



**TOWN OF VIEW ROYAL
OFFICIAL COMMUNITY PLAN REVIEW
ADVISORY COMMITTEE MEETING
MONDAY, MAY 5, 2025 @ 7:00 PM
COUNCIL CHAMBERS**

AGENDA

- 1. CALL TO ORDER**
- 2. APPROVAL OF AGENDA**
(motion to approve)
- 3. MINUTES, RECEIPT & ADOPTION OF**
 - a) Minutes of the Official Community Plan Review Advisory Committee meeting held February 24, 2025, Pg.3-5
(motion to adopt)
- 4. CHAIR'S REPORT**
- 5. PETITIONS & DELEGATIONS**
- 6. BUSINESS ARISING FROM PREVIOUS MINUTES**
- 7. REPORTS**
 - 7.1 STAFF REPORTS**
- 8. CORRESPONDENCE**
 - a) Email dated March 11, 2025, from V. Dammann Pg.6-8
 - b) Email dated March 17, 2025, from M. & I. Brown..... Pg.9-10
 - c) Letter dated March 18, 2025, from D. Wilson..... Pg.11-12
 - d) Email dated March 19, 2025, from Goodwill Investments..... Pg.13-14
- 9. NEW BUSINESS**
 - a) Business Mixer Event**
 - i. Official Community Plan (OCP) Review, Business Mixer Workshop – What We Heard Report dated March 25, 2025, from the Senior Planner Pg.15-29
 - ii. OCP Review and Update – Business Mixer Workshop – What We Heard Presentation Pg.30-34
 - b) Vision & Guiding Principles Survey**
 - i. OCP Review, Vision and Guiding Principles Survey – What We Heard Report dated March 25, 2025, from the Senior Planner..... Pg.35-135
 - ii. OCP Review and Update - Vision and Guiding Principles Survey – What We Heard Presentation..... Pg.136-146

c) Community Growth Survey

- i. OCP Review Update: What We Heard Report #2 Community Growth Survey and Engagement Week #1 Report dated March 25, 2025, from the Senior Planner..... Pg.147-231
- ii. OCP Review Update: What We Heard Report #2: How We Grow Presentation..... Pg.232-246

d) Engagement Overview #2

- i. Official Community Plan Review Update: Engagement Touchpoint #2 Report dated March 25, 2025, from the Senior Planner..... Pg.247-328
- ii. OCP Review Update: Engagement Touchpoint #2 Presentation..... Pg.329-335

e) Draft OCP Vision Statement and Goals..... Pg. 336-341

10. TERMINATION



TOWN OF VIEW ROYAL

MINUTES OF AN OFFICIAL COMMUNITY PLAN REVIEW ADVISORY COMMITTEE MEETING HELD ON MONDAY, FEBRUARY 24, 2025 VIEW ROYAL MUNICIPAL OFFICE – COUNCIL CHAMBERS

PRESENT: Mayor S. Tobias, Chair
Councillor Lemon
W. Abbott
K. Abraham
T. Allan
C. Harris
M. Lloyd
K. Peatt
J. Priest
E. Willis

PRESENT ALSO: L. Taylor, Director of Development Services
S. Scory, Senior Planner
L. Curtis, Community Planner

5 members of the public
0 members of the press

1. **CALL TO ORDER** – The Chair called the meeting to order at 7:00 p.m.

The Mayor introduced Wade Abbott, a newly appointed committee member.

2. **APPROVAL OF AGENDA**

MOVED BY: J. Priest
SECONDED: E. Willis

THAT the agenda be approved as presented.

CARRIED

4. **MINUTES, RECEIPT & ADOPTION OF**

MOVED BY: Councillor Lemon
SECONDED: J. Priest

THAT the minutes of the Committee meeting held January 13, 2025, be received.

CARRIED

5. **CHAIR'S REPORT**

6. **PETITION & DELEGATIONS**

7. **BUSINESS ARISING FROM PREVIOUS MINUTES**

8. **REPORTS**

8.1 **STAFF REPORTS**

9. **CORRESPONDENCE**

- a) Email dated February 2, 2025, from P. Gooch, Re: Official Community Plan Feedback

MOVED BY: M. Lloyd
SECONDED: C. Harris

THAT the email dated February 2, 2025 from P. Gooch, Re: Official Community Plan Feedback be received for information.

CARRIED

- b) Email dated February 23, 2025, from Mayor Tobias, Re: Official Community Plan Review Advisory Committee (OCPAC) Meeting

MOVED BY: M. Lloyd
SECONDED: C. Harris

THAT the email dated February 23, 2025 from Mayor Tobias, Re: Official Community Plan Review Advisory Committee (OCPAC) Meeting be received for information.

CARRIED

10. NEW BUSINESS

a) Draft Land Use and Housing Survey

Staff explained that the intent of the Land Use and Housing Survey is to obtain direction from the community on growth concepts which could be used to inform future land use scenarios, which is the next step in Phase 1 of the Official Community Plan (OCP) review.

Staff noted that survey questions are based on existing policies and objectives within the Town's Community Development Framework as shown on Schedule "K" of the existing 2011 OCP.

The Committee provided comments on the draft survey as follows:

- include definitions in the questions;
- further define "Town Centre" and how it differs from "Neighbourhood Centre";
- provide context as to why Fort Victoria was identified as the Town Centre in 2011 OCP;
- list current permitted heights for Neighbourhood Centres, Town Centre and Corridors in the relevant survey questions;
- provide a map to show where development has occurred since adoption of 2011 OCP;
- add a question asking where respondents would like to see other mixed commercial uses and services; and
- include examples of housing types that correspond to proposed heights.

b) Verbal Update on March Engagement Week

An OCP Engagement Week is planned for the second week of March. Engagement activities include in-person and virtual open houses as well as a land use and housing survey.

11. TERMINATION

MOVED BY: Councillor Lemon
SECONDED: W. Abbott

THAT this meeting now terminate.
Time: 9:05 p.m.

CARRIED

CHAIR

RECORDING SECRETARY

On Mar 12, 2025, at 13:00, Official Community Plan <ocp@viewroyal.ca> wrote:

Thank you for your follow-up message and for continuing to share your perspective.

The demographic questions included in the survey are a standard part of our municipal engagement process and were developed in review of best practices of other municipalities, as well as feedback from both our Official Community Plan Review Advisory Committee and Council during meetings open to the public.

The collection of this voluntary information will help the project team, the OCP Advisory Committee, and Council to understand who is participating in this process and whether additional targeted engagement is required to ensure we hear from a diverse range of voices. The data is not analyzed at an individual level, but rather as a whole to inform how we may engage with the community more effectively and to assess if there are gaps or underrepresented groups. This is important as we are in the process of updating a bylaw that contains policy that guides the long-term vision of our community and reflects the needs of all residents.

Please let us know if you would like this correspondence to be attached to an upcoming Council Agenda to form part of the public record.

We appreciate your engagement in this process.

Kind regards,



Town of View Royal | 45 View Royal Avenue | Victoria, BC V9B 1A6

Phone: 250.479.6800

viewroyal.ca | [Facebook](#) | [Bluesky](#)

Visit engage.viewroyal.ca to participate in our Community Growth survey.
The survey will be available online until March 31, 2025.

From: Volker Dammann

Sent: March 11, 2025 11:08 AM

To: Official Community Plan <ocp@viewroyal.ca>

Cc: Sid Tobias <sidtobiasviewroyal@gmail.com>

Subject: Re: OCP enquiry via Engage View Royal / Community Growth Survey

Hello,

Thank you for your detailed response to my previous note.

While I understand your intentions, I believe that the demographic questions are not pertinent to the OCP effort. Furthermore, I am concerned that their analysis and interpretation may be complex, costly, and potentially misleading.

The Town has limited resources available to OCP, or otherwise, to alter the existing composition of the first-language spoken, birth region, income, and age, etc... distribution of the various neighborhoods. This is unless OCP seeks to design and create "enclaves/sections" for specific demographic groups in the Town, which I am confident is not the case. OCP is a forward-looking vision and not a policy document.

Please explain how the following hypothetical scenario would be relevant and utilized for OCP development: I am over 60 years of age, have a postgraduate degree, am female, belong to a high-income bracket, was born in Eastern Europe, and English is not my primary language at home.

Demographic data can be sourced from Census data, eliminating the need for the community to reinvent the wheel.

Please don't try to control, what you cannot control.

I maintain my position that these questions are not appropriate for this, or any other OCP questionnaire.

I also reserve the right to bring this issue to the attention of council, just to have it on record and made public.

Regards,
Volker Dammann

On Mar 11, 2025, at 10:00, Official Community Plan <ocp@viewroyal.ca> wrote:

Hello Mr. Dammann,

Thank you for reaching out and sharing your concerns regarding the demographic questions in our survey.

The purpose of including demographic questions is to ensure that we are hearing from a broad and diverse range of voices within our community. These questions help us understand who is participating in the survey and whether certain groups are underrepresented in the responses. This, in turn, allows us to adjust our engagement efforts to ensure that all perspectives, especially those that may be less commonly heard, are considered in decision-making.

The demographic information collected is used to analyze trends in groups, not to identify individuals. It is also not used for profiling based on race, age, or any other characteristic. Instead, it helps us identify trends, gaps in engagement, and barriers that may prevent full participation in civic processes.

All demographic questions in this survey are entirely voluntary. Respondents can choose which questions they wish to answer, or they may skip this section altogether. There is no requirement to provide any personal information beyond what individuals are comfortable sharing when completing the survey.

Municipal governments have a responsibility to ensure that all residents, business owners, and other community members (regardless of background) have an equitable opportunity to provide input on matters that affect them. Without demographic data, we risk making decisions based on an incomplete or skewed understanding of community needs.

I hope this explanation clarifies our intentions.

Kind Regard,



Town of View Royal | 45 View Royal Avenue | Victoria, BC V9B 1A6

Phone: 250.479.6800

viewroyal.ca | [Facebook](#) | [Bluesky](#)

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The survey will be available online until March 31, 2025.

-----Original Message-----

From: Volker Dammann

Sent: March 10, 2025 7:30 PM

To: Official Community Plan <ocp@viewroyal.ca>

Cc: Sid Tobias <sidtobiasviewroyal@gmail.com>

Subject: OCP enquiry via Engage View Royal / Community Growth Survey

Hello,

I am writing to express my concern regarding the inclusion of questions about race, language, income, and other specific socio-economic data in this survey.

Knowing respondents' "resident" status and, potentially, "ownership" status would be sufficient for the purposes of this survey. However, the inclusion of these questions raises concerns about potential racial, income, and age-profiling.

Such questions should never have been included in this survey or any other municipal survey. They are likely to alienate potential respondents and undermine the survey's credibility.

I would be happy to discuss this further if necessary.

Sincerely,
Volker Dammann

Harbour District, VR

From: margaret and Ian Brown
Sent: March 17, 2025 11:28 AM
To: Mayor And Council Email <mayorandcouncil@viewroyal.ca>
Subject: Official Community Plan

To: Mayor and Council

Dear Mayor and Councillors

I am writing this since I recently visited the open house on the Official Community Plan and found nowhere there to leave this feedback. Mr. Scory suggested that I write you.

View Royal has been a leader in actions to prevent even more global overheating by bringing in the Carbon Step Code to stop the heating of new buildings by burning fossil fuels, to join the “Sue Big Oil” project to recoup some the costs this heating will cause the Town and by declaring a Climate Emergency.

I was shocked and disappointed to find no reference, at this open house, to View Royal's future in tackling climate overheating.

To tell you where I am coming from I will state some facts that I think most of you know quite well:

- The Intergovernmental Panel on Climate Change reports, compiled by thousands of senior scientists, endlessly cross checking each other's results, tell us that the human race is on track to raising global temperatures by 3 degrees C this century
- The same scientists calculate that this temperature rise will create deep and widespread drought that will cause huge crop failures all over the world (even here) and lead to starvation and many times increases in food prices everywhere.
- When this occurs, in about 20 to 30 years, in the struggle for any food, no one will care about any of the other topics included in our OCP

As a result, I think the primary topic, to be tackled first, is what the Town of View Royal will do about global overheating.

The two main sources of carbon emissions in our Town are building heating and motor vehicles.

With future buildings taken care of, we now need to tackle the several thousand gas and oil furnaces in existing buildings. We should find a way to forbid the renovation of such heating systems, requiring that old and decaying systems be replaced only by heat pumps or, less efficiently, other electric systems. We should also have a planning officer who is right up to date with senior government rebates for such installations so the public can consult one such up to date resource. We should be lobbying the Provincial Government to vastly improve the competition in heat pump installing, which is now dominated by established businesses charging outrageous prices. All this should be officially part of our plan.

As for electric vehicles, for our residents, we should require that every parking space at every residence be wired for either 110 volt or 220 volt charging. A dedicated 110 Volt circuit does very nicely for a single residential unit. We should require this for all new builds right now. We need, also, to figure out how to incentivize installation of such charging for established residences, especially multiple residential buildings. We should also be lobbying higher levels of government to remove the 100% import tax on Chinese vehicles and find a way to encourage their sales here, given they produce much cheaper electric vehicles.

A plan for the next thirty years should also deal with what the Town is going to do about flooding from sea level rise. I am thinking of around Portage Inlet and up Craigflower Creek.

These are a few of the actions I would like to see firmly embedded in an Official Community Plan long before questions of building height, building density and Town Centres. I would encourage staff and the Committee to create other avenues to getting View Royal residents off of gasoline and natural (so called) gas.

Sincerely

Ian D.Brown

Sadly, I'm writing to council today with some comments about an OCP consultation process from 2022. I urge all members of council to look at the letters in the February 7, 2023 council meeting agenda and then play the video of that meeting. Look at the staff presentation from that meeting – the presentation that focused on the inaccurate map blobs that damaged public trust in the consultations. Also, go back to the summary of the Council OCP Workshop in the July 17, 2023 agenda.

I found the following in that 2023 material:

- Vague map blobs are the wrong tool for public consultation. The public lost faith in the 2022 OCP because real maps were never used and the actual intention was obscured from public view.
- In the survey for the 2023 Council OCP Workshop “focusing too much on density and height, losing sight of the broader community vision” was a barrier to a meaningful and effective OCP process.
- Consultation to support a preconceived outcome was unwelcome. The public objected.
- The council worried about loss of public trust and engagement. Consultation without information was a barrier to public trust.

So here we are in 2025. The workshops, open houses, and the growth survey are focused on the same map blobs. We are asked if the Lakeview and Burnside centres should be bigger/denser but they are recently built-out, an OCP success story. The actual OCP Land Use Designation map is not used in the consultations. So, once again, we look at maps with inaccurate blobs and ponder their future. Déjà vu.

The 2011 OCP Land Use Designations are based on maps in the previous OCPs. The genesis of some of the growth areas are accurately mapped for the public to see as far back as the 1990 OCP. The 2011 map blobs provide a (poor) small-scale representation on 6x6 inch maps in a printable OCP document; they are not a useful large-scale mapping tool and they obscure the intention of the consultation.

As a result of the 2022 OCP engagement issues View Royal council decided that future engagement would follow the International Association for Public Participation (IAP2) method. The IAP2 method literally promises that the public will not be consulted before they have been adequately informed. I fully support the method but I'm not seeing it in practice.

The stated objectives of the current consultation phase are:

- Review and update the community profile (census data), vision and guiding principles
- Review and update land use designations, special planning areas and housing policies
- Ensure that the OCP reflects the 20-year anticipated housing need calculated in the interim Housing Need Report.

What has the 2021 census data revealed? How are we supposed to review and update Land Use Designations if the actual map is not used? How can the public comment on 20-year OCP capacity when View Royal has not assessed what the current capacity is? Where is the inform-before-consult?

The March 8 and 13 workshops were well run, participants had some good discussions. But poor mapping and a focus on identifying areas for increased density without any current density information did not allow informed participation. At the March 8 workshop I asked if the OCP Land Use Designation map could be projected on the big screen. Unfortunately, it could not be provided and it remains missing in action with not a single appearance in the consultation process so far. Just more blobs.

In late 2023, provincial legislation was passed that requires all OCP's to be renewed every 5 years and to ensure that the OCP always has enough development capacity identified for the following 20 years. The amount of 20-year capacity is determined in a Housing Needs Report.

In the current View Royal consultations, the only capacity data point the public is given is that the updated OCP must demonstrate enough 20-year development capacity for 2,889 more dwellings. With this number in mind, the public are then asked to identify if and where they would like to see additional density and height, again, using the vague map blobs as a reference.

Here's the problem. View Royal has not investigated the existing capacity in the 2011 OCP and cannot tell the public if the OCP does, or does not, have the capacity for 2,889 more dwellings unless that analysis is done. At the same time the current consultations ask the public to identify where the capacity is, or could be created, to support 2,889 more dwellings.

The Community Growth Survey has a map of some 2011-2025 developments, but no mention of how many units or what the densities are (FSR or Units/ha). There is also a map of the SSMUH and TOA bylaw lands but no information on the associated massive increase in the current OCP development capacity.

Ten storey buildings in the TOA adjacent to the hospital offer much greater density than the 150units/ha Erskine Lane developments on adjacent properties. With developments on Island Highway such as The Royal at 297units/ha, Skyview at 199units/ha, Grand and Fir at 216units/ha or the proposed Eltham townhouse development at 80 units/ha it becomes apparent that the land area for redevelopment in the OCP already affords a great deal of capacity for growth. Real maps would make this visible.

The question we actually need to ask is not *where do we add more density* it is *are we doing our best with the existing development capacity*. It's urgent to bring this focus to the OCP project.

The IAP2 methodology needs to be followed; consultation that is created without knowing the facts and then asking the public about increasing areas and height for additional density is counterproductive. Time to stop "focusing too much on density and height, losing sight of the broader community vision".

There has been a great deal of development in View Royal since 2011. The town has changed. SSMUH has established increased density capacity throughout the town. Rapid development has brought a more balanced mix of housing types. Eagle Creek became the Town Centre for some of the town precincts.

Other changes include adding more development staff, engagement staff and GIS staff. But we seem to be getting a repeat of the focus on density and height, consultation information issues, and map blobs.

The requirement to renew the OCP every 5 years is a big opportunity to change the way our OCP is created and updated. It requires a process change. Leveraging GIS capabilities to understand the development capacity within the OCP is essential. Following the IAP2 engagement method is essential. Turning the focus away from density-only and toward well-informed neighbourhood-level public consultation is essential.

Doug Wilson
View Royal

Dear Mayor Tobias, Members of the View Royal OCP Committee and Planning Staff,

Subject: Proposed Re-designation of Fort Victoria RV Park Property within the Official Community Plan

As active participants and property owners within the Town of View Royal, we appreciate the extensive efforts involved in updating the Official Community Plan (OCP). We write specifically regarding the current designation of the Fort Victoria RV Park property, presently marked as a Town Center, which has prompted considerable debate within the community. We listened to the OCP Review Committee meeting of February 24/2025 regarding the residents' survey, and appreciate the concerns expressed by the committee members.

Our family, now the 3rd generation, has owned and operated Fort Victoria RV Park since 1960. Currently, we provide essential below-market housing for 240 sites and more than 400 View Royal residents, plus another 100 sites of short-term accommodation. Fort Victoria is a very important part of the community, providing a place for seniors on low incomes as well as people here temporarily such as patients getting treatment at the hospital, workers on a temporary project, MLAs from northern communities, and visitors bringing their dollars to our area.

We are dedicated to ensuring our long-term residents have continued access to affordable accommodation, and this concern has been the primary roadblock stopping us from being able to move forward to redevelop the site.

The area currently designated as a Town Center allows for a maximum of 3 or 4-story development. Based on the June 2021 View Royal Land Economics Study, such development parameters do not present sufficient density or economic viability to attract re-development. At the same time, we recognize that significantly higher density levels might pose as a concern for residents and council.

Given this context, and to protect existing residents, we respectfully propose the idea of consolidating the density to only one side of the property and leaving the other side to continue as RV Park/campground for the foreseeable future.

Between the Island Highway and the E&N Rail Track:

- Re-designate this south side of the property to increase allowable density for land use to accommodate appropriate residential/commercial buildings, whether a Town Centre or a Neighborhood Centre. Such a shift would foster a vibrant community hub, creating sustainable commercial opportunities,

mixed-use spaces, and possibly new amenities that serve View Royal's residents such as a community centre.

- The objective would be to consolidate the redevelopment to this south side area, with enhanced walkability, reduced dependency on vehicle use, and encouraging sustainable community growth.

2. North of the E&N Rail Tracks:

- Adjust OCP designation of this area to "campground", to match the current use and zoning. This acknowledges existing development limitations posed by BC Hydro's electrical substation and associated high-voltage transmission lines, the riparian area alongside Craigflower Creek, and View Royal's sewer pumping station. These constraints significantly restrict higher-density developments in this area within the foreseeable planning horizon.
- Changing the OCP to reflect existing use would allow the RV park to continue in this portion of the site, while facilitating preservation of the existing affordable housing and relocation of most of the rest of the housing from the south side. This approach helps ensure continuation of housing affordability and community stability.

These proposals may align closely with community expectations, practical land-use limitations, and overarching OCP objectives aimed at fostering balanced growth and affordability within View Royal.

We appreciate your consideration and look forward to further discussions.

Thank you,

John Plasterer

Director, Goodwill Investments



TOWN OF VIEW ROYAL COUNCIL REPORT

TO: Council

DATE: March 25, 2025

FROM: Stirling Scory, RPP, MCIP
Senior Planner

MEETING DATE: April 1, 2025

OFFICIAL COMMUNITY PLAN REVIEW, BUSINESS MIXER WORKSHOP – WHAT WE HEARD REPORT

RECOMMENDATION:

THAT the Senior Planner's March 25, 2025, report titled "Official Community Plan Review, Business Mixer Workshop – What We Heard Report" be received.

PURPOSE:

This report is to present Council with a summary of "what we heard" from the Town's Official Community Plan Business Mixer held March 6, 2025.

BACKGROUND:

This engagement process was held on Thursday, March 6, 2025 at the Victoria Scottish Community Centre in View Royal between 5:00 and 7:00 pm. The event was open to all local businesses to encourage participation in the Official Community Plan (OCP) review and update process.

During the event, staff hosted a workshop that participants could join and share feedback. Participants were asked the following three questions:

1. What is View Royal doing well that helps the growth of your business?
2. Are there any challenges, specific to View Royal, that are affecting your business?
3. What can be improved in View Royal to facilitate economic growth?

The responses from the workshop will inform the update to the Town's Vision, as part of the Phase 1 OCP review and update.

ANALYSIS:

Approximately 50 people registered for the event, and approximately 36 participants attended the business mixer. Below is a summary of the themes identified for the three questions explored during the workshop.

Overall Themes

Question 1: What is View Royal doing well that helps the growth of your business?

- More growth = more business opportunities;
- Holding business mixer to help business owners meet, talk, and network with other business owners;
- Town staff, Council and community are supportive of local businesses; and
- Applying for a business license is easy.

Question 2: Are there any challenges, specific to View Royal, that are affecting your business?

- Traffic congestion;
- Lack of affordable commercial space available;
- Confusing home occupation regulations; and
- Slow processing times for applications (development and business licensing).

Question 3: What can be improved in View Royal to facilitate economic growth?

- Improving transportation connections throughout View Royal;
- Providing more parking for customers and clients;
- Permitting more mixed-use developments (commercial/residential); and
- Have a community space for public events.

A comprehensive list of all comments received during this workshop are available as an attachment to this report (see Attachment 1).

Impacts and implications can be summarized as follows:

Community Impact:	Engagement during an OCP review and update provides an opportunity for the public to be involved in a critical municipal policy and land use decision making process. Hearing from local business owners provides insight into the challenges and opportunities within View Royal and gives a unique perspective.
Financial Implication:	The workshop was within the project scope and budget.
Inter-governmental Relations Impact:	The Town is expected to complete required inter-governmental referrals to neighbouring municipalities and provincial ministries as the project advances further.

ALIGNMENT:

The recommended option aligns with the Town’s following core guiding documents as follows:

Enhance Livability

Goal 5: Build strong relationships and engagement through community events and celebrations

Sustainable Development

Goal 1: Managed growth

Goal 3: Business retention/attraction

Goal 4: Strategic investment in public realm

Community Engagement and Good Governance

Goal 1: Strong and active citizen participation in community engagement in Town of View Royal meetings, open houses, surveys, budget development

Goal 3: Respectful, constructive Council relationships

Strategic Plan:

Official
Community Plan:

Policy LU1.1 Neighbourhood Centres

Create a network of neighbourhood-serving, mixed-use centres. Encourage the majority of new and infill residential and commercial growth into these areas to create compact, walkable and cycling-friendly activity hubs.

Policy LU4.7 Public Gathering Places and Outdoor Markets

Encourage the development of public gathering places such parks, plazas and landscaped seating areas near activity-generating uses and mixed-use centres.

Policy ED1.1 Mixed-Use

Mixing commercial and residential uses is encouraged in designated neighbourhood centres and arterial commercial development areas to make efficient use of land and to bring residents, jobs and services into close proximity.

Policy ED1.2 Existing Businesses

Support existing businesses in the community, especially those that provide jobs suited to the resident labour force, and are located in designated mixed-use centres and community corridors.

Policy ED1.3 New Businesses

Pursue opportunities to attract new businesses to View Royal that meet the community's economic development and land use goals and objectives.

Policy ED2.1 Daily Shopping

Encourage the location of new businesses in existing commercial and mixed-use centres. Business uses in mixed-use centres should support the development of walkable, people-friendly places.

Policy ED3.1 Local Employees

Ensure an adequate match between housing stock and the housing needs of local employees, with the intent to reduce long commutes and create a balanced and inclusive community.

Policy ED4.1 Home-Based Businesses

Support home-based businesses that are compatible with residential uses throughout View Royal as a means of providing alternative employment options, reducing commutes and providing more services locally.

Other Policy Documents: Land Economics Study (2021)

PUBLIC PARTICIPATION GOAL:

The desired level of public participation for the recommended option is:

- ☒ Inform ☐ Consult ☐ Involve ☐ Collaborate ☐ Empower
☐ N/A

TIME CRITICAL:

The review of the themes and business mixer workshop feedback is not time sensitive but does inform Council of the community's sentiment and feedback during the OCP review and update process. Staff will be presenting a draft vision for Council's consideration in the Spring.

CONCURRENCE:	Initials	Comments
Chief Administrative Officer	SS	I concur with the recommendation.

REVIEWED BY:	Initials
Director of Corporate Administration/Deputy CAO	N/A
Director of Finance & Technology	N/A
Director of Development Services	SJ for LT
Director of Engineering	N/A
Director of Protective Services	N/A

ATTACHMENTS:

1. Official Community Plan What We Heard Report – Business Mixer, March 2025

TOWN OF VIEW ROYAL

WHAT WE HEARD REPORT

Business Mixer

March 2025

engage.viewroyal.ca

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Official Community Plan Business Mixer & Consultation

The Town of View Royal in partnership with the WestShore Chamber of Commerce held a business mixer on March 6, 2025, at the Victoria Scottish Community Centre in View Royal. The event was open to all local businesses to encourage participation in the Official Community Plan (OCP) review and update process. The event took place between 5:00 and 7:00 pm, and a workshop was held during the event.

Event Promotions

Together, the Town and the WestShore Chamber of Commerce used a variety of methods to inform the community about the business mixer workshop.

The Chamber managed event registration and inquiries and created a dedicated landing page on their website to promote the event.

The tools included:

- Inside View Royal e-Newsletter
- Social media
- Stakeholder e-mails
- Chamber of Commerce website

The poster features a dark blue header with the date and time: "MARCH 6, 2025 | 5:00 - 7:00 PM". Below this, the text "TOWN OF VIEW ROYAL" is in a smaller blue font, followed by "OFFICIAL COMMUNITY PLAN" in large, bold, dark blue letters, and "BUSINESS MIXER & CONSULTATION" in a smaller blue font. A central graphic consists of several overlapping blue circles of varying sizes, with the words "JOIN US!" in white, bold, sans-serif font across the middle. Below the graphic, the location "Victoria Scottish Community Centre - 1803 Admirals Rd, Victoria" is written in a small, dark blue font. At the bottom, there are three logos: the WestShore Chamber of Commerce logo (a stylized sun and waves), the View Royal logo (a crest with a crown and the words "VIEW ROYAL"), and the View Royal 2050 logo (a stylized "V" and the text "VIEW ROYAL 2050 Our Future View"). The entire poster is framed by a thin black border, and the bottom section has an orange background with the text "Register online at www.westshore.bc.ca" in white.

MARCH 6, 2025 | 5:00 - 7:00 PM

TOWN OF VIEW ROYAL
**OFFICIAL
COMMUNITY PLAN**
BUSINESS MIXER & CONSULTATION

JOIN US!

Victoria Scottish Community Centre - 1803 Admirals Rd, Victoria

WestShore Chamber of Commerce
VIEW ROYAL
VIEW ROYAL 2050
Our Future View

Register online at www.westshore.bc.ca



What We Heard

WORKSHOP SUMMARY

During the workshop a total of three questions were asked, approximately 15 minutes was spent on each question, and following this period each group would report back on their discussion. At each table a staff member facilitated the discussion, and recorded discussion with notes on a flip chart. The responses form the content of this What We Heard Report.

A total of 36 people attended the event and participated in the workshops. A comprehensive summary is detailed below.

Overall Themes

1. The top four themes for how View Royal is helping businesses grow are:
 - More growth = more business opportunities,
 - Holding business mixer to help business owners meet, talk, and network with other business owners.
 - Town staff, Council and community are supportive of local businesses, and
 - Applying for a business licence is easy.
2. The top four themes for local challenges affecting businesses are:
 - Traffic Congestion,
 - Lack of affordable commercial space available,
 - Confusing home occupation regulations, and
 - Slow processing times for applications (development & business licencing).
3. Four things that View Royal can improve to help facilitate economic growth are:
 - Improving transportation connections throughout View Royal,
 - Providing more parking for customers & clients,
 - Permitting more mixed-use developments (commercial/residential), and
 - Have a community space for public events.

Responses From the Business Mixer Workshop

Question 1: What is View Royal doing well that helps the growth of your business?

Table 1	<ul style="list-style-type: none"> • Possibility of development • Community hubs • More opportunities like Eagle Creek • Walkability is a huge factor <ul style="list-style-type: none"> ○ Requires going to destinations in VR <ul style="list-style-type: none"> ▪ Six Mile Pub • Alignment with Development interests and OCP policies • Housing next to businesses • Access to transit • Support from Council • Supportive neighbours • Support from staff/council • Permitting processes • Cycling infrastructure
Table 2	<ul style="list-style-type: none"> • Gave \$100 for Business Licence and operate as inter-municipal business • More housing is good for business x 2 • Create a business community, nice to have someone to talk to if not working • Continue to build community, don't be shy of your neighbours, • Sense of community, interact with neighbours • Share ideas, built community and networking – Business Mixer • Listening to businesses • Business mixer, get to know each other • What's missing – micro library, coffee shop, space for social interaction and build community • More places like Nest • Places to meet, talk and network – like to see more of these • Farmer's market, community events
Table 3	<ul style="list-style-type: none"> • Community engagement <ul style="list-style-type: none"> ○ But more ○ In-person ○ Local mixer to VR

	<ul style="list-style-type: none"> ○ Hosted in different spaces ● Approachable ● Opportunity to streamline processes
Table 4	<ul style="list-style-type: none"> ● Supportive & helpful (staff) ● Easy to get answers from staff ● Like that I can pay BL renewals and submit applications online ● Online is confusing <ul style="list-style-type: none"> ○ Mobile website is difficult to navigate <ul style="list-style-type: none"> ▪ Could be more user friendly ○ Easy to use the parks for classes ● Make the business licence directory easier to find (how often is it updated) ● Free street parking is lovely <ul style="list-style-type: none"> ○ Generally easy for clients/customers to find parking
Table 5	<ul style="list-style-type: none"> ● Town has been a client of my business ● The Town is growing ● Residents draw business ● Website is easy for applying for a business licence ● The Town takes pride in its appearance, customers feel safe ● Council & staff approachable ● Business mixer is an opportunity to connect with other local businesses <ul style="list-style-type: none"> ○ Especially for homebased

Question 2: Are there any challenges, specific to View Royal, that are affecting your business?

Table 1	<ul style="list-style-type: none"> ● Connection is a challenge <ul style="list-style-type: none"> ○ Bus service disconnected to do multiple tasks ○ Challenge for non-mobile people ○ Incomplete sidewalks ● Traffic volume/congestion ● Convenience has disappeared you must go in your car! ● Convenience/ease of access <ul style="list-style-type: none"> ○ Multiple stops ○ Need easy way to get multiple things
---------	--

Table 2	<ul style="list-style-type: none"> • Traffic • Centralization – no downtown • A lot of regulations & hoops to open a business (less regulation) • Too few regulations becomes wild west • Finding right balance btw regulations & supporting, business • Lack of staff capacity. May impact ability to expedite • Note enough work for landscaping, going outside of community (i.e. Oak Bay, Saanich) • Working with other municipalities on regional traffic issues • Inter-municipal communication • Process time for development applications & inspections • Mixed-use developments <ul style="list-style-type: none"> ○ Support this development • Commercial destinations • Entertainment facilities • Improve customer service, it is getting better • Long/slow process • Liked how slow things down
Table 3	<ul style="list-style-type: none"> • Traffic causes delays for staff & clients <ul style="list-style-type: none"> ○ Bottleneck ○ More lanes • Opportunities for home based business <ul style="list-style-type: none"> ○ Reduce restrictions ○ Zoning restrictions (as it relates with sq footage/ lot size) • Local events/markets • More space for commercial/industrial • Parking • Support for small/medium business (incubators/accelerators)
Table 4	<ul style="list-style-type: none"> • Digital signs (more cost effective) for advertising at the casino • Signs for home occupations (rules) could be clearer • Could we include a FAQ

	<ul style="list-style-type: none"> • Lack a Rec Centre in Town with space that is rentable for mobile businesses • No announcement board to share new news/ongoing things • Portage park → grated stairs painful for dogs (paws)
Table 5	<ul style="list-style-type: none"> • Traffic • Construction Traffic • Affordable, leasing space is hard to find. Would like to see a variety of commercial space sizes • Challenging to get funding stimulus for startups and attracting business • Unclear about possibility for a home (vs mobile) business • Difference across different municipalities in region <ul style="list-style-type: none"> ○ Zoning, licensing

Question 3: What can be improved in View Royal to facilitate economic growth?

Table 1	<ul style="list-style-type: none"> • Transportation #46/#53 <ul style="list-style-type: none"> ○ Connectivity, going place to place ○ Access to/within community • Mixed-use buildings/sites <ul style="list-style-type: none"> ○ Promote local/neighbourhood based growth. Deter cars • More/frequent bus service • Are there incentives that could help? <ul style="list-style-type: none"> ○ Thoughtful community plan that is embraced by community ○ Timeliness, timing for projects/developments • 6 storey-mixed use <ul style="list-style-type: none"> ○ Market sounding, ask what you need to have feasible development ○ Ease of parking regs, # that make sense for business, what is actually required
Table 2	<ul style="list-style-type: none"> • Reception area, not open & inviting, barriers haven't come down • Traffic/parking – hard to find visitor parking • More people move out to Langford to open business • Walk to services instead of getting into car

	<ul style="list-style-type: none"> • Rail station along G.G • More activities in Langford (shops, stores & services) • Farmers Market on Saturday to bring into VR • Theatres for art events • Event space at View Royal – more publicly known • Western Corridor-entertainment centre • Fine dining restaurants (i.e. Keg) • Destination - Mix of shops and services
Table 3	<ul style="list-style-type: none"> • Marketing campaign → promoting VR as a place for entrepreneurs <ul style="list-style-type: none"> ○ What is in VR/What is good about • Creative ways to make owning a business more affordable • Walkable • Community gathering spaces <ul style="list-style-type: none"> ○ Space for families • More collaboration with local institutes • Maker spaces & art spaces • Creative spaces • Resources of available community spaces • Spaces with multi-uses
Table 4	<ul style="list-style-type: none"> • Rec Centre • Commercial Services • Advertise that you can have a Home Based Business • View Royal Park <ul style="list-style-type: none"> ○ Exercise equipment is lacking – could be better ○ Notice board for businesses holding classes at the park • Community bboards • Construction/traffic <ul style="list-style-type: none"> ○ Better traffic management or communication of blockages would be helpful • Live/work zoned condos <ul style="list-style-type: none"> ○ Eagle Creek, China Town, View Street – walk up with commercial below • Grocery store at Helmcken • Restaurants • Hold more community events that businesses could be involved in

	<ul style="list-style-type: none"> • More mixed use zoning not just strictly residential or commercial • Better communication of events • Make website more user friendly <ul style="list-style-type: none"> ○ Make the BL directory easy to find • Would be nice to see where BL are in the queue to get processed
Table 5	<ul style="list-style-type: none"> • More commercial space + variety of sizes • Transit connections <ul style="list-style-type: none"> ○ Getting from one point to others (crosstown) • More parking • More mobile service parking • Helping customers get to business. E.g. shuttle • Gathering space for pop-ups e.g. Langford station • Help start ups • Drive throughs in the right locations <ul style="list-style-type: none"> ○ E.g. coffee shops

NEXT STEPS

The input received through this engagement touchpoint (Phase 1 Visioning) will help shape the updated OCP vision statement and guiding principles for the Town. A draft vision statement and guiding principles will be presented to community, OCP Review Advisory Committee, and Council later in the Spring of 2025. At this point, additional opportunities to provide feedback online or in-person will be available.



Official Community Plan Review and Update – Business Mixer Workshop What We Heard Report



Public Engagement Process

- Victoria Scottish Community Centre
- March 6, 2025, 5:00 to 7:00 pm
- Advertisement included: invitation mailout to approx. 425 business license holders, e-Newsletter, social media, stakeholder emails approx. 215 businesses, Town and West Shore Chamber websites
- Approximately 30 local business owners and employees attended the business mixer and participated in a workshop to gather feedback on business growth and development in the Town.
- The workshop included three questions with 15-minute breakout sessions for each followed by a report back



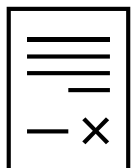
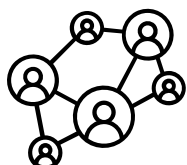
36 participants





Overall Themes

Question 1: What is View Royal Doing well that helps the growth of your business?



The top four themes for how View Royal is helping businesses grow are:

- More growth = more business opportunities;
- Holding business mixer to help business owners meet, talk and network with other business owners;
- Town staff, Council and community are supportive of local businesses; and
- Applying for a business licence is easy.



Overall Themes

Question 2: Are there any challenges, specific to View Royal, that are affecting your business?



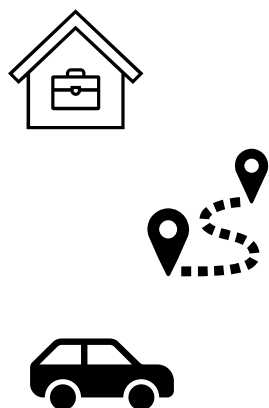
The top four themes for local challenges affecting businesses are:

- Traffic congestion;
- Lack of affordable commercial space available;
- Confusing home occupation regulations; and
- Slow processing times for applications (development & business licencing).



Overall Themes

Question 3: What can be improved in View Royal to facilitate economic growth?



Four things that View Royal can improve to help facilitate economic growth are:

- Permitting more mixed-use developments (commercial and residential);
- Improve transportation connections throughout View Royal;
- Provide more parking for customers & clients; and
- Have a community space for public events.



TOWN OF VIEW ROYAL COUNCIL REPORT

TO: Council

DATE: March 25, 2025

FROM: Stirling Scory, RPP, MCIP
Senior Planner

MEETING DATE: April 1, 2025

OFFICIAL COMMUNITY PLAN REVIEW, VISION AND GUIDING PRINCIPLES SURVEY – WHAT WE HEARD REPORT

RECOMMENDATION:

THAT the Senior Planner's March 25, 2025, report titled "Official Community Plan Review, Vision and Guiding Principles Survey – What We Heard Report" be received.

PURPOSE:

This report is to present Council with a summary of "what we heard" from the online Vision and Guiding Principles Survey that launched on January 24, 2025, and closed on February 18, 2025 and the Youth Survey which ran from February 21, 2025 to March 2, 2025.

BACKGROUND:

On January 24, 2025, the Town launched its Official Community Plan (OCP) review and update, "View Royal 2050: Our Future View". As part of this project launch, the Town also published its Vision and Guiding Principles Survey, and its project webpage Engage View Royal¹.

The project is being completed in three phases and is expected to be completed in 2027/2028. The project is currently in Phase 1, the focus of which is to review the vision statement and goals, housing policy, land use designations, and special planning areas. Phase 1 must be completed by December 31, 2025, in compliance with the provincial housing legislation. Phase 1 will include four engagement touchpoints, the first of which focuses on reviewing the existing vision.

The vision is a statement and collection of goals, values, needs and wants for the future. Reviewing the vision is an important first step in updating the OCP as it sets clear direction for how the community envisions its future.

¹ <https://engage.viewroyal.ca/view-royal-2050>

The project team shared a draft Vision and Guiding Principles Survey with the OCP Review Advisory Committee at its January 13, 2025 meeting and with Council during its January 21, 2025 meeting. Both the Committee and Council had opportunity to provide feedback and suggested edits prior to survey publication on January 24.

To raise awareness and encourage participation in the survey, staff conducted six pop-up events during the period the survey was open (January 24 – February 18) as summarized below:

Location	Date	# of People Engaged
Shoreline Middle School	February 5	26
Admirals Walk (Thrifty Foods/Pharmasave)	February 8	11
Eagle Creek Village (Quality Foods)	February 8	42
View Royal Park	February 8	15
Eagle View Elementary	February 10	33
View Royal Elementary	February 13	31

In addition to the pop-ups, the Town utilized a wide range of engagement tools, both online and in-person, to facilitate interest and participation in the survey:

- Town's official website;
- the project webpage (engage.viewroyal.ca/view-royal-2050);
- social media;
- "Inside View Royal" monthly e-newsletter;
- stakeholder emails;
- posters;
- newspaper ad;
- news release; and
- project video.

A comprehensive analysis of the engagement completed is available for review in the introduction of the What We Heard Report, attached to this staff report (see Attachment 1).

ANALYSIS:

Vision and Guiding Principles Survey

The Vision and Guiding Principles Survey consisted of 18 questions, 10 of which were focused on the vision and guiding principles and included both open-ended (qualitative) and close-ended (quantitative) questions. The survey was open to anyone that lives, works, or plays in View Royal. All questions were voluntary, and personal information was not collected that could be used to identify an individual. The survey also asked respondents to provide some general information about themselves so that the project team could better understand who was filling out the surveys. For example, the survey asked which neighbourhood respondents lived in, whether they owned or rented, and

their age. This information is important to understand, as it can help to identify potential gaps in the engagement.

Overall Themes

Section 1 – Demographics: Who are we hearing from?

The following is a summary of the voluntary information that was provided by respondents in the ‘tell us about yourself’ section of the survey.

- 88% of respondents live in View Royal;
- The neighbourhoods with the highest percentage of respondents are Harbour (23%), Helmcken (22%), and Hospital (14%);
- 65% of respondents live in a single-detached house;
- 83% of respondents own the home they live in;
- 31% of respondents were between the ages of 35 to 44 years old;
- 29% of respondents identified as being a caregiver for children;
- 26% of respondents identified as having moved to View Royal within the last five years;
- 21% of respondents identified as being born outside of Canada;

Respondents also indicated how they heard about the survey:

- 38% of respondents said they learned about the survey by social media;
- 22% said they learned by ‘other’ methods, with the majority saying they learned about the initiative from their children’s school;
- 17% of respondents learned about the project through the Town’s website; and
- 15% of respondents learned about the project by word-of-mouth.

Section 2 – Topics of Interest

The following is a snapshot of the overall themes identified through the Vision and Guiding Principles Survey.

Question 1: What do you love most about living, working, or playing in View Royal?
The top five responses are:

1. View Royal parks, trails, and greenspace;
2. Safe and secure neighbourhoods;
3. Walkable neighbourhoods;
4. Actions to preserve and protect View Royal’s natural environment; and
5. Safe and sustainable transportation choices.

Question 2: What are the most important things to have within walking distance (10 min) from your home?

The top five responses are:

1. Parks, open space, and trails(natural areas);
2. Bus stops;
3. Grocery stores;
4. Playgrounds; and
5. Schools.

Question 3: What are the most important aspects of ensuring that View Royal is a great place to live, work, and play in the next 20 years?

The top five responses are:

1. Preserving and/or expanding View Royal parks, trails, and greenspace;
2. Preserving and protecting View Royal's natural environment;
3. Walkable neighbourhoods;
4. Safe and secure neighbourhoods; and
5. Diverse and affordable housing options.

Question 4: What is missing in our community?

The top five responses are:

1. Commercial services;
2. A Town centre;
3. Recreational Centres/Areas;
4. Diverse and Affordable Housing; and
5. Meeting places.

Question 5: What is the biggest challenge View Royal will face between now and 2050?

The top five responses are:

1. Traffic congestion;
2. Growth management;
3. Housing needs;
4. Population growth; and
5. Climate change.

Question 6: Use a single sentence to describe View Royal 20 years from now, what does your future View Royal look like?

The top five responses are:

1. Walkable/Bikeable community;
2. Commercial/Services/Economic Development;
3. Diverse and affordable housing;
4. Green space; and
5. Strong sense of identity/community.

Question 7: If you could change one thing about your neighbourhood or View Royal, what would you change?

The top five themes identified are:

1. Transportation infrastructure;
2. Sidewalks;
3. Traffic congestion;
4. Walkable/bikeable community; and
5. Better traffic flow.

Questions 8, 9, and 10 asked participants to place pins and leave a comment on a map of View Royal, identifying features or areas they would like to see preserved, enhanced, and changed.

The top themes that emerged from these maps are outlined below with respondents providing the following feedback:

- there is a strong desire to preserve Thetis Lake Regional Park, Portage Park, and View Royal Park, and that these parks remain protected as a local green space and recreation area;
- there is interest in the Island Highway and Helmcken Road intersection to see additional services, as it is believed to be underutilized, suggestions included grocery store or a café at this location; and
- there is concern that the Watkiss Way and Helmcken Road and the Admirals Road and Island Highway, and the Helmcken Road and TransCanada Highway intersections are not safe for pedestrians and cyclists and action needs to be taken.

Youth Survey

In addition to the main Vision and Guiding Principles Survey, the project team also coordinated with Shoreline Community Middle School to complete a Youth Survey, which was available online via the project webpage and was open between February 21 and March 2. A total of 86 surveys were completed; those that participated were in grades 6-8 (ages 10 to 14). A summary of the overall themes from the survey are presented below. A comprehensive summary of all comments is available for review in Attachment 1.

Section 1 – Overall Themes

- The top three favourite places for youth in View Royal are: home (11), Shoreline Community Middle School (8) and Portage Park (8).
- The top three responses provided for what respondents thought was missing from View Royal are: Shopping (11), restaurants (9), and parks (9).
- The top three responses provided for what respondents would like to change in View Royal are: housing (9), parks (9), and restaurants (7),
- The top three housing types that respondents thought there should be more of are: single-family homes (35), housing co-ops (17), and apartment buildings (12).
- 61% of respondents live in View Royal.

- 24% of respondents live in the Craigflower neighbourhood, and 19% in the Helmcken neighbourhood.
- 62% of respondents live in a single-family home.

Section 2 – Topics of Interest

The following is a snapshot of the overall themes identified through the Youth Survey:

Question 1: Let's start by getting to know what makes View Royal special to you! Tell us about your favourite place in View Royal.

The five themes identified are:

- Home (11)
- Shoreline Middle School (8)
- Portage Park (7)
- Parks (7)
- Thetis Lake (7)

Question 2: Now that you have written about your favourite place in View Royal, can you think of something that might be missing to make it even better?

The five themes are:

- Shopping (11)
- Restaurants (9)
- Parks (9)
- Playgrounds (8)
- Recreation Centre (6)

Question 3: Now imagine that you are 20 years older than you are now and you are about to become the Mayor of View Royal. You have some big decisions to make! As Mayor, what are some things you would change about View Royal?

The five themes are:

- Housing (9)
- Parks (9)
- Restaurants (7)
- Shopping (7)
- School improvements (6)

Staff have shared the feedback collected through the surveys with the consultant, Urban Systems, so that they may review and provide suggested edits to revise and enhance the existing vision statement and guiding principles (goals). This will ensure the 20-year vision aligns with how people see View Royal changing over the next 20 years.

Impacts and implications can be summarized as follows:

Community Impact:	Engagement during an OCP review and update provides an opportunity for the public to be involved in a critical municipal policy and land use decision making process.
Financial Implication:	The survey was within the project scope and budget.
Inter-governmental Relations Impact:	The Town is expected to complete required inter-governmental referrals to neighbouring municipalities and provincial ministries as the project advances further.

ALIGNMENT:

The recommended option aligns with the Town's following core guiding documents as follows:

	<u>Enhance Liveability</u>
	<i>Goal 5: Build strong relationships and engagement through community events and celebrations</i>
Strategic Plan:	<u>Community Engagement and Good Governance</u>
	<i>Goal 1: Strong and active citizen participation in community engagement in Town of View Royal meetings, open houses, surveys, budget development</i>

	Community Vision and OCP Framework, Goal 9:
Official Community Plan:	Ensure that all citizens of View Royal have opportunities to be informed and meaningfully involved in planning and decision-making processes.
Other Policy Documents:	N/A

PUBLIC PARTICIPATION GOAL:

The desired level of public participation for the recommended option is:

☒ Inform ☐ Consult ☐ Involve ☐ Collaborate ☐ Empower
☐ N/A

TIME CRITICAL:

The review of the themes and comprehensive feedback provided in the surveys is not time sensitive, but it does inform Council of the community sentiment and feedback on the vision and guiding principles. Staff will be presenting a draft vision for Council's consideration in the Spring.

CONCURRENCE:	Initials	Comments
Chief Administrative Officer	SS	I concur wit the recommendation.

REVIEWED BY:	Initials
Director of Corporate Administration/Deputy CAO	N/A
Director of Finance & Technology	N/A
Director of Development Services	SJ for LT
Director of Engineering	N/A
Director of Protective Services	N/A

ATTACHMENTS:

1. Official Community Plan What We Heard Report – Vision and Guiding Principles Survey, January – February 2025

TOWN OF VIEW ROYAL

WHAT WE HEARD REPORT

Phase 1: Visioning and Guiding Principles Survey

March 2025

WE'RE UPDATING OUR OFFICIAL COMMUNITY PLAN!

View Royal 2050 is your chance to join the discussion and help shape our community's future.

We want to hear from you! Get involved in an engagement opportunity and share your thoughts.



Learn more at engage.viewroyal.ca



engage.viewroyal.ca

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About the View Royal 2050 Official Community Plan

The Official Community Plan (OCP) is a blueprint and will help define what we envision for View Royal over the next 20 years. As a key municipal document, it reflects community values and guides decisions on land use, housing, transportation, parks, environmental stewardship, economic development, and more.

The OCP is a living document, updated periodically to stay relevant as the community evolves and grows. View Royal's last comprehensive OCP update was adopted in 2011. While the current OCP has served our community well, there are opportunities to further review what is working, what isn't and what we need to do to prepare for our future needs and wants.

Process

View Royal 2050 is a multi-year process with three phases. The review and update of the OCP began in January of 2025, and is expected to conclude in 2027/2028. In each of the three phases, there will be a focus on a key topics and content that will be reviewed to update the OCP. During each phase there will be consultation that includes both in-person events and online tools. This approach balances technical analysis with community feedback to shape a long-term vision and policies that reflect residents' needs for the OCP.

We are now in Phase 1, focusing on vision, land use, housing, and special planning areas.



PHASE 1:
Vision, land use, housing
& special planning areas

JAN - NOV 2025



PHASE 2:
General policies, regional
context statement, &
implementation strategy

OCT 2025 - OCT 2026



PHASE 3:
Development permit
areas & guidelines

TBD 2026/2027

Phase 1 Engagement

Phase 1 of the OCP update includes four engagement touchpoints. The first touchpoint (Phase 1: Visioning) took place from January 24 to February 18, 2025. During this time, participants could complete an online survey on the project webpage.

The survey was focused on updating the existing OCP's Vision, a statement and collection of goals, values, needs and wants for the future. Updating the vision is an important first step in this OCP review and update process, as it sets a clear direction for how we envision our community in the future.

This first engagement touchpoint also aimed to raise awareness about **View Royal 2050** by inviting the community to learn more about the OCP update process, draw the community to the project webpage, and spark discussion about how the town may continue to change over the next 20 years.

The following section provides a summary of the Town's Communications and Engagement Strategy for the OCP review and update.

OVERALL OCP ENGAGEMENT OBJECTIVES

The guiding objectives and principles of the OCP review and update include the following:

- **Inclusive:** offer multiple methods or platforms for engagement, including online and in-person;
- **Educate:** provide and share information to educate and inform the community to help them understand how their involvement shapes their future community;
- **Engage:** identify, engage, consult, and listen to a range of stakeholders;
- **Establish:** objectives, guidelines, and policies that are measurable and actionable;
- **Demonstrate:** active listening by staff and Council, by incorporating feedback;
- **Transparency and accountability:** open dialogue between stakeholders and decision makers;
- **Address:** challenges that pose risk to our community and opportunities that pose a reward;
- **Communicate:** clear, concise, communication which avoids the use of jargon to ensure all those involved understand and participate in the process; and
- **Adaptability, learning, and improvement:** openness to learn and improve with the understanding that stakeholder and community interests and needs and wants change.

VISION AND GUIDING PRINCIPLES ENGAGEMENT OBJECTIVES

The objectives of this engagement touchpoint included:

- Provide information that is relevant and easy to understand, particularly about what an OCP is, and how it will be used in the future;
- Raise awareness of the project and of opportunities to provide input;
- Obtain input on the vision and guiding principles for the future of View Royal;
- Inspire dialogue and participation using digital and in-person methods of communication; and
- Demonstrate that the project team has listened and incorporated community input gathered during the engagement period.

AUDIENCE

- View Royal residents
- View Royal business owners
- View Royal community organizations
- View Royal staff
- View Royal Mayor and Council

The project team also encouraged people that may not live in View Royal but work and play in View Royal to participate in the process. This approach recognizes that View Royal is located between many neighbouring municipalities and serves as both a corridor and destination for those that live outside our municipal borders.

ENGAGEMENT APPROACH

The consultation process was designed in alignment with the International Association of Public Participation (IAP2) spectrum and core values. For more information on IAP2 visit: www.iap2.org

The engagement process for **View Royal 2050** aims to engage at the “consult” level on the IAP2 spectrum of engagement. Council has previously endorsed the use of IAP2 principles, which will guide public engagement through the OCP review and update.

PUBLIC PARTICIPATION AND COMMITMENT

The project’s communications and engagement strategy identifies the need to engage with the community across three levels of public participation, including “inform”, “consult”, and “involve”, which follows the IAP2 spectrum of public participation. The project team is committed to ensuring that participants in this process are informed and are heard, and that concerns raised, and feedback received will help inform the review and update process moving forward.

What We Did

We used multiple methods (digital and print) to inform the community of the OCP update and opportunities to participate in the first engagement touchpoint.

Tools used included:

- View Royal 2050 webpage (engage.viewroyal.ca/view-royal-2050);
- Town's official website (viewroyal.ca);
- Social media (Facebook, Instagram, Bluesky);
- Inside View Royal e-newsletter;
- Stakeholder e-mails;
- Posters and 'business' project cards;
- Newspaper ads (Goldstream Gazette); and
- Project video

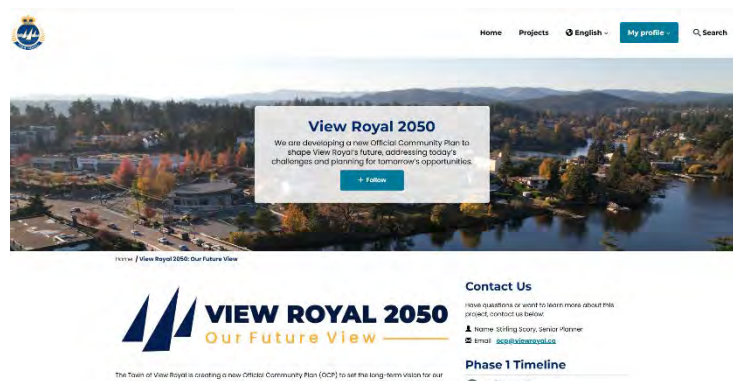
In addition to these outreach methods, the project team hosted a series of pop-ups in different areas of the community.

The following section provides a summary of the outcomes from the tools used for Phase 1 Vision and Guiding Principles Engagement.

PHASE 1 VISION AND GUIDING PRINCIPLES ENGAGEMENT: OUTREACH METHODS

Webpage:

A project webpage for **View Royal 2050** was launched January 24, 2025, to provide information relating to the process and plan. The webpage provides the community with immediate access to the most up-to-date information relating to the OCP update, along with Committee reports, related documents and engagement opportunities. During this engagement period the webpage was viewed 1,185 times by 687 visitors. The webpage can be found at: engage.viewroyal.ca/view-royal-2050



Town's official website:

The View Royal 2050 project webpage was added to the list of current projects on the Town's official website. During the engagement period, the OCP update was prominently featured on the website's main page. Additionally, a "What's Happening" notice was sent to subscribers on January 24 to announce the launch of View Royal 2050.

Social media:

Notices were published on the Town's social media accounts promoting the project and opportunities to provide input.

Note: The Town established and began posting on Bluesky on January 29 and Instagram on February 14. On January 31, the Town deactivated its X/Twitter account. Before

deactivation, two posts promoting the OCP were shared, generating a combined total of 207 views.



9 posts

views: 10,174
reach: 4,873
interactions: 64



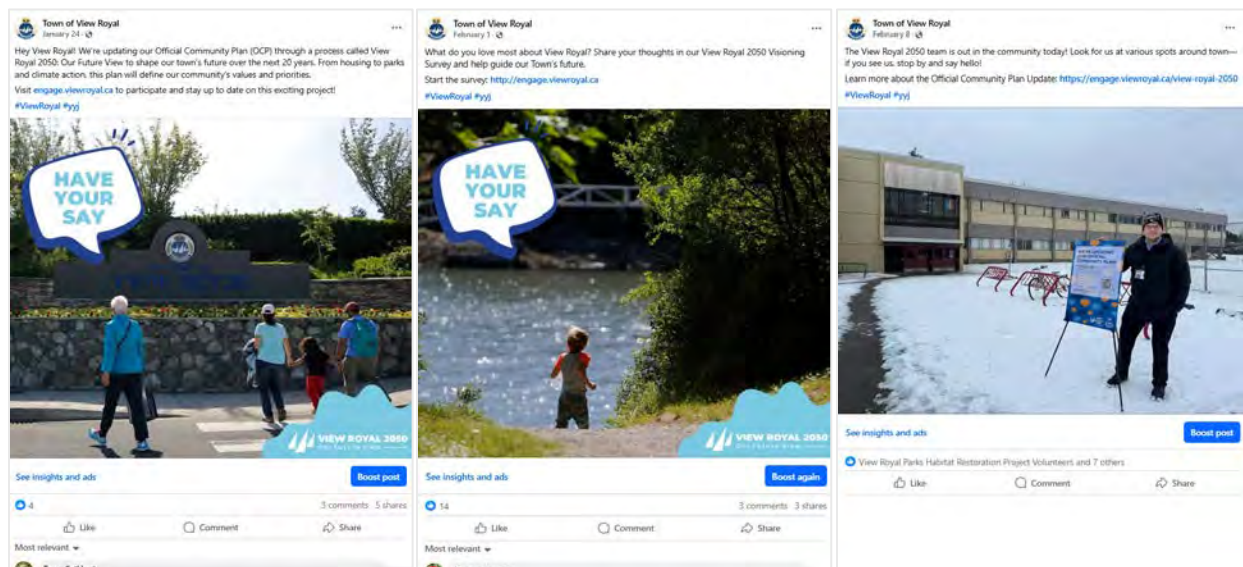
2 posts

reach: 157
likes: 6
shares: 2



6 posts

likes: 21
shares: 9
comments: 1



Inside View Royal e-Newsletter

The January 2025 edition of Inside View Royal, the Town's monthly e-newsletter, included an article announcing the launch of the OCP update and promoted the opportunities for those interested to provide input during the first engagement touchpoint.

Stakeholder Emails

In January 2025, a dedicated email account was launched to allow the community to contact the project team directly to ask questions or find out more about the OCP update. Through this account, more than 250 emails were sent to a list of pre-established stakeholders. The project team also used email and phone calls to reach out to school administration at View Royal Elementary, Eagle View Elementary, Shoreline Middle School, Spectrum Highschool, and Esquimalt Highschool. This outreach aimed to gauge interest in

student participation in the OCP update and request assistance in distributing information about **View Royal 2050** to the school community, including staff, caregivers, and students.

Posters

Posters with project information and a QR code linking to the website were created and posted at 19 community boards and businesses throughout View Royal. Members of Council and the Town's OCP Review Advisory Committee received posters in their leader kits to post in the community. A total of 30 posters (2 each) were included in the 15 kits prepared.

