilities, parks, infrastructure, housing that is affordable, schools, adult education opportunities and community and social services.

- 14.8 Work with regional partners to make high priority improvements to transportation infrastructure for business travel, goods movement and visitor arrival, including:
 - 14.8.1 Important gateways, such as the Inner Harbour marine aerodrome, heliport, Victoria Airport and the Inner Harbour and Swartz Bay ferry terminals; and,
 - 14.8.2 Multi-modal linkages between major destinations and the Urban Core, such as regional rapid transit, cycle pathways and greenways [SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY].

COMMUNITY ECONOMIC DEVELOPMENT

[SEE ALSO SECTION 15 – COMMUNITY WELL-BEING]

- 14.9 Encourage and support businesses and organizations whose purpose is to solve a market failure or to improve social well-being in other ways.
- 14.10 Support economic activities that use and strengthen community resources and the capacity of citizens to enhance social well-being, such as food production and processing, through enabling municipal regulations, and incentives, where appropriate.
- 14.11 Encourage and support economic activities that provide household sustaining jobs, and retain more community wealth in the community.
- 14.12 Work with partners to improve the economic and social condition of citizens who are unemployed or living in poverty through support for community services in the Urban Core, Town Centres and Urban Villages.

EMPLOYMENT LANDS

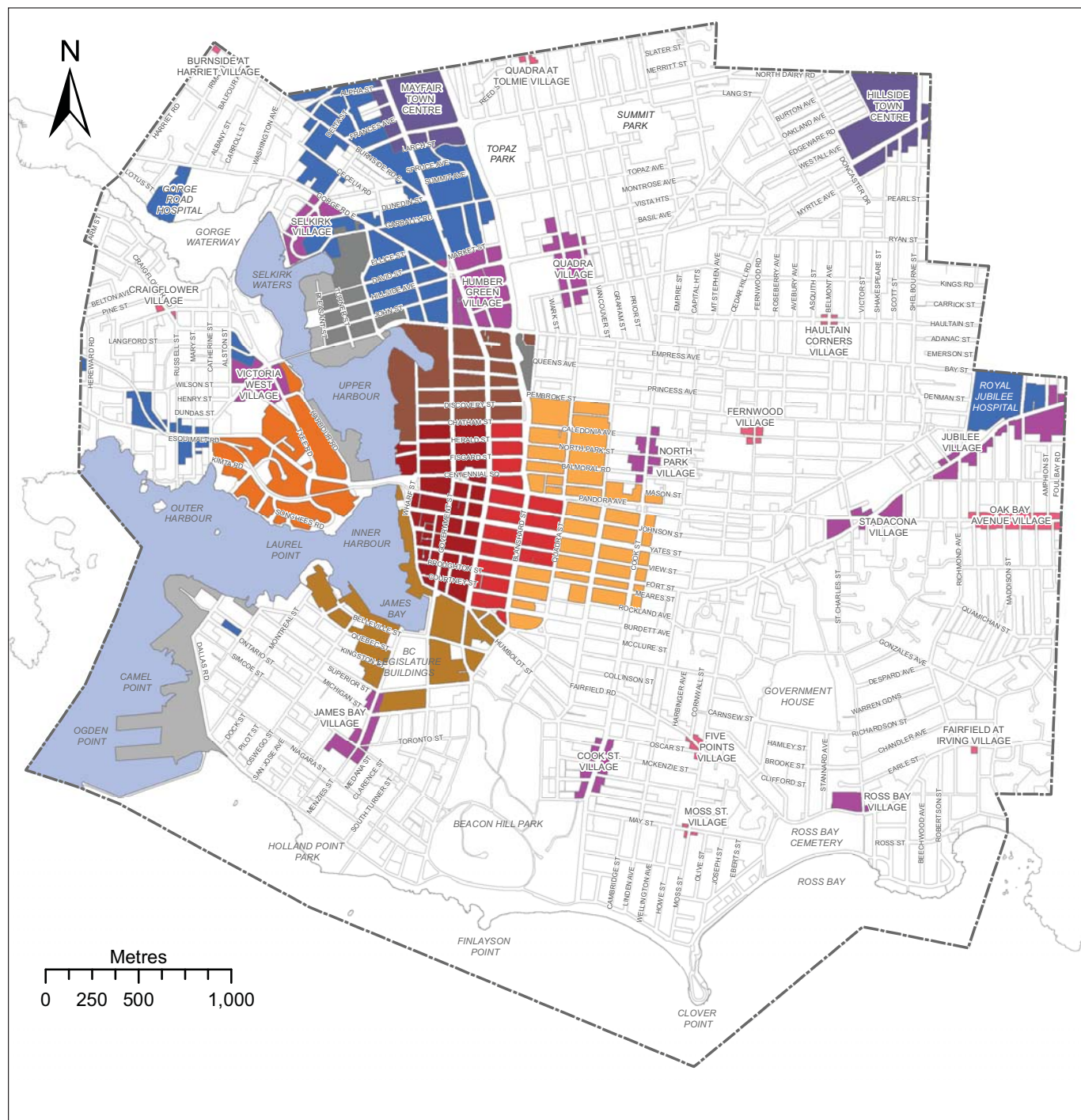
[SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT]

- 14.13 Maintain adequate waterfront lands for marine-related and non-marine industrial uses and related Harbour access.
- 14.14 Working with partners, explore the potential of preparing a waterfront plan to enhance the function and appearance of lands from Ogden Point to Rock Bay [SEE ALSO SECTION 8 – PLACEMAKING].
- 14.15 Support and encourage new commercial development in the Urban Core, Town Centres and Urban Villages and assess the supply of and capacity for additional commercial floor space across the city as part of local area plans.
- 14.16 Increase the supply of office space in the Inner Harbour/ Legislative and Core Business areas through medium and high-density commercial mixed use development, respectively.
- 14.17 Retain some capacity for small scale office use in the upper storeys of properties in the Core Historic area.
- 14.18 Develop and implement a local area plan for Rock Bay that addresses lands designated Core Employment and Marine Industrial with a focus on increasing the employment capacity and exploring the feasibility of developing an advanced technology district [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].
- 14.19 Consider the place-based conditions for economic sectors generally as described in Figure 17 in support of Victoria's economic structure, as identified on Map 14.

Figure 17: Urban Place Designations – Economic Guidelines

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

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



MAP 14
Employment Lands

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

COMPETITIVE BUSINESS ENVIRONMENT

- 14.20 Periodically review and consider tools available in legislation to enable and support new development and building improvements, such as property tax rates, tax incentives, charges, fees, grants and density bonus for provisions.
- 14.21 Work with partners to report on competitive municipalities in the Capital Region to compare property taxes, contributions to amenity funds, available density and location near regional services in the Urban Core, particularly for new office and industrial development.
- 14.22 Consider the provision of selective property tax incentives and bonus density for new development that contributes to the conservation or provision of an amenity or affordable and special needs housing, or entrance into a housing agreement [SEE ALSO SECTION 19 – PLAN ADMINISTRATION].
- 14.23 Consider parking reductions and other zoning variances for new development that significantly contributes to the urban growth concept in this plan [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].
- 14.24 Continue to support the growth and retention of home-based businesses through the periodic review of the Zoning Bylaw.
- 14.25 Encourage senior government to offer incentives for businesses and jobs in major and emerging economic sectors.

COMMUNITY GOODS AND SERVICES

- 14.26 Encourage job growth in community goods and services by increasing the residential densities in the Urban Core, Town Centres, Large Urban Villages, and along rapid and frequent transit corridors.
- 14.27 Continue to encourage the concentration of specialty retail in the Core Historic and Core Inner Harbour/Legislative areas through pedestrian-oriented uses at street level in defined locations, short-term parking, and in enhanced public transit, particularly rapid transit along Douglas Street.

GOVERNMENT AND BUSINESS OFFICE

- 14.28 Work with the Province to maintain the city's status as the headquarters of the Provincial Government, through:
 - 14.28.1 Meeting its needs for institutional and office space in the Urban Core; and,
 - 14.28.2 Working toward a long-term development strategy for under-used lands in the Legislative Precinct.
- 14.29 Support employment growth in government services, professional services and the finance, real estate and insurance sector through the strategic location of commercial mixed-use development in close proximity to the Legislature and throughout the Core Business area.

TOURISM AND VISITOR SERVICES

- 14.30 Support the clustering of tourist and visitor services in the Inner Harbour and Urban Core by retaining and enhancing the mix of service, retail, offices, visitor accommodation and harbour transportation uses, and arts and cultural facilities.
- 14.31 Strengthen the appeal of Victoria to tourists and other visitors in ways that enhance the community including:
 - 14.31.1 Accessible transportation to and within the City;
 - 14.31.2 A high quality of amenities, services and events;
 - 14.31.3 An attractive and vibrant waterfront; and,
 - 14.31.4 Character areas in the Downtown and other neighbourhoods.
- 14.32 Attract residents and visitors to the Urban Core through high quality festivals, celebrations, special events, and beautification initiatives.
- 14.33 Continue to invest in the heritage character of the Downtown and other neighbourhoods through incentives for rehabilitation and seismic upgrades.

- 14.34 Work with partners in the public and private sectors to:
 - 14.34.1 Enhance facilities and visitor destinations;
 - 14.34.2 Develop new facilities, including an addition to the Royal BC Museum and a new Core District Public Library in the Downtown Core Area; and,
 - 14.34.3 Develop a priority plan for future capital investment in destination development.
- 14.35 Work with regional, community and business partners to expand cycling and pedestrian pathways along high-demand routes to major destinations and increase the availability of bicycles for visitors.
- 14.36 Encourage the local tourism industry to position Victoria as a green and socially responsible visitor destination through the use of efficient, low emission fuels, carbon offsets, waste reduction, and similar initiatives.

MARINE SECTORS

- 14.37 Work with senior governments, public agencies, community and business partners to sustain and enhance a diversity of marine sectors in the Inner Harbour and Outer Harbour by:
 - 14.37.1 Continued direction for marine-related industrial uses on waterfront lands in Urban Place Designations of this plan; and,
 - 14.37.2 Development and redevelopment of waterfront lands and related urban design initiatives.
- 14.38 Continue to support jobs in manufacturing, transportation and warehousing by retaining locations for traditional industry adjacent to the Harbour on appropriate lands.

ADVANCED TECHNOLOGY

- 14.39 Continue to grow the region's technology sector and attract a share of firms into the city, through:
 - 14.39.1 Support for the efforts of regional economic agencies and business partners to grow the technology sector in the Victoria region; and,
 - 14.39.2 Advocacy on behalf of those partners for research funds.
- 14.40 Work with partners to support growth and retention of businesses that promote urban health and sustainability through technology such as mobility devices, district energy systems, green buildings and green infrastructure.
- 14.41 Support growth of technology firms through increasing the employment capacity of Core and General Employment lands while retaining waterfront industrial lands for marine and marine-related industrial uses [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].
- 14.42 Enable and support the clustering of firms in a technology precinct through light industrial and industrial work/live uses, with a supportive mix of office, retail, services, education, institutional and mixed use in Rock Bay [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].

ARTS AND CULTURE

[SEE ALSO SECTION 16 – ARTS AND CULTURE]

- 14.43 Foster the development of cultural hubs, with clusters of cultural industries and related activity in the arts, culture, and entertainment sector, by:
 - 14.43.1 Retaining and enhancing the supply of work/live for cultural producers in the Core Historic and Core Inner Harbour/Legislative areas; and,
 - 14.43.2 Giving consideration for work/live opportunities in the Core Employment area and work/live and live/work in Town Centres and Large Urban Villages through local area plans as appropriate.
- 14.44 Work with community partners to retain and enhance arts and cultural facilities and to maintain and expand professional arts companies.
- 14.45 Work with partners in the public and private sectors to develop a new Core District Public Library in the Downtown Core Area.

- 14.46 Consider opportunities for new arts and cultural facilities in the Urban Core as part of future capital investment in destination development.
- 14.47 Continue to host high quality events and festivals in the Urban Core and work with partners to explore the feasibility of creating new venues.
- 14.48 Continue to enable access to suitable locations for the film industry.

HEALTH AND EDUCATION

- 14.49 Seek to establish and maintain a unique niche for Victoria as a green and healthy community to attract technology firms, health and wellness entrepreneurs and researchers, to improve the quality of life for residents, and to add to the City's and region's appeal to business.
- 14.50 Enable and support the growth and retention of health services and related light industrial and commercial activities in the General Employment area at Royal Jubilee Hospital.
- 14.51 Encourage regional economic development agencies and the regional health sector to collaborate on initiatives aimed at making Victoria green and healthy through the development of a technology firm cluster that aligns business incubation and educational programs.
- 14.52 Work with partners to increase sports and recreational events in Victoria, and to expand recreation-based tourism [SEE ALSO SECTION 9 – PARKS AND RECREATION].
- 14.53 Continue to work with the University of Victoria, Royal Roads University, Camosun College and other public and private post-secondary education providers to have a permanent presence in the Downtown Core Area.
- 14.54 Explore the feasibility of an educational presence for major post-secondary institutions in a permanent facility that may be co-located with the technology precinct in Rock Bay, and that creates a community of learning through lectures and conferences, formal training and education and innovative public-private partnerships.
- 14.55 Encourage universities, colleges and other educational service providers to offer education and training programs that converge with the needs of major and emerging growth sectors.

MEASURING PROGRESS

- 14.56 The following targets should be considered in measuring progress towards the plan's economy objectives:
 - 14.56.1 Victoria accommodates a minimum of 20% of the region's new employment by 2041; and,
 - 14.56.2 Victoria's employment has increased by a minimum of 10,000 jobs by 2041.

Community Well-being

15



GOALS

- 15 (A) All Victorians have income and access to public services to be able to flourish and live with dignity.
- 15 (B) High quality, affordable formal education is available and accessible for students of all ages.
- 15 (C) Victorians know their neighbours, are connected to communities of interest and have diverse opportunities for social interaction.
- 15 (D) Victorians can support themselves and their neighbours in difficult times.
- 15 (E) Victoria is a place where people come to live, work and play, regardless of age, ethnicity, religion, culture, income, sexual orientation, ability and family status.
- 15 (F) Victorians are healthy and have a network of health-related amenities, facilities and programs to promote wellness and meet the needs of all levels of mental and physical care.
- 15 (G) Victoria is a safe city, where everyone feels secure in public, in their homes and workplaces.

OVERVIEW

A sustainable community provides both the physical and social infrastructure necessary to achieve [community well-being](#). While physical features such as a walkable land use pattern, good quality housing and nearby recreational facilities can encourage people to make healthier choices, community well-being relies on more than just the city's physical form. Community well-being also relies on the city's "soft" infrastructure, such as the network of services, partnerships, resources, groups and other social relationships that collectively help people achieve their basic needs, support each other and reach their full potential.

The bi-annual [Happiness Index](#) indicates that most residents of Victoria experience a relatively high level of well-being, buoyed by strong social relationships, feelings of belonging to community and the ability to meet their basic needs. A wide network of institutions, organizations and groups deliver critical services and help build individual and community capacity. The high cost of living in the city— particularly with respect to housing and childcare costs — make it challenging for many to make ends meet, with approximately one — quarter of residents living below the 2006 [Low Income Cut Off](#) for Victoria. Stable housing and appropriate services are needed by a range of people, including those facing issues of mental health, addictions and homelessness. While the overall crime rate has been in decline over the past decade, concerns regarding safety and crime continue to be raised in community studies.

Over the next 30 years, the proportion of Victorians over the age of 65 is projected to increase dramatically, from 17% to 29% of the total population. At the same time, the proportion of children in the city is declining and the concept of the family is changing, as many of the City's households are made up of just one or two people. The policies in this section reflect this dual challenge for Victoria: meeting the shifting service, housing and mobility needs of an older population, while enhancing the housing, facilities and affordability needed to retain a younger workforce and their families.

The strength of a community relies on the well-being of all of its members. Collectively, the plan's policies work towards a healthy community, one that takes a holistic approach to improving not only social and health conditions, but also the community's economic and environmental assets. The plan strives to build community capacity and address the needs of Victoria's diverse citizens, particularly those who are most vulnerable or marginalized. The plan aims to enhance social inclusion for people of all socio-economic levels, cultural backgrounds and abilities; to strengthen the multi generational features of neighbourhoods; to provide opportunities for civic engagement; and, to enhance the sense of personal and public safety. The plan also commits the City to work in partnership to support the many social and community development objectives that fall outside the City's traditional roles and responsibilities.

BROAD OBJECTIVES

The community well-being policies of this plan address six broad objectives:

- 15 (a) That a mix of housing, services, facilities and programs encourage and support a socio-economically and culturally inclusive community.
- 15 (b) That facilities, services, places of employment and housing are physically accessible to users.
- 15 (c) That planning, services and programs foster multigenerational neighbourhoods.
- 15 (d) That strong partnerships build the capacity of individuals and the community.
- 15 (e) That all citizens have the opportunity to participate in civic affairs.
- 15 (f) That citizens have an enhanced sense of personal and public safety.

SOCIAL EQUITY

- 15.1 Encourage a fair distribution of community services, social services and facilities across the city, to support all parts of the population.
- 15.2 Establish policies and fee structures to ensure that City programs and facilities are affordable and welcoming to people of all ages, incomes, abilities, backgrounds and lifestyles [SEE ALSO SECTION 16 – ARTS AND CULTURE].
- 15.3 Support the efforts of senior government, business and community organizations to reduce poverty through:
 - 15.3.1 Advocating to senior levels of government for fair income assistance rates;
 - 15.3.2 Enabling stable housing with support services;
 - 15.3.3 Encouraging jobs that provide a household-sustaining wage for employees [SEE ALSO SECTION 14 – ECONOMY]; and,
 - 15.3.4 Providing education and skills training programs to build individual capacity [SEE ALSO SECTION 13 – HOUSING AND HOMELESSNESS].

PHYSICAL ACCESSIBILITY

- 15.4 Establish guidelines for full accessibility for people with mobility challenges in the design, construction and improvement of City property, including facilities, offices, street right-of-ways, and parks.
- 15.5 Encourage senior governments, and community and business partners to improve the physical accessibility of public and private property, including places of employment, housing, transportation facilities, and visitor-oriented sites [SEE ALSO SECTION 13 – HOUSING AND HOMELESSNESS].

MULTIGENERATIONAL NEIGHBOURHOODS

- 15.6 Consider the needs of children, youth and older adults in planning initiatives related to land use, housing, transportation, parks, facilities and community services.
- 15.7 Work collaboratively with senior governments, the health authority, and other public and private sector partners to plan for the housing, health, employment, recreational, educational, cultural and other needs of Victoria's population as it ages.
- 15.8 Encourage the development of quality, accessible, affordable daycare, including preschool, out-of-school care and elder daycare spaces, to support families and employers by:
 - 15.8.1 Considering the provision of non-profit daycare space as an amenity in new residential, mixed-use and commercial developments to be secured through agreement; and,
 - 15.8.2 Encouraging new childcare and elder daycare spaces throughout the city.
- 15.9 Seek opportunities to promote social interaction between different generations through the design and programming of public spaces, parks and public facilities.

SCHOOLS

- 15.10 Seek to sustain a population base sufficient to maintain existing public schools by encouraging housing, amenities and services suitable for families with children in all neighbourhoods through policies, local area plans, and zoning.
- 15.11 Advocate to the school district to keep existing schools open, as key features of complete neighbourhoods.
- 15.12 If the school district deems it necessary to close an existing school, work collaboratively with the school district to retain public school buildings and land in public ownership and available to provide education and a mix of community and recreational services and other uses suitable to the needs of the community they serve.
- 15.13 Encourage the school district to make facilities available for community use [SEE ALSO SECTION 9 – PARKS AND RECREATION].

COMMUNITY DEVELOPMENT

- 15.14 Incorporate community development objectives into citywide and local area planning processes.
- 15.15 Work closely with community centres, seniors centres, community organizations, the public library, citizens and other partners to seek innovative opportunities to sustain, enhance and deliver community-based recreational, educational, cultural and social programs [SEE ALSO SECTION 9 – PARKS AND RECREATION].
- 15.16 Develop and maintain partnerships with senior governments, the health authority, neighbouring municipalities, community organizations, informal groups, the private sector and others to build community capacity, and to provide a range of facilities and community services to serve people throughout their lives, including:
 - 15.16.1 Social services to support attainment of basic needs;
 - 15.16.2 A range of local and regional health and wellness facilities and services;
 - 15.16.3 A network of regional recreational facilities and services;
 - 15.16.4 Regional public library facilities and services;
 - 15.16.5 Opportunities and facilities for lifelong learning and skills training;
 - 15.16.6 Places of worship and other spaces for contemplation; and,
 - 15.16.7 Settlement services and cultural centres.
- 15.17 Encourage collaboration among community service providers and community organizations across the city and at the regional level.
- 15.18 Work with community partners to promote a culture of volunteerism, community service and neighbourliness.

CIVIC ENGAGEMENT

- 15.19 Encourage effective public participation in City processes and service delivery by maintaining and implementing a Civic Engagement Strategy that:
 - 15.19.1 Seeks out and facilitates the involvement of those potentially affected by or interested in a decision;
 - 15.19.2 Seeks input from participants in designing how they participate;
 - 15.19.3 Provides opportunities for those who are affected by a decision to be involved in the decision-making process;
 - 15.19.4 Provides participants with the information they need to participate in a meaningful way;
 - 15.19.5 Promotes sustainable decisions by recognizing and communicating the needs and interests of all participants, including decision-makers;
 - 15.19.6 Provides opportunities for the public's contribution to influence the decision; and,
 - 15.19.7 Communicates the outcome of public engagement processes [SEE ALSO SECTION 19 – PLAN ADMINISTRATION].

COMMUNITY SAFETY

- 15.20 Collaborate with the Victoria Police Department, the Fire Department, the health authority, community and social service agencies, businesses, neighbourhood groups and others to encourage a safe and thriving Downtown and neighbourhoods.
- 15.21 Support personal and public safety by considering opportunities for access, comfort, sociability and multiple uses and activities in the review of designs and plans for private developments and public spaces [SEE ALSO SECTION 8 – PLACEMAKING].
- 15.22 Collaborate with community organizations, neighbours and other stakeholders to address issues related to personal safety and security in parks and outdoor recreation facilities.
- 15.23 Work collaboratively with community service providers and other partners in the design of facilities and delivery of services to meet the needs of clients and those of surrounding residents, businesses and the different users of public space.
- 15.24 Seek to address problematic substance use in a coordinated way that considers public health and public order by supporting the efforts of government, agencies, the health authority, Victoria Police Department, business and community organizations to take a coordinated, comprehensive [Five Pillars](#) approach that:
 - 15.24.1 Prevents problematic substance use;
 - 15.24.2 Reduces harm to individuals and communities from the sale and use of both legal and illegal substances;
 - 15.24.3 Provides a range of support services, specialized care facilities and treatment programs for people who have addictions;
 - 15.24.4 Supports access to safe, affordable and quality housing; and,
 - 15.24.5 Delivers enforcement services to support community peace, public order and safety.

Arts and Culture

16



GOALS

- 16 (A) Victoria is a place where artists are able to thrive and where people from all walks of life enjoy formal and informal opportunities to create and enjoy the arts, culture and entertainment activities.
- 16 (B) Victoria's cultural and natural resources are protected and celebrated.
- 16 (C) Lifelong learning opportunities that are culturally appropriate are available for diverse learners of all ages and income levels.

OVERVIEW

The arts and culture are central to social sustainability and attributes of community well-being and quality of life. **Culture** can be defined as practices and values, heritage and place, the **arts**, diversity and social history. As an element of culture, the arts include visual media (e.g. painting, print-making, drawing, sculpture, crafts, pottery and ceramics, photography, film and video), theatre, music, song, spoken word, literary arts and dance. **Cultural industries** is an umbrella term for areas of creative work and cultural production, such as: advertising, architecture and interior design, art and antique markets, artisan crafts, fashion design, industrial design, performing arts, print media and publishing, radio and television and visual media.

The idea of the creative city is a common way of connecting cultural policy and community planning. Sustainable cities seek to develop into centres of creativity with thriving professional artists, citizen-led arts and culture initiatives, and significant cultural sectors of the economy. Three percent of Victorians were employed in information and cultural industries in 2006, and another three percent had jobs in the arts, entertainment and recreation, representing a total of four to six percent of Victoria's economy. Arts, culture and entertainment are projected to experience modest but steady growth over the next 20 years.

An adequate supply and a mix of affordable spaces for the arts and cultural industries in the Urban Core, Town Centres and Large Urban Villages is a long-term objective of this Plan. While Victoria is the regional centre for arts and culture, and many facilities serving the region are downtown, the greatest challenges for the arts community are the relatively high costs of rental space and the limited availability of suitable venues. There are also funding issues with fewer senior government programs than in the past and few prospects for new programs in times of economic constraint. The City has a central role in cultural plans, policies, programs and incentives. It owns and partly owns the McPherson Theatre and the Royal Theatre respectively, and manages the use of parks and open spaces for festivals, celebrations and special events. Many facilities, venues and other cultural spaces are owned by institutions, agencies, organizations, community groups and local businesses.

This plan includes policies for the creative city through the development and regular update of a Cultural Plan, coordination of art in public places initiatives, community public art and events in public space, and support for facilities and access to commercial space. Planning and delivery of arts and cultural programs and spaces will depend on funding and innovative solutions to increase and diversify the future supply of facilities and venues to perform, exhibit, create, work and live.

BROAD OBJECTIVES

The arts and culture policies of this plan collectively address seven broad objectives:

- 16 (a) That Victoria is a creative and vibrant city.
- 16 (b) That the Urban Core remains the primary centre for the arts and culture in the Capital Region.
- 16 (c) That cultural diversity and cultural heritage are celebrated and sustained.
- 16 (d) That the arts are accessible to a broad diversity of people and groups.
- 16 (e) That a wide range of **cultural spaces** are available and affordable.
- 16 (f) That art in public places is supported and enabled as a public good and an expression of community identity.
- 16 (g) That creativity and cultural development are fostered through public dialogue and lifelong learning.

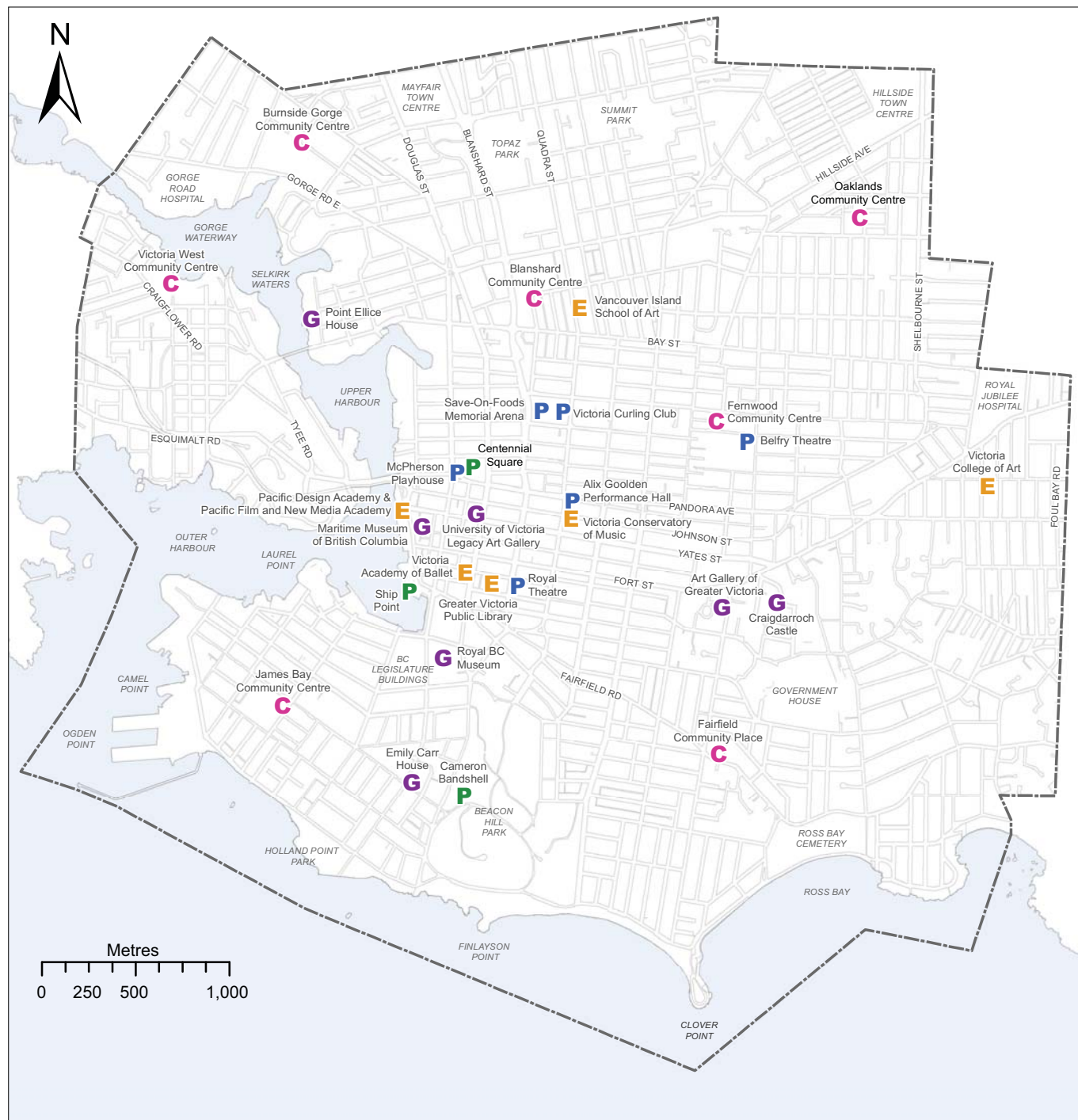
CREATIVE CITY

- 16.1 Maintain and enhance partnerships to market Victoria as a creative city that attracts visitors, businesses and new residents to increase the growth of cultural sectors in the economy, and to enable cultural development.
- 16.2 Work with regional partners on the development and implementation of an arts strategy for the region.
- 16.3 Support the efforts of government, public agency, community and private sector partners to attract, diversify and expand the audiences for professional arts as part of the programming of civic facilities.
- 16.4 Continue to support artists, organizations and community partners through City cultural policies, planning and regulatory processes.

- 16.5 Continue to promote arts and culture facilities, programs, services and events including those available through civic support and the efforts of governments, public agencies and community and business partners.
- 16.6 Encourage broad access to arts and culture facilities, events and activities for people of all ages, incomes, backgrounds and lifestyles.
- 16.7 Encourage education, training and informal learning opportunities in the arts, design and culture.

CULTURAL PLANNING

- 16.8 Continue to foster community-led arts and culture programs that engage local residents, organizations and business owners.
- 16.9 Seek opportunities to partner and collaborate with the Songhees and Esquimalt First Nations on initiatives that acknowledge and celebrate the traditional territory and cultural values of First Peoples.
- 16.10 Provide direction for cultural planning through the development and regular update of a Cultural Plan, that:
 - 16.10.1 Establishes a vision and action plan for arts and culture in Victoria;
 - 16.10.2 Seeks opportunities for partnership with the public, private and non-profit sectors;
 - 16.10.3 Maintains, develops and enhances the delivery of City arts and culture programs;
 - 16.10.4 Enhances support to local, non-profit groups engaged in arts or culture programs;
 - 16.10.5 Sets targets for future cultural spaces, including new or upgraded civic, institutional and private facilities; and,
 - 16.10.6 Identifies tools to secure new cultural spaces, including: senior government funding; land donations; developer contributions, private donations; and, changes to regulations.
- 16.11 Maintain and regularly update an inventory of cultural resources.



MAP 15

Arts and Culture Facilities*

- G** Galleries and Museums
- E** Educational and Learning Institutions
- C** Community Centre
- P** Performance Space – Indoor Venue
- P** Performance Space – Outdoor Venue

***Facilities:** The facilities identified are fully or partly in public ownership, or are the location of a collection held in public trust. These include schools that are registered as vocational or post-secondary institutions.

Many private facilities, venues and other cultural spaces are also present throughout Victoria, and are owned by organizations, community groups, and local businesses.

This map is provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

PUBLIC ART

- 16.12 Secure and maintain art in public places through:
 - 16.12.1 Civic funding;
 - 16.12.2 Voluntary provision by private sector; and,
 - 16.12.3 Community initiatives.
- 16.13 Encourage and enable community-led public art programs with support from City staff and professional artists.
[SEE ALSO SECTION 14 – ECONOMY].

FACILITIES

- 16.14 Participate in a regional arts facility assessment study to identify existing opportunities, and create a long-term plan for future facilities.
- 16.15 Consider opportunities for new arts and culture facilities as part of a capital plan for visitor destination development in partnership with senior governments, organizations and private developers.
- 16.16 Maintain and enhance performance space in the Royal Theatre and McPherson Playhouse.
- 16.17 Maintain and enhance the use of community centres and a Core District Public Library as facilities for arts and culture programs [SEE ALSO SECTION 9 – PARKS AND RECREATION].
- 16.18 Work with community partners to develop a new Core District Public Library in the Downtown Core Area, and to retain and enhance non-civic arts and culture facilities through initiatives, that:
 - 16.18.1 Encourage and assist the expansion of exhibition space at the Royal British Columbia Museum and the Art Gallery of Greater Victoria;
 - 16.18.2 Develops a new Core District Public Library in the Downtown Core Area;
 - 16.18.3 Explore opportunities for private arts schools and cultural centres to use their facilities for public arts and culture programs; and,
 - 16.18.4 Consider property tax exemptions for eligible arts and culture facilities.

OUTDOOR VENUES

- 16.19 Work with partners to develop a performance location for major outdoor events in a permanent and highly accessible public space.
- 16.20 Establish and maintain partnerships with professional artists and arts and cultural organizations to program the use of public space.
- 16.21 Continue to permit festivals, celebrations and special events in public spaces, such as streets, parking lots, plazas, civic squares and other open space [SEE ALSO SECTION 8 – PLACEMAKING].
- 16.22 Increase the use of parks for festivals, celebrations and special events [SEE ALSO SECTION 9 – PARKS AND RECREATION].
- 16.23 Continue to support and enable local, non-profit groups to host festivals, celebrations and special events through services, incentives and regulations.
- 16.24 Encourage the film and television industry to use public spaces as locations through city marketing and efficient regulatory processes.

COMMERCIAL SPACE

- 16.25 Support the efforts of senior governments, public agencies, organizations, individuals and the private sector to fund or otherwise enable affordable and appropriate commercial space for visual art, theatre and dance studios, galleries and non-profit offices.
- 16.26 Consider innovative ways to increase the supply of live/work space that is affordable for artists, and work/live space for industrial design and related activities that are normally not permitted in residential zones [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT, SECTION 13 – HOUSING AND HOMELESSNESS AND SECTION 14 – ECONOMY].
- 16.27 Consider the use of City property for clustering of arts organizations through shared spaces for visual art and rehearsal studios, exhibitions and offices [SEE ALSO SECTION 9 – PARKS AND RECREATION].

Food Systems

17



GOALS

- 17 (A) A healthy share of the food that supplies Victoria's daily needs is sustainably grown, processed and packaged in the city, in surrounding agricultural areas, and on Vancouver Island.
- 17 (B) Victorians have access to skills, knowledge and resources to produce and process their own food in urban areas.

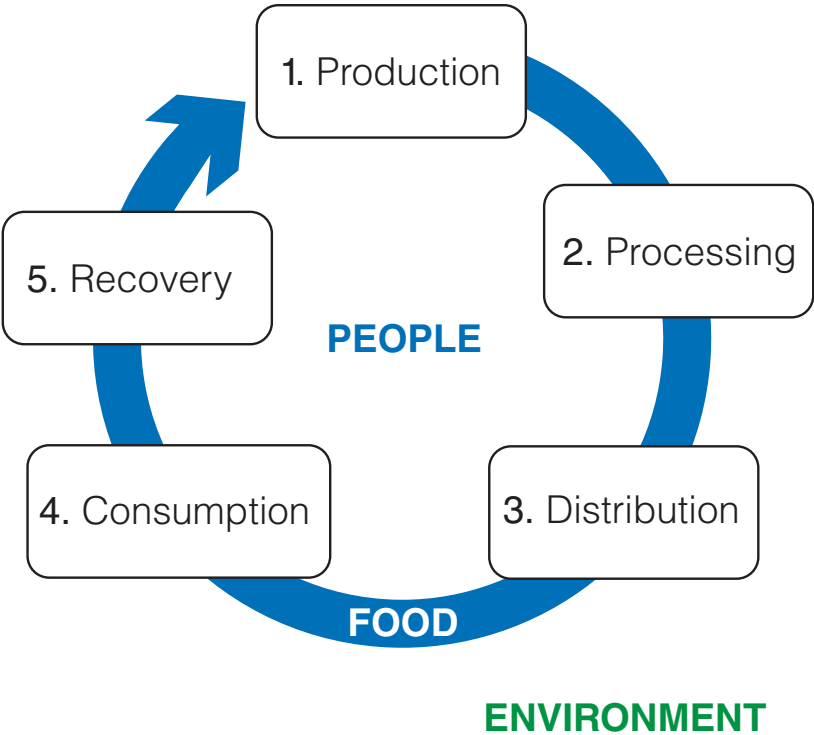
OVERVIEW

Food is a basic human need and one that shapes Victoria's urban environment in many different ways. The availability of nutritious, affordable food is critical to the health and well-being of citizens. Markets, restaurants and cafés animate street life and bring people together. Food gardens and farms outside the city provide fresh food and regional green spaces. The food system has major impacts on transportation patterns, urban employment, ecosystems, and waste management. The global food system has expanded Victoria's **foodshed** worldwide, providing both relative abundance and associated environmental, social and economic impacts.

Given the small land base available within Victoria, and the city's commitment to accommodating a significant amount of regional population growth, Victoria will continue to rely on agricultural lands outside the city and the greater global food market to supply a large share of its food. The policies in this plan aim to encourage food production where safe and suitable, to forge links to regional agriculture, and optimize the many recreational, health, civic and local economic benefits that flow from a stronger local food system.

Locally, several issues influence Victoria's move towards **food security** and a more sustainable food system. A growing number of residents and families are food insecure, and rely on local charitable food services, such as food banks, for regular access to food. Within Victoria, many households with access to land grow a portion of their own food. At the same time, the demand for **allotment gardens** exceeds supply due to the high number of people renting or living in multi-unit buildings who lack access to land. Locally, the Capital Region's traditional agricultural sector is declining due to aging farmers, loss of critical **food system infrastructure** (such as meat, vegetable, fruit and grain processing facilities) and decreasing economic viability. Organic matter currently makes up 30% of the volume going to Hartland Landfill. Collecting and processing food waste would return nutrients and structural elements to local soils and extend the life of the landfill. Finally, Vancouver Island imports the vast majority of its food, creating additional concerns for the future cost and stability of the food supply in the face of rising energy costs and climate change.

Figure 18: Sustainable Food System Cycle



The plan policies support a shift towards a more sustainable food system, one that considers and integrates food production, processing, distribution, consumption and waste recovery to support the nutritional, social, environmental and economic health of the community (see Figure 18). As a result of this whole systems approach, the plan includes not only policies to support food production, but also food security, emergency preparedness, food-related economic development, waste management, and access to food-based businesses, services and amenities.

To address these challenges, the plan proposes a coordinated approach to address food-related issues. This requires the City to work in partnership across departments and with senior levels of government, the health authority, other agencies, organizations and individuals to consider the connections among different parts of the food system. Within its mandate, the City's efforts can focus on increasing urban food production, strengthening key food system infrastructure, supporting access to healthy foods, and supporting the recycling and re-use of organic waste.

BROAD OBJECTIVES

The food systems policies of this plan collectively address five broad objectives:

- 17 (a) That planning for the food system is comprehensive and integrated at various scales.
- 17 (b) That the opportunity for urban food production is increased on private and public lands.
- 17 (c) That local food system infrastructure is strengthened.
- 17 (d) That citizens have access to affordable, healthy and local food.
- 17 (e) That more food waste is recovered and re-used for productive purposes.

COMPREHENSIVE FOOD SYSTEM PLANNING

- 17.1 Participate in coordinated community and regional efforts to develop a more sustainable food system that considers all stages of the food system as shown in Figure 18, and that:
 - 17.1.1 Contributes to the economic development, environmental management, and social well-being of Victoria and the region;
 - 17.1.2 Encourages local and regional food production and processing, and protection of productive farmland;
 - 17.1.3 Recognizes access to safe, sufficient, culturally appropriate and nutritious food as a basic need for all citizens; and,
 - 17.1.4 Celebrates local food culture, cuisine, and indigenous and local food traditions.
- 17.2 Advocate to the Capital Regional District to work with partners to develop a Regional Food System Strategy that enhances urban and rural food production, processing, storage, distribution, restaurant and tourism sectors, as a basis for region-wide food system planning and policy development.
- 17.3 Assess neighbourhood food system features and needs as part of local area planning.

URBAN FOOD PRODUCTION

- 17.4 Review and develop City policy to increase the number of allotment gardens, [commons gardens](#), edible landscapes, food-bearing trees and other types of food production activities that considers other uses and identifies:
 - 17.4.1 The land types and potential City-held sites where different food production activities might be supported;
 - 17.4.2 The roles and responsibilities of participants;
 - 17.4.3 Mechanisms to encourage and support food production sites on City-held lands, other publicly-held lands, and on private lands; and,
 - 17.4.4 Mechanisms to acquire land for food production purposes, where appropriate.

- 17.5 Encourage food production activities in visible and suitable public places to foster a connection between people and the process of growing, harvesting and eating fresh produce. [SEE ALSO SECTION 9 – PARKS AND RECREATION]
- 17.6 Include urban food production objectives in the development of management strategies to address pests, disease, invasive species, urban wildlife and other ecological issues on public and private lands.
- 17.7 Support the establishment of at least one allotment garden per neighbourhood, co-located with community facilities or services where possible, and more in neighbourhoods that feature a high proportion of rental or attached housing, where feasible.
- 17.8 Work with community groups to develop pilot projects for the planting, maintenance and harvesting of food-bearing trees on suitable City-held lands.
- 17.9 Consider new and innovative approaches to urban food production that increase food security, in partnership with citizens, community groups and other stakeholders.

FOOD PRODUCTION ON PRIVATE LAND

- 17.10 Support food production on private land where it is safe, suitable and compatible with the Urban Place Guidelines in this plan.
- 17.11 Encourage the provision of gardens and other food production spaces for the use of residents in new multi-unit housing.
- 17.12 Develop voluntary guidelines for food production in multi-unit, mixed-use developments and other types of housing, to support a range of on-site food production activities such as edible landscaping, rooftop gardens and food-bearing trees.
- 17.13 Support the keeping of small livestock in the city by:
 - 17.13.1 Maintaining regulatory support for the keeping of poultry and honeybees; and,
 - 17.13.2 Reviewing regulations to consider the keeping of other small livestock for food production, appropriate to an urban environment, in collaboration with senior levels of government and the health authority.

- 17.14 Explore expanded small-scale commercial urban agriculture through a review of policy and regulations to consider the opportunities for, and implications of:

- 17.14.1 Enabling infrastructure and human resources needed to support small-scale commercial urban agriculture as a home occupation;
- 17.14.2 Using residential accessory buildings for commercial agricultural purposes; and,
- 17.14.3 Allowing commercial urban agriculture uses, including greenhouses, in commercial and industrial zones.

FOOD SYSTEM INFRASTRUCTURE

- 17.15 Support the achievement of residential densities sufficient to support food stores and other food retail uses such as bakeries, restaurants and pubs, in town centres and large urban villages.
- 17.16 Explore expanded street food vending opportunities to animate the public realm and showcase local cuisine, through the review of existing regulations and the development of a program in partnership with local businesses and the health authority.
- 17.17 Encourage the development of farmers markets in Town Centres and Urban Villages, and a viable year-round farmers market in the Downtown Core Area, to animate the public and private realm and support local growers and food processors.
- 17.18 Pilot new uses in appropriate locations that enhance urban food production, processing and food waste recycling.
- 17.19 Work with neighbouring municipalities, the Capital Regional District, the provincial government and other food system stakeholders to increase the regional food supply by:
 - 17.19.1 Establishing policies, tools and initiatives to protect and expand working farmland, such as a regional farmland trust; and,
 - 17.19.2 Implementing strategies to support and re-establish key food system infrastructure such as meat, fruit and vegetable processing facilities.

ACCESS TO FOOD

- 17.20 Support the efforts of community centres, community organizations, the health authority, the school district, senior government and the private sector to establish programs and resources that build knowledge and skills to help people move towards healthier, and more secure and dignified access to nutritious food.
- 17.21 Encourage schools, community and seniors centres to incorporate features such as food gardens and community composting depots that facilitate the development of food-related skills and knowledge.
- 17.22 Identify short and long-term food supply and infrastructure needs as part of a critical infrastructure assessment in City emergency preparedness planning. [SEE ALSO SECTION 18 – EMERGENCY MANAGEMENT]
- 17.23 Work with regional partners to enhance the capacity of the regional food system to adapt to climate change impacts, including water shortages, extreme weather events and fluctuations in global food and energy prices. [SEE ALSO SECTION 12 – CLIMATE CHANGE AND ENERGY]

FOOD WASTE

- 17.24 Consider establishing community recycling and take-back depots within Town Centres and Urban Villages at scales suitable to a convenient and effective system.
- 17.25 Support the efforts of community organizations and the private sector to establish initiatives that divert recoverable food from the pre-waste stream for redistribution to local food security organizations.
- 17.26 Encourage the Capital Regional District to undertake a regionally coordinated approach to the recycling of food waste that retains biological nutrients regionally by:
 - 17.26.1 Promoting household composting systems;
 - 17.26.2 Establishing a household organic waste collection program with opportunities for finished compost to be made available for farmers and other food producers within the region; and,
 - 17.26.3 Developing strategies to encourage organic waste diversion from multi-unit housing and commercial properties.

MEASURING PROGRESS

- 17.27 The following targets should be considered in measuring progress towards the plan's food system objectives:
- 17.27.1 A minimum of 90% of residents are within 400 metres of a full service grocery store by 2041.
 - 17.27.2 All organic food waste generated within Victoria is diverted from the regional landfill by 2041.

Emergency Management

18



GOALS

- 18 (A) Victoria is prepared to deal with known hazards and emerging threats, to limit the adverse impacts of events, and effectively manage emergencies.
- 18 (B) Victoria is able to respond rapidly and effectively to all emergencies, including events with long-term impacts and recovery times.
- 18 (C) Victorians can rely on significant local sources for food, energy and materials to meet daily needs under emergency conditions.

OVERVIEW

The purpose of emergency management is to save lives, reduce human suffering and protect property and the natural environment in the event of an emergency or disaster. Emergency Management involves four phases of decision-making and action described in Figure 19: prevention and mitigation, preparedness, response, and recovery. An emergency is a small-scale event that can be handled with community resources, while a disaster is more extensive, overwhelming local capacities. Legislation requires local governments to develop and maintain an emergency plan with policies for the delivery of preparedness, response and recovery, and to assess the likelihood and anticipated impacts of natural and human-made hazards that exist within their boundaries. Decisions and actions taken before and after disaster events are an important consideration for planning and land use management and related policy areas.

Currently, the top two natural hazards for Victoria are earthquakes and severe wind storms. Local impacts of global climate change are projected to include summer heat waves and more intense and frequent precipitation in winter within the timeframe of this plan. Victoria is located within Seismic Zone 5, with Zone 6 as the greatest risk of seismic activity. There is a 32% likelihood of a damaging earthquake event in the city before 2054. A disaster of this magnitude is a major threat to critical infrastructure, such as the City's fire halls, hospitals, bridges, water mains, and gas pipelines, and may require the demolition and extensive reconstruction of buildings and structures. An earthquake could disrupt access to and from Vancouver Island, which would threaten local and regional economic

activity and community well-being generally. For example, Vancouver Island is dependent on ferry services for an estimated 90% of its food and food supply in Victoria is estimated to be sufficient for three days.

The City is committed to being a disaster-resilient community. This plan includes objectives for all four pillars of emergency management through the maintenance and regular update of the Victoria Emergency Plan, the establishment of a decision framework for recovery after disaster events, and strategic support to improve the seismic conditions of buildings, structures and infrastructure. Planning and delivery of emergency management are coordinated with senior governments, neighbouring jurisdictions, public agencies, service providers and community organizations, and work toward widespread preparedness across the community.

Figure 19: The Four Pillars of Emergency Management

- › **Prevention and Mitigation:** Elimination or reduction of the risk and impacts of hazards.
- › **Preparedness:** Readiness for response to a disaster and to manage its impacts through emergency response plans.
- › **Response:** Actions during or immediately after a disaster to minimize suffering and losses through emergency communication, medical assistance, evacuation and search and rescue.
- › **Recovery:** Reinstatement of a community to an acceptable level through post-disaster actions, such as return of evacuees and reconstruction.

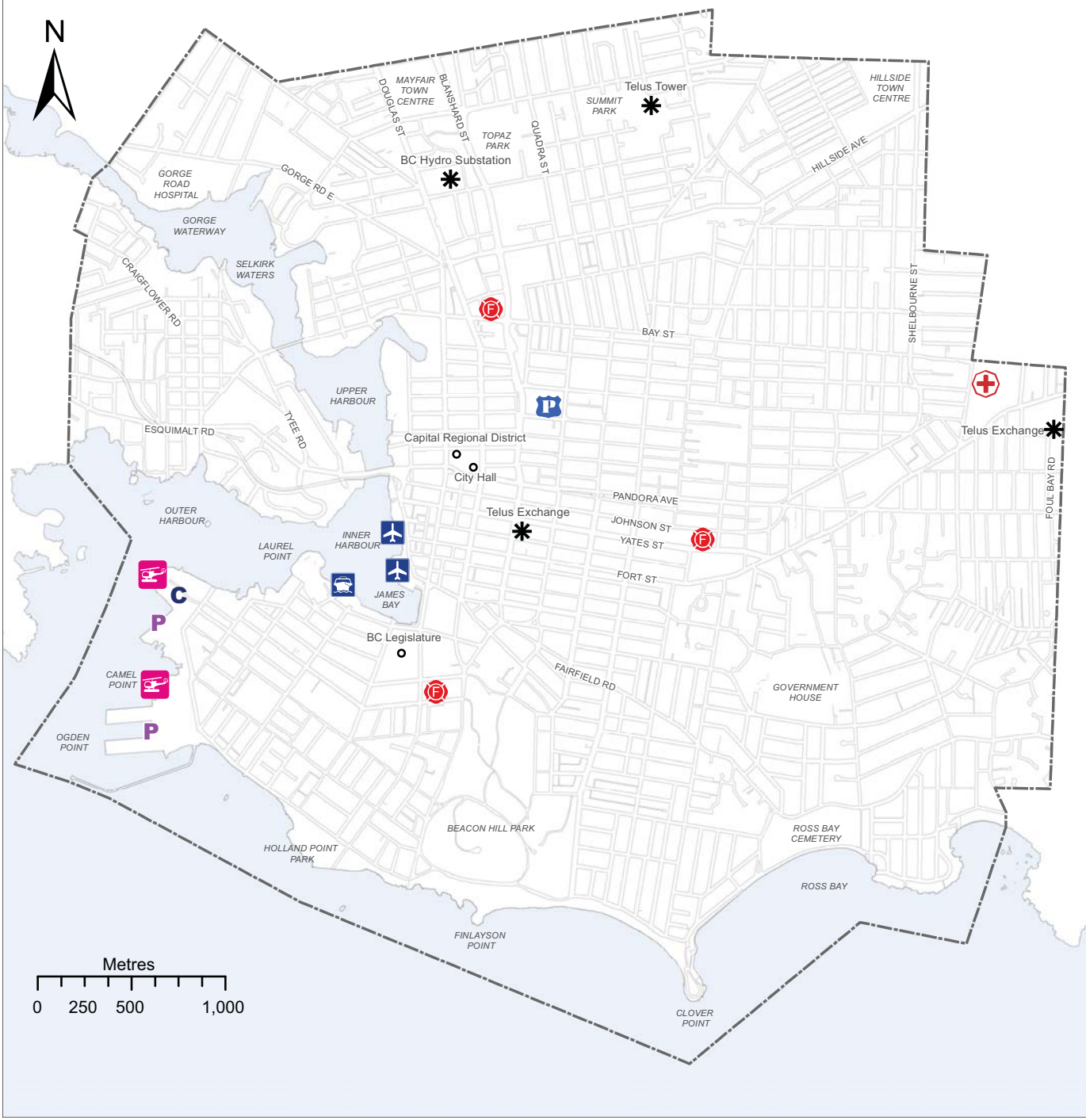
BROAD OBJECTIVES

The emergency management policies of this plan address six broad objectives:

- 18 (a) That the planning and delivery of emergency management is coordinated between governments, public agencies, service providers and community organizations.
- 18 (b) That disaster mitigation reduces the risk of major hazards, including a damaging earthquake event, to property owned by senior governments, public agencies, utility providers, community organizations, businesses and individuals.
- 18 (c) That the City provides leadership in prevention and mitigation by achieving high seismic standards in new facilities and in upgrades to existing civic buildings, structures, and infrastructure.
- 18 (d) That emergency preparedness is widespread in workplaces and households across the community.
- 18 (e) That emergency response is coordinated and delivered efficiently and effectively.
- 18 (f) That the City is prepared for the short to long-term recovery from disaster events.

EMERGENCY MANAGEMENT

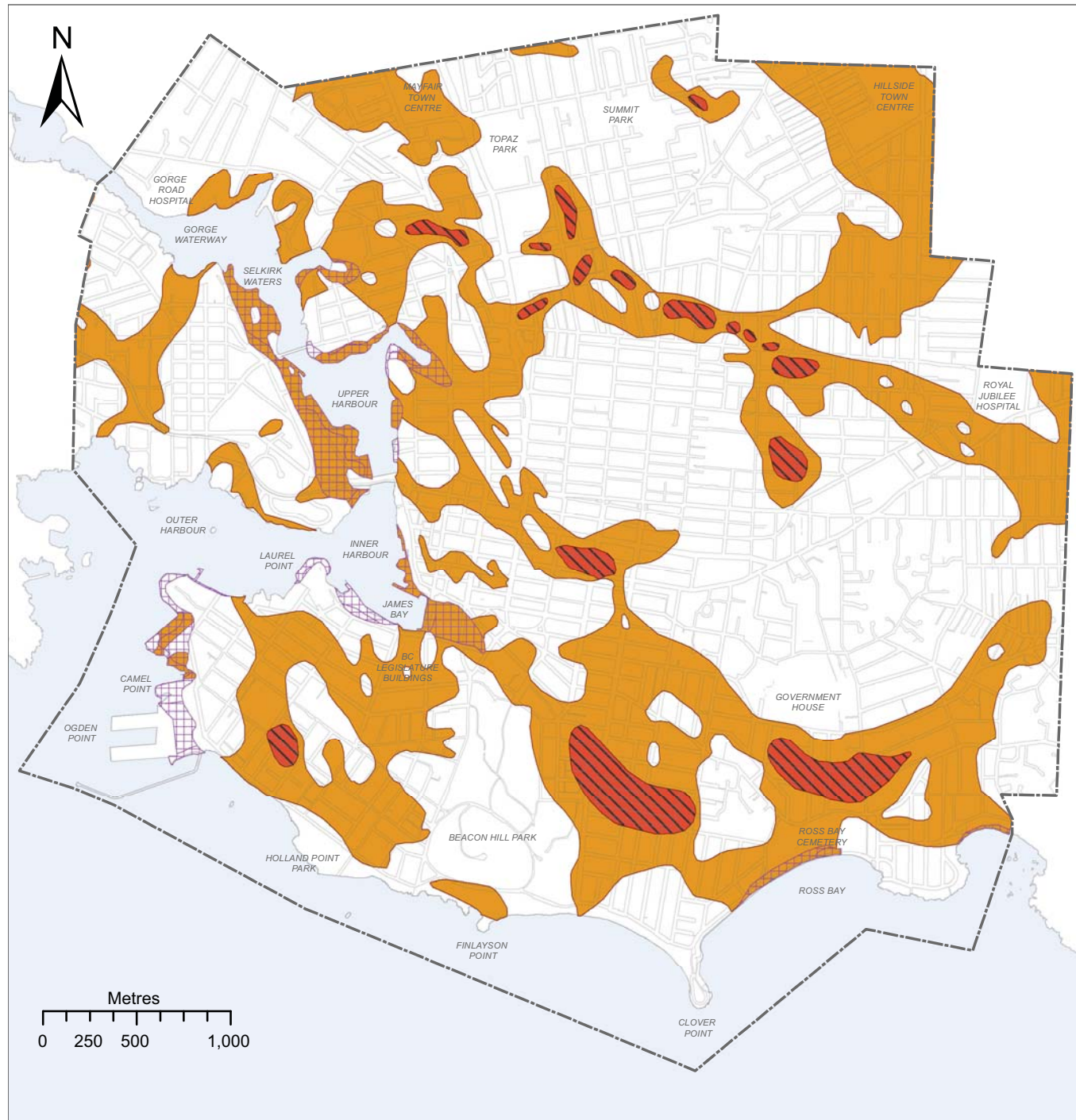
- 18.1 Establish and maintain partnerships with local, regional and senior governments, public agencies, service providers and community organizations for efficient and effective coordination of emergency management in the Capital Region.
- 18.2 Maintain and enhance formal agreements with member municipalities of the Capital Region for the purpose of regional coordination of emergency management.
- 18.3 Coordinate emergency management through the maintenance and regular update of the Victoria Emergency Plan, and continue to work with partners to protect critical infrastructure including by not limited to the facilities identified in Map 16.
- 18.4 Give consideration to emergency management, including preparedness, response, prevention and mitigation and recovery, in all City plans, policies, bylaws and works undertaken.
- 18.5 Seek to maintain and enhance the allocation of resources to emergency management including prevention and mitigation, preparedness, response, disaster mitigation and recovery.



MAP 16
Critical Infrastructure
Facilities

- Hospital
- Fire Department
- Police Station/
Emergency Operations Centre
- Port
- Coast Guard
- Ferry
- Water Airport
- Heliport
- Utility Structure

This map is provided for information purposes only. Facilities identified are not designated and are subject to change.



MAP 17

Seismic Hazard

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

Amplification:

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

Liquefaction:

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

Source:

Composite Relative Earthquake Hazard Map, British Columbia Geological Survey.

DISASTER RESILIENCY AND PLANNING

- 18.6 Explore the tools available in Provincial legislation to protect development from hazardous conditions such as, but not limited to seismic events, tsunamis and flooding.
- 18.7 Continue to maintain and regularly update city hazard, risk and vulnerability assessments, and consider these studies in plans, policies, bylaws and decisions for maintenance, upgrades and replacement of public and private property.
- 18.8 Encourage senior governments, public agencies and utility providers to invest in physical and technological upgrades to infrastructure that reduce their vulnerability to major hazards.
- 18.9 Develop and regularly update a framework for recovery that identifies priorities for reinstatement of critical infrastructure and other physical assets, services, and functions throughout the community.
- 18.10 Develop a policy for the removal of debris after a disaster as part of solid waste management in partnership with the Capital Regional District.

SEISMIC HAZARD AREAS

- 18.11 Protect new development, and existing buildings, structures and infrastructure, from seismic hazards through planning and delivery of emergency services, disaster mitigation and recovery with particular attention to areas identified on Map 17.
- 18.12 Strengthen the City's capacity for emergency preparedness, response and recovery by acquiring knowledge about the seismic conditions of public and private property.
- 18.13 Encourage and support the efforts of senior governments, public agencies, utility providers, community organizations, businesses and individuals to strengthen the resiliency of public and private property to a major seismic event.
- 18.14 Continue to strengthen the resiliency of civic buildings, structures and infrastructure to seismic events through high standards and allocated resources for physical upgrades.

- 18.15 Develop and adopt a policy that requires new civic buildings, structures and infrastructure to achieve post-seismic standards, as appropriate to the function and scale of each facility.
- 18.16 Continue incentives for seismic upgrades to owners of designated heritage property, and consider incentives for non-heritage properties.
- 18.17 Continue to provide guidance to owners of properties on the Heritage Register to undertake seismic upgrades that are compatible with the National Standards and Guidelines for the Conservation of Historic Places in Canada.

EMERGENCY SERVICES

- 18.18 Continue to enhance public safety and enable the coordination and delivery of policing and fire services through the maintenance and regular update of the relevant plans, policies and protocols.
- 18.19 Consider upgrading or replacing Fire Hall No. 1 with a new facility that meets the present and future requirements of the Victoria Fire Department for service delivery.

EMERGENCY PREPAREDNESS

- 18.20 Support the efforts of government, business and community partners to build a widespread culture of emergency preparedness.
- 18.21 Engage with citizens and groups to enhance emergency preparedness in residences and workplaces.
- 18.22 Take a leadership role by preparing City staff for official roles in emergency response and recovery.



Part 3 Implementation

Plan Administration

19



GOALS

- 19 (A) Corporate and community decision-making processes are clear and open to the public.
- 19 (B) Victorians are interested, informed, empowered and involved in their communities and the process of democratic governance.

OVERVIEW

This plan provides direction on how Victoria should grow and change over the next thirty years. While all City policy, projects and spending should be broadly consistent with its objectives, the plan is intended to be flexible and adaptable. This section provides policy guidance for plan administration toward the plan's implementation, while enabling responses to changing and emerging conditions.

BROAD OBJECTIVES

The plan administration policies of this plan collectively address six broad objectives:

- 19 (a) That all existing and future City plans, policies and bylaws are broadly consistent with the Official Community Plan.
- 19 (b) That the rationale for future Official Community Plan amendments is clear and transparent.
- 19 (c) That regulatory tools are used strategically to support and implement plan goals and objectives.
- 19 (d) That amenities provided in exchange for increased density are generally commensurate in value to the density provided above zoning entitlements.
- 19 (e) That appropriate information informs complex land development.
- 19 (f) That development is subject to additional oversight through tools available in legislation in designated areas of the city where more direction is required to address special conditions and plan goals and objectives.

PLAN CONSISTENCY

- 19.1 All City plans, policies and bylaws that are prepared subsequent to the adoption of this plan, and include, consider, detail or otherwise overlap with its content, should include an Official Community Plan Consistency Statement that: [SEE ALSO SECTION 2 – PURPOSE, SCOPE AND LINKAGES]
 - 19.1.1 References the related objectives and policies of this plan; and,
 - 19.1.2 Generally describes how the plan, policy or bylaw will advance Official Community Plan objectives and policies.
- 19.2 All City plans, policies and bylaws that address the content areas of this plan should be updated and amended to be generally consistent with the Official Community Plan over time.

OFFICIAL COMMUNITY PLAN AMENDMENTS

- 19.3 When an Official Community Plan amendment is considered by Council, the following should be considered in the decision:
 - 19.3.1 The goals and objectives in the Official Community Plan that support the amendment;
 - 19.3.2 A rationale for consideration of the amendment(s) in advance of a comprehensive plan review; and,
 - 19.3.3 Development approval information, where it is required.

ZONING BYLAW

- 19.4 That review and update of the Zoning Bylaw is strategically undertaken in the following ways:
 - 19.4.1 On a site-by-site basis, primarily in response to rezoning applications;
 - 19.4.2 On a local area basis, primarily to support local area plans;
 - 19.4.3 On a topic basis, primarily to achieve policies of this plan; and,
 - 19.4.4 On a city-wide basis, if resources and Council priorities permit.
- 19.5 Rezoning should be generally consistent with the Urban Place Guidelines of this plan, and advance the objectives and policies of the Official Community Plan [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].
- 19.6 Variances for site-specific conditions may be appropriate where the objectives and policies of this plan are advanced.

DENSITY BONUS

- 19.7 Consider and strategically use the statutory authority for density bonus provision in exchange for one or more of the following conditions:
 - 19.7.1 Provision of an amenity;
 - 19.7.2 Conservation of an amenity; and,
 - 19.7.3 Provision of affordable and special needs housing;
- 19.8 Voluntary amenities and other commitments secured through rezoning applications must be established through a covenant right-of-way, security or other agreement and should accomplish the following, subject only to extraordinary conditions or circumstances:
 - 19.8.1 Advance the goals and objectives of this plan;
 - 19.8.2 Provide amenities that are identified as desired in a local area plan, or that have a public benefit for the broader community; and,
 - 19.8.3 Provide for maintenance in perpetuity, where applicable, such that any public costs are minimized or eliminated.
- 19.9 Consider the creation of a density bonus system as a component of local area plans, that is fair and transparent, and that does not interfere with the purposes for the density bonus system in the Urban Core [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT AND SECTION 20 – LOCAL AREA PLANNING].

DEVELOPMENT APPROVAL INFORMATION AREAS

- 19.10 Pursuant to Section 920.01 of the Local Government Act, the entire City of Victoria is designated as a Development Approval Information Area in which development approval information may be required on any anticipated impact of a proposed activity or development on the community.
- 19.11 The special conditions that justify this designation are:
 - 19.11.1 Medium-to-high density development is identified in this plan for the Urban Core, Town Centres and Urban Villages to accommodate housing and job growth with levels of density that support district energy systems. Information may be required to assess the need for any public amenities to support growth from new development, and the feasibility of district energy.
 - 19.11.2 The existence of high land values in Victoria relative to other municipalities in the Capital Region may impact the attraction of new development, particularly commercial and light industrial uses. Information may be required to assess land markets.
 - 19.11.3 As most of Victoria's urban growth is accommodated through infill, new development has the potential to impact existing buildings, structures and land. Information may be required to assess any impacts on solar access, wind patterns, traffic and parking, and municipal services such as infrastructure.
 - 19.11.4 The existence of contaminated lands and hazardous lands including ones at risk of soil subsidence (liquefaction) in the event of an earthquake. Information may be required to assess environmental site conditions.
 - 19.11.5 The existence of buildings, structures and underground infrastructure that require seismic upgrades. Information may be required to assess the seismic conditions of existing development and infrastructure facilities.
 - 19.11.6 The existence of heritage properties that may require rehabilitation, adaptive reuse, new additions or integration with new development. Information may be required on the heritage value and character of historic properties, and conservation plans where relevant.
 - 19.11.7 The existence of environmentally sensitive areas. Information may be required for environmental assessment to guide and inform protection.

- 19.12 The objectives that justify this designation are:
 - 19.12.1 To achieve residential and employment growth through intensification in the Urban Core, Town Centres and Urban Villages, located along frequent and rapid transit corridors.
 - 19.12.2 To guide and support new development that contributes to the goals and objectives in this plan as identified in Sections 6 to 23.
- 19.13 Information required for the consideration of major development proposals may include, but are not limited to:
 - 19.13.1 Shadow and wind studies;
 - 19.13.2 Traffic and parking studies;
 - 19.13.3 Servicing studies;
 - 19.13.4 District energy feasibility studies;
 - 19.13.5 Public amenities gap analysis;
 - 19.13.6 Economic land analysis and market studies;
 - 19.13.7 Social assessments and social impact assessments;
 - 19.13.8 Environmental assessments;
 - 19.13.9 Environmental site assessments, related to contamination of land, air and water;
 - 19.13.10 Geotechnical and hazard mitigation analysis;
 - 19.13.11 Heritage assessments and heritage conservation plans; and,
 - 19.13.12 Other relevant analysis and studies.

TEMPORARY USE PERMIT AREAS

- 19.14 The entire City is designated for the issuance of temporary use permits for uses that would otherwise not be permitted on the lands for which they are proposed, subject however to greater specification of permissible temporary uses as identified in the Zoning Bylaw, if any.

DEVELOPMENT PERMIT AREAS AND HERITAGE CONSERVATION AREAS

- 19.15 Continue to guide changes in Development Permit Areas and Heritage Conservation Areas through policies identified in Appendix A.

Local Area Planning

20



GOALS

- 20 (A) Corporate and community decision-making processes are clear and open to the public.
- 20 (B) Victorians are interested, informed, empowered and involved in their communities and the process of democratic governance.

OVERVIEW

Most cities in North America have a system for planning at the local level that provides comprehensive and clear direction for the review and update of local level plans within the context of citywide issues and plans. Historically, local area plans in Victoria have focused on neighbourhoods, with a variety of scopes of concern and detail in their content. This section provides guidance for a new model that includes a variety of local area plans that are strategically focused on urban places that are experiencing or face the potential for major change, including in residential and employment-related land uses. While neighbourhood plans will continue to serve as one type of local area plan, additional options are outlined in this plan and include: “urban village plans”; “town centre plans”; “corridor plans”; and “district plans”.

Local area plans are a key tool in the implementation of this plan, exploring local context and providing detailed direction for how to achieve the objectives outlined in this plan at a local level. As illustrated in Figure 20, the OCP directs the creation of new local area plans. Existing local area plans, such as neighbourhood plans, inform the creation of new local area plans. Once a new local area plan is complete, its broad objectives and policies are integrated with other related existing plans, such as neighbourhood plans, through amendments for consistency.

This plan sets out policies to guide the City's local area planning initiatives and ensure consistency with OCP goals, policies and priorities, while responding to change and unique conditions through finer grained planning. Local area plans are strategically focused in areas of the city where major change is anticipated, including along transit corridors, in the Urban Core, in Urban Villages and Town Centres, and neighbourhoods. Planning priorities are identified in Map 3 and a model approach for local area plan preparation, including the public engagement process, is described in this section. Areas not identified for the first phases of local area planning will be the subject of citywide planning and zoning initiatives that look to address issues that are common across many areas of the City. Additionally, the prioritization of local areas for planning will be reviewed at regular intervals to ensure changing circumstances are taken into account.

BROAD OBJECTIVES

The local area planning policies of this plan collectively address seven broad objectives:

- 20 (a) That local area plans are strategically focused on locations of existing or potential major change in land use, development and related topics.
- 20 (b) That local area plans should be consistent with the goals and broad objectives in the OCP, through policies that respond to local contexts.
- 20 (c) That local area plans provide direction for present and future land use and development at various geographic scales, in alignment with the urban place designations and guidelines in this plan.
- 20 (d) That all local area plans consider a common set of planning and land use concerns, and related policy areas.
- 20 (e) That local area plans are developed through a common set of considerations that provides direction for the planning process.
- 20 (f) That public engagement is central to local area planning [SEE ALSO SECTION 15 – COMMUNITY WELL-BEING, CIVIC ENGAGEMENT].
- 20 (g) That [adaptive management](#), as detailed in this plan, provides direction for local area plan updates, consistent with the OCP review cycle, to anticipate and strategically respond to change.

PLAN TYPES, SCALES AND PHASING

- 20.1 Undertake a program of local area planning to advance the goals and broad objectives in this plan through the development and implementation of local area plans for locations with potential for major change at different geographic scales, as described in Figure 21.
- 20.2 Each local area plan may be strategically focused on a neighbourhood, within a neighbourhood, or cross over neighbourhood boundaries, depending on the geographic scale of major change in land uses that are anticipated, and its associated impacts.
- 20.3 Local area plans are undertaken according to the priorities illustrated in Map 3, with actual timelines determined by Council as resources permit.
- 20.4 Review local area planning priorities at regular intervals, as consistent with the adaptive management section of this plan [SEE SECTION 22 – ADAPTIVE MANAGEMENT].

Figure 20: Local Area Planning Process

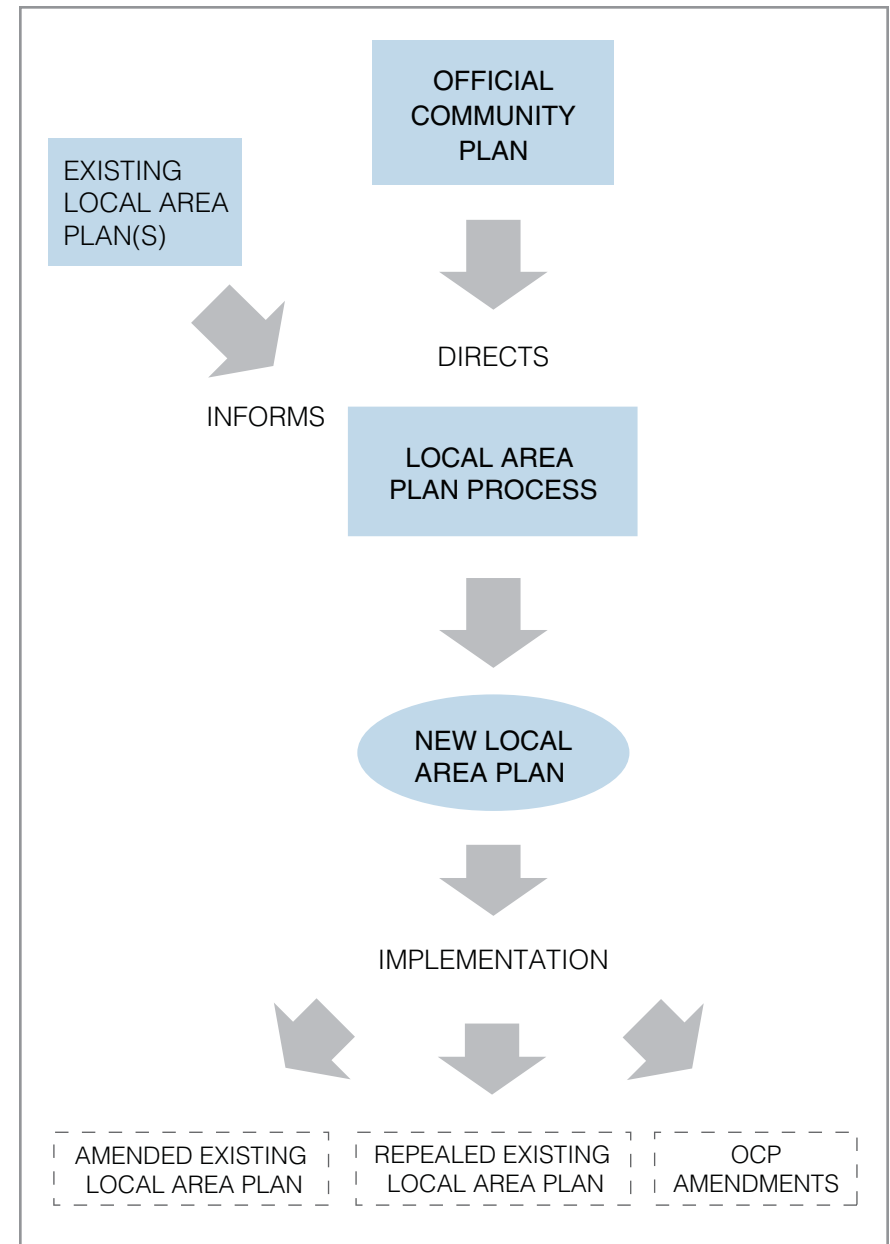


Figure 21: Local Area Plans and Initiatives

Local Area Plan Type	Plan Description	Purpose in the Context of the OCP	Study Area Boundaries
Citywide Zoning and Planning Initiatives	› Initiatives to address planning and zoning issues at the citywide scale.	› Explores a specific planning or zoning issue or opportunity at a citywide scale.	› Areas of the city with common planning or land use characteristics.
Area Plans	› Plan to provide direction for land use and related policy topics for an area larger than a neighbourhood.	› Explores complex policy issues and opportunities of a scale larger than one neighbourhood.	› Area impacted by specified land use planning, policy, and zoning considerations.
Neighbourhood Plans	› Plan to provide direction for land use and related policy topics for a neighbourhood.	› Explores policy issues and opportunities at the neighbourhood scale.	› Defined neighbourhood.
Corridor Plans	› Plan to provide direction for land use and related policy topics along transit or other corridor.	› Explores policy issues and opportunities at the corridor scale. For transit corridors, exploration is focused on one or more transit-oriented urban villages or town centres consistent with the relevant policies in this plan [SEE SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT, TRANSIT CORRIDOR PLANNING].	› Area impacted by improvements to or expansion of transit or other corridors.
Urban Village Plans / Town Centre Plans	› Plan to provide direction for land use and related policy topics for an urban village or a town centre.	› Explores policy issues and opportunities and develops progressively more complete urban villages and town centres as detailed in the guidelines in this plan [SEE SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT, TOWN CENTRES AND URBAN VILLAGES].	› Area impacted by land use changes and development.
District Plans	› Plan to provide direction for land use and related policy topics in an area smaller than a neighbourhood.	› Explores policy issues and opportunities at a sub-area scale, such as the development of employment and industrial districts, giving consideration to the relevant policies of this plan [SEE POLICY 20.7]	› Area impacted by land use changes and development.

PLAN CONTENT

- 20.5 Every local area plan should consider and provide direction for all broad objectives and policies in this plan that need further development or articulation within the geographic scope of the local area plan, and should include:
- 20.5.1 A Statement of Consistency with Official Community Plan that generally describes how the local area plan is contributing to the achievement of the broad objectives and policies of the OCP over time;
 - 20.5.2 A local area vision, broad objectives, policies, and actions for planning and land use, and related topics, which are broadly consistent with this plan, but may include additional direction for locally specific concerns; and,
 - 20.5.3 A list of the number, kind and extent of amenities that are desired in the local area to guide and inform decisions about proposed development.
- 20.6 In the preparation of local area plans for those areas that include lands designated Town Centre, Large Urban Village, Small Urban Village, Urban Residential and Traditional Residential, give consideration to the following items, where appropriate to the scale of the local area plan:
- 20.6.1 Land use management guidance to implement Urban Place Designations at the local scale;
 - 20.6.2 Parks and open space;
 - 20.6.3 Housing, amenities and services suitable to a range of incomes, household types and lifecycle stages;
 - 20.6.4 Local area character and identity;
 - 20.6.5 Heritage conservation;
 - 20.6.6 Development of joint community service agreements respecting parks and school sites;
 - 20.6.7 New infill development and property additions that respond to the context of form and character in Heritage Conservation Areas and Development Permit Areas;
 - 20.6.8 Neighbourhood food system features and needs;
 - 20.6.9 Institutions and community facilities;
 - 20.6.10 Natural features and assets;
 - 20.6.11 Employment lands;
 - 20.6.12 Infrastructure and public works;
 - 20.6.13 Renewable and district energy opportunities;
 - 20.6.14 Transportation and mobility;
 - 20.6.15 Emergency preparedness;
 - 20.6.16 Refinement of Urban Village boundaries; and,
 - 20.6.17 Location of new Small Urban Villages for those areas of the city beyond a 400 metre radius from the boundary of designated Town Centres and Urban Villages
[SEE ALSO SECTION 6 – LAND USE MANAGEMENT DEVELOPMENT, SECTION 19 – PLAN ADMINISTRATION, AND SECTION 21 – NEIGHBOURHOOD DIRECTIONS].
- 20.7 In the preparation of local area plans for lands designated as Industrial, Marine Industrial, General Employment, and Core Employment give consideration to:
- 20.7.1 Employment intensification opportunities;
 - 20.7.2 Renewable and district energy opportunities;
 - 20.7.3 Land requirements to support the incubation, retention and development of growing business clusters;
 - 20.7.4 Location of work/live mixed-use development;
 - 20.7.5 Support service, infrastructure and utility needs;
 - 20.7.6 Emergency preparedness;
 - 20.7.7 Amenities and services;
 - 20.7.8 Land use compatibilities; and,
 - 20.7.9 Transportation needs [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT, SECTION 19 – PLAN ADMINISTRATION, AND SECTION 21 – NEIGHBOURHOOD DIRECTIONS].

PLANNING PROCESS

- 20.8 Encourage certainty in the development of local area plans through processes that include the following standard elements:
 - 20.8.1 A project advisory committee;
 - 20.8.2 A project charter; and,
 - 20.8.3 An engagement plan.
- 20.9 The planning process in local areas should produce:
 - 20.9.1 A local area plan;
 - 20.9.2 An action plan with timeline;
 - 20.9.3 A public engagement report;
 - 20.9.4 A summary of background research including assessment studies; and,
 - 20.9.5 Proposed amendments to existing local area plans, and City bylaws where applicable.
- 20.10 Develop an engagement plan for local area plan studies based on the principles for community processes in this plan [SEE 15 – COMMUNITY WELL-BEING] and appropriate to the scale of the local area that includes:
 - 20.10.1 A rationale for a proposed list of engagement techniques;
 - 20.10.2 Stakeholder identification specific to the local planning area and relevant context;
 - 20.10.3 A strategy to engage neighbouring municipalities to integrate planning and development issues;
 - 20.10.4 Diverse participants including hard-to-reach groups; and,
 - 20.10.5 Engagement targets.

PLAN AMENDMENTS

- 20.11 All local area plans will be considered by Council for adoption by resolution, with a non-statutory public hearing included in the process [SEE FIGURE 2: PLAN LINKAGES].
- 20.12 When a local area plan is approved by Council, the Official Community Plan may be amended as warranted for plan consistency.
- 20.13 Where a new local area plan is inconsistent with an existing local area plan, the latter is amended or rescinded as required for plan consistency [SEE FIGURE 20].
- 20.14 Amend existing local area plans over time to align them with the broad objectives and policies of this plan.
- 20.15 Decisions to amend existing local area plans, including neighbourhood plans, should generally support the neighbourhood directions in this plan as summarized for reference in Section 21.

Neighbourhood Directions

21



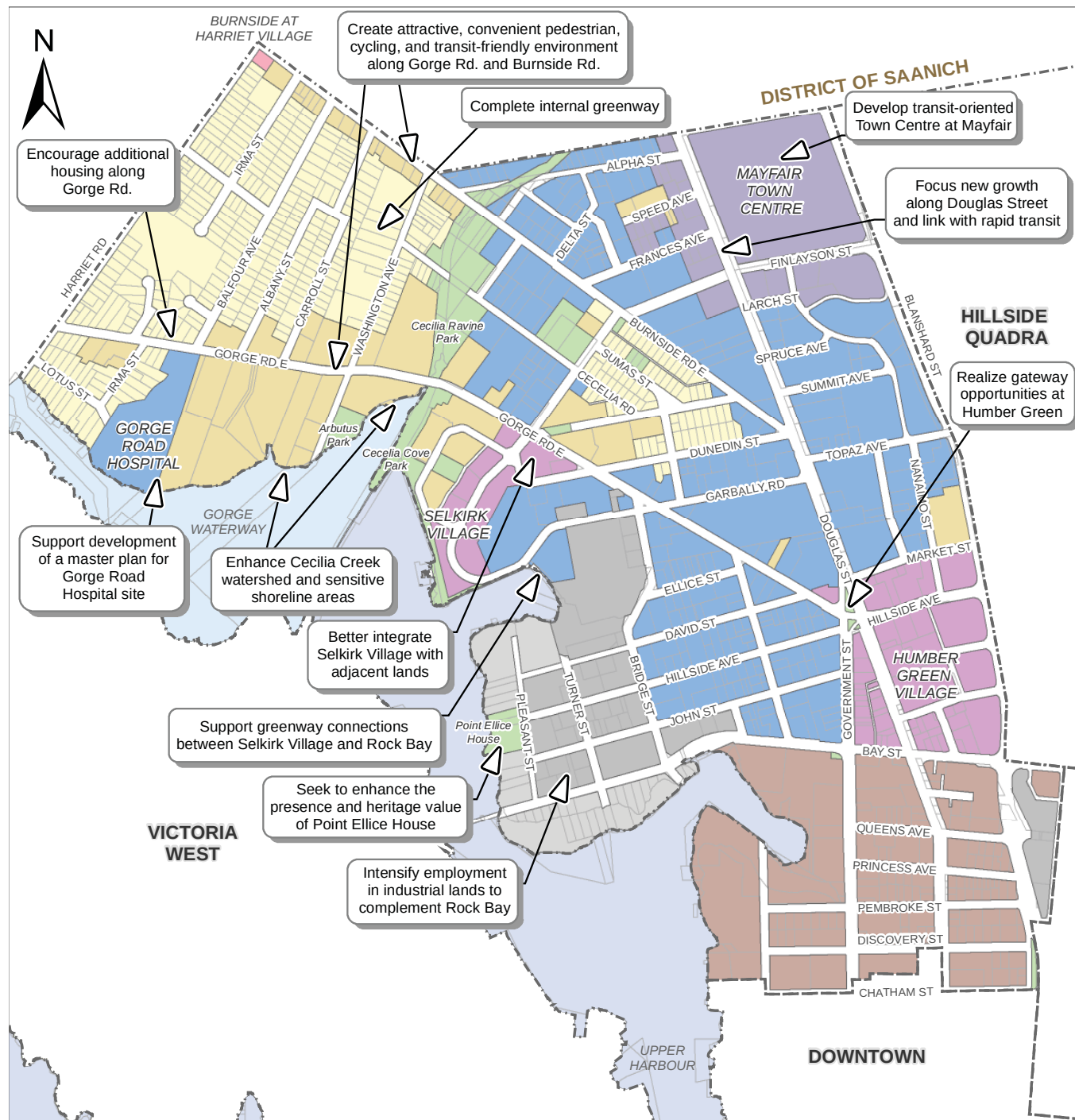
OVERVIEW

A key element of this plan is the provision of citywide directions that can be implemented at the local level. This section summarizes key elements related to specific neighbourhoods, outlining how the neighbourhood fits within the citywide vision and how it is anticipated to change in future.

While the directions in this section are for the harbour and defined city neighbourhoods shown in Map 18, it is the local area plans at the corridor, Town Centre, Urban Village, neighbourhood, district and area level that will build on and implement the vision and directions identified. Section 20 – Local Area Planning includes policy direction for how local area plans will be developed and what they will address. This section summarizes, for convenience, the general strategic directions on a neighbourhood basis for future local area plans.

Each neighbourhood map illustrates the strategic directions that have a direct spatial reference, as well as indicating the location of key amenities such as parks and schools. The Urban Place Designations are provided for reference; refer to, Map 2 for accurate property designation information.





MAP 19

Burnside Strategic Directions

Urban Place Designations*

- Core Employment
- General Employment
- Industrial
- Marine Industrial
- Town Centre
- Large Urban Village
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Working Harbour
- Marine

Public Facilities

- Proposed Park (approximate location)
- Community Centre

*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

BURNSIDE

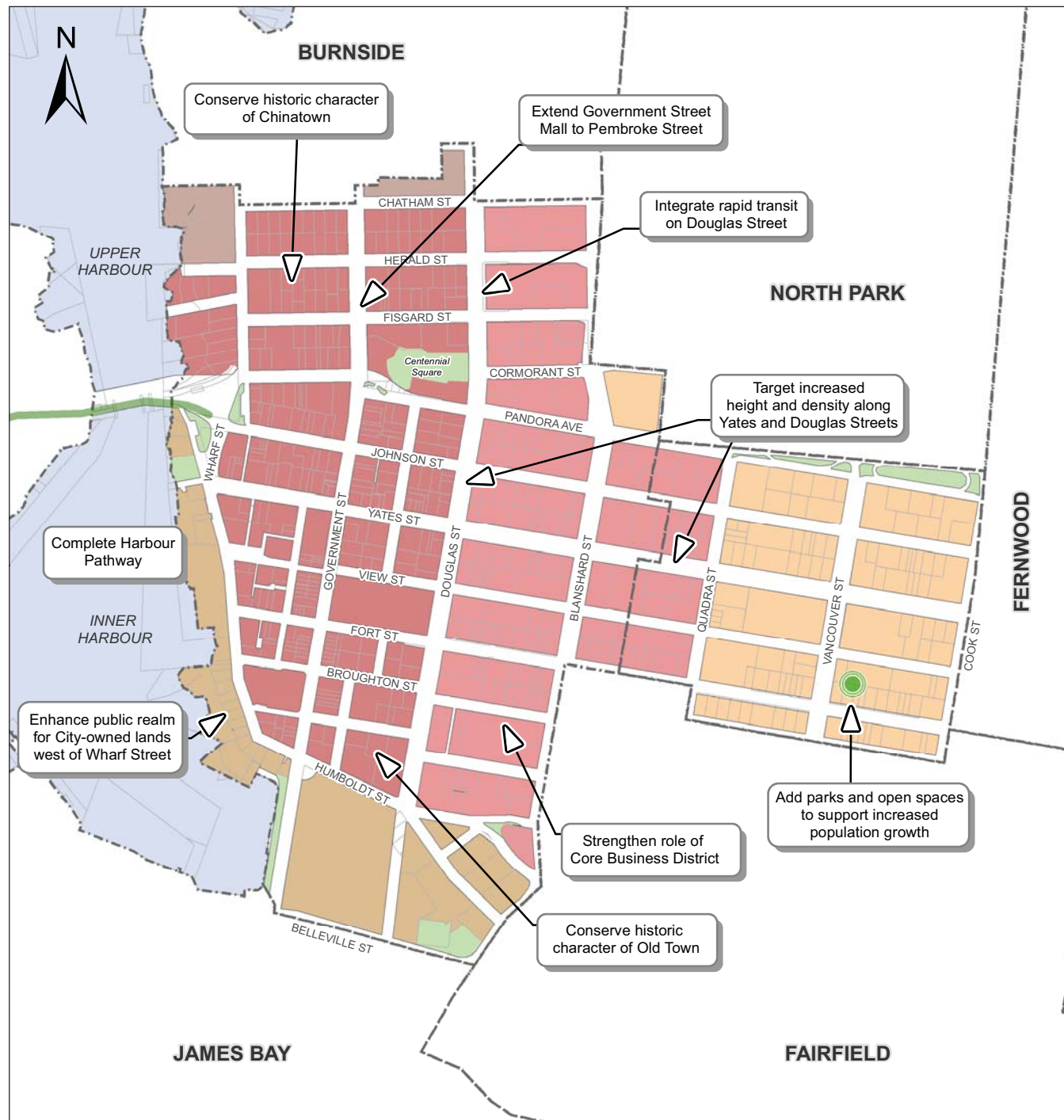
21.1 Vision in the citywide context includes:

- 21.1.1 Key growth area in the city, particularly along the Douglas Street transit corridor.
- 21.1.2 Stable residential areas in the northwest part of the neighbourhood.
- 21.1.3 Ecologically significant shoreline and riparian areas.
- 21.1.4 Key employment generator and reservoir of industrial and commercial land.
- 21.1.5 Significant multi-modal transportation corridors along Douglas Street, Gorge Road, Bay Street, and Burnside Road.
- 21.1.6 Urban Village in Selkirk with Urban Village and Town Centre development and intensification along Douglas Street.
- 21.1.7 Town Centre and employment hub centred at Mayfair Mall.
- 21.1.8 Rock Bay portion of Burnside neighbourhood forms part of Downtown Core Area and the city's Urban Core.

21.2 Strategic directions include:

- 21.2.1 Integrate Selkirk Village into the Burnside neighbourhood by enhancing land use and urban design conditions at Jutland Road and Gorge Road and exploring potential expansion of village footprint north of Gorge Road.
- 21.2.2 Focus new growth along the Douglas Street Corridor and link land use changes to the planning and implementation of Rapid Transit.
- 21.2.3 Develop Rock Bay district as an area of intensive employment including in the incubation and growth of advanced technology and green industry supported by green infrastructure, high performance building systems, district energy, industrial heritage retention and rapid transit service.
- 21.2.4 Intensify employment on the industrial lands north of Bay Street as a complement to Rock Bay.
- 21.2.5 Improve public access to the Harbour and Gorge Waterway and capitalize on shoreline pathway expansion opportunities.

- 21.2.6 Seek strategic opportunities to complete the greenways network to improve pedestrian and cycling connections within the neighbourhood, particularly the east-west connection, and to the rest of the city; and utilise the Hierarchy of Transportation and Mobility Priorities in Burnside Gorge including along arterials and secondary arterials.
- 21.2.7 Locate new park space within the Burnside neighbourhood.
- 21.2.8 Enhance community services and facilities and improve linkages to the rest of the city.
- 21.2.9 Encourage additional multi-family housing along Gorge Road.
- 21.2.10 Create an attractive, convenient pedestrian, cycling and transit-friendly environment along Gorge and Burnside Roads.
- 21.2.11 Develop a transit-oriented Large Urban Village at Humber Green, near the intersections of Douglas Street, Government Street, Hillside Road and Gorge Road.
- 21.2.12 Realize gateway opportunities at the five-way intersection focused on Humber Green.
- 21.2.13 Encourage the development of a master plan for the Gorge Road Hospital site.
- 21.2.14 Improve integration of land use planning with the District of Saanich, including possible joint village planning at the intersection of Burnside Road and Harriet Road.
- 21.2.15 Enhance environmental conditions in the Cecilia Creek watershed and ecologically sensitive shoreline areas.
- 21.2.16 Consider the identification of additional urban village locations as part of a local area planning process.
- 21.2.17 Seek to enhance the presence and heritage value of Point Ellice House.