Location	Date	Total Posters
Town Hall	February 7	2
Other	February 7	1
Eagle Creek Village	February 8	6
View Royal Park	February 8	3
Admirals Walk	February 8	6



Newspaper Ad

A print ad was placed in the February 12 edition of the Goldstream Gazette. The ad raised awareness for the OCP update and encouraged participation in the survey.

News Releases

On January 24, a news release was distributed to local media and posted to Viewroyal.ca inviting community members to help shape View Royal's future. The news release can be read by clicking [here](#).

Project Video

A project video featuring Mayor Sid Tobias was posted on Facebook and the Town's YouTube channel. The video aimed to raise awareness about the project and highlight opportunities for community participation. The video received 409 views combined.

The video can be viewed [here](#).



Shoreline School: Feb 5



Quality Foods: Feb 8



View Royal Park: Feb 8

Pop-ups

During the engagement period, Town staff hosted 6 pop-ups and engaged with 158 individuals. At each of the popups, staff provided a business project card that included a QR code and the project website

Location	Date	People Engaged
Shoreline Middle School	February 5	26
Admirals Walk (Thrifty Foods/Pharmasave)	February 8	11
Eagle Creek Village (Quality Foods)	February 8	42
View Royal Park	February 8	15
Eagle View Elementary	February 10	33
View Royal Elementary	February 13	31

What We Heard

ONLINE VISION AND GUIDING PRINCIPLES SURVEY

From January 24 to February 18, an online survey was publicly available for View Royal community members to provide input on the most important aspects of their neighbourhood, the greatest challenges facing View Royal in the next 20 years, and what aspects they would like to see preserved, enhanced, or changed.

In total, there were 130 responses. The survey served as a key means of gathering input during this engagement touchpoint. It was accessible on the View Royal 2050 project webpage and promoted on various platforms, including the Town's social media accounts, in the Town's e-Newsletter, and during pop-up events.

Overall Themes

The following is a snapshot of the overall themes identified through the Vision and Guiding Principles Survey. Questions 1, 2, and 3 asked respondents to select their preferred options. Questions 1 and 3 asked respondents to select their top 5 preferred options, not in order.

Question 1: What do you love most about living, working, or playing in View Royal?

The top five responses are:

1. View Royal parks, trails, and greenspace;
2. Safe and secure neighbourhoods,
3. Walkable neighbourhoods;
4. Actions to preserve and protect View Royal's natural environment; and
5. Safe and sustainable transportation choices.

Question 2: What are the most important things to have within walking distance (10 min) from your home?

The top five responses are:

1. Parks, open-space, trails (natural areas),
2. Bus tops;
3. Grocery stores;
4. Playgrounds; and
5. Schools.

Question 3: What are the most important aspects of ensuring that View Royal is a great place to live, work, and play in the next 20 years?

The top five responses are:

1. Preserving and/or expanding View Royal parks, trails, and greenspace;
2. Preserving and protecting View Royal's natural environment;
3. Walkable neighbourhoods;
4. Safe and secure neighbourhoods; and
5. Diverse and affordable housing options.

Question 4: What is missing in our community?

The top five themes that were identified are:

1. Commercial services,
2. A town centre;
3. Recreational centres/areas;
4. Diverse & affordable housing; and
5. Meeting places.

Question 5: What is the biggest challenge View Royal will face between now and 2050?

The top five these that were identified are:

1. Traffic congestion;
2. Growth management;
3. Housing needs;
4. Population growth; and
5. Climate change.

Question 6: Use a single sentence to describe View Royal 20 years from now, what does your future View Royal look like?

The top five themes that were identified are:

1. Walkable/bikeable community;
2. Commercial/services/economic development;
3. Diverse & affordable housing;
4. Green space; and
5. Strong sense of identity/community.

Question 7: If you could change one thing about your neighbourhood or View Royal, what would you change?

The top five themes identified are:

1. Transportation Infrastructure;
2. Sidewalks;
3. Traffic congestion;
4. Walkable/Bikeable community;
and

5. Better traffic flow.

Preserve, Enhance, Change

The survey featured a series of mapping questions (question 8-10) where participants could place pins and leave comments on a map of View Royal, identifying features or areas they would like to see preserved, enhanced, and changed. Respondents were not limited to the number of pins they could place.

The map featured multiple comment clusters, areas with a heavy focus of comments, each of these is described below:

- **Thetis Lake Regional Park** – respondents indicated that they want to ensure that this park remains protected as a local green space and recreation area.
- **Portage Park** – respondents indicated that they want to ensure that this park remains protected as a green space for residents.
- **View Royal Park** – respondents indicated that they want to ensure that this park remains protected as a green space and recreational area for residents.
- **Intersection at Island Hwy and Helmcken Rd** – residents indicated that this area is underutilized and would like to see additional services such as a grocery store or café at this location.
- **Intersection at Watkiss Way and Helmcken Rd** – respondents indicated that they wanted to see some changes to this intersection to make it safer for pedestrians and cyclists.
- **Intersection at Island Highway and Admiral Rd** - respondents indicated that they wanted to see some changes to this intersection to make it safer for pedestrians and cyclists.
- **Helmcken Rd bridge over Trans Canada Hwy** – respondents indicated that they wanted to see some changes to make the pedestrian crossing safer.

Who Participated

The Town strives to engage a broad representation of the community. Demographic questions were asked in the survey to understand who responded, and which perspectives were represented in the results.

The following is a snapshot of who we heard from through the Visioning Survey.

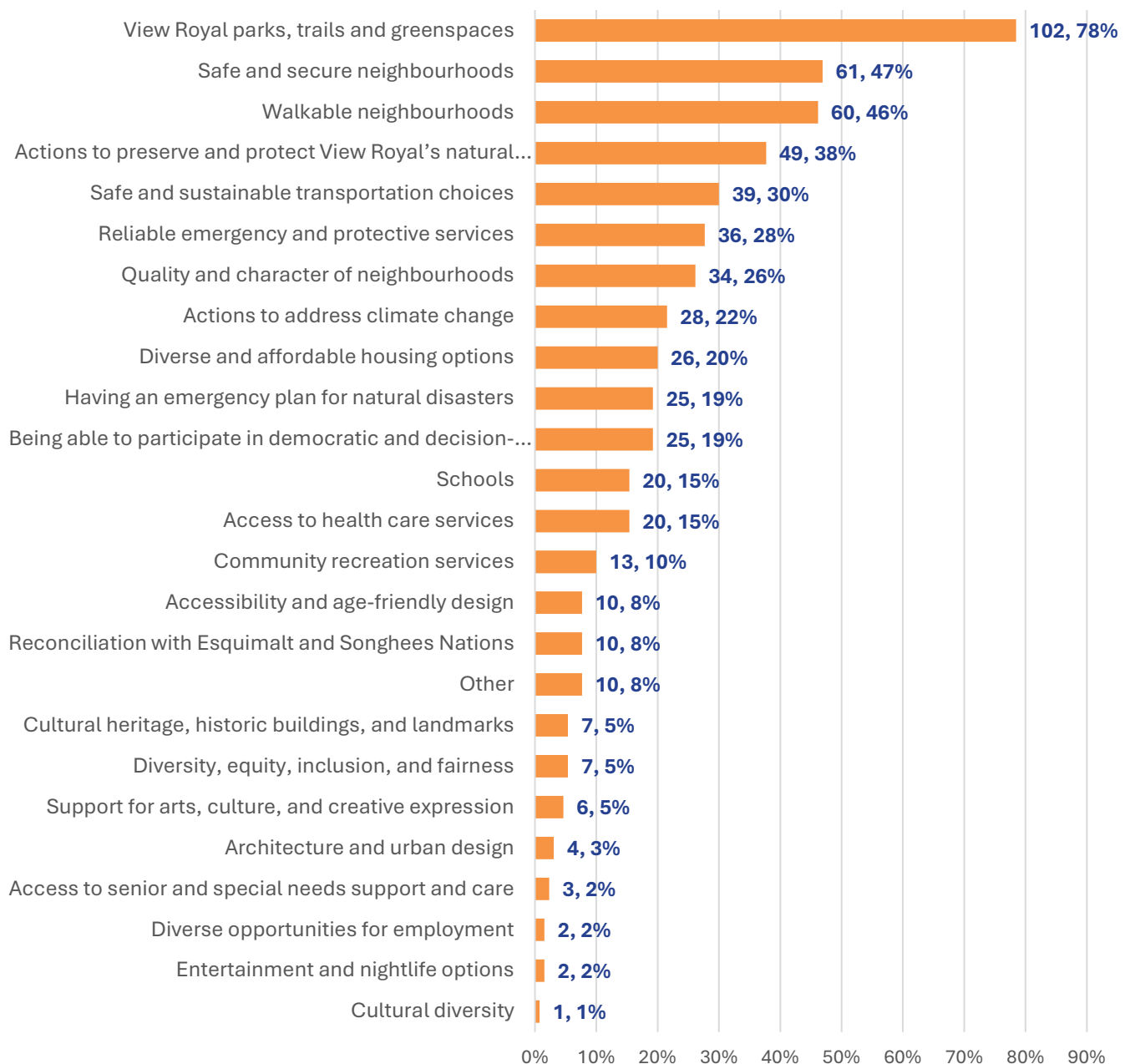
- 88% of respondents live in the Town of View Royal.
- The three neighbourhoods with the highest percentage of respondents are: 23% Harbour (29), 22% Helmcken (28), and 14% Hospital (18).
- 65% of respondents live in a single-detached house.

- 83% of respondents own the home they live in.
- 31% of respondents were between the ages of 35 to 44 years old.
- 29% of respondents identified as being a caregiver for children (36), 26% of respondents identified as being new to View Royal within the last five years (32), and 21% of respondents identified as being born outside of Canada (26).
- 38% of respondents learned of the Visioning Survey by social media (48), and 22% by other methods (28). Respondents who selected 'other' indicated that they learned of the survey through their child's school. 17% of respondents learned about the project through the Town's main website (22), and 15% of respondents learned about the project by word of mouth (19).

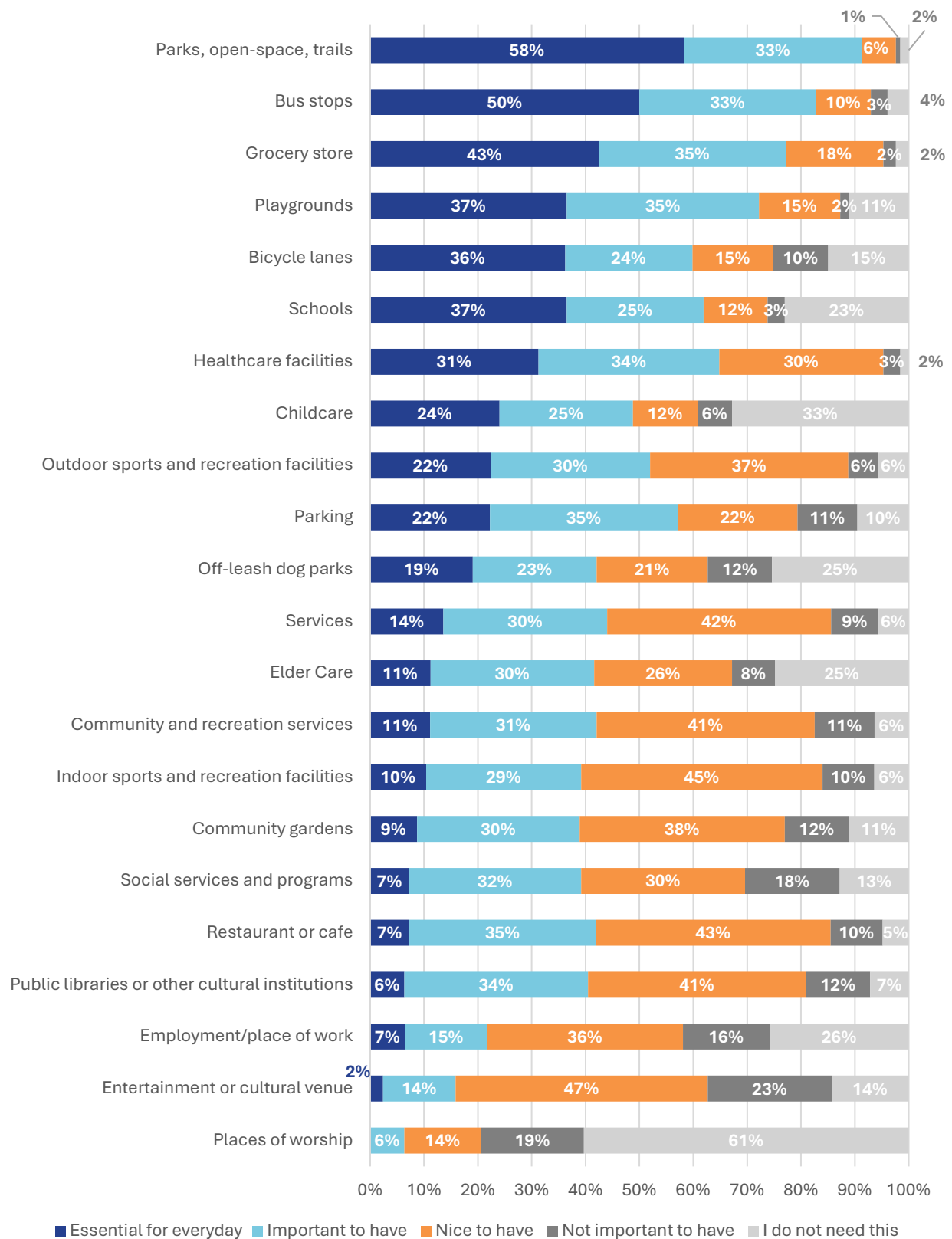
SURVEY RESULTS

The following section provides a summary of results for questions 1 to 18 in the Vision and Guiding Principles Survey. A comprehensive list of all verbatim comments which are associated with the questions, is included in *Appendix A* of this report. The verbatim responses for questions 8,9, and 10 are included in this section.

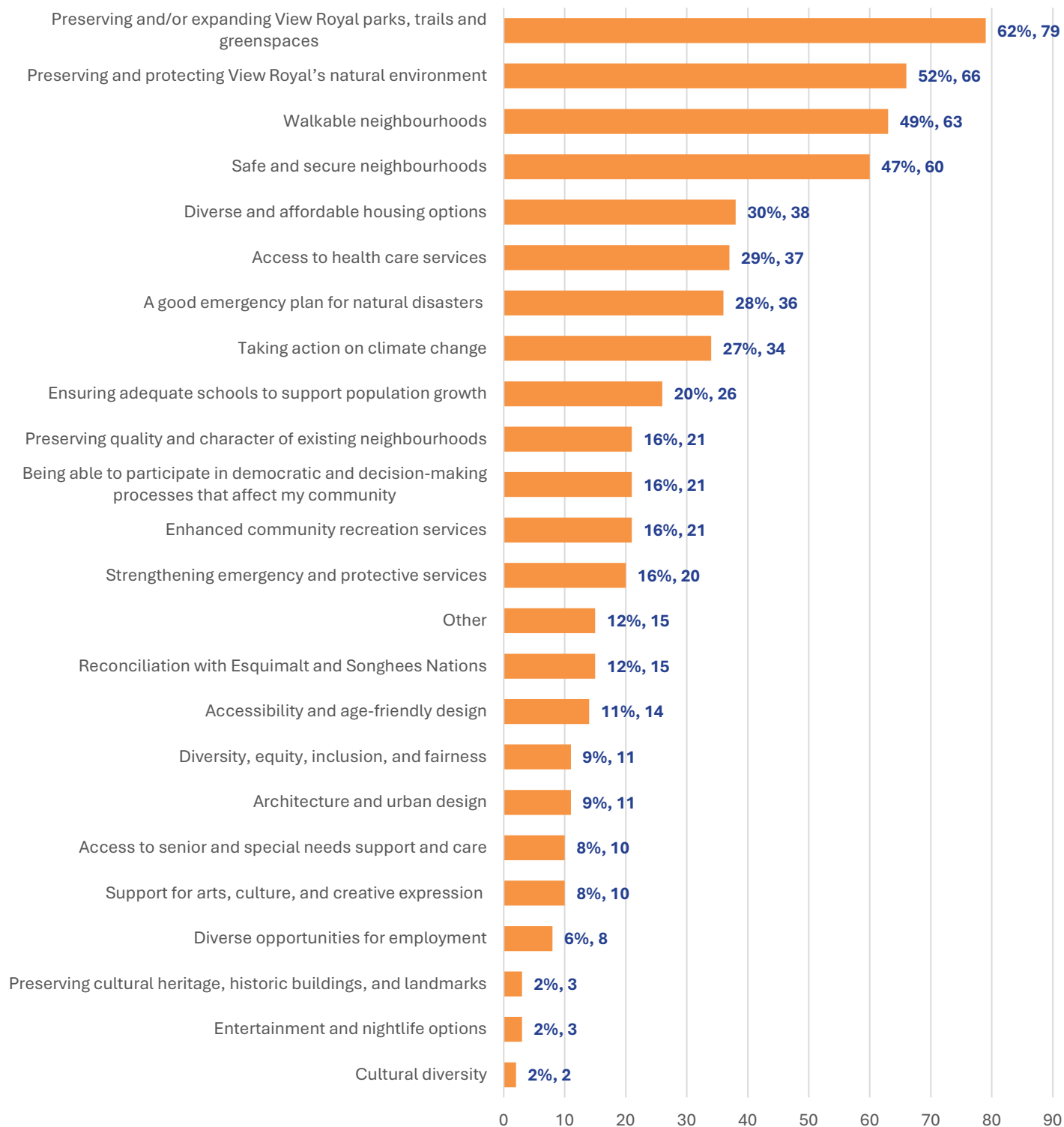
Question 1: What Do you love most about living, working, or playing in View Royal? (Select the five most important to you).



Question 2: What are the most important things to have within walking distance (10 min) from your home?



Question 3: What are the most important aspects of ensuring that View Royal is a great place to live, work, and play in the next 20 years? (Select the five most important to you)



Question 4: What is missing in our community?

In total, respondents left 110 comments. The most prominent themes include:

- Commercial services (25)
- Town centre (19)
- Recreational centre/areas (15)
- Diverse and affordable housing (14)
- Meeting places (12)
- Public transportation (11)
- Neighbourhood centres (11)
- Walkable/bikable community (10)
- Medical services (10)
- Sidewalks (9)

“Our community is lacking commercial hubs made up of small, local businesses. More grocery stores, cafes, and businesses that meet everyday needs within walking distance from residential areas would be so welcomed (like market proposed for Helmcken).”

- Survey participant

Question 5: What is the biggest challenge View Royal will face between now and 2050?

In total, respondents left 119 comments. The most prominent themes include:

- Traffic congestion (33)
- Growth management (28)
- Housing needs (23)
- Population growth (19)
- Climate change (15)
- Good governance (12)
- Density (12)
- Infrastructure needs (11)

“Balancing development with infrastructure and climate change (i.e. more housing needed, but issues with more cars). We need more thriving local businesses so View Royal residents can spend their money in View Royal and walk to what they need.”

- Survey participant

Question 6: Use a single sentence to describe View Royal 20 years from now, what does your future View Royal look like?

In total, respondents left 115 comments. The most prominent themes include:

- Walkable/bikable community (27)
- Commercial/services/economic development (23)
- Diverse and affordable housing (22)
- Green space (22)
- Strong sense of identity/community (21)
- Preserving Neighbourhood character (17)
- Suburban/small town (15)
- Complete community (15)
- Retaining natural environment (15)

“A place with diverse housing choices and people, living in walkable neighbourhoods with more density and local shops and recreation, adjacent to natural areas, the waterfront, and connected to the region via good transit and active transportation.”

- Survey participant

Question 7: If you could change one thing about your neighbourhood or View Royal, what would you change?

In total, respondents left 113 comments. The most prominent themes include:

- Transportation infrastructure (17)
- Sidewalks (16)
- Traffic congestion (15)
- Walkable/bikable community (15)
- Better traffic flow (14)
- Growth management (12)
- Safe transportation (11)

“For North View Royal, a proper restaurant and pub. We’ve added so much building and population, transit is lagging. Helmcken is gridlock. Set aside some land for a neighborhood pub where we can meet our neighbours, and a restaurant.”

- Survey participant

In questions 8, 9, and 10 respondents were able to place a pin on a map indicating what area/location they felt should be preserved, enhanced, or changed, with the option to add a comment explaining what area/feature/location they were describing, and why they selected it.

The questions are available for review below:

Question 8: Preserve: Use the map below to place a pin on an area/location you feel should be preserved as it is, and add a sentence explaining what and why.

Question 9: Enhance: Use the map below to place a pin on an area/location you feel could be improved or enhanced, and add a sentence explaining what and why.

Question 10: Change: Use the map below to place a pin on an area/location you feel needs change, and add a sentence explaining what and why.

The responses to the above mapping questions have been grouped by neighbourhood and shown in tables below. Each of the tables is supplemented with a map that shows all the pins placed through questions 8, 9, and 10. The classification of neighbourhoods was based on *Schedule B* of the Official Community Plan.

Schedule B, the Neighbourhood Map, of the OCP identifies 8 neighbourhoods within View Royal:

1. Wilfert
2. Atkins
3. Thetis
4. Burnside
5. Hospital
6. Craigflower
7. Harbour
8. Helmcken

Respondents placed pins and left comments along Island Highway and in areas outside View Royal's boundaries. These comments are included in the summary below.

Map 1: Wilfert Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Wilfert	Preserve	2	Preserve 1720 Atkins as protected sensitive fish habitat, wildlife corridor
		3	Preserve 1700 Atkins heritage house, and original historic site region's first grist mill, saw mill and naval supply of fresh water
		4	Complete restoration / preservation of historic lime kiln and provide interpretation
		43	This is a grim stretch of Old Island Hwy, dominated by aggressive, fast moving traffic and largely unattractive commercial businesses. This is not a street that feels safe to cycle or walk, though it is the location of the rec centre and therefore should have much better non vehicular access.
		68	This part of View Royal should allow at least 15 storey buildings with commercial as well.
Wilfert	Enhance	44	Protected bicycle lane
		90	Vacant lot should be developed into commercial or mixed use and not another dealership please.
		91	Buildings are in poor condition and the property is massive. Could easily be turned into a very beautiful high end development overlooking the inlet.
		99	This area should be considered for a mixed use residential / commercial development. Major eye sore
		115	industrial area could be mixed use - develop here and not elsewhere
		116	empty lot - why not add residential or mixed use space here? create reasons to stay and not just a commuter thoroughfare
		145	This section of island hwy to the casino needs some serious enhancement. It's old and tired and needs revitalization. I see bigger businesses, I'd love To see a hotel added to the casino property to accommodate visitors to the region who will not have to drive from Victoria or Langford.
		154	Enhance waterfront access - waterfront restaurant, boat launch, park.
Wilfert	Enhance	155	Create a linear trail and greenway (natural area) along the creek

		156	The Island Highway area could evolve into something similar to the Goldstream (downtown Langford) area, in conjunction with the CRD, with mixed-use buildings and quality streetscapes, between the rec centre, added family options (playzone, etc), and a quality green space along the creek. Maintain employment opportunities.
		177	Highrise development along the Six Mile Strip and quality commercial development.
		179	Much more high density development along island highway
		185	Enhance trail systems along waterways
Wilfert	Change	10	Rapid bus corridor warrants both high density development as well as commercial services / professional clean industries
		14	When Hart Road lots 200 - 208 are redeveloped to strata / rental / low / medium density that the developers must include road end access to public dock to /from harbour. The shoreline is suitable and a major park amenity that we cannot achieve with our existing Park. Worthy of TRADING the properties for this essential public boating access
		40	Protected bicycle lane

Map 2: Atkins Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Atkins	Preserve	1	Preserve farmland on Atkins AND forest along Millstream Creek
		18	Six Mile is proud of its long history and heritage. Include its protection in a Heritage registry
		20	Preserve farmland for the community food source
		23	Dont want to see the trees around galloping goose removed for a parking lot
		42	I live on this road which links Old Island to the #1 and has a lot of heavy, fast moving traffic. This access road which also goes to Thetis Lake should have wider sidewalks to accomodate both cyclists and the large # of walkers, often young ppl and families.
		52	Thetis Vale is a very friendly neighbourhood with access to multiple green spaces and park! Mill hill Park should also be preserved as it brings the

			community opportunities to explore the nature and exercise.
		54	Very convenient park that allows people to walk their pets!
		84	Keep
		99	Beautiful nature walk
		105	Dave Pollack's Farm, the last urban farm in View Royal. It is integral to our future food security and we must save the urban forest on his property for carbon sequestration and the shade it provides.
		119	Value the galloping goose regional trail network and its proximity to many neighbourhoods in View Royal
		166	Beautiful neighborhood park with lots of native plants like camas. Enhances the beauty of this neighborhood and important natural habitat.
		167	Beautiful neighborhood park with lots of native plants like camas. Enhances the beauty of this neighborhood and important natural habitat.
		177	Six Mile Pub - great place
Atkins	Enhance	6	Add much needed off leash dog park with amenities (water, garbage can, benches etc). Central, easy access from ALL directions
		11	Again, increase #53 bus service for this area ... at least every 20 minutes
		14	From Atkins to View Royal / Langford border the GGT and E&N converge into just one narrow trail. Active transportation criteria: safe and comfortable, good lighting are not afforded to pedestrians and vulnerable citizens. Lobby for CRD to meet the standards.
		35	The Galloping Goose and the E&N are wonderful and I use them daily or almost daily for shopping, visiting friends, going downtown, and recreation. Access in places could be improved.
		68	Make nicer
		92	Great location for a mixed use development (at least 6 storeys) adjacent to a transit hub.
		93	This area could be enhanced with housing development and community-oriented commercial space (grocery, food, pharmacy, etc)
		107	Why is this not an alternating traffic configuration with three lanes? Traffic is awful and will not get better. No - bikes are not the answer. Densification is only increasing in surrounding areas. We need to do something bold and

			<p>progressive here. And actually create a solution rather than saying "alternative methods of transportation are encouraged". That's not a solution</p> <p>Why are these new bus lanes not proper HOV lanes?? For example, high occupancy, electric vehicle use?</p>
		146	Chilco Rd and this neighborhood would be much improved with small cafes, convenience store, bakery that don't detract from the character and natural beauty. The age of strict zoning needs to change to allow for walkable cities.
		147	Ideally there would be a grocery store in here, as well as other services. Right now there are a few little used services. Again, we need to create walkable cities to combat climate change. This also encourages people to meet and get to know their neighbors.
Atkins	Enhance	169	Lobby BC Transit to extend Rapid Transit west to Leigh Road, with a stop at Six Mile and the highway.
Atkins	Change	9	Require both residential and commercial development on / around the Transit park/ride "artkins hub". We have given enough land to non-tax uses.
		13	Add OCP policy requiring homes near forest fire hazard zones to either retrofit to metal roofs or install roof sprinklers for asphalt roofs.
		32	Preserve
		51	Could be better utilized instead of parking lot
		53	Keep
		54	Could connect
		65	Would love to see regional initiative to develop rapid transit along unused rail trail. Despite living near the tracks we would welcome rapid transit to our neighbourhood
		82	Needs to be better bike infrastructure from the Galloping Goose to Thetis Lake so cyclists and families on bikes can get there safely. Start by putting elephants feet in the crosswalks so bikes can cross? Separated bike infrastructure. What are people doing parking along Admirals along the new developments - it's dangerous. Give better reasons for people not to need cars, not more parking.

		88	It is awkward coming between Burnside Road and the Island Hwy. People frustrated with the lack of flexibility for direction change and access here to Island Hwy make illegal u turns. All directions of travel need to be available here.
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Map 3: Thetis Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Thetis	Preserve	7	Preserve the OCP urban containment boundary for North View Royal
		33	Thetis Lake Park is important to preserve, for local green space, recreation, etc.
		44	Keep the green space
		51	Best park in Greater victoria
		59	Is Thetis View Royal? Is Francis King? These are amazing parks.
		78	Please do not change anything about Thetis Lake Park although making sure it remains safe from fires lit by homeless would be an improvement. There are always people camping in there.
		83	Preserve Thetis lake park as is. Though creation of more parking space would be acceptable.
		86	Preserved
		90	Important green space
		109	Thetis Lake Park needs to stay outside the urban containment boundary and not be developed. All these trees are integral to our quality of life in View Royal.
		147	Love Thetis Lake. Protect the area from encroachment as much as possible.
		148	Keep Thetis Lake the gem it is! Keep it free of development, keep it clean and inviting for families to visit and for recreation.
		155	Thetis Lake preserved
		164	Preserve the lake and trails around it. Don't allow construction around the lakeside.
		185	preserve Thetis Lake park areas
Thetis	Enhance	7	Lobby CRD and Province to seismically upgrade Dam #3 to today's earthquake standards... address extreme risk potential; as well as possible shutdown of provincial road with even minimum quake impact.
		9	Lobby Transit to improve \$53 bus service to frequent for summer time park users

		66	Obviously important for recreation and climate change. Forests help keep the temperatures down
		74	preserve green space
		131	Could the Phelps connector become a more accessible active transportation path? It would connect view Royal with the Langford community north of the highway.
		170	Enhance beach area - add swim rafts
Thetis	Change	2	Thetis Lake Dam #3 is extreme risk and has had not significant seismic upgrades since construction in 1890s. Even a minor quake from / on Leech fault line could close this provincial road.
		52	Keep

Map 4: Burnside Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Burnside	Preserve	107	Craigflower Creek and its ecosystem is a precious salmon bearing stream that needs protecting.
		113	Left hand advance turn signal for southbound traffic
		115	Signs at park entrances advising that dogs must remain under control at all times Fencing the greenspace so that the park can be shared safely by all; separating those who choose to let their dogs run wild from everyone else...this park is often not safe due to the common belief that "off leash" means "I don't have to stay focused on my dog and can talk on my phone etc while my dog runs wild" Signs advising cyclists to dismount and not ride on the gravel pedestrian paths
		116	Signs advising cyclists to stay off the gravel pedestrian walkways
		117	Signs advising cyclists to share the trail and use their bells or voices to warn pedestrians they are coming up behind them
		175	Nest cafe - great place on the trail, more like this please!
Burnside	Enhance	15	add pop-up off leash dog park that can be easily taken down if CRD water needs emergency access.

		73	There should be yellow lines on Stoneridge Drive to prevent people parking. The road is too narrow to allow parking on both sides - and especially at the corner where Stoneridge Drive turns into Stoneridge Close. There are always cars parked here. It's so dangerous.
		85	Add solar roof on Eagle View Elementary along with storage batteries. Can be part of energy security.
		172	Bike lanes
Burnside	Change	3	formally declare Marler Drive a flood plain from both atmospheric rivers and / or mandatory draining of Thetis Lake due to risks of "over topping". Remove the huge boulder on side of bridge that traps debris build up.
		4	Stream keepers warn the large boulder on side of Craigflower Creek can block debris and dam the flow, causing river to rise and flood.
		36	Preserve
		37	Preserve
		48	better bike access. an idea: to make stoneridge neighbourhood a safe bike boulevard with back access to the school. maybe a bike cover too.

Map 5: Hospital Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Hospital	Preserve	17	Town owned land on Little Road... preserve the ALR status for this farm land
		22	To keep the community like it is very family oriented and safe
		27	Loss of mature trees for development, try to keep some
		29	Hospital is a necessity to keep central
		47	The entrance to Chancellor Park from Quincy is wet and muddy and could do with much improvement to improve access.
		48	The access to Chancellor Park from the Transit Hub at Helmcken and TCH along Henderson trail needs some improvements. There is a steep section in a shady spot that is very slippery and dangerous for persons with disabilities.
		49	This section of Camden requires a sidewalk.

		50	This section of Camden requires a sidewalk.
		63	Area needs higher density and redevelopment.
		64	Area needs redevelopment and higher density.
		65	O)older neighbourhood, this area needs to be redeveloped with time.
		80	Knockan hill as an off leash area. Garry oaks and natured persevered.
		81	Eagle Creek Center is excellent, including almost all service needs. It would be nice to also have a gas station in the area.
		106	Welland Legacy Park and Community Orchard. Integral to our food security. Another community treasure.
		118	Signs advising cyclists to share the trail and use bell or voice to warn pedestrians of their approach
		135	This mixed use residential and commercial shopping centre is fantastic!
		145	A natural area with brook and a path, very close to what will be a heavily populated residential area when all apartment buildings are completed and occupied.
Hospital	Enhance	180	The Welland Community orchard is a gem for community activity and agricultural heritage
		8	town own land on Little Road... Work with local farming community towards regional food security contribution
		13	Extend pedestrian lane to Galloping Goose Trail to Helmcken then on through the whole of View Royal
		16	Add pop-up dog off leash area for the many dogs in the Eagle creek rental buildings
		20	safety and comfort requires a bike lane up the steep Erskine hill, especially with large # of cars travelling on this narrow road. New residents will soon demand it.
		37	Please work on having VGH hospital helicopters fly to the hospital from the vacant farmland side, not over the Helmcken houses. Our house rattles
		38	Add a left hand advance green to exit chancellor rd. This is the only way to turn left from our entire neighborhood. We have to peer through two oncoming lanes, then cross 4 lanes of traffic and a meridian
		45	Highway crossing badly needs pedestrian and cycling improvements.

		50	Erskine Lane! Huge issues..over development, one dead end street, no emergency exit..trapped! No walkway to the Hospital. Steep Hill with poor sight lines to developments, traffic, noise, light pollution..
		57	This area is an embarrassment to the community. So many people drive by it and that is what they think View Royal looks like. Old shuttered, rat infested houses. This should be developed or at least cleaned up.
		58	cross walk is still dangerous for pedestrians and bike access to eagle creek ks terrible
		59	Apple Orchard
		61	Large lot homes.
		64	Maybe add a gas station somewhere around here
	Enhance	78	Remove culverts/cover colverts and add sidewalks. Develop means to gain consistent exterior residence maintenance.
		94	On helmcken across the street from QF is a bunch of houses that have not been cared for.
		98	Move stop line on Helmcken, just after the overpass, so that cars drive far enough forward to trigger sensor for turn light north bound onto hwy
		102	This area should be considered for a mixed use residential / commercial development. Another eye sore for our community
		103	This intersection is awful and a major bottleneck for traffic
		117	Dangerous Slip Road for pedestrians. It should be eliminated.
		118	This whole intersection is dangerous for pedestrians. An Advanced Pedestrian Crossing Interval on the traffic lights should be installed similar to what is now used in Saanich.
		119	Dangerous Slip Road for pedestrians. This should be removed.
		120	Hydro Pole in the middle of the sidewalk. This should be removed.
		121	The sidewalk and access to the bus stop is substandard due to a huge construction project. Priority should be given to bring this up to normal standards.
		122	The center traffic calming feature with trees has been removed to facilitate construction this should be replaced and new trees planted.

		123	Access to public transportation on all four corners of this intersection is dangerous for pedestrians because traffic travels at highway speeds on the slip roads, particularly when trying to get to the Hospital.
		125	Sidewalk to replace open ditches.
Hospital	Enhance	126	Sidewalks on what has become an increasingly busy street with a new development near by.
		127	Sidewalks on at least one side of the street. This street leads to the Galloping Goose trail and is heavily used by pedestrians. It is single lane and big delivery trucks use it regularly.
		128	Traffic Calming and pedestrian crossing.
		129	Complete the work that was budgeted for in 2024.
		164	Make quality bus waiting areas with walkable access
		165	Enhance the Strawberry Vale Community Hall. Consider bringing this, the VRCA, and Glentana Rec Centre under one management and offer more comprehensive programming, like Saanich Neighbourhood Place.
		174	This stretch of Helmcken is in desperate need of redevelopment.
		175	Much higher density development could go here.
Hospital	Change	19	proper sidewalks are needed on this side of Helmcken ... very busy and existing are substandard!
		20	proper sidewalk is needed on the north side of Burnside from community hall all the way into Saanich. Nothing exists and too late to cross the street with all the traffic. Dangerous!!
		21	Please put a bike lane up /down Camden
		22	Need much better connection to the Galloping Goose Trail! Poor sightlines with all the fast ebikes
		24	Need a change to the intersection as it is not safe
		30	Add a proper restaurant or pub for our area in north View Royal. There is only fast food options, no pub and we have to drive if we want that. Set aside building space for that. We're adding several thousand more residents with no restaurant
		35	Preserve
		47	I cannot emphasize enough how much this area needs to be upgraded.
Hospital	Change	62	Traffic flow here is often quite poor

		66	Would like to see increased density and housing in this area
		72	Thought this was going to be a public centre of this building, but fully enclosed? no commercial space ion building?
		73	Eliminate this slip lane.
		74	Advanced Pedestrian Crossing light needed on this corner that is regularly used by pedestrians and difficult to cross in the allotted time.
		75	The lights need readjusting to allow for traffic coming from Chancellor Avenue to safely turn left or proceed ahead.
		76	Pedestrian Crossing Light needed. Traffic is speeding up to enter highway and the pedestrian crossing is poorly marked.
		77	Pedestrian activated light needed. Traffic is still moving quickly after leaving the highway and entering a curve. Difficult to see pedestrians in this poorly marked crossing.
		89	The entire hospital region need to change, including the way traffic flows through this area but also consider that the population WILL grow! Eagle Creek is ok, but it is not enough. A proper restaurant or pub for entertainment, a hotel for accommodations, (Jeneece Place is not available to like 90% of people using the hospital and their families), I would like to see the Helmcken Market property and that entire strip of Helmcken between Burnside and TCH developed to accommodate business, medical and housing needs.
		90	The entire hospital region need to change, including the way traffic flows through this area but also consider that the population WILL grow! Eagle Creek is ok, but it is not enough. A proper restaurant or pub for entertainment, a hotel for accommodations, (Jeneece Place is not available to like 90% of people using the hospital and their families), I would like to see the areas surrounding the hospital developed to accommodate business, medical and housing needs. Disclaimer: I live in this neighbourhood and WANT this development because I see the need and I want our community inviting and inclusive. Also I don't want to Leave my community to access the services I need as I age.

Map 6: Craigflower Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Craigflower	Preserve	5	Preserve /protect Craigflower Manor with municipal heritage designation
		15	Preserve the "transportation corridor" status / designation of the E&N in our OCP
		16	Preserve separated pedestrian sidewalk from bike lane. Preserve the mature trees along Island Highway. Minimize conflicts of ebikes, escooters, school children, seniors by NOT installing multi-use bi-directional bike lanes for a short distance
		37	A useful, local shopping area that needs to be preserved (and enhanced)
		77	Waterfront walkway and perhaps a coffee shop or restaurant here. It could be a collaborative project with the First Nations.
		88	Christie Point should not be developed unless its meets strict environmental considerations
		93	I am not sure who owns this land but recently seeing No Trespassing signs. It would be a wonderful addition to Portage Park!
		94	Craigflower manor must not be touched. The new building that is already there now is bad enough.
		133	This historic building must be preserved
		134	This mixed use shopping centre is fantastic!
		150	Christie Point should not be developed any further, otherwise it will become an overcrowded eyesore.
		153	preserve and enhance the E&T trail. Add some places for people to put their dog poo. Enforce bylaws about off-leash dogs and make an area for them to run around so they aren't jumping on people as much. If possible, widen the trail to add a pedestrian path away from bikes.
Craigflower	Preserve	154	Preserve and enhance the sidewalks on either side of Admiral's Way (if possible, one side might be Songhees land) and ensure shade to buffer the heat of the road. Make the walking experience nicer to buffer the sound from the road.
		176	Waterfront forest with winding trails
Craigflower	Enhance	1	Very unsafe connector route for cyclists to access shops. Protected bike lane infrastructure is needed.
		2	lobby CRD, ICF, Province to add safety pedestrian lanes to E&N regional trail

		3	Remove this entrance into Nelson Square to install a bus stop for the #40 bus route. Will serve customers and employees BOTH at Canadian Tire and Admirals Walk... AND close to the #14 bus connections
		18	Provide 'way finding' signage for paddlers to portage to / from Gorge to Esquimalt Harbour
		26	School within walking/bussing distance is helpful
		47	Terrible intersection for pedestrians and cyclists.
		48	Admirals corridor to Hallowell badly needs protected cycling lanes so cyclists can access businesses. Currently extremely dangerous and discouraging to reach this commercial area via bike.
		75	Shoreline school needs a renovation.
		77	Traffic
		88	Add solar panels on roof and storage batteries for energy security.
		108	Why is this not an alternating traffic configuration with three lanes? Traffic is awful and will not get better. No - bikes are not the answer. Densification is only increasing in surrounding areas. We need to do something bold and progressive here. And actually create a solution rather than saying "alternative methods of transportation are encouraged".
		112	Rerouting of traffic turning left onto Admiral's from Aldersmith to use Outlook Pl and Hallowell Current situation results in dangerous attempts to cross traffic on left turns amidst rush hour volume
Craigflower	Enhance	113	Better connections in cycling infrastructure across Craigflower bridge, particularly for cycle traffic proceeding east on Craigflower -- perhaps a like to the E&N?
		130	This side of the intersection very dangerous for bikes. Southbound slip lane (SW corner) dangerous for pedestrians, It's a blind corner and the separate right turn lane encourages speed.
		132	Enhance the E&N trail to make more room for bikes + pedestrians. There is room - and demand - for both.
		133	Enhance the pathway here to make it more accessible for strollers, wheelchairs, walkers.
		137	Enhance Admiral's road for pedestrians. Ensure shade trees all the way along and widen sidewalks.

		138	add a pedestrian lane
		148	A difficult intersection that makes the neighbourhood less walkable/bikeable
		151	Create a park-like atmosphere with picnic tables, boat launch, opportunities for weekend outdoor programs (yoga in the park) reflecting that it is a public land, welcoming all and reflecting its First Nations history
		158	Develop a mixed-use village, with at-grade patios facing south onto Glentana Road, and good bus stops
		159	Develop the Admirals Plaza as a mixed-use village with higher density housing, an open space, a quality crossing of the rail track, good waterfront amenities, great transit and more retail and restaurant offerings. And urban heart.
		160	Add bus lane (outbound at least) to get busses through Colwood Crawl, its necessary for sustainability. Add safe at-grade crossing to Shoreline School and waterfront trails.
Craigflower	Change	11	#40 frequent bus from CFB Esq to UVic links with rapid bus on TCH and #14. Re-develop Admirals Walk, Nelson Square and Rexall properties for both commercial and high rise buildings
		12	Lobby province to hasten rapid bus corridor along E&N with at least 4 terminals in View Royal... Atkins hub, Fort Victoria, Hallowell... and ???
		17	Replace soft corner with hard corner on Canadian Tire side of Admirals / Island Highway. Visibility for pedestrians is challenging and having cyclists do the "suicide" lane between two car lanes is completely unnecessary, unwarranted.
		18	Replace this soft corner with a hard corner. It is no longer necessary as CFB workers have much more options to 1) live closer to work 2) less AM rush hour traffic 3) safer for pedestrians
		46	land back reconciliation with songhees nation. reconciliation at a local level in a meaningful way. This may mean redrawing town lines.
		61	Traffic
		71	Improve bike access to Shoreline school from E&N trail where students don't need to cross the street twice or ride against traffic
		78	Many people park their private vehicles on Aldersmith. It needs to be safer for pedestrians and cyclists. I see commercial vehicles parked

			there too. Make it permit-only if there must be residential parking on street here.
		79	This parking lot is unattractive and an eyesore, and the Town must be giving up a lot of taxes because of it. Redevelop to greater density? Along with better transit services and bike access, take out some parking and make this an attractive third space for residents and people who work around here.
		80	I'm sad about Canadian Tire expanding. We need more small businesses, not big box stores. This could have been redeveloped into mixed use residential/commercial, not just a bigger store. Lost opportunity.
		81	Separated bike lanes all along Admirals to connect to the overpass and the Galloping Goose. The bike lane should be on the EAST side of Admirals, not the west side as outlined in the ATP. Don't put a bike lane on the same side as the strip malls where all the traffic is going into! That's just asking for conflict and crashes.
		93	Add bus lanes (at least outbound) to Old Island Highway to get through Colwood Crawl. Effective transit is necessary for quality of life, time-saving and GhG reduction. Stormwater features can be accommodated in boulevards.
Craigflower	Change	94	Make the Craigflower-Admirals intersection pedestrian- and bicycle-friendly, and supportive of transit.
		95	Better transit stops and connections - to UVic, Esquimalt, Downtown, West Shore
		97	Create a mixed-use village at Admirals Walk, with denser housing, great transit, public space, connections to waterfront recreation, and local-serving businesses. Work with Songhees and Esquimalt Nations.
		98	Add bike lanes
		100	This intersection is terrible

Map 7: Harbour Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Harbour	Preserve	8	Preserve ambience, safety, many mature trees and "walkability" of Harbour area

		19	Four Mile is proud of its long history and heritage. Include its preservation in a municipal heritage registry
		34	More local food establishments like the Four Mile
		38	Portage Park - great area to walk in with access to water/beach area. It's a gem.
		39	The whole town is pretty great as is. That's what I thought when I saw the community, that's why I moved here, that's why I stay. Not looking to change it.
		45	Portage park is a great community resource.
		46	Preserve
		55	Great mix of surfaces making it enjoyable for everyone to use all seasons I can't add more pins elsewhere but knocken hill and other such green spaces MUST be preserved
		56	Beautiful park and green space. Historic pub nearby :)
		67	Infill development must be allowed in the Harbour precinct. Duplexes, townhouses etc.
		70	green park space, by the water
		73	no sidewalks, but roads that are for all users, cars, bikes, walkers, wheelchairs. Slower streets by design. Like that we use permeable membrane for beside roads so paths with rocks or grass for folks to walk along.
		79	preserve
		82	The forest is important for the fight against climate change and for our mental health. The playground needs shade coverings
		85	Preserved: it is my dream that cities and jurisdictions in Canada leave parks alone so that old growth can become a reality once again
Harbour	Preserve	89	Limit the amount of large buildings being built in this area
		92	high use park
		96	I would like to see this area remain single family zoning
		97	With the new apartment building going up the trees that had protection from the road and people viewing kids are gone
		98	Great neighborhood park
		100	Beautiful park for dog walking and enjoying a water view.
		101	Local pub is good for community. Be nice to add one near VGH area.

		104	Portage Park is a treasure to have in the middle of our Town. It provides respite from the stressors in life, a place to forest bathe and meditate.
		111	Critical natural area on the main corridor must be maintained
		129	Forested green space and public beach access
		136	Public beach access in this area is a great addition to the community!
		149	Keep Portage Park the way it is.
		152	Preserve and enhance Portage park, add nice washroom with running water and make sure trees are planted to block the new buildings that are being constructed. Stop using stinky dyed bark mulch on the trees in the parks because they give people migraines and asthma issues. Choose undyed mulch.
		157	With the new condo going up, I think it's more important than ever to ensure the maintenance of Portage Park
		158	This green buffer space supports biodiversity and healthy outdoor recreation opportunities.
		161	Don't take away privacy by building condos behind these homes
Harbour	Preserve	162	This beautiful country lane and large lots are a scenic walk for all, locals and visitors to Fort Victoria walking to Portage Park. Please do not allow 4 homes on each lot—that has the potential to fully spoil nature, existing and future trees spaces, and the ambience of the country life that all who walk and ride there enjoy now.
		163	Great park for access to the ocean and walking trails.
		168	A haven of nature in the community
		172	Keep greenspaces
		178	Four mile pub - great place
		182	Off leash dog trails
		183	Streets are quiet and walkable. More density will crowd the place with parked cars and overcrowd the few facilities.
Harbour	Enhance	184	Portage Park is perfect
		19	Provide information signage that paddlers entering Esquimalt Harbour must always inform CFB Esquimalt of their presence
		21	Portage Park toilet requires stronger protection against vandalism... that or make Town hall washrooms available again

		22	Add stairs from View Royal Ave down to Portage park
		27	More small local playgrounds like this would be very appreciated by the growing number of families in the area.
		29	More local businesses like the Salvation Army, that meet everyday needs.
		32	more green space and designated parks
		36	<p>This neighbourhood is lovely and would make a delightful cycle/walking route from Helmcken and Old Island to where Old Island meets the #1. It is quiet, pleasant and has low vehicular traffic.</p> <p>There may be other opportunities for suggested recreational routes in View Royal which can take advantage of quiet roads and pleasant views.</p>
		39	Under utilized, decrepit bldgs could use grocery store, seniors home, coffee shop, medical offices.
		42	Affordable housing
		53	introduce more indigenous species and make the park more natural beauty and sanctuary for wild animals, birds, insects and plants in our city
		56	add a dock for swimmers and kayakers.
		62	Large lot homes
		69	Limit the amount of large buildings being built in this area
		76	Municipal services that promote summer swimming as well as a parking lot of some kind would make portage park awesome. Maybe a concession on the beach open in the summer?
		89	All of the roads on this side of the Old Island highway need: A)no parking signs because you can barely fit two cars passing each other without the influx of cars coming into buildings with limited parking on the island corridor densification B)sidewalks before somebody is injured with the increased traffic due to the above
		100	This area should be considered for a mixed use residential / commercial development. This could be "Downtown View Royal"
		109	Location for new town hall? Sell existing land, build a new building and create downtown view royal here!
		110	Location of Town Hall should be reconsidered as building ages

		136	Add nice washrooms with running water and plant trees to block the new building being constructed. Stop using dyed bark mulches and instead use undyed mulches.
		142	These properties along Island Highway could support more housing, as long as there is good transit service as well. Also - this area is a bit of a 'food desert' with not good access to grocery stores.
		143	Don't allow commercial development here please.
		144	Portage park offers good access to the ocean.
		149	All public areas should be enhanced to allow for more use. Including increased seating, accessibility features, etc.
Harbour	Enhance	152	Add quality waterfront access and parks somewhere along the waterfront west of Portage Park - collaboration with CRD? Consider a boat house / boat launch, picnicking and play. Something like Saxe Point Park, but geared to the calmer waters of Esquimalt Harbour.
		153	Maintain and enhance the beach as a natural and recreational area, add engineered tide pools, add picnic tables with views upland, consider a concession (boat rental - see what Gonzales beach was like in the 1930s, or Willows Beach tea house, or what the Esquimalt Nature House could be).
		166	Enhance the playground at Portage Park to better appeal to all ages, older kids (age 12?). Separate from the playground, add picnic areas, adult exercise equipment, maybe community garden plots.
		171	Bike lanes on island highway and sidewalks
		178	We should be open to quality infill development throughout View Royal, including the harbour precinct.
		180	Sidewalks and more housing on this neighborhood
		184	I would like a sit/stand desk
Harbour	Change	8	somehow improve safety left and right ...on/off highway access for residents on Dukrill and Price Roads
		23	Follow the OCP. Read the OCP Vision and Goals. Follow them. Council and staff need to focus on the "lives within its means" ethic of the vision rather than constant expensive projects. "Ensure

			that community services and amenities can be provided within the financial means of the municipality”. Focus on maintaining what we have and delivering well managed contracts. The next OCP will have no value if it does not have a serious set of guidelines for implementing the OCP as it is created. Spending more money on contractors to create another OCP that staff will not follow and council does not understand is a waste of time.
		31	Now I wonder why these questions are redundant? A waste of a question
		33	Preserve
		39	Affordable housing
		50	I have heard this area will be developed into another eagle creek. I feel that is unnecessary, but it would be a great place for a rec centre and/or larger community center.
		55	Preserve the old motel as a heritage site
		56	Deny rezoning to allow tall buildings
		59	All construction on condo towers like the ones going in here needs to stop. Our roads cannot support this kind of building. View Royal should not be aiming to densify.
		64	Turned into office space after being amalgamated with more relevant municipalities.
		67	Would like to see increased density, housing along old island highway in this area
		85	More housing in this area. Has good access to downtown and access to the water.
		86	View Royal Ave needs to be upgraded so that it can act as a traffic diversion
		92	More diverse housing opportunities, safer sidewalks (which can still respect the topography and natural drainage)
		96	Add a waterfront park between Portage and Six Mile (in collaboration with CRD?) Provide activities like boat launch, boat house/rental, small cafe, picnicking. Make it a bit of a destination, like Saxe Point but on more protected water.

Map 8: Helmcken Neighbourhood

Neighbourhood	Question	Comment No.	Comment
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Helmcken	Preserve	26	These forested SFH properties were for sale for development, how sad it will be paved over
		28	loss of rocks/trees along TCH for bus lane widening in both directions
		40	Add bike lanes, improve sidewalks, calm traffic
		41	Nice to have the gardens, play area and offleash dog park
		57	Beautiful and accessible community green space.
		58	Lovely green space.
		61	leave the rv park alone. it is needed for both tourism into the city and a place to house low income seniors and military vets
		62	leave fort victoria rv park alone. it is needed for tourism into the city and houses a lot of low income seniors and military vets
		69	Clearly this area needs to be redeveloped although the current use does provide some genuine affordable housing so it is a difficult one to approach.
		87	Preserved
		120	Keep park space
		121	The indigenous totem pole is a community treasure that needs protection and preservation. Efforts must be made to connect the indigenous communities on restoration.
		126	Important green space
		128	Important green space
		130	This dead space should be a town park
		131	This trail is fantastic and should be kept as is!
Helmcken	Preserve	137	Preservation of roadside trees, bush and 'wild' areas like that on Glenairlie and adjacent to the school yard (and numerous other places throughout the town.) These are important habitat for birds and animals. I am concerned that areas like this may be cut back for maintenance or other road improvements.
		138	Very pleased to see remediation work along Craigflower Creek!
		139	Co-op buildings are a must in housing market
		140	single family homes are a must
		141	Hilltop residential area is heavily treed, which creates a huge part of the environmental vibe in View Royal. Feels like you are in a west coast forest

		146	This is well used important natural recreation area with an off leash dog area, playground and community gardens in a residential area.
		156	Love this dog park
		165	This park is vital to view Royal And serves all ages. Preserving the size but enhancing areas to better serve the population
		174	Keep all existing green spaces
		179	Grocery Store (on the way!)
		181	Great park
Helmcken	Enhance	5	remove vegetation / bushes that block drivers from seeing pedestrians waiting to cross at this corner
		17	improve pedestrian lighting on St Giles
		23	Accessibility for pedestrians, seniors, strollers, on-leash dogs, and mobility scooters is limited and poor with this narrow vehicle road. Active transportation for safety and comfort requires a wide hard service for them.
		24	ADD heat dome sun protection like picnic shelter or large awning
		25	I dont know what this space is, unless its the fort victoria rv park, something to make it more attractive, if not and it is nature, something to preserve it, ie walking trail
Helmcken	Enhance	28	Very disappointed to hear that the proposed market that was going into this new building is no longer opening. A market/cafe in this spot is VERY strongly supported by so many View Royal Elementary School families and residents of the area.
		30	Playground improvements should be supported by the Town, increased safety measures at crosswalks, crossing guards for other business intersections on popular routes to school (i.e. crossing Island Highway at Helmcken).
		31	More local businesses like Top Dog Pizza should be supported/encouraged to open up.
		33	additional green space / park areas
		52	densify along main roads with commercial space below housing.
		63	Gardens on boulevard
		65	Very important for community, the playground, pump track, community garden, and dog park are very important
		81	This road needs improvement for better access to the school for all...maybe change to a one way so

			that parking and a sidewalk can be installed - currently everyone parks on the road blocking traffic and making it unsafe for pedestrians
		83	Needs to be protected from sea level rise and storm surges.
		84	Add 3 DC fast chargers at the Helmcken Park and Ride.
		86	Add more community gardens for food security.
		87	Add Solar panels and storage batteries for energy security.
		95	This pathway is a hidden gem but needs improvement. New pavement, wider, maybe a playground and more beach space
		96	More vegetable gardens to create a community farm for food security; enhance the urban tree canopy
		97	More trees for shade in the center of the park
		101	This area should be considered for a mixed use residential / commercial development. This space no longer fits our community and has a lot of potential for the growth and beauty of View Royal
Helmcken	Enhance	111	Fantastic trail for access to downtown Victoria!
		114	Recent changes to View Royal Park and Portage Park have been excellent additions to the community and the sort of things I think a lot of younger families would like to see. Highlights include the new playground and bike track, improvements to the walking path, work to restore the Craigflower creek ecosystem, and the community garden.
		135	Improve the bikeway on Helcken Road and over the highway
		157	Maintain industrial employment opportunities
		161	Add bus lane (outbound at least) so busses can get through the Colwood Crawl. It is necessary for sustainability, even if medians must be replaced and rainwater functions located at the side of the road in boulevards. Efficient transit is key to livability, saving our time and reducing GhG emissions.
		163	Enhance the small village here, and consider replacing Community Hall with multi-room facility (here or elsewhere) with affordable housing above.

		168	Enhance this park and bicycle connection, with its south exposure to sun. Block highway noise.
		173	Commercial strip between 4mile and helmcken
		181	Turf sports fields for soccer
		183	Relocate Fort Victoria and instead build a neighbourhood full of single family homes.
Helmcken	Change	1	Off leash dogs make this space unsafe and unenjoyable for other users, especially walking or jogging on the path. Off leash areas must be fully contained to avoid conflict.
		6	OCP must include atmospheric rivers and sea level rises as risks to losing our two municipal parks: Centennial and View Royal park
		25	Cant think of anything that needs to be improved /changed at this moment
		27	A new playground is desperately needed at the school. Comparing View Royal to other local schools, these students really are missing out.
		28	The Royale will be enhanced by the presence of a retail grocer. Please hold the developer to that agreement!
		34	Preserve.
		42	E and N plus Galloping Goose are under utilized given the real need to move the growing population in and out of Victoria. Rapid transit options along these corridors needs to happen. Or perhaps a sea bus, similar to the one that connects the north and south shore in Vancouver
		43	I know it will be hard for these folks to go, but I think this area needs densification. Recommend apartment developments. Ensure good connection to public transportation. Provide amenities within walking distance.
		44	The railway. We need light rail transit from West Shore to Downtown and View Royal should be proactive in promoting this.
		49	There was supposed to be a market/café opening in this new development. But they have decided not to open their. I hope that we get a red barn or other type of market.
		57	traffic safety issue for children walking home from school. 3 way intersection with very poor visibility and no sidewalks.
		68	Add sites for Miyawaki forests here and elsewhere; create more community gardens here and

			elsewhere; clean and enhanced public toilets here and elsewhere; add sites here and elsewhere for community solar projects with storage batteries
		69	Additional traffic calming for safer walking to school
		70	Additional traffic calming for safer walking to school
		83	Speed bumps are needed on Helmcken Road at Centennial Park do to the speed of traffic.
		99	High density development once land lease is up

Neighbourhood	Question	Comment No.	Comment
Island Highway	Preserve	35	The View Royal Community Hall is an asset with great potential that needs to be preserved but also supported in envisioning what that space could become - great opportunity here to meet community needs on this land/in this building.
		66	All of Island Highway should have higher density buildings 4-6 storeys.
		74	multi use buildings with housing above and business/ commercial space below. more walkable strip along island hwy.
		132	This area must be considered for development. Mixed residential and commercial options are a perfect fit here. This could be a beautiful "Downtown View Royal"
Island Highway	Enhance	4	change this from a soft corner to a hard corner for improved pedestrian protection (school children, hearing / visual impaired, seniors). New parking entrance / exit so close the bus stop and intersection will present many traffic distractions and challenges
		10	lobby transit to change #46 bus to frequent service now there rapid bus lanes along Island Highway portion
		41	Add protected bicycle lane
		46	Eastbound/Uphill direction of Island Highway needs a bike lane (far more than the downhill side where cyclists could ride DH in traffic at speed). Sidewalks on south side need widening.
		49	This would be the ideal spot for a proper town centre
		51	no more new developments on island highway

		104	Why is this not an alternating traffic configuration with three lanes? Traffic is awful and will not get better. No - bikes are not the answer. Densification is only increasing in surrounding areas. We need to do something bold and progressive here. And actually create a solution rather than saying "alternative methods of transportation are encouraged". That's not a solution
		105	Why is this not an alternating traffic configuration with three lanes? Traffic is awful and will not get better. No - bikes are not the answer. Densification is only increasing in surrounding areas. We need to do something bold and progressive here. And actually create a solution rather than saying "alternative methods of transportation are encouraged". That's not a solution
		106	Why is this not an alternating traffic configuration with three lanes? Traffic is awful and will not get better. No - bikes are not the answer. Densification is only increasing in surrounding areas. We need to do something bold and progressive here. And actually create a solution rather than saying "alternative methods of transportation are encouraged". That's not a solution
		134	Improve the entrance to the E&N trail here so it's not so hard to make a U-turn on a cargo bike, so families can get onto the trail easier. Take out the rigid bollards, they are dangerous for bikes.
		139	We need to density the corridors and allow duplexes and townhouses in residential areas. We need more families.
		140	Bus service here is lacking
		176	Higher density development all along the Island Highway.
		182	Clean up old houses and businesses along Island Highway. They look trashy.
Island Highway	Change	7	Work with land owners to extend Prince Robert Drive down to E&N regional trail
		16	Replace soft corner with hard corner like View Royal did with "Hurst park' across the street. SAFETY
		26	Additional safety measures are needed for pedestrians at the Island Highway and Helmcken intersection. I find it very scary to cross here with

			my children, as cars zip through the turn lights and don't look before turning left. Further measures are needed - at this point, I cannot imagine my kids walking to school by themselves taking this route.
		38	Protected bicycle lane
		60	This land would be ideal for supportive housing. People on low incomes are going to lose their homes here if it is developed without their needs being met. We haven't provided low income housing.
		87	More commercial and parking needs to be added here to create a nice centre like Vic West.
Neighbourhood	Question	Comment No.	Comment
Outside Town Boundaries	Preserve	6	dont preserve the abandoned VW bug
		9	Preserve, protect and enhance the Millstream estuary and creek
		10	Preserve, protect and enhance Craigflower Creek and migratory bird sanctuary
		11	Preserve and protect the migratory bird sanctuary and discourage paddler visitor / tourists from venturing into narrow channels... here , Craighflower, and Hospital Creeks
		12	"no go" paddling to protect bird habitat and sanctuary
		13	reduce 'off leash' areas that damage sensitive ecosystems and plants such as camas
		14	Work with VIHA and VGH to preserve a portion their natural forest
		21	Add property along Millstream Creek as a wildlife corridor
		24	Hate to see the forest here gone, where there is a huge big hole beside VGH
		25	Hope that another sidewalk, wider than used to be built, which isnt needed , and will destroy the trees, rural feel of this road
		30	Stewart Beach is a very special place for my family and our neighbours. I want to see this preserved, taken care of, and maintained.
		31	Another local beach access to continue caring for. The recent stairwell and table enhancements are appreciated.
		32	Portage Park is an important local green space to preserve. The pathways/trails are appreciated.

		36	Successful local businesses like Iluka Espresso need to be supported and preserved (and more of them!)
		53	Very convenient retail hub!
		60	Green space!
		71	public Beach access for community
		72	public beach access for the community
		75	keep park, housing density here
Outside Town Boundaries	Preserve	76	Better connection with songhees nation. recognize our responsibility for reconciliation, even if that means 'losing' land. Honest land back reconciliation.
		91	Important green space
		95	Craigflower schoolhouse must not be touched.
		102	Great park for dog walking and enjoying nature.
		103	stop cutting down forests, less development and destruction of forests
		108	Millstream Creek ecosystem also needs protection as a productive fish-bearing stream.
		110	Continue to preserve portage inlet and the gorge
		112	Sidewalks for Pedestrians both sides of the street to round about at Victoria General Hospital
		114	Radar signs for school zone speed M-F 8-5 at 30kmh and for 40kmh non school hours
		122	A vital recreation area
		123	Vital green space
		124	Green space
		125	Important heritage
		127	Important green space
		142	Advanced pedestrian crossing intervals on the traffic lights have been installed at this intersection. This is a huge improvement on what we used to have.
		143	This is a completely natural forest area surrounded by a large residential district in both Saanich and View Royal.
		144	This a quiet area with a paved path and close to the water.
		151	Preserve the schoolhouse and park, preserve the washrooms.
Outside Town Boundaries	Preserve	159	A quiet sitting opportunity for mindful reflection... plus a pretty cool spot for ocean swims.
		160	While this is private land, it provides a buffer between more forested areas in the community. I think we should be mindful of how we manage the interface spaces between Thetis Lake Park

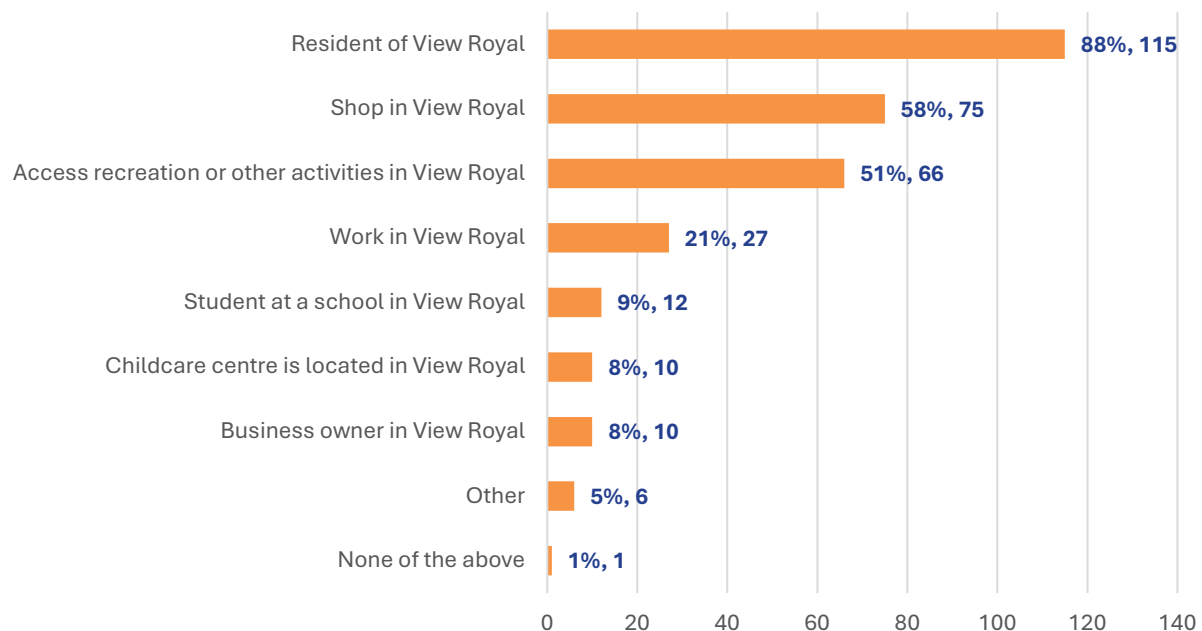
			and our community, in case of future wildfires. This land could be a crucial fire buffer!
		169	If some Federal lands become available, would love to see this converted to park, public space. And/or affordable housing for our military, as a priority.
		170	Keep green space. Keep trees, but maybe there is a way to expand space for kids/family use as I think this park has limited visitation (but could be wrong).
		171	Who owns golf course? The town? If not and if it becomes available, be sure to keep as some type of green space for the public. Do not privatize or convert to housing.
		173	craigflower schoolhouse should be open for tours etc & special events more
Outside Town Boundaries	Enhance	12	Improve this informal trail to / from Westshore Parks and Rec for Coho residents and better visibility safety (SEPTED)
		34	Complete and improve bike lanes and sidewalks, create a bus lane, calm traffic
		40	Preserve
		43	Affordable housing
		54	water quality maintenance so people can swim in the waters. use data to influence ocean protection
		55	Add more benches and picnic table. provide easy-safe access to the beach seniors/physically challenged. Add a washroom, provide a small summer refreshments counter .Access to Richard's Island
		60	Knockan hill off leash
		67	For the history as well as the Gorge walkway for recreation
		70	Important historical building
		71	Important green space
Outside Town Boundaries	Enhance	72	There should be a sidewalk along Watkiss Way between Eagle Creek and the hospital sign. Saanich is unlikely to care, but View Royal Residents walk along the dirt at the edge of the road daily.
		79	The land surrounding the Portage Inlet presents beautiful and soothing views - yet for the most part, the public cannot really access this. A marker could be placed at multiple points around the Inlet.

		80	The walk on the developed side of the Gorge that then goes around and through the Japanese garden is one of our favorite places. It would be wonderful if folks could make a full circuit here and not be forced to stop after the playground and turn around
		82	Little Road Farm needs to be designed for a proper farm for perhaps Young Agrarians. It will also be critical for future food security. It could also be part of an education centre.
		124	A sidewalk along Burnside Road between Little Road and Helmcken Road would facilitate safe access to the parkland at the end of Little Road.
		141	This shoreline is wonderful but hidden away and not very accessible
		150	All river areas.
		162	Enhance waterfront access with a new waterfront park somewhere between Portage Park and Six Mile Bridge. Make it a bit of a destination, like Saxe Point. Consider a boat house, a small restaurant or coffeeshop for all weather enjoyment.
		167	Add a connection across the water here
Outside Town Boundaries	Change	5	Inlet flood plain designations must be updated for insurance risks and property damage... not only from rising sea levels but also atmospheric rivers from all the hills ... and impervious hard surfaces
		15	install a public paddling dock at bottom of Beaumont road end like Saanich has provided for paddlers at Gorge Park / Tillicum bridge
		29	A safer crossing for users of the Galloping Goose trail
		41	Affordable housing
		45	This area of Tillicum is an absolute cluster fuck. Multiple lanes have been removed and traffic calming has been installed. Now traffic is substantially slower, the traffic light at Craigflower and Tillicum is the most ineffective set-up possible and surprise surprise I hardly ever see anyone using the bike lanes.
Outside Town Boundaries	Change	58	Remove the stupid unused new bike lanes that were installed on Gorge Road. They cause massive traffic because buses can no longer pull over, no one uses them, and all that space could be used for another lane that could be flipped to flow with rush hour traffic.

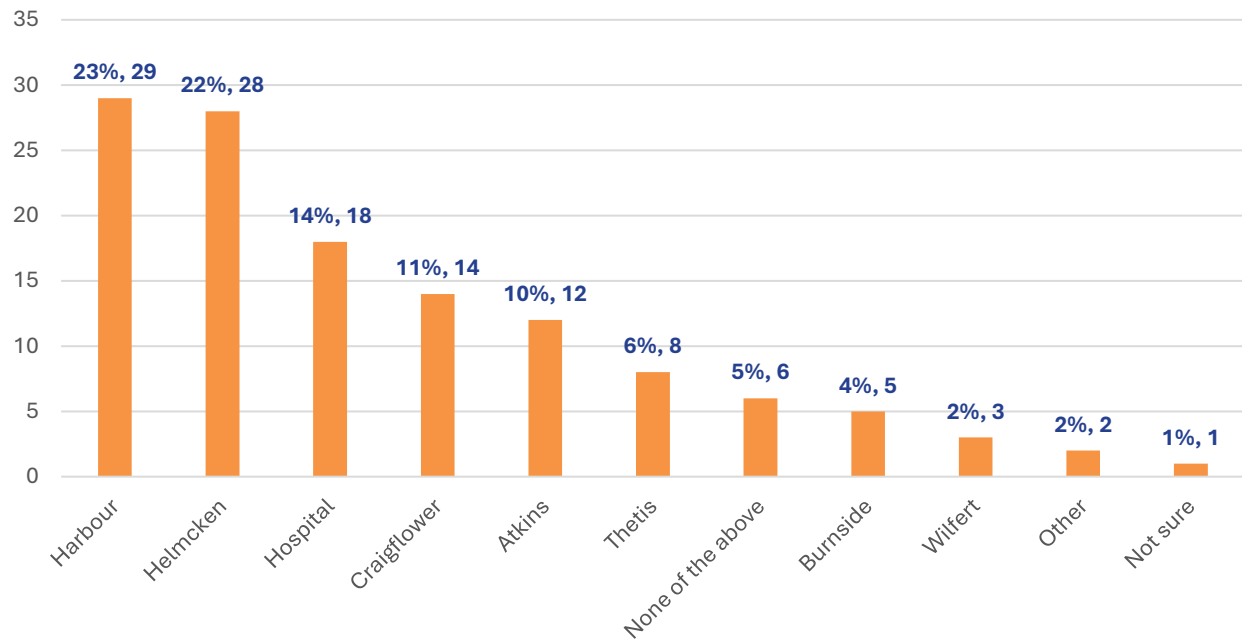
		63	Please change this park to “on-leash”....many families use the playground, trails and beach and get run over by un-controlled dogs...especially at the beach and playground...it makes us not want to take our kids there but it’s the closest park to us
		84	Try to work with Songhees so the longhouse won't burn garbage anymore (only ceremonial things). Maybe offer them free or discounted trash removal services or something.
		91	Beautiful area that can be nicely developed.

Demographic Questions

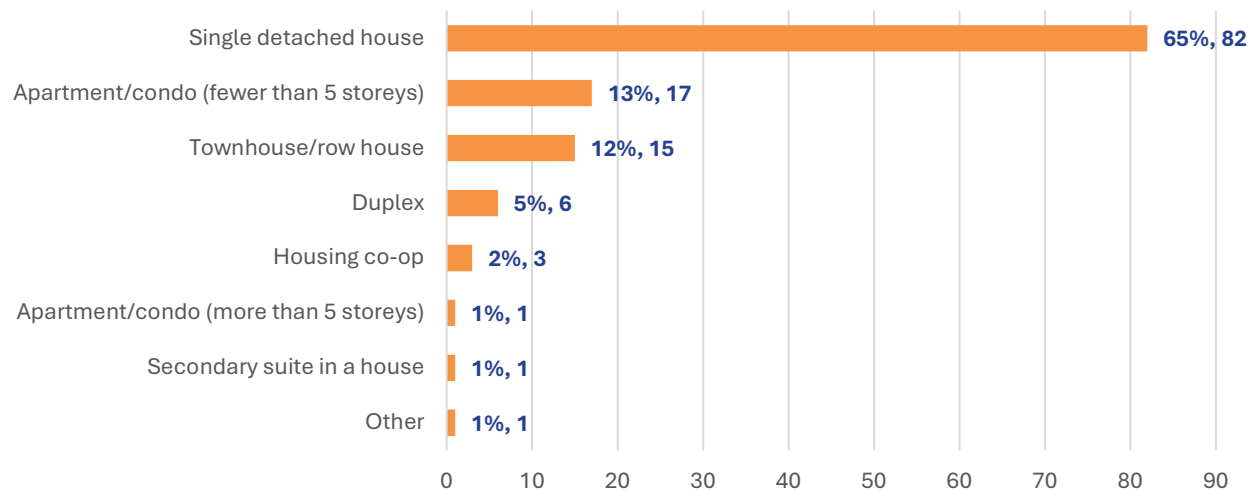
Question 11: What is your relationship with the Town of View Royal?



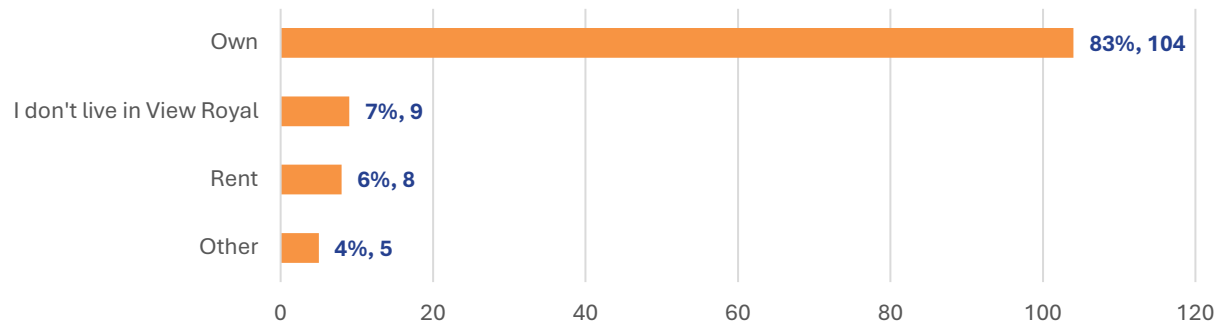
Question 12: What neighbourhood do you live in?



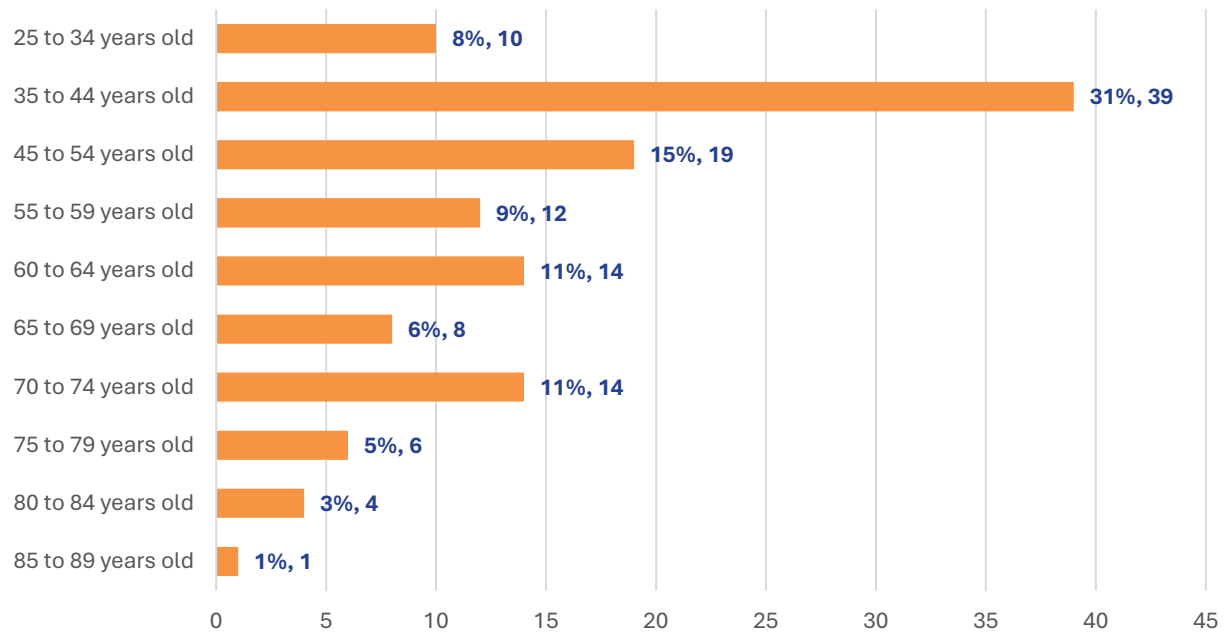
Question 13: What type of housing do you live in?



Question 14: If you live in View Royal, does your household own or rent your home?

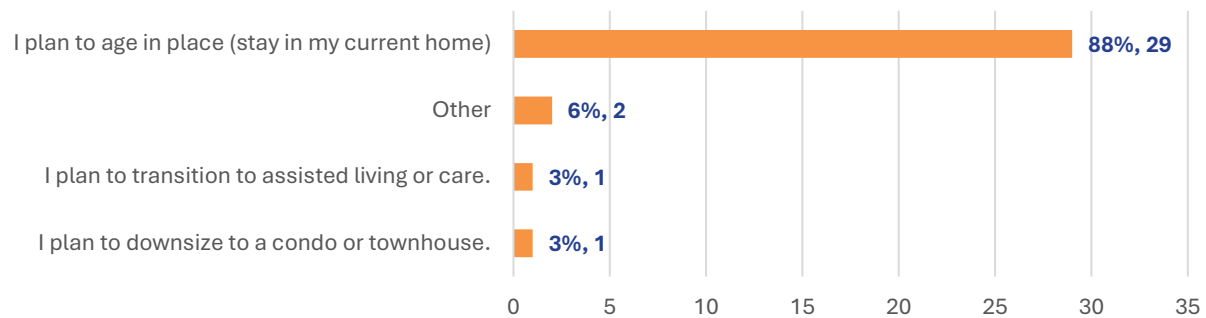


Question 15: Please indicate your age group.



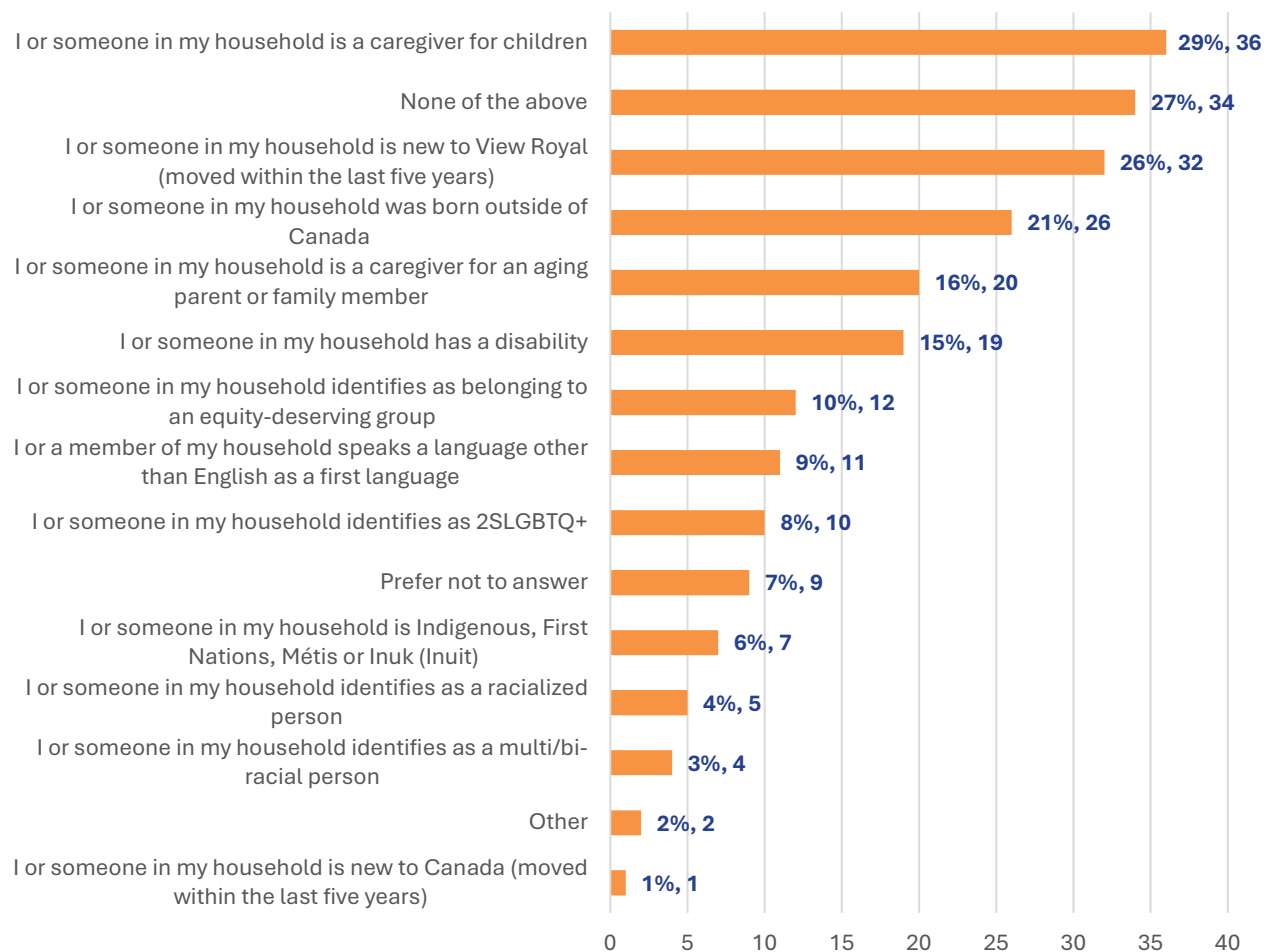
Note: No respondents were under 25 or over 89 years old

Question 16: What do you envision for your housing over the next 20 years?

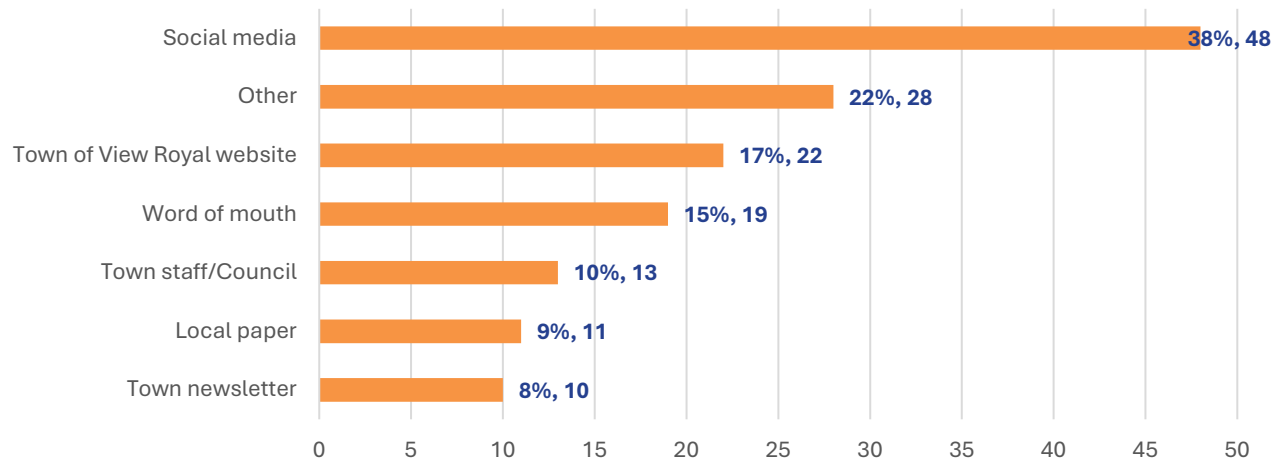


Note: This question only appeared if respondents indicated they were aged 65 and older.

Question 17: Please indicate if you self-identify with any of the groups below.



Question 18: How did you find out about this public engagement process?



YOUTH SURVEY

During the first engagement touchpoint the project team administered a youth survey. The survey was open between February 21 and March 2. All responses were received from Shoreline Community Middle School. A total of 86 students from grades 6-8 (ages 10-14) participated.

Overall themes

- The top three favorite places for youth in View Royal are: home (11), Shoreline Community Middle School (8) and Portage Park (8).
- The top three responses respondents provided, that they thought was missing from View Royal are: Shopping (11), restaurants (9), and parks (9).
- The top three responses respondents provided, that they would like to change in View Royal are: housing (9), parks (9), and restaurants (7),
- The top three housing types that respondent's thought we should have more of are: single-family home (35), housing co-ops (17), and apartment buildings (12).
- 61% of respondents live in View Royal.
- 24% of respondents live in the Craigflower neighbourhood, and 19% in the Helmcken neighbourhood.
- 62% of respondents live in a single-family home.

Survey results

Question 1: Let's start by getting to know what makes View Royal special to you! Tell us about your favourite place in View Royal.

In total, respondents left 82 comments. The most prominent themes include:

- Home (11)
- Shoreline Middle School (8)
- Portage Park (7)
- Parks (7)
- Thetis Lake (7)

"My favourite place is View Royal pump track."

- Youth survey participant

Question 2: Now that you have written about your favourite place in View Royal, can you think of something that might be missing to make it even better?

In total, respondents left 85 comments. The most prominent themes include:

- Shopping (11)
- Restaurants (9)
- Parks (9)
- Playgrounds (8)
- Recreation Centre (6)

“Better parks and more public areas to explore.”

- Youth survey participant

Question 3: Now imagine that you are 20 years older than you are now and you are about to become the Mayor of View Royal. You have some big decisions to make! As Mayor, what are some things you would change about View Royal?

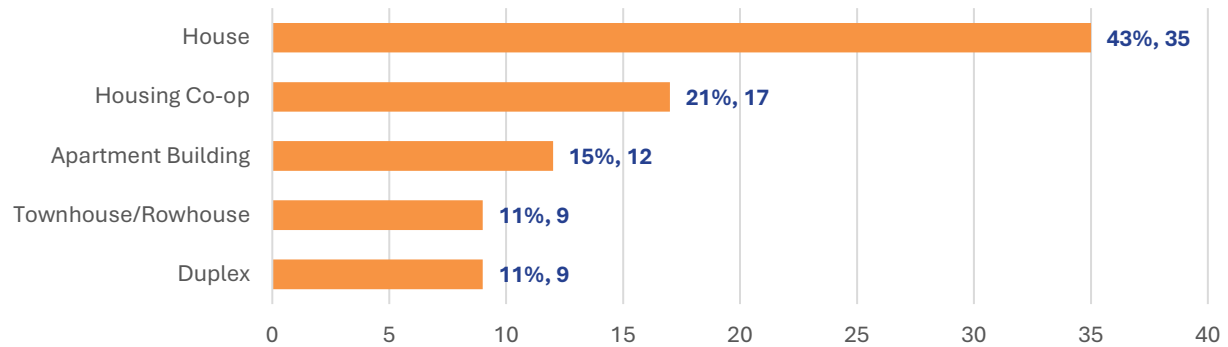
In total, respondents left 84 comments. The most prominent themes include:

- Housing (9)
- Parks (9)
- Restaurants (7)
- Shopping (7)
- School improvements (6)

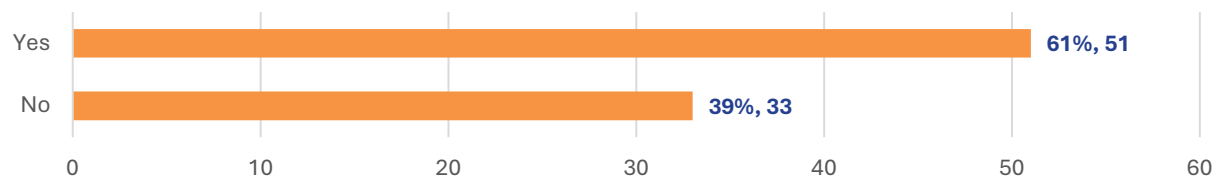
“I would make more housing opportunities and more protections for nature.”

- Youth survey participant

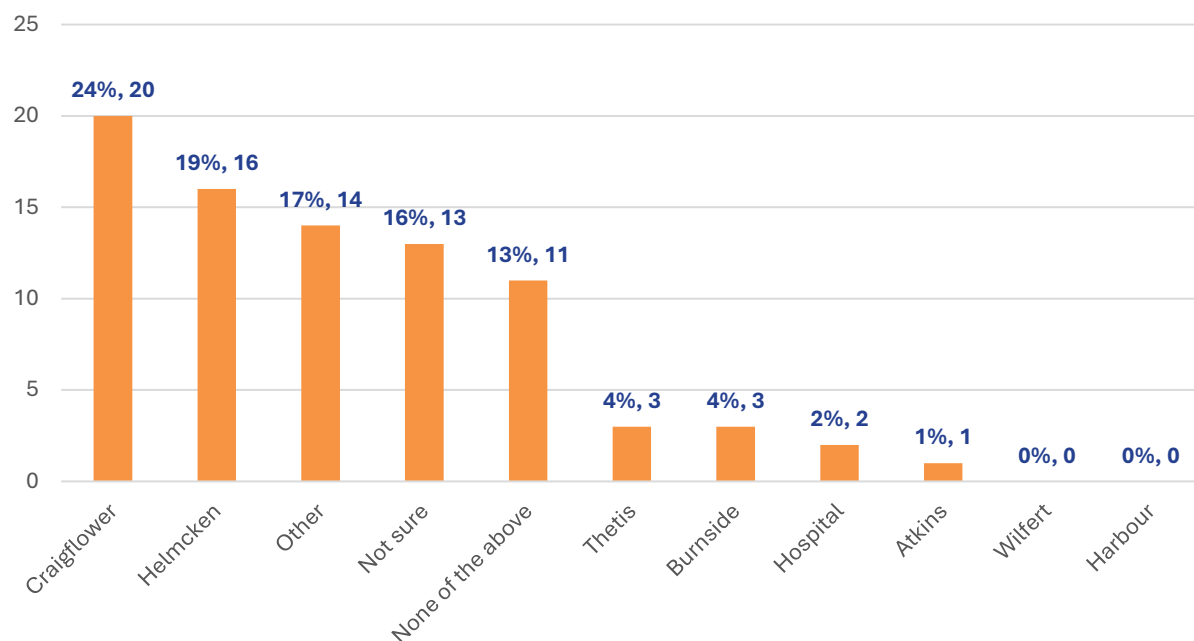
Question 4: The Town is expected to grow a lot over the next 20 years. We need to make sure there's enough room for everyone to live and play. What kinds of homes do you think we should have more of in View Royal?



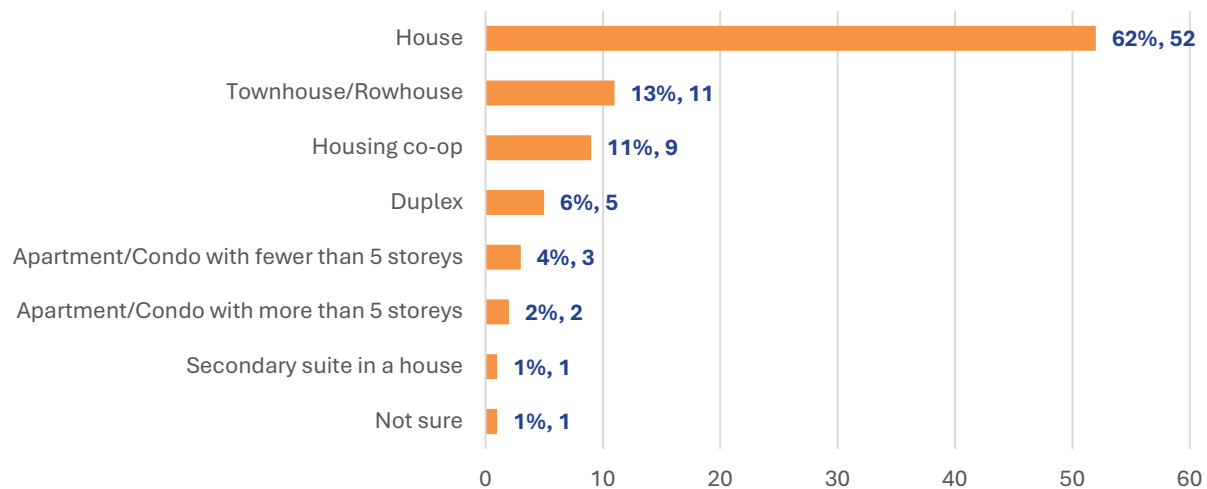
Question 5: Do you live in View Royal?



Question 6: What neighbourhood do you live in?



Question 7: What type of house do you live in?



Next Steps

The input received through this engagement touchpoint (Phase 1: Visioning) will help shape the updated OCP vision statement and guiding principles for the Town. A draft vision statement and guiding principles will be presented to the community, OCP Review Advisory Committee, and Council later in the spring of 2025. At this point, additional opportunities to provide feedback online or in-person will be available.

Appendix A: Verbatim Comments

The following includes all written feedback provided for each question. The verbatim comments provided in questions 8, 9, and 10 are provided earlier in this report.

VISIONING AND GUIDING PRINCIPLES SURVEY

Question 1: What do you love most about living, working, or playing in View Royal?

Under the category “**other**”, respondents left the following comments:

1. Established trees and winding roads
2. natural environment: sensitive ecosystems and natural forests eg Esquimalt Harbour, Portage Inlet, Thetis Lake and our 2 fish-bearing streams - Millstream and Craigflower
3. single family homes
4. There isn't really anything I "love" about View Royal....
5. Location
6. Our natural environment and sensitive ecosystems like Esquimalt Harbour, Portage Inlet, Thetis Lake, Millstream Creek and Craigflower Creek
7. Bikeable neighborhoods
8. Don't build condominiums along island highway corridor instead build a second lane and preserve neighborhood
9. These are important to me. We do not currently have these items.
10. 1-Roads that are not jam packed and support the increased population 2-a lower cost of living. Less taxes

Question 3: What are the most important aspects of ensuring that View Royal is a great place to live, work, and play in the next 20 years?

Under the category “**other**”, respondents left the following comments:

1. Addressing transportation gridlock with effective Active Transportation (safe walk / bike), frequent / rapid bus service including on the E&N corridor
2. Maintaining old character neighbourhoods with trees and winding roads where people enjoy walking.
3. building for climate mitigation to deal with heat domes, atmospheric rivers, sea level rise, forest fires (build fire-proof buildings, every building to Step Code 5)
4. single family homes
5. One of the most important aspects is vehicle transportation. I want to be able to drive where I need to go without "traffic calming" and bike lanes, etc. I want accessible parking.

6. Avoiding overdevelopment of residential streets. No buildings over 3 storeys
7. Lots of crime in RV - police won't come unless life is being threatened
8. Build with climate mitigation in mind to help us survive heat domes, atmospheric rivers, sea level rise, and forest fires. We need new fire-proof building materials and the highest energy Step Code 5 or even passive homes.
9. Speed reduction to 40kmh; Offleash park signs advising that dogs must be under your control at all times; Sidewalks on Watkiss Way from Hospital roundabout to Erskine Lane both sides of the road; Radar signs on Burnside Road West for North and Southbound traffic between Watkiss Way and Meadow Park Lane; Left hand advance turn for southbound traffic on Burnside Road West at Watkiss Way
10. efficient transport, including public transit
11. Safe and sustainable transportation services
12. Don't ruin harbourview neighborhood by building high rise condos along corridor
13. ensuring we have adequate enough infrastructure to support increased density
14. Supporting efficient and effective transit and mobility choices (bus, bike lanes, routes for mobility devices)
15. 1- better roads 2-property tax increases equal or less than inflation 3- keeping infrastructure up with population growth.

Question 4: What is missing in our community?

1. Walkable services - grocery, coffee shops, nice restaurants
2. Safe, reliable and efficient routes for public transportation and cyclists across the town and connecting to adjacent municipalities
3. Shopping centre around 6 Mile/Atkins, hotel, frequent bus on #53, #46 and #40) pedestrian lanes on both GGT/ E&N, 40% tree canopy, safe clean public toilets, rapid transit on the E&N, good grocery store around Island Hwy/ Helmcken
4. Doctors
5. Cant think of anything
6. More recycling options (soft plastics etc)
7. Our community is lacking commercial hubs made up of small, local businesses. More grocery stores, cafes, and businesses that meet everyday needs within walking distance from residential areas would be so welcomed (like market proposed for Helmcken).
8. transparency and consistency. Also, current residents cannot provide all the infrastructure for future residents. Fiscal fairness is needed!
9. A physical heart of the community
10. An better understanding of traffic flow. Watkiss way as an example
11. I think of View Royal as a bedroom community riddled with highways, sandwiched between Victoria and Langford/Sooke. We aren't really a community in my sense of the word community.
12. A neighborhood social meeting place (pub) and a restaurant

13. The heart of the community
14. North View Royal has had a lot of buildings built, but must drive to get to shopping, entertainment or appointments.
15. Town Centre Turn E&N into a reliable rapid transit corridor Pedestrian lane on 2 regional trails - E&N and Galloping Goose Frequent bus service on the #53, #46, and creating #40 on Admirals (UVic to Dockyards) 40% urban tree canopy toilets-ch
16. Housing, rapid transit, and safe separated bike routes to all schools and businesses
17. Neighbourhood markets
18. affordable housing, protected bicycle lanes
19. grocery store/convenience store, doctors
20. Safe transportation links
21. Walkable, bikeable neighbourhoods. View Royal sits at an important regional intersection, yet even travelling within its boundaries while walking or rolling is challenging.
22. Town centre where events and gatherings can be held
23. A real hub so VR can become a 'town' rather than be a thoroughfare to the western communities
24. Diverse housing options
25. Continuity and connection of protected bike routes
26. A recreation centre
27. Walkability in many areas (i.e. Watkiss Way)
28. affordable single family homes. they keep getting torn down to develop little boxes for immigrants
29. A true sense of identity. A central gathering place. A real mix of housing types in all of our neighbourhoods.
30. Dialysis
31. Dialysis
32. Arts and culture hub town square, placemaking
33. Better access to the waterfront along the harbour and inlet; more coffee shops and restaurants.
34. View Royal is stunningly beautiful; however, it does not have a distinct community identity as illustrated by the lack of a community gathering place/centre. We are perceived as an impediment to get from Victoria to the West Shore.
35. Access to rapid transit
36. An area for downtown with adequate parking.
37. Town centre, community events, dining other than takeout, affordable housing, connection between parts of view royal maybe bridge over hwy near ft victoria rv park. Town homes, and ones that are not stratas. Freehold. Stratas add to cost of housing

38. Good middle range restaurants, walk-in medical clinic.
39. There are very few restaurants & cafes. Traffic & congestion (especially when traffic is rerouted due to an emergency) is becoming very frustrating. A train to downtown would be great.
40. rec centre
41. sidewalks to eagle creek (doesn't matter that it's saanich)
42. Support for seniors wanting to age in place.
43. An artificial sports turf
44. Density
45. Just common sense at times
46. Rec centre and community centre that is big enough
47. A proper "downtown" area.
48. Fully fenced dog park (would be great to add one in the off leash dog park in view royal park. Need a fully fenced area so there is no risks of dogs running onto highway, playground, swamp, etc)
49. walkable villages like Cook St Village, Quadra St Village, etc. (and unlike Admirals Walk) with cafes, bookstores, etc.
50. Walkable neighborhoods, a core center
51. A public library
52. Shopping facilities in walking distance; affordable housing; indoor and outdoor venues to congregate; more active transport options
53. Daycare places, more community gardens, affordable housing
54. traffic circles; wide, usable car lanes, sidewalks, and nighttime lighting.
55. A bakery, locally owned retail stores, arts and entertainment venue, high school, traffic safety and sidewalks on side streets, seniors programming, youth drop in programs.
56. Town Centre, Doctor Clinics, Retail Shopping and Restaurants
57. 2 lane streets and good street parking.
58. places like small coffee shops, delis etc. for residents to meet in
59. Police- VR needs its own police instead of WS RCMP
60. Sufficient low-income housing + inconsistent roads/sidewalks + need for smoother flow of traffic on main arteries.
61. Small shops/cafes in the neighborhood, more public transit, more daycare and schools, sidewalks
62. Community events (festivals etc.)
63. Better bus system. Number 14 bus craigflower is crawling. I gave up taking bus and drove to town.
64. better public transportation options, eg light rail system
65. Town Centre, rapid transit corridor on E&N, pedestrian lanes of E&N and Galloping Goose, more frequent bus services on #54 and #46, new #40 UVic to Dockyards, 40% urban canopy, more public toilets and EV fast chargers, secure bike lockups

66. Better schools
67. Trustworthy places to leave your bike. For example an attended lot near shops and services. If we are prioritizing cycling we can't ignore bike security.
68. Sidewalks.
69. Common Sense
70. An OCP that incorporates density and development (corridors, centre's, transit hubs, etc.)
71. Diverse housing and increased density of housing in appropriate areas such as transit hubs and corridors.
72. Police presence
73. The goose is such an incredible resource. Please make it safer and lead by example to other city's how to get the most use and safety out of the already existing and beautiful trail!
74. A reliable rapid transit corridor on the E&N; Pedestrian lane on E&N and Galloping Goose trails; More frequent bus service; 40% urban tree canopy; more Level 3 DC Fast Chargers; more and better public toilets in parks and commercial centres
75. highschool
76. Parking for guests & visitors
77. 'third spaces' for informal community engagement and regular outdoor events, like markets, etc.
78. Local public squares - lots of public parks (very good) but limited public spaces if the weather is extremely poor.
79. Safe and sustainable public transportation in all neighbourhoods
80. Connected active transportation and "third spaces" where people can meet, talk, and socialize.
81. Good restaurants and businesses
82. It is not walkable enough and the bus stops should have seating at every stop.
83. A focus on active transportation through requiring less parking. Not more. We don't need more cars on the already busy roads.
84. Primary Care site or drop-in medical centre at Eagle Creek would be nice. Close to hospital and would help with the overflow on the hospital for minor issues.
85. Restaurants, community centres, playgrounds.
86. Entertainment and restaurants, office jobs and medical practices.
87. Public library, housing for low-income people/families
88. Proper tree care for the urban forest. You arborist says yay or nay and offers to do the work. Huge conflict of interest
89. Doctors and walk in clinics
90. methods to ease traffic congestion
91. I think we have everything or so close we don't need it

92. Supporting sports for youth. We need more turf fields, arena space & pools for kids. Also affordable housing, though VR has done quite a bit in the last few years it is not enough. Safe & affordable housing is a priority for success.
93. I live on Chilco Rd. It is not walkable to most services. It would be great to have more essential services on Six Mile Rd. It would also be great to allow small conveniences stores, cafes, bakeries in the neighborhood, rather than strict zoning.
94. library, swimming pool, more cafes
95. Functional public spaces, public transportation, walkable communities
96. Community Gardens & enjoyable community center (outdoors and indoors)
97. Character of buildings
98. cultural centre
99. Recreation center and appropriate parking for new builds
100. Better sidewalks - improving the existing ones
101. Sidewalks
102. A bus lane / efficient bus route on Craigflower/Old Island Highway; Rapid bus at Six Mile and new Island Highway; better boat launches and storage; "missing middle" housing; restaurants; multi-room indoor community centre; more waterfront access
103. Better public transport. Rail?
104. Bike lanes within the community not just through
105. Tight control on the ability of developers to remove trees.
106. A Town centre and gathering place for the community.
107. Safe bike lanes, all weather (turf) sports field, sidewalks, more ground level retail space
108. A city centre
109. Splash Park
110. Affordable housing for all family types

Question 5: What is the biggest challenge View Royal will face between now and 2050?

1. A range of accessible and affordable housing options that ensures diversity of residents
2. Resistance to the change needed to transform communities to support the growing population
3. Natural disaster (quake, fire, flood, drought); Theis Lake Dam #3 structural failure; long periods of traffic gridlock through regional over densification; unable to maintain essential infrastructure, amalgamation
4. Density pressure from the NDP. Residents should have the say about the location & types of housing and other developments.

5. Inability to live within the means of a small town. Failure to ensure development pays for infrastructure. This survey is supposed to be about the OCP Vision Statement. Please read it.
6. Safe space
7. keeping the natural environment and mature trees on non natural environment
8. Inadequate/unaffordable housing for families who need it
9. Balancing development with infrastructure and climate change (i.e. more housing needed, but issues with more cars). We need more thriving local businesses so View Royal residents can spend their money in View Royal and walk to what they need.
10. small population, aging infrastructure, large costs, damning provincial legislation. Figuring out how to retain current residents while welcoming future residents.
11. Dealing with traffic
12. Growth. Changing from a town to a city with the increase in population
13. The terrible traffic situ which dominates View Royal every weekday afternoon and turns it into a war zone of roaring cars and trucks and frustrated commuters.
14. Increased population and not enough land set aside for services. North view Royal doesn't even have a proper restaurant. Gridlock on roads
15. A location of that heart
16. The gridlock that is already an everyday occurrence. Traffic calming Boulevards are beautiful to look at but do not keep the traffic flowing. The section from Burnside & Helmcken to Watkiss way is parking lot! New development @ corner not done!
17. over densification gridlock. Moving around without E&N corridor Disaster mitigation. Dam #3 Thetis Lake not retrofitted to seismic standards, risk 2 6Mile exit ramp economy/ lives. Craigflower Creek. Drought, water security. climate change denial
18. Housing availability and affordability, the end of car dominance
19. Remaining a liveable enclave
20. Nimbys
21. traffic jam on six mile road, old island highway, TCH is bad during rush hours! Bus stops only deserve main streets
22. Aging population fewer young people climate crisis
23. Affordability. Having work and play within walking and cycling distance of home is of major value, reducing household expenses.
24. Maintaining its small town charm and closeness
25. Finance - the housing crisis will put pressure on essential and non-essential services alike
26. Not being taken over by larger municipalities
27. Climate change, reconciliation, economic development
28. Growing within out boundaries

29. Overbuilding without adequate infrastructure (roads, water, sewage, schools, fire and police)
30. population control and crime
31. Too much through traffic and poor traffic management. Too many traffic lights.
32. Affordability. Many will not be able to afford to live in our community. Traffic is also a growing challenge.
33. Dialysis
34. Dialysis
35. Climate Change
36. Growth in commuter traffic between downtown Victoria and Langford
37. Requirement to increase housing/population density while preserving the beauty/character of the community and providing the infrastructure and human services required to adequately meet needs of residents and businesses.
38. The ability to provide smooth traffic flow through the community by addressing future transit options other than private vehicles and buses
39. Housing
40. Addressing a growing population
41. Affordable and relevant housing for families.
42. too much density and loss of semi rural ambiance. Traffic and pollution that results from too many people.
43. Congestion, affordable housing & preserving nature.
44. being able to serve all the new people as we densify housing and maintaining our green space
45. population growth
46. Maintaining character of existing neighborhoods versus development
47. Growing population too quickly and not preserving character
48. Affordable housing
49. Traffic
50. Recognizing that the economic wellbeing is the most important aspect of a successful city
51. Traffic and too much development
52. Climate change
53. Probably parking and traffic
54. The traffic corridor (3:30 to 5:30) may only get worse. Alternative transport seems important. Also, housing affordability.
55. Population growth (schools), housing, shopping, loss of nature
56. Weather events caused by climate change, Overdevelopment, increase in traffic congestion
57. Making the town as resilient as possible to meet the challenges of the climate crisis

58. Transportation issues, it's already a nightmare and as the population increases in the Westshore all that traffic comes through View Royal. The timing of the traffic light at the Old Island Highway and the Colwood exit needs to be adjusted
59. affordability and infrastructure that doesn't keep pace with the influx of residents.
60. responding to growth without losing it's charm and community.
61. Affordable housing without over crowding and without foreign investment.
62. Dealing with idiots that want to put in bike lanes that won't be used and high density housing that will ruin our neighbourhoods.
63. keeping growth to a manageable level while maintaining the character of our municipality
64. Crime
65. Being forward looking in this planning effort to address the population/demographics VR will have and design the community based on this -- including adequate housing at all levels; addressing climate change, etc.
66. Meeting population growth with services
67. Being a thoroughfare between downtown and the westshore and the population growth west of us
68. Density near VGH hospital. Traffic is getting backed up on Helmcken. Appreciate more housing in my area but traffic and traffic pollution is concerning. Many cars speeding on Helmcken rd. As pedestrian it feels unsafe at times.
69. climate change and increased of rising water levels and flooding
70. Getting everyone to understand the existential threat of climate change and to act on it before it is too late. Dam #3 at Thtis needs to be siesmically retrofitted, could impact on our water security.
71. Conflicts between cycling needs and vehicle needs as our population grows.
72. Congestion and increasing density
73. Pressure from Federal and Provincial governments to continue to densify with the expectation that homeowners will continue to tolerate increasing taxes
74. NIMBYism and the outdated idea that View Royal is rural despite being literally along high traffic corridors
75. Integrating effectively with regional and sub regional services in a way that meets essential human needs like access to housing, transit, healthcare and education
76. Housing development
77. Traffic and congestion, housing shortages,
78. Growing population so more cars on the road and more bicycles who could be using the goose along with people walking.
79. Educating residents about the existential threat that the climate crisis poses and actions they can take to mitigate the worst effects; even more gridlock from densification; disaster mitigation especially as regards Dam #4 at Thetis Lake;
80. Ensuring single family areas don't become over densified

81. Densification of View Royal and surrounding areas will cause major issues with infrastructure through VR
82. Managing needed growth, including roads and infrastructure
83. Development pressures - development needs to happen, but in a way that respects the community, environment, and "vibe" or view royal. Please don't turn into Langford and start levelling mountains and forests.
84. Staying independent from Victoria and the Western Communities
85. Infill or higher density housing options are important for tax base and a vibrant community
86. Designing our urban space to be for people rather than automobiles. With greater housing density comes a need to re-imagine how we move around in our town.
87. Keeping municipal taxes affordable
88. Growing in a way that will not destroy the nature.
89. Allowing growth with an outdated mindset. It's to put energy into active transportation and regional transportation.
90. Make sure infrastructure is in place for the travel flow. Don't build too many apartments to meet province housing mandate.
91. Transportation and accommodating growth
92. Traffic, especially on the Island Highway
93. Climate change and climate disasters - water shortages, potential wildfires
94. Urban forest strategy hire an ISA arborist with track internally ditch the contractors. Victoria contracting has buried the flair of every tree in the district.2.
95. Population growth
96. infrastructure upgrades, traffic
97. Keeping our green space
98. High cost of living and housing.
99. This community will see many huge challenges but I think that population growth and housing is the biggest. As a community we cannot close the doors and say we are full. That is inhumane and unacceptable. The OCP needs to diversify in every area.
100. Growth and homeless population
101. Environmental disaster. Breakdown of society potentially? Who knows where things are going. Encouraging people to grow food would be a very wise move.
102. Climate change, increased traffic, political instability
103. Transportation infrastructure, housing that works for residents,
104. Pressure to making housing more dense, traffic, climate resilience
105. Changing the density of the city
106. traffic-lots of new housing going up -great-where will be all converge
107. Traffic , infrastructure e.g. health care for all the new homes, condo building population going on.
108. Parking is not acceptable with new builds which punishes original home owners

- 109. Too much housing density, adding too many cars and additional traffic, burden on our infrastructure and utilities, crowding in houses, losing the feel and look of the neighborhoods ,
- 110. Transportation issues
- 111. To enhance transit and transportation and help transform more neighbourhoods into walkable places with diverse housing and shops
- 112. Over crowded roads
- 113. Not enough density
- 114. Reducing our greenhouse gas emissions to zero (not net zero)
- 115. Keeping a mix of housing types that will allow different generations to live here.
- 116. Improving transit to keep up with growth
- 117. Traffic as there is a lot of housing starts
- 118. Parking
- 119. Maintaining a tax base while balancing the development of high density housing pressure

Question 6: Use a single sentence to describe View Royal 20 years from now, what does your future View Royal look like?

- 1. A vibrant community that attracts and retains a diversity of residents.
- 2. Walkable and bikeable neighbourhood hubs that are connected and culturally diverse with shared green spaces.
- 3. Safe, complete, zero carbon, walkable neighbourhoods with good protective services, and frequent bus service to all areas, and high density residential along rapid bus routes (Casino corridor, Admirals road and at E&N transit hubs)
- 4. More trees, parks and community gardens as density requires more greenspace. Would be nice if future housing had amenities for its residents like play areas, outdoor eating areas, party rooms.
- 5. Overcrowded, chaotically developed, no trees.
- 6. Treeless , concrete and highrises
- 7. Clean and using sustainable options like extended recycling services
- 8. A vibrant, connected, diverse, and welcoming community that meets the needs of residents' lives commercially, through nature, and with a strong sense of culture and place.
- 9. I see a mixture of housing - single family up to fourplex, maximum three stories; maintained or improved tree canopy, green spaces and natural habitat.
- 10. A place where children can walk or bicycle to school safely
- 11. Encroached by amalgamation
- 12. A place where people can walk on sidewalks in peace, ride their bikes on tree lined streets, sip a bevie at street front cafes, go to a show, eat al fresco and chat with others in public places and where kids can ride their bikes to school safely.

13. Neighborhoods with being able to access services, grocery, a pub. Without having to drive
14. A charming, well thought out community.
15. View Royal roads, Admirals & Helmcken are road artery's for traffic to cut thru to avoid the McKenzie intersection. Perhaps it will be addressed by the new bus lanes, but until that time (2 years) vehicles will still take the smaller road
16. View Royal has evolved to become a climate-conscious responsible community and an environmental, economic and social leader.
17. Bikeable and full of readily available and affordable housing options for all income levels and lifestyles, and there should be a train to connecting communities
18. An oasis of green and liability in a pass-through community
19. A place of equity and inclusion
20. A vibrant and eco-friendly community with access to many green spaces and playgrounds.
21. More diverse housing more diverse transportation options nice place to live
22. A vibrant, mostly self-contained community where residents can work and play in the same neighbourhood.
23. A haven by the sea, walkable and inclusive
24. Green, walkable, dense
25. An integrated community that prioritizes active transportation and communal outdoor green spaces.
26. Areas connected by sidewalks and safe intersections for pedestrians..lots of greenery
27. pandora or east hastings
28. More people than the infrastructure can handle.
29. Interconnected and walkable with commercial nodes. A real mix of housing types to allow many to call View Royal home. Green, vibrant, safe, and liveable.
30. Dialysis
31. Dialysis
32. Connected to the environment and a resilient, reconciled community for the future, for all residents (not just the rich ones).
33. I hope View Royal will continue to be a lively community of diverse neighbourhoods and an even better place to live, work and play.
34. A vibrant, low carbon, sustainable community of 20,000 residents who live, work, and play within a 10 minute walk of their home; linked by reliable and accessible public transportation to required health services in neighbouring communities.
35. A vibrant community that allows citizens the opportunity to live a healthy lifestyle in their community
36. We need an developed area that gives a downtown feel with services and restaurants for everyone to enjoy. Parking is a big issue and should be address for

the area to encourage people to use the area that provides services including entertainment

37. Too many people
38. Unless it has a community centre and expansion of community fokd it into neighbouring municipalities. Otherwise it is the older rich and those struggling in expensive apartments. No where fir you g families
39. In the ideal it would remain very much like today with space between areas of density.
40. It will look a lot like Langford. Apartment buildings, commercial areas and traffic. Ideally, nature will be preserved and a focus on affordable single family homes.
41. A safe warm and welcoming city with beautiful green spaces and parks.
42. a walkable town with a range of housing, green spaces and diverse healthcare options.
43. Safe community with diverse options for housing and access to aging in place for Seniors
44. Outdoors, dog friendly, gardens and athletic.
45. Friendly, walkable communities where you can walk through wild/green spaces and to food and other services. A place that's self-contained but also well connected to the region by roads and transit options.
46. Strong & vibrant and focused on jobs and economic well being
47. Not much different than now. We have kept most single family dwellings, preserved our parks, forests and greenspaces and have a rec centre
48. Improved transportation networks and increased housing density.
49. Idyllic
50. Hopefully good transport (bike and bus), great greenspaces and nature, walkable areas.
51. Being able to safely walk to a shop or town center or park or school with beautiful green spaces and trees.
52. Similar character that is has now, with a council that heeds the problem of climate change, while keeping taxes reasonable
53. A "green" town with healthy air and water; people adequately housed; electric public transportation
54. A place where people want to live, with enough schools and definitely more daycare places and affordable housing
55. unused bike lanes, a lot of apartment buildings, and cars with nowhere to park.
56. Small township disguised as a suburb of a medium city.
57. Friendly Family Community
58. View royal must remain a largely suburban community with 1 and 2 story detached houses, small local businesses, no more condo towers, more parking, and no bike lanes.
59. not all that different from now

60. Safe for kids and seniors
61. A small city with roadways/sidewalks that allow for the easy flow of everyone; a sewage system w/the capacity to handle significant water flow; alternative energy driven power able to withstand increasingly high winds.
62. A more diverse community with small walkable areas sound serving key needs by nature
63. More community orientated (like other victoria neighbourhoods)
64. Cleaning air, less traffic and maintaining our bike paths and green space.
65. peaceful and kind
66. View Royal has evolved to become a climate-conscious, responsible community and an environmental, economic and social leader.
67. Family friendly green spaces with great parks
68. The small Canadian town that cyclists adore.
69. Preserved all the green spaces we have now and sought more. Maintain all the trails to downtown. Basically exactly what it is now.
70. Sadly the vision is not favorable as densification continues
71. Amalgamated since we are between 5 other more significant municipalities.
72. Increased density in appropriate areas and a greater diversity of housing options, that in turn creates walkable neighborhoods and better access to amenities like groceries, etc
73. Low density housing
74. A safe, affordable community to raise a family, young and old.
75. Small shops, peace and neighborhood charm
76. Thriving, close-knit communities working together to preserve their natural surroundings and mitigate the effects of climate change
77. A vibrant family friendly suburban community with easy access to urban areas
78. View Royal is the Hub of the CRD
79. A suburban community that has managed growth to help alleviate housing shortages, while ensuring preservation of green spaces, tree cover, and alternatives to auto transport
80. Continued planned development underway along the core corridors, reduced "parking lot space" on Sooke Road and still lots of urban forest.
81. Continuing as a bedroom community for Victoria and the Western Communities
82. Smart urban density to support a vibrant community where people can work, live and play.
83. Vibrant place to walk, bike or roll to community amenities to meet up with neighbours and co-create a living, breathing place for people of all ages, races, etc.
84. View Royal will become a mass of apartment buildings with little or no parking and traffic congestion.

85. It is safe with clean air, trees for shade and nice sidewalks to get to my shopping so I can age in place.
86. A growing community of all equitable types. Density along corridors and the ocean will allow the community to benefit not just a few.
87. Mixed housing with travel flowing on and off highways.
88. A community where everyone can afford to live in high quality housing with all the amenities within walking distance.
89. I would like to see lots of people walking around and attending events or other entertainment, especially along Island Highway
90. View Royal will be a walkable community with a diverse population, healthy living spaces, and wise preparations to mitigate and defend against climate disasters.
91. Trees protected
92. A bunch of homes jammed on single family lots; crowding; vehicles with no where to park; vagrants; more crime; less trees.
93. more of the same, no real progress
94. Hold firm to preserving natural areas in a growing city
95. A mosaic of opportunity with every neighbourhood being walkable, having more shops and businesses and restaurants to employ our citizens and serve our community.
96. Hopefully similar to today
97. More self sustaining, more walkable, true communities where people know and care about each other.
98. Socially connected neighbours help each other through the difficult times and appreciate the natural world/environment of View Royal
99. A well planned community that is built on the input of residents
100. Sustainable housing growth, safe neighborhoods unique neighborhoods, lots of natural areas, protect greenspace
101. Great inclusive community
102. Open, inviting, beautiful, caring, children, seniors, home
103. Protect and seek to keep this treasure of a municipality we have as we are surrounded by all the commercial needs of our citizens. .
104. Too many cars and not enough change to better the roads for the amount of people being added
105. Keeping it much the same, community feel, improving the roads for better car flow to mitigate all the traffic jams.
106. Quiet streets, beauty of the ocean, less traffic
107. A place with diverse housing choices and people, living in walkable neighbourhoods with more density and local shops and recreation, adjacent to natural areas, the waterfront, and connected to the region via good transit and active transportation.
108. Preserve small town character with no huge apartment buildings.