MAP 20

Downtown and Harris Green Strategic Directions

Urban Place Designations*

- Core Historic
- Core Business
- Core Employment
- Core Inner Harbour/Legislative
- Core Residential
- Public Facilities, Institutions, Parks and Open Space
- Rail Corridor
- Working Harbour

Public Facilities

- Proposed Park (approximate location)

*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

DOWNTOWN AND HARRIS GREEN

[SEE ALSO SECTION 6 – LAND USE MANAGEMENT AND DEVELOPMENT, URBAN CORE]

21.3 Vision in the citywide context includes:

- 21.3.1 The cultural, employment, business and entertainment heart of the Capital Region.
- 21.3.2 The Capital Region's Metropolitan Core.
- 21.3.3 Home to the Capital Region's primary heritage district that defines the region's international image.
- 21.3.4 Primary area for new attached housing and office employment growth.
- 21.3.5 The harbour serves as an international transportation gateway, tourist hub, recreational asset and Working Harbour.
- 21.3.6 Harris Green is a key high density residential neighbourhood in the Urban Core.

21.4 Strategic directions include:

- 21.4.1 Accommodate a significant share of the 50% of forecast new population and housing growth earmarked for the Urban Core over the next 30 years.
- 21.4.2 Strengthen the function of the Core Business designation as an employment district by increasing its office capacity.
- 21.4.3 Integrate Rapid Transit along the Douglas Street corridor through complementary urban design, land use, and development initiatives.
- 21.4.4 Continue to conserve the historic character of Old Town and Chinatown.
- 21.4.5 Add parks and open spaces in north Downtown and Harris Green to support increased population growth.
- 21.4.6 Target increased height and density north-south on Douglas Street and east-west on Yates Street, east of Douglas Street.
- 21.4.7 Complete the Harbour Pathway and realize public realm enhancement opportunities of lands along the Inner Harbour west of Wharf Street, alone or in conjunction with new development as appropriate.
- 21.4.8 Extend the Government Street Mall north to Pembroke Street.



MAP 21

Fairfield Strategic Directions

Urban Place Designations*

- Core Residential
- Large Urban Village
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Marine

Public Facilities

- Existing Public School
- Community Centre

*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

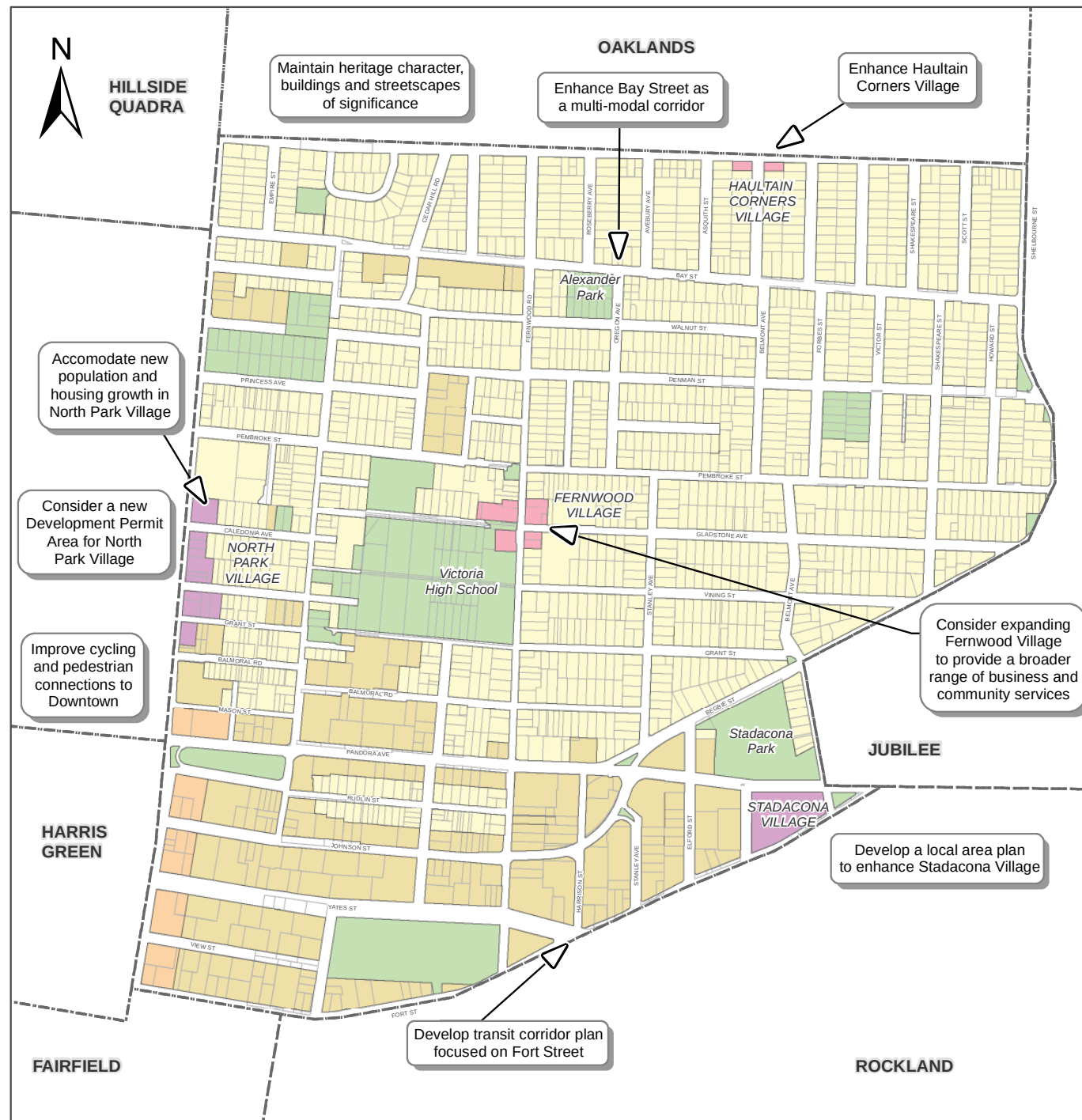
FAIRFIELD

21.5 Vision in the citywide context includes:

- 21.5.1 Major citywide attractions in Beacon Hill Park, the Dallas Road waterfront and Cook Street Village.
- 21.5.2 Significant portion of the multi-family housing stock in the western portion of the neighbourhood.
- 21.5.3 Well established ground-oriented residential areas in the eastern portion of the neighbourhood.
- 21.5.4 Transition from the Downtown Core Area to established Traditional Residential areas.
- 21.5.5 Residential character with mature streetscapes, historic homes and landscapes, continuous shoreline access, beaches, and park space of regional significance.

21.6 Strategic directions include:

- 21.6.1 Maintain and enhance established character areas.
- 21.6.2 Consider enhancement of the Small Urban Villages at May Street and Moss Street, and Fairfield Five Points, complementary to adjacent residential areas.
- 21.6.3 Develop a local area plan for Cook Street Village examining boundaries, residential intensification opportunities within walking distance, and urban design and public realm enhancements.
- 21.6.4 Enhance the protection of shoreline areas.
- 21.6.5 Introduce pathway and public realm enhancements on Dallas Road.
- 21.6.6 Maintain neighbourhood population to ensure to support the viability of community and commercial services and schools.
- 21.6.7 Undertake a local area plan for Ross Bay Village to explore residential intensification opportunities, and business and community service enhancements.
- 21.6.8 Explore creation of Heritage Conservation Area for South Cook Street and Dallas Road.



MAP 22

Fernwood Strategic Directions

Urban Place Designations*

- Core Residential
- Large Urban Village
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space

Public Facilities

- Existing Public School
- Community Centre

*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

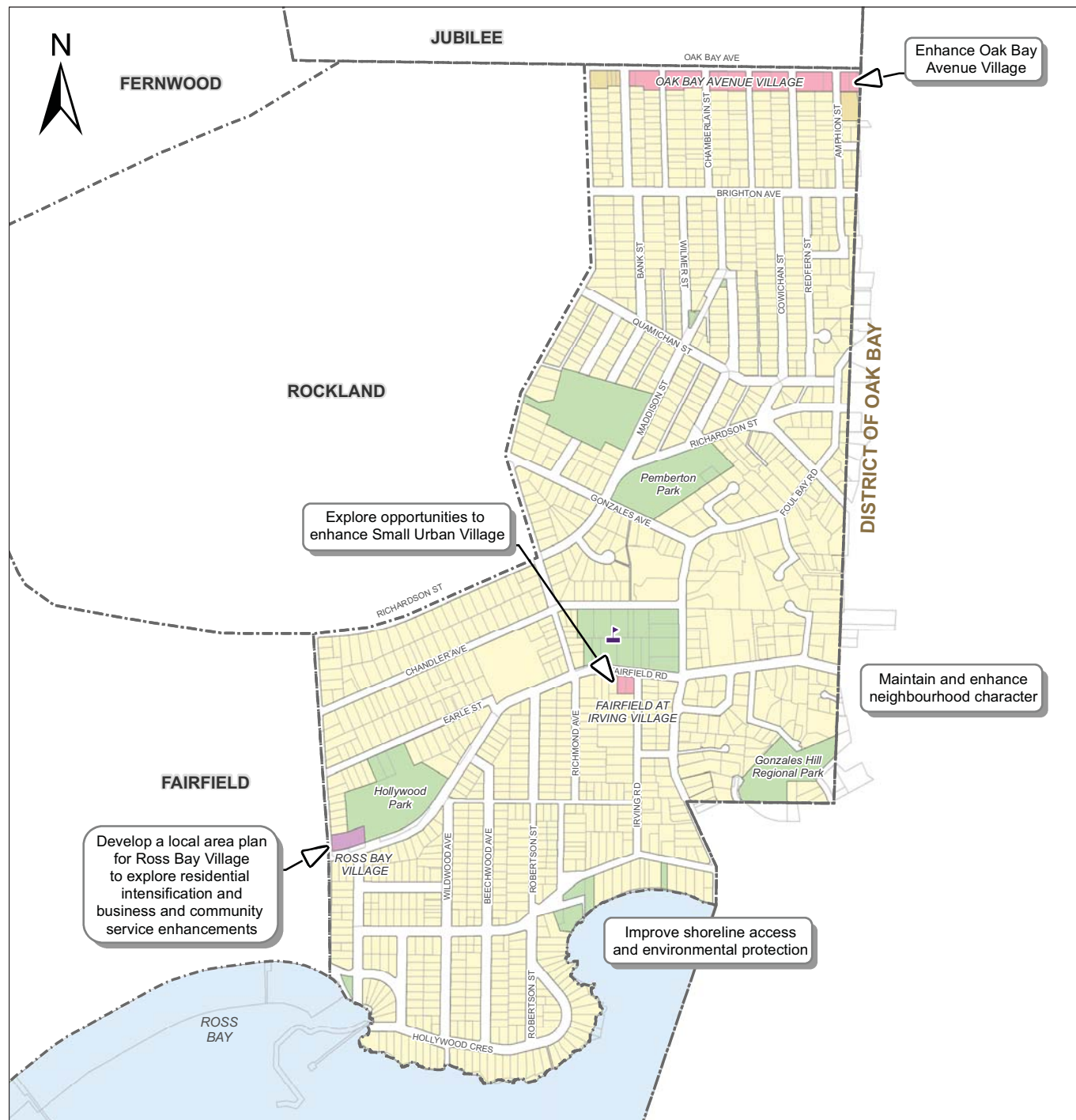
FERNWOOD

21.7 Vision in the citywide context includes:

- 21.7.1 Predominantly a ground-oriented neighbourhood with denser, mixed use urban residential near Fort Street.
- 21.7.2 Primarily local-serving commercial.
- 21.7.3 Central location that houses many citywide facilities including Victoria High School, and the No. 1 Firehall.
- 21.7.4 Key local services at Fernwood Village and along Cook Street between Pandora Avenue and Caledonia Avenue.
- 21.7.5 Transition between the Urban Core and primarily ground-oriented Traditional Residential areas to the east.
- 21.7.6 Home to a portion of the Stadacona Village, shared by several neighbourhoods.
- 21.7.7 Potential growth area in Large Urban Village centred on North Park Street and Cook Street.

21.8 Strategic directions include:

- 21.8.1 Accommodate new population and housing growth within walking distance of North Park Village and improve pedestrian and cycling connections to the Downtown Core Area.
- 21.8.2 Consider a new Development Permit Area for the North Park Village.
- 21.8.3 Develop a transit corridor plan for the priority frequent transit service corridor along Fort Street and Yates Street including examining transit-supporting land uses and densities within walking distance of the corridor.
- 21.8.4 Consider expanding Fernwood Village to provide capacity for a broader range of business and community services for residents within walking distance.
- 21.8.5 Explore opportunities to use neighbourhood school sites as community facilities for services serving the broader city population.
- 21.8.6 Enhance Bay Street as a multi-modal corridor and emergency route.
- 21.8.7 Retain neighbourhood heritage character, buildings and streetscapes of significance.
- 21.8.8 Enhance east-west bike connection through the neighbourhood.
- 21.8.9 Develop a local area plan to enhance Stadacona Village.
- 21.8.10 Enhance Haultain Corners Village.



MAP 23

Gonzales Strategic Directions

Urban Place Designations*

- Urban Residential
- Large Urban Village
- Small Urban Village
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Marine

Public Facilities

- Existing Public School

*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

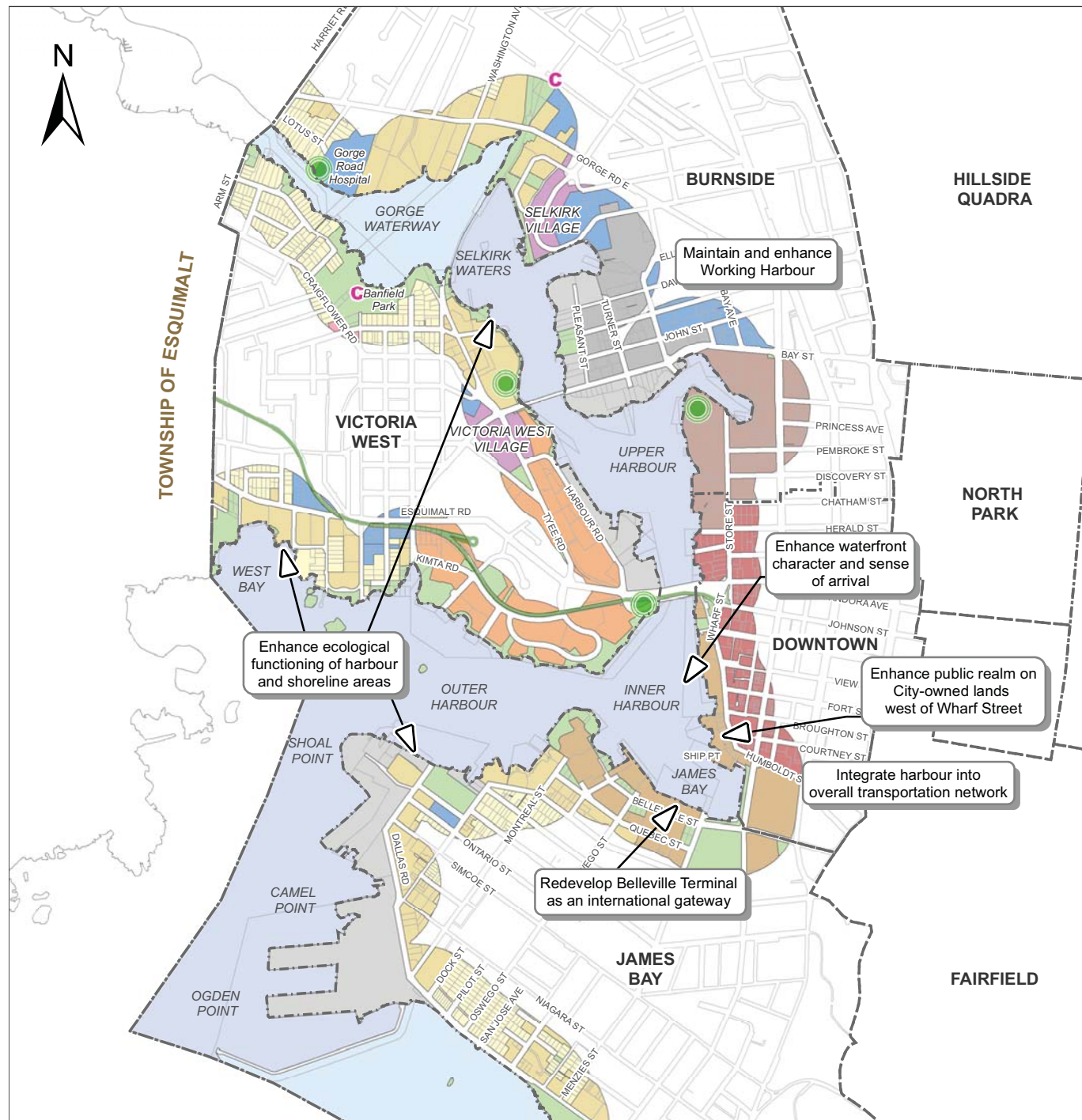
GONZALES

21.9 Vision in citywide context includes:

- 21.9.1 Primarily a stable, ground-oriented Traditional Residential area.
- 21.9.2 Significant commercial areas at the neighbourhood periphery at Ross Bay Village and Oak Bay Avenue Village.
- 21.9.3 Public beach access point and ecologically sensitive shoreline areas.

21.10 Strategic directions include:

- 21.10.1 Maintain and enhance neighbourhood character including the heritage character of buildings, landscapes, and streetscapes.
- 21.10.2 Develop a plan to enhance Oak Bay Avenue Village in conjunction with adjacent neighbourhoods.
- 21.10.3 Improve shoreline access where appropriate.
- 21.10.4 Consider protecting and enhancing sensitive shoreline ecosystems through the creation of an Environmental Development Permit Area.
- 21.10.5 Undertake a local area plan for Ross Bay Village to explore residential intensification opportunities, and business and community service enhancements.
- 21.10.6 Explore opportunities to enhance small urban village at the intersection of Fairfield Road and Irving Road.



MAP 24

Harbour Strategic Directions

Urban Place Designations*

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

Public Facilities

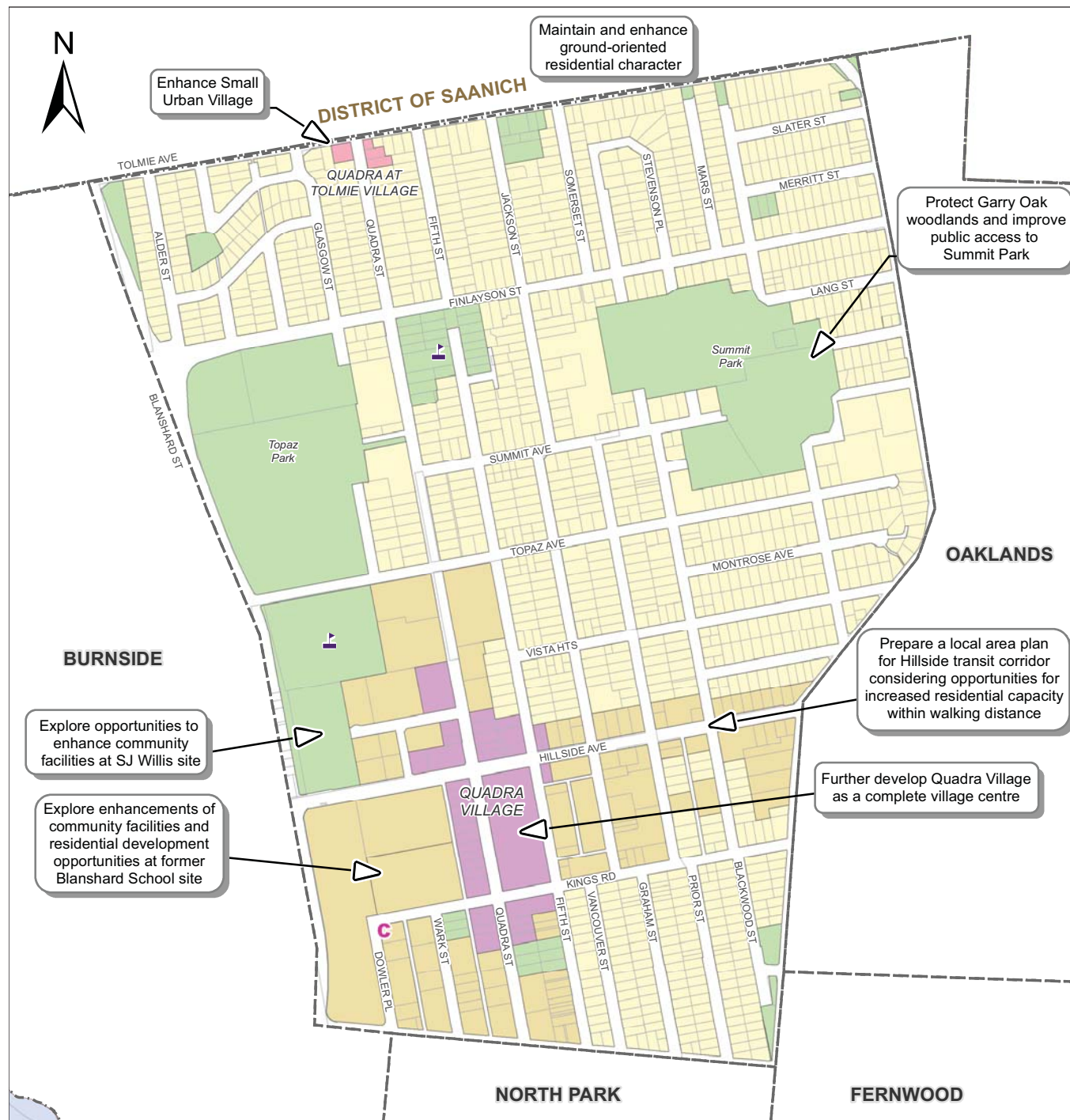
- Proposed Park (approximate location)
- Community Centre

*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

HARBOUR

- 21.11 Vision in the citywide context, addresses both the harbour and immediately adjacent lands, overlapping and reinforcing directions for other neighbourhoods, and includes:
- 21.11.1 Key employment location and site of marine-related industries.
 - 21.11.2 International transportation hub with daily connections to Vancouver, Seattle and Port Angeles.
 - 21.11.3 Shoreline areas with significant ecological value.
 - 21.11.4 Major public amenity and key focal point of tourist activity.
 - 21.11.5 Public walkway and recreational space in shoreline areas.
 - 21.11.6 Site of water-related public festivals and events.

- 21.12 Strategic directions include:
- 21.12.1 Maintain and enhance the Working Harbour.
 - 21.12.2 Implement the Harbour Pathway.
 - 21.12.3 Integrate harbour transportation links into overall transportation network.
 - 21.12.4 Enhance environmental quality of harbour and restore ecological functioning of shoreline area.
 - 21.12.5 Enhance public access and amenity value of the harbour.
 - 21.12.6 Establish view corridors to protect public views of the harbour.
 - 21.12.7 Maintain and enhance waterfront character and sense of arrival at the Inner Harbour.
 - 21.12.8 Develop a comprehensive plan for the under-used lands west of Wharf Street, alone or in conjunction with new development as appropriate.
 - 21.12.9 Support redevelopment of the Belleville Terminal site as an international gateway.



*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

HILLSIDE-QUADRA

21.13 Vision in the citywide context includes:

- 21.13.1 A significant growth area within walking distance of Quadra Village and within walking distance of the Douglas and Hillside transit corridors.
- 21.13.2 Home to a citywide recreational facility at Topaz Park.
- 21.13.3 Location of a regionally significant sensitive ecosystem at Summit Park.
- 21.13.4 Key transportation corridors along Blanshard Street, Bay Street, Hillside Avenue, and Quadra Street.

21.14 Strategic directions include:

- 21.14.1 Further develop Quadra Village as a complete Large Urban Village with increased residential and commercial density, community and commercial services, and additional public realm enhancements.
- 21.14.2 Maintain the ground-oriented Traditional Residential character in the majority of the neighbourhood.
- 21.14.3 Explore opportunities to enhance community facility opportunities at the S.J. Willis site and the community facility and residential development opportunities at the former Blanshard School site.
- 21.14.4 Enhance the Small Urban Village at Quadra Street and Tolmie Avenue.
- 21.14.5 Protect, enhance and renew the significant stand of Garry Oak woodlands in Summit Park area and enhance public access.
- 21.14.6 Enhance Hillside Avenue, Bay Street, Cook Street and Blanshard Street as multi-modal corridors.

**MAP 26****James Bay
Strategic Directions****Urban Place Designations***

- Core Inner Harbour/Legislative
- General Employment
- Marine Industrial
- Large Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Working Harbour
- Marine

Public Facilities

- Existing Public School
- Community Centre

*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

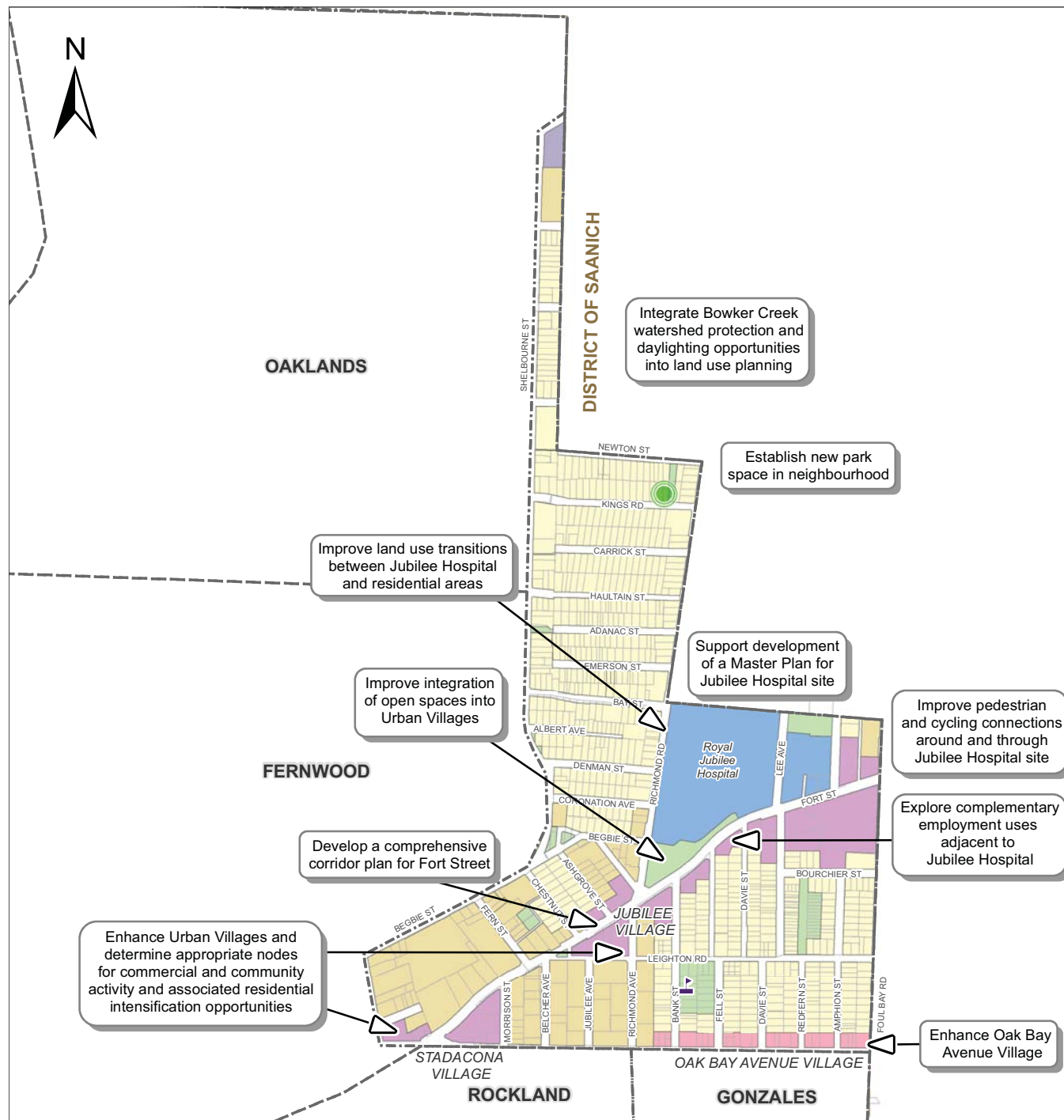
JAMES BAY

21.15 Vision in the citywide context includes:

- 21.15.1 A densely populated mixed-used neighbourhood with a Large Urban Village.
- 21.15.2 A major international visitor entry point, with cruise ship terminal, ferry terminals and significant Working Harbour component facilities.
- 21.15.3 Citywide attractions including Beacon Hill Park and publicly accessible shoreline.
- 21.15.4 Location of ceremonial precinct at the Parliament Buildings, the Inner Harbour and the Royal BC Museum.
- 21.15.5 Location of significant heritage landmark buildings including the Parliament Buildings and its ceremonial grounds the CPR Steamship Terminal and the Royal BC Museum.
- 21.15.6 Home to a large portion of the city's rental housing stock.
- 21.15.7 Centre of tourist accommodation and visitor services.

21.16 Strategic directions include:

- 21.16.1 Maintain a variety of housing types and tenures for a range of age groups and incomes.
- 21.16.2 Focus commercial development in the Legislative Precinct and James Bay Village.
- 21.16.3 Maintain an interesting diversity of land uses, housing types and character areas.
- 21.16.4 Enable adaptation and renewal of the existing building stock.
- 21.16.5 Continue to support sensitive infill.
- 21.16.6 Implement and connect the Harbour Pathway and restore ecologically sensitive shoreline areas.
- 21.16.7 Realize development opportunities near the Parliament Buildings in a way compatible with neighbourhood character.
- 21.16.8 Improve pedestrian, cycling and transit connections between Downtown, Beacon Hill Park, James Bay Village and waterfront areas, including through the introduction of local transit service.
- 21.16.9 Enable the expansion of cultural assets in the Inner Harbour/ Legislative district.
- 21.16.10 Beautify the public realm and improve wayfinding along Dallas Road to other destinations.
- 21.16.11 Undertake public realm improvements in James Bay Village to improve walkability and enhance vitality.



MAP 27

Jubilee Strategic Directions

Urban Place Designations*

- General Employment
- Town Centre
- Large Urban Village
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space

Public Facilities

- Existing Public School
- Proposed Park (approximate location)

*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

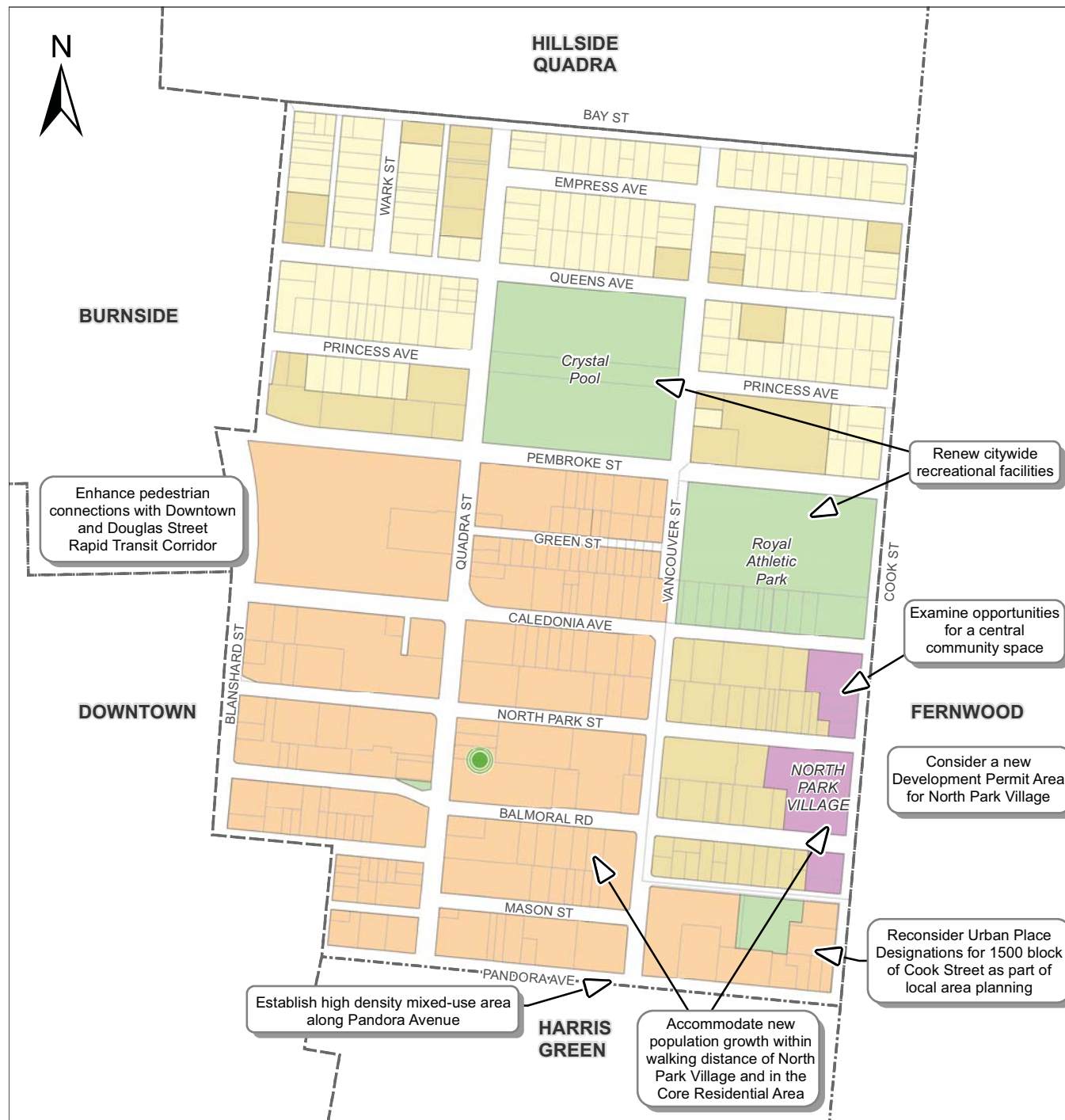
JUBILEE

21.17 Vision in the citywide context includes:

- 21.17.1 Regionally significant employment centre at Royal Jubilee Hospital.
- 21.17.2 Major transportation corridor and priority frequent transit route along Fort Street connecting Esquimalt Dockyards, Downtown, Royal Jubilee Hospital with Camosun College and the University of Victoria.
- 21.17.3 Multi-family residential and commercial development within walking distance of Fort Street.
- 21.17.4 Urban Villages at Stadacona (Fort and Oak Bay), Jubilee (Richmond and Fort), Fort and Foul Bay, and Oak Bay Avenue.
- 21.17.5 Important transportation corridor on Shelbourne Street including frequent transit service connecting to Hillside Town Centre.

21.18 Strategic directions include:

- 21.18.1 Enhance Fort Street corridor through a comprehensive corridor plan that examines land use, urban design, and transportation conditions.
- 21.18.2 Develop plans to enhance Urban Villages at Stadacona, Oak Bay Avenue, Jubilee, and Fort/Foul Bay, giving consideration to appropriate nodes for commercial and community activity and associated residential intensification opportunities.
- 21.18.3 Explore complementary commercial and other employment land uses that can be located adjacent to and within the Royal Jubilee Hospital site.
- 21.18.4 Integrate Bowker Creek watershed protection into land use planning and explore daylighting opportunities.
- 21.18.5 Improve land use transitions and minimize impacts of Royal Jubilee Hospital redevelopment and expansion on adjacent ground-oriented general residential areas.
- 21.18.6 Improve pedestrian and cycling connections around and through the Royal Jubilee Hospital site.
- 21.18.7 Improve streetscape and pedestrian conditions throughout the neighbourhood.
- 21.18.8 Support development of a master plan for Royal Jubilee Hospital, including investigating the feasibility of district energy systems, infrastructure, urban design and transportation improvements, and redevelopment potential.
- 21.18.9 Improve the integration of open spaces into Urban Villages, including Royal Jubilee Hospital green space at Richmond Avenue and Fort Street.
- 21.18.10 Establish new park space within the Jubilee neighbourhood.



MAP 28

North Park Strategic Directions

Urban Place Designations*

- Core Residential
- Large Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space

Public Facilities

- Proposed Park (approximate location)

*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

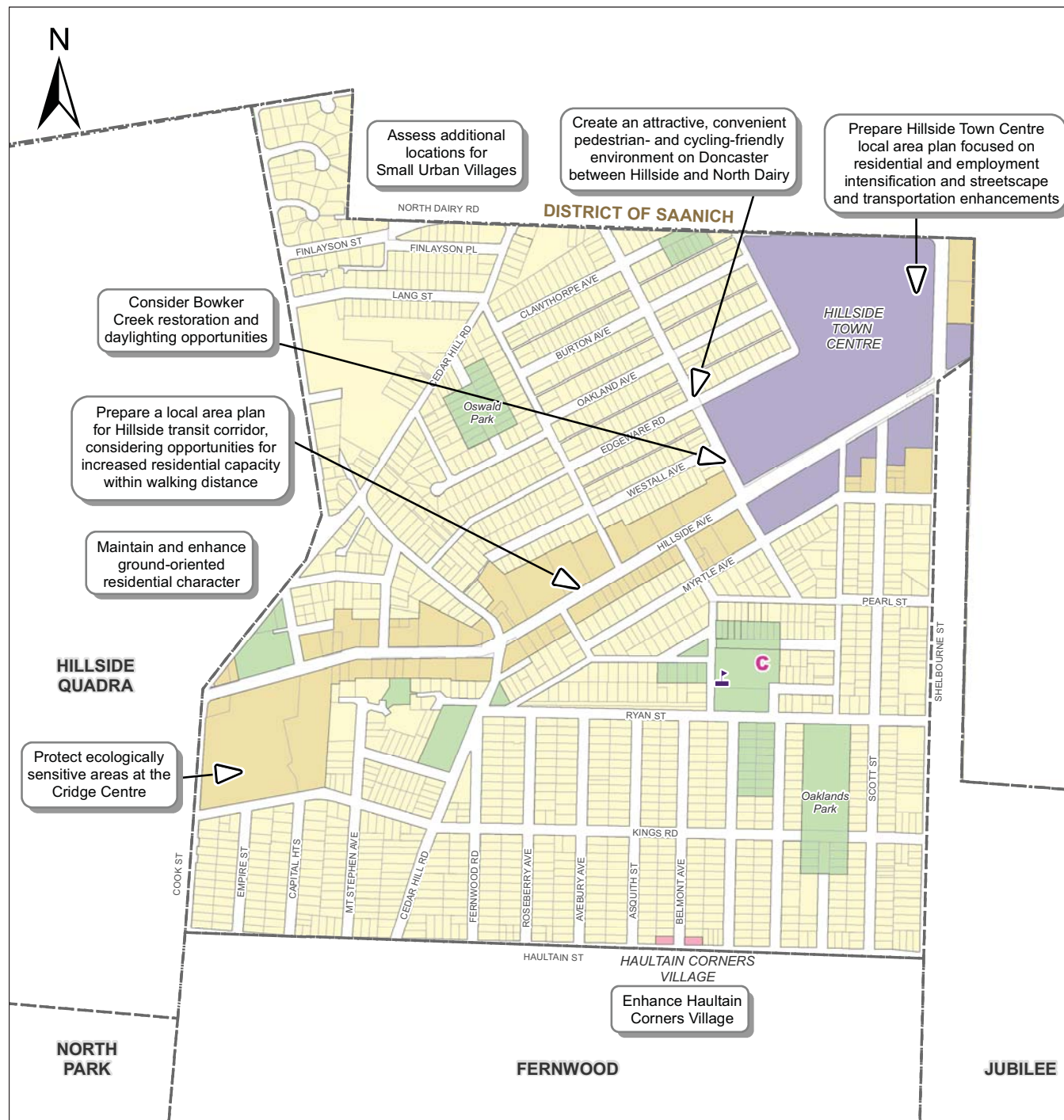
NORTH PARK

21.19 Vision in the citywide context includes:

- 21.19.1 Location of citywide recreation facilities at Crystal Pool, Royal Athletic Park, and the Save On Foods Memorial Centre.
- 21.19.2 Western portion of the neighbourhood identified as a mixed use residential area within the Downtown Core Area.
- 21.19.3 Southern portion of the neighbourhood along Pandora Avenue identified for higher density mixed use development in the Downtown Core Area.
- 21.19.4 Key transition area linking higher density Downtown and Harris Green with lower density general residential areas north of Princess Street and east of Cook Street.
- 21.19.5 Significant commercial area at North Park Village.
- 21.19.6 Significant cluster of heritage building along and near Quadra Street.

21.20 Strategic directions include:

- 21.20.1 Renew citywide recreational facilities at Crystal Pool and Royal Athletic Park.
- 21.20.2 Accommodate new population and housing growth within walking distance of the North Park Village and within portions of the neighbourhood designated Core Residential.
- 21.20.3 Establish a high density mixed use area along Pandora Avenue that responds to the surrounding skyline of visually prominent heritage landmarks.
- 21.20.4 Enhance pedestrian connections with Downtown and the Douglas Street rapid transit corridor.
- 21.20.5 Consider a new Development Permit Area for the North Park Village.
- 21.20.6 Examine opportunities for the introduction of a central community space that serves the neighbourhood.
- 21.20.7 Reconsider the Urban Place Designation for the 1500 block of Cook Street in future local area planning for North Park Village.



MAP 29

Oaklands Strategic Directions

Urban Place Designations*

- Core Residential
- Town Centre
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space

Public Facilities

- Existing Public School
- Community Centre

*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

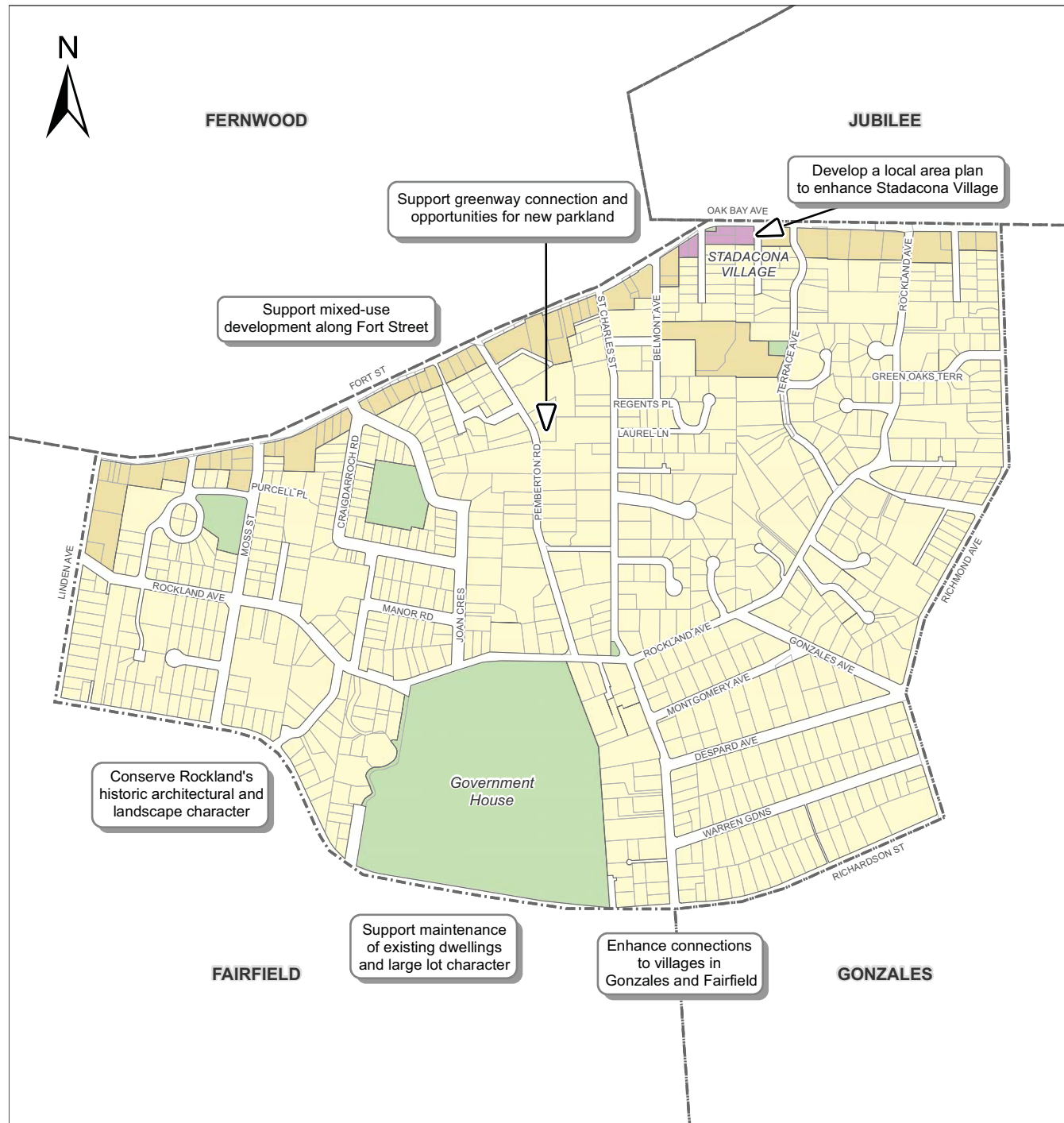
OAKLANDS

21.21 Vision in the citywide context includes:

- 21.21.1 Location of a Town Centre anchored at Hillside Mall.
- 21.21.2 Major transportation corridors located on Shelbourne Street and Hillside Avenue.
- 21.21.3 Major apartment and mixed-use corridor along Hillside Avenue.
- 21.21.4 Location of small urban village at Haultain Corners.
- 21.21.5 Large areas of ground-oriented general residential housing suitable for families with children.

21.22 Strategic directions include:

- 21.22.1 Prepare a local area plan focused on the development of the Hillside Town Centre considering residential and employment intensification as well as transportation and streetscape enhancements.
- 21.22.2 In consultation with the District of Saanich, prepare a local area plan focused on the Hillside transit corridor considering opportunities to increase residential densities within walking distance of the corridor.
- 21.22.3 Maintain and enhance the ground-oriented general residential character in the majority of the neighbourhood.
- 21.22.4 Progressively enhance the Small Urban Village at Haultain Corners and assess potential locations for additional Small Urban Villages, including at Cedar Hill Road at Finlayson Street.
- 21.22.5 Integrate Bowker Creek watershed restoration into land use planning and consider daylighting opportunities.
- 21.22.6 Create an attractive, convenient pedestrian and cycling friendly environment on Doncaster Drive between Hillside Avenue and North Dairy Road.
- 21.22.7 Protect ecologically sensitive areas at the Cridge Centre property.

**MAP 30****Rockland
Strategic Directions****Urban Place Designations***

- Large Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space

*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

ROCKLAND

21.23 Vision in the citywide context includes:

- 21.23.1 Primarily a historic residential neighbourhood with ground-oriented housing.
- 21.23.2 An area of notable historic architectural and landscape character.
- 21.23.3 A mixed-use corridor along Fort Street and Oak Bay Avenue defines the northern neighbourhood border.
- 21.23.4 Location of city wide cultural facilities in the Victoria Art Gallery, Craigdarroch Castle and Government House.
- 21.23.5 Significant stock of established rental housing.
- 21.23.6 Significant portion of the city's urban forest, largely on private land.

21.24 Strategic directions include:

- 21.24.1 Encourage a diversity of population and housing in consideration of the neighbourhood's heritage and estate character.
- 21.24.2 Support mixed use development along the Fort Street frequent transit corridor.
- 21.24.3 Undertake a local area plan to enhance Stadacona Village at Oak Bay Avenue and Fort Street.
- 21.24.4 Continue to conserve the historic architectural and landscape character of the neighbourhood.
- 21.24.5 Enhance connections to Urban Villages in Fairfield, Gonzales, and Jubilee.
- 21.24.6 Support the maintenance of existing dwellings and large lot character through sensitive infill that preserves green space and estate features.
- 21.24.7 Support greenway connection and opportunities for new parkland.



MAP 31

Victoria West Strategic Directions

Urban Place Designations*

- Core Songhees
- General Employment
- Marine Industrial
- Large Urban Village
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Rail Corridor
- Working Harbour
- Marine

Public Facilities

- Existing Public School
- Proposed Park (approximate location)
- Community Centre

*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

VICTORIA WEST

21.25 Vision in the citywide context includes:

- 21.25.1 Eclectic mix of land uses, including industrial, employment, apartment residential and older neighbourhoods with a range of housing forms.
- 21.25.2 High density residential mixed use development in the Songhees Peninsula forms a distinct and unique part of the city's urban core, and serves as a focus of activity with a diversity of uses for the Victoria West neighbourhood.
- 21.25.3 Transportation links to Downtown Core through the Galloping Goose Regional Trail, Esquimalt Road, Craigflower Road and the E & N Rail Corridor.
- 21.25.4 Large Urban Village anchored by Westside Village, Victoria West Park and higher density comprehensive developments.
- 21.25.5 Some ecologically significant shoreline areas.
- 21.25.6 Significant public waterfront access throughout the neighbourhood, including waterfront walkway connections to the waterfront from inland locations, and unique vantage points with views to the Inner Harbour, Downtown and the Outer Harbour.
- 21.25.7 Location of historic industrial areas, including along the waterfront and in the collection of buildings and structures at the Roundhouse.

21.26 Strategic directions include:

- 21.26.1 Complete the revitalization of the portions of Victoria West included within the Urban Core, including Songhees, Dockside, Bayview and Roundhouse sites giving consideration for urban design linkages within the neighbourhood and to the Downtown Core Area.
- 21.26.2 Enhance urban design to improve connectivity and walkability and better integrate land uses throughout the neighbourhood with an emphasis on providing networks that link destinations and provide enhanced access to the waterfront.
- 21.26.3 Strengthen transportation corridors through enhancing pedestrian, transit and cycling priority and considering how the E & N Rail Corridor can best be used as a community amenity and connecting element.
- 21.26.4 Develop a local area plan for the Victoria West neighbourhood that examines land use, transportation and urban design conditions, with a focus on areas of existing or future major change and better integration of all areas of the neighbourhood.
- 21.26.5 Examine future land uses along Esquimalt Road.
- 21.26.6 Continue to develop the Large Urban Village anchored by Westside Village, local-serving commercial areas in the form of Small Urban Villages and neighbourhood-scaled commercial and mixed use developments to enable Victoria West residents and employees to easily access all of their daily needs within walking distance.
- 21.26.7 Assess the appropriate distribution of commercial and community services within the neighbourhood and the possible identification of additional areas to be identified as a small urban village as part of a local area planning process.
- 21.26.8 Maintain a diversity of employment lands and uses.
- 21.26.9 Explore opportunities to enhance Craigflower Village.

Adaptive Management

22



GOALS

- 22 (A) The City monitors and reports progress to learn and adapt as needed.
- 22 (B) Corporate and community decision-making processes are defensible, clear and open to the public.

OVERVIEW

The capacity to prepare for and respond to change is a cornerstone of a sustainable and resilient community. The ongoing review and update of the Official Community Plan ensures that it remains a living document that responds to emerging issues, opportunities and risks. Doing so in a systematic way ensures that proposed changes are considered in the context of the plan's overall goals and broad objectives.

An [adaptive management](#) approach involves deliberately learning from implementation successes and failures to improve subsequent policies and actions over time. It is based on the notion that policies are developed with inherent uncertainties and that the wider social, cultural, economic and ecological environment inevitably changes over time. Change can originate from external factors such as climate change or global economic crisis, or from factors particular to Victoria, such as changes to the city's socio-economic conditions, community values or a localized natural disaster. Changes of this kind may undermine the goals, broad objectives and policies of this plan and impede progress towards their achievement. Anticipating and responding to potential changes or risks is fundamental to the adaptive management framework and policies that follow. A system of regular plan review, monitoring and adjustment enables the City to incorporate new information, prepare for uncertainty and adapt to change.

BROAD OBJECTIVES

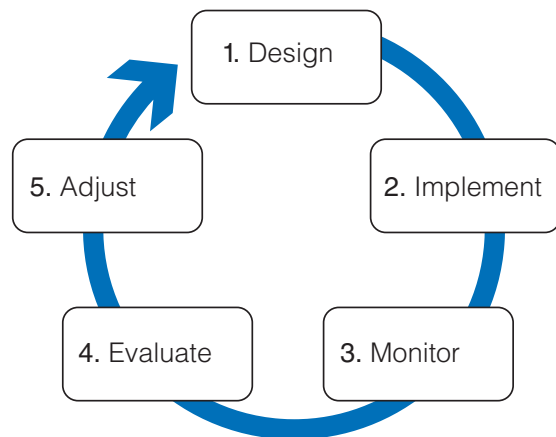
The adaptive management policies of this plan collectively address seven broad objectives:

- 22 (a) That progress is made toward the goals and broad objectives of this plan, while adapting to changing conditions in the city and broader context.
- 22 (b) That a systematic approach is taken to plan review and update.
- 22 (c) That risks are assessed and mitigated, as possible.
- 22 (d) That plan implementation follows a detailed strategy that is regularly reviewed and updated.
- 22 (e) That plan implementation responds to change and promotes learning.
- 22 (f) That progress towards goals and broad objectives is measured, evaluated and shared.
- 22 (g) That new knowledge is incorporated into policy and practice.

ADAPTIVE MANAGEMENT FRAMEWORK

- 22.1. Use the Adaptive Management Framework as shown in Figure 22 as the conceptual framework for the planning process, where plan implementation, monitoring, evaluation and adjustment is a cycle, with amendments made in response to ongoing learning and major change.

Figure 22: Adaptive Management Framework



PLANNING PROCESS

- 22.2 Strengthen community capacity for adaptation and response to external events and major change within the city, through an Official Community Plan planning cycle that is comprehensive and includes:
 - 22.2.1 On-going consideration of uncertainties and risks;
 - 22.2.2 Knowledge management with monitoring of actions and outcomes and sharing of new information and understanding;
 - 22.2.3 Evaluation and communication of progress towards plan goals and objectives;
 - 22.2.4 Implementation of recommended adjustments to supporting plans, programs and projects; and,
 - 22.2.5 On-going learning that shapes and informs Official Community Plan goals and broad objectives.
- 22.3 The Official Community Plan planning cycle should produce a set of reports, including:
 - 22.3.1 Updates to the Official Community Plan;
 - 22.3.2 An implementation plan tied to the cycle of the City's Corporate Strategic Plan;
 - 22.3.3 An annual progress report;
 - 22.3.4 An Official Community Plan review; and,
 - 22.3.5 A monitoring and evaluation report to complement any Official Community Plan review.

PLAN IMPLEMENTATION

- 22.4 Develop an Official Community Plan implementation plan in a timely and coordinated manner following the adoption of this plan that identifies the City's priorities for actions and timelines over short (five year) and medium (ten year) time frames and review and update it regularly, within the limitations of City resources.
- 22.5 Undertake risk assessment in the development of the Official Community Plan implementation plan to anticipate and manage risks and associated impacts in the planning process, local areas and the broader community.
- 22.6 Design the Official Community Plan implementation plan to pilot new and innovative policies and practices through mechanisms such as pilot programs and demonstration projects, as appropriate.

PLAN MONITORING

- 22.7 Develop an Official Community Plan monitoring and evaluation program in a coordinated and timely manner following the adoption of this plan that is integrated with the City's corporate performance management and other monitoring initiatives [SEE SECTION 23 – MONITORING AND EVALUATION], and that identifies:
 - 22.7.1 Outcomes and targets;
 - 22.7.2 Measurable [indicators](#);
 - 22.7.3 Methods for data collection and analysis;
 - 22.7.4 Considerations for data interpretation; and,
 - 22.7.5 Methods for reporting and dissemination.

PLAN EVALUATION

- 22.8 Ensure that plan evaluation activities give consideration to new information and respond to changing conditions by:
 - 22.8.1 Evaluating observable trends from monitoring findings;
 - 22.8.2 Undertaking a structured approach to learning from management and operational experience; and,
 - 22.8.3 Tracking new conditions, research or other information and understanding, as appropriate.
- 22.9 Prepare and publicly present an annual status report on the implementation of this plan that includes:
 - 22.9.1 An evaluation of progress towards plan implementation, goals and broad objectives;
 - 22.9.2 Reporting on indicators that can be reported on an annual basis;
 - 22.9.3 An assessment of new knowledge and information that may be relevant to the plan;
 - 22.9.4 An evaluation of the scope and impact of plan amendments; and,
 - 22.9.5 Recommendations, if any, for additional plan reviews and amendments, and changes to management and operational practices.

- 22.10 A major Official Community Plan review should consider the following within the scope of work:
 - 22.10.1 The preparation of a project charter for the plan review for Council's approval;
 - 22.10.2 The establishment of a project advisory committee;
 - 22.10.3 The preparation of an engagement plan for the plan review for Council's approval [SEE ALSO SECTION 15 – COMMUNITY WELL-BEING];
 - 22.10.4 An evaluation of new knowledge and information that may impact the plan including background research on trends and existing conditions;
 - 22.10.5 A review of plan amendments from the rezoning and permit review processes and local planning processes;
 - 22.10.6 A review of the implementation including an assessment of success in achieving plan goals and broad objectives;
 - 22.10.7 A review of progress toward completion of phased local area planning processes; and,
 - 22.10.8 A review of plan amendments undertaken to respond to major change.
- 22.11 Support Official Community Plan reviews with the preparation of a monitoring and evaluation report that provides more comprehensive information on plan progress, including reporting on indicators not available on an annual basis.

PLAN ADJUSTMENT

- 22.12 Incorporate knowledge accumulated through the adaptive management cycle into relevant plans, policies, management and operations in a coordinated and timely manner.
- 22.13 Council in its discretion may undertake a comprehensive review of this plan or make strategic amendments to its content outside the regular review cycle in response to major change, unforeseen events, new opportunities and other matters.

Monitoring and Evaluation

23



GOALS

- 23 (A) The City monitors and reports progress to learn and adapt as needed.
- 23 (B) Corporate and community decision-making processes are defensible, clear and open to the public.

OVERVIEW

To effectively respond to emerging issues, opportunities and risks, the City must not only plan and implement actions, but also monitor and evaluate the plan progress and outcomes. A monitoring and evaluation program therefore has an essential role in adaptive management to measure and assess the outcomes achievable within a set timeframe in relation to goals, objectives and targets. Monitoring and evaluation is a tool to manage for results, foster organizational learning, generate knowledge, build strategic partnerships, advocate effectively and demonstrate accountability.

Following the adoption of the Official Community Plan, a monitoring and evaluation program will be developed in conjunction with other City monitoring initiatives, such as the Victoria Sustainability Framework and corporate performance management, to establish a coordinated approach to data collection and interpretation and status reporting. Indicators and targets will be designed to inform and guide ongoing adaptation and renewal of this plan.

BROAD OBJECTIVES

The monitoring and evaluation policies of this plan collectively address five broad objectives:

- 23 (a) That plan monitoring and evaluation are developed and implemented in coordination with other City initiatives.
- 23 (b) That the program of monitoring and evaluation is used for measuring and assessing progress towards plan goals and objectives.
- 23 (c) That results of monitoring and evaluation are shared.
- 23 (d) That results of monitoring and evaluation are used as a tool for learning.
- 23 (e) That the monitoring program is regularly reviewed as part of the adaptive management cycle.

COORDINATED MONITORING AND EVALUATION PROGRAM

- 23.1 Strategically develop and implement an Official Community Plan monitoring and evaluation program in a coordinated and timely manner following the adoption of this plan that is integrated with the City's corporate performance management and other monitoring initiatives and that assesses:
 - 23.1.1 Progress towards plan goals and objectives;
 - 23.1.2 Effectiveness of initiatives in achieving goals and objectives;
 - 23.1.3 Issues, risks and challenges associated with plan outcomes;
 - 23.1.4 Adjustment to policies or practices to enhance achievement of results; and,
 - 23.1.5 Lessons learned and opportunities to incorporate new knowledge into policy and practice.
- 23.2 Develop a monitoring and evaluation program that considers the following:
 - 23.2.1 Scope of outcomes for monitoring and evaluation;
 - 23.2.2 Methods for monitoring and evaluation and the associated indicators and targets;
 - 23.2.3 Roles and responsibilities for monitoring and evaluation;
 - 23.2.4 Frequency and schedule to report on results; and,
 - 23.2.5 Resources required for monitoring and evaluation.

TARGETS AND INDICATORS

- 23.3 Develop and regularly update a series of indicators and short, medium and long-term targets through a monitoring and evaluation program that consider plan goals, objectives, legal jurisdictions, feasibility, availability of City resources, and other matters.

DATA COLLECTION, ANALYSIS AND INTERPRETATION

- 23.4 Develop methods of data collection and analysis that consider responsibilities, sources and resource limitations.
- 23.5 Seek opportunities to provide public access to data sources as part of the development and implementation of a monitoring and evaluation program.

REPORTING AND DISSEMINATION

- 23.6 Develop an approach to reporting and releasing monitoring and evaluation results that considers legal requirements, other obligations, frequency, audiences, formats, and other matters.
- 23.7 Prepare and publicly present monitoring and evaluation results through a regular status report on the implementation of this plan.

ADAPTIVE MANAGEMENT

- 23.8 Monitor and evaluate progress toward the broad objectives and policies in this plan using a framework of indicators to inform adaptive management.
- 23.9 Review and update the monitoring and evaluation program and recommend adjustments through Official Community Plan reviews.



Part 4 Appendices

A

Development Permit Areas and Heritage Conservation Areas



OVERVIEW

The areas covered by Development Permit Area (“DPA”) and Heritage Conservation Area (“HCA”) designations include sensitive areas of the city. Appendix A includes guidelines that provide oversight for change in DPAs & HCAs and identifies purposes of designation, special conditions, objectives and guidelines that are specific to designated areas.

1. General Application

This Appendix includes multiple DPA and HCA designations and areas, some of which overlap.

- (a) Development Permits and Heritage Alteration Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the following section and the specific exemptions identified in each DPA and HCA.
- (b) Where land is located in more than one Development Permit Area or Heritage Conservation Area, the following applies:
 - (i) the provisions of each of those designated areas shall apply, and
 - (ii) an exemption relating to one designated area only relieves the requirement for a permit under that designation, not under other designations applicable to the land;

- (c) Either or both a Development Permit and Heritage Alteration Permit may be required for the same property.
- (d) One or more Development Permits and Heritage Alteration Permits may be combined into one document or permit.

2. General Exemptions for Development Permit Areas and Heritage Conservation Areas (collectively, the “General Exemptions”)

- (a) Development Permit Areas: In accordance with Section 488(4) of the Local Government Act, a Development Permit is not required in any designated Development Permit Areas under any of the following conditions:
 - (i) The demolition stage of an existing building or other structure, or part thereof, provided that:
 - (1) a Development Permit has been obtained for the construction of a new building or other structure, or part thereof which may include conditions (including the provision of security) that the property be fully and suitably landscaped;
 - (2) where a Development Permit is exempted or not required for the construction of a new building or other structure, or part thereof, a Building Permit has been obtained for the construction of a new building or other structure, or part thereof, which may include conditions (including the provision of security) that the property be fully and suitably landscaped; or,

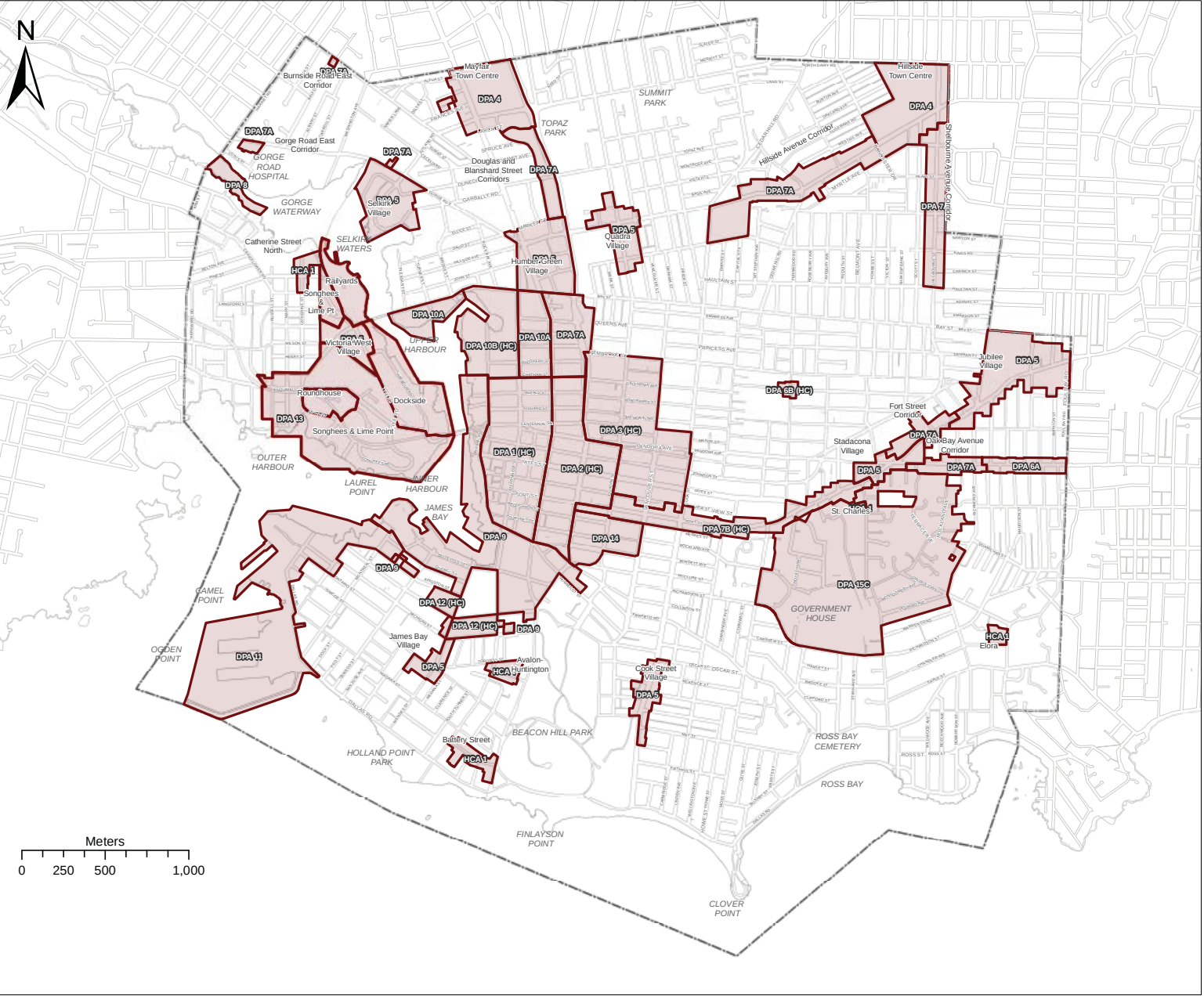
- (3) an agreement is secured that the property be fully and suitably landscaped and properly maintained, such that it provides continuity with surrounding development, and that the pedestrian experience and street presence of the property be maintained or enhanced, which agreement may require provision of security.
 - (ii) Building envelope remediation, so long as there are no changes to appearance or design when the remediation is completed, and the only change to materials is in-kind replacements;
 - (iii) In kind replacements of missing, worn or damaged exterior materials, so long as there are no changes to appearance or design when the replacements are completed; ,
 - (iv) The construction or installation of a rain garden, bioswale, permeable paving, green roof, or cistern that is no more than 9000 litres in capacity, that has been approved by the City's Director of Engineering and Public Works under the rainwater management credit program, as established under the Sanitary and Storm Water Utilities Bylaw, provided that:
 - (1) the rain garden, bioswale, permeable paving, green roof or cistern is constructed in accordance with:
 - › the plans and specifications approved by the Director of Engineering and Public Works;
 - › all other terms and conditions of the approval given by the Director of Engineering and Public Works under the Sanitary and Storm Water Utilities Bylaw;
 - › all other applicable regulations under the Building Bylaw, the Plumbing Bylaw, the Sanitary and Storm Water Utilities Bylaw, and the Zoning Regulation Bylaw; and
 - (2) this exemption shall not apply where the rain garden, bioswale, permeable paving, green roof or cistern is to be constructed or installed concurrently with or as an integral part of the construction of a new building; and
 - (v) the subdivision of land, provided that:
 - (1) it does not create or otherwise involve a panhandle lot; and
 - (2) it is not located in DPA 12(HC), Legislative Precinct or DPA 13, Core Songhees, subject to the exceptions provided in those DPAs
- (b) HCAs: In accordance with section 614(3)(a) of the Local Government Act, a heritage alteration permit is not required in any designated heritage conservation areas under any of the following conditions:
 - (i) Building envelope remediation, so long as there are no changes to appearance or design when the remediation is completed, and the only change to materials is in-kind replacements;
 - (ii) In kind replacements of missing, worn or damaged exterior materials, so long as there are no changes to appearance or design when the replacements are completed;
 - (iii) The construction or installation of a rain garden, bioswale, permeable paving or cistern that is no more than 9000 litres in capacity, that has been approved by the City's Director of Engineering and Public Works under the rainwater management credit program, as established under the Sanitary and Storm Water Utilities Bylaw, provided that:
 - (1) the rain garden, bioswale, permeable paving or cistern is constructed in accordance with:
 - › the plans and specifications approved by the Director of Engineering and Public Works;
 - › all other terms and conditions of the approval given by the Director of Engineering and Public Works under the Sanitary and Storm Water Utilities Bylaw;
 - › all other applicable regulations under the Building Bylaw, the Plumbing Bylaw, the Sanitary and Storm Water Utilities Bylaw, and the Zoning Regulation Bylaw; and
 - (2) this exemption shall not apply where the rain garden, bioswale, permeable paving or cistern is to be constructed or installed concurrently with or as an integral part of the construction of a new building; and
 - (iv) the subdivision of land, provided it does not create or otherwise involve a panhandle lot.

3. General Guidelines

These General Guidelines are in addition to guidelines identified in each DPA and HCA and are to be considered and applied for both Heritage Alteration Permits and Development Permits in all designated areas:

- (a) Regulations within City bylaws may be varied or supplemented to achieve development in a manner that best suits the guidelines of a particular designation, or that is not otherwise inconsistent with such guidelines.
- (b) Where development includes features related to amenities or publicly accessible areas, conditions may be included in a Development Permit to provide such in advance of other portions of development, provided such can be achieved safely.
- (c) Development should proceed expeditiously with minimal disruption to, and maximum integration with, adjacent land uses, buildings and other structures and therefore:
 - (i) The sequence and timing of construction may be further specified in conditions appropriate to the purpose of the designation area(s), the type of development, and the local area; and
 - (ii) Conditions may be included in a permit that the property be fully and suitably landscaped and properly maintained, and that the pedestrian experience and street presence of the property be maintained or enhanced including through the retention of existing frontages or creation of interim frontages, which conditions may be different before, during, and after construction.
- (d) Incomplete buildings and excavations are to be avoided and therefore conditions (including the provision of security) may be included in a Development Permit for interim landscaping, screening and other appropriate measures, including but not limited to safety, continuity with surrounding development, and maintenance or enhancement of the pedestrian experience.
- (e) All development should consider and be generally consistent with the Urban Place Guidelines (Figure 8) and the Walkable Urban Thoroughfare Guidelines (Figure 11) in this plan, in treatment of form and character and the public realm, respectively.

Map 32: Composite Map of Development Permit Areas and Heritage Conservation Areas



MAP 32

COMPOSITE MAP OF DEVELOPMENT PERMIT AREAS AND HERITAGE CONSERVATION AREAS

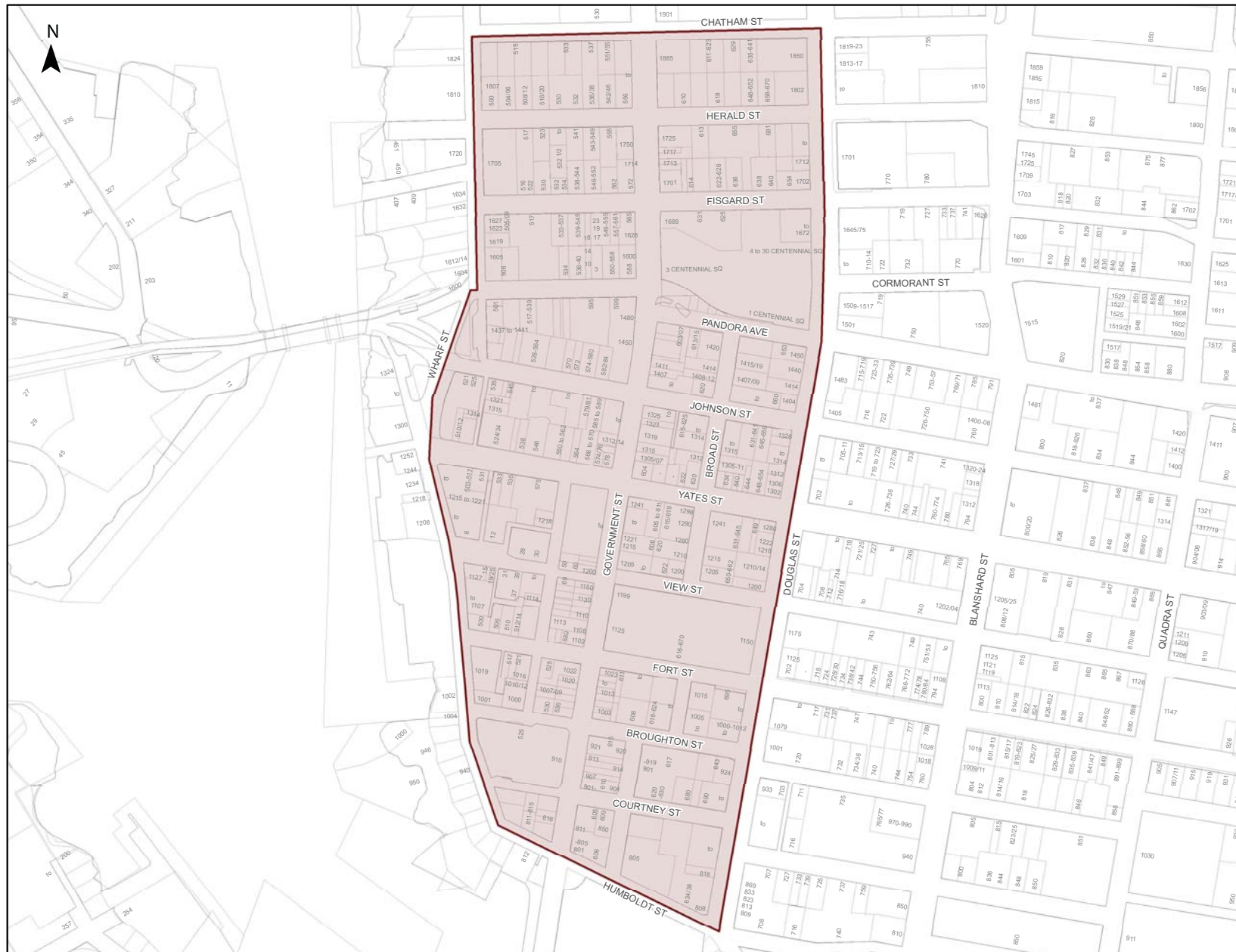
- DPA 1 (HC): Core Historic
- DPA 2 (HC): Core Business
- DPA 3 (HC): Core Mixed-Use Residential
- DPA 4: Town Centres
- DPA 5: Large Urban Villages
- DPA 6A: Small Urban Villages
- DPA 6B (HC): Small Urban Villages Heritage
- DPA 7A: Corridors
- DPA 7B (HC): Corridors Heritage
- DPA 8: Victoria Arm Gorge Waterway
- DPA 9 (HC): Inner Harbour
- DPA 10A: Rock Bay
- DPA 10B (HC): Rock Bay Heritage
- DPA 11: James Bay and Outer Harbour
- DPA 12 (HC): Legislative Precinct
- DPA 13: Core Songhees
- DPA 14: Cathedral Hill Precinct
- HCA 1: Traditional Residential
- DPA 15C: Intensive Residential Rockland

The following designations apply to all areas within the City of Victoria and are not shown on this map:

- DPA 15A: Intensive Residential Small Lot
- DPA 15B: Intensive Residential Panhandle Lot
- DPA 15D: Intensive Residential Duplex
- DPA 15E: Intensive Residential Garden Suites
- DPA 16: General Form and Character

This composite map is provided for reference only. Please see the map and provisions for each designated DPA and HCA for legal information.

Map 33: DPA 1 (HC): Core Historic



DPA 1(HC): CORE HISTORIC

1. Pursuant to Section 919.1 (1) (d) and (f) and 970.1 (1) of the Local Government Act, the area that is shaded and circumscribed by solid lines on Map 33 is designated as Development Permit and Heritage Conservation Area DPA 1(HC), Core Historic, for the purpose of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
 - (c) Heritage conservation.
2. Application and Exemptions:
 - (a) Development Permits and Heritage Alteration Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 1(HC), Core Historic:
 - (i) A Heritage Alteration Permit is not required except for land, buildings or other structures, or portions thereof, which are:
 - (1) listed on the City of Victoria Heritage Register;
 - (2) subject to a Heritage Designation Bylaw; or
 - (3) subject to a Covenant for heritage conservation.
 - (ii) A Development Permit is not required for the following:
 - (1) actions subject to and addressed in a Heritage Alteration Permit;
 - (2) residential single family dwellings and their accessory buildings and structures; or
 - (3) residential duplexes and their accessory buildings and structures.
3. The special features, characteristics and special conditions that justify this designation include:
 - (a) The Core Historic area is a large commercial district adjacent to the Core Business area. While some improvements to buildings, structures and open spaces are complete in the Core Historic area, there remains potential for revitalization through heritage conservation, building additions, and infill. The area has some capacity for building additions and commercial and residential mixed-use infill with active commercial at the street level and some capacity for the residential conversion of upper storeys of heritage properties.
 - (b) The Core Historic area has heritage value for its continuous role as a commercial district that was first erected in the 1850s adjacent to Fort Victoria (located at Bastion Square) with wooden structures and was later expanded and rebuilt with masonry construction. The area’s form and character is typical of late 19th and early 20th commercial areas evident in its dense concentration of high quality examples of Victorian and Edwardian architecture, streetscapes, grid patterns and its skyline of varying heights from one to five storeys.
 - (c) Opportunities for infill and building additions in the Core Historic area require guidelines to achieve a high quality of architecture, landscape and urban design responsive to its historic setting through sensitive and innovative interventions.
4. The objectives of this designation include:
 - (a) To conserve and enhance the heritage value, special character and the significant historic buildings, features and characteristics of this area.
 - (b) To revitalize an area of commercial use through infill, building additions and heritage conservation including exterior alterations and interior improvements that could alter the exterior of a building.
 - (c) To enhance the area through infill, building additions and open spaces with a high quality of architecture, landscape and urban design that responds to its historic setting through sensitive and innovative interventions.

5. Guidelines:

These Guidelines are to be considered and applied for both Heritage Alteration Permits and Development Permits.

- › Standards and Guidelines for the Conservation of Historic Places in Canada.
- › Design Guidelines: Old Town, Victoria, BC – New Buildings and Additions to Non-Heritage Buildings (2006).
- › Downtown Core Area Plan (2011).

Section Three: Districts – with special attention to the following policies:

- › 3.27 to 3.28; 3.34; 3.38.

Section Five: Transportation and Mobility – with special attention to the following policies:

- › 5.26 to 5.30;
- › 5.33 to 5.35.6;
- › 5.73.

Section Six: Urban Design – with special attention to the following policies

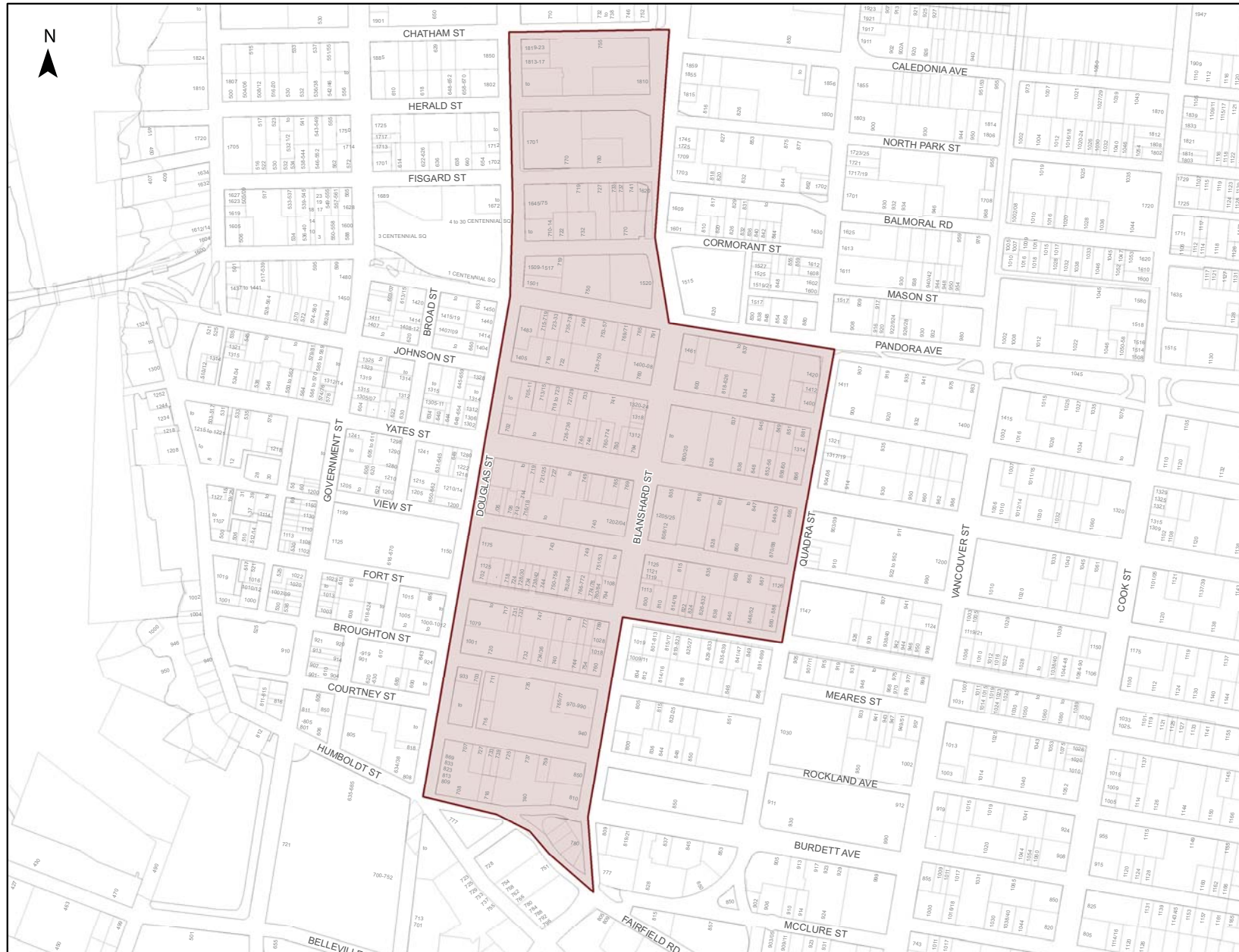
- › 6.1 to 6.29;
- › 6.42 to 6.47;
- › 6.164 to 6.171.

Section Seven: Heritage – with special attention to the following policies:

- › 7.12;
- › 7.22.

- › Guidelines for Fences, Gates and Shutters (2010)
- › Victoria Harbour Plan (2001)
- › City of Victoria Heritage Program Sign & Awning Guidelines (1981).
- › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
- › Chinatown Guidelines for Buildings, Canopies, Landscaping, Colours & Signs (1983).

Map 34: DPA 2 (HC): Core Business



DPA 2 (HC): CORE BUSINESS

1. Pursuant to Section 919.1 (1) (d) and (f) and 970.1 (1) of the Local Government Act, the area that is shaded and circumscribed by solid lines on Map 34 is designated as Development Permit and Heritage Conservation Area DPA 2 (HC), Core Business, for the purposes of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
 - (c) Heritage conservation.
2. Application and Exemptions:
 - (a) Development Permits and Heritage Alteration Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 2 (HC), Core Business:
 - (i) A Heritage Alteration Permit is not required except for land, buildings or other structures, or portions thereof, which are:
 - (1) listed on the City of Victoria Heritage Register;
 - (2) subject to a Heritage Designation Bylaw; or
 - (3) subject to a Covenant for heritage conservation.
 - (ii) A Development Permit is not required for the following:
 - (1) actions subject to and addressed in a Heritage Alteration Permit;
 - (2) residential single family dwellings and their accessory buildings and structures; or
 - (3) residential duplexes and their accessory buildings and structures.
3. The special features, characteristics and special conditions that justify this designation include:
 - (a) The Core Business area is a major commercial and employment centre for Victoria and the surrounding region. While some improvements to buildings, structures and open spaces are complete, there remains potential for revitalization through redevelopment, infill, building additions and heritage conservation. The area has lands available for new commercial development. There is also some capacity for multi-family (multi-unit) residential mixed-use development.
 - (b) High density commercial development is identified in this plan for the Core Business area with a built form and character appropriate to a regional employment centre.
 - (c) The Core Business area has heritage value for its location at the eastern edge of Victoria’s first commercial district in the Core Historic area. The former has high quality examples of Victorian and Edwardian architecture and streetscapes and a skyline punctuated by visibly prominent features of heritage landmark buildings located on Pandora Avenue, Broughton Street and Humboldt Street. These include the City Hall clock tower, the spires of St. Andrew’s Presbyterian Church and St. Andrew’s Cathedral and the Empress Hotel roofline.
4. The objectives of this designation include:
 - (a) To revitalize a central business district through high-rise commercial buildings and low-to-medium rise residential mixed-use buildings, with greatest heights along Douglas Street, Blanshard Street and Yates Street, balanced with protection of the views from public vantage points of heritage landmark buildings on Pandora Avenue, Blanshard Street, Broughton Street and Humboldt Street as identified on Map 8 of this plan.
 - (b) To conserve and enhance the heritage value, special character and the significant historic buildings, features and characteristics of this area.
 - (c) To enhance the area through a high quality of architecture, landscape and urban design that reflects the function of a central business district in scale, massing and character while responding to its historic context.
5. Guidelines:

These Guidelines are to be considered and applied for both Heritage Alteration Permits and Development Permits.

 - Downtown Core Area Plan (2011)
 - Section Three: Districts – with special attention to the following policies:
 - 3.4;
 - 3.12;
 - 3.16;
 - 3.18;
 - 3.19;
 - 3.20.

Section Five: Transportation and Mobility – with special attention to the following policies:

- › 5.26 to 5.30;
- › 5.33 to 5.35.6;
- › 5.73.

Section Six: Urban Design – with special attention to the following policies

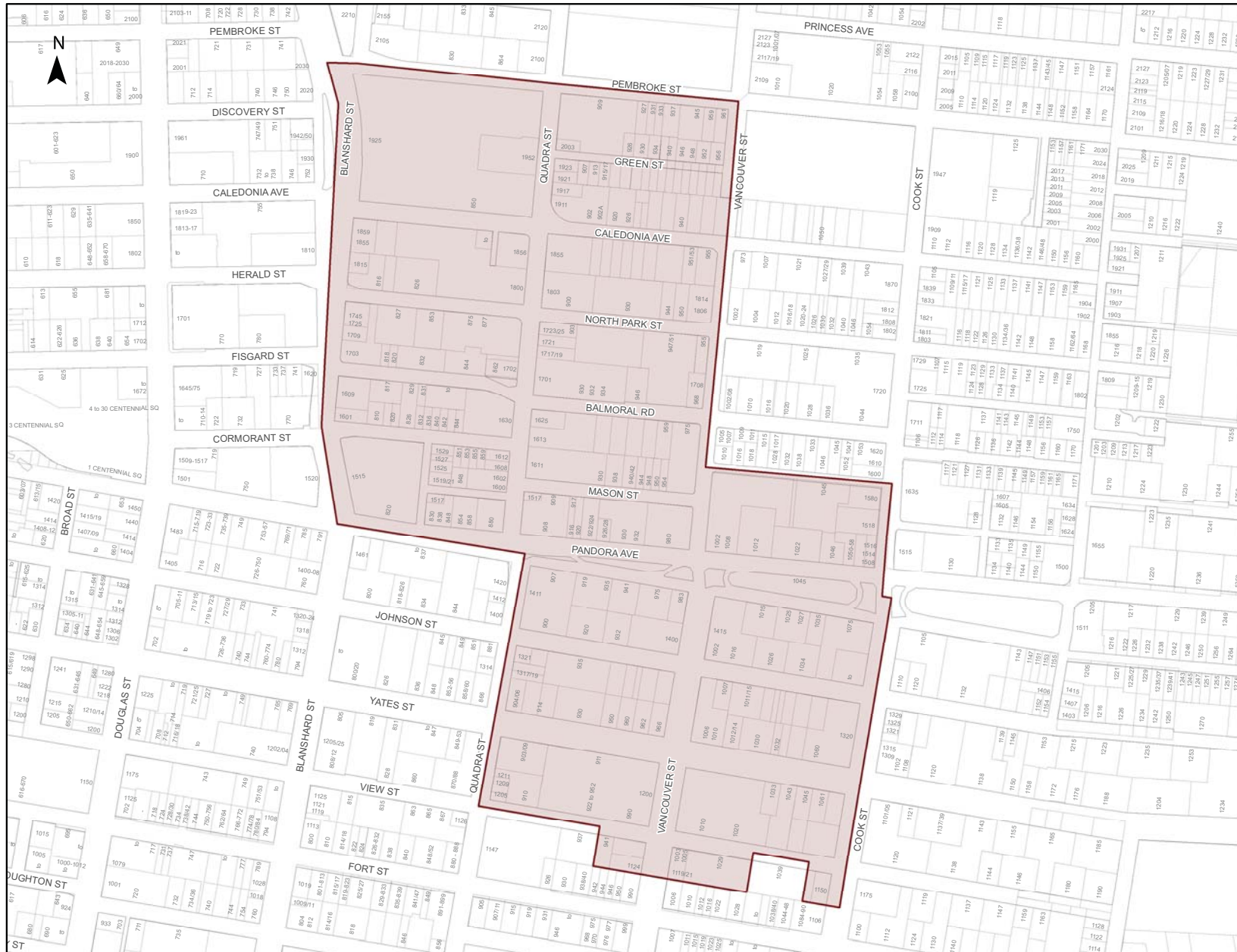
- › 6.1 to 6.29;
- › 6.42 to 6.47;
- › 6.164 to 6.171;
- › 6.176 to 6.188.2.

Section Seven: Heritage – with special attention to the following policies:

- › 7.12;
- › 7.22.

- › Guidelines for Fences, Gates and Shutters (2010).
- › Urban Design Guidelines, Fairfield Block, Parcels 1 and 2 (2001).
- › Yates Street 700 Block Guidelines for Buildings, Canopies, Awnings and Signs (1984).
- › Standards and Guidelines for the Conservation of Historic Places in Canada.
- › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
- › City of Victoria Heritage Program Sign & Awning Guidelines (1981).
- › Bay Site Design Guidelines (2006).