- 109. Dense, walkable community
- 110. More trees with just as many 20 ft. + tall trees and all houses heated by heat pumps
- 111. A suburban community with high density housing along its major corridors surrounded by parks, less dense housing, and greenspace and walkable.
- 112. Active community, supporting growth and environmental
- 113. It would have a lot of trees, nice neighbourhoods with single family homes, easy transportation access.
- 114. I will not be working for the Town
- 115. A small town that has managed to maintain its charm while surrounded by larger municipalities.

Question 7: If you could change one thing about your neighbourhood or View Royal, what would you change?

- 1. More neighbourhood hubs with services that are within walking distance
- 2. Need safer bike infrastructure.
- 3. Implemented stricter climate mitigation policies and bylaws (zero carbon step code 4) 5 years earlier and taken stronger innovative actions with developers to protect sensitive ecosystems and healthy tree canopies.
- 4. Prevent the widening of roads and addition of sidewalks as people walk in areas with large trees and native vegetation.
- 5. I would change the focus of council and staff to serving the current residents of View Royal rather than focusing on seeing how fast they can increase the size of the town.
- 6. Medical services for every day
- 7. Incorporate the natural environment/mature trees into ongoing development projects
- 8. Traffic is bad during peak times
- 9. I would love to be able to walk more and drive less. I would love to decrease reliance on a car so that I could not only walk my kids to school, but also pick up groceries, other errands of everyday life, recreation etc. I.e. London UK neighbourhoods
- 10. I would keep green boulevards green. This means not allowing vehicles to be parked on boulevards such as the corner of Pallisier and Plowright which is a big mud hole nowadays.
- 11. Slow down traffic
- 12. The intersection at Watkiss. Add back the second West bound lane. Have the north bound lane get the first light to allow easier left turn. Readjust the north/South lanes to not be so staggered from each other.
- 13. The traffic. It sucks the life out of this community.

14. For North View Royal, a proper restaurant and pub. We've added so much building and population, transit is lagging. Helmcken is gridlock. Set aside some land for a neighborhood pub where we can meet our neighbours, and a restaurant
15. A walkable grocery store and restaurants.
16. North View Royal needs an extended left turn light from Chancellor going onto Helmcken.
17. That we would have started climate mitigation earlier. We would better protect urban trees from drought.
18. I would add more dense housing
19. Reduce density and more green space
20. include sidewalks
21. More community spaces
22. Better measures to lower driving speeds
23. Gridlock along the old island highway during rush hour
24. Better housing options
25. I would lower the prioritization of motor vehicles as a means of transportation.
26. More playgrounds for kids
27. Erskine Lane! Very dense, overbuilt, awful road, sight lines dangerous at intersection with #14, no walking connection to the Hospital!!
28. stop over developing the area with small box units and keep it single family homes.
29. Traffic interruptions, low speed limits, traffic calming barriers, excessive construction.
30. Make Craigflower Rd. 3 lanes wide. Then alternate the middle third lane in the morning and afternoon commute. Two lanes coming in during the morning and then two lanes going out for the afternoon. Like the Lions Gate bridge in Vancouver.
31. The traffic would be at the top of my list but I know that is not going to happen. Again, we live in a neighbourhood of predominantly single family homes. I would like to see some diversity in the housing types that would create a more diverse area.
32. Dialysis
33. Dialysis
34. More walkable amenities so we can live work and play in view royal
35. For there to be enough family doctors for everyone
36. Divert the Colwood Crawl off Island Highway.
37. Sense of community
38. More sidewalks.
39. We need a coffee shop or bakery in the plaza by Thetis Lake. Somewhere residents can walk to other than Six Mile Pub.
40. narrow streets, poor parking options, busy streets, honking, sirens (traffic).
41. More doctors in view royal

42. stop along mass cutting of trees in developments. it might not be easy to work around trees but that's a price to be paid.
43. Westshore traffic along burnside blocking neighbourhood traffic.
44. Make it less woke
45. The horrible traffic caused by commuters who don't live in view Royal. Naden should provide other options for their workers who live in the Westshore like a boat or buses. Each person in a single car from Langford to the base causes so much traffic.
46. I would make it easier to get approvals to construct new housing.
47. Less traffic congestion and more parking
48. Higher density for greater green space
49. Sidewalks so I can walk safely
50. Limit the height of buildings to 3 stories
51. More space for food security
52. Development needs to be more evenly distributed, I know we need it, but too much has been put on our small lane Erskine
53. I wouldn't change much, but driving at night is dangerous. There's insufficient lighting, and the lanes are hard to detect. Luckily for us, View Royal has few two-lane roads, but the ones we have are impossible to maneuver in the dark and rain.
54. walkability of certain side roads that don't have sidewalks
55. Develop the E&N Rail Line. Either commuter trains to Victoria for track repair and use all the way up island.
56. Make more of the roads have to lanes for traffic. More money to renovate schools.
57. I would like to go back to making established neighbourhoods single family zoning
58. The crime
59. The inconsistent streets and walkways, merged with inconsistent maintenance of residences.
60. Public transport
61. Better sidewalk infrastructure to the schools
62. Parking on south Conard Street (single lane traffic though only) and better traffic control on Helmcken road.
63. better and more public transportation
64. That we had started climate mitigation earlier starting with protecting our urban trees from drought and from being ripped out for developments.
65. The quality of the schools 🏫 in the catchment areas, especially middle schools
66. Small business incentives that help fill our empty buildings.
67. Sidewalks for safety.
68. A government with a vision that is not supportive of Federal and provincial mandates for densification

69. The lack of grocery stores within walking distance that would likely come with more density liked mixed use commercial/residential
70. Be more supportive of densification and build more housing near transit hubs and corridors like helmcken and old island hwy
71. Would like to have a blinking sidewalk light at Helmcken and Werra. It's extremely unsafe and cars can't see.
72. A community hub of services located between helmcken and Old island highway
73. The entire goose needs improvements before implementing bike lanes. Encourage people to use the goose. Add emergency call buttons and light up the path at night so people feel more safe using it and less sketchy stuff happens on it!
74. Better protection from drought for our urban trees
75. More traffic calming measures and more permanent landscaping, less seasonal planting, along main roads. Sorry, that's 2 things
76. Parking options
77. Better sidewalks and more access to ensure and expand walkability and ability to move without a car
78. Only approval of mixed use buildings with character, and no more of the building type at Helmcken and Burnside (only residential, and huuuge).
79. Improvements to the current pedestrian infrastructure to encourage more people to walk and use public transit.
80. Sidewalks replacing open ditches in residential neighbourhoods.
81. I would switch from car dependency to more opportunities to walk, hike, paddle, bike, roll, and meet up in the outdoors.
82. I would limit growth.
83. I would improve the air, maybe by working with Songhees and the Navy to help filter the longhouse and marine diesel smoke.
84. Further housing options easily accessible for families to build. Rather than dealing with the beauracracy and control of the council.
85. More bus service.
86. Remove single house only neighborhoods, more diversity of housing stock in areas like the Harbour
87. I would make the population a bit more diverse in income types and family types.
88. A better run parks department
89. Readily accesses doctors for all.
90. The quality of hires at Town of View Royal. Some truly capable people have left over the years to go to other municipalities where they are valued, respected and paid fairly. To get truly good capable people you need to pay them
91. The 4 way stop sign at Thetis road and Nursery-hill drive people don't see it and blow through it everyday someone is going to get killed crossing the road
92. Lower traffic.

93. I would make it more inviting. Rather than being a community everyone drives through to get to Langford or Victoria. Let's add business and amenities that other communities don't have and employ our residents here!
94. Neighbours who do not secure garbage and thereby attract bears
95. Get rid of strict residential only zoning in areas like Chilco Rd. Preserve the beauty and parks, but allow services to create community and to discourage driving.
96. More opportunities for neighbours to engage with neighbours
97. Lack of walkable communities & public transportation
98. Eliminate Colwood Crawl? Maybe add a small ferry service (with lots of parking).
Thank you for all that you do. It's very much appreciated.
99. We want to keep the original character of the neighbourhood.
100. The bad new road on Isl Hwy that is hurting owners living off Duckrill & Buddy Rd trying to get into traffic to turn left is now impossible & on one checked on that change
101. Can't think of a thing...I live in a paradise and thank you for keeping it and caring for it.
102. Safer parking and better signage on roads. For example the garbage truck can't turn around on our culdesac because of renters parking excessive amounts of vehicles on the road which means a fire truck can't safely save us in an emergency
103. Traffic jams of cars. Create better roads.
104. More sidewalks and less open ditches. Upgrade to nearby park.
105. Bus lanes that carry busses through the Colwood Crawl, accessible and walkable to the neighbourhood
106. Traffic
107. Access to amenities and bike lanes.
108. I would break up VR Ave. so it could not be driven from Town Hall to Helmcken except by emergency vehicles.
109. Our current Council's anti development stance.
110. Sidewalks and more frequent bus
111. The island highway corridor has a lot of run down buildings that need to be cleaned up. I would also move Fort Victoria elsewhere.
112. Better restaurant options
113. Increasing the traffic flows by removing bike lanes on artery roads, and focusing on expanding bike and walking trail networks, if possible

Question 11: What is your relationship with the Town of View Royal?

Under the category “**other**”, respondents left the following comments:

1. Use the parks
2. Child goes to school in View Royal

3. We own a condo in View Royal and come to the area multiple times annually -- our FT residence is elsewhere
4. Previously lived here, kids still go to school in view royal
5. I am a naturalist and birdwatch / walk on the trails in View Royal.
6. Bicycle and take transit from View Royal

Question 12: What neighbourhood do you live in?

Under the category “**other**”, respondents left the following comments:

1. Langford
2. Colwood

Question 13: What type of housing do you live in?

Under the category “**other**”, one respondent left the following comment:

1. trailer

Question 14: If you live in View Royal, does your household own or rent your home?

Under the category “**other**”, respondents left the following comments:

1. Co-op - we own a share
2. Housing co-op we pay housing charges but collectively own
3. Co-op
4. Parents own
5. Rent but hoping to own in View Royal soon

Question 16: What do you envision for your housing over the next 20 years?

Under the category “**other**”, respondents left the following comments:

1. My next move will be to a smaller detached home with a more manageable yard, but these are few and far between in View Royal.
2. Undecided at this time

Question 17: Please indicate if you self-identify with any of the groups below.

Under the category “**other**”, respondents left the following comments:

1. other
2. I live alone.

Question 18: How did you find out about this public engagement process?

Under the category “**other**”, respondents left the following comments:

1. Other organization's mailing list
2. Kids school
3. View Royal Elementary email to parents
4. Poster in City Hall
5. Capital Bike
6. Westshore / online newspaper
7. Capital bikes Westshore chapter promotional email.
8. posted at the playground
9. E-mail received
10. the Westshore newsletter
11. Capitol Daily online
12. email from our school (Eagleview Elementary)
13. Email from our strata secretary
14. Grocery store
15. View royal elementary
16. Email from school principal at View Royal Elementary
17. email
18. School sent an email
19. CFX Radio
20. Child's school newsletter
21. View royal school
22. email from View Royal Elementary
23. School
24. Email from VR Elementary School
25. Childrens' school
26. Cfax news
27. CFX radio
28. [REDACTED] made me take the survey

YOUTH SURVEY

Question 1: Let's start by getting to know what makes View Royal special to you! Tell us about your favourite place in View Royal.

1. Park and walkways along the Gorge
2. I only go in view royal when I go th school and Canadian tire so I

- have to say Shoreline middle school
3. The Gorge Water Way
 4. eagle creek village
 5. the gorge
 6. My favourite place in View Royal is my home.
 7. [REDACTED]'s house
 8. Portage Park
 9. eagle creek
 10. my home and the park and the stores
 11. my home and the park and the stores
 12. my favorite place in view royal is my house since I go there everyday.
 13. less bilke lanes there's to many
 14. [REDACTED]'s house
 15. my school, shoreline
 16. my favorite place in view royal is my house since I go there everyday.
 17. [REDACTED]'s hous
 18. My house
 19. dairy queen or any of the lakes. and the swimming pools ofc
 20. DQ
 21. i like thetis lake its a nice place to walk around and seeing the water calming
 22. My house
 23. juan de fuca rec center
 24. thetis lake
 25. my house
 26. basketball courts
 27. thetas lake
 28. Dq
 29. My home
 30. not sure :P
 31. Thetis lake
 32. the wetlands near my house
 33. Thetis lake
 34. view royal mall
 35. not sure
 36. gyro park
 37. the mountains
 38. Royal Victoria Yacht club
 39. The library
 40. View Royal Pool.
 41. Canadian tire.
 42. I don't really have a favourite place in View Royal.
 43. Gorge
 44. My favorite place in view royal is shoreline school and I think you should cut down the black berry bushes
 45. nothing
 46. my favorite place is school and home depote
 47. the park near our school
 48. My favourite place in Victoria is my dance studio, Elevate Dance Center
 49. dairy queen and portage park
 50. I don't know, sorry
 51. fun playgrounds
 52. Dairy Queen
 53. portage Beach.
 54. Shoreline Middle School
 55. Portage
 56. Dairy Queen
 57. The skate park
 58. portage park
 59. portage park it a just so beautiful
 60. It's a very pretty place
 61. my house
 62. I don't really have a favourite place but after school I really like to chat with my friends at the

- | | |
|--|--|
| playground at shoreline middle school | 73. the coffee house |
| 63. park | 74. thetis lake |
| 64. Shoreline | 75. portage park |
| 65. My grandparents house | 76. I like the schools |
| 66. view royal park | 77. 7 eleven |
| 67. The extreme coffee house. | 78. My favourite place is view royal pump track |
| 68. portage | 79. my favourite place in view royal is to view royal pump track |
| 69. songhees | 80. paddle boarding at Thetis lake |
| 70. the coffee house | 81. My favourite place is the parks in view royal |
| 71. My favourite place in view royal is the coffee house | 82. The extreme coffee house |
| 72. parks | |

Question 2: Now that you have written about your favourite place in View Royal, can you think of something that might be missing to make it even better?

- | | |
|--|---|
| 1. Boat rentals like canoes, kayaks, stand-up paddle boards | 19. more grass areas, warmer lighting, less modern stuff . it should fr become a coastal townnn |
| 2. Shoreline middle needs to have some renovations | 20. mcdonald |
| 3. Yes, even more parking. There is nothing better than parking. | 21. maybe cut down less trees and keep the forest up |
| 4. more parks | 22. McDonalds |
| 5. a really big park | 23. target |
| 6. Its already better | 24. less people littering |
| 7. Mary brown's | 25. the numbers mason what do they mean |
| 8. Add more paths | 26. a better basketball court |
| 9. more clothing stores | 27. food trucks |
| 10. I would add a new recreation centre | 28. A pool |
| 11. I would add a new recreation centre | 29. Cheap drop in gymnastics place in the mall like the one in tsawwsen |
| 12. less bike lanes there's to many. | 30. Canada's biggest water park that's free with giant water slides, drops, and jumps. |
| 13. basketball court | 31. it needs more book stores like bollen books |
| 14. Mary brown's | 32. More bus stops |
| 15. more stores like Lululemon and garage and stuff | 33. more protections |
| 16. less bike lanes there's to many. | |
| 17. basketball court | |
| 18. better parks and more public areas to explore | |

34. A slide
35. add more stores
36. maybe more places for kids?
37. a huge pool
38. make it bigger
39. Even more boats for people to explore
40. More different types of genre of books.
41. A BIG water slide and a big rope to swing into the water with.
42. Rock climbing.
43. A candy shop or a movie theater.
44. Better swimming spots
45. Being allow are phones at school
46. free money
47. a park
48. maybe making it bigger and different things to play on
49. Nothing can make it better.It's perfect
50. lower prices at dairy queen?
51. more park so kid's can play
52. I don't know, sorry :c
53. more restaurant
54. A hammock.
55. better playgrounds with swings. more bike lanes.
56. a cat cafe
57. I think View Royal is perfect the way it is!
58. I don't know
59. Malls
60. A tech deck skate park to play on.
61. longer paths and secret passage ways
62. a pump track
63. More parks and playgrounds
64. less school hours
65. although the variety of monkey bars is great, I would really like a swing set
66. slide
67. A pizza party for div 4.1
68. more parks
69. a motocross/supercross dirt bike track
70. A place for young kids to hangout after school.
71. sports senter
72. more basketball courts, places for kids to play sports
73. STARBUCKSSS and a malll
74. More activities for kids to do
75. water fountain
76. it would be great for somewhere young kids and teens could hang out in
77. pizza hut
78. sports senter
79. A nice basketball court
80. more slushie flavors
81. I think their could be a soccer card store
82. I think there should be more soccer stores
83. no I can't think of anything
84. They should make the parks better and put better equipment in it.
85. A STARBUCKS/GAS STATION NEAR THE EXTREME COFFEE HOUSE.

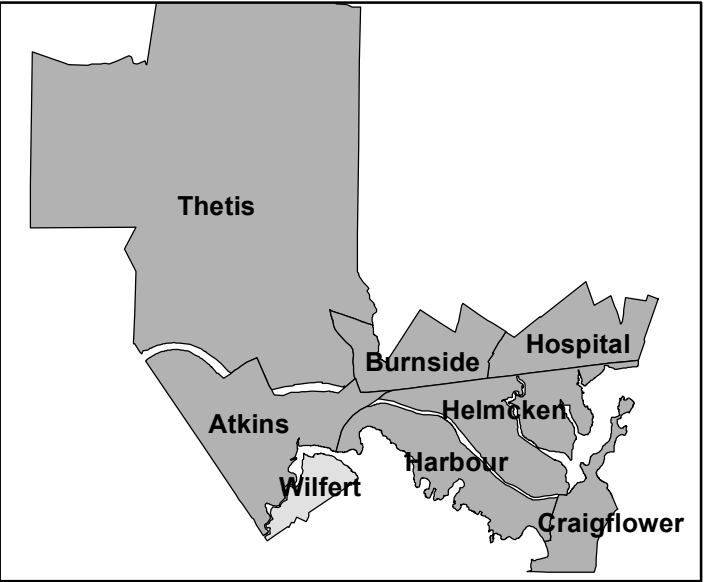
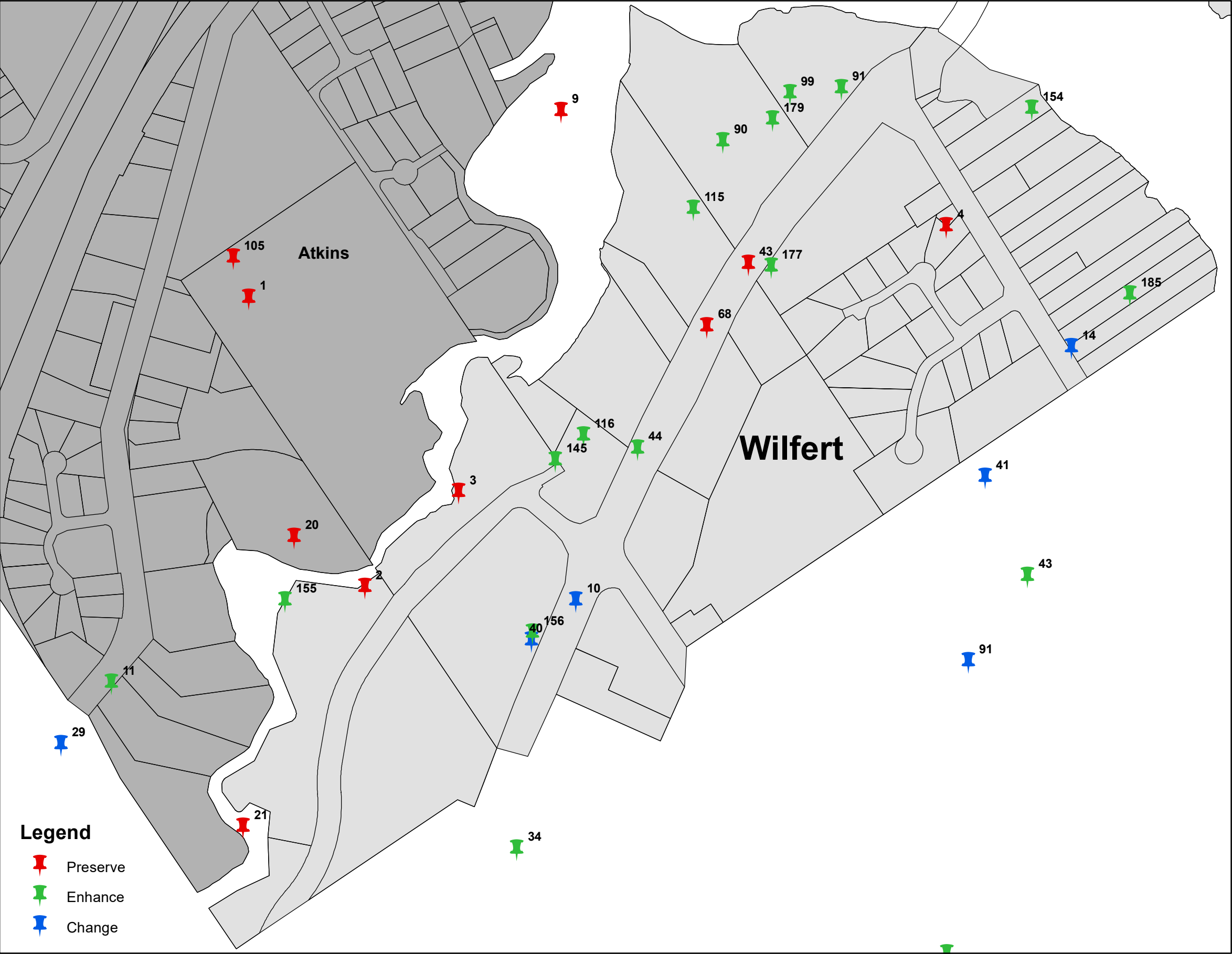
Question 3: Now imagine that you are 20 years older than you are now and you are about to become the Mayor of View Royal. You have some big decisions to make! As Mayor, what are some things you would change about View Royal?

1. Improve old Island highway to help prevent daily back up
2. I guess I would renovate all schools and buisnisses in need
3. (Skip)
4. i would put a starbucks and more parks
5. I don't know
6. I will make food cheaper so people can eat?
7. More food places
8. Make simple needs more accesible
9. more food places
10. I would make more parks and more houses
11. I would make more parks and more houses
12. have less bike lanes and add a basketball court and have more parks
13. more bus stops
14. More fast food places
15. I would make a new recreation centre
16. have less bike lanes and add a basketball court and have more parks
17. open private school
18. everything I just said in the last question
19. change the lights , renovate the schools, make another large but pretty and eco friendly mall, add more greenery, fix the roads.
20. I would add taco bell
21. again probably plant more trees
22. add Taco bell
23. less bike lanes
24. littering more illegal than it is now
25. the numbers mason what do they mean
26. make better basketball court
27. more food trucks
28. Resign from being mayor
29. Make it more enviornmental friendly
30. what if I don't live that long? Also, I don't want to be the mayor of any place! That's too much commitment and work.
31. STOP BILDING RODS AND DIGING UP THE OLD ONES IT'S SO FRUSTRATING
32. Make candy cheaper
33. I would make more housing opportunities and more protections for nature
34. I would give a slide to thetis lake I would take care of the plants and make it safe
35. have fairs at places like open grass lands or a good new park
36. make more things that people need
37. give more homes to the poor and add another hospital.
38. i would build a brand new parrkkkk!!!!!!!!!!!!!!
39. I would help make more schools earthquake proof
40. Less buildings that help pollute View Royal.

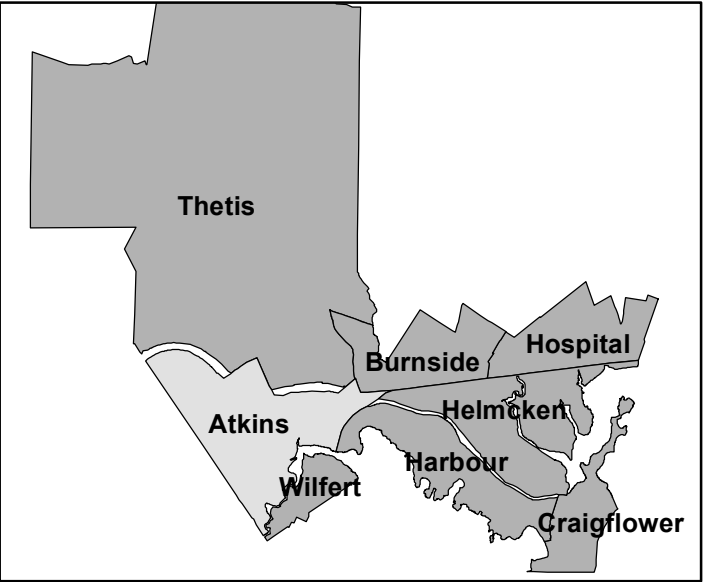
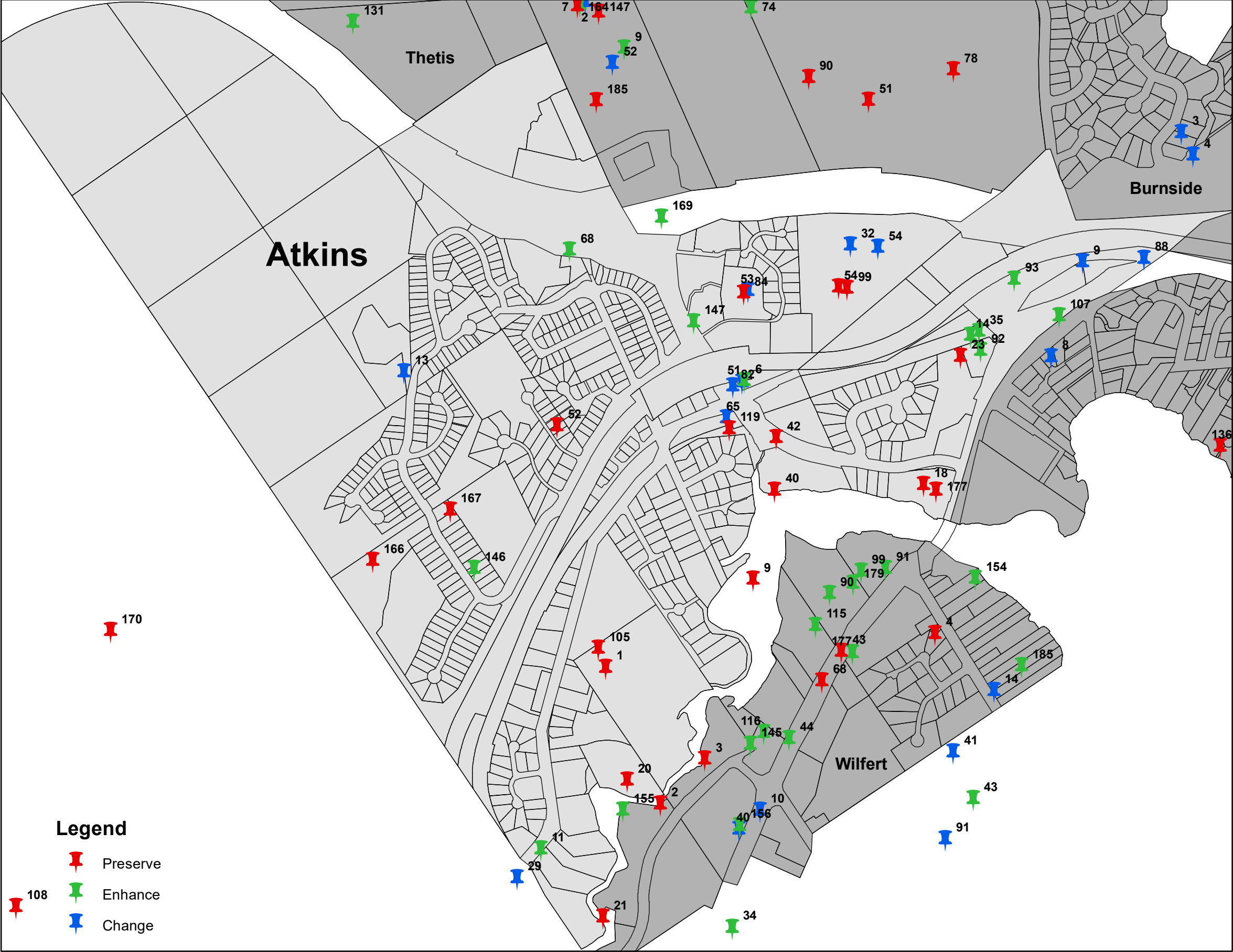
41. Have a permanent fair, a big petting zoo, and make it (hopefully) CRIME FREE!
42. Cut down the blackberry bushes because they really hurt.
43. I wouldn't really change much, but I would add some more shopping (all kinds - food, etc.)
44. Make shoreline a better school
45. I would cut down the black berry bushes at shoreline school
46. more homeless shelters
47. I would give all the school good toilet paper
48. make a train that takes you places like the bus
49. I would make it better by making it illegal to cut down trees
50. I would add a Salvation Army thrift store
51. making more trees that kid can climb
52. add a hot topic lol
53. more parks
54. Add more restaurants
55. to tell all the car companies in view royal to cut down on the cards that come into view royal and pollute the air. and to make more houses.
56. add more water fountains
57. Invest in schools, shelters, and hospitals.
58. nothing
59. Maybe add more luxurious malls
60. I would make sure all the rats would be gone. Then I would tell the schools to improve the playgrounds by adding swings. I would also add a store where people could play games and buy games stuff.
61. what I just said longer paths and secret passage ways
62. I would remove all weed stored and replace them with cool and nice restaurants
63. Add more parks and safe sidewalks for people who take the bus
64. houses not so expensive
65. more hiking trails
66. I want more places for kids to hang out
67. I would try to make traffic lighter
68. lower taxes, increase pay and build a motocross/supercross track
69. Add more activities for the youth.
70. ill add more learn support
71. help with too much traffic
72. school hours being shorter
73. add more houses to view royal
74. no bike lanes
75. make a kids and teens community centre
76. to add a community center
77. I will add more homes
78. I'd add a store
79. add more restarunts
80. I would ad a soccer field
81. I would ad soccer field
82. try and make necessities more affordable
83. to make more houses and make things cheaper!
84. I'd add more to the area

Appendix B: Neighbourhood Maps

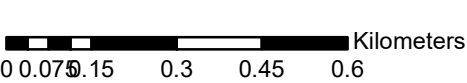
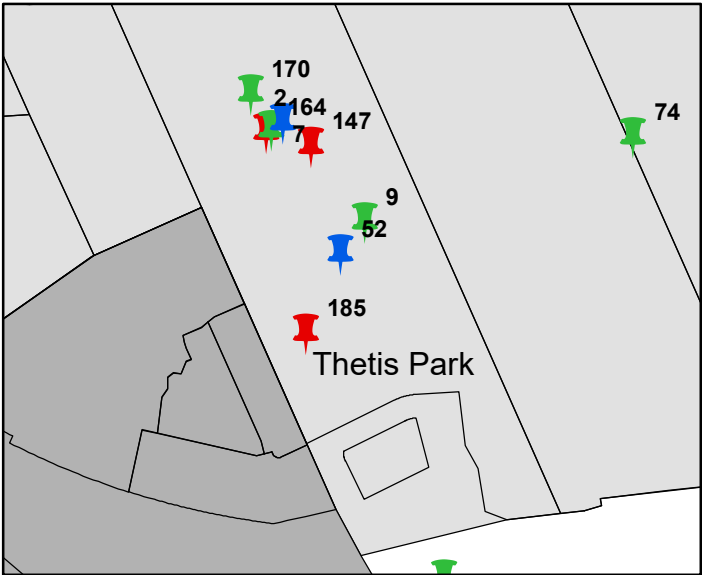
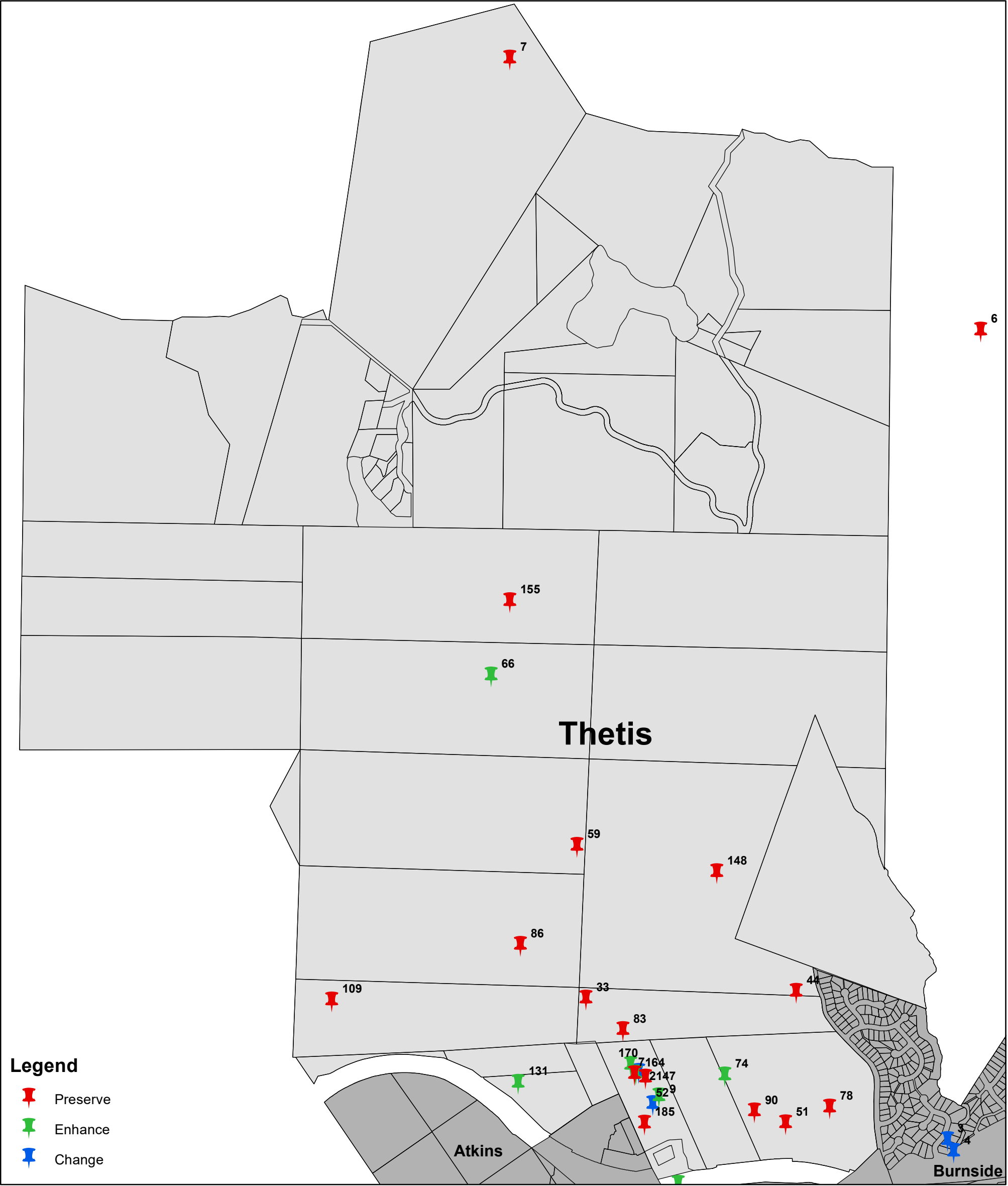
Map 1 : Wilfert Neighbourhood



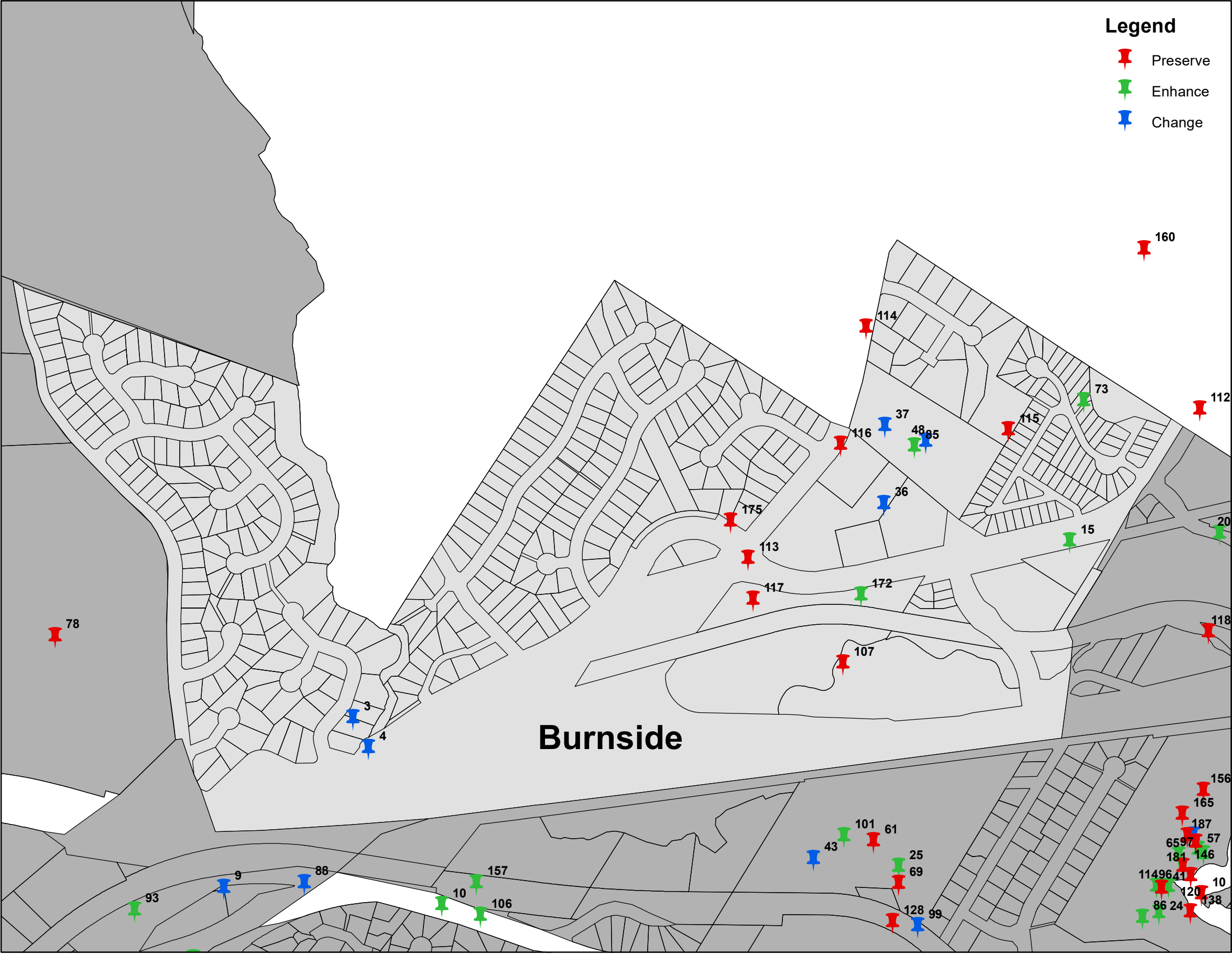
Map 2 : Atkins Neighbourhood



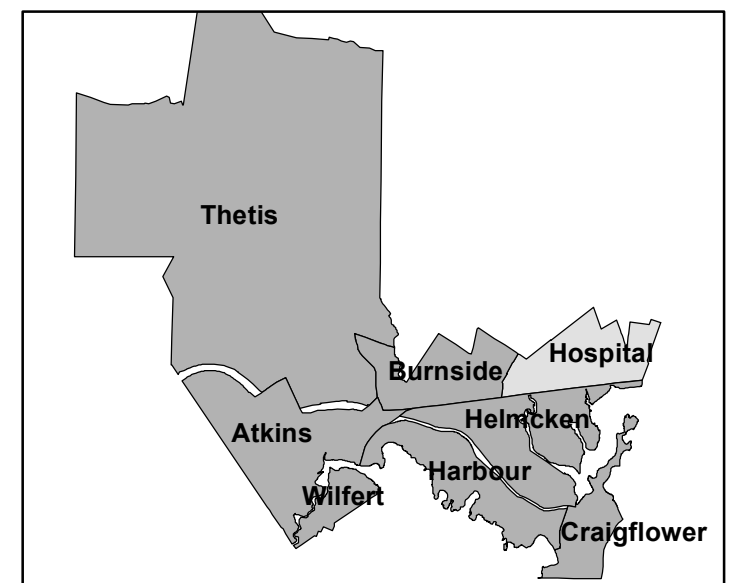
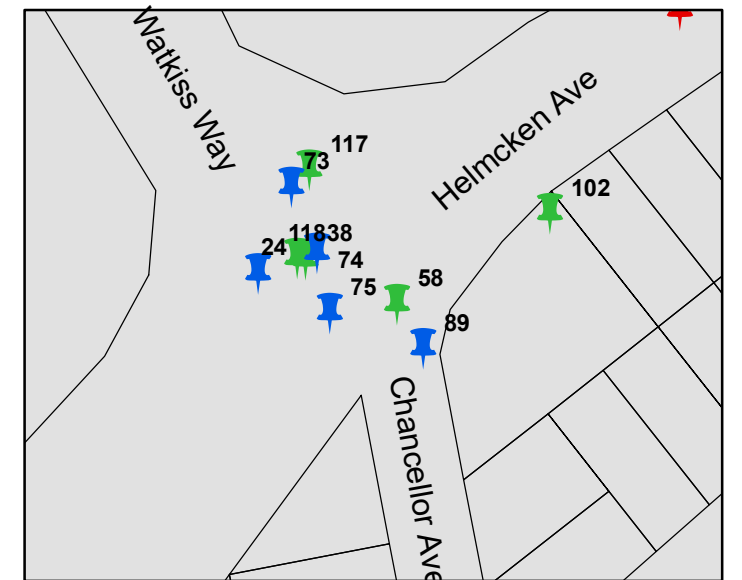
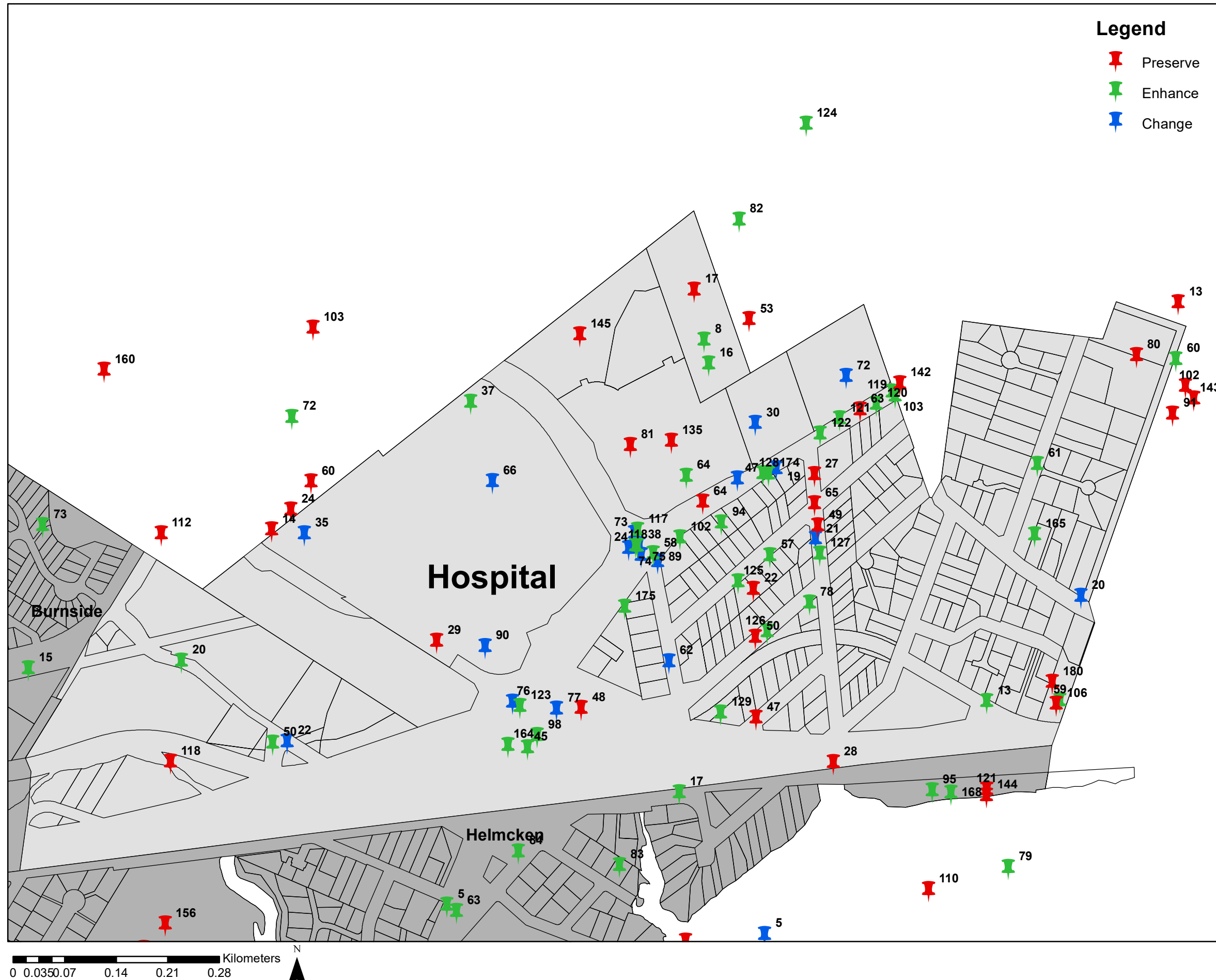
Map 3: Thetis Neighbourhood



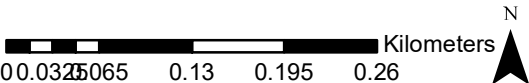
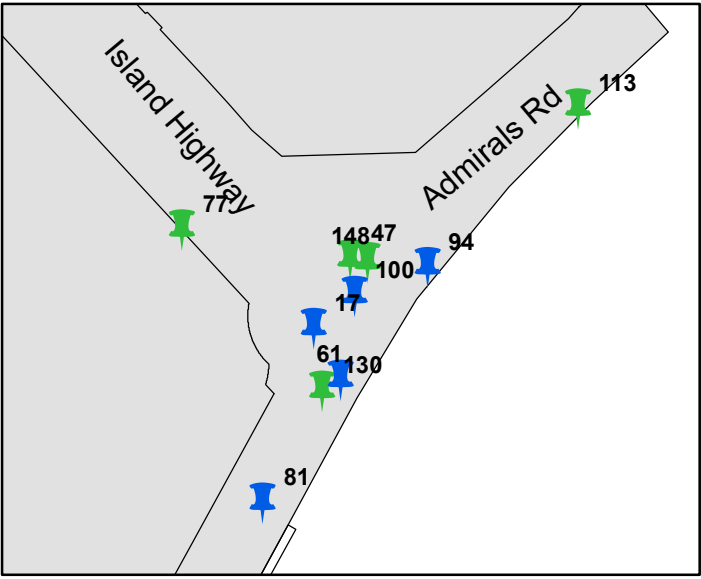
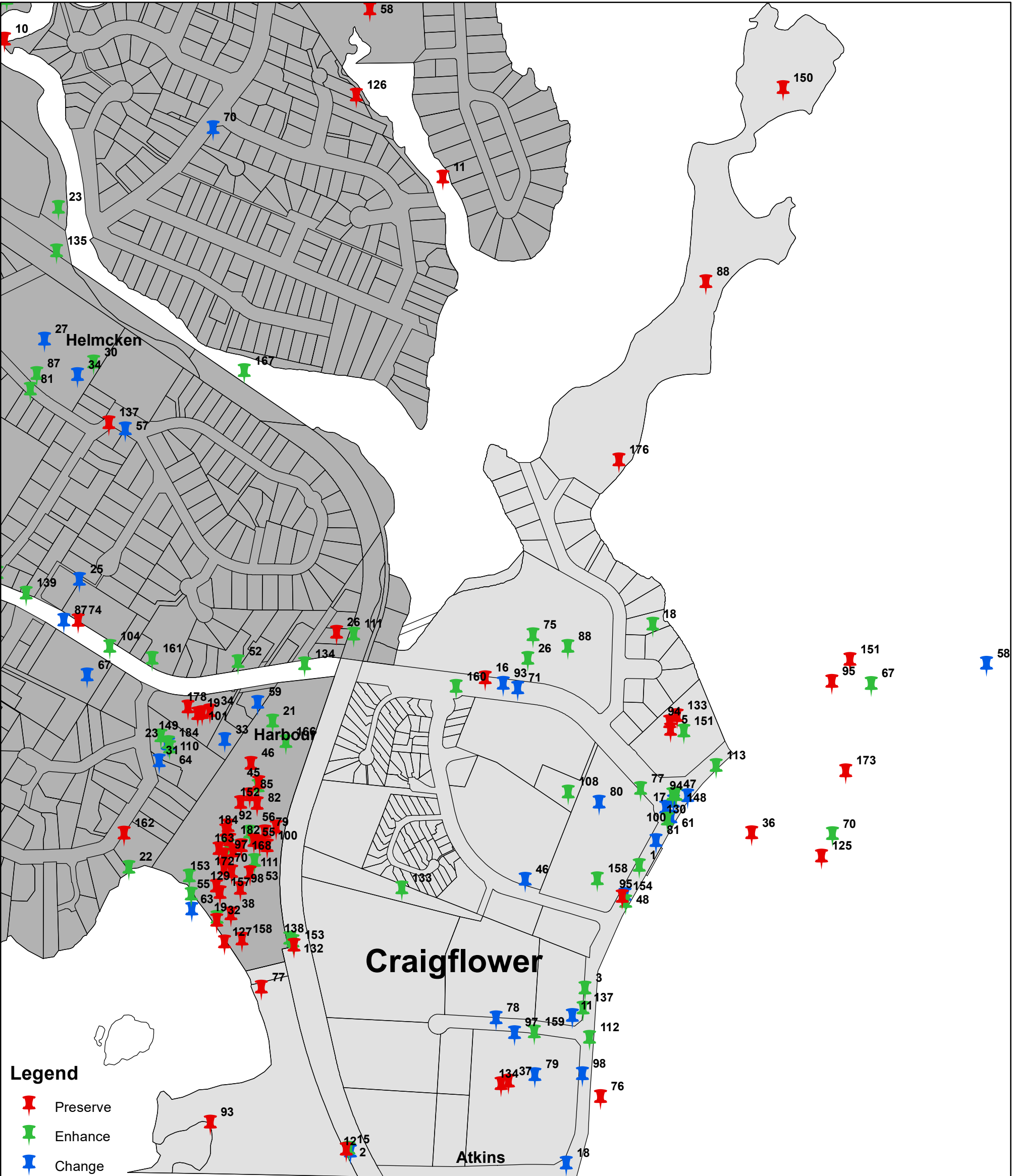
Map 4: Burnside Neighbourhood



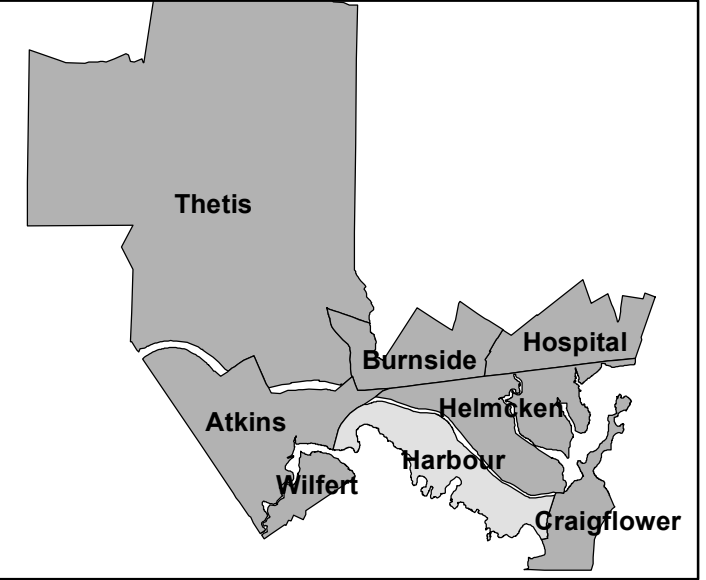
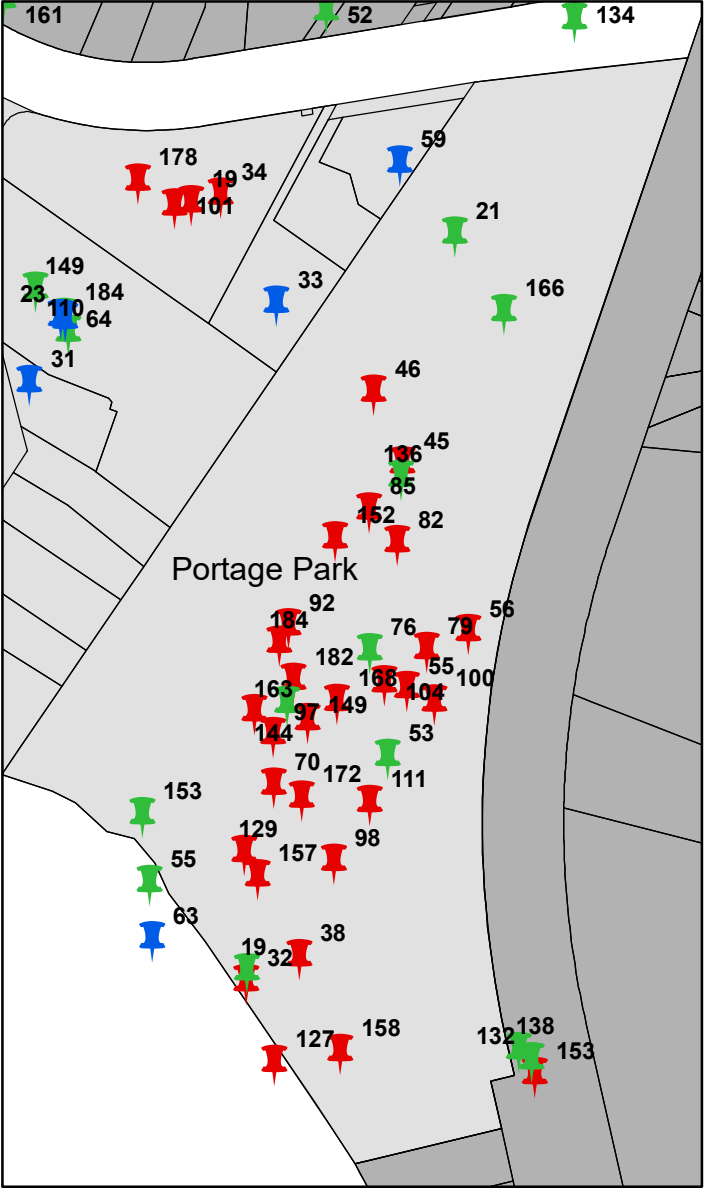
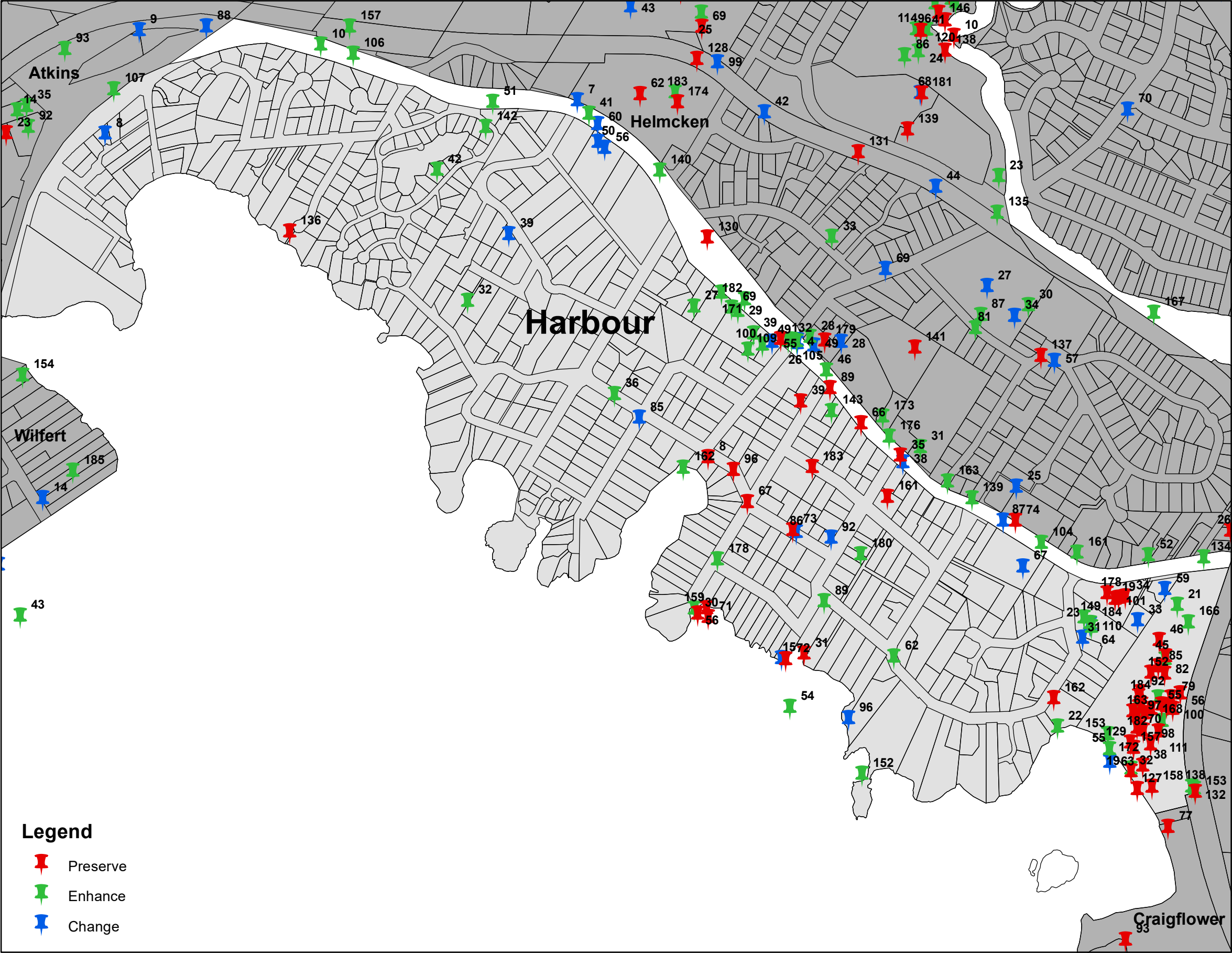
Map 5 : Hospital Neighbourhood




Map 6: Craigflower Neighbourhood





Map 7 : Harbour Neighbourhood



Legend

 Preserve

 Enhance

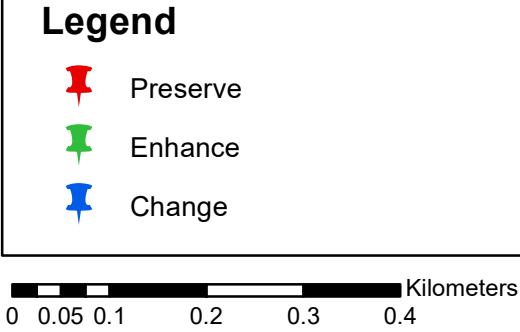
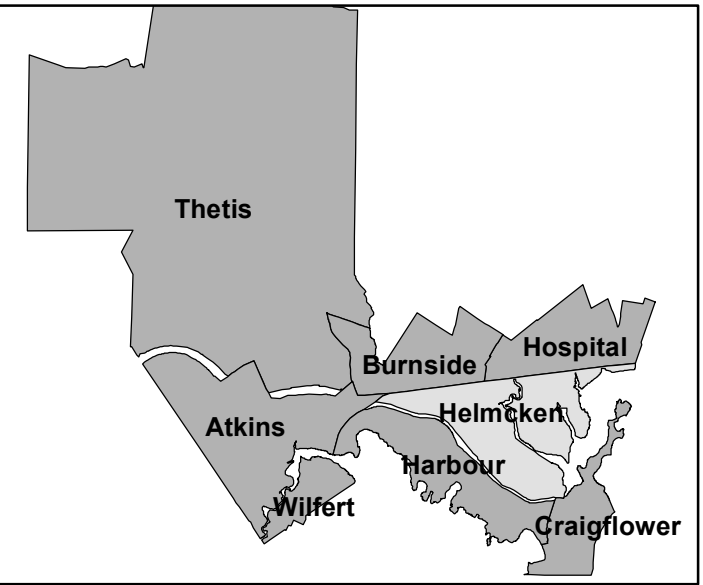
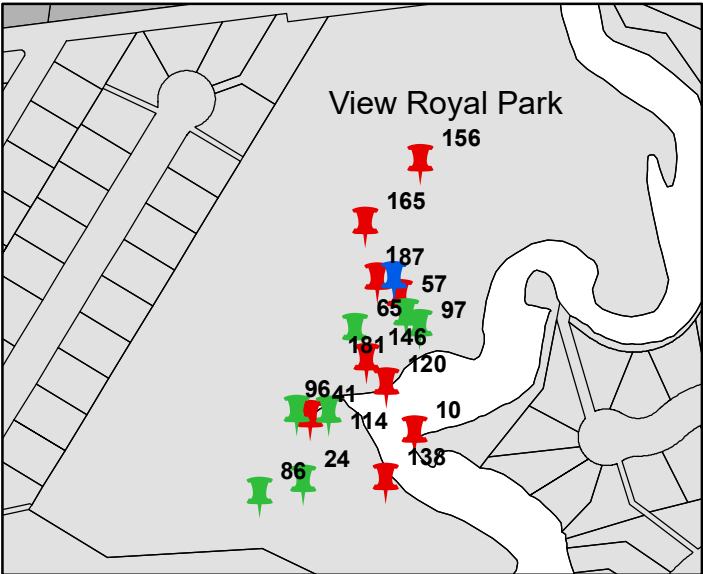
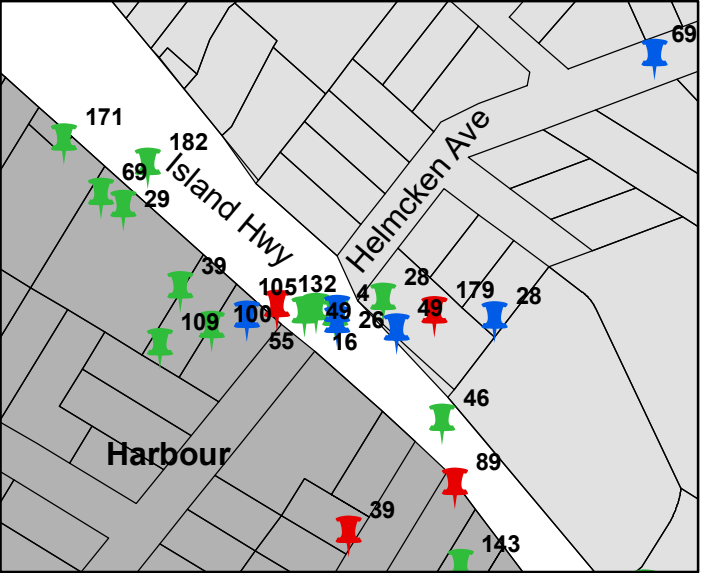
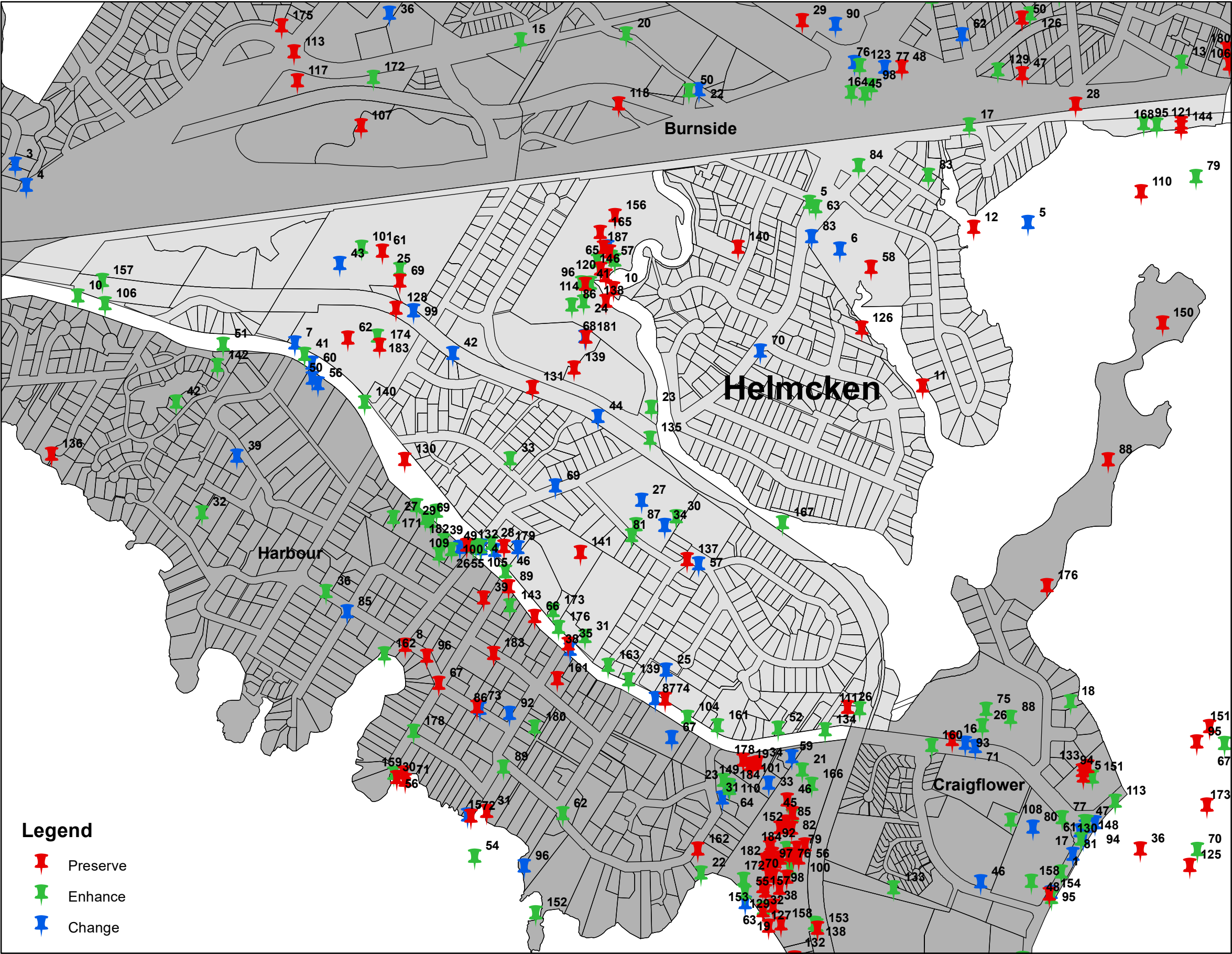
 Change

00.04250850.170.2550.34

Kilometers

N

Map 8 : Helmcken Neighbourhood





Official Community Plan Review and Update - Vision & Guiding Principles Survey What We Heard Report



Public Engagement Process

- Vision and Guiding Principles Survey & Engage View Royal Website (View Royal 2050: Our Future View)
 - January 24, 2025, to February 17, 2025
- Youth Survey (Shoreline Community Middle School)
 - February 21, 2025 to March 2, 2025



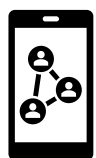
Public Engagement Process



Project Website: 1,185 Views & 687 Visitors



Pop-ups: 158 people engaged



Social Media

Facebook:

- Views: 10,174
- Reach: 4,873
- Interactions: 64

Instagram:

- Reach: 157
- Likes: 6
- Shares: 2

Bluesky:

- Likes: 21
- Shares: 9
- Comments: 1



Project Poster: 18 (businesses, parks, Town Hall)



Stakeholder Email: 250+ emails



Project Video: 409 views

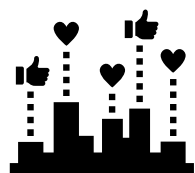


Newspaper Ad (Goldstream Gazette, Feb 12); News Release (Jan 24); View Royal e-Newsletter (Jan ed.)



Overall Themes – Visioning Survey

Question 1: What do you love most about living, working, or playing in View Royal?



1. View Royal parks, trails, and greenspace,
2. Safe and secure neighbourhoods, and
3. Walkable neighbourhoods.

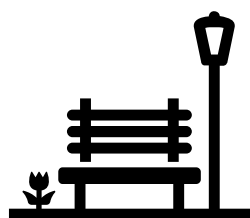
Question 2: What are the most important things to have within walking distance (10 min) from your home?



1. Parks, open-space, trails (natural areas),
2. Bus stops, and
3. Grocery stores.



Overall Themes – Visioning Survey



Question 3: What are the most important aspects of ensuring that View Royal is a great place to live, work, and play in the next 20 years?

1. Preserving and/or expanding View Royal parks, trails and greenspace,
2. Preserving and protecting View Royal's Natural environment, and
3. Walkable neighbourhoods.



Question 4: What is missing in our community?

1. Commercial services,
2. Town Centre, and
3. Recreational Centres/Areas.



Overall Themes – Visioning Survey

Question 5: What is the biggest challenge View Royal will face between now and 2050?

1. Traffic Congestion,
2. Growth Management, and
3. Housing Needs.



Question 6: Use a single sentence to describe View Royal in 20 years from now, what does your future View Royal look like?

1. Walkable/Bikeable Community,
2. Commercial/Services/Economic Development; and
3. Diverse & Affordable Housing.



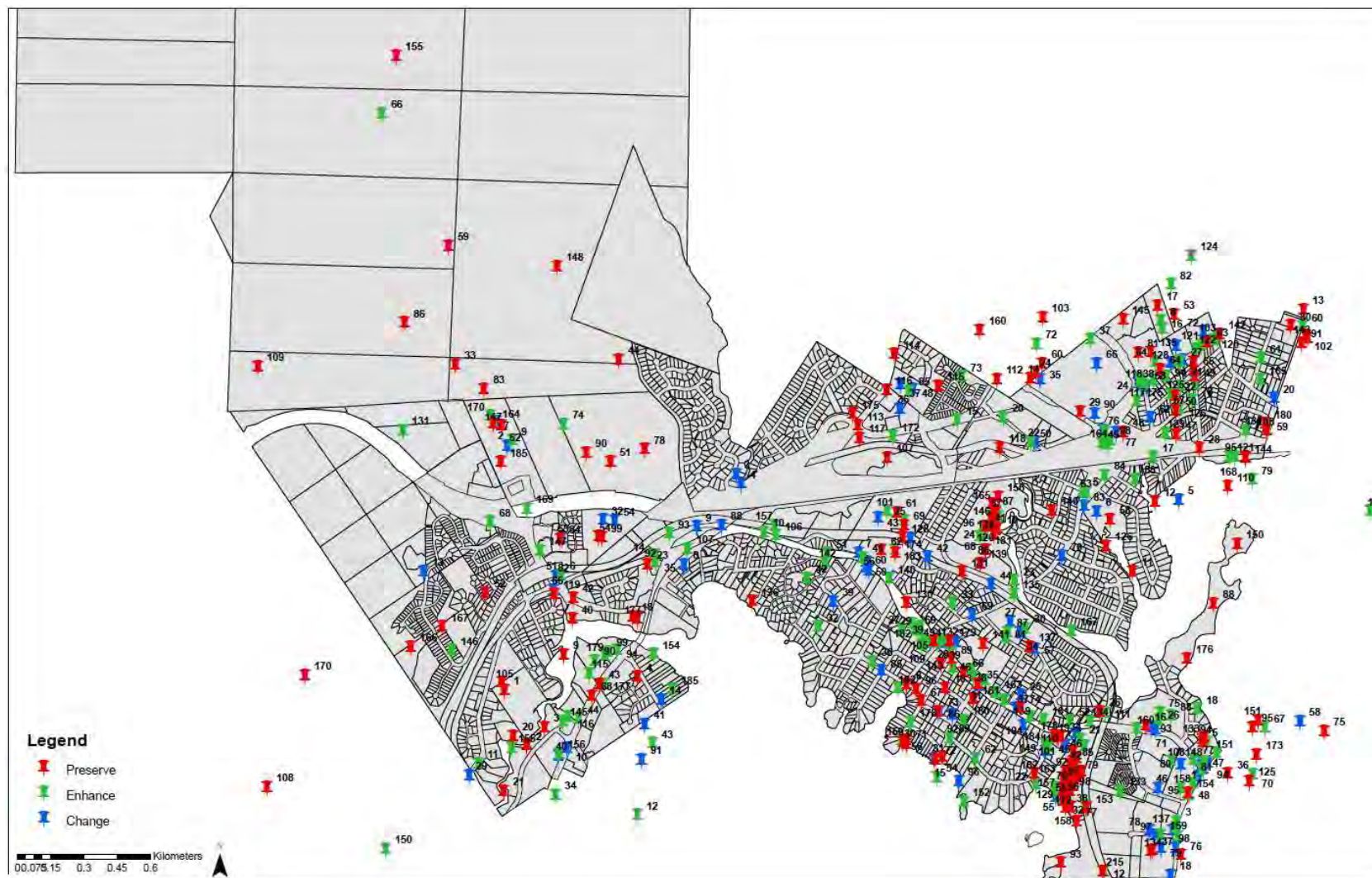
Question 7: If you could change one thing about your neighbourhood or View Royal, what would you change?

1. Transportation infrastructure;
2. Sidewalks;
3. Traffic congestion.



Official Community Plan Review and Update

Phase 1



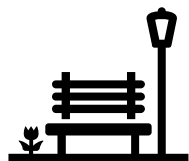
OCP Committee Meeting – May 5, 2025



Overall Themes – Visioning Survey

Mapping Questions (8, 9, and 10)

Respondents asked to place pins indicating areas they wish to see Preserve (186), Enhance (185), or Change (100); the following areas saw clusters of pins:

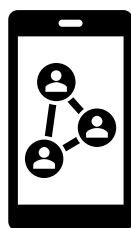


- Thetis Lake Regional Park (Preserve)
- Portage Park (Preserve)
- View Royal Park (Preserve)
- Intersection at Island Hwy and Helmcken Rd (Enhance/Change)
- Intersection at Watkiss Way and Helmcken Rd (Enhance/Change)
- Helmcken Rd bridge over Trans Canada Hwy (Enhance/Change)
- Intersection at Island Hwy and Admirals Rd (Enhance/Change)



Overall Themes – Visioning Survey

Demographics



- 88% of respondents live in the Town of View Royal.
- The three neighbourhoods with the highest percentage of respondents are: 23% Harbour (29), 22% Helmcken (28), and 14% Hospital (18).
- 65% of respondents live in a single-detached house.
- 83% of respondents own the home they live in.
- 31% of respondents were between the ages of 35 to 44 years old
- 26% of respondents have moved here within the last five years
- 52% of respondents learned about the survey via social media or the Town's website



Overall Themes - Youth Survey



Question 1: Tell us about your favourite place in View Royal.

- 11 home, 8 Shoreline Community Middle School and 8 Portage Park.



Question 2: Can you think of something that might be missing to make View Royal better?

- 11 Shopping, 9 restaurants, and 9 parks.



Question 3: Imagine in 20 years, you are the mayor of View Royal, what are some things you would change?

- 9 housing, 9 parks, and 7 restaurants,



Question 4: What types of housing should we have more of in View Royal?

- 43% single-family home (35) and 21% housing co-ops (17).



Overall Themes - Youth Survey



Demographics

- 61 % of respondents live in View Royal.



- 24% of respondents live in the Craigflower neighbourhood, and 19% in the Helmcken neighbourhood.



- 62% of respondents live in a single-family home.



TOWN OF VIEW ROYAL OFFICIAL COMMUNITY PLAN REVIEW ADVISORY COMMITTEE

TO: Official Community Plan Review Advisory Committee **DATE:** April 25, 2025

FROM: Stirling Scory, RPP, MCIP
Senior Planner

MEETING DATE: May 5, 2025

OFFICIAL COMMUNITY PLAN REVIEW UPDATE: WHAT WE HEARD REPORT #2 – COMMUNITY GROWTH SURVEY AND ENGAGEMENT WEEK #1
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RECOMMENDATION:

THAT the report titled “Official Community Plan Review Update: What We Heard Report #2 – How We Grow” from the Senior Planner dated and April 25, 2025, be received.

PURPOSE:

The purpose of this report is present to the Committee a summary of “What We Heard” from the online Community Growth Survey that launched on March 7, 2025, and closed on April 4, 2025, and Engagement Week #1, which ran between March 8, 2025, and March 13, 2025.

BACKGROUND:

On March 7, 2025, the Town launched its *Community Growth Survey*, which reviewed concepts identified within the existing 2011 Official Community Plan (OCP) Community Development Framework, including Neighbourhood Centres, Community Corridors, and a Town Centre. The survey closed on April 4, 2025, and the Town received 176 survey responses.

During the same period, there was a social map question on the project website asking participants to identify areas with the use of ‘pins’ that would support growth and areas that would not. Respondents were able to provide a comment along with their pin if desired. A total of 52 pins/markers were placed on the Social Map.

To facilitate discussion and hear directly from members of the public, the Town also hosted an “Engagement Week”, which focused on in-person open houses and workshops. A summary of the events is provided below.

Date	Location	Time	Activity	Number of Participants
March 8, 2025	Victoria Scottish Community Centre	10:00 am – 2:00 pm	Open House	42
March 8, 2025	Victoria Scottish Community Centre	10:30 am – 12:00 pm	Workshop	14
March 12, 2025	Town Hall	5:00 – 8:00 pm	Open House	26
March 13, 2025	Virtual (Microsoft Teams)	12:00 – 1:30 pm	Virtual Workshop	6
March 13, 2025	Virtual (Microsoft Teams)	7:00 – 8:30 pm	Virtual Workshop	5

The open houses had interactive poster boards displayed around the rooms and were a replication of the *Community Growth Survey*. Respondents were asked to place stickers to indicate support or opposition to growth concepts, and sticky notes to provide written feedback on specific questions. The results are provided in Attachment 1.

The in-person and virtual workshops focused on the following three questions:

1. How do we grow and develop in the future?
2. What kind of services & businesses does View Royal need?
3. Does the Town of View Royal need a Town Centre?

Participants had 15-minutes to discuss each question, with a chance to report back and discuss as a group. Each workshop began with a brief presentation by staff, which included information on the project, an overview of key concepts and workshop instructions. The feedback provided in the workshops are provided in Attachment 1.

To support participation and raise awareness throughout this round of engagement, the project team encouraged participation in the survey and engagement week by spreading the word as follows:

- View Royal 2050 webpage (engage.viewroyal.ca/view-royal-2050);
- Town's Official website (viewroyal.ca);
- Social media (Facebook, Instagram, Bluesky);

- Inside View Royal e-newsletter;
- Engage View Royal subscriber campaigns;
- Posters;
- Project 'business cards';
- Stakeholder e-mails;
- Newspaper ads (Goldstream Gazette); and
- Pop-up (Portage Park and View Royal Park).

A comprehensive analysis of the engagement completed during this period is available for review in the *What We Heard Report – How We Grow* (Attachment 1).

ANALYSIS:

Community Growth Survey

The Community Growth Survey consisted of 22 questions, 15 of which were focused on reviewing the current Community Development Framework (CDF) in the 2011 OCP, or general questions about growth and development. The majority of questions were quantifiable questions, with some open-ended qualitative questions. The survey was open to anyone that lives, works, or plays in View Royal. Seven additional questions were asked that collected some general information from respondents, including their age, what neighbourhood they live in within View Royal, and whether they owned or rented. All questions were voluntary, and individuals could not be identified.

Overall Themes:

Section 1 – Demographics: Who are we hearing from? (Questions 16 – 22)

The following is a summary of the voluntary information that was provided by respondents in the “tell us about yourself” section of the survey:

- 93% of respondents live in View Royal
- 24% of respondents live in the Harbour Neighbourhood
- 20% of respondents are between the ages of 40 and 44 years old
- 69% of respondents live in a single detached house
- 83% of respondents own their home
- 25% of respondents or someone in their household is a caregiver for children
- 34% of respondents said found out about the public engagement process through social media

Section 2 – Survey Response Summary (Questions 1 – 15)

The following is a snapshot of the overall themes identified through the Community Growth Survey. Questions 2, 4, 8, 12, and 14 include verbatim comments and are not included in the summary below. Given the number of responses for each, it was difficult for staff to determine ‘themes’. All responses may be reviewed in the attachment (Attachment 1).

Question 1: To facilitate future growth over the next 20 years, would you support expansion of our existing Neighbourhood Centres to provide additional higher density residential and mixed-use development (residential and commercial) in these areas?

The majority of respondents indicated that they support expansion of Neighbourhood Centres:

- 78% of respondents supported expansion of the Hospital Neighbourhood Centre
- 70% of respondents supported expansion of the Atkins Neighbourhood Centre
- 62% of respondents supported expansion of the Lakeside Village Neighbourhood Centre
- 59% of respondents supported expansion of the Burnside Corner Neighbourhood Centre

Question 3: To facilitate future growth over the next 20 years, would you support expansion of our existing Community Corridors, to support transit use and transit-oriented development?

The majority of respondents indicated that they support expansion of Community Corridors:

- 83% of respondents support expansion of the Western Gateway Community Corridor
- 82% of respondents support expansion of the Eastern Gateway Community Corridor
- 76% of respondents support expansion of the Northern Gateway Community Corridor
- 61% of respondents support expansion of the Helmcken-Harbour Community Corridor

Question 5: The Town's existing OCP includes policy that supports the concept of developing a Town Centre, a compact, high-density transit-oriented development area that would include a mix of residential, commercial, civic, and cultural uses, including mixed use buildings up to 4 storeys, to provide a centralized activity hub for the Town. The Town Centre concept was never developed. Do you still support the development of a Town Centre in View Royal?

- 63% of respondents support the development of a Town Centre

Question 6: Do you support the development of a Town Centre at the Fort Victoria RV Park site location?

- 52% of respondents support the Fort Victoria RV location for a future Town Centre

Question 7: If you do not support the existing proposed location of the Town Centre at Fort Victoria RV Park, do you have an alternative location that would be

better suited for a Town Centre? Please place a marker identifying the alternative location.

Respondents were able to place multiple pins and provide a comment if desired for where they envisioned an alternative location for a Town Centre. The verbatim responses and mapping results are available in Attachment 1.

Respondents generally identified the following areas as alternative sites for a Town Centre:

- Western Gateway Community Corridor
- Helmcken-Harbour Neighbourhood Corridor (Helmcken Road and Island Highway)
- Eagle Creek Village
- Eastern Gateway Community Corridor
- Atkins Neighbourhood Centre

Question 9: What type of businesses or services would you like to see included in mixed-use developments? (Select all that apply).

The top three responses are:

- 87% of respondents would like restaurants or cafes
- 82% of respondents would like health services (doctor office, clinic, labs)
- 64% of respondents would like a grocery store

Question 10: How should the Town's Western Gateway Community Corridor develop in the future?

The top three responses are:

- 51% of respondents said commercial and light industrial uses with some residential
- 18% of respondents said commercial and light industrial uses
- 10% of respondents said residential only

Question 11: Please complete the table below, indicating your support to increase the height of buildings within the Town's existing Neighbourhood Centres.

The majority of respondents indicated support to increase the height of building within the Town's existing Neighbourhood Centres.

- 82% of respondents indicated that they supported an increase in height in the Hospital Neighbourhood Centre, whereas 16% do not support an increase in height.
 - Of the 82% of respondents that indicated support for an increase in height in the Hospital Neighbourhood Centre, 35% support 10+ storeys, 29% support up to 10 storeys, and 18% support up to 6 storeys.

- 76% of respondents indicated that they support an increase in height in the Atkins Neighbourhood Centre, whereas 26% do not support an increase in height.
 - Of the 76% of respondents that indicated support for an increase in height in the Atkins Neighbourhood Centre, 18% support 10+ storeys, 29% support up to 10 storeys, and 29% support up to 6 storeys.
- 68% of respondents support an increase in height in the Lakeside Village Neighbourhood Centre, whereas 20% do not support an increase in height.
 - Of the 68% of respondents that indicated support for an increase in height in the Lakeside Village Neighbourhood Centre, 14% support 10+ storeys, 19% support up to 10 storeys, and 35% support up to 6 storeys.
- 64% of respondents indicated that they support an increase in height in the Burnside Corner Neighbourhood Centre, whereas 26% do not support an increase in height.
 - Of the 64% of respondents that indicated support for an increase in height in the Burnside Corner Neighbourhood Centre, 16% support 10+ storeys, 20% support up to 10 storeys, and 28% support up to 6 storeys.

Question 13: Please complete the table below, indicating your support to increase the height of buildings within the Town's existing Community Corridors.

- 78% of respondents indicated that they support an increase in the height in the Western Gateway Community Corridor, whereas 17% of respondents do not support an increase in height.
 - Of the 78% of respondents that indicated support for an increase in height in the Western Gateway Community Corridor, 21% support 10+ storeys, 33% support up to 10 storeys, and 24% support up to 6 storeys.
- 77% of respondents indicated that they support an increase in height in the Eastern Gateway Community Corridor, whereas 19% of respondents do not support an increase in height.
 - Of the 77% of respondents that indicated support for an increase in height in the Eastern Gateway Community Corridor, 22% support 10+ storeys, 24% support up to 10 storeys, and 31% support up to 6 storeys.
- 73% of respondents indicated that they support an increase in height in the Northern Gateway Community Corridor, whereas 20% of respondents do not support an increase in height.
 - Of the 73% of respondents that indicated support for an increase in height in the Northern Gateway Community Corridor, 21% support 10+ storeys, 25% support up to 10 storeys, and 27% support up to 6 storeys.
- 61% of respondents indicated that they support an increase in height in the Helmcken-Harbour Community Corridor, whereas 32% do not support an increase in height.
 - Of the 61% of respondents that indicated support for an increase in height in the Helmcken-Harbour Community Corridor, 13% support 10+ storeys, 14% support up to 10 storeys, and 34% support up to 6 storeys.

Questions 15: The Town would like to know what factors may influence your decision in permitting taller buildings. Please provide a short explanation or bullet points to detail what other factors may influence your decision to support an increase in the maximum permitted height of a building. Factors that you may think about are the buildings proximity to transportation, access to on-site or off-site green space and amenities, environmental sustainability, or inclusion of affordable and below market units.

The top five factors that respondents seemed to align on that staff identified in their analysis of the comments provided are as follows:

- 33% of respondents said felt that the *building and site design* would influence their decision to support taller buildings
- 29% of respondents felt that *density* (number of people/units) would impact their decision to support taller buildings
- 23% of respondents were conscious of the *building character/height transition* between existing neighbourhoods and the impact of new development on these areas
- 16% of respondents felt strongly that affordable housing had to be included if the height of a building was to be increased
- 14% of respondents felt strongly that proximity to transportation to service residents was important

Respectively submitted by:

Stirling Scory
Senior Planner

ATTACHMENTS:

1. What We Heard Report #2 – How We Grow, May 2025

TOWN OF VIEW ROYAL

9 COMMUNITY CORRIDORS

Community Corridors are key areas along major transportation routes that support higher-density residential and mixed-use development. These corridors enhance connectivity between Neighbourhood Centres while emphasizing pedestrian and

Transit Development refers to higher-density use development along transit corridors and active transportation infrastructure including bike lanes, sidewalks, and meters of transit reduction.

indicate which Corridors transit across and

WHAT WE HEARD REPORT

Phase 1: How We Grow Engagement

May 2025

engage.viewroyal.ca

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ABOUT THE VIEW ROYAL 2050 OFFICIAL COMMUNITY Plan

The Official Community Plan (OCP) is a blueprint and will help define what we envision for View Royal over the next 20 years. As a key municipal document, it reflects community values and guides decisions on land use, housing, transportation, parks, environmental stewardship, economic development, and more.

The OCP is a living document, updated periodically to stay relevant as the community evolves and grows. View Royal's last comprehensive OCP update was adopted in 2011. While the current OCP has served our community well, there are opportunities to review what policies, objectives, goals, and guidelines within the Plan are working, what isn't and what we need to do to prepare for our future needs and wants.

Process

View Royal 2050 is a multi-year process with three phases. The review and update of the OCP began in January of 2025, and is expected to conclude in 2027/2028. In each of the three phases, there will be a focus on key topics and content that will be reviewed to update the OCP. During each phase there will be consultation that includes both in-person events and online tools. This approach balances technical analysis with community feedback to shape a long-term vision and policies that reflect residents' needs for the OCP.

We are currently in Phase 1, which focuses on: the vision statement and goals, land use designation and policy, housing policy, and special planning areas.



PHASE 1:
Vision, land use, housing
& special planning areas

JAN - NOV 2025



PHASE 2:
General policies, regional
context statement, &
implementation strategy

OCT 2025 - OCT 2026



PHASE 3:
Development permit
areas & guidelines

TBD 2026/2027



Phase 1 Engagement

Phase 1 of the OCP update includes four engagement touchpoints. The first touchpoint (Phase 1: Visioning) took place from January 24 to February 18, 2025. What we heard during this engagement period is summarized in the [Phase 1: Visioning and Guiding Principles Survey What We Heard](#) report.

The second touchpoint (Phase 1: How We Grow) took place from March 7 to April 4, 2025. This engagement period focused on the existing 2011 Community Growth Framework, which guides how and where View Royal will grow over the next 20 years. Community members were invited to share their perspectives on land use, housing and future development through a series of engagement opportunities, including open houses, workshops, and an online survey.

The following section provides a summary of the Town's Communications and Engagement Strategy for the OCP review and update.

OVERALL OCP ENGAGEMENT OBJECTIVES

The guiding objectives and principles of the OCP review and update include the following:

- **Inclusive:** offer multiple methods or platforms for engagement, including online and in-person;
- **Educate:** provide and share information to educate and inform the community to help them understand how their involvement shapes their future community;
- **Engage:** identify, engage, consult, and listen to a range of stakeholders;
- **Establish:** objectives, guidelines, and policies that are measurable and actionable;
- **Demonstrate:** active listening by staff and Council, by incorporating feedback;
- **Transparency and accountability:** open dialogue between stakeholders and decision makers;

- **Address:** challenges that pose risk to our community and opportunities that pose a reward;
- **Communicate:** clear, concise, communication which avoids the use of jargon to ensure all those involved understand and participate in the process; and
- **Adaptability, learning, and improvement:** openness to learn and improve with the understanding that stakeholder and community interests and needs and wants change.

AUDIENCE

- View Royal residents
- View Royal business owners
- View Royal community organizations
- View Royal staff
- View Royal Mayor and Council

The project team also encouraged people that may not live in View Royal but work and play in View Royal to participate in the process. This approach recognizes that View Royal is located between many neighbouring municipalities and serves as both a corridor and destination for those that live outside our municipal borders.

ENGAGEMENT APPROACH

The consultation process was designed in alignment with the International Association of Public Participation (IAP2) spectrum and core values. For more information on IAP2 visit: www.iap2.org

The engagement process for **View Royal 2050** aims to engage at the “consult” level on the IAP2 spectrum of engagement. Council has previously endorsed the use of IAP2 principles, which will guide public engagement through the OCP review and update.

PUBLIC PARTICIPATION AND COMMITMENT

The project’s communications and engagement strategy identifies the need to engage with the community across three levels of public participation, including “inform”, “consult”, and “involve”, which follows the IAP2 spectrum of public participation. The project team is committed to ensuring that participants in this process are informed and are heard, and that concerns raised, and feedback received will help inform the review and update process moving forward.

WHAT WE DID: ENGAGEMENT TOUCHPOINT 2

The second engagement touchpoint focused on the existing Community Development Framework (CDF) from the Town's 2011 Official Community Plan. The CDF includes high-level land use concepts, including: Neighbourhood Centres, Community Corridors, and a Town Centre. Together, these land use concepts serve as a guideline for growth and development in the Town and are supported by policies and objectives to ensure that they are built out as intended.

Updating the CDF ensures consistency with our long-term vision over the next 20 years. It allows our community to revisit these existing land use concepts, determine their effectiveness and suitability for our community, as well as identify new potential areas of growth and development. Revisiting the CDF also allows us to determine if there are areas we wish to see preserved and retained, or that may not be suitable for development. Given the importance of the CDF and its role in land use and development, it is important to revisit to assess its relevancy now and into the future.

During this phase of engagement while we revisited the CDF, we also explored topics such as housing diversity, land use, building height, and neighbourhood character. Community members were invited to participate through a range of opportunities, including two open houses, three facilitated workshops (one in-person and two virtual), an online Community Growth Survey, and an interactive online social mapping tool. These activities provided residents with multiple ways to learn about the project, ask questions, and share their ideas for the future of View Royal.

Engagement Touchpoint 2 Objectives

The objectives of this engagement touchpoint included:

- Providing information that is relevant and easy to understand, particularly about what an OCP is and how it will be used in the future;
- Raising awareness of the project and of opportunities to provide input;
- Sharing the existing Community Development Framework to gather feedback on the existing growth area concepts and policies and identify other areas suitable for growth and development;
- Inspiring dialogue and participation using digital and in-person methods of communication; and
- Demonstrating that the project team has listened and incorporated community input gathered during the engagement period.

How We Spread The Word

Multiple methods, both digital and print, were used to inform the community of the OCP update during this engagement touchpoint. A list of all methods are included below:

- View Royal 2050 webpage (engage.viewroyal.ca/view-royal-2050);
- Town's official website (viewroyal.ca);
- Social media (Facebook, Instagram, Bluesky);
- Inside View Royal e-newsletter;
- Engage View Royal subscriber campaigns;
- Posters;
- Project 'business cards';
- Stakeholder e-mails;
- Newspaper ads (Goldstream Gazette); and
- Pop-ups (Portage Park and View Royal Park).

The following section provides a summary of the outcomes from the tools used to promote this engagement touchpoint.

PROJECT PAGE ON ENGAGE VIEW ROYAL

The **View Royal 2050** project webpage was first updated on **February 26** to share details about the second engagement touchpoint, including key dates and upcoming activities. A second update was posted on **March 31** to announce the extension of the Community Growth survey deadline until April 4.

Following the close of the survey, the webpage was updated once more to thank community members for their participation, outline the next steps in the OCP update process, and highlight newly added resources—including the *What We Heard* report summarizing input from the earlier Visioning and Guiding Principals survey.

During this engagement period (March 7 to April 4) the webpage was viewed 930 times by 563 visitors. During this period, there were 234 contributions (community growth survey and social map) by 163 contributors. During this period, a total of 18 new project page followers have been added, increasing our total number of project page followers to 99.

Since the project launch on January 24 and the close of the second round of engagement on April 4, the project webpage has received 2392 view by 1356 visitors. The project has received a total of 366 contributions (survey responses/questions) and a total of 265 contributors. The webpage can be found at: engage.viewroyal.ca/view-royal-2050

TOWN'S OFFICIAL WEBSITE

During this engagement period, the OCP update was prominently featured on the Town's website, viewroyal.ca, homepage. In addition, four "What's Happening" notices were sent to subscribers to support ongoing promotion and awareness:

- **February 26:** Announced the focus of the second engagement touchpoint and promoted upcoming opportunities to provide input.
- **March 7:** Launched the Community Growth survey and highlighted upcoming in-person and virtual engagement events.
- **March 28:** Issued a reminder to encourage participation in the Community Growth survey before the March 31 deadline.
- **March 31:** Announced the extension of the Community Growth survey deadline to April 4, to provide additional time for input.

SOCIAL MEDIA

Between February 26 and April 4, posts were shared on the Town's social media accounts to promote the project and encourage public participation.



Sample Social Media Posts

INSIDE VIEW ROYAL E-NEWSLETTER

The February 2025 edition of *Inside View Royal*, the Town's monthly e-newsletter, featured an article introducing the OCP update and highlighted opportunities to participate in the second engagement touchpoint of the OCP review process. A follow-up article in the March 2025 edition focused specifically on encouraging residents to complete the Community Growth survey.

POSTERS

Posters with information about the second engagement touchpoint and a QR code linking to the website were created and posted at 17 community boards, parks, and bus stops throughout View Royal. Members of Council and the Town's OCP Review Advisory Committee also received the updated Engagement Week posters to circulate in the community. A total of 2 posters were prepared for each member.

The posters created for the first engagement touchpoint remained displayed at 19 locations across the community.

STAKEHOLDER EMAILS

During this engagement touchpoint, two emails were sent to a list of approximately 250 stakeholders. The first email provided information about the second engagement touchpoint and opportunities to participate, while the second email announced the extension of the Community Growth survey deadline to allow more time for input.

In addition, the project team reached out directly to school administrators at View Royal Elementary, Eagle View Elementary, and Shoreline Middle School, requesting their support in sharing information about the extended survey deadline with caregivers and staff.



Inside View Royal Feb 2025 e-Newsletter



Engagement Touchpoint 2 Poster

NEWSPAPER AD

A print ad was placed in the February 26 and March 5 editions of the Goldstream Gazette. The ad raised awareness for the OCP update and encouraged participation in the upcoming open-houses and workshops.

NEWS RELEASES

During this engagement period, the project team issued four news releases ([February 26](#), [March 7](#), [March 28](#), and [March 31](#)). Each was distributed to local media and published on ViewRoyal.ca.

The February 26 and March 31 news releases led to earned media coverage, with the *Goldstream Gazette* publishing articles on [February 26](#) and [April 2](#).

POP-UPS

During the engagement period, Town staff hosted two pop-up events, one at Portage Park and one at View Royal Park and engaged with 16 individuals. At the popups, staff provided a business project card that included a QR code and the project website. Staff also encouraged participation in the online Community Growth Survey.



WHAT WE HEARD: ENGAGEMENT TOUCHPOINT 2

Community Growth Survey

The Community Growth survey was launched on March 7, 2025. The survey focused on the review of the Official Community Plan's existing Community Development Framework (CDF) and invited participants to share their thoughts on topics such as housing diversity, building height, land use, and future growth areas. Designed to support long-term planning, the survey aimed to better understand community preferences around how and where View Royal should grow over the next 20 years. The survey was originally scheduled to close on March 31 but was extended to April 4, 2025, to allow additional time for participation.

In total, 176 survey responses were received.

OVERALL THEMES

Question 1: To facilitate future growth over the next 20 years, would you support expansion of our existing Neighbourhood Centres to provide additional higher density residential and mixed-use development (residential and commercial) in these areas?

Major Themes:

Overall, respondents supported the expansion of each Neighbourhood Centre:

- 78% of respondents support expansion in the **Hospital Neighbourhood Centre**, whereas 16% do not.
- 70% of respondents support expansion of the **Atkins Neighbourhood Centre**, whereas 20% do not.
- 62% of respondents support expansion of the **Lakeside Village Neighbourhood Centre**, whereas 24% do not.
- 59% of respondents support expansion in the **Burnside Corner Neighbourhood Centre**, whereas 29% do not.

Question 3: To facilitate future growth over the next 20 years, would you support expansion of our existing Community Corridors, to support transit use and transit-oriented development?

Major Themes:

Overall, respondents supported the expansion of each Community Corridor:

- 83% of respondents support expansion of the **Western Gateway Community Corridor**, whereas 12% do not.

- 82% of respondents support expansion of the **Eastern Gateway Community Corridor**, whereas 14% do not.
- 76% of respondents support expansion of the **Northern Gateway Community Corridor**, whereas 17% do not.
- 61% of respondents support for expansion of the **Helmcken-Harbour Community Corridor**, whereas 35% do not.

Question 5: The Town's existing OCP includes policy that supports the concept of developing a Town Centre, a compact, high-density transit-oriented development areas that would include a mix of residential, commercial, civic, and cultural uses, including mixed use buildings up to 4 storeys, to provide a centralized activity hub for the Town. The Town Centre concept was never developed. Do you still support the development of a Town Centre in View Royal?

Major Themes:

Overall, respondents indicated that the **Town Centre** concept is supported.

63% of respondents support the development of a Town Centre in View Royal, whereas 24% of respondents did not support the development of a Town Centre in View Royal.

Question 6: Do you support the development of a Town Centre at the Fort Victoria RV Park site location?

Major Themes:

Overall, respondents indicated that they support the development of a **Town Centre** at the current Fort Victoria RV Park site location.

52% of respondents support the development of a Town Centre at the Fort Victoria RV Park site, whereas 29% of respondents do not support the development of a Town Centre at the RV Park site.

Question 9: What types of businesses or services would you like to see included in mixed-use developments?

Major Themes:

Overall, respondents see demand and an interest in mixed-use development and additional commercial and services in our community.

- 87% of respondents indicated that Restaurants or Café are desirable

- 82% of respondents indicated that Health Services (Doctors office, clinic, labs, etc) are desirable
- 64% of respondents indicated that a Grocery Store are desirable

Question 10: How should the Town’s Western Gateway Community Corridor develop in the future?

Major Themes:

- 51% of respondents indicated an interest in mixed-use development, with a focus on commercial, light industrial, and some residential uses.
- 18% of respondents had identified an interest in only commercial and light industrial uses.
- 10% of respondents identified an interest in having only residential development.

Question 11: Please complete the table below, indicating your support to increase the height of buildings within the Town’s existing Neighbourhood Centres?

Major Themes:

- 82% of respondents indicated that they supported an increase in height in the **Hospital Neighbourhood Centre**, whereas 16% do not support an increase in height.
 - Of the 82% of respondents that indicated support for an increase in height in the **Hospital Neighbourhood Centre**, 35% support 10+ storeys, 29% support up to 10 storeys, and 18% support up to 6 storeys.
- 76% of respondents indicated that they support an increase in height in the **Atkins Neighbourhood Centre**, whereas 26% do not support an increase in height.
 - Of the 76% of respondents that indicated support for an increase in height in the **Atkins Neighbourhood Centre**, 18% support 10+ storeys, 29% support up to 10 storeys, and 29% support up to 6 storeys.
- 68% of respondents support an increase in height in the **Lakeside Village Neighbourhood Centre**, whereas 20% do not support an increase in height.
 - Of the 68% of respondents that indicated support for an increase in height in the **Lakeside Village Neighbourhood Centre**, 14% support 10+ storeys, 19% support up to 10 storeys, and 35% support up to 6 storeys.
- 64% of respondents indicated that they support an increase in height in the **Burnside Corner Neighbourhood Centre**, whereas 26% do not support an increase in height.

- Of the 64% of respondents that indicated support for an increase in height in the **Burnside Corner Neighbourhood Centre**, 16% support 10+ storeys, 20% support up to 10 storeys, and 28% support up to 6 storeys.

Question 13: Please complete the table below, indicating your support to increase the height of buildings within the Town's existing Community Corridors?

Major Themes:

- 78% of respondents indicated that they support an increase in the height in the **Western Gateway Community Corridor**, whereas 17% of respondents do not support an increase in height.
 - Of the 78% of respondents that indicated support for an increase in height in the **Western Gateway Community Corridor**, 21% support 10+ storeys, 33% support up to 10 storeys, and 24% support up to 6 storeys.
- 77% of respondents indicated that they support an increase in height in the **Eastern Gateway Community Corridor**, whereas 19% of respondents do not support an increase in height.
 - Of the 77% of respondents that indicated support for an increase in height in the **Eastern Gateway Community Corridor**, 22% support 10+ storeys, 24% support up to 10 storeys, and 31% support up to 6 storeys.
- 73% of respondents indicated that they support an increase in height in the **Northern Gateway Community Corridor**, whereas 20% of respondents do not support an increase in height.
 - Of the 73% of respondents that indicated support for an increase in height in the **Northern Gateway Community Corridor**, 21% support 10+ storeys, 25% support up to 10 storeys, and 27% support up to 6 storeys.
- 61% of respondents indicated that they support an increase in height in the **Helmcken-Harbour Community Corridor**, whereas 32% do not support an increase in height.
 - Of the 61% of respondents that indicated support for an increase in height in the **Helmcken-Harbour Community Corridor**, 13% support 10+ storeys, 14% support up to 10 storeys, and 34% support up to 6 storeys.

Question 15: The Town would like to know what factors may influence your decision in permitting taller buildings. Please provide a short explanation or bullet points to detail what other factors may influence your decision to support an increase in the maximum permitted height of a building. Factors that you may think about are the buildings proximity to transportation, access to on-site or off-site green space and amenities, environmental sustainability, or inclusion of affordable and below market units.

Major Themes:

A total of 97 responses were received, of which a range of comments, suggestions, and ideas were provided. To better understand the sentiment of the feedback provided, the responses have been grouped into major themes.

The top 10 themes are:

1. Building and Site Design & Building (33% of responses)
2. Density (29% of responses)
3. Building Character/Height Transition (23% of responses)
4. Affordable Housing (16% of responses)
5. Preserving Existing Form and Character of View Royal (16% of responses)
6. Proximity to Transportation (14% of responses)
7. Traffic Flow/Congestion (14% of responses)
8. Preserving Existing Single Family (14% of responses)
9. Proximity to Services (14% of responses)
10. Infrastructure Capacity (12% of responses)

WHO PARTICIPATED

- 93% of respondents are residents of View Royal
- 20% of respondents are between the ages of 40 and 44 years old; 40% of respondents are between the ages of 25 and 44 years old
- 69% of respondents live in a single-detached house
- 83% of respondents own their home whereas 11% are renters
- 25% of respondents or someone in their household is a caregiver
- 23% of respondents or someone in their household has moved to View Royal within the last five years
- 34% of respondents learned about the project through social media and 30% learned about the project through the Town's Website.

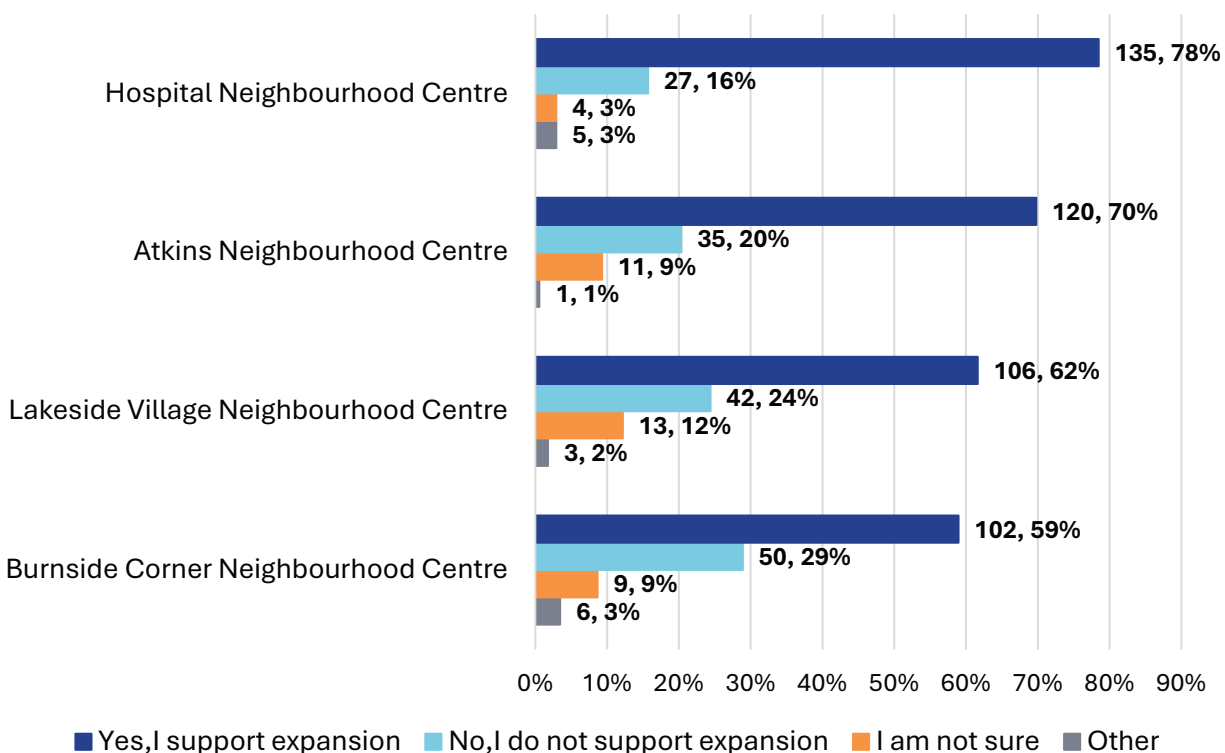
SURVEY RESULTS

The following section provides a summary of results for questions 1 to 22 in the Community Growth Survey. Questions 2, 4, 12, 14, and 15 were long-form open-ended responses. Questions 7 and 8 were mapping related questions where respondents could provide a comment associated with a pin they placed on the map. The verbatim responses for these questions are included in this section.

Question 1: To facilitate future growth over the next 20 years, would you support expansion of our existing Neighbourhood Centres to provide additional higher density residential and mixed-use development (residential and commercial) in these areas?

Findings:

The majority of respondents indicated that they support the expansion of all four existing Neighbourhood Centres to provide additional higher density residential and mixed-use development. Of the four Neighbourhood Centres, respondents identified that the Hospital Neighbourhood Centre was the most popular (78% support) to see expansion, and the Burnside Corner Neighbourhood Centre was the least popular (59% support) for expansion.



Question 2: If you selected “other” please leave a short comment to help explain your answer.

Findings:

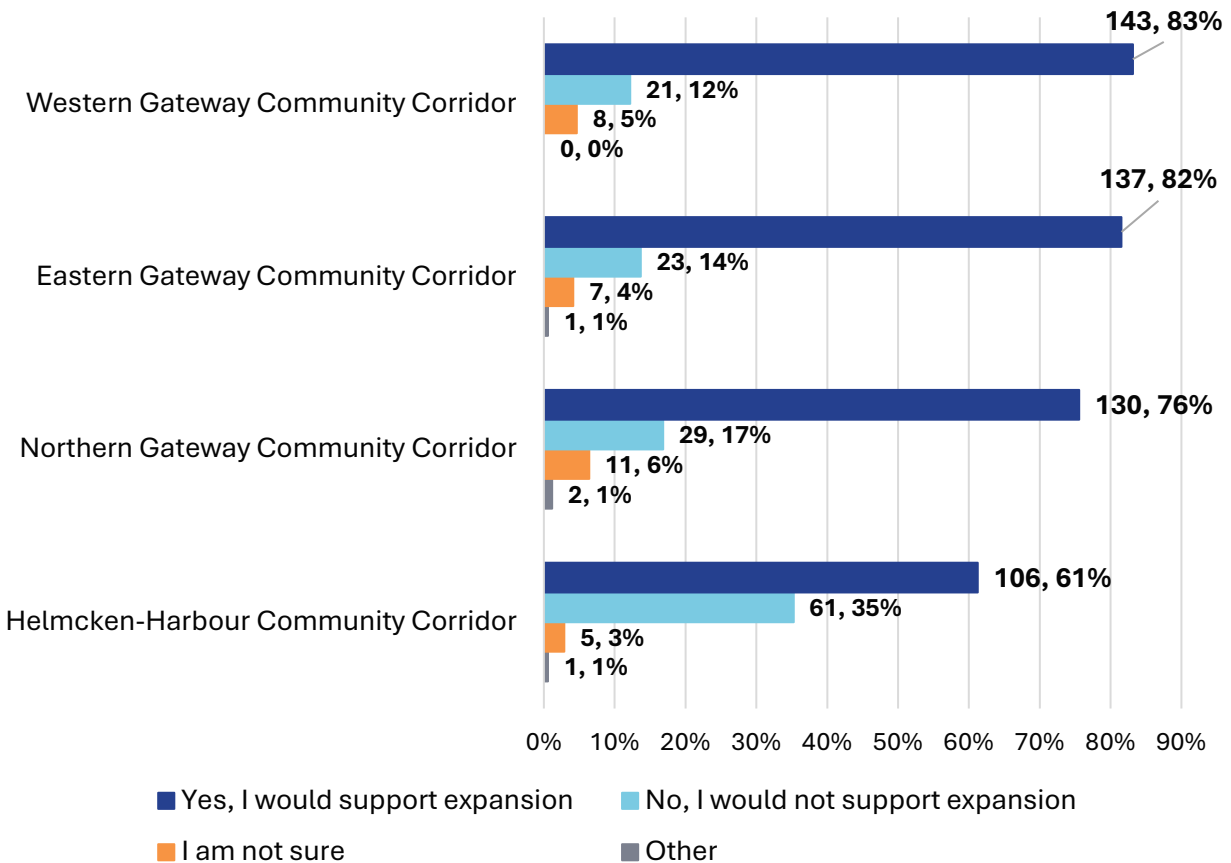
Respondents had an opportunity to provide an “other” response and provide written feedback in Question 1. Those responses are featured below:

1. No, VR council is anti-car / human behaviour and has been for over a decade. Arrogant!
2. Lakeside Village is developed. No further development. Same as Burnside & Hospital.
3. Burnside Corner is characterized by newer single dwellings with very little undeveloped area.
4. I think expansion along Watkis way and the Atkins area could be useful if traffic was addressed 1st
5. Should have another one at Helmcken and Old Island Hwy and all along Admirals.
6. LOW DENSITY BUT PLEASE UPDATE!
7. In Atkins Centre area there are structural objects to consider but more buildings could fit.
8. Lakeside, Burnside, & Hospital zones have been developed since the 2011 OCP & cannot support further
9. Lakeside, Burnside already completed. Hospital is in middle of new transit density area. WTH?
10. Having a neighbourhood centre located at Helmcken and Island Highway would be preferable
11. How far would you expand? An inch? A mile? What do you intend? Same as last time.
12. We need better infrastructure first
13. your maps are VERY hard to read. the hospital would make sense but the traffic is horrific

Question 3: To facilitate future growth over the next 20 years, would you support expansion of our existing Community Corridors, to support transit use and transit-oriented development?

Findings:

The majority of respondents indicated that they support the expansion of existing Community Corridors to support transit use and transit-oriented development. Of the four Community Corridors, the Western Gateway Community Corridor received the highest support for expansion among respondents (83% support), and Helmcken-Harbour Corridor was the least popular for expansion (61% support) among respondents.



Question 4: If you selected “other” please leave a short comment to help explain your answer.

Findings:

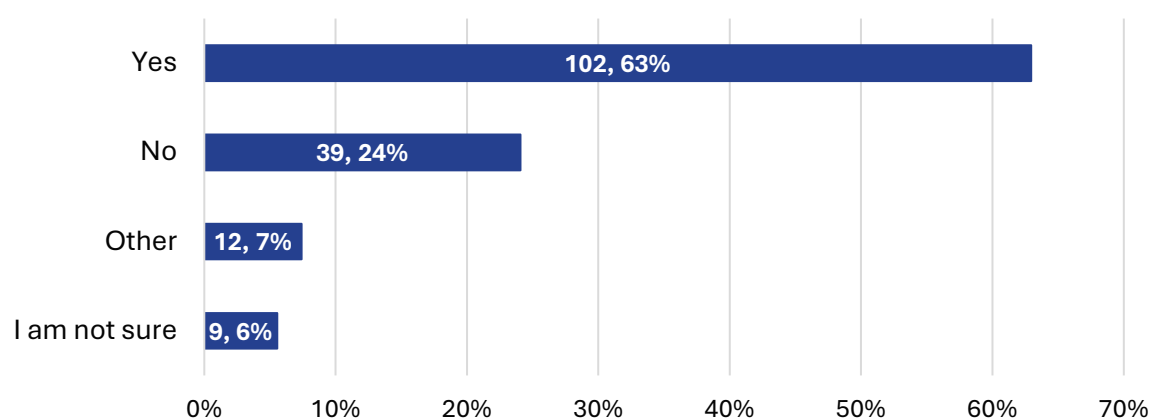
As a follow-up to question 3, respondents who selected “other” were able to provide written feedback to expand on their sentiment. The responses are shown below:

1. Didn't you take OIH down to two lanes?? “We want you to bike.”
2. East Gate already developed to appropriate scale. West Gate could support higher value develo
3. I think the Helmcken Corridor is built out with recent development or planned development.
4. Corridor blobs are too small are the corridors not longer? Is not most growth to be in the corridor.
5. Need to resto four lanes of trafffic on Helmken(2 each side) if there is going to be more develment.
6. Traffic in all those areas is already a nightmare! Plan development area roads for more cars.
7. Helmcken is soooooo busy. Like density near transit and hospital & EC only if traffic is managed.
8. A new elementary school may be needed first

Question 5: The Town's existing OCP includes policy that supports the concept of developing a Town Centre, a compact, high-density transit oriented development area that would include a mix of residential, commercial, civic, and cultural uses, including mixed use buildings up to 4 storeys, to provide a centralized activity hub for the Town. The Town Centre concept was never developed. Do you still support the development of a Town Centre in View Royal?

Findings:

The majority of respondents indicated that they support the development of a Town Centre (63% support), whereas 24% of respondents do not support the concept.



Respondents could provide answer 'other' and provide a written response, if desired. The following is the verbatim feedback received:

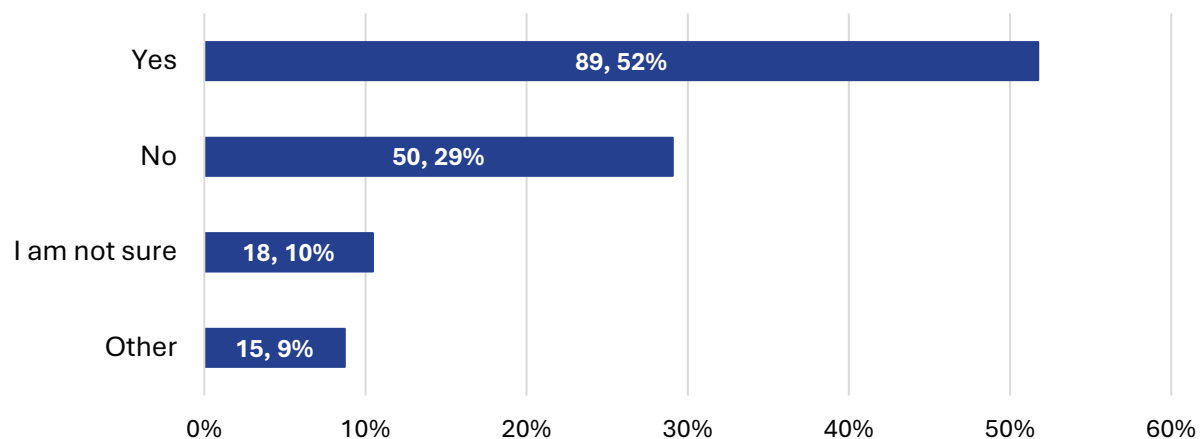
1. Admirals Walk and Eagle Creek already serve as town centres. That is suffice
2. I believe 6 storeys is now allowed with wood why not add more density if we can.
3. I picked other because I love the concept EXCEPT it needs to be buidings way larger than 4 storeys. That is too tiny. Think longer term. Plus no developer is going to do 4 or 6 storeys as not financially viable. Give your head a shake!
4. Believe it already exists at Eagle Creek
5. Only if it's owned by the ToVR. Can't be on already congested corridor (1a)/Helmcken. Already have 4 new residential developments and no traffic solution
6. Use the Admiral Rd Centre as the "town centre". It is already there and has good access to the Rail Trail and to transit and it is not right in the middle of an already congested area. View Royal is the "hub" of the wheel and all traffic in and out of town passes through. Commuter times are a mess especially when they occur just as the schools let out.
7. View Royal is well supported by neighbourhood centres. A Town Centre is a nice idea but time has passed and other centres have become de facto small Town centres.
8. We could operate on smaller neighbourhood centres.
9. View Royal already has its town centers. Each area has an area which has naturally evolved into a town center ex. Admirals walk, eagle creek.

10. Only if affordable housing options are available for the displaced resident currently residing at the RV park
11. difficult question to pose without options for where.
12. Would depend on where you are going to place it. Burnside is over maxed. Lack of proper traffic. Ambulance stuck can't get through vehicles turning into walkers multiple times a day at Helmcken and Watkiss. You can't turn from Burnside to Helmcken due to traffic being backed up so going through orange and red lights. Before any more expansion, traffic needs to be studied and a solution worked out.

Question 6: Do you support the development of a Town Centre at the Fort Victoria RV Park site location?

Findings:

The majority of respondents indicated that they support the development of a Town Centre at Fort Victoria RV Park site location (52%), whereas 29% do not support the location.



Respondents could provide answer 'other' and provide a written response, if desired. The following is the verbatim feedback received:

1. The RV park is a good contingency if they ever sell it. Develop Helmcken Harbor because if the RV park sells the two areas are close enough that infrastructure built during the waiting period won't be a waste as it will still tie in.
2. on a modest scale with many supports for all the people living affordably there
3. This area provides key low income housing. Helmcken and Old Island Hwy would make a more ideal space.
4. That's not the center! Feels like a weird location with weird access.
5. I would develop the Helmcken harbor corridor as a town center, it joins to RV park, so if the RV park ever becomes available they connect and you can expand the town center into

the RV park. But I wouldn't put all my marbles on the RV park alone because you don't know when that property will be up for developing.

6. I don't believe the purchase of land that currently holds 10s of realities low income ownership options is acceptable. Even when replacing with higher density. I would rather see an area of SFH's being purchased at a higher cost, that can be recapped with high density. All this site will do is force low(er) income homeowners out of the market.
7. The village can continue to grow from Helmcken/Island Hwy in all directions including to the water creating a nice village feel. Fort Vic may not come to be so this may provide a nice central village.
8. See above comment. To increase tax base makes sense but corridor will struggle with more traffic.
9. This is somewhat out of town control, being private land. We have a number of excellent commercial districts - Eagle Creek and Admirals Road being places that have really grown since 2011. The RV park isn't pretty, but it's needed affordable housing at present. Keep your eye on it, but encourage development in the current places experiencing commercial growth
10. I would support another community oriented development on this land. Examples include a centre for seniors with associated services. Maybe this is another form of Town centre, but specific use. Any development would need to be strategic and purposeful.
11. Already have neighbourhood centres. Senior living centre and such services.
12. Perhaps we could put conditions on the development here ie seniors housing, Dr and Dentist offices.
13. Only if the land use is developed with a very specific and strategic plan incorporating various housing (seniors center and associated services)
14. The RV park houses many year round residents where will they go if the RV park is turned into a town centre? View Royal is already so close to Esquimalt and Juan de Fuca and WestShore services it doesn't make sense to potentially displace people living at the RV park. I would personally love to live so close to the town centre but it would be irresponsible to turn this site into a town centre without accessible affordable housing options for the existing residents of Fort Victoria
15. We need to fix the traffic problem first

Question 7: If you do not support the existing proposed location of the Town Centre at Fort Victoria RV Park, do you have an alternative location that would be better suited for a Town Centre? Please place a marker identifying the alternative location.