Map 35: DPA 3 (HC): Core Mixed-Use Residential



DPA 3 (HC): CORE MIXED-USE RESIDENTIAL

1. Pursuant to Section 919.1(1) (d) and (f) and 970.1 (1) of the Local Government Act, the area that is shaded and circumscribed by solid lines on Map 35 is designated as Development Permit and Heritage Conservation Area DPA 3 (HC), Core Mixed-Use Residential, for the purposes of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
 - (c) Heritage conservation.
2. Application and Exemptions:
 - (a) Development Permits and Heritage Alteration Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 3 (HC), Core Mixed-Use Residential:
 - (i) A Heritage Alteration Permit is not required except for land, buildings or other structures, or portions thereof, which are:
 - (1) listed on the City of Victoria Heritage Register;
 - (2) subject to a Heritage Designation Bylaw; or
 - (3) subject to a Covenant for heritage conservation.
 - (ii) A Development Permit is not required for:
 - (1) actions subject to and addressed in a Heritage Alteration Permit;
 - (2) residential single-family dwellings and their accessory buildings and structures; or,
 - (3) residential duplexes and their accessory buildings and structures.
3. The special features, characteristics and special conditions that justify this designation include:
 - (a) The Core Residential area is a major residential district on the edge of a regional commercial and employment district. It has lands available for residential growth through intensified multi-unit residential and mixed use development. There is also some capacity for commercial development close to the Core Business area, along Blanshard Street, Pandora Avenue and Yates Street.
 - (b) Medium-to-high density multi-unit and commercial development are identified in this plan for the Core Residential area with built form and place character appropriate to an urban, high-density, setting.
 - (c) The Core Residential area has heritage value for its role as a church precinct. The form and character of the area has evolved in response to clustering of churches along and near Quadra Street, with the spires of which have been prominent features in the surrounding skyline since the late 19th and early 20th century.
4. The objectives of this designation include:
 - (a) To transform the function, form and character of the Core Residential area through mid-to-high-rise residential mixed use and commercial buildings, with greatest heights along Yates Street and Blanshard Street, balanced with protection of views from public vantage points of heritage landmark buildings primarily clustered along Quadra Street, as identified on Map 8 in this plan.
 - (b) To conserve and enhance the heritage value, special character and the significant historic buildings, features and characteristics of this area.
 - (c) To enhance the area through a high quality of architecture, landscape and urban design that reflects the function of a major residential centre on the edge of a central business district in scale, massing and character, while responding to its context of a skyline with prominent heritage landmark buildings.

5. Guidelines:

These Guidelines are to be considered and applied for both Heritage Alteration Permits and Development Permits.

- › Downtown Core Area Plan (2011).

Section Three: Districts – with special attention to the following policies:

- › 3.100;
- › 3.102.

Section Five: Transportation and Mobility – with special attention to the following policies:

- › 5.26 to 5.30;
- › 5.33 to 5.35.6;
- › 5.73.

Section Six: Urban Design – with special attention to the following policies

- › 6.1 to 6.29;
- › 6.42 to 6.47;
- › 6.164 to 6.171;
- › 6.176 to 6.186.6;
- › 6.188

Section Seven: Heritage – with special attention to the following policies:

- › 7.22.

- › Guidelines for Fences, Gates and Shutters (2010).
- › Standards and Guidelines for the Conservation of Historic Places in Canada.
- › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
- › City of Victoria Heritage Program Sign & Awning Guidelines (1981).

Map 36: DPA 4: Town Centres



DPA 4: TOWN CENTRES

1. Pursuant to Section 919.1 (1) (d) and (f) of the Local Government Act, the area that is shaded and circumscribed by solid lines in Maps 37 and 38 is designated as Development Permit Area DPA 4, Town Centres, for the purposes of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
2. Application and Exemptions:
 - (a) Development Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 4, Town Centres:

A Development Permit is not required for the following:

 - (i) residential single family dwellings and their accessory buildings and structures;
 - (ii) residential duplexes and their accessory buildings and structures; or
 - (iii) the construction, placement or alteration of a building or structure having a total floor area, including any floor area to be added by alteration, that does not exceed 9.2m².
3. The special conditions that justify this designation include:
 - (a) Mayfair Mall and Hillside Mall are presently regional shopping centres. Each mall and surrounding lands within this designation are envisioned to become Town Centres that would provide commercial, office, visitor accommodation and community services to support adjacent Traditional and Urban Residential areas, General Employment areas and the surrounding region. Multi-family (multi-unit) residential use is also envisioned to be integrated within each Town Centre. Both the Mayfair Mall and Hillside Mall sites are not yet realized as complete Town Centres, requiring revitalization.
 - (b) The Mayfair and Hillside Town Centres are also envisioned to be rapid and frequent transit service hubs, respectively. The Mayfair Mall and Hillside Mall sites are presently designed to serve automobile travel and are characterized by an abundance of surface parking lots, many

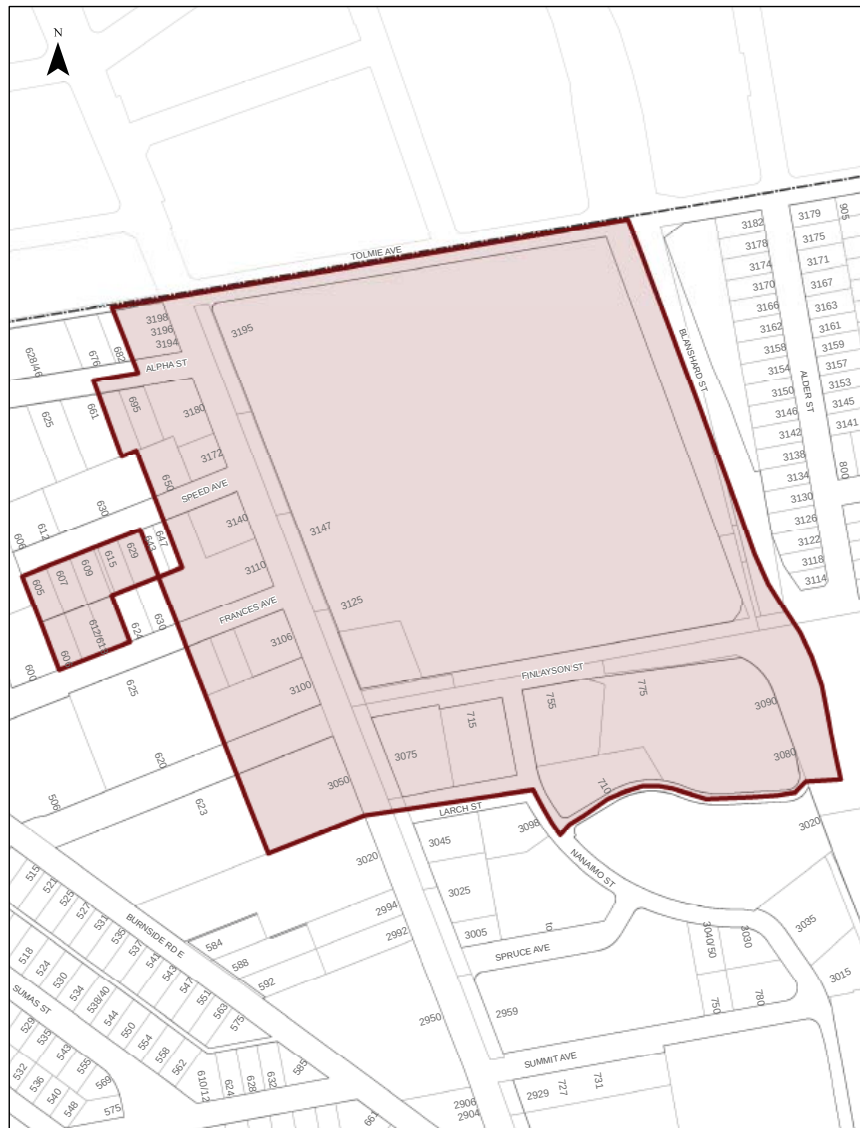
which are sited adjacent to flanking streets. Revitalization of both areas is needed to enhance their function as transit-oriented hubs and to become more pedestrian and cyclist-friendly.

- (c) The Mayfair Mall and Hillside Mall sites and surrounding lands within this designation have capacity for development in the form of mid-rise building types that include multi-unit residential, commercial and mixed uses. Revitalization is needed to achieve built form and place character that defines streets and sidewalks with building facades, locates parking away from streets, and creates a unique sense of place in each Town Centre.
 - (d) The Mayfair Mall and Hillside Mall sites are both located at different points along the northern border of the City, with Mayfair Mall in particular located between Douglas and Blanshard Streets which function as major entry points. Both locations offer opportunities as gateways into Victoria.
4. The objectives that justify this designation include:
 - (a) To revitalize the Mayfair Mall site, Hillside Mall site and adjacent lands within this designation as Town Centres.
 - (b) To accommodate 40% of Victoria's anticipated population growth in the Town Centres and Large Urban Villages to encourage and support a mix of commercial and community services primarily serving the surrounding residential areas.
 - (c) To realize Douglas Street as a significant transportation corridor with rapid transit, designed as a “complete street” that serves all transportation modes – pedestrians, cyclists, public transit passengers and vehicles, commercial vehicles and automobiles, with adjacent development to support and advance this objective.
 - (d) To revitalize the Mayfair Mall and Hillside Mall sites and adjacent lands in this designation into rapid and frequent transit service hubs with urban design that supports this function, encourages pedestrian and cycling use and enhances the experience of pedestrians and cyclists.
 - (e) To achieve a unique character and sense of place in the design of each Town Centre through high quality architecture, landscape and urban design with the inclusion of new landmarks.
 - (f) To include special design features within the Mayfair and Hillside Town Centres to mark each as gateways into Victoria to enhance a sense of arrival and departure.

5. Guidelines:

These Guidelines are to be considered and applied for Development Permits:

- (a) Guidelines for all Town Centres:
 - (i) Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - (ii) Guidelines for Fences, Gates and Shutters (2010).
 - (iii) Buildings are encouraged to have three to five storey facades that define the street wall with shop windows and building entrances that are oriented to face the street.
 - (iv) Off-street parking must be underground, at the rear of buildings or otherwise screened.
- (b) In addition to the above, the following guidelines apply to specific Town Centres:
 - (i) Hillside Town Centre:
 - (1) The following guidelines from the Oaklands Neighbourhood Plan:
 - (a) Break up expanses of surface parking by integrating landscaping.
 - (b) Provide coherent landscaping throughout the commercial properties along the south side of Hillside Avenue to soften the urban character and provide a sensitive transition from the Town Centre to the surrounding residential neighbourhood.

Map 37: DPA 4: Town Centre – Mayfair**Map 38: DPA 4: Town Centre – Hillside**

Map 39: DPA 5: Large Urban Villages



DPA 5: LARGE URBAN VILLAGES

1. Pursuant to Section 919.1 (1) (d) and (f) of the Local Government Act, the area that is shaded and circumscribed by solid lines in Maps 40, 41, 42, 43, 44, 45, 46 and 47 is designated as Development Permit Area DPA 5, Large Urban Villages, for the purposes of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
2. Application and Exemptions:
 - (a) Development Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 5, Large Urban Villages:
 - (i) A Development Permit is not required for the following:
 - (1) residential single family dwellings and their accessory buildings and structures;
 - (2) residential duplexes and their accessory buildings and structures;
 - (3) the construction, placement or alteration of a building or structure having a total floor area, including any floor area to be added by alteration, no greater than 9.2m²; or
 - (4) changes to existing landscaping, other than landscaping identified in a development permit for the property.
3. The special conditions that justify this designation include:
 - (a) Large Urban Villages are nodes of commercial and community services that primarily support adjacent Traditional and Urban Residential areas, with some also serving nearby General Employment areas. The Large Urban Villages within this designation are at various stages of revitalization. Some have experienced redevelopment and improvements to property, while others have not yet become Large Urban Villages. All have remaining potential for revitalization and capacity for commercial, multi-family (multi-unit) residential and mixed-use development.
 - (b) Low to mid-rise building types that include commercial, multi-unit residential and mixed uses are identified in this plan for Large Urban Villages with built form and place character that defines streets and sidewalks with building facades and locates parking away from streets.
 - (c) Cook Street Village is a commercial node that serves nearby residents and attracts visitors from outside the neighbourhood given its close proximity to Beacon Hill Park and the Dallas Road waterfront. Cook Street is presently flanked by relatively low building forms with the potential for intensification of development. Mature trees with large canopies define and enclose the Cook Street corridor, contributing to a unique sense of place and character.
 - (d) Humber Green was an area with historical importance as a gateway into the City and is presently a busy intersection with commercial activity. The area includes a convergence of the City's main arterial streets that carry high traffic volumes, resulting in a busy node at the intersection of Douglas Street, Government Street, Gorge Road East and Hillside Avenue. Service commercial uses and surface parking lots presently characterize this area. Revitalization is needed to realize the area as a Large Urban Village and return it to a gateway.
 - (e) The James Bay Village is the centre of the James Bay neighbourhood and located at a five-point intersection of Menzies, Simcoe and Toronto Streets. It is a commercial node that includes mixed uses, community services and a park, containing a variety of building ages, types and forms. It lacks coherent design with respect to site planning and building placement. Some redevelopment has occurred on the east side of the Village along Menzies Street, however, the majority of the Village is characterized by low building forms and some surface parking lots oriented towards the streets with the potential for revitalization.
 - (f) Jubilee Village acts as the commercial centre of the Jubilee neighbourhood and is anchored by the Royal Jubilee Hospital campus and related commercial, retail and multi-unit residential development. The hospital is located adjacent to lower-density Traditional Residential areas and is in the process of expanding hospital facilities and supporting commercial uses. As part of the Jubilee Village, East Fort Street is a commercial street that provides a significant entry into Victoria. Revitalization is needed to ensure sensitive transitions

between the Royal Jubilee Hospital expansion including its associated commercial uses and flanking Traditional Residential areas. Portions of Fort Street that lie within this designation are also in need of beautification and human-scaled urban design.

- (g) Quadra Village is the commercial centre of the Hillside-Quadra neighbourhood. It is located at the intersection of Hillside Avenue and Quadra Street, both arterial streets designed to carry high volumes of traffic. Quadra Village contains a variety of building ages, types and forms including a large, central grocery store and a landmark cinema theatre that contributes to village character. Streetscape improvements have been introduced into the village to create a more human-scaled environment and quality pedestrian experience, however, further revitalization is needed.
- (h) The Selkirk waterfront was formerly a heavy industrial site in need of revitalization and has developed into a mixed-use village with a variety of housing types, commercial use, buildings that define a network of intimate streets, pedestrian pathways and open spaces, and public access along the waterfront. Revitalization of Selkirk has occurred and continues, but the vision for the area is not yet complete, with ongoing revitalization necessary to realize it as a complete neighbourhood village. Nearby industrial use along Garbally Road continues to operate and is included within this designation to improve compatibility with the adjacent mixed-use Selkirk waterfront area.
- (i) The Stadacona Village is a mixed use development that includes a food market, other commercial uses and multi-unit residential. It is located at the point at which different street patterns come together creating unusual lot configurations that offer opportunities for the provision of open space and distinctive urban design. The Stadacona Village is surrounded by green space at the intersection of Fort Street and Pandora Avenue and at Stadacona Park. It is within the Fernwood neighbourhood and borders other neighbourhoods with different characteristics affecting design. Revitalization is needed to permit intensification of development balanced with the open space character, to achieve a unique sense of place and coherent urban design.
- (j) The Victoria West Village is a commercial node serving the surrounding neighbourhood. It is located near the Galloping Goose Trail, Victoria West Park, adjacent to higher-density comprehensive developments and bisected by Bay Street, all which contribute to its vitality. It has not

been fully realized as a complete village and is in need of revitalization, particularly along the north side of Bay Street which is currently under-utilized and envisioned for more intensive forms of residential development with ground level commercial use.

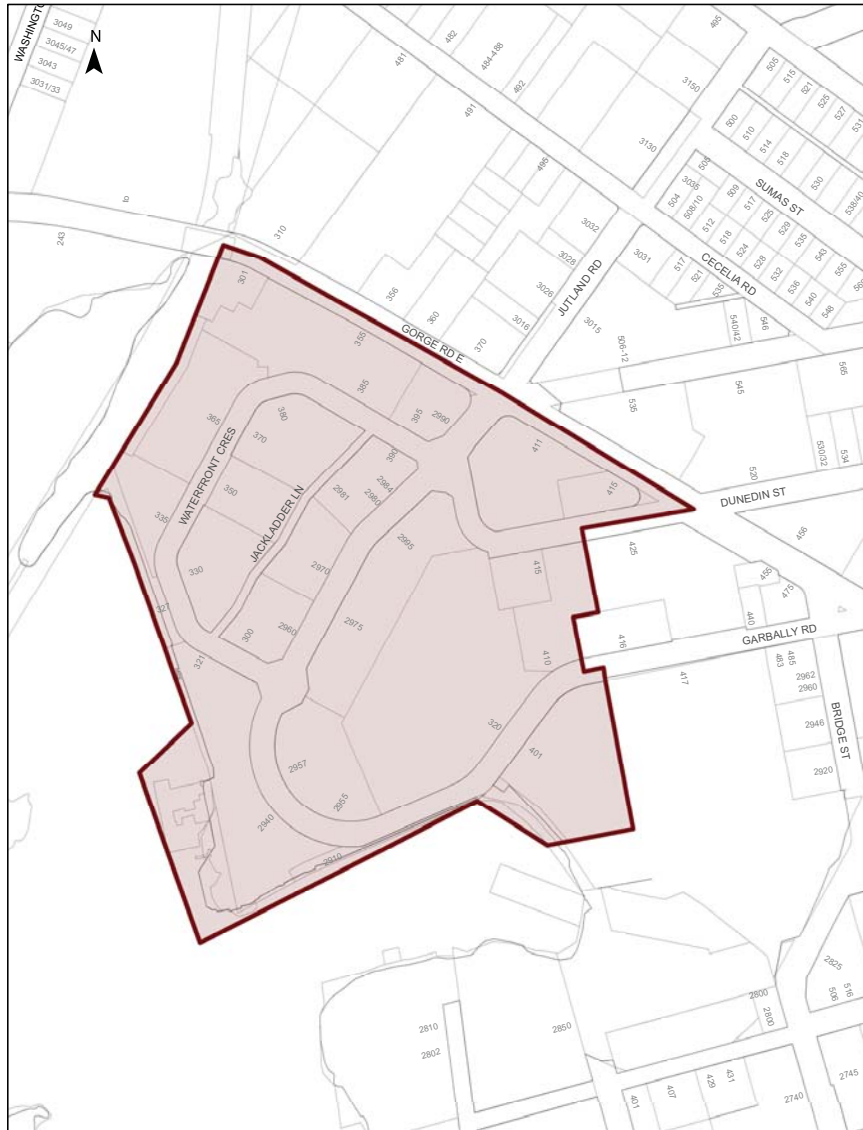
- 4. The objectives that justify this designation include:
 - (a) To accommodate 40% of Victoria's anticipated population growth in the Town Centres and Large Urban Villages to encourage and support a mix of commercial and community services primarily serving the surrounding residential areas.
 - (b) To revitalize areas of commercial use into complete Large Urban Villages through human-scale design of buildings, streets, squares and other public spaces to increase vibrancy and strengthen commercial viability.
 - (c) To achieve a high quality of architecture, landscape and urban design in all Large Urban Villages to enhance their appearance and identify villages as important neighbourhood centres.
 - (d) To achieve a unique character and sense of place in the design of each Large Urban Village, with consideration for potential new landmarks.
 - (e) To establish gateways along prominent corridors to signal and celebrate arrival into the City and neighbourhoods within Humber Green Village, Jubilee Village and Stadacona Village.
 - (f) To design all Large Urban Villages in a manner that encourages pedestrian and cycling use and enhances the experience of pedestrians and cyclists.
 - (g) To develop Humber Green Village into a transit-oriented Large Urban Village.
 - (h) To revitalize Jubilee Village through beautification of East Fort Street, urban design that integrates and improves the experience of pedestrians and cyclists throughout the village, and ensure sensitive transitions between the Royal Jubilee Hospital site, particularly its commercial uses with adjacent residential areas.
 - (i) To complete revitalization of Selkirk Village with new residential and commercial mixed-use development that is compatible with nearby industrial uses along Garbally Road.

5. Guidelines:

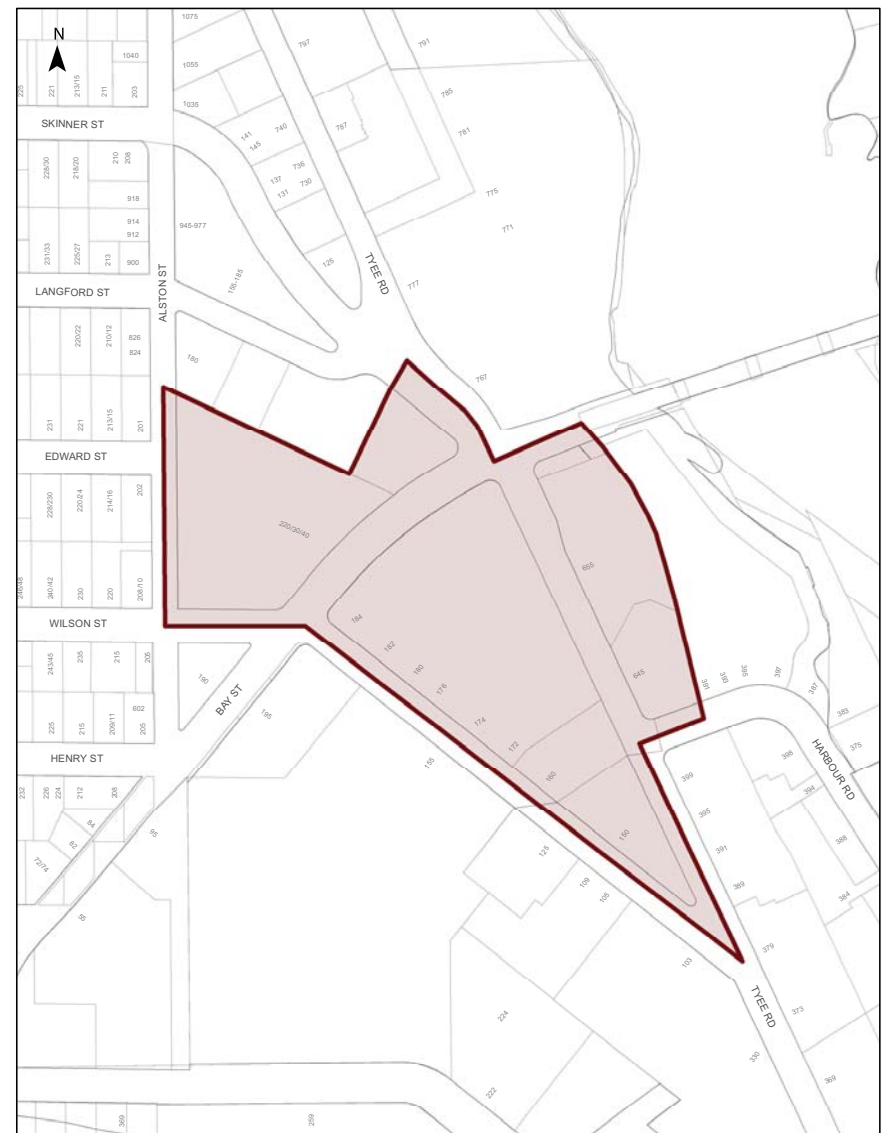
These Guidelines are to be considered and applied for Development Permits:

- (a) Guidelines for all Large Urban Villages:
 - (i) Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - (ii) Guidelines for Fences, Gates and Shutters (2010).
 - (iii) Buildings are encouraged to have three to five storey facades that define the street wall with shop windows and buildings entrances that are oriented to face the street.
- (b) In addition to the above guidelines, the following guidelines apply to specific Large Urban Villages:
 - (i) Cook Street Village:
 - Cook Street Village Guidelines (2003).
 - (ii) Humber Green Village:
 - Burnside Neighbourhood Plan (1992).
 - Humber Green Guidelines (2010).
 - (iii) Quadra Village:
 - Quadra Village Design Guidelines (1998).
 - (iv) Selkirk Village:
 - Selkirk Waterfront Urban Design Manual (1993).
 - (v) Stadacona Village:
 - Oak Bay Avenue Land Use and Design Guidelines (2001).
 - (vi) Victoria West Village:
 - Policy Plan and Design Guidelines for the Songhees Area of Victoria West (2005).

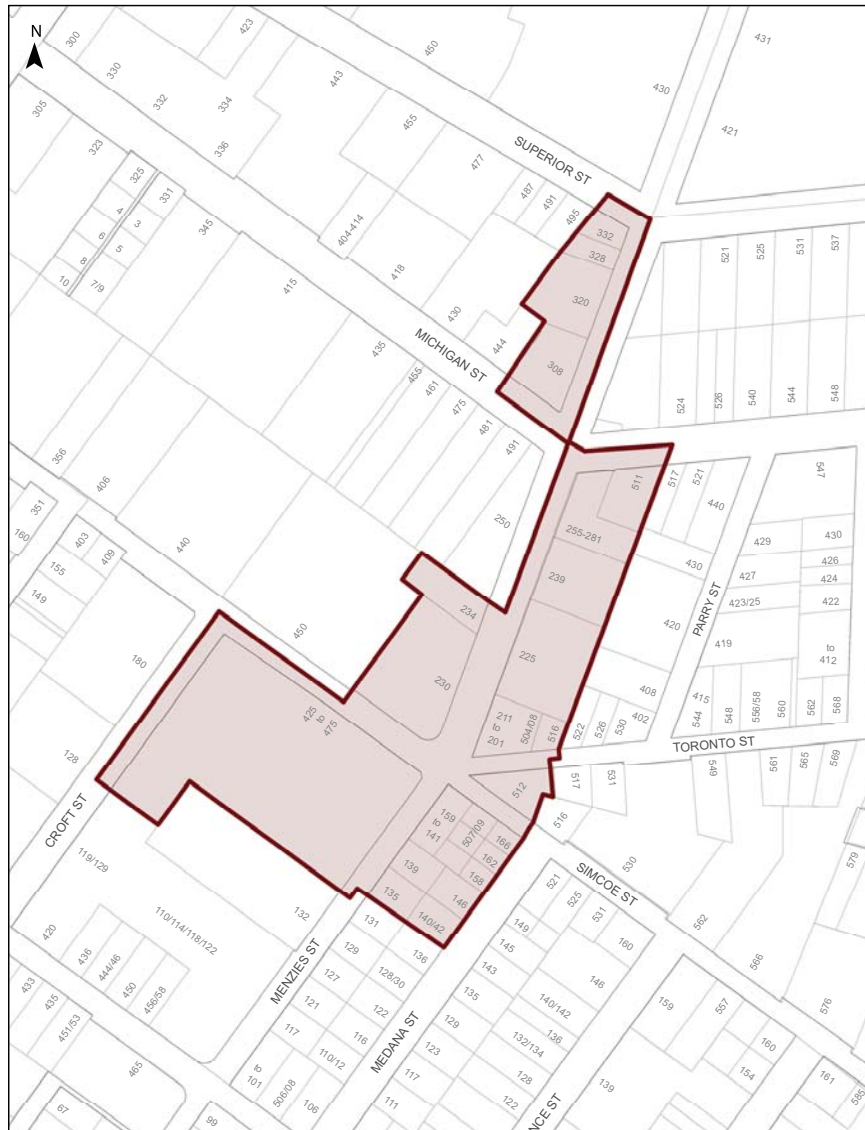
Map 40: DPA 5: Large Urban Villages – Selkirk



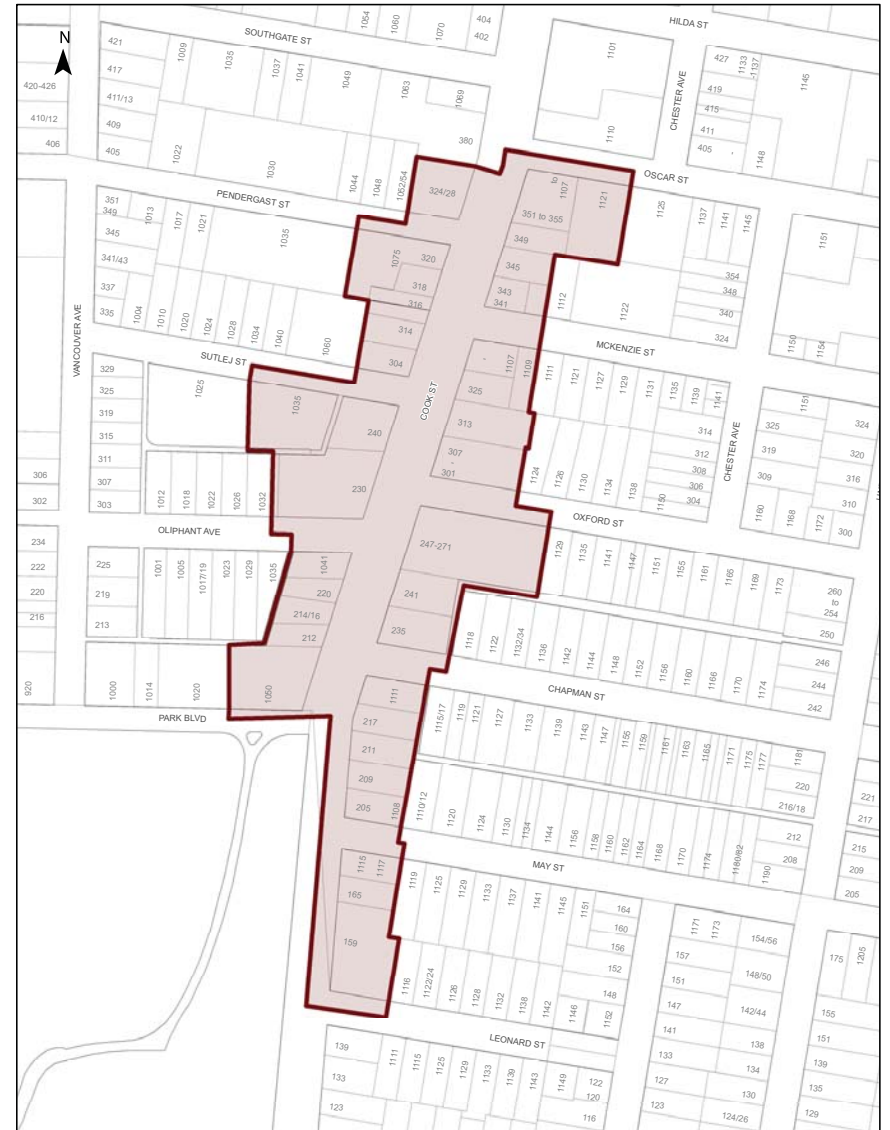
Map 41: DPA 5: Large Urban Villages – Victoria West Village



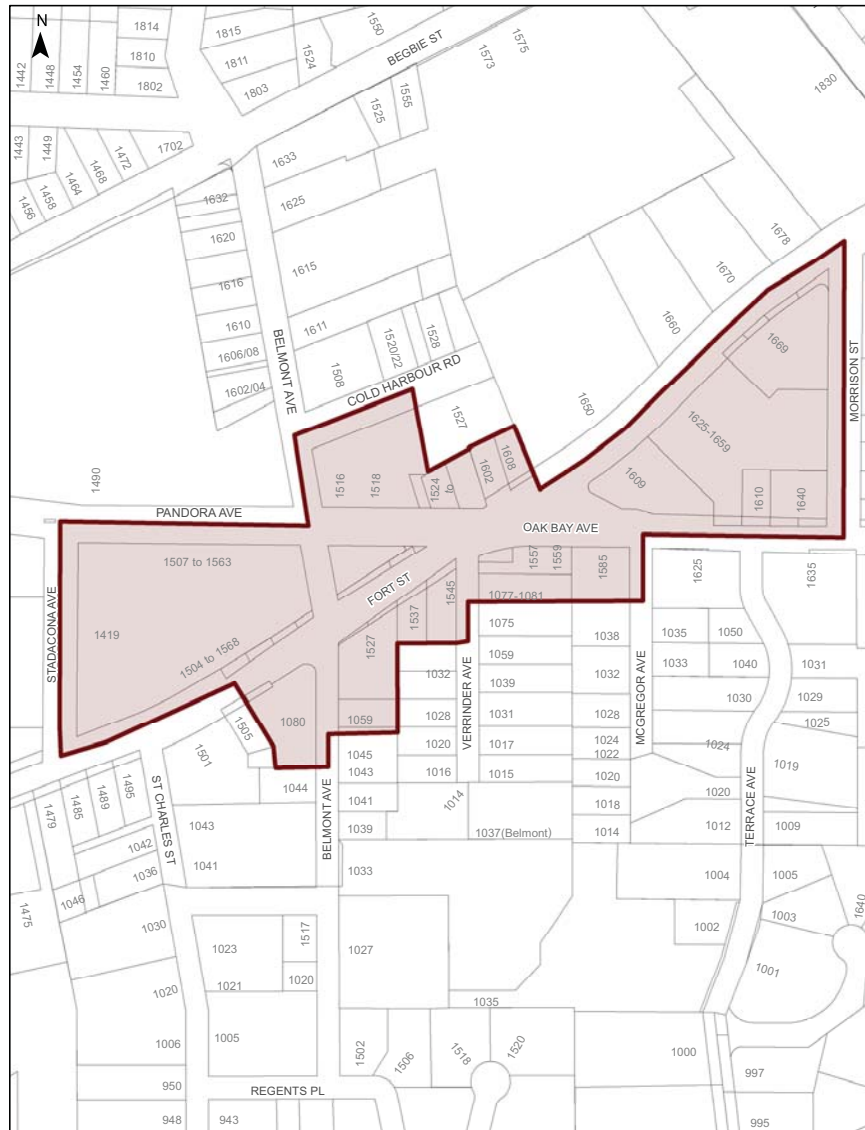
Map 42: DPA 5: Large Urban Villages – James Bay Village



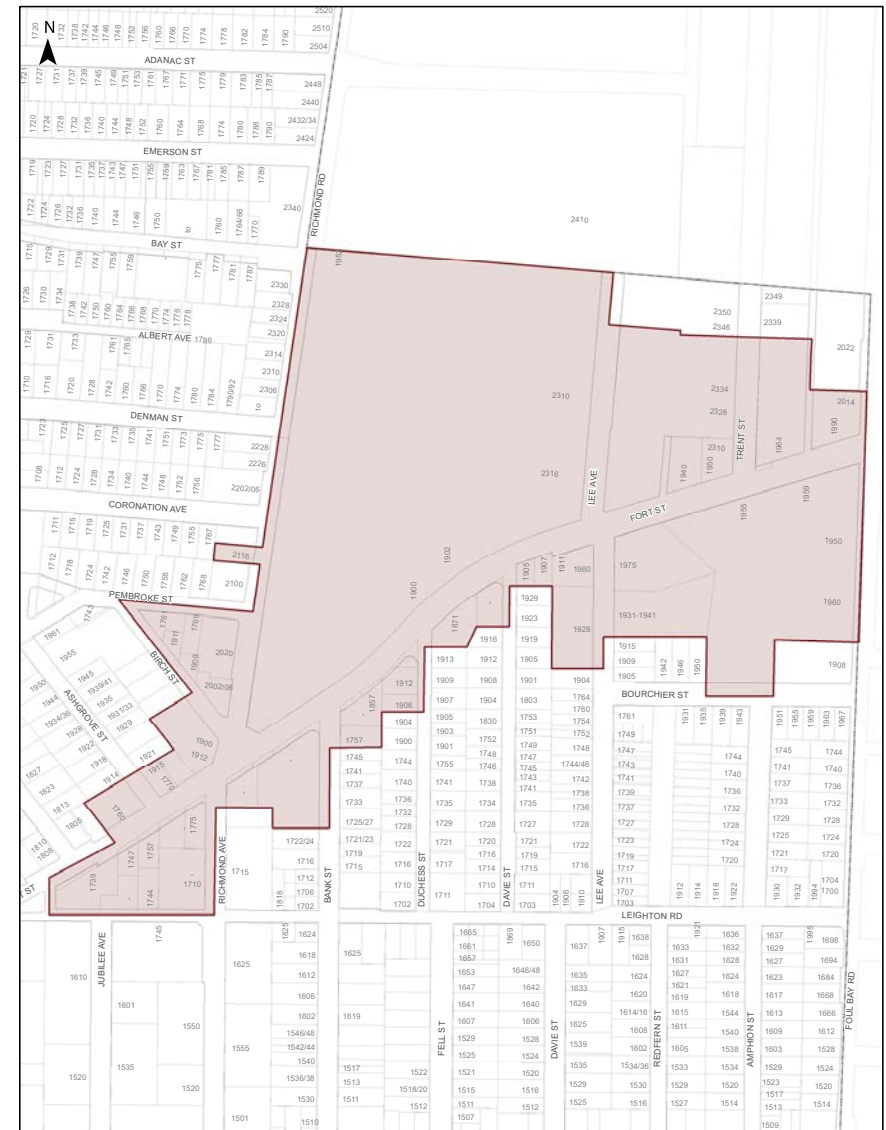
Map 43: DPA 5: Large Urban Villages – Cook Street Village

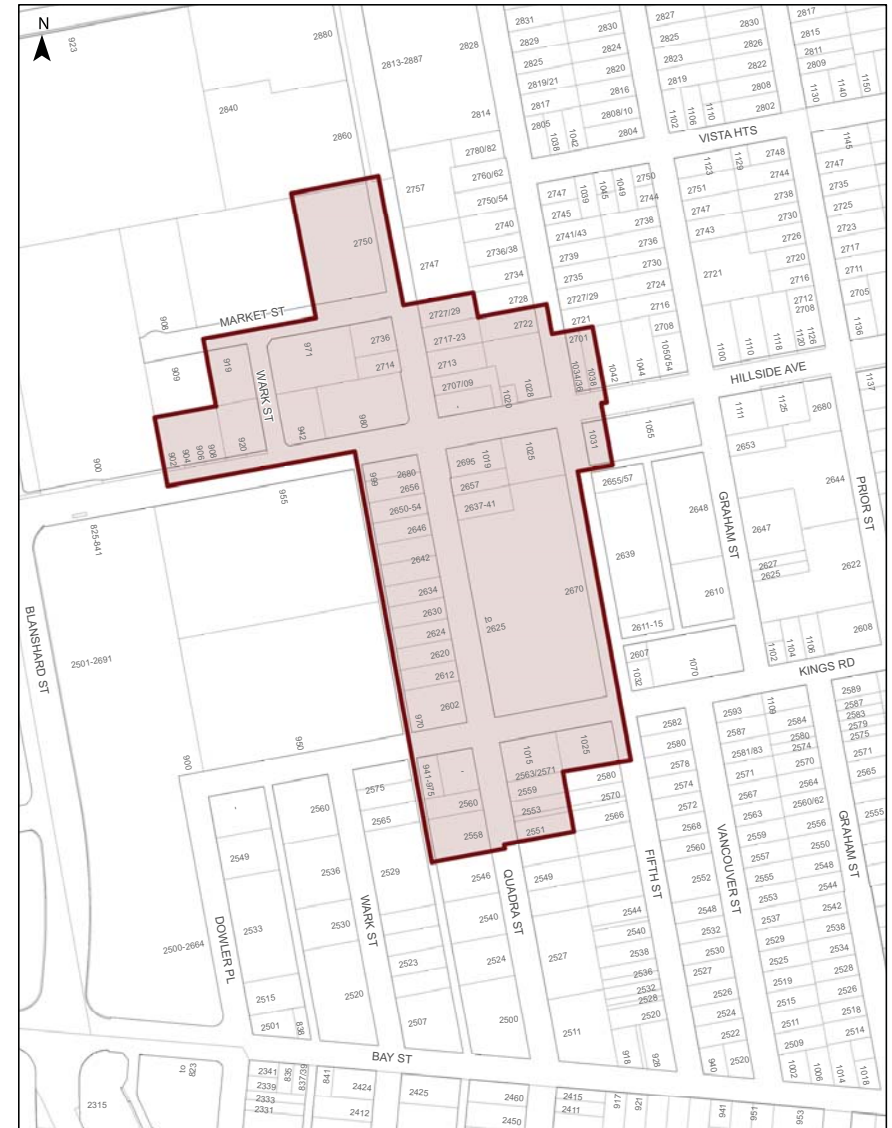


Map 44: DPA 5: Large Urban Villages – Stadacona Village

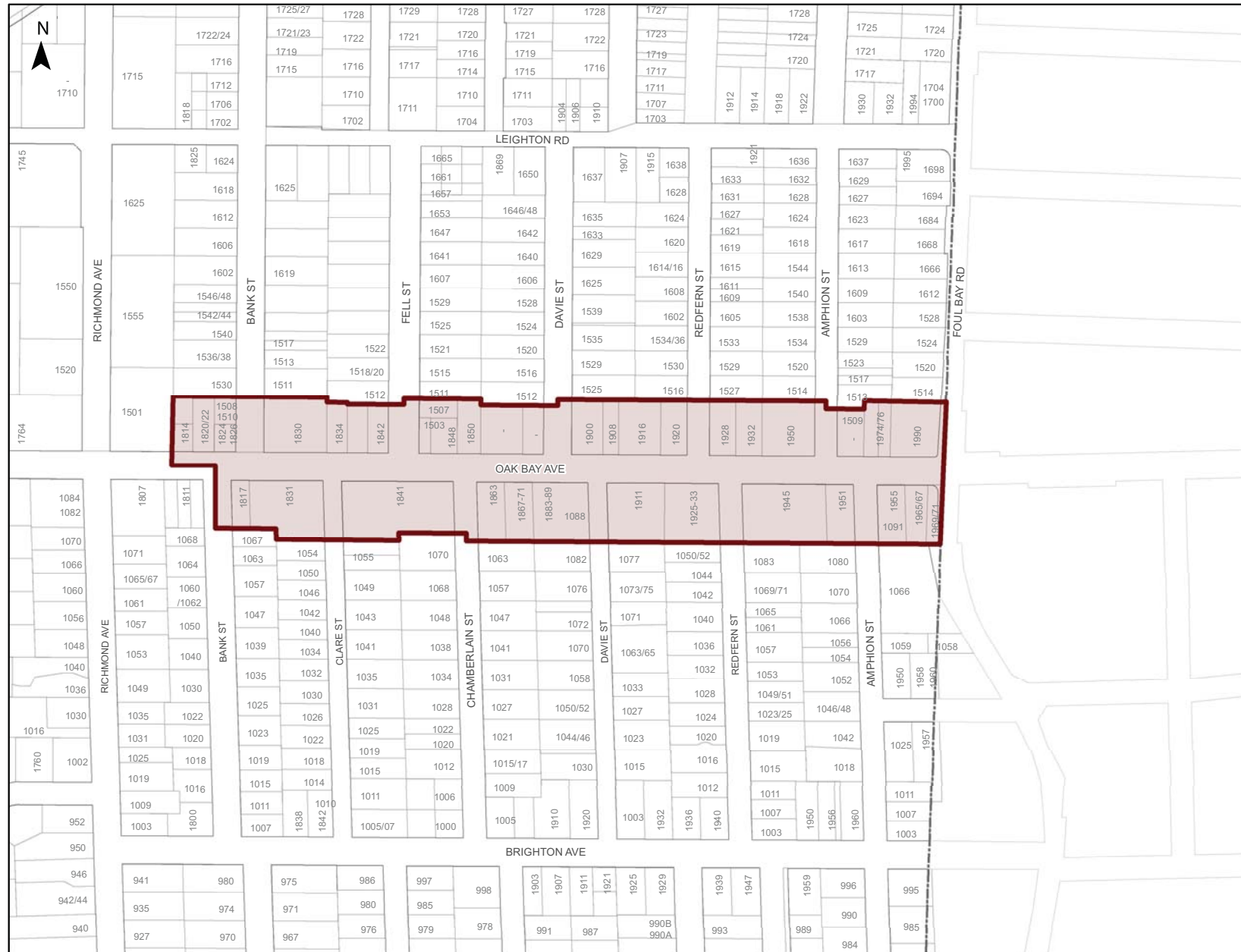


Map 45: DPA 5: Large Urban Villages – Jubilee Village



Map 46: DPA 5: Large Urban Villages – Humber Green Village**Map 47: DPA 5: Large Urban Villages – Quadra Village**

Map 48: DPA 6A: Small Urban Villages



DPA 6A: SMALL URBAN VILLAGES

1. Pursuant to Section 919.1 (1) (d) and (f) of the Local Government Act, the area that is shaded and circumscribed by solid lines in Map 48 is designated as Development Permit Area 6A, Small Urban Villages, for the purposes of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
2. Application and Exemptions:
 - (a) Development Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 6A, Small Urban Villages:
 - (i) A Development Permit is not required for the following:
 - (1) residential single family dwellings and their accessory buildings and structures;
 - (2) residential duplexes and their accessory buildings and structures;
 - (3) the construction, placement or alteration of a building or structure having a total floor area, including any floor area to be added by alteration, no greater than 9.2m²; or
 - (4) the changes to existing landscaping, other than landscaping identified in a development permit for the property.
3. The special conditions that justify this designation include:
 - (a) Small Urban Villages are nodes of commercial and community services that support adjacent Traditional and Urban Residential areas. While some improvements in these areas are complete, there remains potential for revitalization through infill and redevelopment of property. Small Urban Villages have some capacity for residential mixed-use development with active commercial at the street level, freestanding commercial buildings and multi-unit development.
 - (b) Low-rise commercial, multi-unit residential and mixed-use development are identified in this plan for Small Urban Villages with built form and place character appropriate to a node punctuating a surrounding residential area.
 - (c) Oak Bay Avenue Village is a linear commercial node serving surrounding residential areas and spans the Gonzales and South Jubilee neighbourhoods. Oak Bay Avenue provides an entry point into the City from the adjacent District of Oak Bay. The village is

distinguished from Large Urban Villages as it is compact with lower density Traditional Residential areas immediately adjacent.

4. The objectives that justify this designation include:
 - (a) To accommodate 10% of Victoria's anticipated population growth and associated housing growth in Small Urban Villages, and residential areas, to encourage and support future and existing commercial and community services.
 - (b) To revitalize areas of commercial use into complete Small Urban Villages through human-scale design of buildings, streets, squares and other public spaces to increase vibrancy and strengthen commercial viability.
 - (c) To achieve a high quality of architecture, landscape and urban design in all Small Urban Villages to enhance their appearance and to identify villages as neighbourhood nodes.
 - (d) To achieve a unique character and sense of place in the design of each Small Urban Village, with consideration for potential new landmarks.
 - (e) To ensure Small Urban Villages are compatible with adjacent residential neighbourhoods through human-scaled urban design, a sensitive transition in building massing, siting and form, and consideration for traffic calming measures.
 - (f) To achieve a more coherent design of Small Urban Villages which span more than one neighbourhood.
 - (g) To design Small Urban Villages in a manner that encourages pedestrian and cycling use and enhances the experience of pedestrians and cyclists.
 - (h) To establish a gateway within Oak Bay Avenue Village to signal and celebrate arrival into the City and neighbourhoods.