Respondents were able to place multiple pins and provide a comment if desired for where they envision an alternative location for a town centre. The maps may be reviewed in Appendix A and the corresponding comments may be reviewed below. Pins are categorized by neighbourhood.

Map 1: Wilfert Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Wilfert	Alternative Town Centre	2	Here
		5	Pretty much anywhere along the island Highway. The small strip mall area would also work. The RV site I would recommend for a combo of housing, park
		17	Make this part of the Island Hwy more appealing, e.g., more light commercial that is locally-owned and/or more sophisticated in terms of culture (no more fast food chains), green space for public gathering, surrounded by townhomes and condos
		20	1600 Island Hwy block as easy access to the galloping goose ad bus service
		25	Already a popular corridor with many mixed use properties primed for redevelopment
		29	So much more potential than fast food drive thru and auto dealerships
		43	so much growth potential in Atkins Village - it'll be nice to see this developed over the next few years
		52	logical location but far for conveniences.
		59	This is a backup option.

Map 2: Atkins Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Atkins	Alternative Town Centre	6	This is largely unused area with existing road a trail infrastructure. It could be a decent destination for mixed use development
		15	There is less displacement for current residents in this location
		28	Connected to trails and centrally located
		32	This area is under utilized
		34	Under utilized area
		36	Here
		44	Near the roundabout
		45	Close to bus, highway, bike lane
		46	Not sure if there is space. Near highway, bus, bike

Map 3: Burnside Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Burnside	Alternative Town Centre	9	Supports the growth in this area

Map 4: Hospital Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Hospital	Alternative Town Centre	7	Helmcken and Burnside area...anywhere close to hospital area..
		11	Somewhere around the hospital area. I think a city center at the rv site will back traffic up considerably in an area that is already jammed up.
		13	Suggested town centre location
		14	Eagle Creek would be the best if it had some eating / pub choices.
		16	Reimagine the Eagle Creek development to have more light commercial that is locally-owned and public gathering place
		24	Eagle Creek is already the town centre
		26	Across from quality foods
		37	NEAR VGH
		38	VGH
		39	Across from VGH and Eagle Ridge - need a hotel and other "town centre" amenities
		42	another great location with good highway access, also servicing all of View Royal north of Hwy 1
		48	Proximity to hospital, galloping goose, transit hub and existing development momentum at Eagle Creek and properties on SE side of Helmeckn

Map 5: Craigflower Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Craigflower	Alternative Town Centre	21	This area with school, shopping, Scottish cultural centre and Songhees Nation all nearby would be a great town centre.
		22	Town Centre
		23	View Royal already has a town center.
		27	Already commercial activity and development happening

	30	More suitable
	40	Admirals Walk area
	41	Great location. Not central to View Royal as a municipality but it services View Royal, Esquimalt and Saanich
	49	This area already has land to increase development with better road infrastructure. Creating a town centre where Fort Victoria is would be extremely challenging because of increased traffic along island highway. Island highway is not designed to handle increased traffic. While new condos are going up in that corridor it is very challenging to get in and out of apartment buildings. The fort victoria location provides more green canopy and helps maintain view Royal's quieter culture.
	57	none
	58	Best place

Map 6: Helmcken Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Helmcken	Alternative Town Centre	4	Good transit service, connection to the highway, and access to parks and school.
		31	Town Centre Concept - while the current owners do not plan on development at this time, there will be a time in the future that development is desired by the then owners. The town should be ready for this with a concept and planned zoning, or else it will be a hodge-podge of developer-led construction with no or little control by the town. I would prefer a planned, cohesive

Map 7: Harbour Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Harbour	Alternative Town Centre	1	It makes the most sense to develop Helmcken harbour because the RV park is many years from development and once it becomes available, any building can be tied into the Helmcken harbour corridor. There is already towers, a market space, and medical services in Helmcken/harbour area. In addition, there are several land assemblies in the main area waiting for development.
		8	Better location

10	Near town hall
12	Expand existing centers.
18	Major transportation unction with 2 regional trails, rapid bus route, E&N transportation Corridor. Becomes part of the Western Gateway corridor to Colwood border. Centre would extend both sides of E&N, with high rise along TCH and mid rise along water side of harbour. New traffic light already installed, with Atkins access to Six Mile Road.
19	Centralized corner. Needs development. Still near school, goose, parks, on main road.
33	This area is under utilized.
35	I tried picking an address in the Western Gateway area. This whole area is underutilized and I could picture housing, shops, outdoor seating areas - town centre :)
47	Island Highway between view Royal Ave. and Helmcken has opportunity to be the Town Centre given the number of people who drove through this area and it could showcase our Town.
50	Extend to the waterfront and up Helcken towards the school as far as it will reach. The village can potentially be the square area from Helmcken to View Royal, Bessborough to Stewart. Once the red motel and salvation army are developed, this will be a big step to creating the feel of the new "old town" center.
53	Existing townhall and lands adjacent
54	Support further town centre expansion through the helmecken & island highway intersection
55	The area is already in need of revitalising and far fewer people would be displaced by re-developing it. There's also less issues caused by the Trans Canada highway (e.g. noise, pollution) and with the condo going up on the opposite corner, density is already increasing in that area. It's also easier to get to (and from) via public transit with the #14 having nearby stops and is a frequent route. The RV location is better served by the #46 but that's only weekdays at very select times and none later than 7PM.
56	This is adjacent to new public safety building. Fort victoria will be decades away which is too long and fort victoria site is fraught with infrastructure issues ie hydro that will make it difficult.

Neighbourhood	Question	Comment No.	Comment
Outside of Town Boundaries	Alternative Town Centre	51	With permission to lease from FN
Island Highway	Alternative Town Centre	3	Corner of helmcken and old island hwy

Question 8: In addition to the identified growth areas in our Neighbourhood Centres, Community Corridors, and a Town Centre, are there additional areas in the town that you think would support additional residential and mixed-use development and density of 4 to 6 storeys?

Respondents were able to place multiple pins and provide a comment if desired, to indicate where they would support alternative areas of growth in the Town. The mapping results are available for review in Appendix 1 and the corresponding comments are available for review below. Responses are categorized by neighbourhood.

Map 1: Wilfert Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Wilfert	Other Areas of Development	14	Potential for development
		15	Here makes sense as it is all just car lots
		24	End of Hart Road PROVIDED that the lot 200 become PUBLIC park with water access AND public dock
		27	This area is mostly business and mixed residential and could handle more multifamily type buildings. On transit route.
		30	Like the Gorge in Saanich, land use along Millstream, if properly planned, can truly highlight some of the best features of View Royal
		32	Possible location for high density - high priority area
		33	Possible location for high density
		34	Possible location for high density
		45	Space available

Map 2: Atkins Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Atkins	Other Areas of Development	3	Here
		8	Village area
		29	Prime location, currently under utilized. Suitable for mixed commercial, residential and recreational (Millstream) development
		56	Western gateway could extend further
		64	Would support additional residential and mixed-use development and density of 6 storeys.
		68	Would support additional residential and mixed-use development and density of 6 storeys.

Map 3: Burnside Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Burnside	Other Areas of Development	9	Here
		42	Close to elementary school
		53	Increase density along existing active transportation routes
		62	As a
		69	Would support additional residential and mixed-use development and density of 6 storeys.
		79	Connect Fort Victoria to the hospital area as a growth area. Build a north south connection that does not primarily function as a commuter route at Burnett Road.

Map 4: Hospital Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Hospital	Other Areas of Development	6	concerns about traffic for the hospital and increasing the already bad traffic on wilkinson
		13	Better by hospital
		43	Great spot for hospital workers
		47	Province has already designated this as the hub. We need to move along with this

	48	Hospital Way - already high density area and near shops already.
	49	The province has dictated that this area is designated high density so let's get on with it.
	50	More medium density housing across from the hospital. Hospital workers might enjoy being able to walk to work.
	57	This whole section to the Goose along the highway
	70	Would support additional residential and mixed-use development and density of 6 storeys.
	71	Would support additional residential and mixed-use development and density of 6 storeys.

Map 5: Craigflower Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Craigflower	Other Areas of Development	4	Here
		23	Glentana Road two co-op housing complexes are that built in 1980s. In time replace BUT ONLY with more CO-OP housing up to 6 storeys.
		44	Most suitable
		52	Housing here makes some sense except it will increase the use of an already heavily used intersection at Craigflower/Admirals/Old Island Hwy
		54	Admiral walk
		59	Admirals Walk supports nearby growth
		72	Would support additional residential and mixed-use development and density of 6 storeys.
		73	Would support additional residential and mixed-use development and density of 6 storeys.
		76	This area is suitable.

Map 6: Helmcken Neighbourhood

Neighbourhood	Question	Comment No.	Comment
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Helmcken

Other Areas of Development

5	concerns about old island highway traffic issues
7	Just put in a mixed-use residential here to help get up to our 2889 number. There is no need to bloat the dev costs, waste valuable sq.m and create in-perpetuity lost-tax revenue-opportunity by building a (some infra tax exempt) "town centre" here (or anywhere). We can/do have a virtual TC.
16	Do NO development here - especially a town centre. View Royal is really a bedroom community of the surrounding cities. Trying to become a city with a downtown is NOT a goal I would ever support. Fort Victoria is essentially a low cost housing facility which allows low income people to live in something affordable. No low cost housing could ever compare in terms of affordability!
17	Don't add development here - road infrastructure can't support it! Attempt to drive this route from the military base to old island highway on a weekday afternoon at 3 PM and you'll waste time and gas!
18	light commercial and walkability here based on sophisticated urban design (e.g., no more fast food, chain restaurants, or box stores)
19	All long Paddock Place facing View Royal Park. Walking distance to town centre, but will require a traffic light at Burnett at fire hall
20	Kislingbury Road is rented duplexes and suitable for re-development. The street already has a traffic light at Island Highway. The E&N trail access / transportation corridor nearby. N Also next to proposed town centre
21	278 Island Highway but ONLY if it has road access out to Stormont Road
25	If the town centre isn't approved here, this would be a good location
26	THIS IS PRIME LAND CLOSE TO VARIOUS FORMS OF TRANSPORTATION THAT COULD SUSTAIN HIGH DENSITY BUILDING AND IT WOULD BE VERY CLOSE TO THE TOWN CENTRE.
35	Possible location for high density
41	Great location for growth. Lose to services

	46	Higher density around Helmcken and old island hwy all the way to the Colwood exchange is a no brainer. High traffic, high transit and a busy corridor.
	77	Here too.

Map 7: Harbour Neighbourhood

Neighbourhood	Question	Comment No.	Comment
Harbour	Other Areas of Development	1	Build out this area as it's already partially established and with direction the town can dictate other services required for the future land assembly builds
		10	All along old island highway.
		22	205 Island Highway. Existing traffic light on frequent bus route
		28	What a biased question. Just skipping the question if you don't want to increase density all over town is a terrible survey method.
		36	Possible location for high density - urgently requires new development
		37	Possible location for high density
		38	Possible location for high density
		51	I think VR has already okayed this area for some medium density housing. However this will increase the traffic density on an already heavily used corridor.
		55	The harbour area has some large lot sizes that would allow for liveable density. Additionally it has a number of parks, which would be more justifiable if there were more people here to enjoy it.
		58	CRD Offices could be built in a new development. There could be lots of room there and it's near transportation of all kinds!
		60	anywhere along the corridors makes sense for 4 to 6 storey buildings.
		61	Extend existing corridors, contiguous with areas already developed and using existing transport routes
		65	Would support additional residential and mixed-use development and density of 6 storeys.
		66	Would support additional residential and mixed-use development and density of 6 storeys.

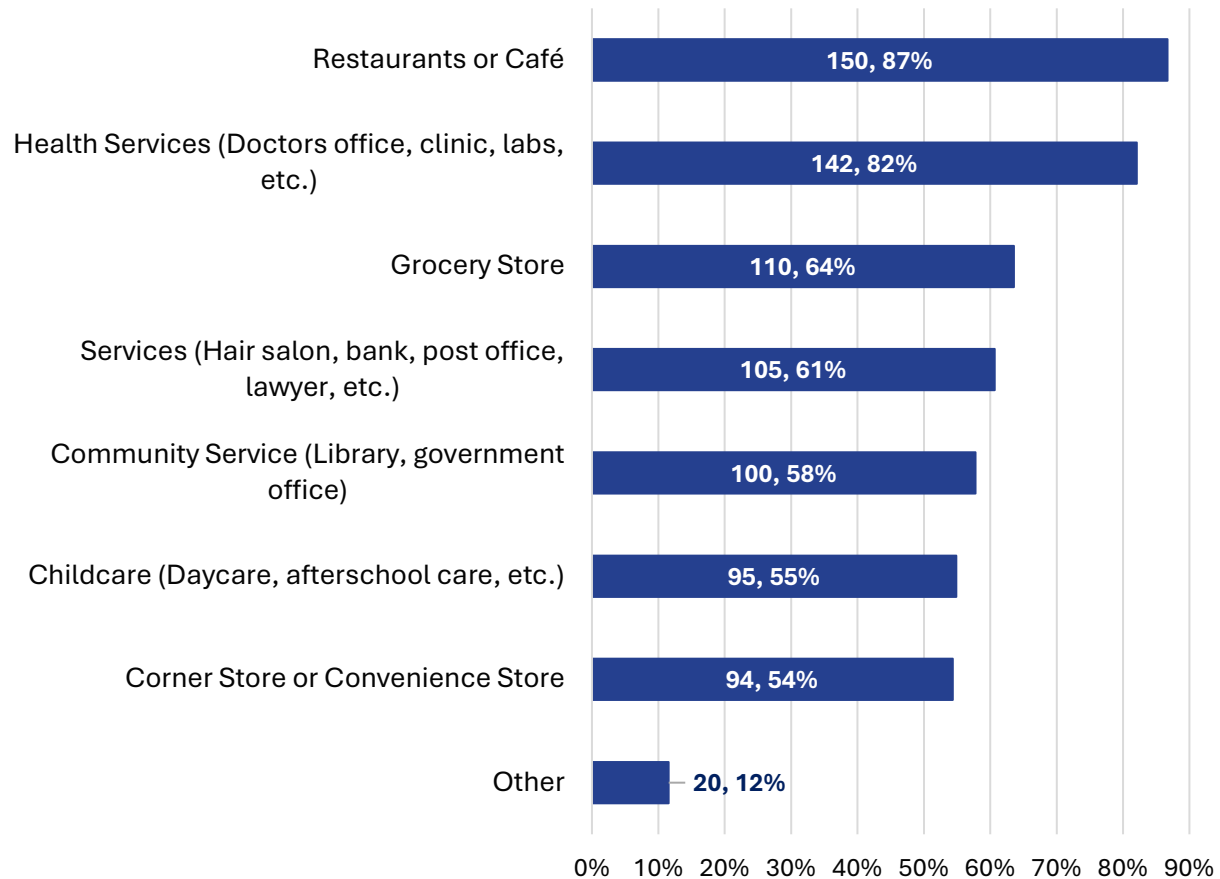
	67	Would support additional residential and mixed-use development and density of 6 storeys.
	75	Higher density on waterfront or lots withing 300m of waterfront access points

Neighbourhood	Question	Comment No.	Comment
Outside of Town Boundaries	Other Areas of Development	2	Here
		11	4-6 story developments and greater density should be permissible in all areas of View Royal.
		12	The other side of hospital
		31	Possible location for high density
		39	main road with transit
		40	main road/transit
		63	Would support additional residential and mixed-use development and density of 6 storeys.
		74	All of island highly, high density, allow for mixed use (commercial ground level, residential higher stories
		78	All the way along Watkiss too.

Question 9: What types of businesses or services would you like to see included in mixed-use developments? (Select all that apply).

Findings:

Overall, respondents showed support for mixed-use development. Most respondents indicated that their preferred business or service that they would like to see in mixed-use developments are restaurants or cafes (87%), health services (82%), and grocery stores (64%).



Verbatim “Other” Comments

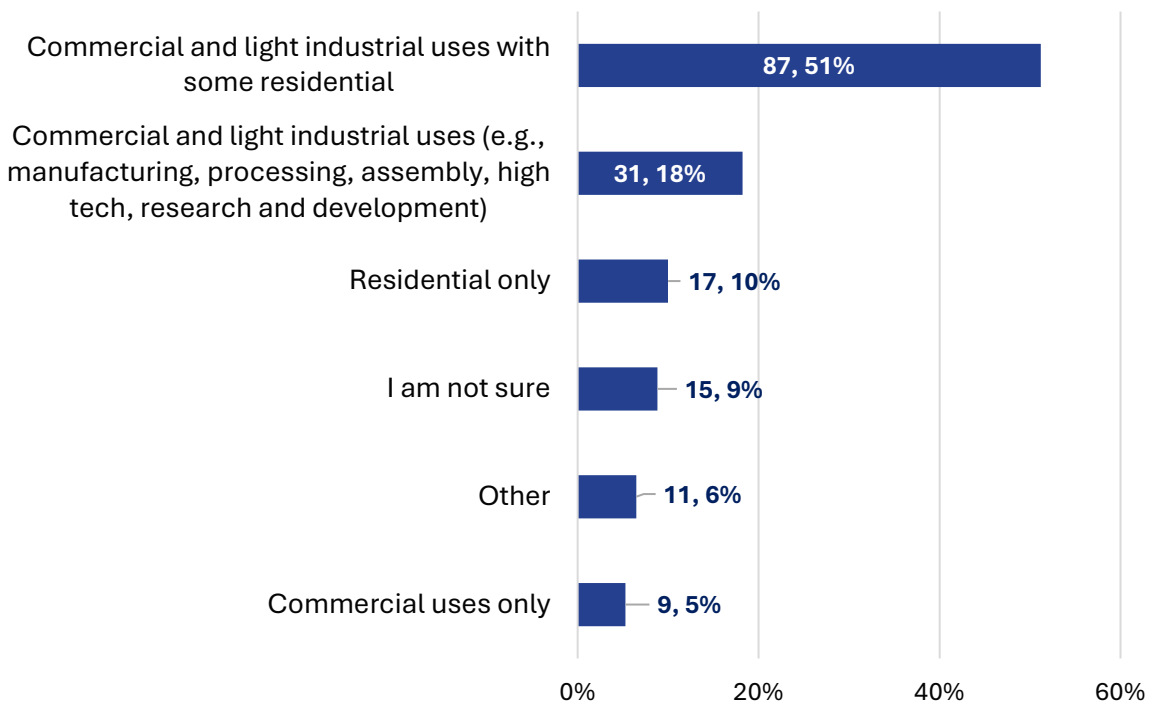
1. Spaces that can be rented out for other events and/or serve as a "Third Space" as a way to facilitate community building.
2. Markets (hybrid between a grocery store and a convenience store. E.G.: Market in Yates, Moreno's Market in Langley (deli, butcher, produce, staples), Root Cellar- type places
3. What about regular offices like accountant, insurance, or realty offices? (or does this fall under "services"?)
4. Pub/ restaurant
5. Pub
6. A subsidized location to encourage new small business.
7. Recreation
8. Light industrial
9. Life labs, actual restaurant not take out,
10. Places that facilitate community, with outdoor seating and a "community square" place for people to go. I don't know any of my neighbours because I never see them around. I think if there were patios, libraries, and cafes around that would change. I've lived in VR for 3.5 years now. Also, hiring a doctor as a municipal employee (I believe Flowood has started this) to ease the healthcare burden would be amazing. Docs need to be able to practice, not waste their time doing payroll.
11. Seniors services
12. CRD offices

13. EV charging station, public washrooms
14. A huge medical centre at Atkins where the tire shop is would be great. We need doctors. My partner has been on the wait list for 3 years. We need to attract medical professionals to view Royal.
15. Indigenous culture centre as well as a welcoming centre for new residents or new immigrants
16. Stores that fulfill household needs, replace need for amazon, like clothes, books, household items
17. pop-up Community Market ala James Bay, Esq, Sidney etc.
18. Cocktail bars
19. FARMER'S/CRAFT MARKET SPACE OR RED BARN MARKET TYPE STORE WHERE YOU CAN GO AND PURCHASE HOME GROWN PRODUCE
20. pickleball courts

Question 10: How should the Town's Western Gateway Community Corridor develop in the future?

Findings:

The majority of respondents (51%) indicated that they support commercial and light industrial development with some residential use in the Western Gateway Community Corridor. Only 5% of respondents indicated that the Western Gateway Community Corridor should be commercial only, and only 10% of respondents indicated that it should be residential only.



Verbatim “Other” Comments:

1. Again as with Christie Point, council wants to wish away traffic.
2. Commercial and residential mix
3. Commercial and residential.
4. Commercial and residential
5. Commercial and residential
6. Commercial use, specially bigger business to help alleviate taxes for the town patrons
7. Commercial/ light industry with lots (not just some) residential mid-rise above these businesses
8. It's tricky as that area gridlocks on weekdays. The Northwestern side could stand to be redeveloped commercial use but it's a bad spot for businesses and residential.
9. Mixed commercial and residential. Why is that not a choice in the list?
10. mixed residential- owner occupied & services oriented to local residents
11. Should be mixed use with services on bottom floors and residential above

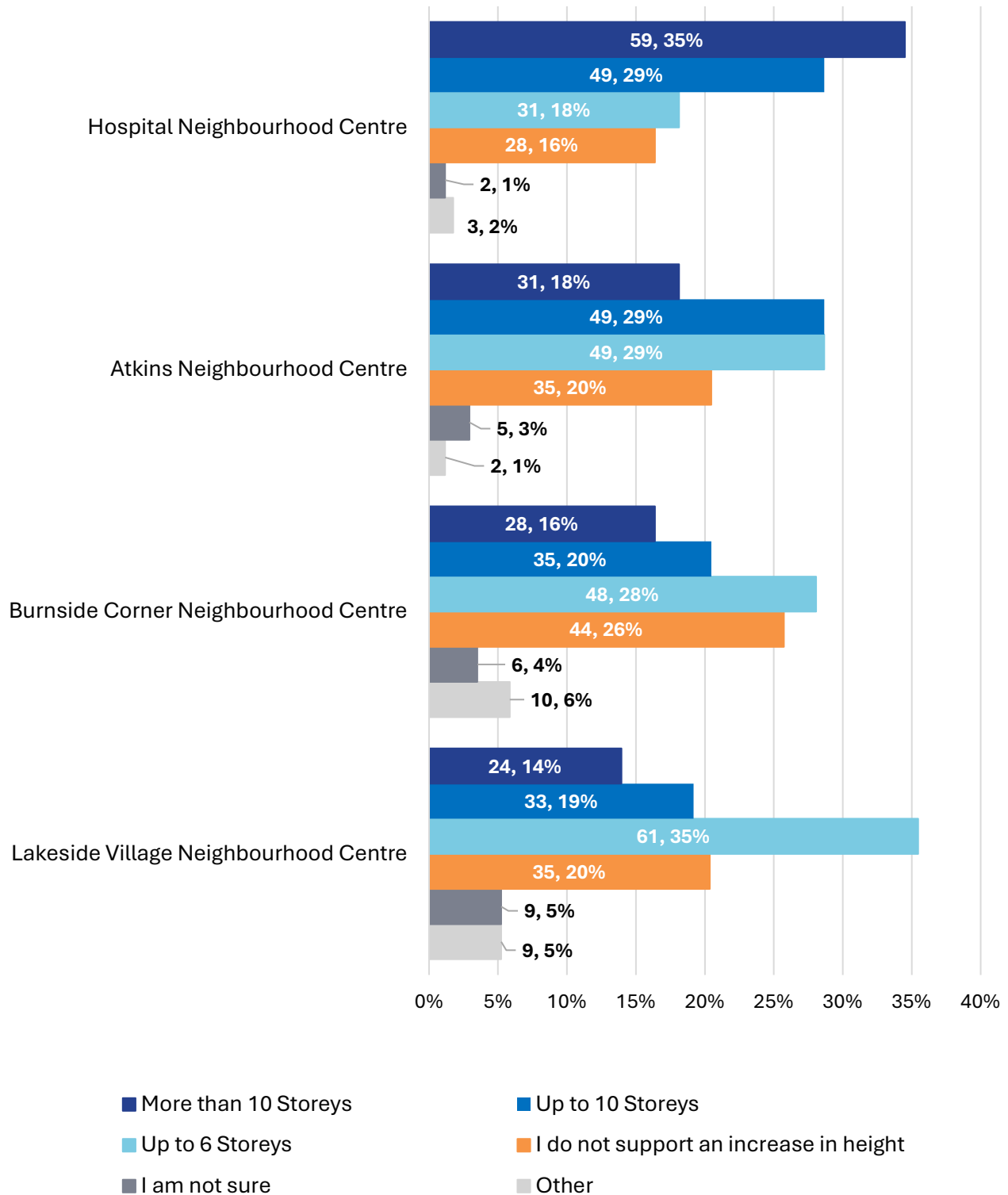
Question 11: Please complete the table below, indicating your support to increase the height of buildings within the Town’s existing Neighbourhood Centres.

Findings:

The majority of respondents indicated support to increase the height of buildings within the Town’s existing Neighbourhood Centres.

- 82% of respondents indicated that they supported an increase in height in the **Hospital Neighbourhood Centre**, whereas 16% do not support an increase in height.
 - Of the 82% of respondents that indicated support for an increase in height in the **Hospital Neighbourhood Centre**, 35% support 10+ storeys, 29% support up to 10 storeys, and 18% support up to 6 storeys.
- 76% of respondents indicated that they support an increase in height in the **Atkins Neighbourhood Centre**, whereas 26% do not support an increase in height.
 - Of the 76% of respondents that indicated support for an increase in height in the **Atkins Neighbourhood Centre**, 18% support 10+ storeys, 29% support up to 10 storeys, and 29% support up to 6 storeys.
- 68% of respondents support an increase in height in the **Lakeside Village Neighbourhood Centre**, whereas 20% do not support an increase in height.
 - Of the 68% of respondents that indicated support for an increase in height in the **Lakeside Village Neighbourhood Centre**, 14% support 10+ storeys, 19% support up to 10 storeys, and 35% support up to 6 storeys.
- 64% of respondents indicated that they support an increase in height in the **Burnside Corner Neighbourhood Centre**, whereas 26% do not support an increase in height.

- Of the 64% of respondents that indicated support for an increase in height in the **Burnside Corner Neighbourhood Centre**, 16% support 10+ storeys, 20% support up to 10 storeys, and 28% support up to 6 storeys.



Question 12: If you selected “other” please leave a short comment to help explain your answer.

Verbatim “Other” Comments:

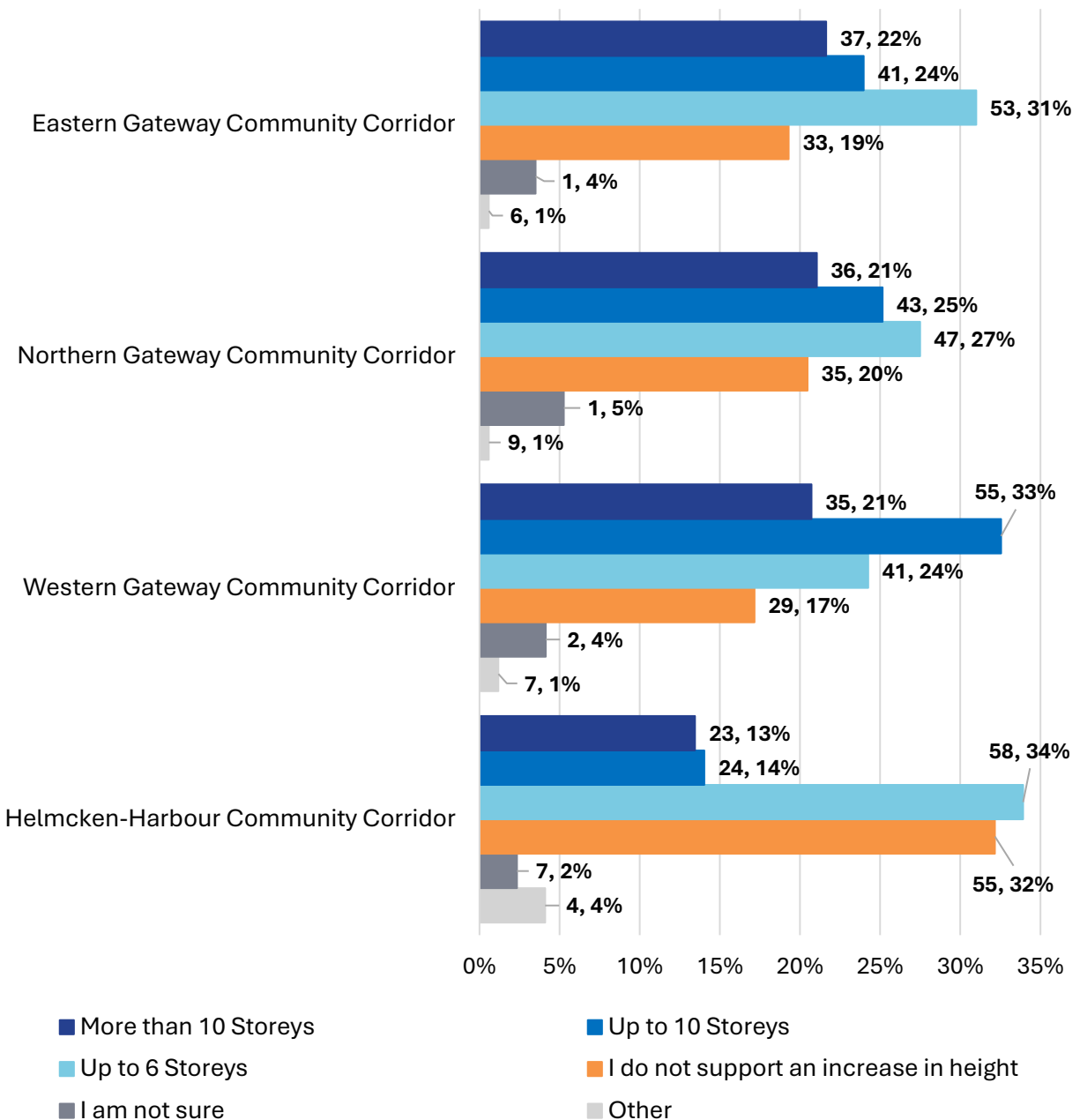
1. This is already a built up area. Should not be included in these pro-density questions
2. If six stories than services on the first floor
3. 2-4 is a more reasonable height
4. Burnside corner suffers from terrible traffic already. Address that issue first.
5. I hear that 6 stories is the sweet spot but maybe in the coming years 10 stories will be viable
6. Lakeside Village is already all built. Burnside Corner is all built.
7. Lakeside and Burnside already newly built. Hospital lends itself to high density.
8. These areas are already built out. The other areas are transport sensitive
9. Lakeside and burnside is already newly built. Hospital is the designated mandated area the province.
10. Atkins NC has little room with the planned transit hub/parking. The others have been developed.
11. why focus on areas that are already built out? This is a bad survey.
12. I believe more 3:4 storey buildings is better than just a few with 6+ levels
13. Burnside corner is a Garry oak meadow park on a congested corner. I don't think it should developed
14. Keeping in mind the need to improve fire department access for high rises
15. The maps are incredibly hard to read. 100% DON'T support Burnside corner being built out at all.

Question 13: Please complete the table below, indicating your support to increase the height of buildings within the Town’s existing Community Corridors.

Findings:

- 78% of respondents indicated that they support an increase in the height in the **Western Gateway Community Corridor**, whereas 17% of respondents do not support an increase in height.
 - Of the 78% of respondents that indicated support for an increase in height in the **Western Gateway Community Corridor**, 21% support 10+ storeys, 33% support up to 10 storeys, and 24% support up to 6 storeys.
- 77% of respondents indicated that they support an increase in height in the **Eastern Gateway Community Corridor**, whereas 19% of respondents do not support an increase in height.
 - Of the 77% of respondents that indicated support for an increase in height in the **Eastern Gateway Community Corridor**, 22% support 10+ storeys, 24% support up to 10 storeys, and 31% support up to 6 storeys.
- 73% of respondents indicated that they support an increase in height in the **Northern Gateway Community Corridor**, whereas 20% of respondents do not support an increase in height.

- Of the 73% of respondents that indicated support for an increase in height in the **Northern Gateway Community Corridor**, 21% support 10+ storeys, 25% support up to 10 storeys, and 27% support up to 6 storeys.
- 61% of respondents indicated that they support an increase in height in the **Helmcken-Harbour Community Corridor**, whereas 32% do not support an increase in height.
 - Of the 61% of respondents that indicated support for an increase in height in the **Helmcken-Harbour Community Corridor**, 13% support 10+ storeys, 14% support up to 10 storeys, and 34% support up to 6 storeys.



Question 14: If you selected “other” please leave a short comment to help explain your answer.

Verbatim “Other” Responses/Comments:

1. Building heights in the Helmcken-Harbour corridor need to blend in with this historic neighborhood
2. Up to 6 storeys BUT ONLY if 95 rapid bus + E&N rapid bus can prevent Island Highway from gridlock
3. 3-5 stories is a limit I'd prefer
4. Western Gateway should be more commercial use.
5. Helmcken Harbour - Four stories is adequate related to limitations of infrastructure.
6. Keep Helmcken at 4 stories. Narrow roads.
7. Best to limit height due to lack of infrastructure.
8. 4 story is adequate due to limitations of road infrastructure

Question 15: The Town would like to know what factors may influence your decision in permitting taller buildings. Please provide a short explanation or bullet points to detail what other factors may influence your decision to support an increase in the maximum permitted height of a building. Factors that you may think about are the buildings proximity to transportation, access to on-site or off-site green space and amenities, environmental sustainability, or inclusion of affordable and below market units.

Findings:

Respondents were able to provide an open-ended answer to convey what factors they felt were important to consider. Responses ranged from a single word to several sentences. The responses were compiled into ‘themes’ to better understand the sentiments/concerns of respondents, which are provided below:

Building and Site Design (33%)	Preserving Existing Single Family
Density (29%)	Neighbourhoods (14%)
Building Character/Height Transition (23%)	Proximity to Services (14%)
Affordable Housing (16%)	Infrastructure Capacity (12%)
Preserving Existing Form and Character of View Royal (16%)	Proximity to Major Roads (11%)
Proximity to Transportation (14%)	Proximity to Green Space (11%)
Traffic Flow/Congestion (14%)	Existing Developed Areas (11%)
	Proximity/Distance to Other Buildings (11%)
	Preserving Views (10%)

Community Corridors (10%)	Eastern Gateway Community Corridor (3%)
Other (no theme/not relevant density or height) (9%)	Access to Amenities (3%)
Parking (9%)	Western Gateway Community Corridor (3%)
Mixed-Use (8%)	Housing Diversity (3%)
Alternative Transportation Options (8%)	Proximity to Water (2%)
Preserving Green Space (7%)	Proximity to Employment (2%)
Affordability (6%)	Walkability (2%)
Additional Commercial/Retail Space (5%)	Privacy (2%)
Rental Units (5%)	Proximity to Schools (2%)
Tax Increase (5%)	Unit Size (2%)
Environmental Impact (4%)	Helmcken Harbour Community Corridor (1%)
Developer Interest (4%)	Crime and Safety and Emergency Response (1%)
Family Oriented (4%)	
Sprawl (3%)	

The verbatim responses that were received for this question are available for review below:

1. Too much greenspace and too many trees have already been sacrificed for tall buildings. Especially ugly and unpleasant is any building built right out to the sidewalk, making a tunnel of the street.
2. Building heights on south side of Island Hwy (Helmcken-Harbour) should blend in with this historic neighborhood. Previous OCP stated need to respond to "valued character of adjacent residential areas" (p43). 2-3 story townhouses rather than 6 story please.
3. Increased tax base, developer interest, more people =more business opportunity
4. Prevent gridlock along Island Highway / Helmcken / WW. Must have bus on E&N. Mature tree protection. Preserving ambiance. Crime increase. DCCs must rise substantially to offset tax increases. Anything over 6 storeys only on Western / Eastern Gateways
5. Density needs to be increased but View Royal doesn't have the space for endless sprawl so building up increases density while preserving green space.
6. The province dictated taller buildings near the hospital. I would like to know why you are asking leading questions about adding unwanted density. The pro-density agenda at town hall is clear in this survey. Is this the only idea you understand?
7. I do not support permitting building taller than what we already have. I like the look of 290 Island Hwy - Lions Cove-and dislike
8. I believe the Western corridor is unique as extra high does not interfere with existing homes. Everywhere else it does

9. Need more high density housing to support population growth. Up to 10 stories still maintains nature views/mountain views.
10. Cement structure with parking spots. Increased roadways to improve traffic congestion. Also we need to increase the services eg schools, park land, utilities to support the population increase
11. Impact on existing dwellings. Sightlines and light.
12. Up to 10 storeys allows sites that are suited for taller heights. 4 storeys is no longer enough to meet future housing needs. Any taller than 10 doesn't seem right for the town.
13. Disrupting current residence (traffic, blocking views or sun, and profit over everything else) . Builder who look at profit over residence.
14. Stepped heights ranging from lower at street level to higher at the back. Trees planted between the curb and the building front.
15. Are existing services able to handle increased population. Can public transit be expanded to handle increased population? What will be the effect on existing low, single dwelling homes?
16. Must have access to on site green space. Don't make View Royal into Langford and build towers in parking lots with no green space, shade or play space for children. These are ghettos.
17. no developer will build if they are limited to under 4-6 storeys. That is unrealistic. Also, land should not be wasted and so building up is the way to go and helps with affordability and people's changing lifestyles of low maintenance.
18. I do not support taller buildings - out infrastructure does not support more population
19. population density + existing transit in surrounding area
20. I believe rapid densification will continue to drive up assessments and increase the tax burden on families due to "highest use case" of property. This will displace middle class families living in SFDs, as has been happening in other jurisdictions.
21. Taller buildings are ok away from existing single family residential that may have a new neighbour blocking the sun or looking down into your yard. The corridors on the edges are less developed.
22. Increasing building height should only occur in areas that are already built up. So that the existing residents aren't negatively affected
23. Access to good bus service, parks, and schools.
24. The current road infrastructure doesn't support the existing new buildings so we need better planning for new buildings
25. Only where it makes sense... stop building micro apartments like erskine & aspire
26. Needs for residential and commercial spaces... View Royal is way behind..good survey!
27. Services would have to be able to carry the extra housing. Fire department would need to have ladders to accommodate the height, sewer and water would need to be updated to carry the extra load. include below market units, green space as well as parki
28. Needed to increase tax base and to get developer interest. Having more residence will also stimulate businesses because there will be more people. Want them near transportation and busy roads -business like traffic, single detached homes don't.
29. We need improved transit and connectivity to support increased density. A third route between the Westshore and Victoria is badly needed (any of LRT, Rapid Bus, road, bridge).
30. Increased density is supportable if the development is close to main traffic and/or cycling networks. Additional bonus density should be granted for developments willing to add affordable units as well.

31. Higher buildings along main roads,, higher density near major parks or ocean, access, use of land topography where more stories can eliminate need for blasting or changing topography of a property
32. Housing crisis, taller allows for more below market units, build tall to stop sprawl, protect the environment, build taller near transit, build tall near high employment areas, create walkable mixed-use neighbourhoods..
33. The effect on existing residences. I.e. a blks blocking their view or privacy
34. We need as many homes as possible. Who cares about height when there are people living in tents. Please listen to those that need help with housing and cost of living, not those that have 6+ figure equity.
35. Ensure infrastructure is ready before sale of units is allowed
36. 6 storeys in heavy residential, up to 10 if further from individual residences. Over 10 if more industrial or commercial areas
37. We're in a housing crisis. If building with more storeys can make each unit more affordable, we should do that. Businesses on the ground floor and residential above is great. We'll need to improve transit to support a higher population.
38. Things need to seriously change in regard to greater Vic's zoning. And it needs to change ASAP. The sooner the city allows changes, the sooner we can build a better city for everyone
39. Taller buildings that are on major corridors, not within subdivisions.
40. We are out of undeveloped land, the only way for density is up. Smaller footprints of higher building are easier for tree protection. Height impacts sun, views, privacy and massing and should be considered always but height itself is not an issue
41. Consider the environmental impact on the several water bodies and forests in our area. Design appropriate adjoining spaces to include native plants and walking paths to nearby parks. Buffer nearby homes so that residences can hope to have some peace.
42. The look of the building. If it's a big modern box, then I would be less likely to want to see it increased. If it had more traditional buildings with a lot of character and design, then I don't care the height.
43. On major corridors where there is access to highway and adequate parking
44. Proximity to transportation, environmental sustainability (plan with natural/green space), below market housing. All these should be in walkable mixed use centers
45. Not that I want taller buildings BUT below market units, access to transit, access to shops - all of these things would influence me to consider taller buildings. Infrastructure is required!
46. Keep View Royal a community. Taller buildings don't belong here. I would support higher buildings that are close to public transport and shops.
47. The government has forced this issue but the important infrastructure is required. We need not be a community of come and go renters.
48. Unfortunately Provincial government has mandated this. Other areas which would influence me are below market units, adequate infrastructure roads/transit.
49. Density along high traffic roads allows for transit use, car share option and corridors built to accommodate density without touching the charming small neighbourhoods we have.
50. Six story woodframe buildings are apparently the most affordable to build. Would like to see much more subsidized housing and co-ops. Going up not out if designed well should allow for much more critical greenspace.
51. I already support taller buildings. Especially non market and rentals

52. Taller buildings MUST consider parking - yes, people don't only use buses, they still own cars! Must include cafes, restaurants or mixed use type purposes for light commercial and residential. We need to INCREASE our tax base - We do not need rentals.
53. To maximize the potential for a small town like View Royal, we will need a bigger, more vibrant population. This can only be achieved, given our limited land, by increasing density. Limiting height to 10 storeys allow for preservation of aesthetics.
54. View Royal should explain why the only focus is more and more density. Terrible survey.
55. View Royal has presented no evidence to support the need for higher buildings. The absence of information leads me to believe this survey is conducted to support a prepared conclusion.
56. Closer to the hospital makes sense as that is already tall also at the W gateway because it is currently not well utilized. Anywhere else should be 3/4 story to fit with existing buildings
57. Close to main transit and traffic corridors. In areas where surrounding municipalities are doing the same on border of view royal. In areas of mixed commercial and residential.
58. The Colwood crawl is already bad, an increase in height is appropriate but we don't have the infrastructure to support high rises of commuters. I want developments to be environmentally sustainable and affordable housing to be a requirement
59. I do not support taller buildings. Asking for support multiple times seems like a bad survey method.
60. Must have easy access to transit, easy access to 4 lane highway, walking distance to shopping, buildings near shopping and the hospital should have affordable rental units.
61. View of scenery, closeness to transit, along areas that are already being developed by other municipalities.
62. You are not going to convince me. The premise is flawed. Get some new ideas.
63. Managing sustainable population growth, improving character of the neighbourhood, traffic congestion, increased use of infrastructure
64. Closeness to water areas
65. Parking spaces
66. High density with very limited parking - ie force residents to use active and public transport!
67. Access to amenities. Along existing light commercial or major roadway corridor. Area is already a high traffic area where some urbanization would be less of a change than to residential neighborhoods that have already absorbed significant development.
68. Height should integrate with the surrounding neighbourhood. Admirals and Atkinson corridors can accommodate more density and frankly revitalization with more people, near transit and established services
69. Green spaces between and amongst, pet friendly. Pretty architecture that will not date the buildings, built sustainable. Transportation access, As well as mixed socioeconomic groupings.
70. Offering more housing solutions without taking away additional precious greenspace. Higher buildings are appropriate near/on larger/busier roads/transportation lines.
71. With additional stories come more people. Need to have sufficient transportation options and/or better flow of traffic. Already very badly congested
72. I know lack of affordable housing is one of the biggest issues facing our local communities, and support any action needed to improve housing security and reduce housing costs, I also want to see our beautiful neighbourhoods continue to grow and flourish.
73. Proximity and transition

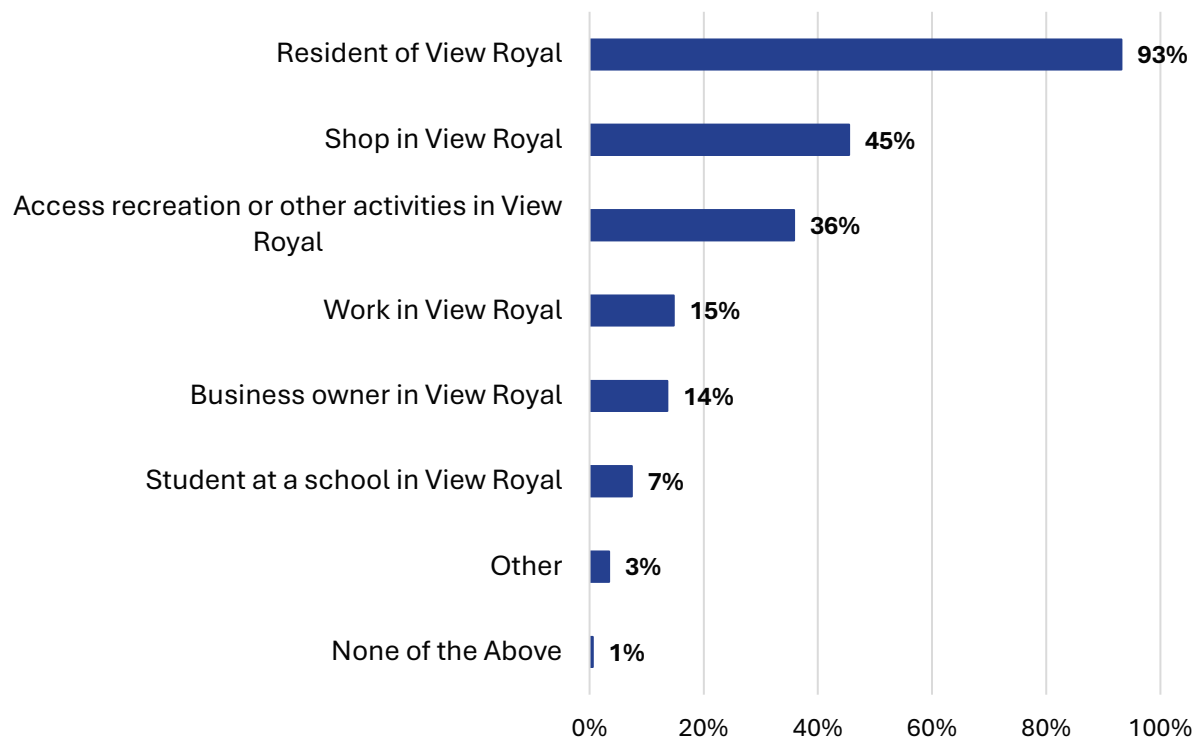
74. In urban areas where there are already business centers established, higher density would be beneficial for live /work lifestyle since minimum off street parking is going to be a huge issue. Less parking, more public transit and car share options.
75. Maximize units with smaller footprint. Allow more reasonably priced units.
76. Added height and density support great housing supply (and affordability) while limiting sprawl.
77. Keep floor heights low (8ft max). Ensure affordable. Underground parking only. In suite bike storage.
78. Adequate road infrastructure. it's gridlock in some of these areas already. also your maps are incorrect - they dont show current development at New Roads or Handidart. Burnside corner is a garry oak meadow and every pocket of the neighbourhood is built.
79. I support it only if it will not change the population density to the point that traffic will get worse. I would not like to see buildings alter sightlines.
80. Increase residential capacity with smaller lands to save nature
81. Proximity to existing grocery stores and shops, does not encroach on green spaces, has the road infrastructure to handle additional cars
82. The roads are already crowded with cars. Higher density will make more difficult to navigate traffic.
83. - traffic is the biggest reason
84. Don't need taller buildings. Town has not given any reason to seek taller buildings.
85. No "factors" have been proposed so no one could answer this question.
86. Building up is an obvious way to house more people, I would love the buildings to look nice and be taken care of and have cafes/reataurants/business at the bottom that would draw people to the area
87. I wouldn't want taller than 6 stories. I don't want to see us become like Vancouver.
88. I permit taller buildings built a significant distance from our single family neighbourhoods. They should not affect the skyline of our residential neighbourhoods. I may support them if they include community spaces for families to access and enjoy.
89. Everything should get taller except for Eastern Gateway, which is already a dense area.
90. proximity to active transportation, proximity to parks, community amenity contributions, proximity to places of work (ex. hospital)
91. Small homes and tiny houses that are Westcoast style with solar power
92. More density, more traffic, not enough resources to support increased density. Transit can't support it, healthcare can't support it, schools can't support it.
93. VIEW ROYAL AND ALL OTHER MUNICIPALITIES IN THE GREATER VICTORIA AREA CANNOT EXPAND ANY OTHER WAY. WE NEED TO GO UP WITH ALL NEW RESIDENCES.
94. I did not indicate support for taller buildings. Terrible survey.
95. I live on 244 Stormont Road and would like to stay there
96. Further densification has a negative environmental impact. This seems to have not been a consideration in any of your planning.
97. Lack of parking lack of movment on roads no road development cross walks not inplace no further development of goose trail to separate cylcist from walkers then separte for high speed skateboarde electronic ebikes unicycle ect

Question 16: What is your relationship with the Town of View Royal?

Respondents could select multiple options when answering this question.

Findings:

The majority of respondents (93%) live in View Royal, 45% of respondents indicated they shop in View Royal, and 36% of respondents access our parks or recreation facilities. Participation in the survey was encouraged for people that live, work, or play in View Royal with the understanding that those that may not live here now, may do so in the future.



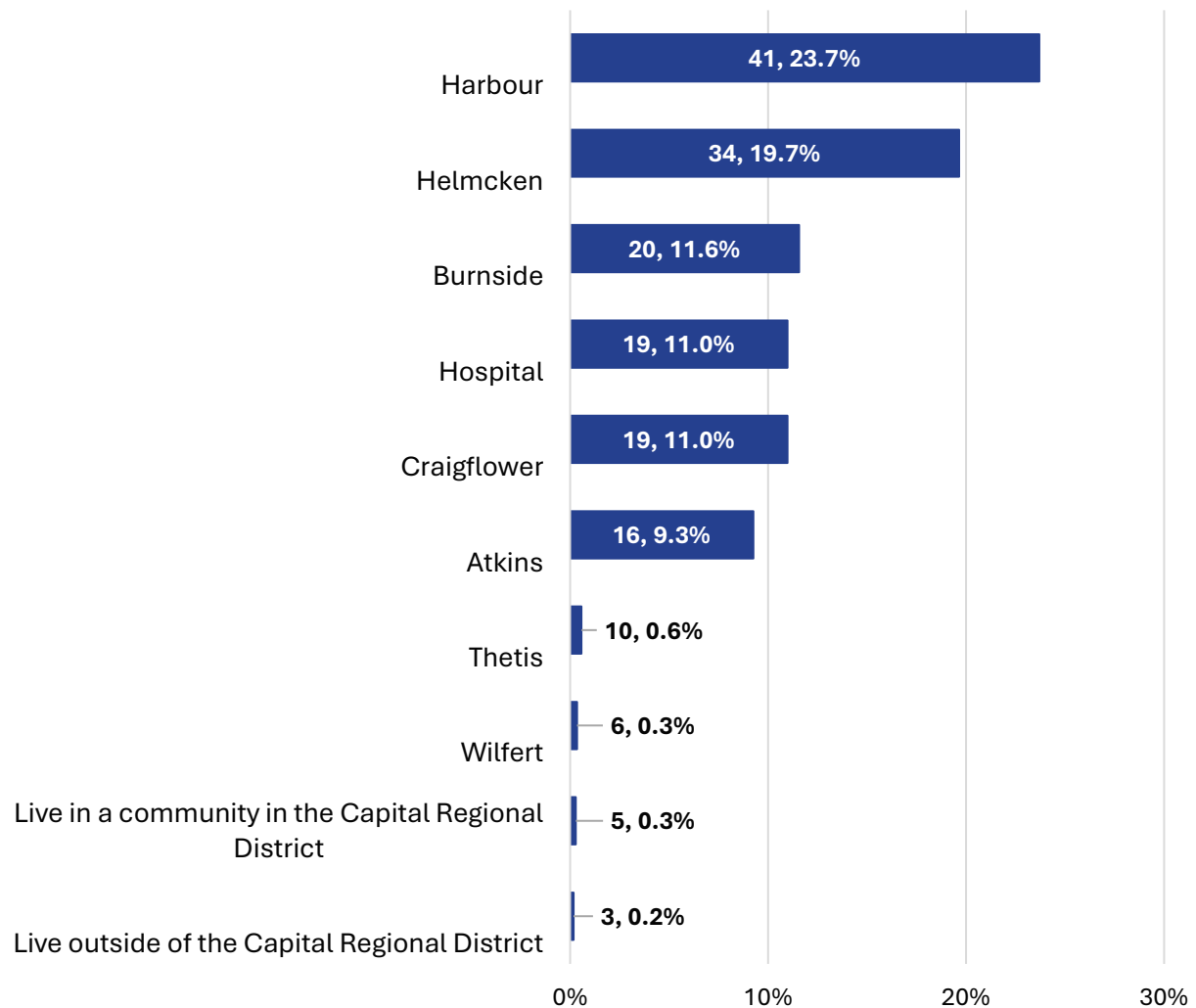
Verbatim “Other” Responses/Comments:

1. Land owner in View Royal
2. Volunteer in view royal, grew up in view royal, family built house in view royal in 1957.
3. Land owner is the community
4. I do not have access to everything I need and do
5. Future resident of View Royal. Bought a presell cond at tge
6. Resident of highlands

Question 17: What neighbourhood do you live in?

Findings:

The majority of respondents live in the Harbour Neighbourhood (23%). Approximately .5% of respondents live outside of the Town, either within the Capital Regional District or outside of the Capital Regional District.

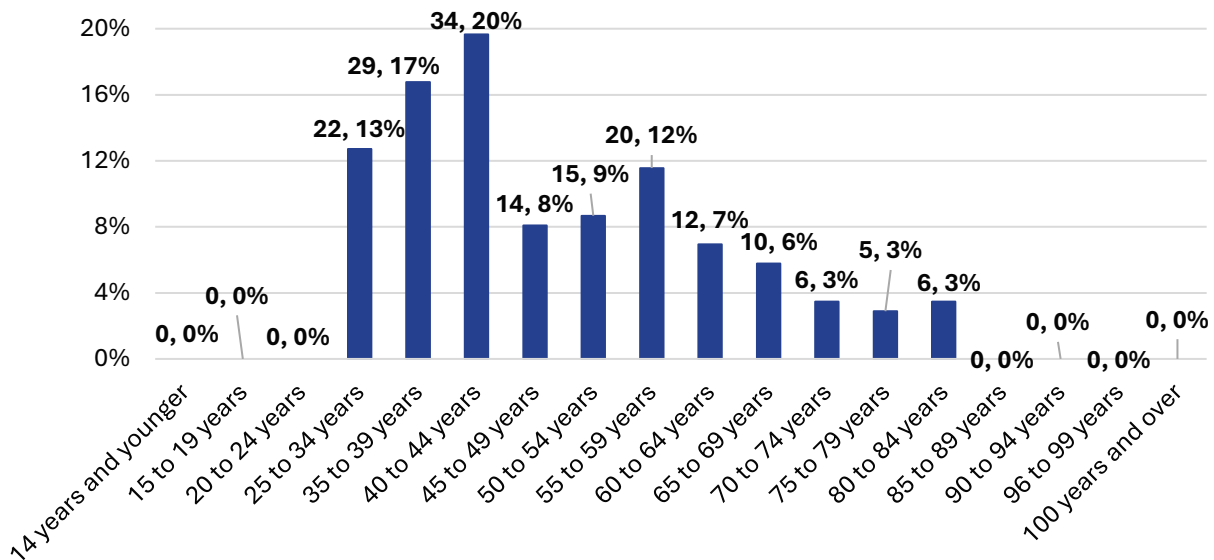


No "Other" written option provided.

Question 18: Please indicate your age group:

Findings:

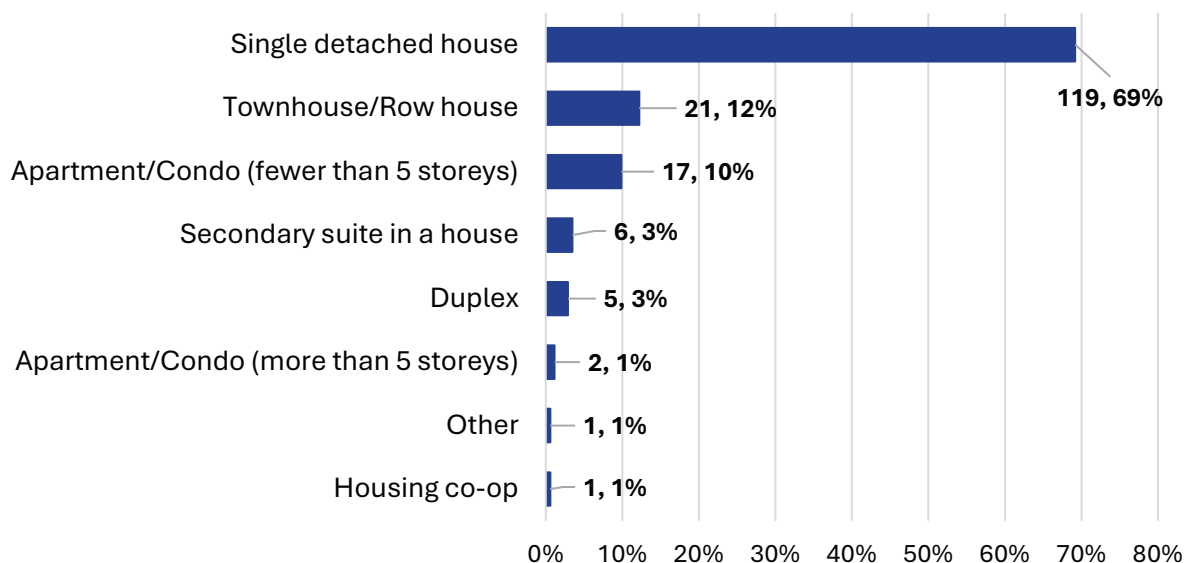
The majority of respondents by age cohort, were between the ages of 40 to 44 years of age (20%), and the majority of all respondents were between the ages of 25 to 44 (50%). The Town did not receive submissions from those below the age of 25, or above 85 years of age.



Question 19: What type of housing do you live in?

Findings:

The majority of respondents live in a single detached house (69%).



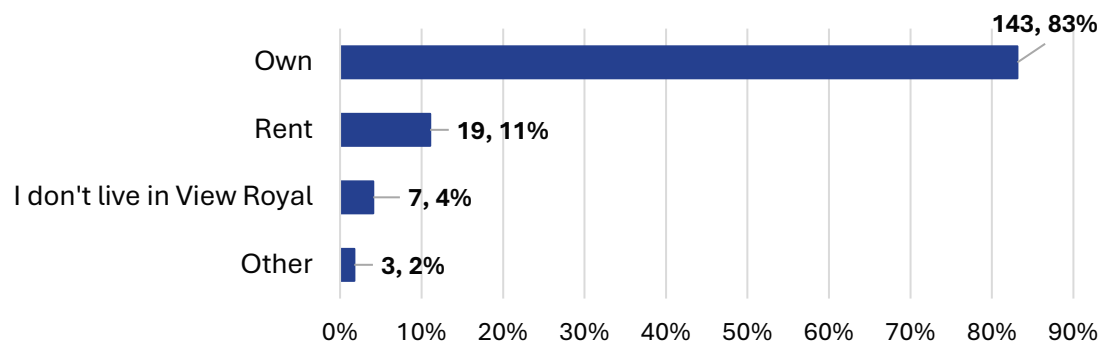
Verbatim “Other” Responses/Comments:

1. Detached Townhouse

Question 20: If you live in View Royal, does your household own or rent your home?

Findings:

The majority of respondents own their home (83%).