5. Guidelines:

These Guidelines are to be considered and applied for Development Permits:

- (a) Guidelines for all Small Urban Villages:
 - (i) Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - (ii) Guidelines for Fences, Gates and Shutters (2010).
 - (iii) Buildings are encouraged to have shop windows and building entrances that are oriented towards the street.
- (b) In addition to the above guidelines, the following guidelines apply to specific Small Urban Villages:
 - (i) to Oak Bay Avenue Village:
 - Oak Bay Avenue Land Use and Design Guidelines (2001).

Map 49: DPA 6B (HC): Small Urban Villages Heritage



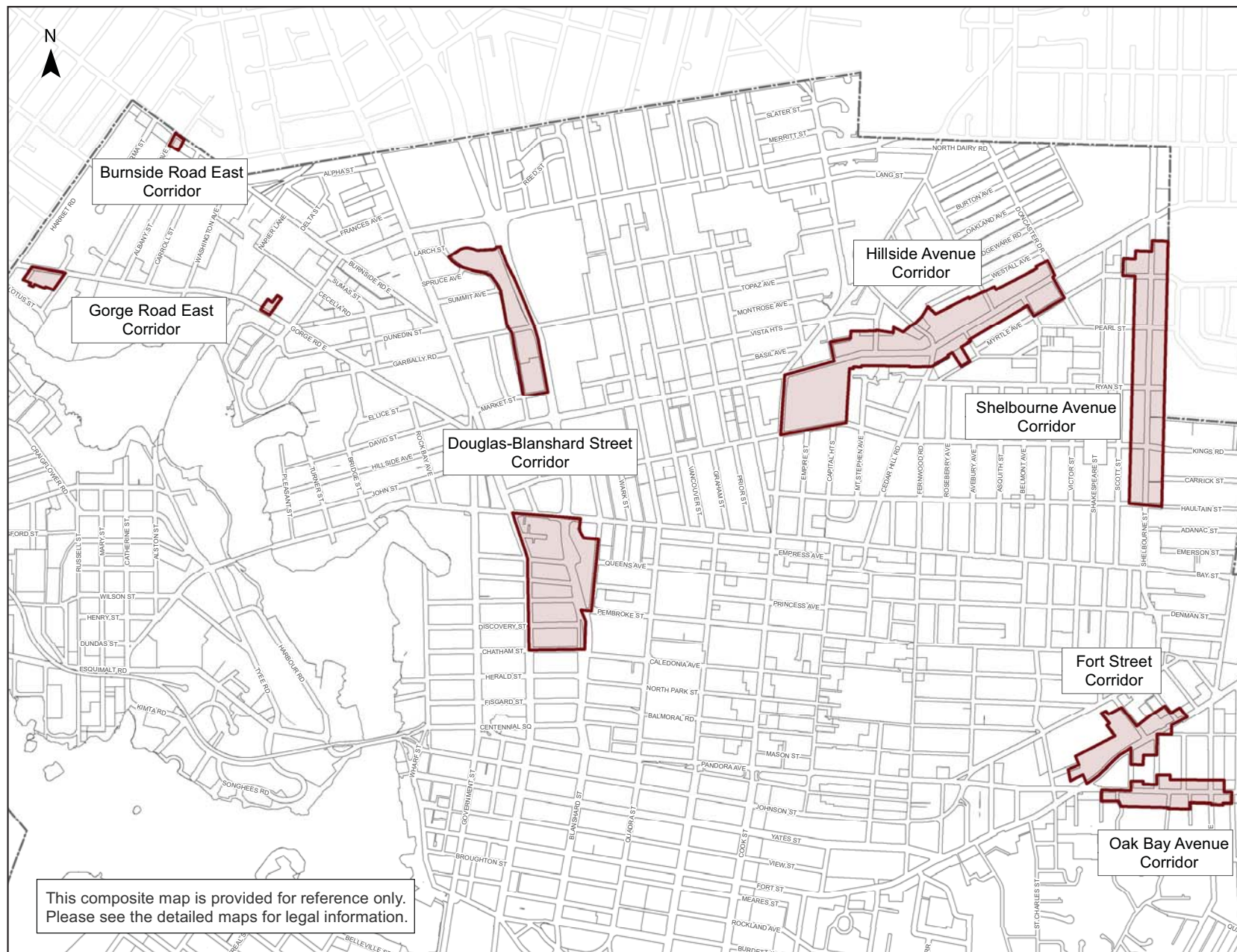
DPA 6B (HC): SMALL URBAN VILLAGES HERITAGE

1. Pursuant to Section 919.1 (1) (d) and (f) and 970.1 (1) of the Local Government Act, the area that is shaded and circumscribed by solid lines on Map 49 is designated as Development Permit and Heritage Conservation Area DPA 6B (HC), Small Urban Villages Heritage, for the purposes of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
 - (c) Heritage conservation.
2. Application and Exemptions:
 - (a) Development Permits and Heritage Alteration Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 6B (HC), Small Urban Villages Heritage:
 - (i) A Heritage Alteration Permit is not required except for land, buildings or other structures, or portions thereof, which are:
 - (1) listed on the City of Victoria Heritage Register;
 - (2) subject to a Heritage Designation Bylaw; or
 - (3) subject to a Covenant for heritage conservation.
 - (ii) A Development Permit is not required for the following:
 - (1) Actions subject to and addressed in a Heritage Alteration Permit;
 - (2) residential single family dwellings and their accessory buildings and structures; or
 - (3) residential duplexes and their accessory buildings and structures.
3. The special features, characteristics and special conditions that justify this designation include:
 - (a) Small Urban Villages are nodes of commercial and community services that support adjacent Traditional and Urban Residential areas. While some improvements in these areas are complete, there remains potential for revitalization through infill, building additions and heritage conservation. Small Urban Villages have some capacity for residential mixed use development with active commercial at the street level, freestanding commercial buildings and multi-family (multi-unit) residential.
 - (b) Low-rise commercial and multi-unit and residential mixed-use development are identified in this plan for Small Urban Villages with built form and place character appropriate to a node punctuating a surrounding residential area.
 - (c) Fernwood Village is a small commercial district with a majority of buildings that date to the Victorian and Edwardian era. Many buildings are listed on the City of Victoria Heritage Register, and some are protected heritage property.
4. The objectives of this designation include:
 - (a) To accommodate 10% of Victoria's anticipated residential growth and associated housing growth in Small Urban Villages, and residential areas, to encourage and support future and existing commercial and community services.
 - (b) To revitalize an area of commercial use through infill, building additions and heritage conservation including exterior alterations and interior improvements that could alter the exterior of a building.
 - (c) To conserve and enhance the heritage value, special character and the significant historic buildings, features and characteristics of this area.
 - (d) To enhance the area through infill and building additions with a high quality of architecture, landscape and urban design that responds to its heritage setting through sensitive and innovative interventions.
5. Guidelines:

These Guidelines are to be considered and applied for both Heritage Alteration Permits and Development Permits.

 - (a) Guidelines for all Small Urban Villages Heritage:
 - › Standards and Guidelines for the Conservation of Historic Places in Canada.
 - › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - › City of Victoria Heritage Program Sign & Awning Guidelines (1981).
 - › Guidelines for Fences, Gates and Shutters (2010).
 - › Buildings are encouraged to have shop windows and building entrances that are oriented to face the street.

Map 50: DPA 7A: Corridors



DPA 7A: CORRIDORS

1. Pursuant to Section 919.1 (1) (d) and (f) of the Local Government Act, the area that is shaded and circumscribed by solid lines in Maps 51, 52, 53, 54, 55 and 56 is designated as Development Permit Area DPA 7A, Corridors, for the purposes of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
2. Application and Exemptions:
 - (a) Development Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 7A, Corridors:
 - (i) A Development Permit is not required for the following:
 - (1) residential single family dwellings and their accessory buildings and structures;
 - (2) residential duplexes and their accessory buildings and structures;
 - (3) the construction, placement or alteration of a building or structure having a total floor area, including any floor area to be added by alteration, no greater than 9.2m²; or
 - (4) changes to existing landscaping, other than landscaping identified in a development permit for the property.
3. The special conditions that justify this designation include:
 - (a) Victoria contains arterial and secondary arterial streets designed to carry high volumes of both through and local traffic at moderate speeds connecting to major city and regional destinations and points of entry. These street corridors are primarily routes for goods movement, transit and emergency response, and include sidewalks for pedestrians. Some also accommodate dedicated bicycle lanes.
 - (b) These corridors are flanked with a variety of building forms, densities and land uses that include commercial uses, resulting in urban design that is incoherent and in need of revitalization.
 - (c) Some corridors are adjacent to or nearby lower density Traditional Residential neighbourhoods, requiring consideration for sensitive transitions in built form and character.
 - (d) Higher volumes of traffic along corridors can impact surrounding residential areas and discourage pedestrian and bicycle use, requiring traffic be managed in a manner that minimizes conflicts, and enhances the experience of pedestrians and cyclists through public realm improvements.
4. The objectives that justify this designation include:
 - (a) To revitalize areas of commercial use along corridors through high quality architecture, landscape and urban design to enhance their appearance, achieve coherent design along corridors, strengthen commercial viability and encourage pedestrian use.
 - (b) To realize Douglas Street as a significant transportation corridor with rapid transit, designed as a “complete street” that serves all transportation modes – pedestrians, cyclists, public transit passengers and vehicles, commercial vehicles and automobiles, with adjacent development to support and advance this objective.
 - (c) To enhance the function of Gorge Road East, Fort Street, Hillside Avenue, Oak Bay Avenue and Shelbourne Street as frequent transit corridors through transit-oriented streetscaping, with the design of adjacent development to support and advance this objective.
 - (d) To ensure corridors are compatible with adjacent and nearby lower density residential neighbourhoods through human-scaled urban design and a sensitive transition in building form and place character.
5. Guidelines:
 These Guidelines are to be considered and applied for Development Permits:
 - (a) Guidelines for all corridors:
 - (i) Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - (ii) Guidelines for Fences, Gates and Shutters (2010).
 - (b) In addition to the above guidelines, the following guidelines apply to specific corridors:
 - (i) Burnside Road East corridor:
 - Burnside Neighbourhood Plan (1992).

(ii) Douglas-Blanshard Street corridor:

➤ Downtown Core Area Plan (2011)

Section Three: Districts – with special attention to the following policies:

- 3.48 to 3.49;
- 3.57;
- 3.59;
- 3.61;
- 3.63.

Section Five: Transportation and Mobility – with special attention to the following policies:

- 5.27 to 5.30;

Section Six: Urban Design – with special attention to the following policies:

- 6.1 to 6.6;
- 6.18 to 6.24;
- 6.29;
- 6.36 to 6.55.6;
- 6.65 to 6.73;
- 6.139 to 6.140;
- 6.142 to 6.144;
- 6.164 to 6.171;
- 6.176 to 6.186.6.

Section Seven: Heritage – with special attention to the following policies:

- 7.22.

(iii) Gorge Road East corridor:

➤ Gorge Road Guidelines (2006)

(iv) Hillside Avenue corridor including the Cridge Centre:

➤ Cridge Centre Design Guidelines (2001).

(v) Oak Bay Avenue corridor:

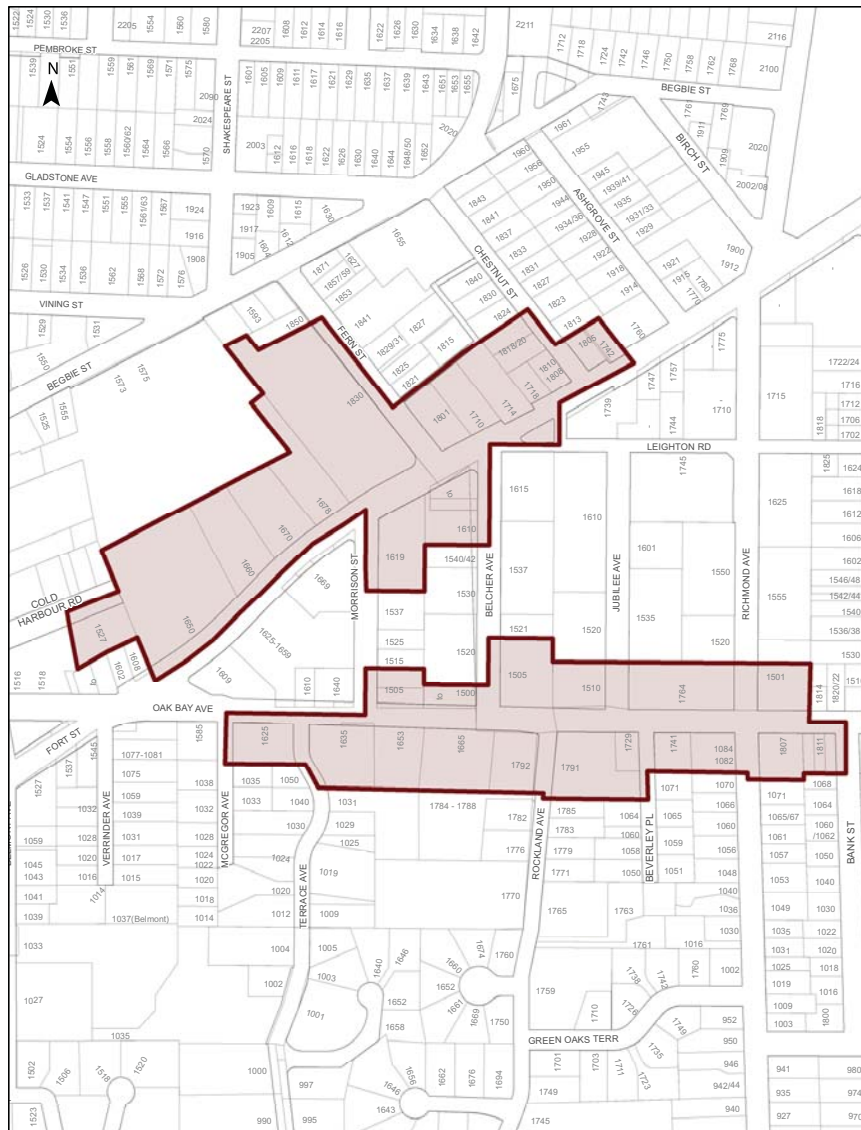
➤ Oak Bay Avenue Design Guidelines (2001)

(vi) Shelbourne Avenue corridor:

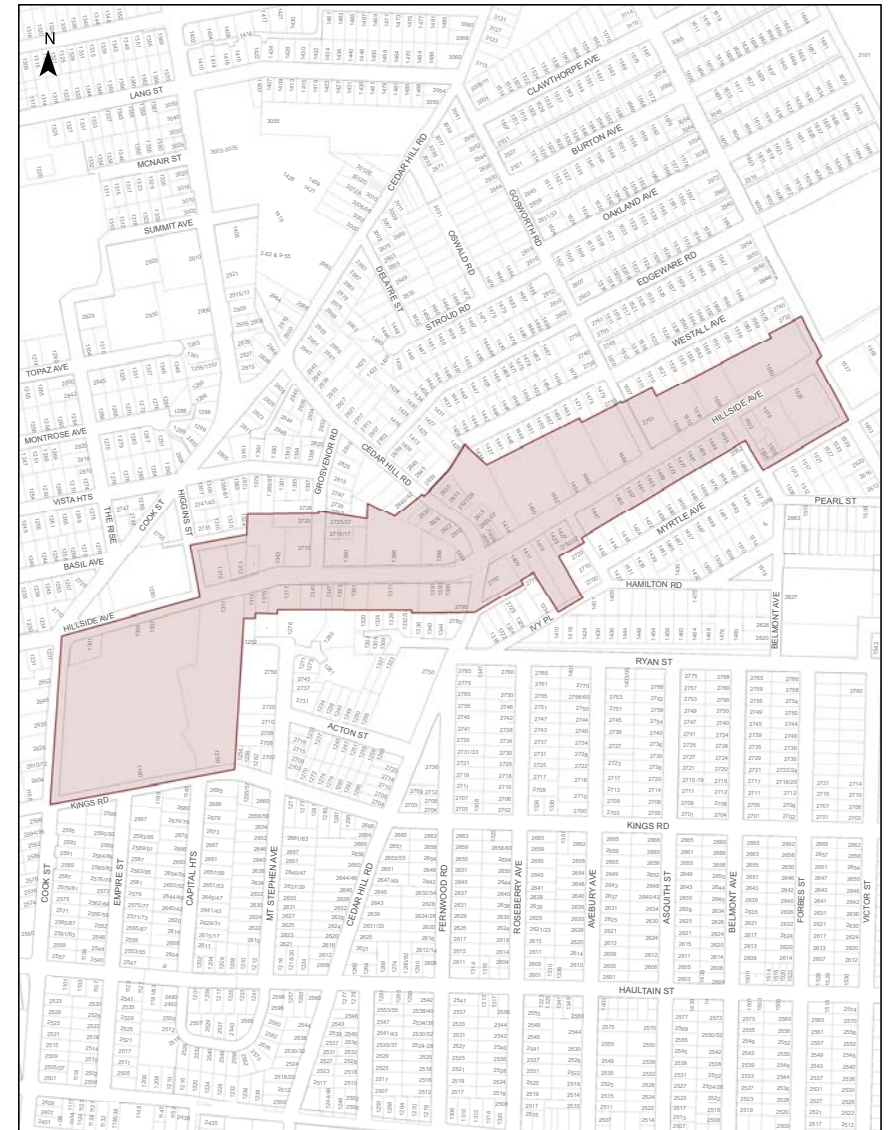
➤ The following guidelines from the Oaklands Neighbourhood Plan (1993):

- (a) The scale and massing of buildings should relate to adjacent buildings and provide a sensitive transition between a proposed development and its neighbours.
- (b) The location, height and form of buildings should be in keeping with the topography.
- (c) The shape, siting, roof lines and exterior finishes of buildings should be sufficiently varied to avoid a monotonous appearance.
- (d) Exterior lighting and signs should be unobtrusive and be in scale with their surroundings.
- (e) The landscaping treatment on commercial properties abutting residential areas should be designed to provide an immediate and effective buffer between these uses.

Map 51: DPA 7A: Corridors – Fort Street and Oak Bay Avenue



Map 52: DPA 7A: Corridors – Hillside Avenue



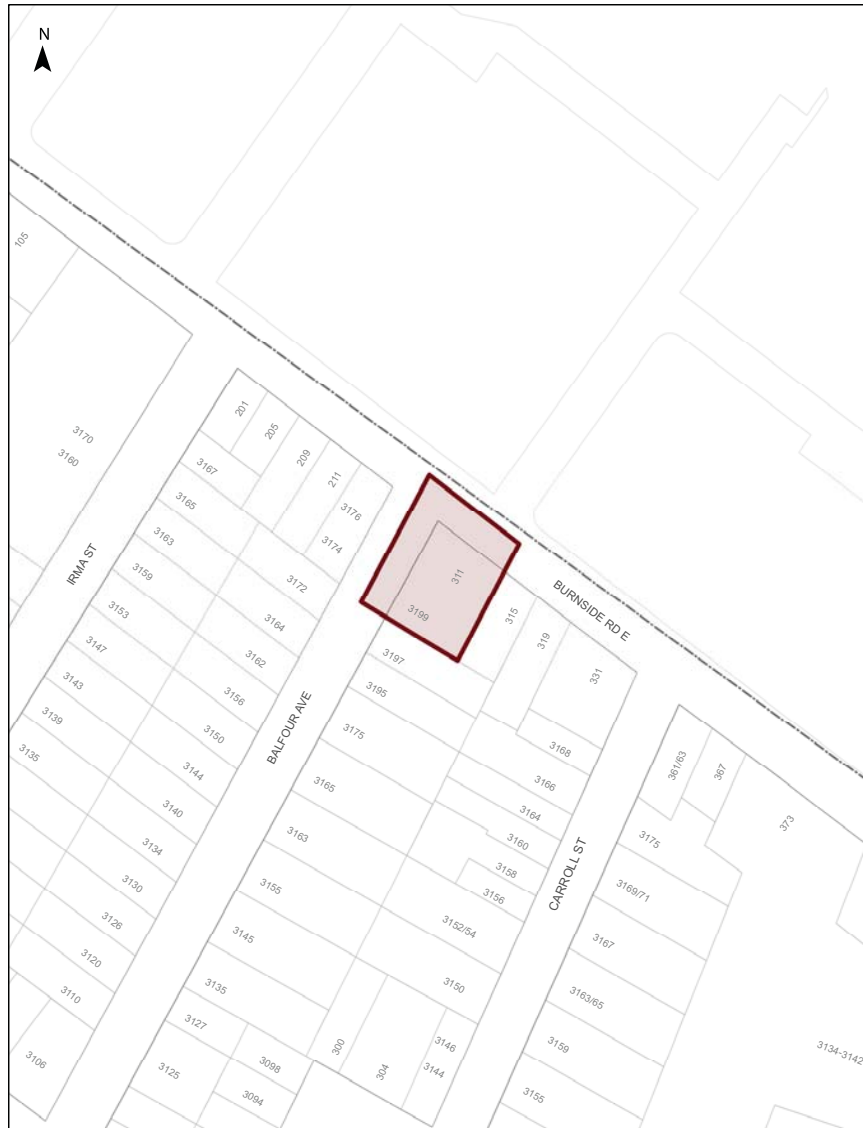
Map 53: DPA 7A: Corridors – Douglas Street and Blanshard Street



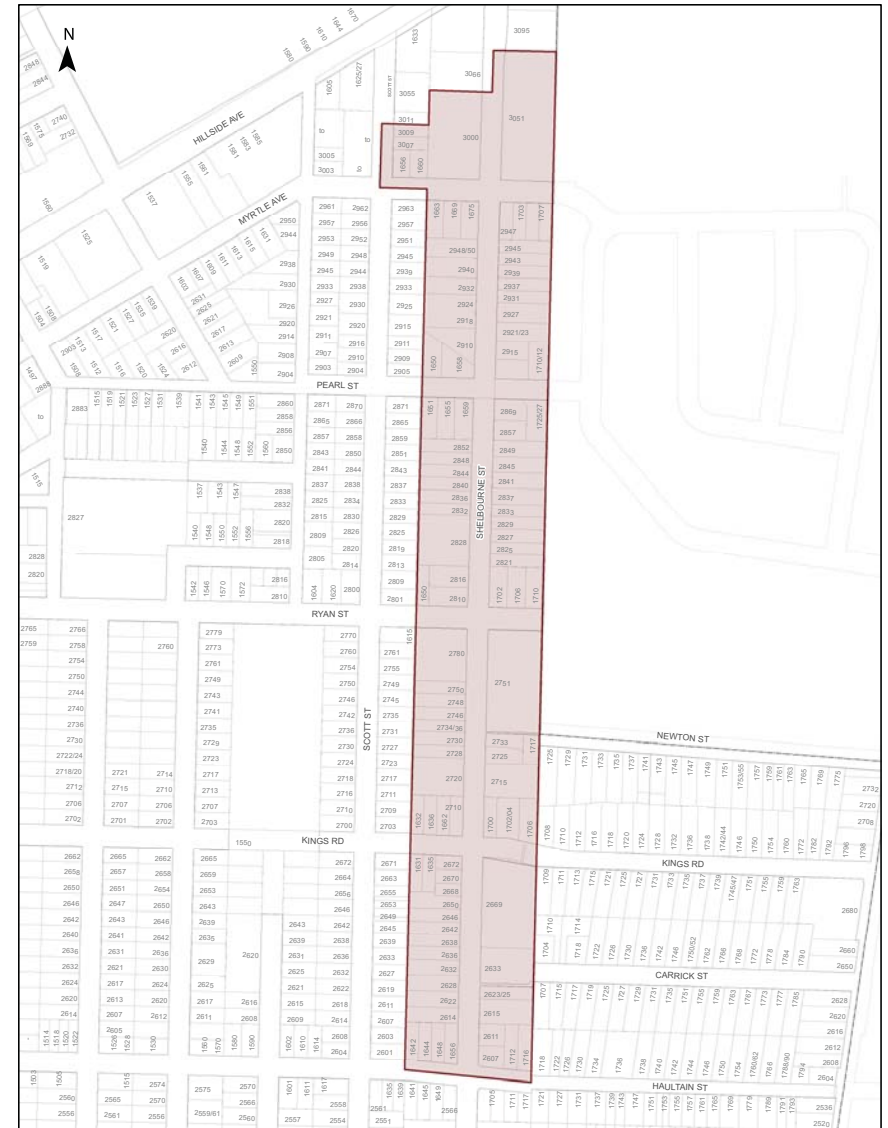
Map 54: DPA 7A: Corridors – Gorge Road East



Map 55: DPA 7A: Corridors – Burnside Road



Map 56: DPA 7A: Corridors – Shelbourne Avenue



Map 57: DPA 7B (HC): Corridors Heritage



DPA 7B (HC): CORRIDORS HERITAGE

1. Pursuant to Section 919.1(1) (d) and (f) and 970.1 (1) of the Local Government Act, the area that is shaded and circumscribed by solid lines on Map 57 is designated as Development Permit and Heritage Conservation Area DPA 7B (HC), Corridors Heritage, for the purposes of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
 - (c) Heritage conservation.
2. Application and Exemptions:
 - (a) Development Permits and Heritage Alteration Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 7B (HC), Corridors Heritage:
 - (i) A Heritage Alteration Permit is not required except for land, buildings or other structures, or portions thereof, which are:
 - (1) listed on the City of Victoria Heritage Register;
 - (2) subject to a Heritage Designation Bylaw; or
 - (3) subject to a Covenant for heritage conservation.
 - (ii) A Development Permit is not required for the following:
 - (1) actions subject to and addressed in a Heritage Alteration Permit;
 - (2) residential single family dwellings and their accessory buildings and structures; or
 - (3) residential duplexes and their accessory buildings and structures.
3. The special features, characteristics and special conditions that justify this designation include:
 - (a) Victoria contains arterial and secondary arterial streets designed to carry high volumes of both through and local traffic at moderate speeds connecting to major city and regional destinations and points of entry. These corridors are primarily routes for goods movement, transit and emergency response, and include sidewalks for pedestrians. Some also accommodate dedicated bicycle lanes.
 - (b) Higher volumes of traffic along corridors can impact surrounding residential areas and discourage pedestrian and bicycle use, requiring traffic be managed in a manner that minimizes conflicts, and enhancing the experience of pedestrians and cyclists through public realm improvements.
 - (c) Fort Street is a secondary arterial street from Blanshard Street to Harrison Street, where it transitions to an arterial street to the Oak Bay Boundary. While some improvements along the corridor are complete, there remains potential for revitalization through commercial, residential and mixed-use development. Fort Street corridor has capacity for intensification of commercial, multi-family (multi-unit) residential and mixed-use development with active commercial at street level.
 - (d) This plan identifies medium-to-high density commercial, multi-unit residential and mixed-use for Fort Street between Douglas Street and Cook Street and low-to-medium density between Cook Street and Charles Street. Generally the built form and character that is designated for Fort Street corridor is appropriate to transit-oriented development in close proximity to low-to-medium density residential areas.
 - (e) Fort Street has heritage value as a historic commercial district between Wharf Street and Cook Street. Some of the lands between Douglas Street and Blanshard Street are located in the view corridor of heritage landmark buildings as identified on Map in this plan: St. Andrew's Cathedral and St. Andrew's Presbyterian Church, the spires of which punctuate the surrounding skyline. There are also clusters of high quality examples of Italianate, Gothic Revival, Second Empire and Edwardian Vernacular-style houses between Cook Street and Ormond Street.
4. The objectives of this designation include:
 - (a) To revitalize arterial and secondary arterial streets to strengthen commercial viability and improve the pedestrian experience along the corridors.
 - (b) To conserve the heritage value, special character and the significant historic buildings, features and characteristics of this area.
 - (c) To achieve a more cohesive design, and enhanced appearance, along arterial and secondary arterial streets through high quality architecture, landscape and urban design responsive to its historic context through sensitive and innovative interventions.
 - (d) To encourage pedestrian and cycling use of corridors by enhancing the experience of pedestrians and cyclists through human-scaled urban design, including built form and place character considerations, which are compatible with street function.

5. Guidelines:

These Guidelines are to be considered and applied for both Heritage Alteration Permits and Development Permits.

(a) The following guidelines apply to Fort Street Corridor:

› Downtown Core Area Plan (2011).

Section Three: Districts – with special attention to the following policies:

- › 3.96;
- › 3.99;
- › 3.100;
- › 3.102.

Section Five: Transportation and Mobility – with special attention to the following policies:

- › 5.26 to 5.30;
- › 5.33 to 5.35.6;

Section Six: Urban Design – with special attention to the following policies:

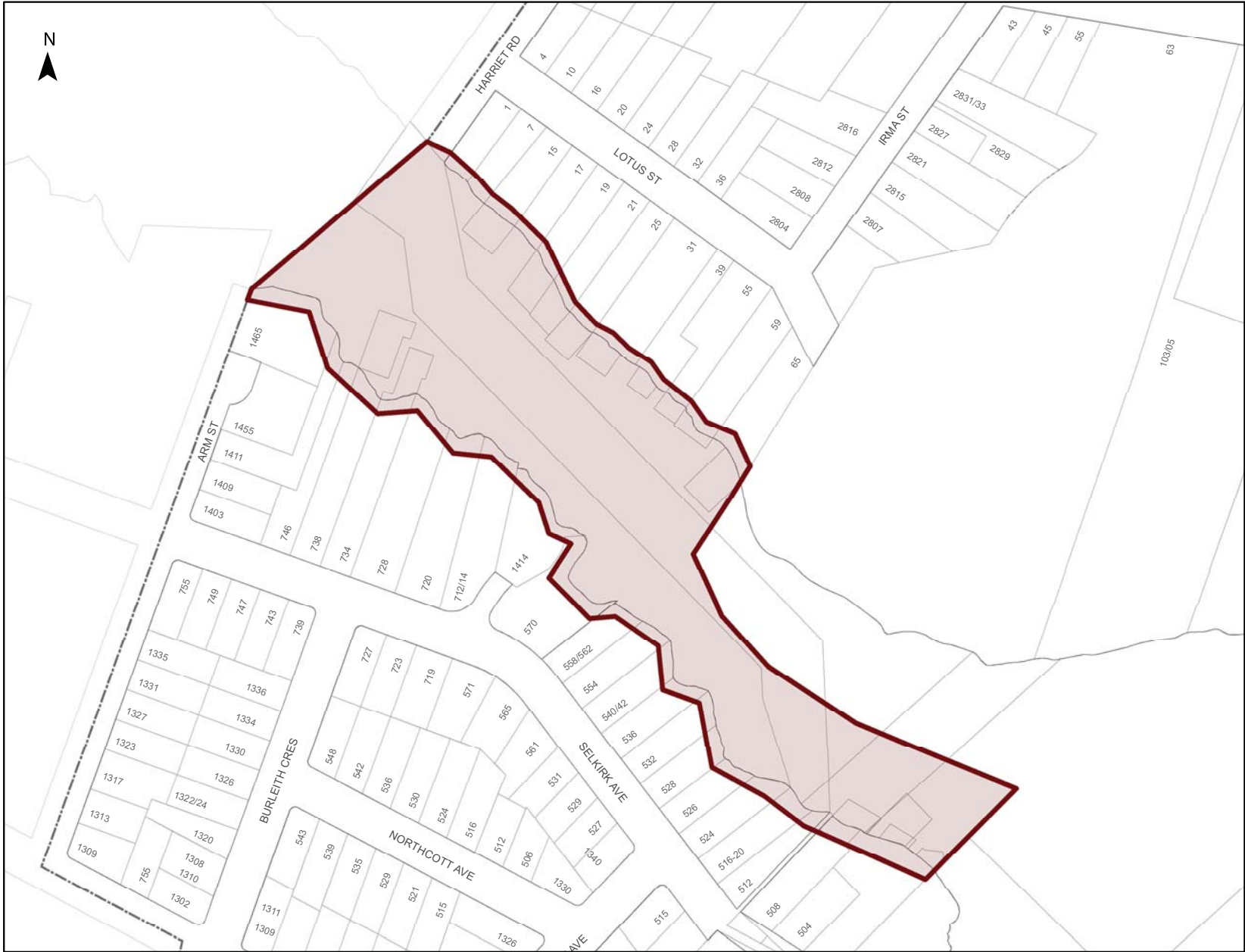
- › 6.18 to 6.29;
- › 6.42 to 6.47;
- › 6.164 to 6.171;
- › 6.176 to 6.186.6;
- › 6.188

Section Seven: Heritage – with special attention to the following policies:

- › 7.22.

- › Guidelines for Fences, Gates and Shutters (2010).
- › Buildings are encouraged to have shop windows and building entrances that are oriented to face the street.
- › City of Victoria Heritage Program Sign & Awning Guidelines (1981).
- › Standards and Guidelines for the Conservation of Historic Places in Canada.
- › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).

Map 58: DPA 8: Victoria Arm – Gorge Waterway

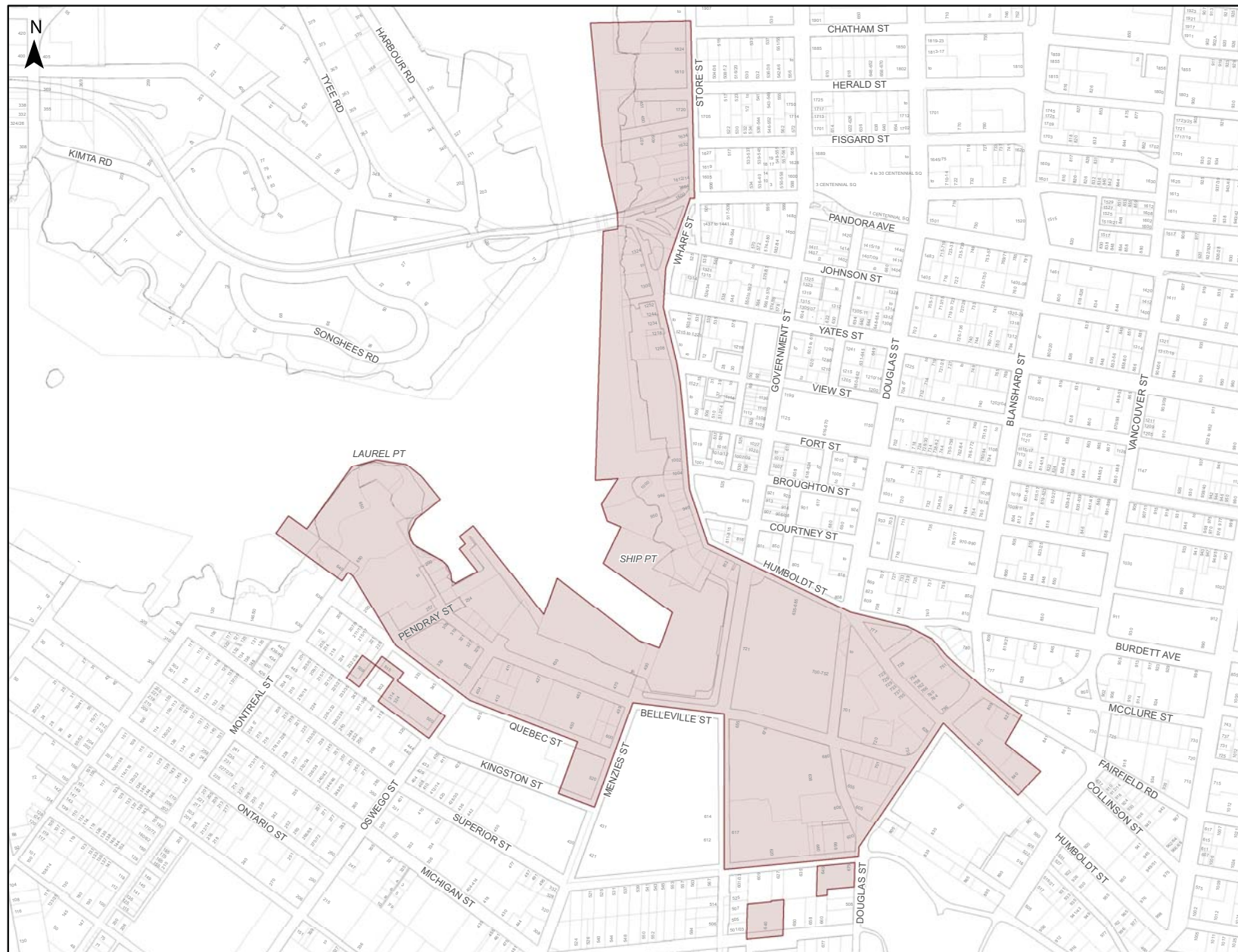


DPA 8: VICTORIA ARM – GORGE WATERWAY

1. Pursuant to Section 919.1 (1) (a) of the Local Government Act, the area of land covered by water, shoreline and uplands within seven (7) metres perpendicular from the high water mark, generally as shaded and circumscribed by solid lines in Map 58 is designated as Development Permit Area DPA 8, Victoria Arm – Gorge Waterway, for the purposes of protection of the natural environment, its ecosystems and biological diversity.
2. Application and Exemptions:
 - (a) Development Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 8, Victoria Arm – Gorge Waterway:
 - (i) A Development Permit is not required for the following:
 - (1) The area of a lot's rear yard for a distance measured six (6) metres from the rear most portion of a lawfully sited principal building.
 - (2) Installation of one (1) path per property to the shoreline if the path is constructed entirely of permeable materials, and not wider than one (1) metre;
 - (3) Removal of non-native plant species, including, but not limited to, broom, English Ivy, and non-native blackberry, if they are replaced with native plant species and in a manner which does not create erosion;
 - (4) Repairs to lawful existing structures and pathways necessary to address a potential safety hazard;
 - (5) Fences located along side parcel boundaries that are generally at right angles to the shoreline, provided the portion of the fence above grade is made entirely of wood.
3. The special conditions that justify this designation include:
 - (a) This portion of the Gorge Waterway is environmentally important as part of a much larger waterway that is a sensitive, tidal-influenced watercourse connecting important fish-bearing areas within Victoria Harbour.
 - (b) The Victoria Arm is an important habitat that is supportive of fish and wildlife populations.
 - (c) The Marine designation is identified in this plan as sheltered or open marine waters that provide wildlife habitat.
 - (d) The majority of shoreline areas within this designation have been identified as having high ecological value.
 - (e) Pre-existing structures are located on some properties within the development permit area boundaries.
4. The objectives that justify this designation include:
 - (a) To protect and enhance shoreline areas of high biodiversity and ecological value.
 - (b) To preserve the integrity or connectivity of coastal processes.
 - (c) To require mitigation of potential impacts during development.
 - (d) To require restoration and enhancement of damaged or degraded ecosystems during development.
5. The following guidelines apply:
 - (a) The use of fill, sea-walls, and other shoring methods are permitted only if it can be clearly demonstrated that they are necessary to prevent further erosion or sloughing of the existing shoreline.
 - (b) Sea-walls and retaining wall structures must satisfy the following requirements:
 - (i) No placement of fill on any lands below the high water mark;
 - (ii) No placement of foundations below the high water mark;
 - (iii) No utilization of construction debris like broken concrete, blocks, or bricks; and
 - (iv) Must be constructed of suitable materials like broken stone so as to blend with the natural landscape and the darker colours of the natural shoreline.

- (c) The removal of native trees, shrubs and forest debris within a strip measured 7 metres perpendicular from the high water mark is prohibited except where:
 - (i) The removal is necessary for the construction or maintenance of a path to the shoreline, and the path is constructed entirely of permeable materials and is not wider than 1 metre; or
 - (ii) The removal is of dead tree limbs or dead or dying trees that create an immediate potential hazard to humans.
- (d) The shoreline lying within a strip measured 7 metres perpendicular from the high water mark must:
 - (i) Be retained in a natural state, or
 - (ii) If cleared or altered before October 19, 2000 it may be left as is or it may be rehabilitated with native plant species.
- (e) Chemical pesticides and fertilizers must not be used.
- (f) Removal or excavation of land or water must not be carried out.
- (g) Filling of land or water depressions must not be carried out.
- (h) Light fixtures that are within a strip measured 7 metres perpendicular from the high water mark must be designed to avoid glare spillover onto the water's surface.
- (i) Flexibility with respect to the above guidelines and prohibitions may be considered following:
 - (i) The provision of an impact study completed by a marine biologist, geo-technical engineer, other qualified professional, or
 - (ii) The provision of site plans and photographs, with descriptive rationale indicating how the proposed subdivision, alteration or development satisfies, or is otherwise consistent with, the special conditions and objectives.

Map 59: DPA 9 (HC): Inner Harbour



DPA 9 (HC): INNER HARBOUR

1. Pursuant to Section 919.1 (1) (d) and (f) and 970.1 (1) of the Local Government Act, the area that is shaded and circumscribed by solid lines in Map 59 is designated as Development Permit and Heritage Conservation Area DPA 9 (HC), Inner Harbour, for the purposes of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
 - (c) Heritage conservation.
2. Application and Exemptions:
 - (a) Development Permits and Heritage Alteration Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 9 (HC), Inner Harbour:
 - (i) A Heritage Alteration Permit is not required except for land, buildings or other structures, or portions thereof, which are:
 - (1) listed on the City of Victoria Heritage Register;
 - (2) subject to a Heritage Designation Bylaw; or
 - (3) subject to a Covenant for heritage conservation.
 - (ii) A Development Permit is not required for the following:
 - (1) actions subject to and addressed in a Heritage Alteration Permit;
 - (2) residential single family dwellings and their accessory buildings and structures; or
 - (3) residential duplexes and their accessory buildings and structures.
3. The special features, characteristics and special conditions that justify this designation include:
 - (a) The Inner Harbour is the marine gateway to Victoria and the surrounding region. While some improvements are complete on Inner Harbour lands, there remains potential for revitalization through heritage conservation, infill, building additions and open spaces. The area has adequate capacity for a public pathway with continuous access to the harbour and for commercial development including, but not limited to, marine and air transport facilities. There is also some capacity for residential mixed-use development with active commercial at the street level, oriented away from the Working Harbour designated area.
 - (b) Low-to-medium density commercial and residential mixed-use development are identified in this plan adjacent to the waterfront from Chatham Street to Laurel Point with built form and character appropriate to a Working Harbour, its natural and heritage setting and protection of public views across the Inner Harbour.
 - (c) Medium-to-high density commercial and residential mixed-use development are identified in this plan along Menzies Street and Government Street facing the Provincial Parliament Buildings, and east to Blanshard Street, with built form and character appropriate to a visitor entry point, and an urban context.
 - (d) The Inner Harbour has heritage value for its continuous role as the seat of Provincial government and as a tourism and visitor area. This is evident in the monumental presence of the BC Parliament Buildings and the Empress Hotel. These heritage landmark buildings identified on Map 8 in this plan, are visually prominent in the skyline, and were designed to have unimpeded sight lines between them. Views from public vantage points of the spatial relationship between the BC Parliament Buildings and the Empress are special to the Inner Harbour.
4. The objectives of this designation include:
 - (a) To sustain the Working Harbour as defined and described in this plan through the revitalization of key waterfront and adjacent lands, including but not limited to Ship Point and locations along Wharf Street.
 - (b) To conserve the heritage value, special character and the significant historic buildings, features and characteristics in the Inner Harbour area.
 - (c) To enhance the Inner Harbour through high quality of architecture, landscape and urban design that reflects the area's functions as a marine entry, Working Harbour and community amenity in scale, massing and character while responding to its historic context including heritage landmark buildings identified on Map 8 in this plan.

5. Guidelines:

These Guidelines are to be considered and applied for Heritage Alteration Permits and Development Permits.

› Downtown Core Area Plan (2011).

Section Three: Districts – with special attention to the following policies:

- › 3.75 to 3.76;
- › 3.78;
- › 3.82;
- › 3.88.

Section Five: Transportation and Mobility – with special attention to the following policies:

- › 5.26 to 5.30;
- › 5.73.

Section Six: Urban Design – with special attention to the following policies:

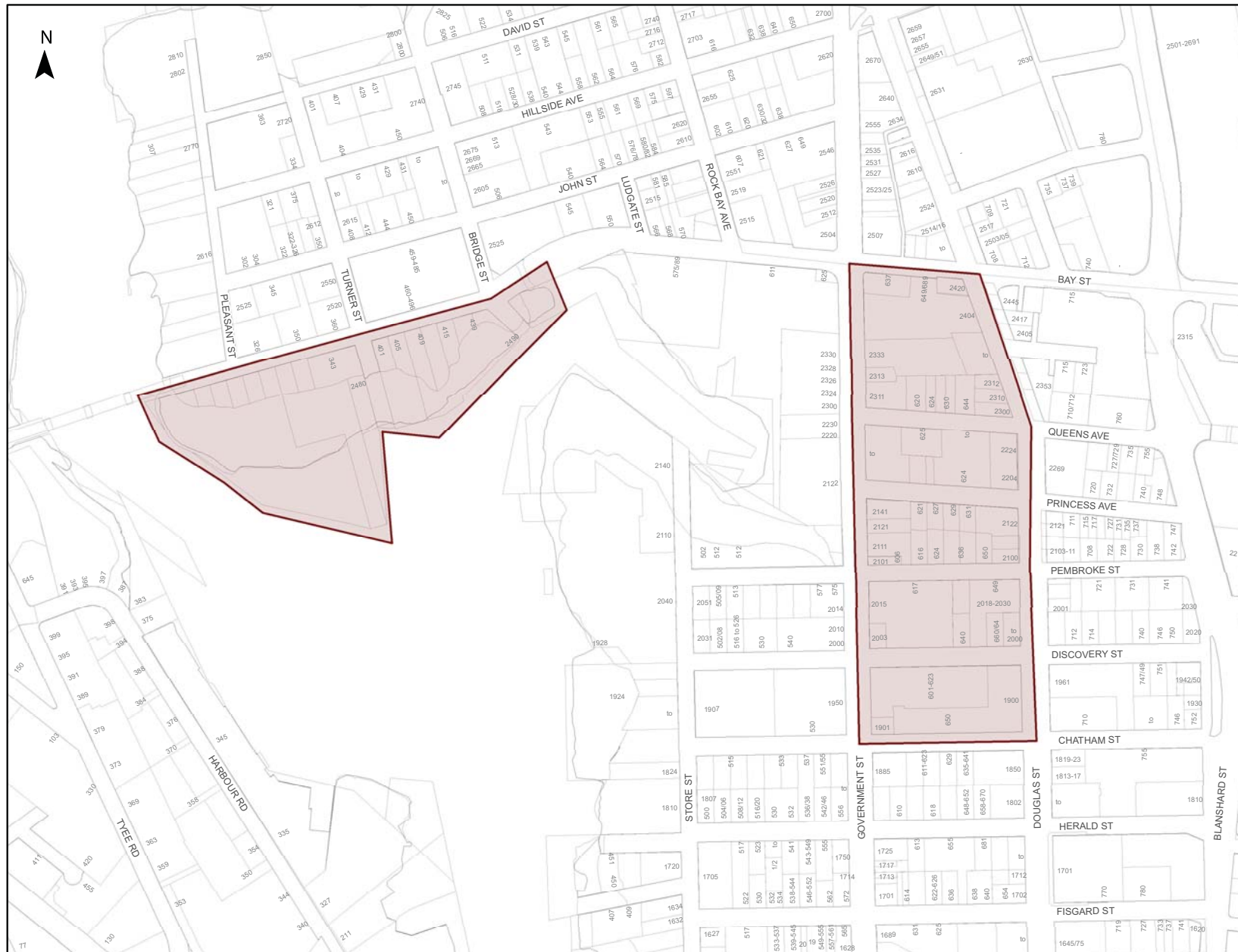
- › 6.1 to 6.29;
- › 6.42 to 6.47;
- › 6.74 to 6.78;
- › 6.79;
- › 6.81;
- › 6.85 to 6.86;
- › 6.87 to 6.94;
- › 6.164 to 6.171;
- › 6.176 to 6.183;
- › 6.185 to 6.186.6.