Verbatim “Other” Responses/Comments:

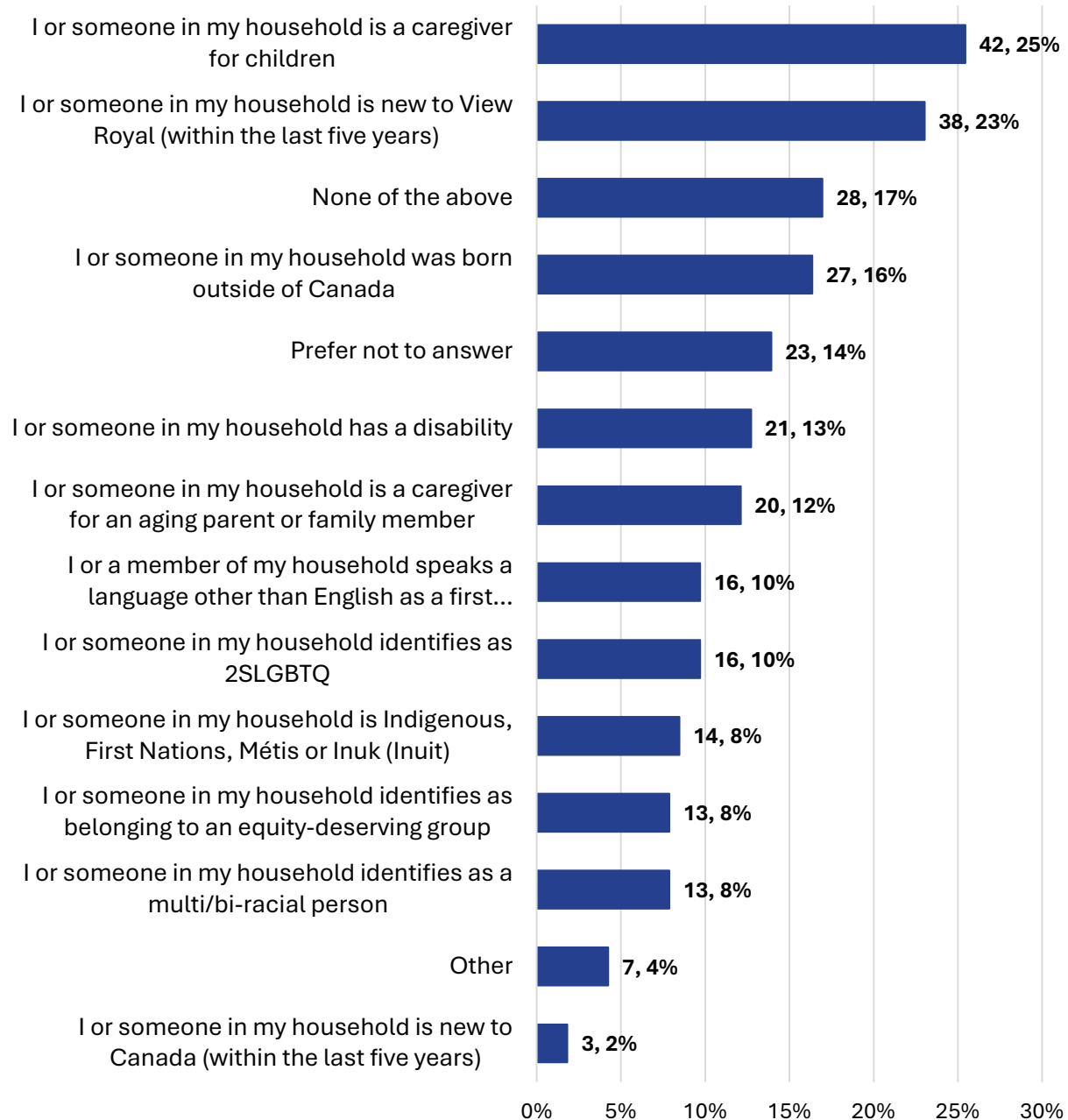
1. prefer not to say
2. Special arrangement.
3. Check census

Question 21: Please indicate if you self-identify with any of the groups below. (Select all that apply).

Respondents were asked to voluntarily self-identify so the project team could better understand who we are hearing from, identify any gaps in engagement, and consider how lived experiences may shape survey responses.

Findings:

25% of respondents or someone in their household is a caregiver, 23% of respondents have recently moved to View Royal within the last five (5) years, 16% were born outside of Canada.



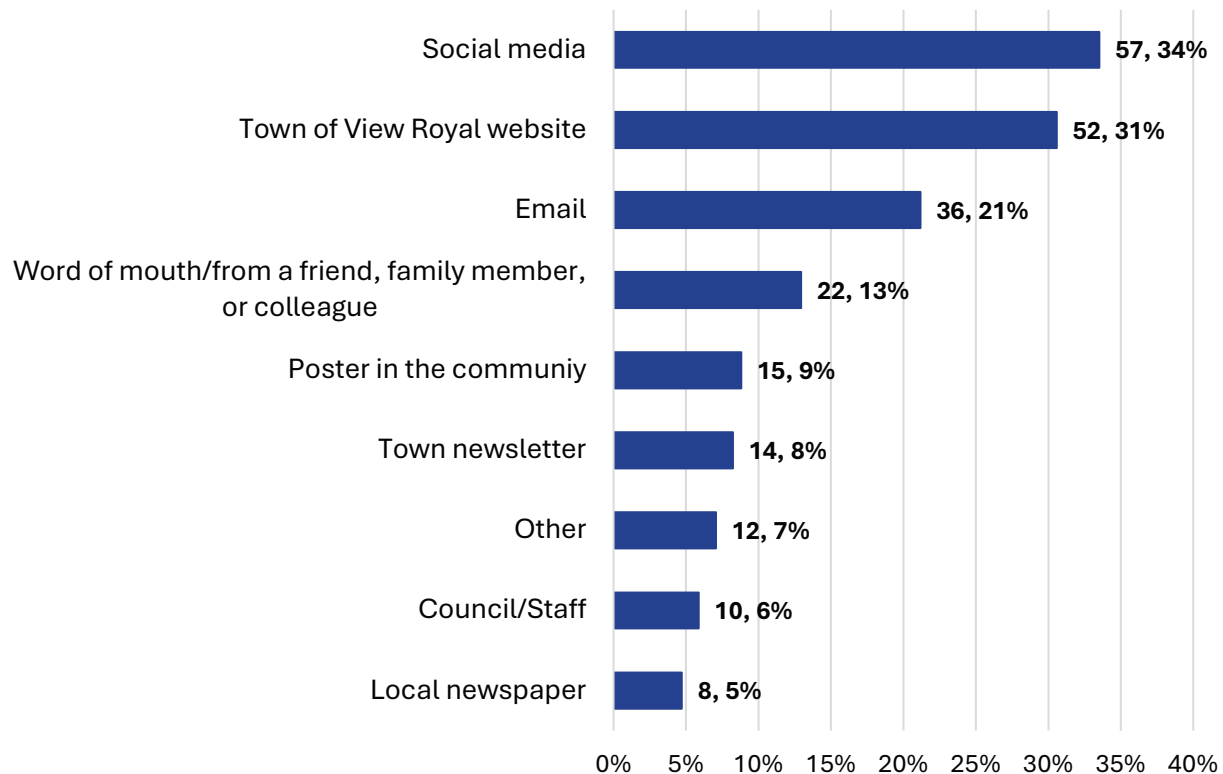
Verbatim “Other” Responses/Comments:

1. nosey question
2. Irrelevant
3. check the census
4. have you looked at the census... not a great question here.
5. Check census and I do not see how this helps this survey
6. Long time View Royal resident and tax payer.
7. Why do they matter??????

Question 22: How did you find out about this public engagement process?

Findings:

34% of respondents found out about the public engagement process through social media, 31% found out about the process through the Town’s website, and 21% found out about the process through email. Only 6% of respondents indicated that they found out about the process through Council or staff, and only 5% of respondents found out about the process through a newspaper advertisement.



Verbatim “Other” Comments:

1. School email
2. school
3. Elementary School email
4. community????
5. Town of View Royal RSS Update email
6. school email
7. Kid’s School
8. View Royal School
9. Email from elementary school
10. school email
11. Eagle view elementary sent to parents
12. Child’s school

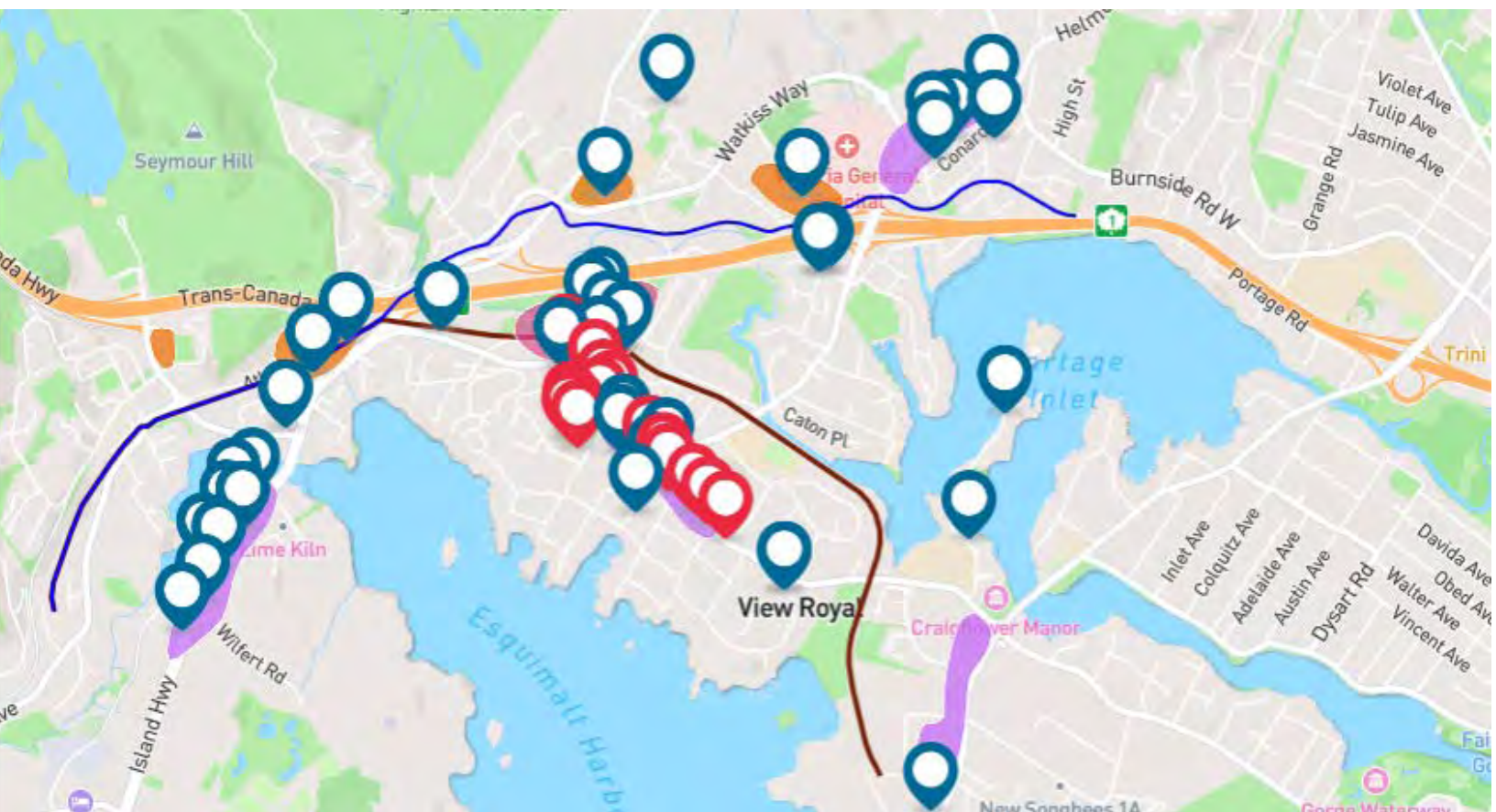
SOCIAL MAP RESULTS

As part of the second engagement touchpoint, the Town launched an interactive social mapping tool to gather feedback on where community members would support or oppose future residential density and growth in View Royal. The question was asked outside of the Community Growth Survey so that respondents could see where other respondent's pins were placed, to generate discussion, and spark ideas in our community.

This activity was informed by the findings of the Town's 2024 Interim Housing Needs Report (IHNR), which identifies a need for 842 new housing units over the next 5 years and 2,889 units over the next 20 years. In response to new provincial housing legislation, the Town is required to align its Official Community Plan (OCP) with these projected housing needs.

Participants were invited to place markers/pins on an interactive map to indicate where they would support or oppose additional density and to leave comments explaining their reasoning. In total, **54 markers/pins** were placed on the map, offering valuable, location-specific insights into community perspectives on future growth. The results are available for review in Appendix 2. This tool provided a flexible and visual way for residents to share feedback and will help inform where and how the updated OCP can support new housing while reflecting local context and values.

The results from Question 7 and 8 in the Community Growth Survey and from the Social Map were cross referenced and are shown in Appendix 3.



Question: In 2024, the Town was required to complete an Interim Housing Needs Report (IHNR), based on new housing legislation from the Provincial Government. The report identifies the number of housing units required to meet the Town’s current and anticipated housing needs for the next 5 and 20 years. The IHNR indicates that the Town will need 842 new housing units in the next 5 years, and 2,889 new units in the next 20 years. The Town is required to align the Official Community Plan policy, growth and land use designation with the required number of housing units over the next 20 years.

Based on findings from the Town’s IHNR and the Town’s requirement to provide an Official Community Plan that supports growth and demand for future housing, the Town wants to explore the supportability of where there may be opportunities for residential density in the community.

Using the “add marker” icon, place one or more pins on the map below to indicate where you would support density and growth and where you would not like to see density. You can also leave a short comment to explain why you placed a marker in that location.

Verbatim Comments from Respondents:

A total of 54 markets/pins were placed on the Social Map, by 16 total contributors. Some contributors placed multiple points, some more than 5 points.

Marker Number	Respondent’s Comment
10	vacant lot, suggest mixed-use density
29	I believe that corner of Helmcken may already be slated for development
32	Village center
36	On RV Victoria
54	This area has single houses that are in rough shape on large lots. Very close to transport, could easily be townhomes. A development in this area would complement newer surrounding sub-divisions and add much needed housing.



OPEN HOUSES

The Town hosted two open houses to provide residents with opportunities to learn more about the Community Development Framework and share their feedback in person. The first open house was held on Saturday, March 8 at the Victoria Scottish Community Centre and included a facilitated workshop focused on land use and housing. The second open house took place on Wednesday, March 12 at View Royal Town Hall. Both events were designed as come-and-go sessions, allowing attendees to engage with display boards, speak directly with staff, and provide input through interactive activities. The sessions offered valuable opportunities for face-to-face discussion about how and where View Royal should grow over the next 20 years.

A total of **42 community members** attended the open house on **March 8**, and **26 community members** attended on **March 12**. Some individuals attended multiple events and may have provided similar input more than once. In addition, while staff encouraged fair participation, the interactive activities were self-directed and not monitored, and it was observed that some participants placed multiple stickers on boards, which may have influenced the results. It was also observed that some participants attended both open house sessions and actively participated by placing dots in both sessions.

Members that attended the open houses were encouraged to spread the word and get other involved in the process by attending the March 12 open house or the March 13 online workshops. Staff provided the project business cards and posters available for handout; a total of 5 project business cards and 1 event poster were taken.

INTERACTIVE BOARD INPUT: MARCH 8 & 12 (COMBINED)

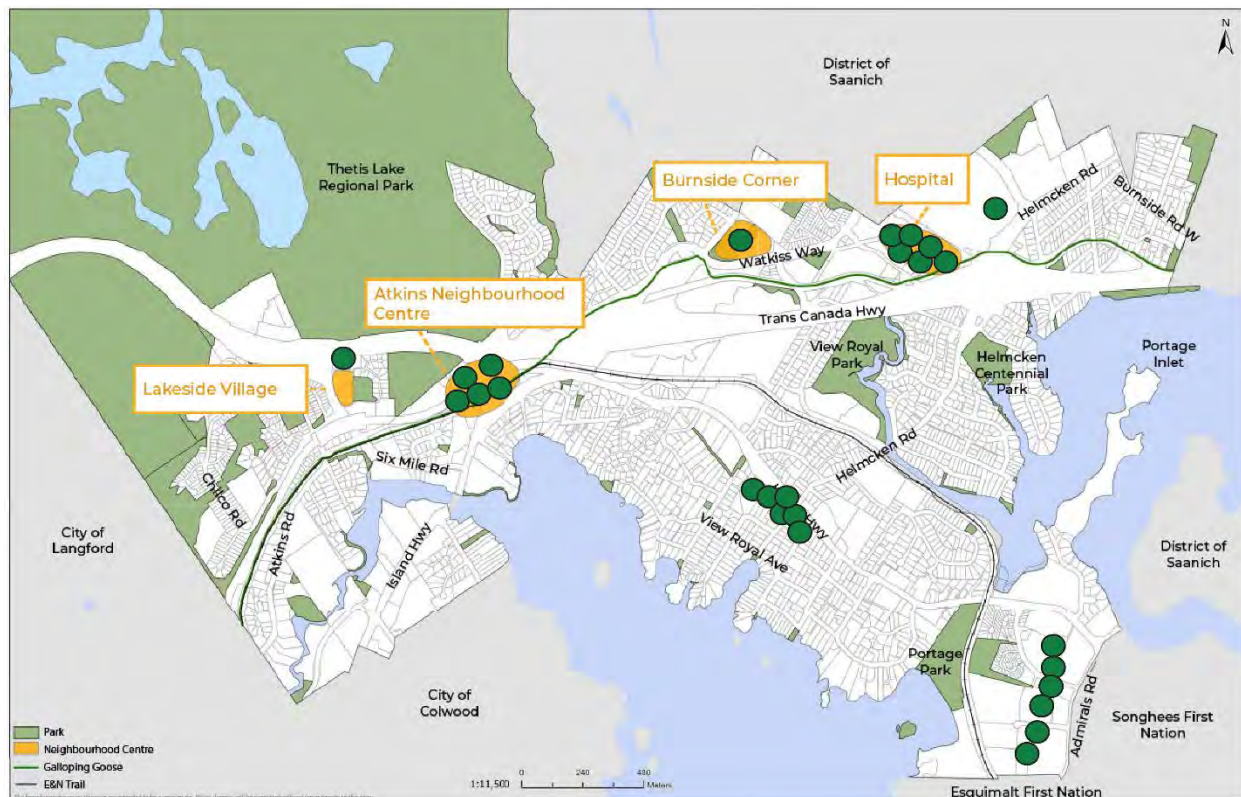
Neighbourhood Centres

For this activity, participants were asked to place a dot on the map to show which Neighbourhood Centres they support expanding to include more housing and services.

Neighbourhood Centres are envisioned as vibrant hubs within existing residential areas. These areas would include a mix of new housing (including higher-density buildings), shops, services, and employment opportunities. The development would typically feature buildings from 4 to 6 storeys, community spaces, walkable connections to amenities, and transit facilities. This approach aims to increase housing options, enhance walkability, and support economic growth.

What we heard

The map below is a digitized representation of where community members placed dots on the activity board, indicating which Neighbourhood Centres they support expanding. It is worth noting that community members also placed dots outside of the existing Neighbourhood Centres, including areas along Island Highway at Helmcken Road and along Admirals Road.



Building Heights: Neighbourhood Centres

Continuing the focus on Neighbourhood Centres, participants were asked to indicate their preferred building height in these locations.

Building height is a critical factor in determining how development fits within a community. The proposed increase in building height in Neighbourhood Centres could help accommodate higher-density development, such as apartments and mixed-use buildings. This could enhance the availability of housing while promoting walkability and access to transit. However, the community must weigh the benefits of higher buildings against concerns such as views, aesthetics, and impact on surrounding areas.

What we heard

	Up to 6 Storeys	Up to 10 Storeys	10+ Storeys	I do not support an increase in height
Lakeside Village Neighbourhood Centre	3	4	0	19
Atkins Neighbourhood Centre	3	4	4	16
Burnside Corner Neighbourhood Centre	4	3	0	18
Hospital Neighbourhood Centre	8	15	0	12

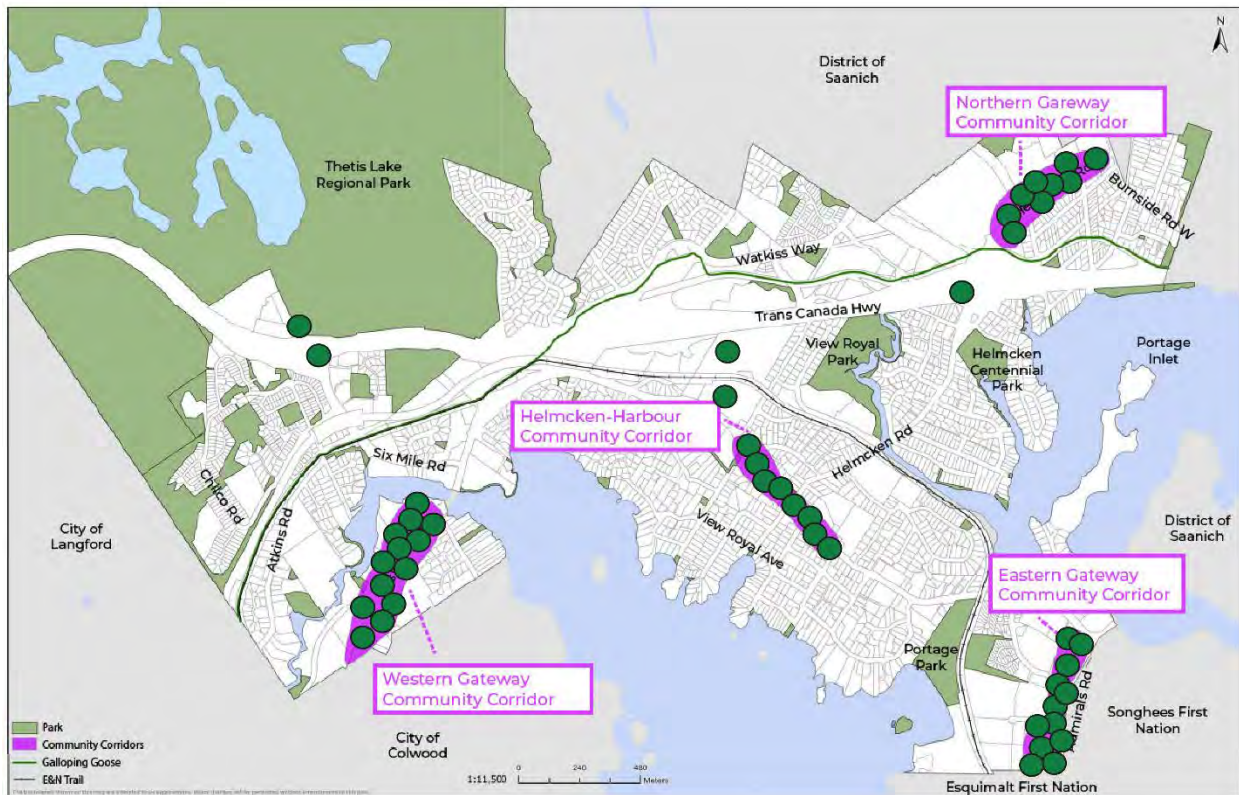
Community Corridors

During this activity, participants were asked to place a dot on the map to indicate which Community Corridors they support expanding to enhance transit access and support transit-oriented development.

Community Corridors are key areas along major transportation routes that support higher-density residential and mixed-use development. These corridors aim to enhance connectivity between Neighbourhood Centres, improve transportation access, and promote walkability. The development in these areas would typically feature buildings from 4 to 6 storeys, with an emphasis on transit-oriented development. These corridors would also encourage the use of alternative transportation methods, reducing car dependency.

What we heard

The map below is a digitized representation of where community members placed dots on the activity board, indicating which Community Corridor(s) they support expanding.



Building Heights: Community Corridors

Building on the previous activity, participants were asked to indicate their preferred building height in community corridors.

What we heard

	Up to 6 Storeys	Up to 10 Storeys	10+ Storeys	I do not support an increase in height
Helmcken-Harbour Community Corridor	3	3	0	26
Northern Gateway Community Corridor	11	1	0	5
Eastern Gateway Community Corridor	12	8	2	5

Town Centre

In the next activity, participants were asked whether they support the development of a Town Centre in View Royal and to use a sticky note to explain their answer.

The Town Centre concept involves creating a compact, high-density, transit-oriented area that serves as a centralized hub for residential, commercial, civic, and cultural uses. The aim is to create a dynamic space that brings together a variety of activities and services in one location, reducing the need for residents to travel long distances for everyday needs. This area would serve as a focal point for community activity, providing essential services, employment opportunities, and cultural amenities.

What we heard

Yes, I support a Town Centre

- Implications of purchasing of land vs long term lease? Pros + Cons?
- What kind of light industry? Green only? Agricultural - tech? Walkability throughout whole the community. More community gardens
- Corner of Helmcken + Island Highway for a town centre
- I would definitely NOT support takeover of Fort Victoria
- Partnership with CRD. Flex workspace? Own Library? Police hub? Farmer market space
- Yes to a Town Centre – perhaps site of Fort Victoria?
- Yes, I support the Town Centre idea but... Fort Victoria serious a need. Where would the replacement housing come from?
- I support the development of a Town Centre. Helmcken corridor would be a great location and more feasible than RV parks. Already had medical services, grocers, and adjacent properties that would be utilized for additional amenities like a public library.
- A Town Centre near the hospital to avoid traffic congestion getting even worse.
- Eagle Creek
- Admirals Walk and Eagle Creek are defacto Town Centres
- Eagle Creek and Admirals Walk have the capacity and services. Some more commercial for Helmcken/Harbour but not Town Centre

No, I don't support a Town Centre

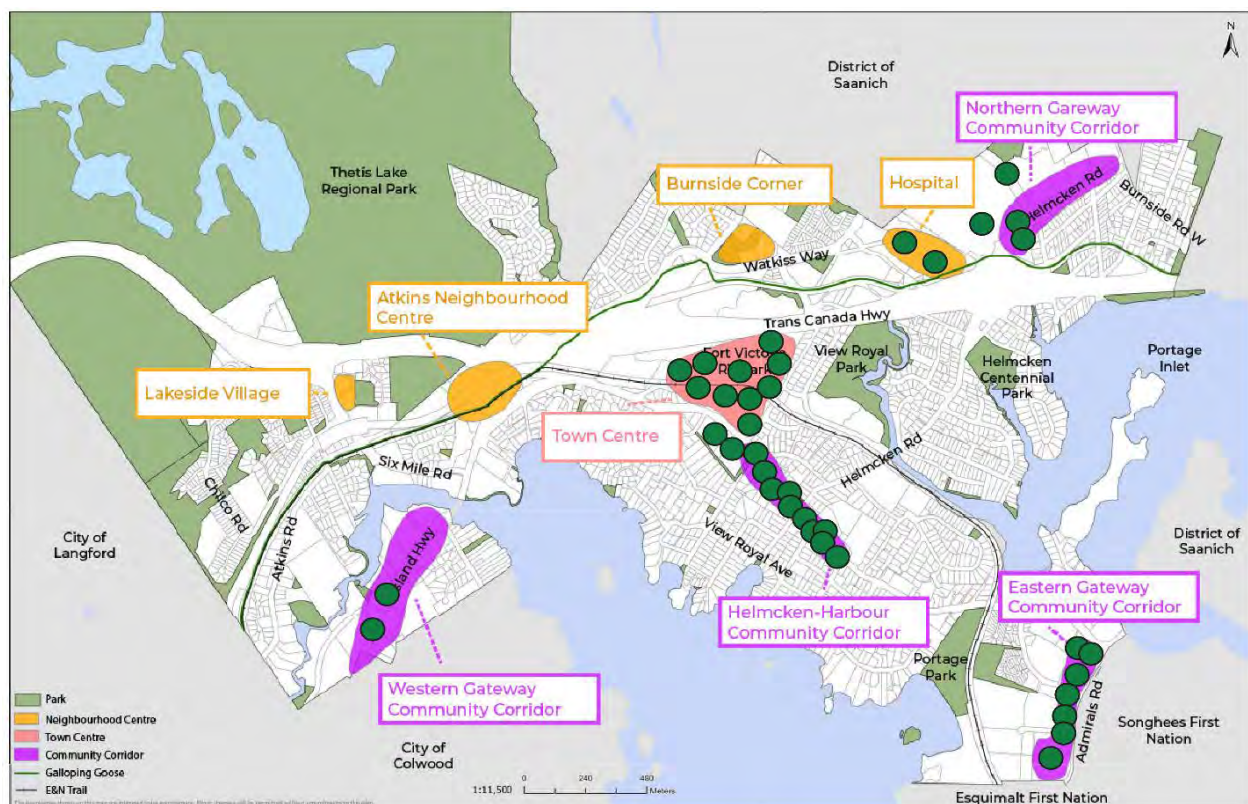
- NO CENTRE REQ'D (VILLAGES)
- No View Royal is a bedroom community. Victoria is a Downtown + Langford is shopping
- No. Make better use of existing infrastructure.
- No, to a Town Centre expand on existing neighbourhood.
- No Need for Town Center

	<ul style="list-style-type: none"> • Not required • No centre required • Not the park; It really is already Eagle Creek; RV park is our low-income housing; no more traffic issues. • No, I don't support a Town Centre • I am 81 years old. All the services I need are already close enough. • No Town Centre – the traffic on Island Highway is already too bad
I am unsure	<ul style="list-style-type: none"> • Yes. Would like a community focus (e.g., recreation center no big business shops; only local shops :) • Fort Victoria only makes sense if it is on the market. Let's work with what we can control. • Admirals Walk and Eagle Creek are sufficient.

Continuing with the concept of a Town Centre, participants were then asked to place a dot on the map indicating where they would like to see a Town Centre, either at the proposed Fort Victoria RV Park site or an alternative location.

What we heard

The map below is a digitize representation of where community members placed dots on the activity board, indicating their preferred Town Centre location. The majority of the dots were placed on the Fort Victoria RV Park and along Island Highway.



Other Growth Areas

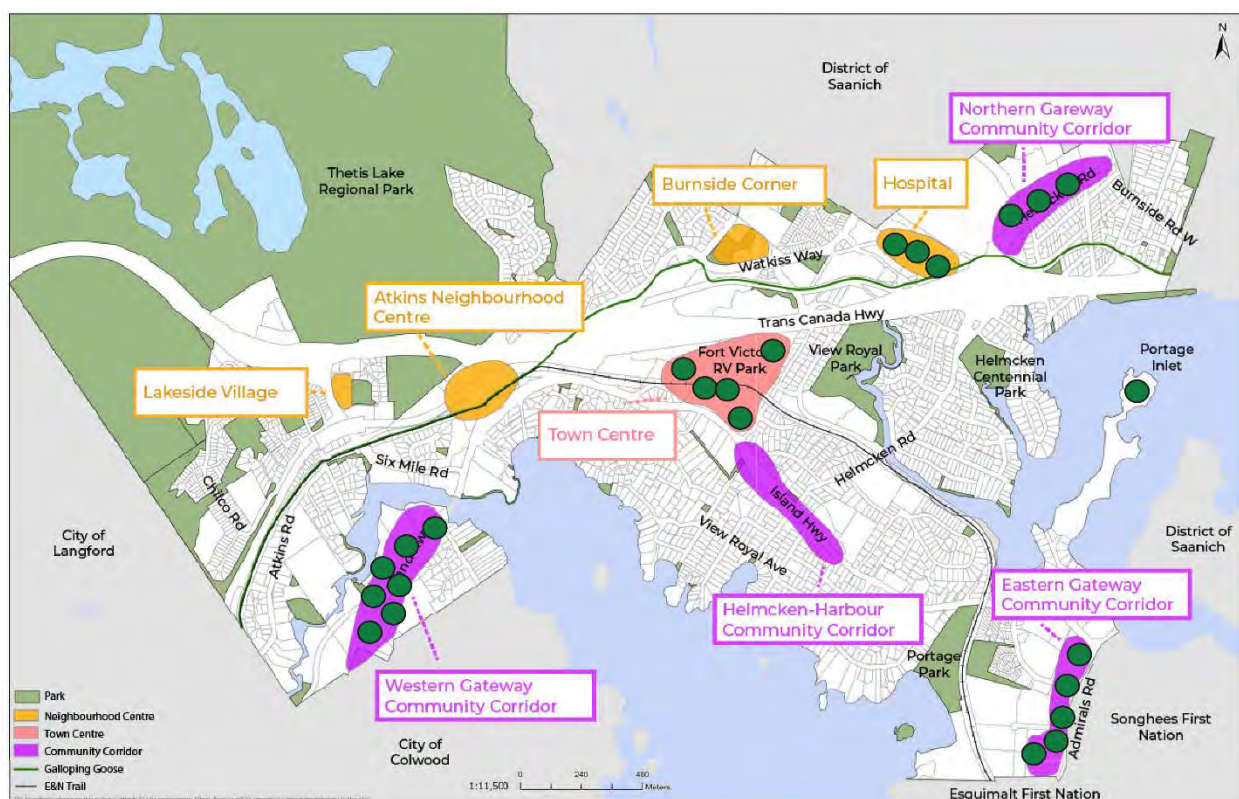
In addition to Neighbourhood Centres, Community Corridors, and the Town Centre, other areas in View Royal may also have potential for residential and mixed-use development with building heights ranging from 4 to 6 storeys.

To identify other growth areas, participants were then invited to place a dot on the map to indicate any areas where they would support additional residential and mixed-use development with building heights of 4 to 6 storeys.

What we heard

The map below is a digitize representation of where community members placed dots on the activity board. Overall, most of the locations identified by participants fell within or adjacent to the Town's existing growth areas—Neighbourhood Centres, Community Corridors, and the Town Centre—suggesting general support for focusing future development in those areas.





Western Gateway Community Corridor

For this activity, participants were asked how they believe the Western Gateway Community Corridor should develop in the future and to use stickers to highlight the type of development they would support in this area (e.g. commercial, residential, or a mix).

The Western Gateway Community Corridor is an important employment and service hub in View Royal. It provides opportunities for future development while maintaining a focus on economic development and employment opportunities close to residential areas. Protecting these lands is crucial for supporting the local economy and providing jobs within the community.

What we heard

Development type	Number of stickers
Commercial and light industrial uses	7
Commercial uses only	0
Commercial and light industrial with some residential	38

Residential only	2
Other	<ul style="list-style-type: none"> • This area has servicing that would support density greater than car lots. Develop this area. • Green space/garden features. Accessibility features • High Density - mixed use towers • Outdoor seating areas, open spaces, trees

Economic Development

During this activity, participants were encouraged to place stickers to highlight the types of businesses or services they would like to see in mixed-use developments.

Economic development is a key consideration in shaping the town's growth. The aim is to identify the types of businesses and services that would enhance mixed-use developments and create a vibrant, economically diverse community. This could include various services like grocery stores, cafes, healthcare services, and childcare, which would support the needs of residents and create opportunities for local employment.

What we heard

Development type	Number of stickers
Services (hair salon, bank, post office, lawyer)	9
Health Services (Doctors office, clinic, labs)	17
Grocery Store	16
Corner Store or Convenience Store	13



Restaurants or Café	23
Childcare (daycare, afterschool care)	11
Community Services (library, government office)	17
Other	<ul style="list-style-type: none"> • Elder care • Only allow businesses that people use frequently

Considerations for New Development & Growth

Integrating new development into an existing community involves several important factors. These include building height, the number of units, preserving existing trees and vegetation, the size of buildings, and the form & character (how the development blends with the existing neighborhood). Balancing these factors ensures that growth happens in a way that is consistent with the community's needs and values.

For this activity, participants were asked to place a sticker to highlight the most important factor for integrating new development into the community.

What we heard

Factor type	Number of stickers
Building Height (number of storeys)	16
Size of Building (footprint)	7
Number of Units	9
Use (apartment, office, commercial)	2
Preserving Existing Trees and Vegetation	27
Form & Character (how it looks and integrates into the existing neighbourhood)	23

Several post-it notes containing additional participant feedback were left. The verbatim responses are provided below for reference.

- New condos and apartments should have maximum amenities as small units

- Adequate parking, ideally underground
- Availability of transit
- Affordable housing. Below market rate
- Making public transit an affordable and practical option
- GREEN SPACE, OFF STREET PARKING FOR RESIDENTS, ENVIRONMENTAL SUSTAINABILITY.
- Green space, height limited, design appeal, affordable
- Affordable units, access to public transit
- Green space/trees maintained, location, transit, accessibility to services + restaurants
- Greenspace. Having parking for residents, accessibility, environmental eco-considerations (green building, fire resistant, etc.)
- Building up density while preserving neighbourhood character (green space, heritage, community places)
- 1) LOCATION, 2) TRANSIT, 3) SERVICES
- Proximity to active transportation + green spaces

Participants were then asked to use a post-it note to share any factors that would influence their decision to support an increase in the maximum permitted height of a building in View Royal.

What we heard

The verbatim responses are provided below for reference.

- Tall buildings broken up to allow views + air through. Sightlines + community. Stagger stories. No longscapers. Companion smaller buildings.
- Leading language
- The Town should do everything it possible can to prevent loss of trees from development. Replacement is nonsense. No trees over 20cm cut from any development.
- I consider infrastructure, green spaces + trees, inclusion of below market units, traffic
- I support increasing max building heights when they're properties adjoining major roadways because single detached homes are less desirable directly abutting busy noisy highways. It's important to incorporate design elements to prevent feeling oppressive like setbacks, varied building heights, large windows, green facades to create a sense of openness and visual interest
 - In addition to these excellent suggestions, we should give consideration to use of grey water, natural vegetation, renewable energy (i.e. solar) and other "future proofing"
 - Agree with comments

Additional Comments

The final activity asked participants to write any additional comments or suggestions regarding housing and land use in View Royal on a post-it note.

This section provided participants an opportunity to share any other thoughts, suggestions, or concerns about housing and land use in View Royal.

What we heard

The verbatim responses are provided below for reference.

- The process I see here tonight is framed more by the Province than View Royal. This distances citizens/voters from participation in planning
 - Ditto
- I would love to see a Town Centre, especially at Helmcken corridor, so we can have more community events and gathering areas. Having a farmers' market or food truck day or lantern festival or View Royal tradition would be a great boost to community spirit or just better utilizing our existing green spaces to host events.
- Far above consideration of growth and development are the huge sources of carbon emissions from heating systems in established buildings. These need to be tackled first – or all else will be worthless.
- Christie Point has been identified as a Tsunami: Hazard Zone. Increased Density should NOT happen.
- INFRASTRUCTURE please consider! Also, please think about retaining the existing residents!
- Affordable housing, businesses which pay taxes, CRD Building homes on top of present building
- This event was very poorly advertised
- Housing Coops
- Housing Co-ops
- Support agricultural-tech + sustainable living. “Best value for town” in terms of investment. Local sustainable living
- Ferry service to downtown. Reduce traffic congestion near hospital. Earmark land for hospitals (new or expanded).
- Young people + families need affordable housing
- Kill the idea of a Town Centre. NOT NEEDED
- Appreciate all your hard work + different modalities for consulting + input
- Co-ops small scale
- TAX PAYING BUSINESSES (REV REQ'D)
- Small scale multi unit housing is win-win increased housing low input on existing residents
- Coop Housing
- Commercial/Public space on water (Thetis Cove area?) Anywhere really
- Improve walkability prioritize pedestrian over cars. Improve/build sidewalks
- PRESERVE NATURAL COOLING – MITIGATE URBAN HEAT



LAND USE AND HOUSING WORKSHOPS

Three facilitated workshops were held to give residents a more in-depth opportunity to discuss land use, housing, and future growth in View Royal. Each session began with a brief presentation from Town staff, followed by small group discussions focused on key questions related to the Community Development Framework. Participants shared ideas and feedback on topics such as potential growth areas, housing diversity, density, and maintaining neighbourhood character.

The first workshop took place in-person during the open house event on Saturday, March 8 at the Victoria Scottish Community Centre. The March 8th workshop was setup with two tables, each with handouts and a large map that participants used to add stickers, sticky notes, based on the three questions asked during the workshop.

Two additional virtual workshops were held on Thursday, March 13, with identical sessions offered from 12:00–1:30 PM and 7:00–8:30 PM via Microsoft Teams. Through a ‘shared screen’, staff used Mural to record participants ideas during the virtual workshops.

Workshop Questions

Each workshop featured three 15-minute discussion sessions, each focused on exploring the following questions:

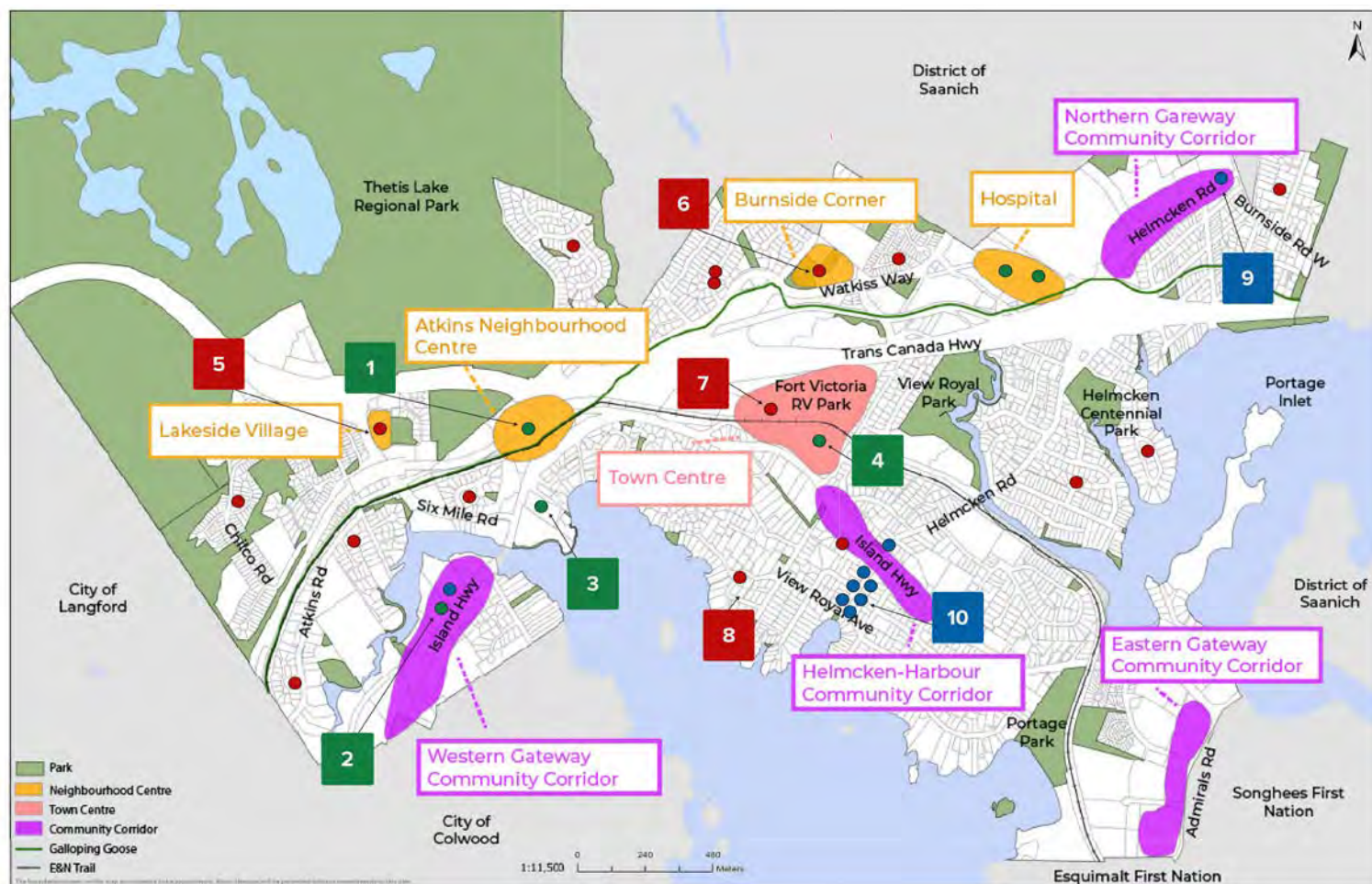
1. How do we grow and develop in the future?
2. What kind of services & businesses does View Royal need?
3. Does the Town of View Royal need a Town Centre?

WHAT WE HEARD: MARCH 8

In total, 14 community members participated in the March 8 land use and housing workshop. The maps below are a digitized representation of the input and discussion for all three questions by each group.

Group 1

● Density ● No Density ● Business/Commercial

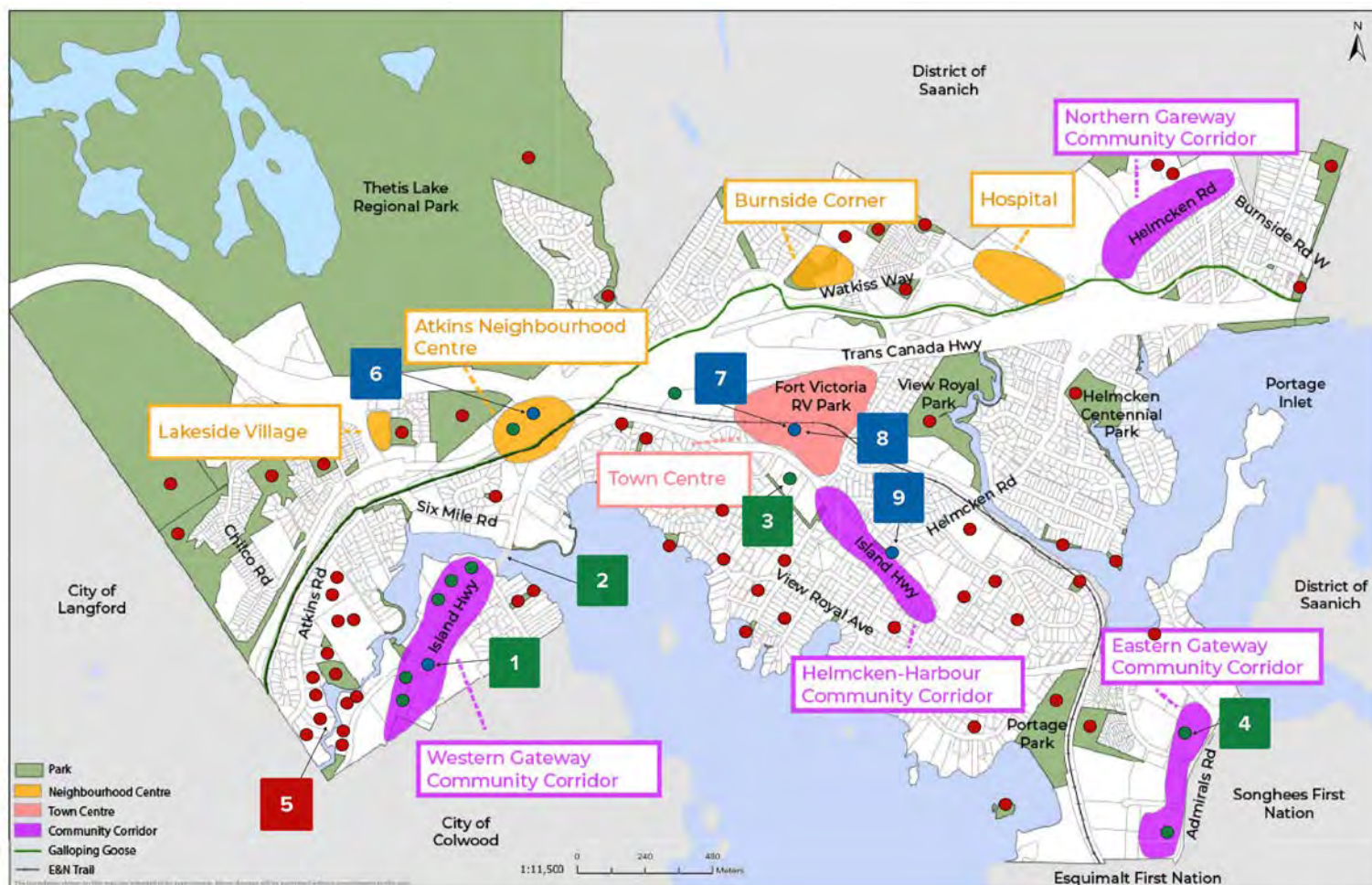


Number	Comment
1	Future BC Transit hub: suitable for high density (10+ storeys)
2	Relatively flat land. Good for mixed-use development (10+ storeys)
3	Idea: Redevelop CRD building to make affordable housing above (10+ storeys)

4	Good location but not without transit. Needs to be worth it for land owners (e.g. allow 20+ storeys)
5	Already build out
6	Already build out
7	Don't concentrate in one area (i.e. no Town Centre)
8	Land is not flat. Old trees. No more than 4 storeys
9	Idea: more medical services
10	Idea: "old town markets" like Estevan Village in Oak Bay
General Comment	Don't pigeonhole certain types of businesses for a commercial space or they will remain vacant
General Comment	Need to reduce stigma of taking transit
General Comment	Create spot locations for small local businesses

Group 2

● Density ● No Density ● Business/Commercial



Number	Comment
1	Good location for businesses
2	Idea: widen bridge
3	Townhouses
4	Dense housing development next to transit corridor and established commercial area
5	Protect Millstream & Pollock Farm
6	Good location for medical centre

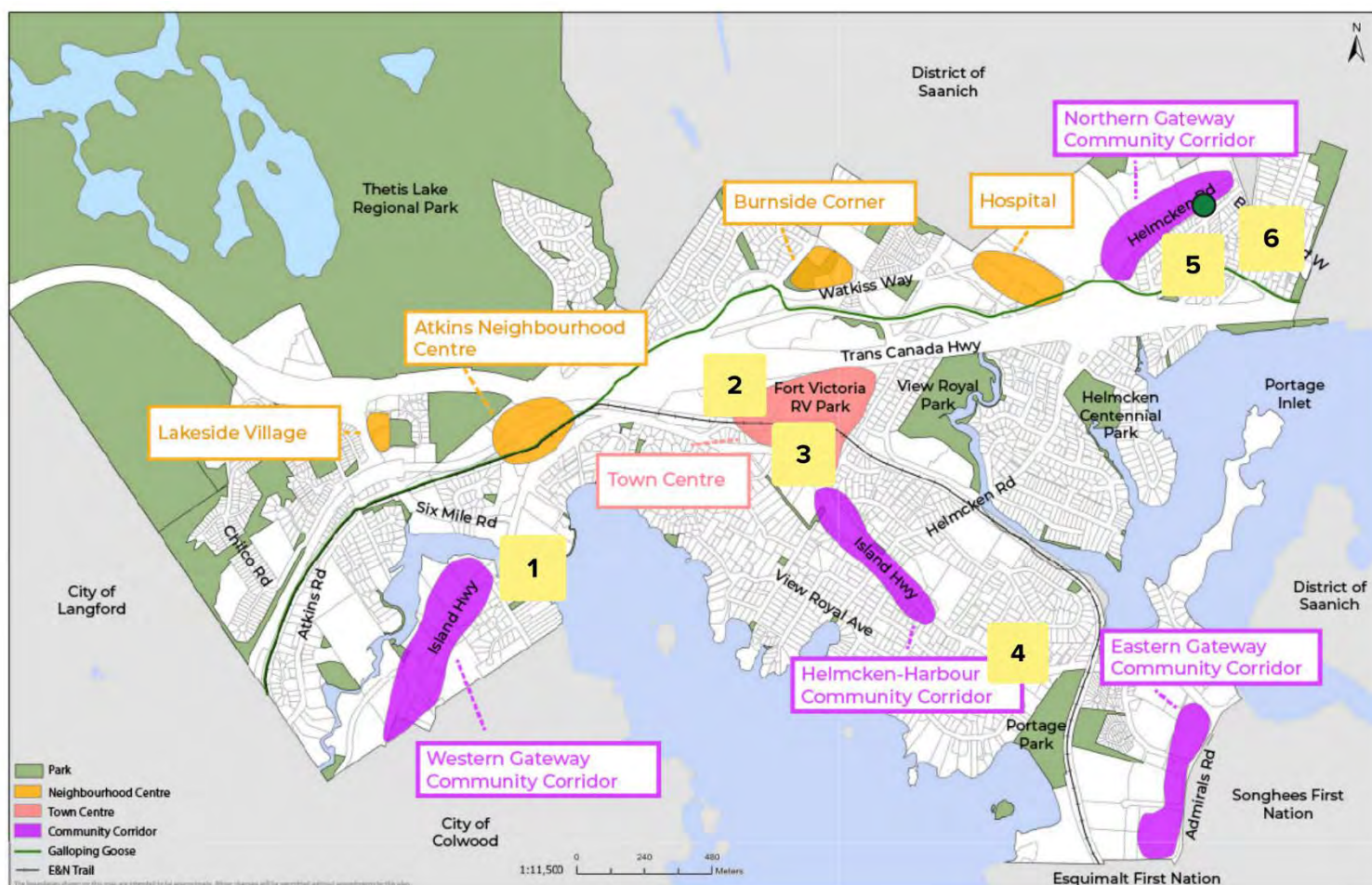
7	Ideas: water park, recreation, misting centre, medical centre, coffee shop
8	European style / walkable (Tuscan village) - 4 storeys
9	Grocery store
General Comment	No growth in established areas

WHAT WE HEARD: MARCH 13 (AFTERNOON)

In total, 6 community members participated in the March 13 (afternoon) land use and housing workshop. The maps below are a digitize representation of the input and discussion.

1. How do we grow and develop in the future?

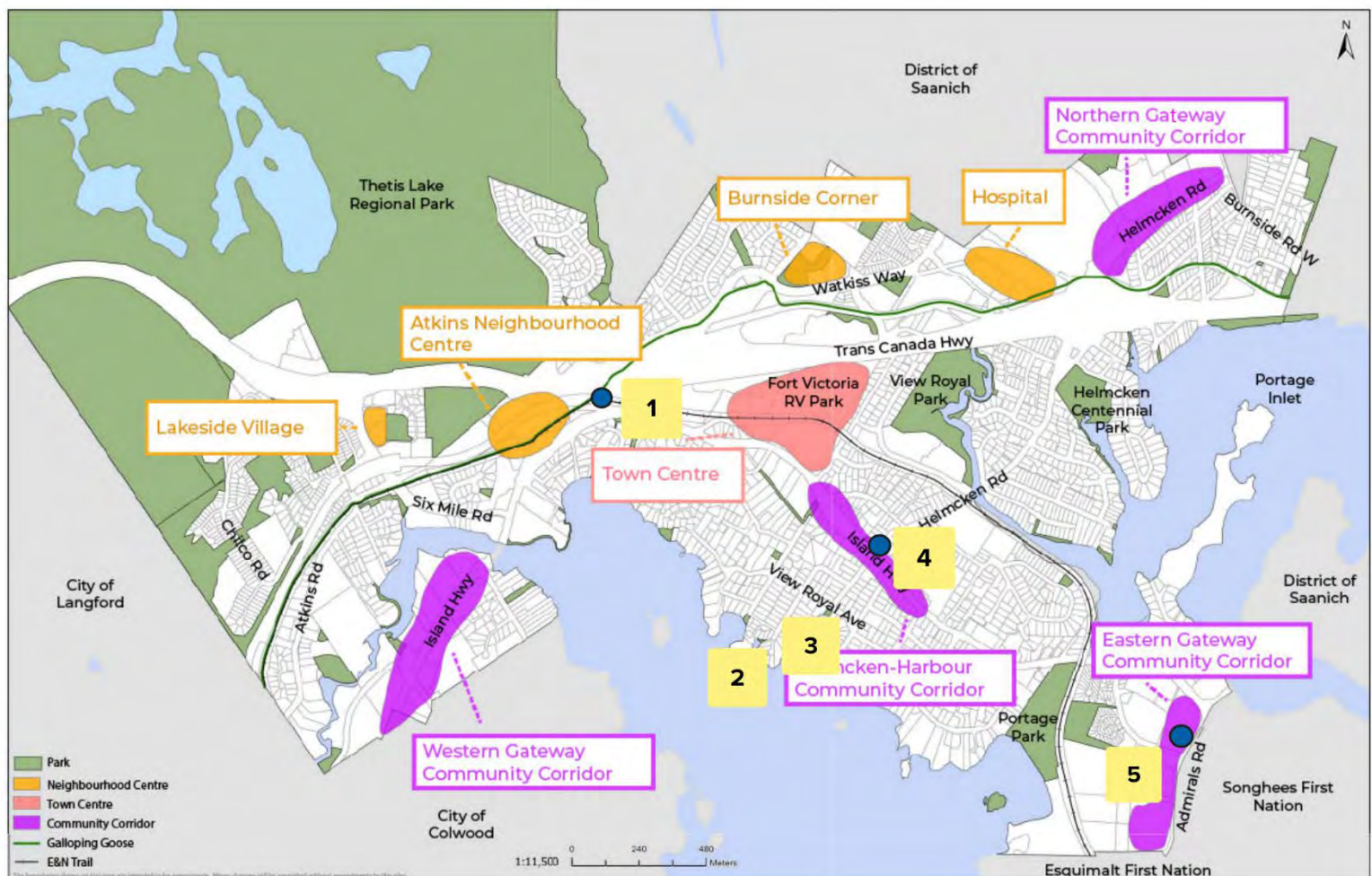
● Density ● No Density ● Business/Commercial



Number	Comment
1	Opportunity to expand the Western Gateway Community Corridor. Upgrade the bridge to connect the two sides
2	Lack of a town centre – is a real weakness of the community
3	What will developing Ft Victoria mean for traffic and people traveling through?
4	Could Town Hall be redeveloped to be more of a Town Centre?
5	Important to ensure we have supports for the infrastructure when adding density
6	Bottleneck of vehicles - we need to consider the traffic when doing initial planning

2. What kind of services & businesses does View Royal need?

● Density
 ● No Density
 ● Business/Commercial



Number	Comment
1	Small produce markets, convenience shops, work/live studios for artists and crafters, walkable pop-up markets at the E&N/Galloping Goose junction
2	A water sports launch at the end of Helmcken would be great, Thetis has one SUP shop
3	Water sports and equipment rentals - plus better shore access to safely launch
4	Could the commercial space on Helmcken /Island Hwy be a medical clinic?
5	Walk-in medical clinic
General Comment	First Nations are doing their own medical facility. Could there be a collab with them?
General Comment	Could adopt the Colwood medical clinic concept
General Comment	Need at least one bookstore

3. Does the Town of View Royal need a Town Centre?

 Alternative Town Centre location



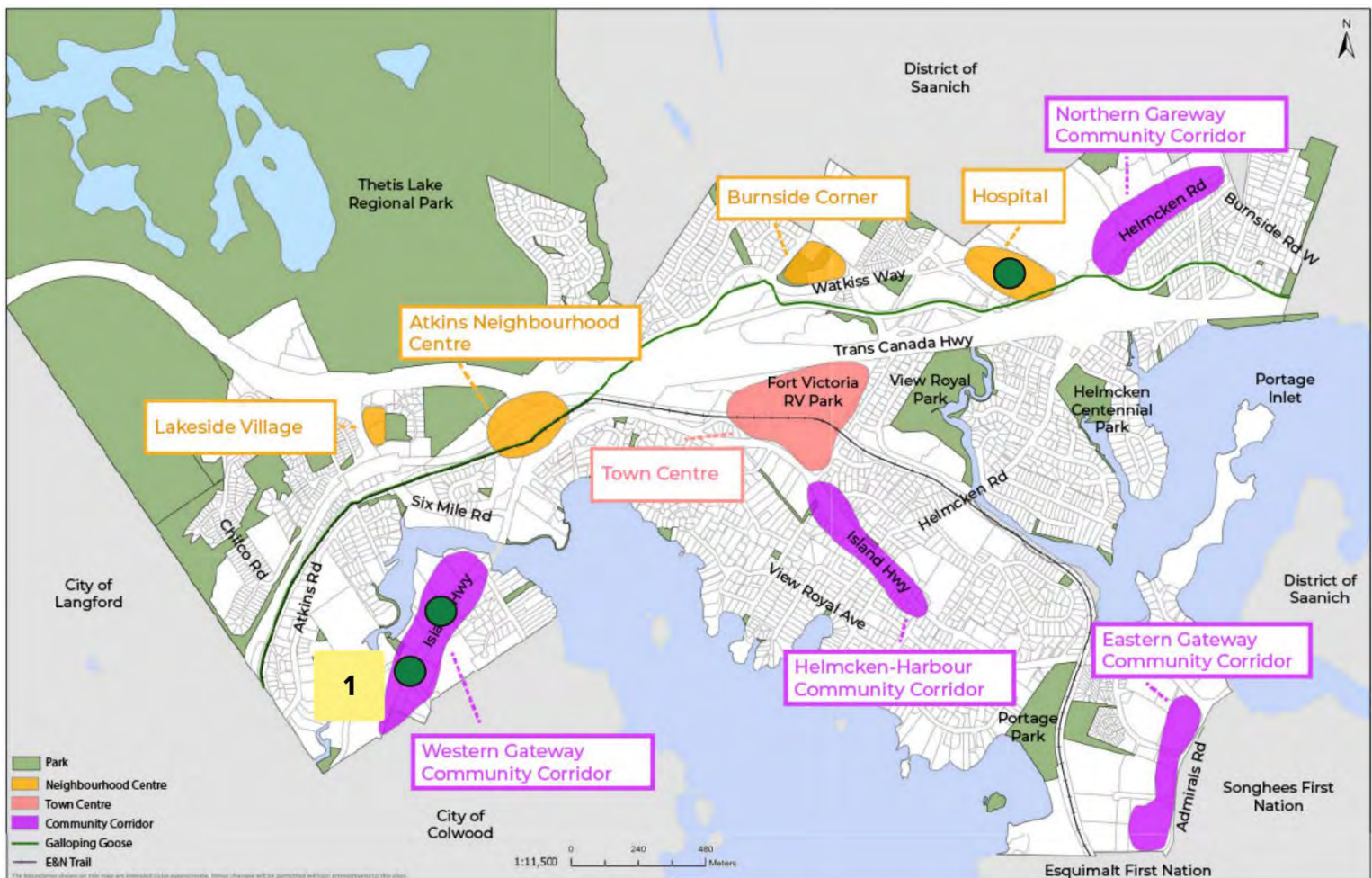
Number	Comment
1	Priority to upgrade the bridge should be higher - needs to happen sooner (could it be a West Shore initiative as it is use by multiple communities?)
2	What will developing Fort Victoria mean for traffic and people traveling through?
3	Sounds like a good idea but difficult to pull off. Not sure how to do it if not led by the Town.