Section Seven: Heritage – with special attention to the following policies:

- › 7.12;
- › 7.22.

- › Guidelines for Fences, Gates and Shutters (2010).
- › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
- › Standards and Guidelines for the Conservation of Historic Places in Canada.
- › Design Guidelines: Old Town, Victoria, BC – New Buildings and Additions to Non-Heritage Buildings (2006).
- › City of Victoria Heritage Program Sign & Awning Guidelines (1981).
- › The Belleville International Terminal Design Guidelines (2000).
- › Victoria Harbour Plan (2001).
- › Royal British Columbia Museum Urban Design Guidelines (2006).

Map 60: DPA 10A: Rock Bay



DPA 10A: ROCK BAY

1. Pursuant to Section 919.1 (1) (d) and (f) of the Local Government Act, the area that is shaded and circumscribed by solid lines in Map 60 is designated as Development Permit Area DPA 10A, Rock Bay, for the purposes of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
2. Application and Exemptions:
 - (a) Development Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 10A, Rock Bay:
 - (i) A Development Permit is not required for:
 - (1) residential single family dwellings and their accessory buildings and structures;
 - (2) residential duplexes and their accessory buildings and structures;
 - (3) the construction, placement or alteration of a building or structure having a total floor area, including any floor area to be added by alteration, no greater than 9.2m²; or
 - (4) changes to existing landscaping, other than landscaping identified in a development permit for the property.
3. The special conditions that justify this designation include:
 - (a) Rock Bay is an under utilized industrial and commercial district in the Core Employment area. The area has adequate lands to accommodate employment growth and intensified light industrial and commercial development. There is some capacity for marine and non-marine industrial uses on waterfront lands.
 - (b) There is potential for revitalization of Rock Bay through site redevelopment and public realm improvements in balance with heritage conservation and new infill.
 - (c) Medium-to-high density light industrial, commercial and industrial development are identified in this plan for the Core Employment area with built form and character appropriate to a high technology and traditional industrial district.
 - (d) Opportunities for redevelopment, infill and building additions will require guidelines to achieve a high quality of architecture, landscape and urban design that responds to the industrial setting of Rock Bay.

4. The objectives that justify this designation include:
 - (a) To revitalize an area of commercial use through site redevelopment and public realm improvements in balance with heritage conservation and new infill.
 - (b) To enhance the area through high quality of architecture, landscape and urban design that reflects its function as an employment district in scale, massing and character, and that responds to the industrial setting of Rock Bay.
5. Guidelines:

These Guidelines are to be considered and applied for both Heritage Alteration Permits and Development Permits.

 - › Downtown Core Area Plan (2011).

Section Three: Districts – with special attention to the following policies:

 - › 3.48 to 3.49;
 - › 3.57;
 - › 3.59;
 - › 3.61;
 - › 3.63.

Section Five: Transportation and Mobility – with special attention to the following policies:

 - › 5.27 to 5.30;

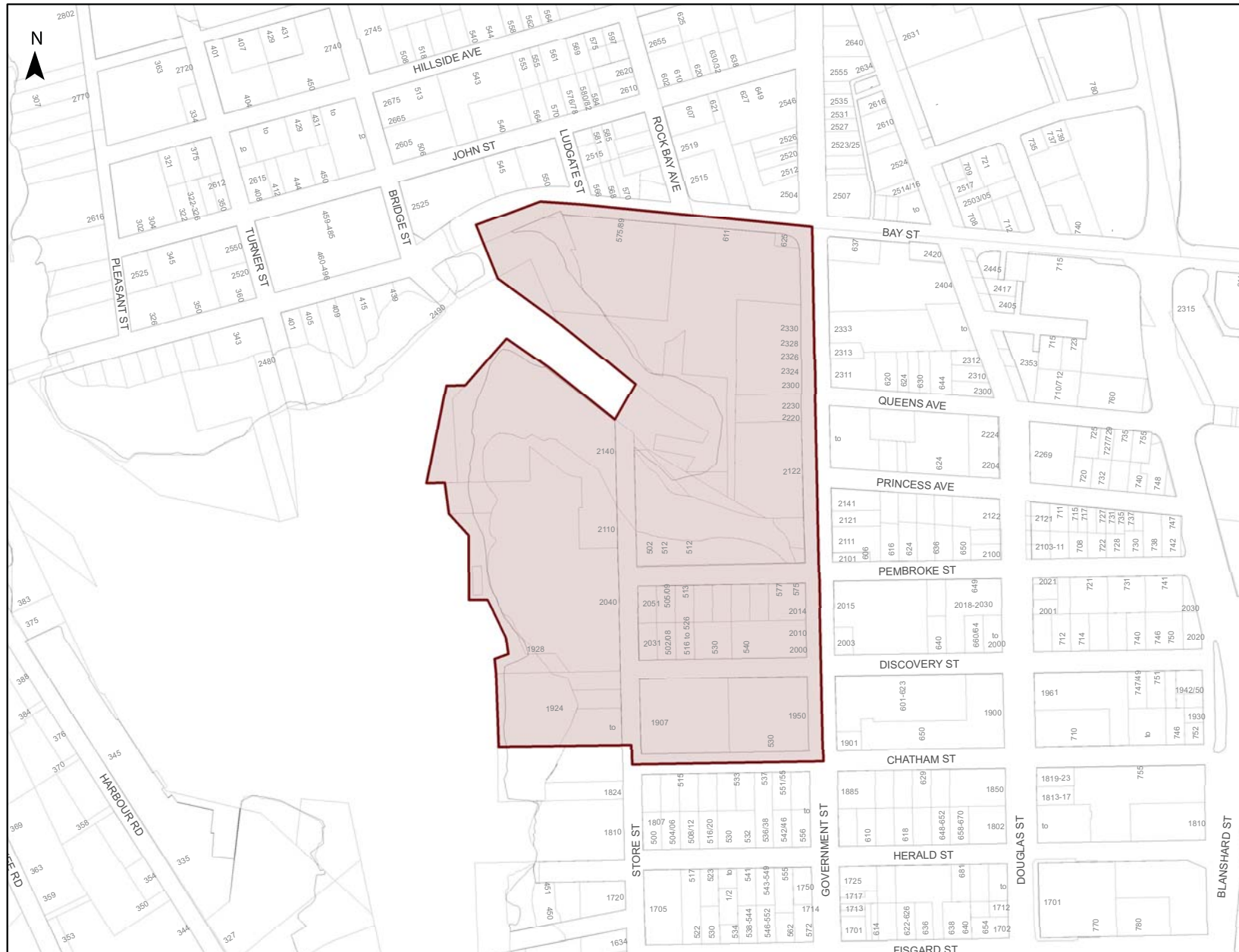
Section Six: Urban Design – with special attention to the following policies:

 - › 6.1 to 6.6;
 - › 6.18 to 6.24;
 - › 6.29;
 - › 6.36 to 6.55.6;
 - › 6.65 to 6.73;
 - › 6.139 to 6.140;
 - › 6.142 to 6.144;
 - › 6.164 to 6.171;
 - › 6.176 to 6.186.6.

Section Seven: Heritage – with special attention to the following policies:

 - › 7.22.
 - › Guidelines for Fences, Gates and Shutters (2010).
 - › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - › Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development (2012).
 - › Work-Live Design and Planning Guidelines (1999).

Map 61: DPA 10B (HC): Rock Bay Heritage



DPA 10B (HC): ROCK BAY HERITAGE

1. Pursuant to Section 919.1 (1) (d) and (f) and 970.1 (1) of the Local Government Act, the area that is shaded and circumscribed by solid lines in Map 61 is designated as Development Permit Area DPA 10B (HC), Rock Bay Heritage, for the purposes of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
 - (c) Heritage conservation.
2. Application and Exemptions:
 - (a) Development Permits and Heritage Alteration Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 10B (HC), Rock Bay Heritage:
 - (i) A Heritage Alteration Permit is not required except for land, buildings or other structures, or portions thereof, which are:
 - (1) listed on the City of Victoria Heritage Register;
 - (2) subject to a Heritage Designation Bylaw; or
 - (3) subject to a Covenant for heritage conservation.
 - (ii) A Development Permit is not required for:
 - (1) actions subject to and addressed in a Heritage Alteration Permit;
 - (2) residential single family dwellings and their accessory buildings and structures; or
 - (3) residential duplexes and their accessory buildings and structures.
3. The special conditions that justify this designation include:
 - (a) Rock Bay is an under-utilized industrial and commercial district in the Core Employment area. The area has adequate lands to accommodate employment growth and intensified light industrial and commercial development. There is some capacity for marine and non-marine industrial uses on waterfront lands.
 - (b) There is potential for revitalization of Rock Bay through site redevelopment and public realm improvements in balance with heritage conservation and new infill.
 - (c) Rock Bay is Victoria’s historic industrial district and has clusters of high quality Victorian and Edwardian buildings including, but not limited to, former factories, warehouses and houses.
 - (d) Medium-to-high density light industrial, commercial and industrial development are identified in this plan for the Core Employment area with built form and character appropriate to a high technology and traditional industrial district.
 - (e) Opportunities for redevelopment, infill and building additions will require guidelines to achieve a high quality of architecture, landscape and urban design that responds to the industrial setting of Rock Bay.
4. The objectives that justify this designation include:
 - (a) To revitalize an area of commercial use through site redevelopment and public realm improvements, in balance with heritage conservation and new infill.
 - (b) To enhance the area through high quality of architecture, landscape and urban design that reflects its function as an employment district in scale, massing and character, and that responds to the industrial setting of Rock Bay.
 - (c) To conserve the heritage value, special character and the significant historic buildings, features and characteristics of this area.

5. Guidelines:

These Guidelines are to be considered and applied for both Heritage Alteration Permits and Development Permits.

› Downtown Core Area Plan (2011).

Section Three: Districts – with special attention to the policies related to the Rock Bay District including:

- › 3.57;
- › 3.59;
- › 3.61;
- › 3.63.

Section Five: Transportation and Mobility – with special attention to the following policies:

- › 5.27 to 5.30;

Section Six: Urban Design – with special attention to the following policies

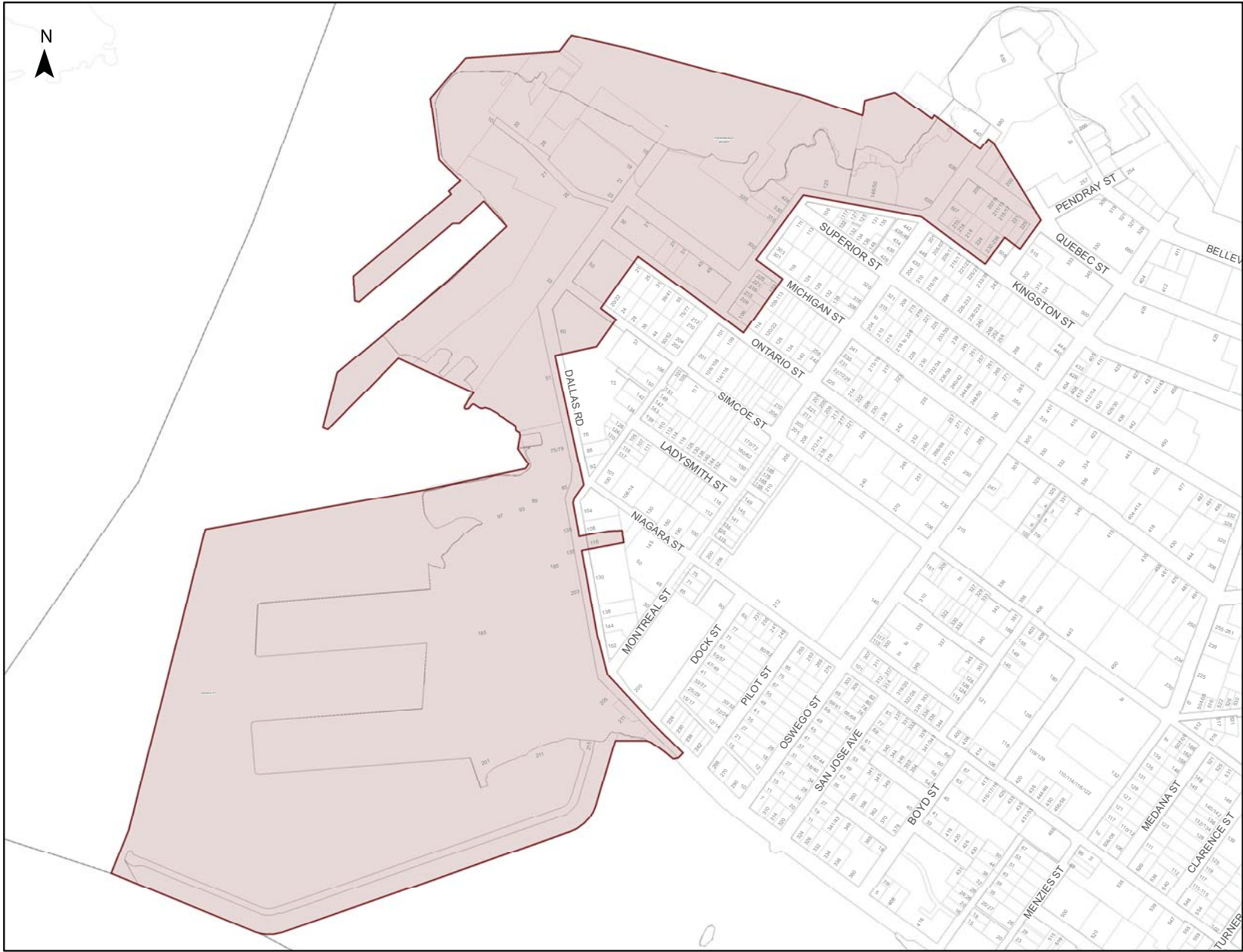
- › 6.1 to 6.6;
- › 6.18 to 6.24;
- › 6.36 to 6.55.6;
- › 6.65 to 6.73;
- › 6.139 to 6.140;
- › 6.142 to 6.144;
- › 6.164 to 6.171;
- › 6.176 to 6.186.6.

Section Seven: Heritage – with special attention to the following policies:

- › 7.22.

- › Guidelines for Fences, Gates and Shutters (2010).
- › Advisory Design Guidelines for Buildings, Signs and Awnings (1981)
- › Standards and Guidelines for the Conservation of Historic Places in Canada.
- › City of Victoria Heritage Program Sign & Awning Guidelines (1981)
- › Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development (2012)

Map 62: DPA 11: James Bay and Outer Harbour



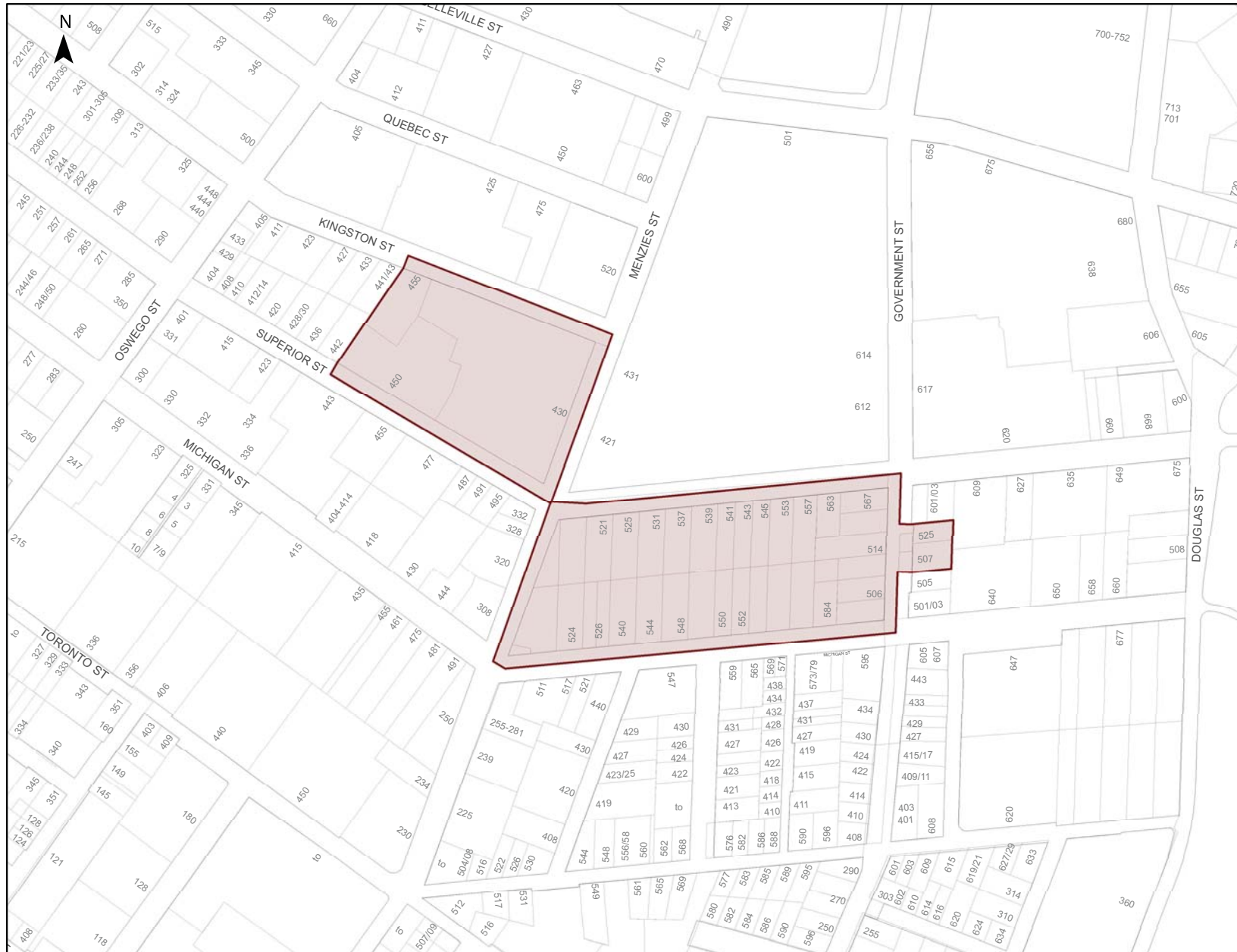
DPA 11: JAMES BAY AND OUTER HARBOUR

1. Pursuant to Section 919.1 (1) (d) and (f) of the Local Government Act, the area that is shaded and circumscribed by solid lines in Map 62 is designated as Development Permit Area DPA 11, James Bay and Outer Harbour, for the purposes of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
2. Application and Exemptions:
 - (a) Development Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 11, James Bay and Outer Harbour:
 - (i) A Development Permit is not required for the following:
 - (1) residential single family dwellings and their accessory buildings and structures;
 - (2) residential duplexes and their accessory buildings and structures; or
 - (3) changes to existing landscaping, other than landscaping identified in a development permit for the property.
3. The special conditions that justify this designation include:
 - (a) The James Bay and Outer Harbour area includes marine industrial use, portions of the Working Harbour, adjacent Urban Residential and some General Employment uses. This area is an important maritime gateway into Victoria containing major transportation facilities that result in a wide variety of vessels which dock at and pass through the harbour, including cruise ships, ferries, barges, recreational boats and charter boats. The Victoria Harbour Water Airport is also located in portions of the Outer Harbour adjacent to this designated area.
 - (b) The Outer Harbour area includes marine industrial use, and a mix of marine commercial, visitor accommodation and multi-family (multi-unit) residential uses between Shoal Point and Laurel Point. A Harbour Pathway is planned to provide public access along the waterfront, passing through a variety of land uses, and has been partially established. Gaps in the pathway remain, particularly between Ogden Point and Fisherman's Wharf, and has yet to be completed.
 - (c) Parts of the Outer Harbour area, including, but not limited to, Ogden Point, have potential for revitalization given the available and potential capacity for development. Consideration can be given to further marine commercial and industrial uses, including development at Ogden Point that supports the marine and tourism sectors.
 - (d) The Outer Harbour area is highly visible, not only as a major gateway into Victoria, but also from public areas across the harbour along the Westsong Walkway in the Victoria West neighbourhood and from public vantage points along the Inner Harbour in the Downtown Core Area.
4. The objectives that justify this designation include:
 - (a) To revitalize areas of commercial use through high quality design of buildings, streets and other public spaces to increase vibrancy and strengthen commercial viability.
 - (b) To achieve a high quality of architecture, landscape and urban design in the James Bay and Outer Harbour area to signify its importance and function as a major maritime gateway into Victoria and enhance its appearance given its visibility from many public vantage points.
 - (c) To improve and where possible, extend the Harbour Pathway to provide public access along the Outer Harbour, with urban design considerations on adjacent private property that are compatible with the character of the area and appropriate to the various land use conditions that are along the pathway.
 - (d) To achieve a sensitive transition between the marine-related commercial and industrial uses along the Outer Harbour and the adjacent residential area through considerations for urban design, traffic access points and street relationships.
5. Guidelines:

These Guidelines are to be considered and applied for Development Permits:

 - › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - › Guidelines for Fences, Gates and Shutters (2010).
 - › Victoria Harbour Plan (2001).
 - › Fisherman's Wharf Plan Design Guidelines (January 2014).

Map 63: DPA 12 (HC): Legislative Precinct



DPA 12 (HC): LEGISLATIVE PRECINCT

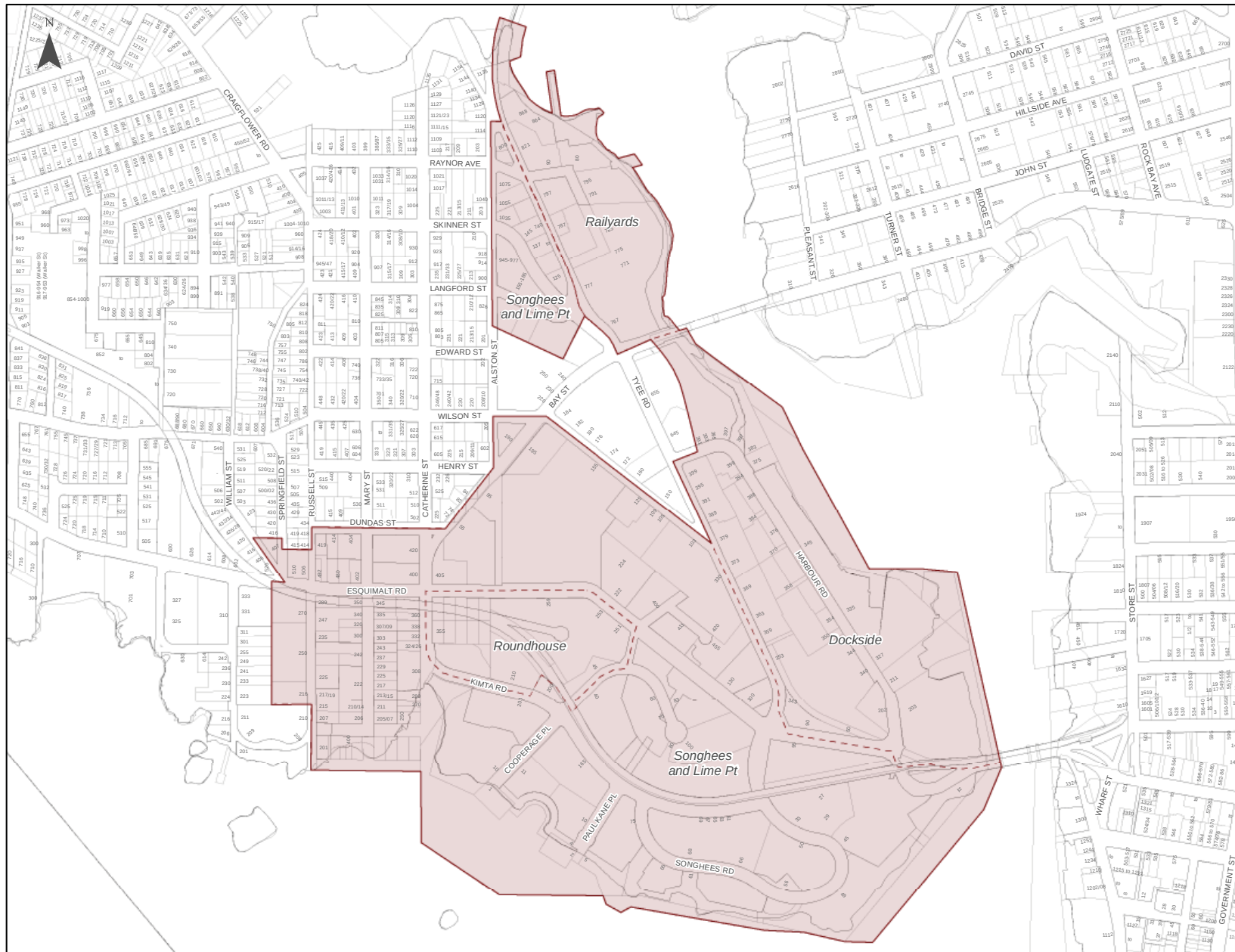
1. Pursuant to Section 919.1 (1) (d) and (f) and 970.1 (1) of the Local Government Act, the area that is shaded and circumscribed by solid lines in Map 63 is designated as Development Permit and Heritage Conservation Area DPA 12 (HC), Legislative Precinct, for the purposes of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
 - (c) Heritage conservation.
2. Application and Exemptions:
 - (a) Development Permits and Heritage Alteration Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 12 (HC), Legislative Precinct:
 - (i) A Heritage Alteration Permit is not required except for land, buildings or other structures, or portions thereof, which are:
 - (1) listed on the City of Victoria Heritage Register;
 - (2) subject to a Heritage Designation Bylaw; or
 - (3) subject to a Covenant for heritage conservation.
 - (ii) A Development Permit is not required for the following:
 - (1) actions subject to and addressed in a Heritage Alteration Permit;
 - (2) residential single family dwellings and their accessory buildings and structures;
 - (3) residential duplexes and their accessory buildings and structures; or
 - (4) subdivision of Lot 2 of Lots 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, and 1743, Victoria City, Plan EPP38872 into two or more of the separate legal parcels described in section 6.2 (Subdivision) of the Capital Park Urban Design Guidelines, January 2015 (CPUDG)
 3. The special features, characteristics and special conditions that justify this designation include:
 - (a) The Legislative Precinct is an employment district to the south and west of the BC Parliament Buildings and Grounds. While some improvements to the Legislative Precinct are complete, there remains potential for revitalization through heritage conservation and infill, building additions and open spaces. The area has adequate capacity for commercial development including, but not limited to, office uses. There is also some capacity for multi-family (multi-unit) residential and mixed-use development with active commercial use at the street level.
 - (b) The Legislative Precinct has heritage value for its continuous function as an administrative district for the Legislature. Some of the area lands on Kingston Street, Menzies Street and Superior Street are located within the view shed of the BC Parliament Buildings and Grounds, the form and height of which are visually prominent from all directions. There are also clusters of high quality examples of Victorian Italianate and Edwardian Vernacular houses and pockets of historic commercial buildings including, but not limited to, the Queen’s Printer Building.
 - (c) Medium-density commercial, residential mixed-use and multi-unit development are identified in this plan for the Legislative Precinct with built form and character appropriate to an employment district in close proximity to the monumental BC Provincial Buildings and Grounds and low-to-medium density residential areas.
 4. The objectives of this designation include:
 - (a) To revitalize an employment district through mid-rise commercial, multi-unit residential and mixed-use development of under utilized lands adjacent to and near the BC Parliament Buildings and Grounds, balanced with protection of views from public vantage points of the heritage landmark building as identified in Map 8 of this plan.
 - (b) To conserve the heritage value, special character and the significant historic buildings, features and characteristics of this area.
 - (c) To enhance the area through a high quality of architecture, landscape and urban design that reflects the function of an employment district in close proximity to low-to-mid-rise residential areas in scale, massing and character, while responding to its historic context including, but not limited, to the visual prominence of the BC Parliament Buildings and Grounds.
 5. Guidelines:

These Guidelines are to be considered and applied for both Heritage Alteration Permits and Development Permits.

 - › Legislative Precinct Volume 1 Urban Design Manual (1994) (not applicable within Lot 2 of Lots 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, and 1743, Victoria City, Plan EPP38872).

- › Legislative Precinct Volume 2 Development Area Guidelines (1994) (not applicable within Lot 2 of Lots 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, and 1743, Victoria City, Plan EPP38872).
- › Legislative Precinct Volume 3 Built Form Guidelines (1994) (not applicable within Lot 2 of Lots 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, and 1743, Victoria City, Plan EPP38872).
- › Guidelines for Fences, Gates and Shutters (2010).
- › Standards and Guidelines for the Conservation of Historic Places in Canada.
- › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
- › City of Victoria Heritage Program Sign & Awning Guidelines (1981).
- › Capital Park Urban Design Guidelines, January 2015 (CPUDG) (applicable only within Lot 2 of Lots 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, and 1743, Victoria City, Plan EPP38872).

Map 64: DPA 13: Core Songhees



DPA 13: CORE SONGHEES

1. Pursuant to Section 919.1 (1) (d) and (f) of the Local Government Act, the area that is shaded and circumscribed by solid lines in Map 64 is designated as Development Permit Area DPA 13, Core Songhees, for the purposes of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
2. Application and Exemptions:
 - (a) Development Permits are required in accordance with the *Local Government Act*, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 13, Core Songhees:
 - (i) A Development Permit is not required for:
 - (1) residential single family dwellings and their accessory buildings and structures;
 - (2) residential duplexes and their accessory buildings and structures;
 - (3) the construction, placement or alteration of a building or structure having a total floor area, including any floor area to be added by alteration, no greater than 9.2m²;
 - (4) changes to existing landscaping, other than landscaping identified in a development permit for the property;
 - (5) subdivision of lands within the Roundhouse site, noted and circumscribed by dotted lines in Map 64, provided the subdivision is in accordance with the Development Area (DA) boundaries noted in the *Roundhouse Design Guidelines (2008)*;
 - (6) the subdivision of lands within the area marked “Railyards” in Map 64, provided the subdivision is in accordance with the Site Plan set out in the *Railyards Development Guidelines (2002)*; or
 - (7) the subdivision of lands within the areas marked “Songhees Lime Pt” in Map 64, provided the subdivision is in accordance with the Lot Requirements set out in the *Songhees Hillside Urban Design Guidelines (2005)*.
3. The special conditions that justify this designation include:
 - (a) Former rail yards and heavy industrial sites throughout the Songhees peninsula and along the Victoria West waterfront have been revitalized into mixed-use developments that include commercial and multi-family (multi-unit) residential. Some areas have maintained and coordinated commercial and light industrial uses with residential, live-work and work-live arrangements, with remaining capacity for further redevelopment.
 - (b) The Harbour Road industrial waterfront within the Upper Harbour is an important part of Victoria’s economy, containing marine-industrial activity focused on ship repair with a marine-industrial character in its site design and building forms.
 - (c) The E&N Roundhouse is a National Historic Site for its heritage value as one of the most intact and high quality examples of historic railway facilities in Canada. This industrial landscape has a rare grouping of buildings and structures including but not limited to, the roundhouse, a machine shop, car repair shops and a locomotive turntable. Revitalization of this former heavy industrial site for a variety of commercial uses, as well as residential use, merits special consideration given the close proximity to rail operations, and the guidance required for new development to respond to its historic context.
 - (d) The abundance of waterfront lands provides opportunities for the design of continuous pedestrian access along most of the peninsula’s waterfront, opportunities for view corridors across the harbour from various public vantage points, and require considerations for sensitive integration of pedestrian access with adjacent properties and development.
4. The objectives that justify this designation include:
 - (a) To continue to revitalize former rail yards and heavy industrial sites into areas of commercial use to increase vibrancy and strengthen commercial viability.
 - (b) To maintain a Working Harbour at the Harbour Road industrial waterfront and retain the area’s marine industrial character.
 - (c) To achieve a high quality of architecture, landscape and urban design that is unique to the Songhees peninsula and its special places, reflecting its former industrial uses and geographic features.
 - (d) To acknowledge the geographic context of the Songhees peninsula through building forms that are generally lower near the shoreline and gradually rise in height to correspond with the rise in topography.
 - (e) To maintain a pedestrian-oriented environment along the waterfront through a continuous public pathway, and the provision of public vantage points where waterfront access through marine-industrial areas is not possible.

5. Guidelines:

These Guidelines are to be considered and applied for Development Permits:

- (a) Guidelines for all areas within this designation:
 - (i) Victoria Harbour Plan (2001).
 - (ii) Guidelines for Fences, Gates and Shutters (2010).
- (b) In addition to the above guidelines, the following guidelines apply to specific areas within this designation, circumscribed with dotted lines and noted on Map 64:
 - (i) Dockside:
 - › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - › Design Guidelines for the Dockside Area (2005)
 - › Harbour Road Industrial Waterfront Design Guidelines (2008)
 - (ii) Railyards:
 - › City of Victoria Railyards Development Guidelines (2002)
 - (iii) Roundhouse:
 - › Roundhouse Design Guidelines (2008)(revised 2015)
 - › Standards and Guidelines for the Conservation of Historic Places in Canada
 - › Crime Prevention Through Environmental Design Guidelines (2004).
 - (iv) Songhees and Lime Point:
 - › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - › Policy Plan and Design Guidelines for the Songhees Area of Victoria West (2008).



DPA 14: CATHEDRAL HILL PRECINCT

1. Pursuant to Section 919.1 (1) (d) and (f) of the Local Government Act, the area that is shaded and circumscribed by solid lines in Map 65 is designated as Development Permit Area DPA 14, Cathedral Hill Precinct, for the purposes of:
 - (a) Revitalization of an area in which a commercial use is permitted.
 - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
2. Application and Exemptions:
 - (a) Development Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 14, Cathedral Hill Precinct:
 - (i) A Development Permit is not required for the following:
 - (1) residential single family dwellings and their accessory buildings and structures;
 - (2) residential duplexes and their accessory buildings and structures;
 - (3) the construction, placement or alteration of a building or structure having a total floor area, including any floor area to be added by alteration, no greater than 9.2m²; or
 - (4) changes to existing landscaping, other than landscaping identified in a development permit for the property
3. The special conditions that justify this designation include:
 - (a) The Cathedral Hill Precinct is a unique six-block area in the northwest corner of Fairfield. It is part of the Core Residential area, which is a major residential centre on the edge of a regional commercial and employment district. It has some capacity for growth through intensified multi-unit residential development with commercial activity at grade. The portions of Blanshard Street between Fort and Broughton Streets are currently under-utilized with capacity for commercial development adjacent to the Core Business area.
 - (b) Medium density multi-unit residential and commercial development are identified in this plan for the west portions of the Cathedral Hill Precinct with built form and place character appropriate to an urban setting, and transitioning to areas characterized by park space and lower density Urban Residential in the east portion of the Precinct and beyond.
 - (c) As a transition area, the Cathedral Hill Precinct contains a diverse range of land uses, building types and forms, streetscapes, parks and open spaces and an irregular street grid pattern, resulting in built form and character that varies from block to block.
 - (d) There is a collection of heritage resources throughout the Precinct which contribute to its unique character, including Christ Church Cathedral which is a significant heritage landmark located at a terminated vista at the head of Courtney Street with its bell tower as a skyline feature.
 - (e) There is potential for revitalization of the Cathedral Hill Precinct through redevelopment of sites including surface parking lots, and public realm improvements in balance with heritage conservation.
4. The objectives that justify this designation include:
 - (a) To revitalize an area of commercial use through redevelopment of sites including surface parking lots and public realm improvements to increase vibrancy, complement the adjacent Core Business area and strengthen commercial viability.
 - (b) To enhance the Cathedral Hill Precinct through a high quality of architecture, landscape and urban design that reflects the function of a major residential centre on the edge of a central business district in scale, massing and character, while respecting prominent heritage properties and landmarks.
 - (c) To recognize the transitional nature of the area between a high density Downtown and the medium to lower density residential neighbourhood through sensitive infill and the enhancement of streetscapes.
5. Guidelines:

These Guidelines are to be considered and applied for Development Permits:

 - (a) Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - (b) City of Victoria Heritage Program Sign & Awning Guidelines (1981).
 - (c) Downtown Core Area Plan (2011).

Section Three: Districts – with special attention to the following policies:

 - 3.100;
 - 3.102.

Section Five: Transportation and Mobility – with special attention to the following policies:

 - 5.26 to 5.30;
 - 5.73.

Section Six: Urban Design – with special attention to the following policies

- 6.1 to 6.6
- 6.18 to 6.25
- 6.28;
- 6.42 to 6.47;
- 6.164 to 6.171;
- 6.176 to 6.186.6;
- 6.188

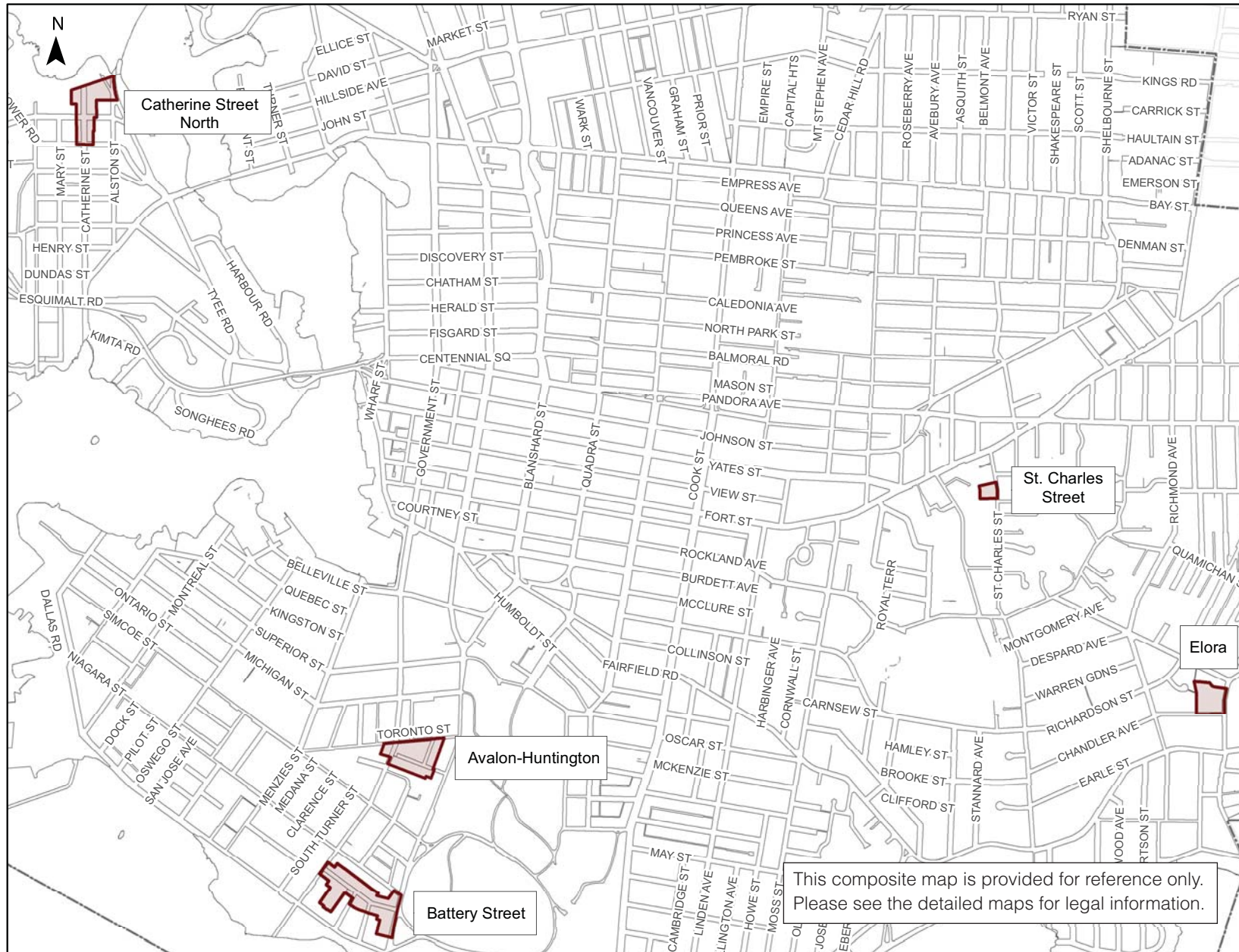
Section Seven: Heritage – with special attention to the following policies:

- 7.22

- (d) Guidelines for Fences, Gates and Shutters (2010).
- (e) Standards and Guidelines for the Conservation of Historic Places in Canada, prepared by Parks Canada
- (f) The following guidelines from the Cathedral Hill Precinct Plan (2004):
 - (i) Where mid-block walkways (through-block passageways) are possible and desirable, they should be designed with the following in mind:
 - (1) Properties and development adjacent to the walkways should be designed to open onto and look over the walkway.
 - (2) Pathways should be activated and supervised by active uses on them.
 - (3) Universal design should be considered.
 - (ii) Uses that are “dull” to pedestrians, e.g., space devoted to vehicles and service functions, fire exits, lobbies, blank walls, etc., should be kept to a minimum along all streets and walkways.
 - (iii) Large buildings should be visually broken into “human scaled” proportions. This could be achieved in a number of ways, including breaks in form, projections, balconies, bay windows, surface treatments and articulation.
 - (iv) Facade design along sidewalks should provide features attractive to pedestrians: e.g. windows to people places or retail displays; doorways providing direct access; canopies; rounded corners at walkway intersections.
 - (v) Ground floor retail and commercial uses should maximize the amount of glazing and windows to make activities and merchandise inside visible from the sidewalk to increase the interaction between pedestrians and businesses.

- (vi) Overhangs and canopies are encouraged, especially on commercial buildings, to provide shelter from the elements and should be well designed to be compatible with local architecture. Backlit vinyl awnings are strongly discouraged. Aerial encroachment into the public right-of-way will require special approval.
- (vii) Entrances to buildings should be clearly identified, visible and accessible from the principal frontage streets. A separate entrance should be provided if residential use is proposed for the building.
- (viii) Individual street-oriented entrances for new residential development are encouraged.
- (ix) Principles of Crime Prevention Through Environmental Design should be incorporated into all design proposals.
- (x) New buildings should have minimal setbacks at street level. Buildings should incorporate setbacks at upper floors in order to allow sunlight to reach the street.
- (xi) Consideration should be given to the inclusion of open space for residential development in the form of public, semi-private or private space.
- (xii) Building massing should respect the smaller scale and the collection of forms that is the overriding characteristic of the area.
- (xiii) Features and landmarks should be respected and perpetuated. All opportunities should be explored to create a fitting backdrop to these features in texture, colour and details.
- (xiv) Development proposals should clearly delineate the hierarchy of spaces – public, semi-private and private.
- (xv) Where a building has a significant street frontage, consideration should be given to the creation of landscaped open space accessible from the adjacent right-of-way. Possible locations include the corners of lots, at building entrances, at mid block walkways, and so on.

Map 66: HCA 1: Traditional Residential



HCA 1: TRADITIONAL RESIDENTIAL

1. Pursuant to Section 970.1 (1) of the Local Government Act, the area that is shaded and circumscribed by solid lines on Map 67, 68, 69, 70 and 71 is designated as Heritage Conservation Area HCA 1, Traditional Residential, for the purpose of heritage conservation.
2. Application and Exemptions:
 - (a) Heritage Alteration Permits are required in accordance with the Local Government Act except for:
 - (i) Building envelope remediation, so long as there are no changes to materials, appearance or design when the remediation is completed;
 - (ii) In-kind replacements of missing, worn or damaged exterior materials, so long as there are no changes to appearance or design when the replacements are completed.
 - (b) The General Exemptions identified in the “Overview” section of this Appendix do not apply to HCA 1, Traditional Residential.
3. The special features, characteristics and special conditions that justify this designation include:
 - (a) Victoria has high quality examples of Victorian, Edwardian and mid-century Modern architecture, streetscapes and street patterns in its residential areas.
 - (b) Traditional Residential areas in this plan are the primary location of ground-oriented housing. They have some capacity for building additions and infill including but not limited to small-lot subdivisions, garden suites, duplexes and low-rise multi-family (multi-unit) and mixed-use residential development.
 - (c) Low-density single-family dwellings, duplexes, multi-unit residential and residential mixed-use along arterial and secondary arterial streets are identified in this plan for Traditional Residential areas, with built form and place character appropriate to an established and stable context.

4. The objectives of this designation include:
 - (a) To conserve and enhance the heritage value, special character and the significant buildings, features and characteristics of low-scale residential areas.
 - (b) To maintain and enhance the function, form and character of Traditional Residential areas through low-scale residential development, and low-scale residential mixed-use development along major roads.
 - (c) To enhance the area through infill and building additions with a high quality of architecture, landscape and urban design that responds to its historic setting through sensitive and innovative interventions.
5. Guidelines:

These Guidelines are to be considered and applied for Heritage Alteration Permits.

 - (a) for Catherine Street North:
 - Standards and Guidelines for the Conservation of Historic Places in Canada
 - City of Victoria Heritage Program Sign & Awning Guidelines (1981).
 - Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - (b) for Battery Street:
 - Standards and Guidelines for the Conservation of Historic Places in Canada
 - City of Victoria Heritage Program Sign & Awning Guidelines (1981).
 - Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - James Bay Neighbourhood Plan (1993).
 - Policy 9 (a): Require any infill to be sympathetic in scale, design, form and materials to surrounding units.

(c) for Elora:

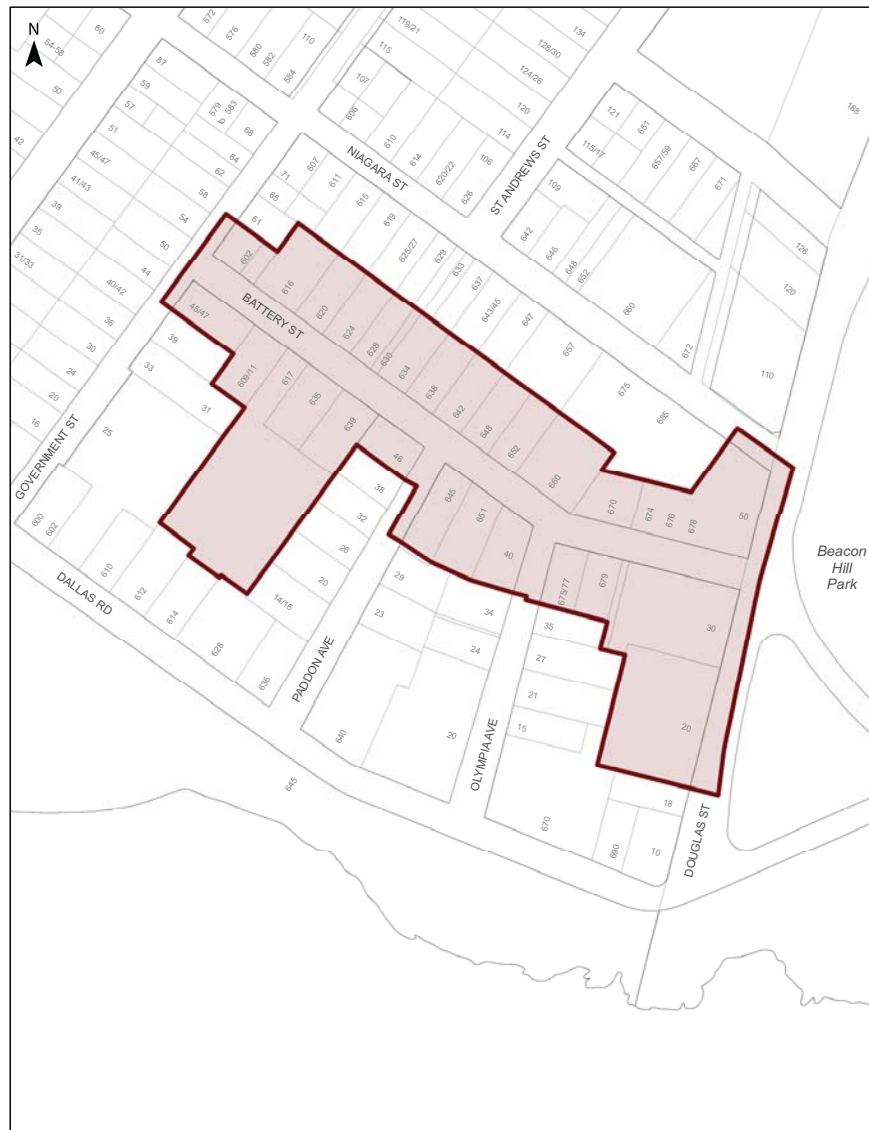
- Standards and Guidelines for the Conservation of Historic Places in Canada.
- City of Victoria Heritage Program Sign & Awning Guidelines (1981).
- Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
- Gonzales Neighbourhood Community Plan (2002).
 - Objective 8.2.2. New buildings and additions that are sensitive to nearby heritage buildings, landscapes and streetscapes. Traditional or contemporary approaches to design are acceptable provided building massing and height are in keeping with neighbourhood buildings.

(d) for St. Charles Street:

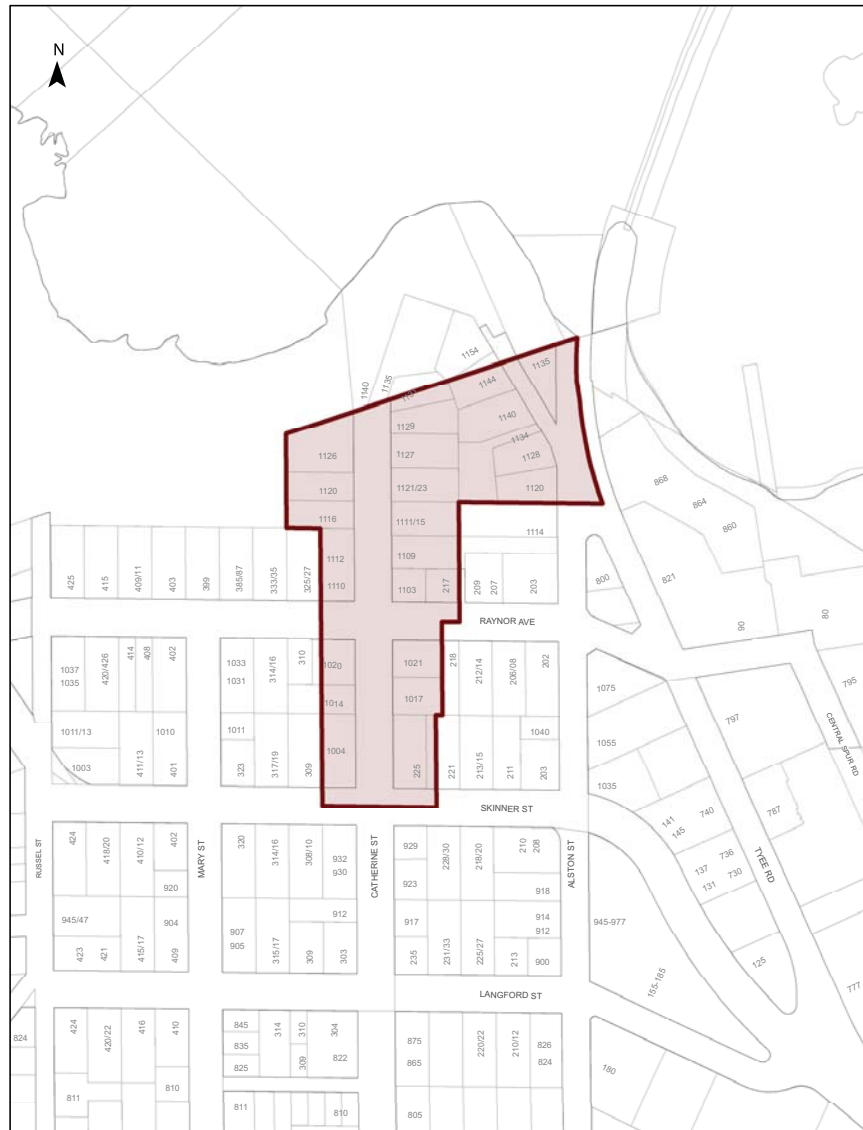
- Standards and Guidelines for the Conservation of Historic Places in Canada.
- City of Victoria Heritage Program Sign & Awning Guidelines (1981).
- Advisory Design Guidelines for Buildings, Signs and Awnings (1981).

(e) for Avalon Huntington

- Standards and Guidelines for the Conservation of Historic Places in Canada
- City of Victoria Heritage Program Sign & Awning Guidelines (1981).
- Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
- James Bay Neighbourhood Plan (1993).
 - Policy 9 (a): Require any infill to be sympathetic in scale, design, form and materials to surrounding units.

Map 67: HCA1: Traditional Residential – Battery Street**Map 68: HCA1: Traditional Residential – Avalon Huntington**

Map 69: HCA1: Traditional Residential – Catherine Street North



Map 70: HCA1: Traditional Residential – St. Charles Street



Map 71: HCA1: Traditional Residential – Elora



DPA 15A: INTENSIVE RESIDENTIAL – SMALL LOT

1. Pursuant to Section 919.1 (1) (e) of the Local Government Act, the entire City is designated as Development Permit Area 15A, Intensive Residential – Small Lot Development, for the purpose of establishment of objectives for the form and character of intensive residential development.
2. Application and Exemptions:
 - (a) In this area,
“Small Lot Zone” means any of the following zones:
 - (i) R1-G2 Zone, Gonzales Small Lot District;
 - (ii) R1-S Zone, Single Family Dwelling (Small Lot) District;
 - (iii) R1-S1 Zone, Restricted Small Lot (One Storey) District;
 - (iv) R1-S2 Zone, Restricted Small Lot (Two Storey) District;
 - (v) R1-S-G Zone, Grant Street Small Lot District;
 - (vi) Any zone that specifically cross-references the regulations of any of the above zones; or
 - (vii) Any zone with the phrase “small lot” included in its zone name or title.
 - “Intensive Residential - Small Lot Development” means the construction of, addition to or alteration of a building or other structures on a lot with an area of less than 460 square metres in a Small Lot Zone.’;
 - (b) Development Permits are required for Intensive Residential – Small Lot Development in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix.
 - (c) Specific Exemptions for DPA 15A, Intensive Residential – Small Lot:
 - (i) A Development Permit is not required for:
 - (1) development that is not Intensive Residential – Small Lot Development;
 - (2) residential duplexes and their accessory buildings and structures;
 - (3) commercial, industrial or multi-family residential development; or
 - (4) the construction, placement or alteration of a building or structure having a total floor area, including any floor area to be added by alteration, no greater than 9.2m².

3. The special conditions that justify this designation are:
 - (a) Victoria is a built-out city with few existing vacant lots available to accommodate new ground-oriented housing within the Traditional Residential areas. Capacity can be created through subdivision of existing parcels into smaller lots for development of infill housing.
 - (b) The neighbourhoods throughout Traditional Residential areas each have a unique sense of place and traditional character.
4. The objectives that justify this designation include:
 - (a) To accommodate 10% of Victoria’s anticipated population growth and associated housing growth in Small Urban Villages, and residential areas to encourage and support future and existing commercial and community services.
 - (b) To accommodate housing growth in Traditional Residential areas in a manner that is gradual, of a small scale and adaptive to the local contexts.
 - (c) To integrate more intensive residential development in the form of single family dwellings on relatively small lots within existing Traditional Residential areas in a manner that respects the established character of the neighbourhoods.
 - (d) To achieve a high quality of architecture, landscape and urban design to enhance neighbourhoods.
 - (e) To integrate infill development in Traditional Residential areas that is compatible with existing neighbourhoods through considerations for privacy, landscaping and parking.
5. Guidelines:
 These Guidelines are to be considered and applied for Development Permits:
 - Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - Design Guidelines for Small Lot House (2002).

DPA 15B: INTENSIVE RESIDENTIAL – PANHANDLE LOT

1. Pursuant to Section 919.1 (1) (e) of the Local Government Act, the entire City is designated as Development Permit Area DPA15B, Intensive Residential – Panhandle Lot, for the purpose of establishment of objectives for the form and character of intensive residential development.
2. Application and Exemptions:
 - (a) In this area, “Intensive Residential – Panhandle Lot Development” means:
 - (i) the subdivision of land which creates a panhandle lot; or
 - (ii) construction of, addition to or alteration of a building or other structures on a panhandle lot.
 - (b) Development Permits are required for Intensive Residential – Panhandle Lot Development in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (c) Specific Exemptions for DPA15B, Intensive Residential – Panhandle Lot:
 - (i) A Development Permit is not required for:
 - (1) development that is not Intensive Residential – Panhandle Lot Development;
 - (2) alterations of or additions to buildings or other structures existing at the date the Panhandle Lot was created;
 - (3) residential duplexes and their accessory buildings and structures;
 - (4) commercial, industrial or multi-family residential development;
 - (5) construction of, addition to or alteration of a building or other structure on a panhandle lot created by subdivision on or before November 6, 2008; or
 - (6) the construction, placement or alteration of a building or structure having a total floor area, including any floor area to be added by alteration, no greater than 9.2m².
3. The special conditions that justify this designation are:
 - (a) Victoria's Traditional Residential areas are primarily characterized by low density single-family dwellings, some on relatively large lots with ample green space.
 - (b) These neighbourhoods each have a unique sense of place, traditional lot configuration, consistent pattern of building placement oriented towards the adjoining streets, and consistent pattern of building separation.
 - (c) Subdivision of land into panhandle lot configurations within these

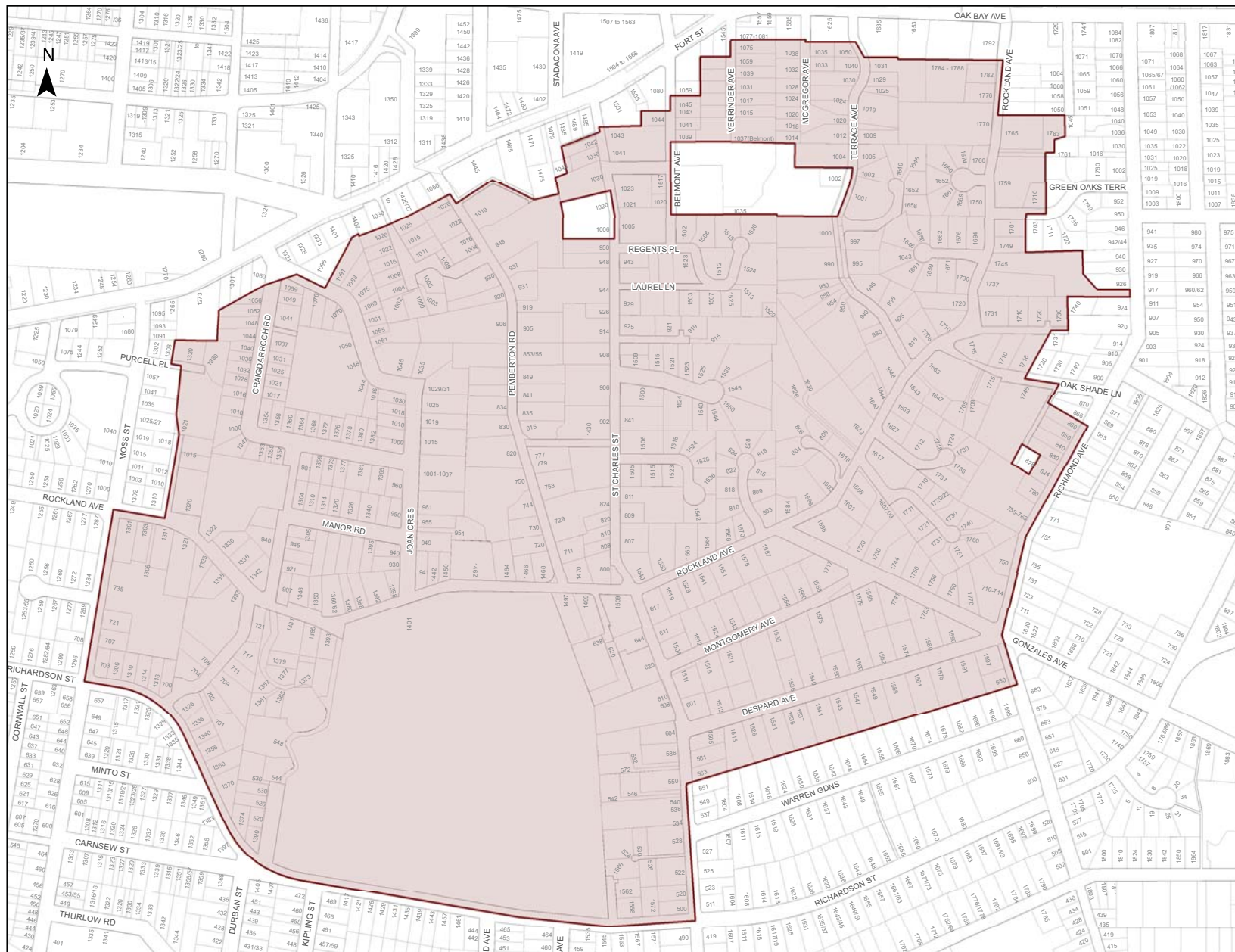
Traditional Residential areas create a more intensive use than anticipated and a non-traditional housing pattern that may result in negative impacts to neighbourhood character and create privacy issues.

4. The objectives that justify this designation include:
 - (a) To preserve Traditional Residential character by ensuring that integration of panhandle lots and associated development are compatible with immediate neighbours, surrounding neighbourhood character and streetscapes.
 - (b) To achieve a high quality of architecture, landscape and urban design to mitigate negative impacts of panhandle lots.
5. Guidelines:

These Guidelines are to be considered and applied for Development Permits:

 - (a) Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - (b) The following guidelines apply to DPA #15B Intensive Residential – Panhandle Lot irrespective of the title of the document:
 - › Design Guidelines for Small Lot House (2002).

Map 72: DPA 15C: Intensive Residential – Rockland



DPA 15C: INTENSIVE RESIDENTIAL – ROCKLAND

1. Pursuant to Section 919.1 (1) (e) of the Local Government Act, the area that is shaded and circumscribed by solid lines in Map 72 is designated as Development Permit Area DPA 15C, Intensive Residential – Rockland, for the purpose of establishment of objectives for the form and character of intensive residential development.
2. Application and Exemptions:
 - (a) In this area, “Intensive Residential – Rockland Development” means construction of, addition to or alteration of an attached dwelling or semi-attached dwelling.
 - (b) Development Permits are required for Intensive Residential – Rockland Development in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (c) Specific Exemptions for DPA 15C, Intensive Residential – Rockland
 - (i) A Development Permit is not required for:
 - (1) development that is not Intensive Residential – Rockland Development;
 - (2) residential single-family dwellings and their accessory buildings and structures;
 - (3) a house conversion as defined in the Zoning Bylaw as amended from time to time;
 - (4) house conversion;
 - (5) additions to or alterations to an attached dwelling or semi-attached dwelling that does not result in an increase in the number of dwelling units contained within that attached dwelling or semi-attached dwelling;
 - (6) multi-family residential development, other than an attached dwelling;
 - (7) duplexes, other than a semi-attached dwelling;
 - (8) commercial or industrial development; or
3. The special conditions that justify this designation include:
 - (a) The Rockland neighbourhood has a strong neighbourhood identity and unique sense of place due to the collection of mansions, the presence of significant heritage buildings, extensive gardens, urban design that relates to the neighbourhood's rocky topography and the abundance of landmarks that include the Craigdarroch Castle, Government House and the Rockland Water Tower.
 - (b) The Traditional Residential areas of Rockland permit attached and semi-attached dwelling units. These land uses must be built side by side to provide direct access to the outside at grade level. This results in a more intensive form of residential development that may impact the large lot character of Rockland, covering a higher percentage of sites with buildings and structures.
4. The objectives that justify this designation are:
 - (a) To accommodate 10% of Victoria's anticipated population growth and associated housing growth in Small Urban Villages, and residential areas, to encourage and support future and existing commercial and community services.
 - (b) To integrate more intensive residential development in the form of attached and semi-attached dwellings within the Rockland neighbourhood in a manner that preserves architectural integrity and established neighbourhood character.
 - (c) To retain the large lot character of Rockland.
 - (d) To achieve a high quality of architecture in the design of new attached and semi-attached dwellings, as well as a high quality of landscape and urban design to enhance the neighbourhood.
5. Guidelines:

These Guidelines are to be considered and applied for Development Permits:

 - › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - › Design Guidelines for Attached and Semi-Attached Dwellings in the Rockland Neighbourhood (2011).

DPA 15D: INTENSIVE RESIDENTIAL – DUPLEX

1. Pursuant to Section 919.1 (1) (e) of the Local Government Act, the entire City is designated as Development Permit Area DPA 15D, Intensive Residential – Duplex, for the purpose of establishment of objectives for the form and character of intensive residential development.
2. Application and Exemptions:
 - (a) In this area, “Intensive Residential –Duplex Development” means:
 - (i) the subdivision of land zoned for two-family dwellings (duplex); or
 - (ii) construction of, addition to or alteration of a building or other structure on land zoned for two-family dwellings (duplex).
 - (b) Development Permits are required for Intensive Residential – Duplex Development in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (c) Specific Exemptions for DPA 15D, Intensive Residential Duplex:
 - (i) A Development Permit is not required for:
 - (1) development that is not Intensive Residential – Duplex Development;
 - (2) residential single-family dwellings and their accessory buildings and structures;
 - (3) lots where all contiguous properties contain existing multi-family (multi-unit) residential development;
 - (4) commercial, industrial or multi-family residential development;
 - (5) construction of, addition to or alteration of a building or other structure on land zoned for two-family dwellings (duplex) where such land was rezoned for two-family dwellings (duplex) on or before October 9, 1997;
 - (6) semi-attached dwellings for which a Development Permit is required, not exempt and has been applied for under DPA15C: Intensive Residential – Rockland; or
 - (7) the construction, placement or alteration of a building or structure having a total floor area, including any floor area to be added by alteration, no greater than 9.2m².
3. The special conditions that justify this designation are:
 - (a) Victoria's Traditional Residential areas are primarily characterized by low density single-family dwellings.
 - (b) These neighbourhoods each have a unique sense of place, traditional scale and character.
4. The objectives that justify this designation include:
 - (a) To accommodate 10% of Victoria's anticipated population growth and associated housing growth in Small Urban Villages, and residential areas, to encourage and support future and existing commercial and community services.
 - (b) To integrate more intensive residential development in the form of two-family dwellings (duplexes) within existing Traditional Residential areas in a manner that respects the established character of the neighbourhoods.
 - (c) To accommodate housing growth in Traditional Residential areas in a manner that is gradual, of a compatible scale and adaptive to the local contexts.
 - (d) To achieve a high quality of architecture, landscape and urban design to enhance neighbourhoods.
 - (e) To integrate infill development in Traditional Residential areas that is compatible with existing neighbourhoods through considerations for privacy, landscaping and parking.
5. Guidelines:

These Guidelines are to be considered and applied for Development Permits:

 - Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
 - City of Victoria Neighbourliness Guidelines for Duplexes (1996).

DPA 15E: INTENSIVE RESIDENTIAL – GARDEN SUITES

1. Pursuant to Section 919.1 (1) (e) of the Local Government Act, the entire City is designated as Development Permit Area DPA 15E, Intensive Residential – Garden Suites, for the purpose of establishment of objectives for the form and character of intensive residential development.
2. Application and Exemptions:
 - (a) In this area, “Intensive Residential – Garden Suite Development” means construction of, addition to or alteration of a building or other structure on a lot which permits a garden suite.
 - (b) Development Permits are required for Intensive Residential – Garden Suite Development in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (c) Specific Exemptions for DPA 15E, Intensive Residential – Garden Suites
 - (i) A Development Permit is not required for:
 - (1) development that is not Intensive Residential – Garden Suite Development;
 - (2) residential single-family dwellings and their other accessory buildings and structures, excluding for greater certainty garden suites;
 - (3) residential duplexes and their accessory buildings and structures;
 - (4) commercial, industrial or multi-family residential development; or
 - (5) the subdivision of land.
3. The special conditions that justify this designation are:
 - (a) Victoria's Traditional Residential areas are primarily characterized by low density single-family dwellings with a traditional scale and character.
 - (b) Victoria has the lowest proportion of ground-oriented dwellings in the region as well as a low vacancy rate for small rental units.
 - (c) Garden suites provide an opportunity for homeowners to utilize existing or new accessory buildings for residential uses as an alternative to, but not in addition to, secondary suites.

4. The objectives that justify this designation include:
 - (a) To accommodate 10% of Victoria's anticipated population growth and associated housing growth in Small Urban Villages, and residential areas, to encourage and support future and existing commercial and community services.
 - (b) To provide Victoria renters with small, ground-oriented rental housing as a rental housing option.
 - (c) To integrate more intensive residential development in the form of garden suites, accessory to single-family dwellings, within existing Traditional Residential areas in a manner that is compatible with and respects the established character of the neighbourhoods.
 - (d) To achieve a high quality of architecture, landscape and urban design of properties with garden suites to enhance neighbourhoods and minimize conflicts with immediate neighbours.
5. Guidelines:

These Guidelines are to be considered and applied for Development Permits:

 - › The Garden Suite Policy (2011).

DPA 16: GENERAL FORM AND CHARACTER

1. Pursuant to Section 919.1 (1) (f) of the Local Government Act, the entire City is designated as Development Permit Area 16, General Form and Character for the purpose of establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
2. Application and Exemptions:
 - (a) Development Permits are required for multi-family (multi-unit) residential (three or more units), commercial and industrial development in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (b) Specific Exemptions for DPA 16, General Form and Character:
 - (i) A Development Permit is not required for:
 - (1) the subdivision of land or the construction of, addition to or alteration of a building or other structure:
 - (A) within any of the following Development Permit Areas or Heritage Conservation Areas:
 - DPA 1(HC), Core Historic;
 - DPA 2(HC), Core Business;
 - DPA 3(HC), Core Mixed-Use Residential;
 - DPA 4, Town Centres;
 - DPA 5, Large Urban Villages;
 - DPA 6A, Small Urban Villages;
 - DPA 6B(HC), Small Urban Villages Heritage;
 - DPA 7A, Corridors;
 - DPA 7B(HC), Corridors Heritage;
 - DPA 8, Victoria Arm – Gorge Waterway;
 - DPA 9(HC), Inner Harbour;
 - DPA 10A, Rock Bay;
 - DPA 10B(HC), Rock Bay Heritage;
 - DPA 11, James Bay and Outer Harbour;
 - DPA 12(HC), Legislative Precinct;
 - DPA 13, Core Songhees;
 - DPA 14, Cathedral Hill Precinct;
 - HCA 1, Traditional Residential; or
 - (B) for which a Development Permit is required, not exempt and has been applied for under:
 - DPA 15A, Intensive Residential – Small Lot;
 - DPA 15B, Intensive Residential – Panhandle Lot;
 - DPA 15C, Intensive Residential – Rockland;
 - DPA 15D, Intensive Residential – Duplex; or
 - DPA 15E, Intensive Residential – Garden Suites;
 - (2) development that is not commercial, industrial or multi-family residential development, or that does not otherwise include a commercial, industrial or multi-family residential component including for greater certainty:
 - (a) residential single-family dwellings and their accessory buildings and structures,
 - (b) residential duplexes and their accessory buildings and structures,
 - (c) institutional development so long as such development does not include a commercial, industrial or multi-family residential component;
 - (3) house conversion;
 - (4) alterations to existing buildings, excluding new additions; or
 - (5) the construction, placement or alteration of a building or structure having a total floor area, including any floor area to be added by alteration, no greater than 9.2m².
3. The special conditions that justify this designation include:
 - (a) Commercial, industrial and multi-unit residential developments are envisioned in designated areas throughout the city, with further growth identified in this plan.
 - (b) Multi-unit residential, commercial and industrial developments are often located along or visible from high traffic corridors and areas (vehicular and pedestrian) including positions at gateways. They therefore merit special attention to form and character to take advantage of visual prominence, to mitigate any negative impacts of intensity of development, and to enhance the established character of adjacent or nearby existing buildings and streetscapes, and surrounding areas.
 - (c) Commercial, industrial and multi-unit residential buildings often share an interface with Traditional Residential areas with low-rise built form and established character that require consideration for sensitive transition.
 - (d) The presence of heritage properties throughout the city warrants special design consideration that balances heritage conservation and new development that responds to historic setting, where this is relevant

4. The objectives that justify this designation include:
 - (a) To support commercial, industrial and multi-unit residential developments that provide a sensitive transition to adjacent and nearby areas with built form that is often three storeys, or lower.
 - (b) To integrate commercial, industrial and multi-unit residential buildings in a manner that is complementary to established place character in a neighbourhood or other area, including its heritage character.
 - (c) To enhance the place character of established areas and their streetscapes through high quality of architecture, landscape and urban design that responds to each distinctive setting through sensitive and innovative interventions.
 - (d) To achieve more livable environments through considerations for human-scaled design, quality of open spaces, privacy impacts, safety and accessibility.
5. Guidelines:

These Guidelines are to be considered and applied for Development Permits:

 - (a) Advisory Design Guidelines for Buildings, Signs and Awnings (1981)
 - (b) Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development (2012)
 - (c) Guidelines for Fences, Gates and Shutters (2010)



OVERVIEW

Definitions are provided for plain language convenience and are not intended to limit the statutory authority where the same term is defined within local government legislation.

DEFINITIONS

Accessory Dwelling Unit: A residential use clearly ancillary and subordinate to the primary residential dwelling on a lot. Examples include secondary suites within the primary dwelling, and garden suites located in free-standing accessory buildings.

Accessory Uses: A use that is normally incidental or normally associated with and subordinate to the principal use.

Adaptive Capacity: The ability of natural and human systems to accommodate changes with minimum disruption or minimum additional cost.

Adaptive Management: A structured, iterative process of learning from planning and management successes and failures, with an aim of improving policies and reducing uncertainty over time.

Advanced Technology: Areas of economic activity involving research, development, manufacture and trade of high-tech products, such as: computer software and hardware, telecommunications, electronics, robotics, biomedical devices and nanotechnology.

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.

Aging in Place: A concept that supports the opportunity for residents to remain living in their own neighbourhood or community as they age through the availability of appropriate services, facilities and housing options.

Allotment Garden: A plot of land operated by member gardeners that is used to produce food, flowers, native and ornamental plants, edible berries and food perennials on public or private lands, and where products are mainly for the personal consumption of members.

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

Art in Public Places: Original artwork selected, commissioned, created or donated for location in public space, and created by an artist.

Arterial Road: A street that typically emphasizes a high level of traffic mobility at higher speeds and volumes and a low level of property access, serving longer distance trips including those between major activity centres and regional destinations. Secondary arterials represent a sub-classification of this street type.

Assisted Living: Self-contained dwelling units for seniors and persons with disabilities, who can direct their own care but need some support services to live independently, such as services for mobility, personal care and daily meals. May be operated by private, public or non-profit sector.

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.

Bicycle Boulevard: A roadway that motorists may use, but on which bicycle traffic is given priority through the use of various treatments. Through motor vehicle traffic is discouraged by periodically diverting it off the street. Remaining traffic is slowed to approximately the same speed as bicyclists.

Boarding House: Dwelling in which rooms are rented and meals are provided to multiple occupants other than members of the family of the occupier. A boarding house does not include a dwelling in which meals are prepared within the rented room, or a community care facility.

Capital Region: The geographic area generally from Port Renfrew through to the Southern Gulf Islands including the Victoria Metropolitan Area, that comprises the jurisdiction of the Capital Regional District.

Capital Regional District (CRD): A local government established under provincial legislation, providing coordinated regional services to both urban and rural areas on southern Vancouver Island, comprised of a federation of municipalities and electoral areas managed by a board of directors appointed from the member municipalities and directly elected from electoral areas.

Climate Change Adaptation: Initiatives and measures to reduce the vulnerability of natural and human systems against actual or expected climate change effects.

Coastal Sediment Processes: The forces that erode, transport and deposit sediment along shorelines. Natural coastal sediment processes support habitat for marine life, maintain an equilibrium between erosion and deposition, and create distinct forms of shoreline (e.g.: estuaries, sandy beaches, rocky shoreline, sand and gravel bars).

Collector Road: A street that typically balances traffic mobility with access to property, distributing trips from arterial streets through to ultimate destinations and collecting traffic from local streets in residential areas and channelling it to the arterial system.

Commons Garden: A plot of land where community volunteers produce food, flowers, native and ornamental plants, edible berries and food perennials on public or private lands, and where all citizens are free to harvest the products.

Community Care Facilities: Facilities that provide care to dependent people in child day care, child/youth residential and adult residential settings.

Community Cultural Development: Engagement of artists, cultural organizations and citizens in planning and community development to build a sense of shared culture and identity and to enhance resources such as facilities and programs.

Community Services: An inclusive term that encompasses the broadest range of services to people, including social, health, recreation and education, provided by the public, private and non-profit sectors.

Community Well-Being: A concept that refers to an optimal quality of healthy community life. Community well-being is only possible when the basic needs of all citizens are met and citizens have the skills and abilities to contribute to their own well-being, and the well-being of the community.

Commuter Rail Transit: Rail-based public transit focused on peak periods and peak directions intended primarily to link suburban communities with an urban region's business core, providing a safe, convenient and more environmentally friendly alternative to automobile travel for journey-to-work trips.

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. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

Cooperative Housing: Housing owned by a non-profit cooperative association, where residents have a share of ownership and often pay a monthly housing charge.

Core Housing Need: A household is said to be in core housing need if its housing falls below at least one of the standards for adequacy (not requiring any major repairs), affordability (costs less than 30% of total before-tax household income) or suitability (enough bedrooms for the size and make-up of the resident household), and it would have to spend 30% or more of its total before-tax income to pay the median rent of alternative local housing that meets all three housing standards.

Critical Infrastructure: Physical and information technology facilities, networks, services and assets, which if disrupted or destroyed, would have a serious impact on health, safety, security or economy vitality in a community or the effective functioning of government.

Cultural Industries: Areas of creative work and cultural production, such as: advertising, architecture and interior design, art and antique markets, artisan crafts, fashion design, industrial design, performing arts, print media and publishing, radio and television and visual media.

Cultural Landscapes: Geographic area or property with character-defining elements that are the result of human interaction with the environment, or which represent the social, cultural or heritage values of a community.

Cultural Spaces: Places for the arts and cultural development including performance venues, exhibition spaces, studios and industrial, office and retail spaces such as live/work housing.

Destination Retail: Regional-serving retail that is focused on attracting consumer spending from outside the city.

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.

Ecological Function: The physical conditions, habitat, and ecological processes that sustain a particular biological community. A change or disruption to ecological function can result in a change or loss in habitat type, with resulting loss of species that depend on the specific habitat type.

Ecosystem Services: The transformation of natural assets (soil, plants and animals, air and water) into things that people value. They can be viewed as “provisioning” such as food and water; “regulating”, such as, flood and disease control; “cultural” such as spiritual, recreational, and cultural benefits; or “supporting” such as nutrient cycling that maintain the conditions for life on Earth.

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.

Evaluation: A rigorous, structured, and clear sighted assessment of ongoing or completed activities to determine the extent to which they are achieving stated objectives.

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

Five Pillars: A coordinated, comprehensive approach to addictions that balances public order and public health to create safer and healthier communities. The five pillars approach addresses: (1) prevention; 2) harm reduction; 3) treatment and supportive recovery; 4) stable housing with supports; and, 5) enforcement and aims to dramatically reduce the amount of on-the-street consumption, deaths, and disease association with addictions. A Five Pillars approach is distinct from traditional Four Pillars approach in that it recognizes housing as its own pillar.

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

Food Security: A situation that exists when people have secure access to sufficient amounts of safe and nutritious food for normal growth, development and an active and healthy life. Food insecurity may be caused by the unavailability of food, insufficient purchasing power, inappropriate distribution, or inadequate use of food at the household level.

Food System Infrastructure: Physical, social and economic elements necessary to support food production, processing, distribution and waste management in a given area, such as abattoirs, warehouses, vehicles, veterinarians, seed distributors and grazing pasture.

Foodshed: The geographic area that supplies a population centre with food.

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.

Functional Classification: A system in which streets and highways are grouped into classes according to the character of service they are intended to provide.

Garden Suite: A building designed or used for a self-contained dwelling unit located on a lot with a single family dwelling and does not include a strata lot.

Gateway: Physical and spatial elements that mark a primary point of entry to a defined area within a city, that may include open space, buildings, decorative structures, signage, or other special design features.

Green Infrastructure: An adaptable term used to describe an array of products, technologies, and practices that use natural systems – or engineered systems that mimic natural processes – to enhance overall environmental quality and provide utility services.

Greenways: A city-wide network of pathways and bikeways situated on streets, along shoreline areas, and in natural corridors that link parks, employment districts, urban villages and other destinations along routes that give priority to walking and cycling and feature an attractive, well landscaped ambience.

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.

Group Homes: Private residences accommodating a maximum of six residents that enable adults with disabilities to live as independently as possible in the community through provision of housing and support services.

Happiness Index: A framework for the measurement of community well-being that incorporates economic, social, health, cultural and ecological dimensions.

Harbour: Portion of Victoria's marine waterfront extending from the Ogden Point breakwater to Selkirk Trestle, designated Working Harbour on Map 2.

Harbour Ecological Rating: An assessment of a shore area's overall ecological value. Criteria include: species diversity, habitat diversity, and the presence of key life cycle areas and natural habitats.

Harbour Pathway: A currently incomplete public multi-purpose pathway running along the Victoria Harbour south and east shore between Ogden Point and Rock Bay.

Health Care Services: The use of premises by professions in which persons exercise skill or judgement or provide service related to the preservation or improvement of the physical, mental, or emotional health of individuals, or the treatment or care of individuals who are injured, sick, disabled or infirm.

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.

High-Rise (Tall) Building: A building ten storeys and greater in height.

Homelessness: Homelessness can be understood as those individuals who currently lack adequate dwelling (or space) over which a person and his or her family can exercise exclusive possession; lack the ability to maintain privacy and enjoy relations; or lack a legal title to occupation. Homelessness is a broad condition, and includes people who are roofless (e.g. living rough, staying in a shelter); houseless (e.g. women's shelter, transitional housing); and those who live in insecure or inadequate housing.

House Conversion: The change of use of a building constructed as a single family dwelling or duplex, to create a duplex, multiple dwelling, boarding house, rooming house, housekeeping apartment building, rest home – class B or a preschool.

Housing First: An approach to housing where homeless residents are provided immediate access to a place of their own without requiring treatment or sobriety as a precondition for housing. Residents are provided with options for support services and programs for their recovery and integration into the community.

Housing Spectrum: A framework for understanding the range of housing choices available to meet differing needs, life stages and circumstances within a community, organized by tenure.

Human Scale: The experience of comfort and fit between the size (height, distance, areal extent, details) of physical surroundings and its natural and built elements relative to the size of a human person with normal vision, hearing and walking ability. In contrast, automobile scale represents a built environment where buildings, sites, and signs are designed to be apprehended and reached by an observer moving at the speed of an automobile.

Indicator: Indicators are discrete, mutually exclusive units of measurement that measure inputs, activities, outputs and outcomes, as well as other aspects of performance that need to be monitored, such as service quality and cost. Process indicators measure inputs, activities and outputs. Outcome or impact indicators measure intended results.

Indoor Recreation Facility: Public space that supports indoor recreation, sports and leisure activities, such as arenas, gymnasiums, swimming pools, fitness centres, community centres, seniors centres, but not including private spaces, facilities or residences.

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.

Landmarks: Natural hilltops and built structures that by their prominence or distinction from the surrounding context, visually punctuate the physical profile of urban areas and express its skyline character. Landmarks generally are taller than the surrounding built fabric of a city, are visible from a distance, may exhibit a higher level of architectural design detail and articulation, and often serve important civic functions.

Light Pollution: Excessive or obtrusive artificial light, and resulting impacts on adjacent development, ecosystems, human health and illumination of the night sky.

Local Circulating Transit: Transit service designed to connect locations within a relatively small geographic area where there is a significant intensity of uses and destinations.

Local Roads: Streets with low levels of traffic mobility and a high level of land access, serving residential, commercial and industrial areas that fall under the conventional functional classification of local streets.

Local Transit: Transit network and service designed to connect neighbourhoods to local destinations and to Rapid and Frequent Transit services. In some cases smaller transit vehicles can be utilized to better match passenger demand and operating conditions on local roads.

Lock-Off Suite: A self contained accessory dwelling unit within an apartment unit with a door onto the common hallway.

Long-Term Residential Care: Type of community care facility that provides 24-hour professional care and supervision in a protective, supportive environment for people with complex care needs who are not able to live independently. Facilities may be publicly-funded or privately-funded. May be operated by public, private or non-profit sectors.

Low Barrier Housing: Transitional housing with on-site staffing that targets those with mental health and/or addictions, where abstinence is not required as a condition of tenancy. Ideally time-limited, with goal of transition to 'next-step' or permanent housing.

Low-Income Cut Off: A Statistics Canada measure of the income level at which a household may be in straitened circumstances because it has to spend a greater portion of its income on basic needs (food, clothing, and shelter) than an average household of similar size. The Low-Income Cut Off varies by household size and by community.

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

Major Roads: Streets in urban areas that are multimodal in nature and fall under the conventional functional classes of arterial and collector streets.

Market Failure: When a free market has failed to allocate the goods and services that are required for an acceptable minimum standard of living. Governments, organisations and the private sector often respond to market failure through direct or indirect provision of public goods, such as health care, or non-market housing.

Market Rental: Private rental housing with rent determined by the market. Subsidies may be provided to individuals so tenants can access rental housing that is otherwise unattainable at current income.

Mid-Block Walkway: A defined crossing of a public street located approximately at the middle of the block, with pedestrian priority improvements including such things as a painted crossing, curb bulbs, signage, pedestrian refuges, and pedestrian activated crossing signals.

Mid-Rise Building: A building from five to nine storeys 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).

Monitoring: A continuous, systematic process of collecting and analyzing information using indicators to track progress towards intended results.

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

Natural Capital: The source or supply of resources and services that are derived from nature (e.g. minerals, water, waste assimilation, carbon dioxide absorption, habitat, fossil fuels).

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 usually delivered by non-profit or public agencies. Social housing is a subset of non-market housing.

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.

Outdoor Recreation Facility: Public space that supports outdoor recreation, sports and leisure activities, such as parks, beaches, sports facilities and fields, playgrounds, and pathways.

Overnight shelter: Short-stay housing for overnight use only. Service is often temporary or seasonal, typically in response to “extreme weather” conditions.

Panhandle Driveway: A strip of land that is used principally as a driveway, the end of which forms the boundary between the lot of which that strip of land is a part of and:

- (a) a street;
- (b) a right-of-way easement giving access to the lot if there is no street abutting that boundary; or
- (c) the nearest public highway if there is no street or right-of way easement abutting that boundary.

Panhandle Lot: A lot that has less than 10% of its perimeter adjoining a street and/or in part consists of a panhandle driveway.

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.

Place Character: The combination of street and lot patterns, landscape features, building forms, and activities that collectively determine the experiential and visual character of a place.

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.

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 Vantage Points: Defined public outdoor locations from which a view or vista is obtained.

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.

Recreational Facilities: Public spaces that support both indoor and outdoor recreation, sports and leisure activities. (see Outdoor Recreation Facility and Indoor Recreation Facility)

Rooming House: Building in which rooms are rented, and tenants pay a fixed sum periodically for accommodation without board.

Row-House: An attached dwelling on its own legal parcel with a formal street address.

Secondary Suite: A secondary suite is a legal rental suite, located within a single family detached house.

Semi-Attached Dwelling: A building used or designed for use as two dwelling units, each having direct access to the outside at grade level, and where neither unit is wholly or partly above the other.

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

Shared Accommodation: Category of housing that includes rooming houses, boarding houses and other forms of housing which is occupied by persons who do not form a single household.

Short-Term Stay Shelter: Short-stay housing of 30 days or less, which may provide single or shared bedrooms or dorm-type sleeping arrangements, with varying levels of support to individuals.

Social Housing: Non-market housing supplied by the public or non-profit sector and targeted at a range of incomes, most often at the low or moderate end of the scale, with few, if any, on-site supports provided. Housing costs are subsidized through various sources, and may be geared to income.

Social Services: Services and programs delivered by public, non-profit or charitable agencies to meet people's basic needs and improve living conditions. Social services address needs such as food, clothing, health care, employment, income assistance, skills training and other issues.

Statements of Significance: Written analysis of a heritage resource, or property, that includes a physical description, an assessment of heritage value, and a list of character-defining elements.

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

Supported Housing: Permanent housing where on-going supports may be provided on an on-going basis to residents who have difficulty living independently. Supports can be on-site or provided through case management and outreach. This form of housing may be located in purpose-designated housing, housing cooperatives or other government-funded housing for people with low incomes.

Supportive Housing: Transitional housing with on-site staffing that targets people living with mental illness and/or substance addiction. Residency is often limited (1–3 years), with the goal of transition to more permanent housing. Support services can be provided through outreach or on-site.

Target: A specific, measurable, time-bound object of policy described by a statement that contains a verb, a qualifier (minimum or maximum), a target level, an object, a level of geography and a timeframe, as illustrated in this example: “Accommodate [verb] a minimum [qualifier] of 15% [target level] of the region's cumulative new dwelling units [object] within the City of Victoria [level of geography] to 2026 from the baseline year [timeframe].

Traffic Calming: Physical or management measures taken to mitigate the negative impacts of traffic.

Transition House: Housing targeted to women (often with children) fleeing violent or at-risk domestic situations. The goal is to provide safe and secure housing on an interim basis, often up to one year, as well as access to support services.

Transitional Housing: Housing from 30 days to two or three years that includes the provision of support services, on- or off-site, to help people move towards independence and self-sufficiency. Transitional housing is often called second-stage housing, as well as housing for women fleeing abuse.

Transportation Demand Management (TDM): A wide range of measures, policies and initiatives to encourage more people to make more trips using sustainable modes of travel such as walking, cycling, vanpool and public transit, and fewer trips using single occupancy automobiles.

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.

Unbundled Parking: Parking is rented or sold separately, rather than automatically included within the cost of building space.

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 Forest: Sum total of all trees and their associated ecosystems, including understorey and soils, within the City of Victoria. The urban forest is the entire collection of trees located on both public and private lands, including parks, boulevards, remnant ecosystems, residential yards, commercial and industrial lands and open spaces.

Urban Form: The form of a city and its elements at every scale from neighbourhoods and districts to streets, blocks and sites.

Visitor Accommodation: The commercial use of land or a building for the temporary accommodation of visitors, and includes hotels and motels.

Verge: The part of the right-of-way between the roadway and the boundary of adjacent lots.

Wayfinding: A system of signage, distinctive physical features and information that aid in the navigation of urban areas, primarily but not limited to pedestrians.



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