WHAT WE HEARD: MARCH 13 (EVENING)

In total, 5 community members participated in the March 13 (evening) land use and housing workshop. The maps below are a digitize representation of the input and discussion.

1. How do we grow and develop in the future?

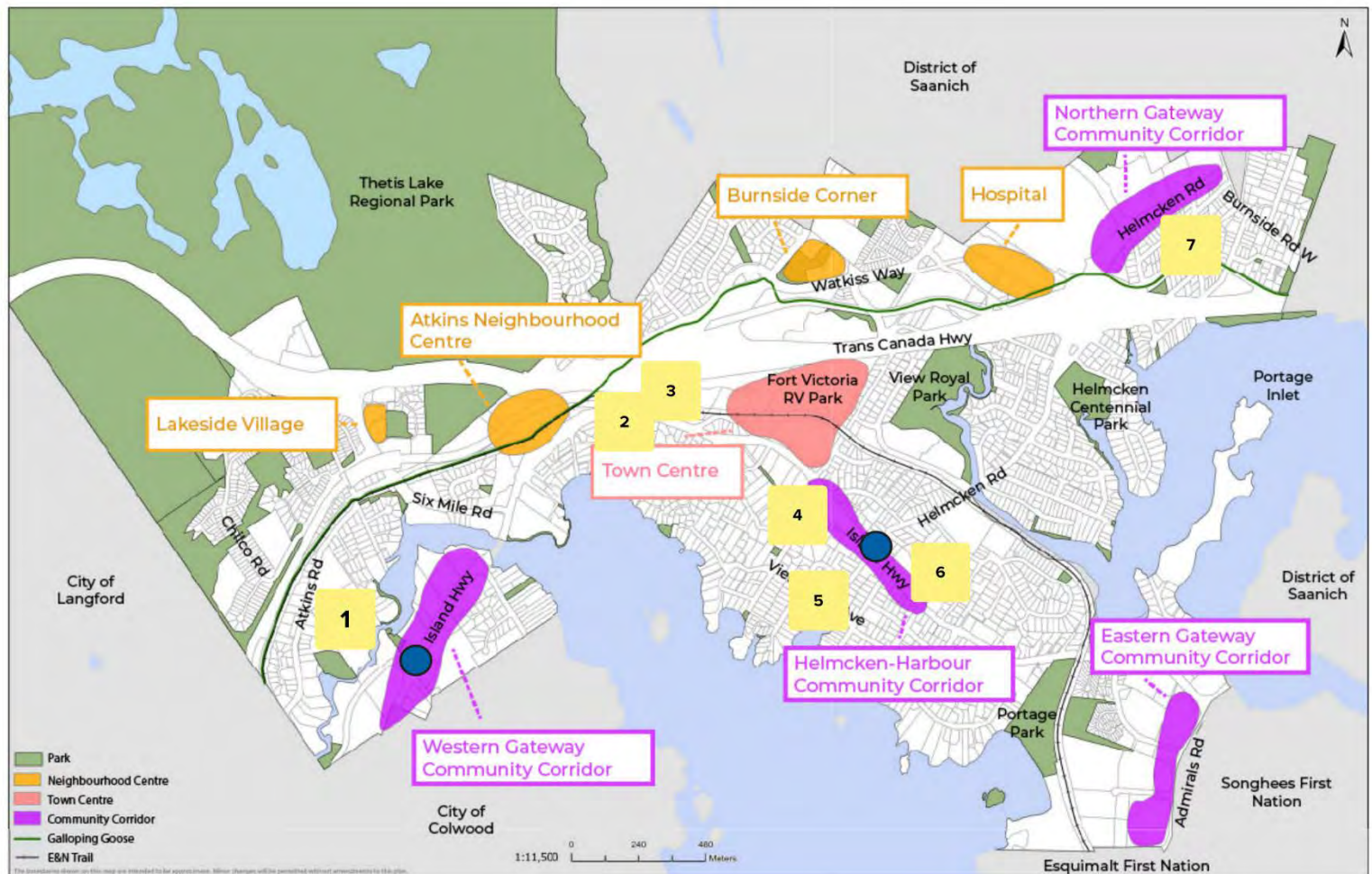
● Density ● No Density ● Business/Commercial



Number	Comment
1	Commercial/residential
General Comment	Neighbourhood Centers: Lakeside is built out, Burnside is built out, Hospital is a TOA, Atkins is owned by BC Transit for park and ride

2. What kind of services & businesses does View Royal need?

● Density ● No Density ● Business/Commercial



Number	Comment
1	More light industry and commercial in the Western Gateway with tall towers of residential. Good access to transit and roads.
2	Land use designations supporting the need for more transit.
3	Additional services: better transit on Island Highway headed toward Western Gateway.
4	Age of buildings make it a good area for re-development.
5	The area around Island Highway and Helmcken would benefit from a corner store/small grocer.

Number	Comment
6	Focus on the NMU designated land in the Helmcken Harbour corridor. Do not expand that purple corridor blob it already has potential for dozens of businesses and hundreds of dwelling units.
7	Northern Gateway: mostly built out, focus on re-assessing how to develop the remaining lots. Re-evaluate the land use designations in this area. Ask the people in this area: what do they envision?

3. Does the Town of View Royal need a Town Centre?

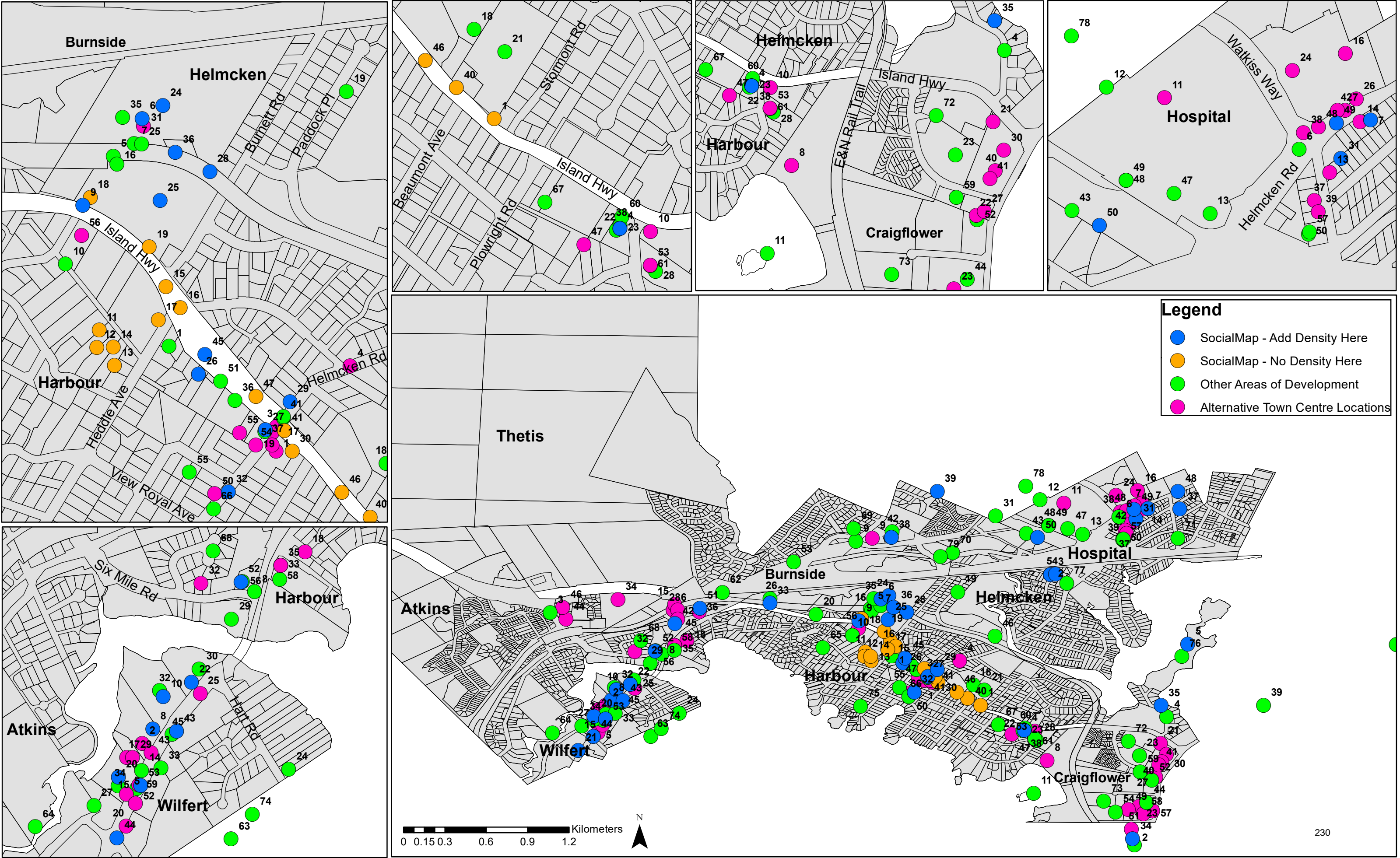
 Alternative Town Centre location



Number	Comment
1	More of a neighbourhood centre and not a Town Centre.
2	The Fort Victoria area does have huge potential in the very long term. Could we think of other ideas also? A huge park would be another form of Town Centre, or a rec centre or senior's housing centre.
3	The 2020 Land Economics Study told us that the Fort Victoria Town Centre is not economically viable to develop until high rises are allowed. Need to better understand what is happening with the E&N trail before putting anything in the OCP about these lands.
General Comment	We are a town with Neighbourhood Centres. The Neighbourhood Centres are each like a small version of a Town Centre.

Appendix 1

Question 7, 8 and SocialMap Responses







Official Community Plan Review Update - What We Heard Report #2: How We Grow



Summary of Public Engagement

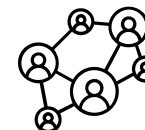
- **Community Growth Survey & Social Map**
 - March 7 – April 4, 2025
 - Project Webpage (Engage View Royal)
- **Open House**
 - March 8 at Victoria Scottish Community Centre (10:00 am to 2:00 pm)
 - March 12 at Town Hall (5:00 – 8:00 pm)
- **Workshops**
 - In-person workshop on March 9 at Victoria Scottish Community Centre (10:30am – Noon)
 - Virtual Workshops on March 13 (12:00 – 1:30 pm & 7:00 – 8:30 pm)



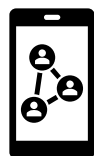
Public Engagement Process (March 7 – April 4)



Project Webpage (Engage View Royal): 930 Views
& 563 Visitors & 234 Contributions



Pop-ups: 16 people engaged



Social Media

Facebook:

19 Posts
Views: 7,630
Reach: 4,824
Interactions: 57

Instagram:

19 Posts + 1 Story
Views: 615
Reach: 514
Interactions: 64

Bluesky:

19 Posts
Likes: 29
Shares: 2
Comments: 2



Goldstream Gazette Open house
and Workshop Advertisement:
February 26 and March 5
Articles: February 26 and April 2



View Royal E-Newsletter: March 2025
Email: Approximately 250 emails
News Release: February 26, March 7, March 28,
and March 31

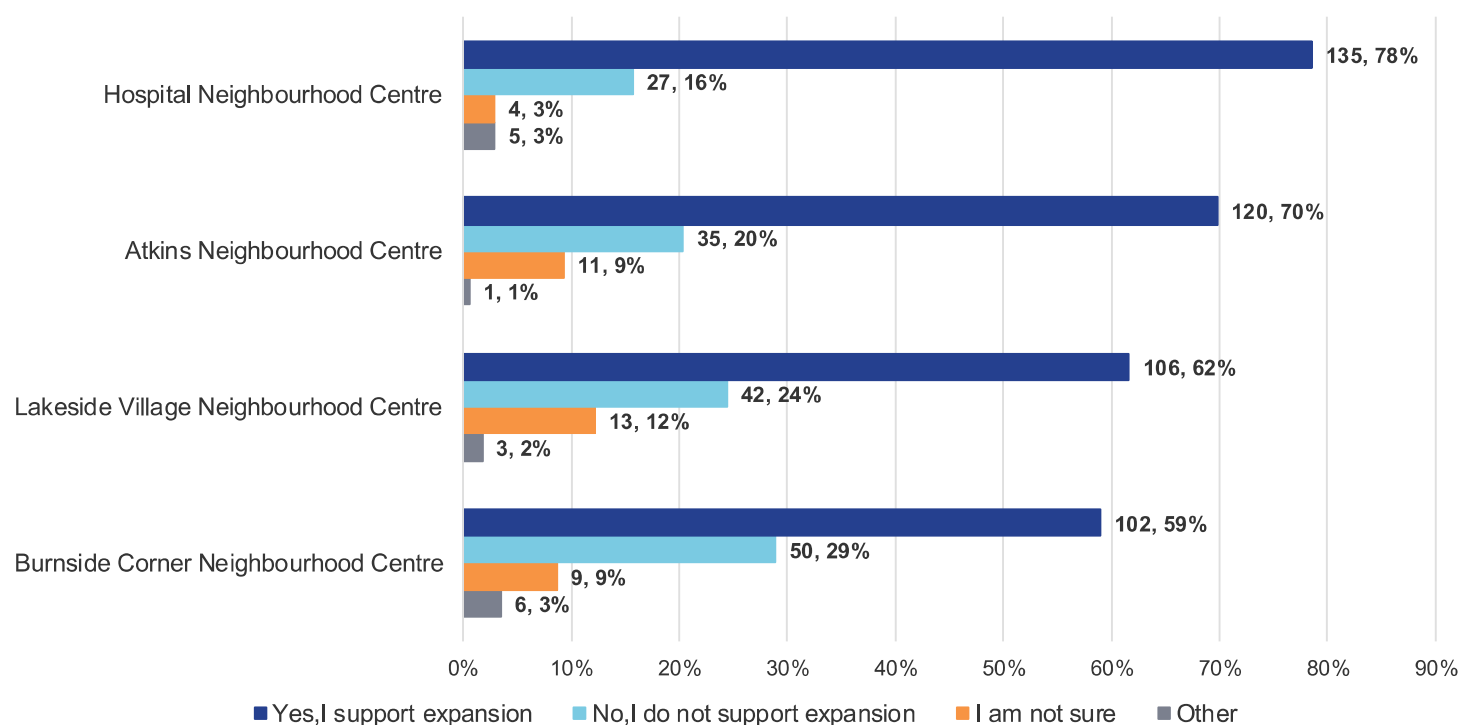


Open House and Workshop
Advertisement Posters: 17 (bus
stops, businesses, Town Hall)



Themes – Community Growth Survey

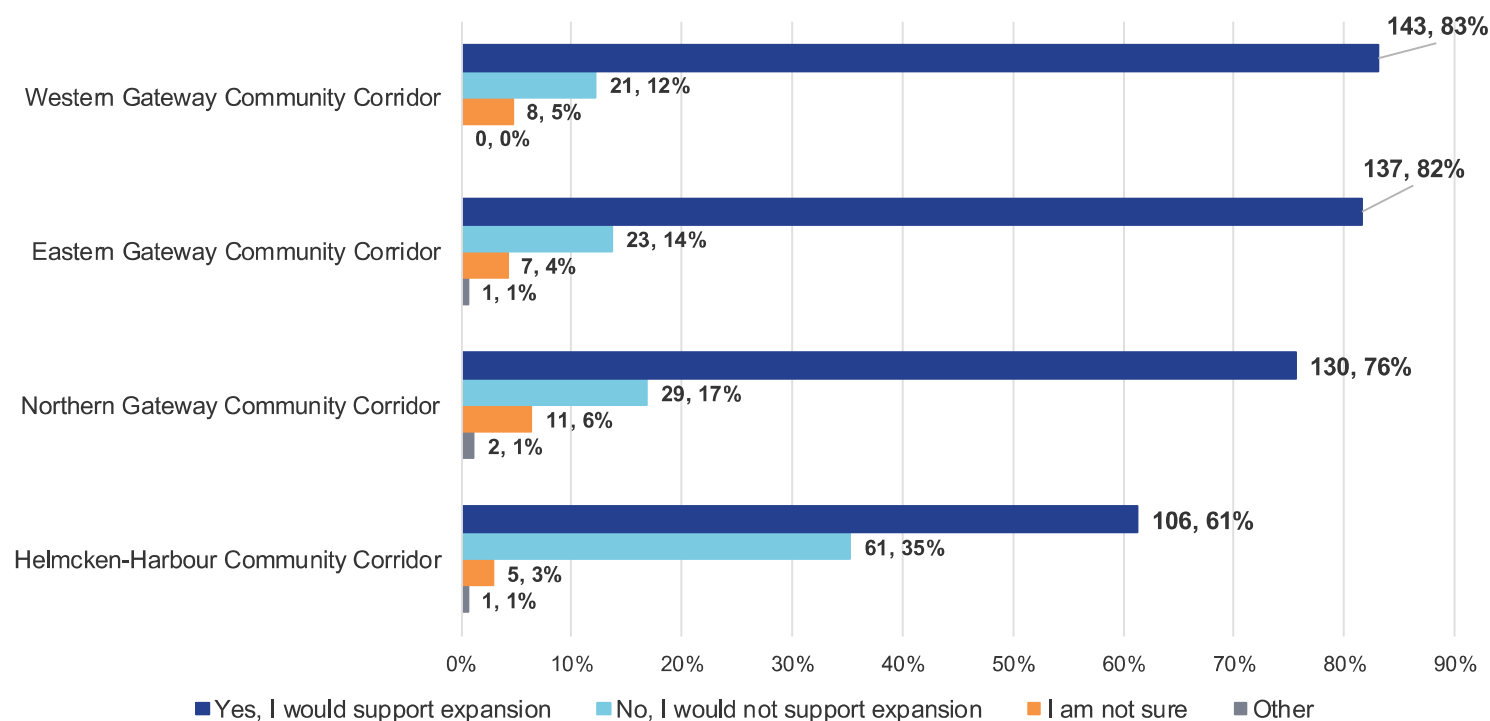
Question 1: To facilitate growth over the next 20 years, would you support expansion of our existing Neighbourhood Centre to provide additional higher density residential and mixed-use development in these areas?





Themes – Community Growth Survey

Question 3: To facilitate future growth over the next 20 years, would you support expansion of our existing Community Corridors, to support transit use and transit-oriented development?





Themes – Community Growth Survey

Question 5: The Town's existing OCP includes policy that support the concept of developing a Town Centre, a compact, high-density transit-oriented development area that would include a mix of residential, commercial, civic, and cultural uses, including mixed use buildings up to 4 storeys, to provide a centralized activity hub for the Town. The Town Centre concept was never developed. Do you still support the development of a Town Centre in View Royal?

- *63% of respondents support the development of a Town Centre*



Themes – Community Growth Survey

Question 6: Do you support the development of a Town Centre at the Fort Victoria RV Park site location?

- 52% of respondents support the Fort Victoria RV location for a future Town Centre



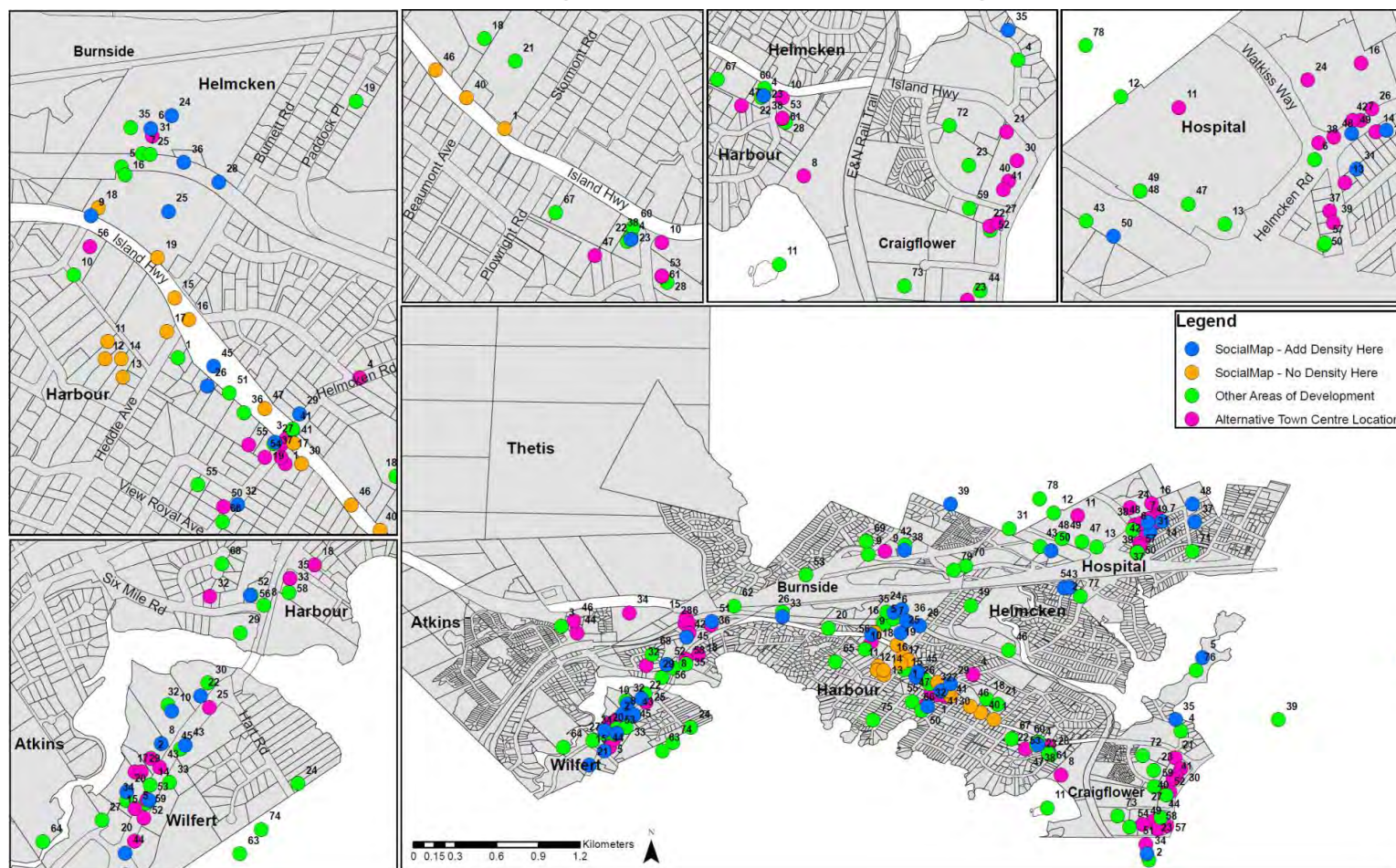
Themes – Community Growth Survey

Question 7: If you do not support the existing proposed location of the Town Centre at Fort Victoria RV Park, do you have an alternative location that would be better suited for a Town Centre?

Question 8: In addition to the identified growth areas in our Neighbourhood Centres, Community Corridors, and a Town Centre, are there additional areas in the Town that you think would support additional residential and mixed-use development and density of 4 to 6 storeys.



Themes – Community Growth Survey





Themes – Community Growth Survey

Question 9: What type of business or service would you like to see included in mixed-use developments? (Select all that apply).

The top three responses are:

- 87% of respondents would like restaurants or cafes
- 82% of respondents would like health services (doctor office, clinic, labs)
- 64% of respondents would like a grocery store



Themes – Community Growth Survey

Question 10: How should the Town's Western Gateway Community Corridor develop in the future?

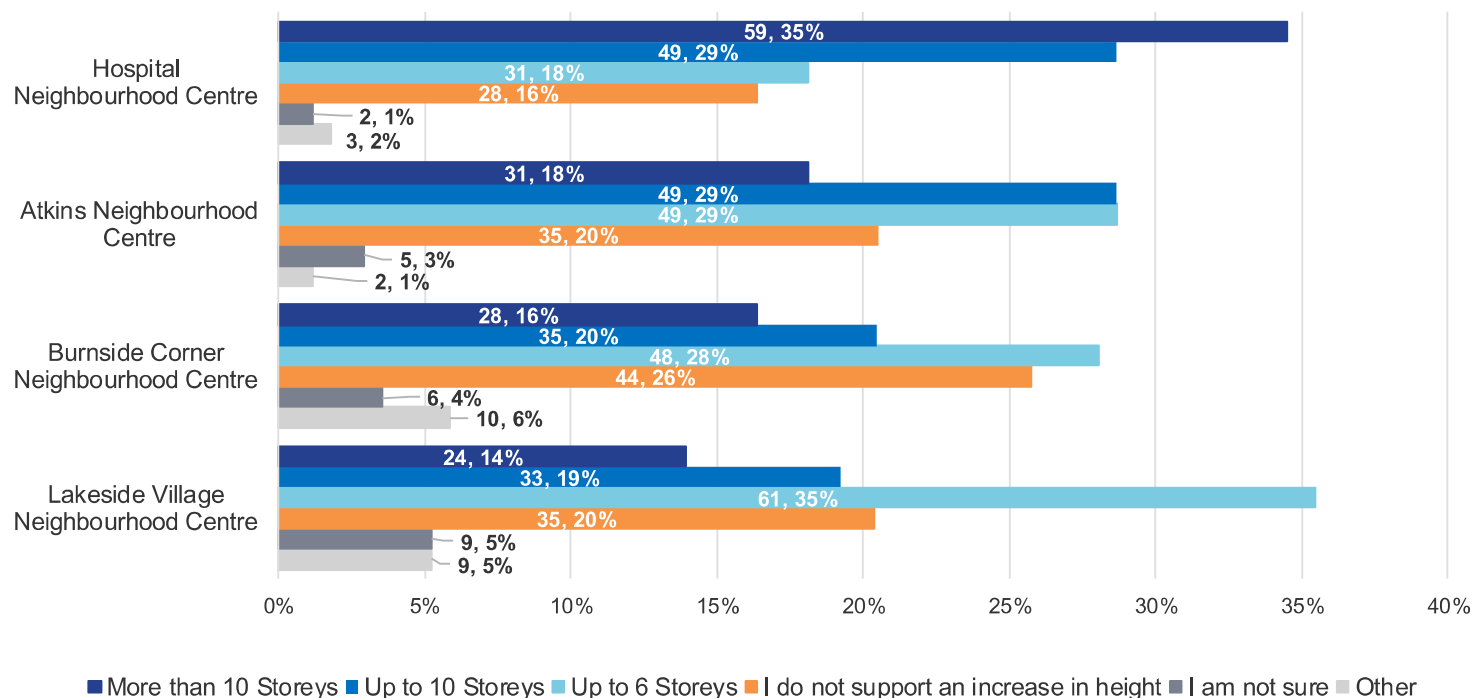
The top three responses are:

- 51% of respondents said commercial and light industrial uses with some residential
- 18% of respondents said commercial and light industrial uses
- 10% of respondents said residential only



Themes – Community Growth Survey

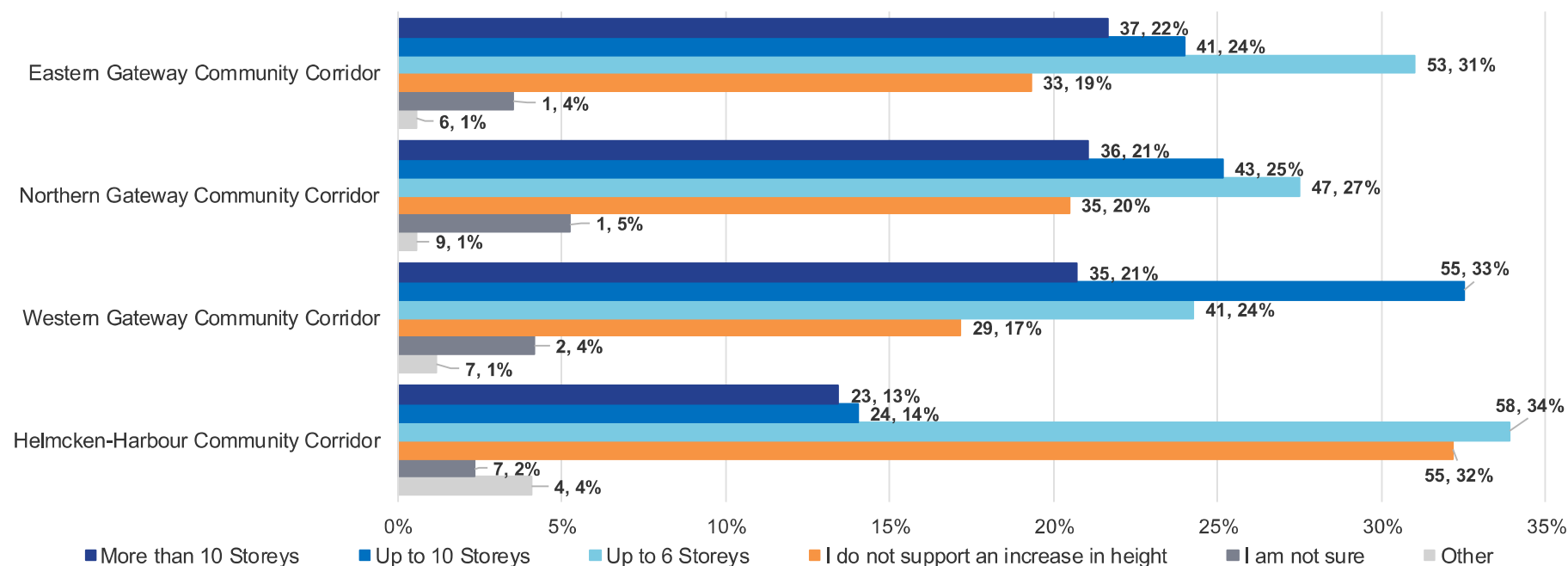
Question 11: Please complete the table below, indicating your support to increase the height of buildings within the Town’s existing Neighbourhood Centres.





Themes – Community Growth Survey

Question 13: Please complete the table below, indicating your support to increase the height of buildings within the Town’s existing Community Corridors.





Themes – Community Growth Survey

Question 15: The Town would like to know what factors may influence your decision in permitting taller buildings. Please provide a short explanation or bullet points to detail what other factors may influence your decision to support an increase in the maximum permitted height of a building. Factors that you may think about are the buildings proximity to transportation, access to on-site or off-site green space and amenities, environmental sustainability, or inclusion of affordable and below market units.

The top five factors that respondents seemed to align on that staff identified in their analysis of the comments provided are as follows:

- 33% *building and site design*
- 29% *density*
- 23% *building character/height transition*
- 16% *affordable housing*
- 14% *proximity to transportation*



Recommendation

THAT the report titled “Official Community Plan Review Update: OCP What We Heard Report #2 – Community Growth Survey and Engagement Week #2 from the Senior Planner and dated April 25, 2025, be received.



TOWN OF VIEW ROYAL OFFICIAL COMMUNITY PLAN REVIEW ADVISORY COMMITTEE

TO: Official Community Plan Review Advisory Committee **DATE:** April 25, 2025

FROM: Stirling Scory, RPP, MCIP
Senior Planner

MEETING DATE: May 5, 2025

OFFICIAL COMMUNITY PLAN REVIEW UPDATE: ENGAGEMENT TOUCHPOINT #2

RECOMMENDATION:

THAT the report titled “Official Community Plan Review Update: Engagement Touchpoint #2” prepared by the Senior Planner and dated April 25, 2025, be received.

PURPOSE:

The purpose of this report is to provide the Committee with an overview of upcoming engagement on the Official Community Plan (OCP) update and review that is planned in May and June.

BACKGROUND:

Engagement material is being prepared for the upcoming engagement on the draft land use scenarios and designations. This third engagement touchpoint during Phase 1 of the OCP update will take place between May 16 and June 8, 2025.

During this period, the Town will focus on both in-person and online engagement, offering two main ways for community members to participate: an online survey and open houses.

The online survey and open houses are designed to:

- Present the draft land use scenarios and designations.
- Ask respondents to identify which scenario is preferred.
- Ask respondents to identify what elements of each scenario they like or dislike and why.
- Ask respondents to provide input on specific growth areas identified in the draft scenarios and whether these are supported or not and for what reasons.

- Ask respondents to review the draft vision statement and goals and ask if we ‘got it right’ based on feedback from the Vision and Guiding Principles Survey.

The Land Use and Growth Scenario Survey will be open from May 16 to June 8, 2025.

The open house schedule is as follows:

- Tuesday, May 27 from 6:30 to 8:30pm at Eagle View Elementary
- Sunday, June 1 from 10:00am to 2:00pm at Strawberry Vale Community Club Hall
- Wednesday, June 4, 4:30 to 7:30pm at View Royal Town Hall.

In addition to the survey and open houses, staff propose to host pop-up events around the community. These events will raise awareness and encourage broader participation in the Land Use and Growth Scenario Survey.

Staff have identified the following locations to set up pop-up events:

- Eagle Creek Village
- Admirals Walk
- View Royal Park
- Portage Park
- Eagle View Elementary School
- View Royal Elementary School
- Shoreline Middle School

To promote and raise awareness about the project, staff will continue to connect with the community through a variety of outreach methods, as follows:

- Social media (Facebook, Instagram, BlueSky)
- View Royal E-Newsletter
- Mayor Release
- News Release
- Stakeholder Emails
- Project Webpage
- Town Webpage
- Posters (parks, businesses, bus stops, Town Hall)

COMMENTS:

The period of engagement between May 16 and June 8, 2025 marks the third of four touchpoints the Town has planned as part of the Phase 1 Official Community Plan (OCP) review and update. Staff are proposing to focus their efforts around another engagement week to take place between May 27 and June 4, 2025. Engagement Week #2 marks a key point in the OCP update process, as staff shift focus to look at the OCP land use designations and growth scenarios.

The two previous touchpoints, the *Vision and Guiding Principles Survey*, and *Community Growth Survey* have informed the draft land use designations and growth scenarios, along with technical memos that have been prepared by the project consultant, Urban Systems. The technical memos completed include a *Land Economics Study Memo* and *Housing Capacity Analysis and Land Use Scenario Memo*. The update prepared by Urban Systems accounts for the housing legislation and anticipated housing need for the Town over the next 5- to 25-years.

The expected outcome of this engagement period will be clear direction that may inform the 50% draft that staff and the consultant will begin drafting for presentation to the OCP Advisory Committee and Council in the summer.

Respectively submitted by:

Stirling Scory
Senior Planner

ATTACHMENTS:

1. Land Economics Memo
2. Land Economics Study (2021)

DATE: April 14, 2025
TO: Leanne Taylor, Director of Development Planning, Town of View Royal
FROM: Urban Systems Ltd.
FILE: 2032.0009.01
SUBJECT: Town of View Royal Land Economics Study Update (2025)

1.0 INTRODUCTION

Urban Systems was retained by the Town of View Royal to update the Official Community Plan which will set out the community's land use vision for 2025 to 2050. As part of the project, Urban Systems was retained to prepare high-level market opportunity assessments for retail / commercial, office and hotel uses, and to prepare case study financial feasibility assessments for mixed-use development, including light industrial uses. Each is intended to inform land use and related policy within the OCP. All analyses are intended as updates to a report prepared by Coriolis Consulting for View Royal in 2021, entitled *Land Economics Study: Evaluation of the Prospects for New Urban Development*.

The purpose of this memo is to present:

- Updates to the **commercial space demand projections** for View Royal for 2025 to 2050 based on most recent population projections of municipalities and relevant trade area geographic extent;
- Updates to the **office space demand projections** for View Royal for 2025 to 2050 based on recent office development trends;
- Update the **hotel demand projections** based on recent hotel development trends for 2025 to 2050; and
- Assess the **development viability of different mixed-use scenarios** (retail, office, and light industrial) across case study sites in View Royal.

As this is an update to the 2021 study, many of the assumptions from the original study were retained. Where it was deemed necessary, and to the extent made feasible by allotted time and budget, market inputs were updated based on Urban Systems' (USL) conversations with local developers and brokers. These updated inputs, and data or methodological limitations, are called out throughout the memorandum.

2.0 RETAIL, OFFICE, AND HOTEL DEMAND PROJECTIONS

This section presents the demand projections for retail, office, and hotel space for View Royal for the next 25 years from 2025 to 2050.

2.1 POPULATION PROJECTION UPDATE

Following the approach adopted by Coriolis Consulting in the 2021 report, the population projections for the Town of View Royal and the Capital Region have been updated and adopted as the base for commercial-retail demand projections, focusing on the following geographic areas:

1. Town of View Royal
2. Local trade area for View Royal
3. Subregional trade area for View Royal
4. Capital Regional District (i.e., Greater Victoria Area)

The population projections are updated based on the most current BC Stats population projections at the municipal level (February 2025). The results are shown in Table 1 below.

Following the approach adopted in the 2021 report by Coriolis, the commercial trade area for View Royal is divided into “local” and “subregional” trade areas:

- The **local trade area** includes View Royal, Esquimalt and Vic West. This trade area captures spending from residents of these communities who will likely conduct most of their day-to-day shopping (i.e., spending at supermarkets, pharmacies, services) within this trade area.
- The **subregional trade area** is a broader geography and includes View Royal, Esquimalt, Vic West, Colwood, Langford, Highlands and Metchosin. This is intended to understand demand for retail spaces within the local trade area, as well as demand for larger or specialized businesses that will draw in residents from outside of the local trade area.

Table 1 Population Projections, View Royal and Commercial Trade Area, 2025-2050

	Estimate		Projected					Average Annual Growth Rate, 2025-2050 (%)	2021 Coriolis Projected Average Annual Growth Rate, 2019-2040 (%)
	2019	2025	2030	2035	2040	2045	2050		
View Royal	11,318	13,085	13,860	14,827	15,623	16,230	17,128	1.1%	1.8%
Esquimalt¹	18,716	19,116	19,520	19,932	20,353	20,783	21,221	0.4%	1.2%
Victoria West²	8,138	8,744	8,839	9,138	9,536	9,957	10,286	0.7%	1.8%
Local Trade Area	38,172	40,945	41,269	42,489	43,802	44,983	46,347	0.5%	1.5%
Langford	42,653	60,407	72,625	83,755	89,512	93,073	103,695	2.2%	3.3%
Colwood	18,867	22,273	23,314	24,916	26,879	28,971	30,939	1.3%	1.4%
Metchosin	5,168	5,288	5,059	4,956	4,912	4,887	4,792	-0.4%	1.4%
Highlands	2,481	3,018	3,207	3,409	3,599	3,753	3,963	1.1%	0.4%
Subregional Trade Area	107,341	131,931	145,474	159,525	168,704	175,667	189,736	1.5%	2.2%
Greater Victoria Area	418,262	465,807	478,193	498,776	517,401	534,088	552,668	0.7%	1.2%

The new population projections show that overall growth in the region will be slower than indicated in the previous 2021 report. The slower growth is driven by the projected regional trend overall as a result of slower immigration forecasted by BC Stats. The following projected trends from 2025 to 2050 are most notable:

- The local trade area population is expected to grow at an average annual rate of 0.5%, reaching about 46,350 by 2050. This is down from an average annual rate of 1.5% in the 2021 report.
- The subregional trade area population will grow at an average annual rate of 1.5%, reaching around 189,740 by 2050. This is down from 2.2% in the 2021 report.
- As a comparison, the Greater Victoria Area is projected to grow at an average annual rate of 0.7%. This is down from 1.2% in the 2021 report.

¹ The projected population for Esquimalt is derived from the historical 20-year average compound annual growth rate (CAGR) from 2001 to 2021 to better reflect the long-term population trajectory and the recent population and development growth observed in the community compared to the BC Stats projection.

² Victoria West population projection numbers are derived from applying the same proportion of Victoria West in 2019 reported in the Coriolis report relative to population estimates in Community Health Service Area (CHSA) 4111 Downtown Victoria / Vic West from BC Stats in 2019 to the population projection for the same CHSA area.

Figure 1 Boundaries of Geographic Area



Source: Coriolis Consulting Corp., Land Economics Study Evaluation of the Prospects for New Urban Development (2021)

2.2 RETAIL AND SERVICE DEMAND ANALYSIS

As outlined in the 2021 report, retail and service businesses are divided into two broad categories for the purposes of this forecast:

- **Local oriented** retail and service businesses – defined as businesses that meet the day-to-day needs of residents. Examples of local retail and service businesses include food stores, restaurants and cafes, drycleaners, hair salons, pharmacies, liquor stores, dollar stores, convenience stores, fitness outlets, local hardware stores, and bank branches.

- **Regional oriented** retail and service businesses – defined as regional businesses that draw customers in from a broader geography (i.e., ‘destination’ shoppers). The spending at these businesses are typically higher as they offer more specialized goods and services that draw customers from further afield. Examples of this type of business include clothing and department stores, home décor and large building supply stores, jewelers, chain restaurants,

The supportable retail and service floorspace in each trade area is derived based on benchmark supportable retail and service floorspace per capita metrics, for each of the above respective broad retail categories. The parameters identified in the 2021 Coriolis report were based on retail floorspace data by municipality as derived from BC Assessment Authority data in 2019³. These adopted as follows:

- A supportable “local oriented retail and service” space of **21 square feet per capita** among residents within the **local trade area**.
- A supportable “regional oriented” retail and service space of **15 square feet per capita** within the **region** (Based on the derivation of 19 square feet per capita of regional oriented retail space across the Capital Regional District, where 4 square feet per capita will be exported to other parts of the region such as Downtown Victoria and regional malls).

It should be noted that the supportable retail and service floorspace per capita parameters are derived based on 2019 commercial floorspace data from BC Assessment, which may not reflect the most recent local and regional trends in retail and commercial service floorspace. More recent retail inventory data from nearby comparable municipalities (e.g. Colwood) indicates similar prevailing retail floorspace per capita figures as those adopted for View Royal in this analysis; this check provides some further evidentiary basis for the floorspace per capita parameters presented in 2021 and adopted for this analysis. Should future inventory data from BC Assessment become available, or if an ‘on the ground’ inventory can be completed (preferable), then it is recommended that this analysis be updated. Further, a stand-alone retail demand analysis that delves into specific retail categories and category-specific shopping patterns could be undertaken at a future date, to provide greater insights into supportable floor area extent and tenant mix for View Royal as a whole, and for each of the Town’s retail nodes and corridors individually. Such an analysis could be used as the basis for developing retail attraction and retention strategies.

2.2.1 Local Oriented Retail and Service Space Projection

Per the 2021 Coriolis report, the local oriented retail and service space demand projection is broken out into lower and higher capture scenarios for View Royal:

- **Lower Capture Scenario:** View Royal captures about 50% of future trade area local oriented retail and service growth throughout the projection period from 2025 to 2050. The results are shown below in Table 2 below.
- **Higher Capture Scenario:** The higher scenario assumes that the proportion of future trade area local oriented retail and service growth by View Royal increases from 50% in 2025 to 75% from 2030 onwards. The results are shown in Table 3 below.

³ There are significant methodological limitations to using BC Assessment data for establishing an accurate retail inventory due to the way the leasable area is treated and coded in the dataset.

Table 2 Local Oriented Retail/Service Demand Projections – Lower Scenario

	Estimated	Projected				
	2025	2030	2035	2040	2045	2050
Local Area Trade Population	40,945	42,219	43,897	45,512	46,970	48,635
Local Trade Area Retail/Service Floorspace Per Person (SF)	21	21	21	21	21	21
Supportable Local Oriented Retail/Service Floorspace (SF)	860,000	887,000	922,000	956,000	986,000	1,021,000
Potential Growth in Local Trade Area Retail/Service Floorspace (SF)	n/a	27,000	35,000	34,000	30,000	35,000
View Royal Share	50%	50%	50%	50%	50%	50%
Potential Growth in View Royal Retail/Service Floorspace (SF)	n/a	13,500	17,500	17,000	15,000	17,500
View Royal Supportable Retail/Service Floorspace (SF)	430,000	443,500	461,000	478,000	493,000	510,500
Cumulative Local Oriented View Royal Retail/Service Growth From 2025 (SF)	n/a	13,500	31,000	48,000	63,000	80,500

Table 3 Local Oriented Retail/Service Demand Projections – Higher Scenario

	Estimated	Projected				
	2025	2030	2035	2040	2045	2050
Local Area Trade Population	40,945	42,219	43,897	45,512	46,970	48,635
Local Trade Area Retail/Service Floorspace Per Person (SF)	21	21	21	21	21	21
Supportable Local Oriented Retail/Service Floorspace (SF)	860,000	887,000	922,000	956,000	986,000	1,021,000
Potential Growth in Local Trade Area Retail/Service Floorspace (SF)	n/a	27,000	35,000	34,000	30,000	35,000
View Royal Share	50%	75%	75%	75%	75%	75%
Potential Growth in View Royal Retail/Service Floorspace (SF)	n/a	20,250	26,250	25,500	22,500	26,250
View Royal Supportable Retail/Service Floorspace (SF)	430,000	450,250	476,500	502,000	524,500	550,750
Cumulative Local Oriented View Royal Retail/Service Growth From 2025 (SF)	n/a	20,250	46,500	72,000	94,500	120,750

Results in Table 2 and Table 3 show that the incremental potential supportable **local oriented retail and service space** in the Town of View Royal ranges from **80,500 to 120,750 square feet** in the next 25 years, for an average supportable addition of **3,220 to 4,830 square feet of local retail per annum**.

2.2.2 Regional Oriented Retail and Service Space Projection

The regional oriented commercial forecasts include a lower and a higher scenario for View Royal:

- **Lower Capture Scenario:** Assumes that View Royal captures about 5% of future trade area regional oriented retail and service growth from 2025 to 2050. The results are shown in *Table 4* below.
- **Higher Capture Scenario:** The higher scenario assumes that the proportion of future trade area regional oriented retail and service growth increases from 5% in 2025 to 10% from 2030 onwards. The results are shown in *Table 5* below.

Table 4 Regional Oriented Retail/Service Demand Projections – Lower Scenario

	Estimated	Projected				
	2025	2030	2035	2040	2045	2050
Subregional Area Population	131,931	146,424	160,933	170,414	177,654	192,024
Subregional Orientated Retail/Service Floorspace Per Person (SF)	15	15	15	15	15	15
Supportable Subregional Area Retail/Service Floorspace (SF)	1,979,000	2,196,000	2,414,000	2,556,000	2,665,000	2,880,000
Potential Growth in Subregional Area Retail/Service Floorspace (SF)	n/a	217,000	218,000	142,000	109,000	215,000
View Royal Share	5%	5%	5%	5%	5%	5%
Potential Growth in View Royal Retail/Service Floorspace (SF)	n/a	11,000	10,900	7,100	5,450	10,750
View Royal Supportable Retail/Service Floorspace (SF)	98,950	109,800	120,700	127,800	133,250	144,000
View Royal Retail/Service Growth From 2025 (SF)	n/a	11,000	21,900	29,000	34,450	45,200

Table 5 Regional Oriented Retail/Service Demand Projections – Higher Scenario

	Estimated	Projected				
	2025	2030	2035	2040	2045	2050
Subregional Area Population	131,931	146,424	160,933	170,414	177,654	192,024
Subregional Orientated Retail/Service Floorspace Per Person (SF)	15	15	15	15	15	15
Supportable Subregional Area Retail/Service Floorspace (SF)	1,979,000	2,196,000	2,414,000	2,556,000	2,665,000	2,880,000
Potential Growth in Subregional Area Retail/Service Floorspace (SF)	n/a	217,000	218,000	142,000	109,000	215,000
View Royal Share	5%	10%	10%	10%	10%	10%
Potential Growth in View Royal Retail/Service Floorspace (SF)	n/a	22,000	21,800	14,200	10,900	21,500
View Royal Supportable Retail/Service Floorspace (SF)	98,950	120,950	142,750	156,950	167,850	189,350
View Royal Retail/Service Growth From 2025 (SF)	n/a	22,000	43,800	58,000	68,900	90,400

Results in Table 4 and Table 5 show that the incremental potential supportable **regional oriented retail and service space** in the Town of View Royal ranges from **45,200 to 90,400 square feet** (SF) in the next 25 years, for an average addition of between **1,810 to 3,620 square feet of regionally oriented space per annum**.

2.2.3 Key Implications

Table 6 and Table 7 summarize the new overall lower and higher demand projections for retail and service area in View Royal.

Table 6 Overall Retail/Service Demand Projections – Lower Scenario

	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050	2025-2050
View Royal Projected Supportable Local Orientated Retail Floor Space Growth (SF)	13,500	17,500	17,000	15,000	17,500	80,500
View Royal Projected Subregional Orientated Retail Floor Space Growth (SF)	11,000	10,900	7,100	5,450	10,750	45,200
View Royal Projected Total Retail/Service Floor Space Growth (SF)	24,500	28,400	24,100	20,450	28,250	125,700
Average Projected Yearly Retail/Service Growth Per Time Period (SF)	4,900	5,680	4,820	4,090	5,650	5,028
	2025	2030	2035	2040	2045	2050
View Royal Supportable Retail/Service Floorspace (SF)	528,950	553,300	581,700	605,800	626,250	654,500

Table 7 Overall Retail/Service Demand Projections – Higher Scenario

	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050	2025-2050
View Royal Projected Supportable Local Orientated Retail Floor Space Growth (SF)	20,250	26,250	25,500	22,500	26,250	120,750
View Royal Projected Subregional Orientated Retail Floor Space Growth (SF)	22,000	21,800	14,200	10,900	21,500	90,400
View Royal Projected Total Retail/Service Floor Space Growth (SF)	42,250	48,050	39,700	33,400	47,750	211,150
Average Projected Yearly Retail/Service Growth Per Time Period (SF)	8,450	9,610	7,940	6,680	9,550	8,446
	2025	2030	2035	2040	2045	2050
View Royal Supportable Retail/Service Floorspace (SF)	528,950	571,200	619,250	658,950	692,350	740,100

The projection shows that the supportable total retail and service floorspace in View Royal could increase by between about **125,700 square feet and 211,150 square feet between 2025 and 2050**. This is equivalent to average annual retail and service growth of about 5,030 square feet to 8,450 square feet per year on average.

The updated projection shows a slower pace of growth in achievable floorspace compared to the previous estimates, which projected retail and service floorspace growth ranging from 11,000 square feet to 18,000 square feet per year. This lower projected growth is primarily driven by the updated population projections from BC Stats, which show a faster population pace – peaking at 2035, before slowing due to adjusted immigration projections.

2.3 OFFICE SPACE PROJECTIONS

The June 2021 Land Economics Report prepared by Coriolis assessed the potential for office growth in View Royal assuming a constant share of office demand across Greater Victoria. Under Scenario 1, the lower share of growth, Coriolis forecasted modest amount of growth for office development in View Royal (relative to the average annual growth in space from 2001-2019). However, due to tempered demand for office following the COVID-19 Pandemic, the Coriolis Scenario 1 forecast shows an annual average growth for the 2019-2025 period to be significantly higher than what the market has delivered to date.

Using data on office space development in Greater Victoria available from CoStar⁴, the Victoria Suburban Office market (i.e., the market in the CRD beyond the City of Victoria) shows only 2 new office buildings constructed since 2018 (though the City of Victoria has seen modest office development). According to Colliers, there is no suburban office space currently under development in the Greater Victoria Suburban market as of Q3 2024, indicating that even the modest forecast for office development in View Royal as projected by Coriolis will be significantly tempered for the first forecast period to 2025.

As a result of significant pullback in overall office demand as a concentration of new office development within existing clusters, and an overall market sentiment that is gravitating towards 'high amenity' locations, the office space forecast for View Royal prepared by Coriolis requires a revision. The Scenario 2 High Forecast is infeasible in the near term, likely at least until 2030. Based on the last 10 years of office development in View Royal, the Scenario 1 Lower Growth outlook may even be considered aggressive.

Based on the above and recent trends in office development, the Town should re-evaluate office space growth to 2031 to a much lower share of growth, and more modest thereafter to 2050. Based on recent development, the suburban share of Greater Victoria's office space is down from 35% in 2019 based on the Coriolis analysis, to 33% (as it was in 2006). We propose tempering the suburban office growth share under Scenario 1 to 33%, and View Royal's to 7.7% (as it was in 2001), kept consistent during the forecast period from 2025-2050. For Scenario 2, we assume the same 7.7% of suburban growth for the 2025-2030 period and increasing by 1% for each subsequent 5-years to 2050. The overall growth in floor space will remain the same for both scenarios, as the Greater Victoria market saw approximately 150,000 square feet of new office space under development in 2024, according to Colliers, confirmed by the net annual growth in office space between 2019 and 2023 according to the Co-Star data.

Table 8: Office Space Projections, Lower Growth Scenario

Average Annual Office Development (SF)		2019 to 2025	2025 to 2030	2030 to 2035	2035 to 2040	2040 - 2045	2045-2050
Greater Victoria			135,000	135,000	135,000	135,000	135,000
Suburban Office Market Share			33.0%	33.0%	33.0%	33.0%	33.0%
Suburban Office Market			44,000	44,000	44,000	44,000	44,000
View Royal Share			0.0%	7.7%	7.7%	7.7%	7.7%
View Royal			-	3,400	3,400	3,400	3,400
Projected Total Office Floorspace	2019	2025	2030	2035	2040	2045	2050
Greater Victoria ¹	12,898,405	13,708,405	14,383,405	15,058,405	15,733,405	16,408,405	17,082,405

⁴ We have interpreted CoStar's data very cautiously, as a number of errors and inconsistencies have been identified; namely, the construction of 40,000 square feet of office in Esquimalt in 2022 and 80,000 square feet in Langford in 2023 were listed in the CoStar database as being within the City of Victoria. However, we utilize other sources of data to validate the trends as well (such as office market reports from Colliers and other commercial brokerage firms).

Suburban Office Market Share	35.3%	35.1%	35.0%	34.9%	34.8%	34.7%	34.6%
Suburban Office Market²	4,551,601	4,815,601	5,035,601	5,255,601	5,475,601	5,695,601	5,915,601
View Royal Share	3.2%	3.1%	3.3%	3.4%	3.6%	3.8%	3.9%
View Royal	146,910	146,910	163,910	180,910	197,910	214,910	231,910
View Royal Growth from 2025 (sf)	n/a	-	17,000	34,000	51,000	68,000	85,000

¹ BC Assessment

² The suburban office market is the Greater Victoria office market excluding the City of Victoria

Table 9: Office Space Projections, Higher Growth Scenario

Average Annual Office Development (SF)		2019 to 2025	2025 to 2030	2030 to 2035	2035 to 2040	2035 to 2040	2035 to 2040
Greater Victoria		150,000	150,000	150,000	150,000	150,000	150,000
Suburban Office Market Share		33.0%	33.0%	34.0%	35.0%	36.0%	37.0%
Suburban Office Market		49,000	49,000	51,000	52,000	54,000	55,000
View Royal Share		0.0%	7.7%	8.7%	9.7%	10.7%	11.7%
View Royal		-	3,800	4,400	5,000	5,800	6,400
Projected Total Office Floorspace	2019	2025	2030	2035	2040	2045	2050
Greater Victoria¹	12,898,405	13,798,405	14,548,405	15,298,405	16,048,405	16,798,405	17,548,405
Suburban Office Market Share	35.3%	35.1%	35.0%	34.9%	34.9%	35.0%	35.0%
Suburban Office Market²	4,551,601	4,845,601	5,090,601	5,345,601	5,605,601	5,875,601	6,150,601
View Royal Share	3.2%	3.0%	3.3%	3.5%	3.8%	4.1%	4.5%
View Royal	146,910	146,910	165,910	187,910	212,910	241,910	273,910
View Royal Growth from 2025 (sf)	n/a	-	19,000	41,000	66,000	95,000	127,000

¹ BC Assessment

² The suburban office market is the Greater Victoria office market excluding the City of Victoria

2.3.1 Key Implications

Overall, we anticipate that office floorspace growth in View Royal is projected **to be between 85,000 square feet to 127,000 square feet between 2025 to 2050**. This is significantly lower than the figures indicated in the previous report due to the COVID-19 pandemic impacts and office market trends. Overall, due to View Royal's proximity to the Victoria General Hospital, it is anticipated there will be demand for medical related office space (e.g., professional and personal services).

2.4 POTENTIAL HOTEL ROOM DEMAND IN VIEW ROYAL

The 2021 Coriolis Report provided hotel room demand projections based on the following assumptions:

- 15% of the total hotel rooms in the Greater Victoria Area are located in View Royal's subregional trade area
- The subregional trade area will capture 15-20% of the hotel growth in the Greater Victoria Area
- View Royal will capture 25% of the subregional growth
- Overall total hotel room demand to grow by 2% a year

To update these projections, we corresponded with Destination Greater Victoria. Their data shows approximately 800 new hotel rooms are anticipated over the next 10 years in the Greater Victoria Area from 2025 to 2035. As of current, Destination Greater Victoria reports 6,200 rooms in the Victoria Greater Area.

Altogether this represents annual hotel room growth of 1.3%, which is lower than 2% annual growth assumption made in the Coriolis report in 2021. If we project a 1.2% growth trend forward, as shown in the table below, this results in 8,300 rooms by 2050.

Based on the assumption of market share capture used in 2021 Coriolis report, it is estimated 15% of the regional hotel room inventory is located in View Royal's subregional trade area in 2025, which grows to 20% in 2050. Of this, it is estimated that View Royal could capture approximately 25% of the hotel demand in the subregional trade area. As such, it is projected that View Royal could capture 63 rooms between 2025 to 2050. However, if growth continues on a similar pace as previously projected (2% annually), then View Royal could capture up to 101 rooms.

According to hospitality consulting company HVS, the View Royal market has excellent potential for hotel development, owing to significant visitation potential generated by the Victoria General Hospital, the Canadian Forces Base in neighbouring Esquimalt, and Royal Roads University in neighbouring Colwood, plus strong demand for leisure travel across the Greater Victoria region. Hotels in the West Shore subregion, such as the 10-year old Holiday Inn in Colwood, are performing well; the latter has consistently high occupancy rates and an average daily rate (ADR) of \$200. In addition, the subregion lacks decent quality rooms and very little of the existing inventory is branded other than the 4 Points Hotel in Langford and Westin in Bear Mountain.

Table 10 - Hotel Room Demand Projection

	Existing		Projected		
	2019	2025	2030	2040	2050
Number of Rooms in Greater Victoria	4,141	6,200	6,600	7,000	7,500
Greater Victoria Annual Growth	n/a	7.0%	1.3%	1.3%	1.3%
Increase in Greater Victoria Rooms	n/a	2,059	400	400	500
Study Area Share	n/a	15.0%	17.5%	20.0%	20.0%
Increase in Study Area Rooms	n/a	309	70	80	100
View Royal Share	n/a	0%	25%	25%	25%
Increase in View Royal Rooms	n/a	-	18	20	25
Total	2019	2025	2030	2040	2040
Number of Rooms in the Study Area	595	930	1,000	1,080	1,180
Number of Rooms in View Royal	-	-	18	38	63
View Royal Room Growth From 2025	n/a	n/a	18	38	63

3.0 ECONOMICS OF MIXED-USE DEVELOPMENT

As mentioned in Section 2.0, the updated population projections reveal modest need for new development in View Royal over the coming 10-20 years. View Royal can capture demand generated by a growing population and changing housing needs if new projects are financially feasible for developers, and if planning policies are supportive of new development.

Many of the areas in the Town designated for multifamily residential or mixed-use development already have existing structures. Consequently, new development will largely involve redeveloping and intensifying under-utilized properties. Our analysis includes a thorough evaluation of the economics of redevelopment and the

implications for the uses, heights, and densities required to make these projects financially viable. Notably, our analysis is reflective of the motion Council passed on January 25th, 2025, to require all new buildings with four or more storeys to dedicate the entire first floor to commercial or public-use space. This section provides a summary of our financial analysis and the corresponding viability of multi-use development.

3.1 APPROACH TO ANALYSIS

Our analysis aims to determine whether redevelopment is financially feasible for private developers based on prevailing and near-term anticipated development economics. To determine whether redevelopment is viable on any given parcel, or parcel assembly, a standard **land residual approach** is used.

Land residual analysis is used by developers to price land (i.e., what they can afford to pay for a given parcel), and by planners and land economists to model land price variations, development viability and development financial capacity to support various policy goals (e.g., amenity contributions, affordable housing contributions etc.). At its core, the land residual approach posits that in the absence of development constraints (physical or otherwise), land will be developed to a use that yields the highest land price. This is the **land residual**, after subtracting all development costs and a profit margin from the market price / value of a new development as though constructed. Whether a site is or is not attractive or ‘ripe’ for development is based on the **spread between the land residual and the value of the land ‘as-is’** (i.e., in its current state).

Using the example of a condominium apartment development, if the price of finished units, minus construction and financing costs and expected profit margin, roughly equals or exceeds the value of the parcel ‘as-is’, then redevelopment is sufficiently profitable to justify development activity. This calculation – land residual minus as-is value – is the **‘land lift.’** Where that lift is around or above zero, a project is able to pay at or above market value for the land and generate a reasonable rate of return. A slightly negative spread (i.e., negative lift) may still be viable at the margins, if a developer is willing or able to accept a slightly lower than typical rate of return. Further, if a landowner’s imputed land value is lower than the market ‘as-is’ value (i.e., if they have held the land for a long period of time), then the calculation of lift (and thus viability) may be different.

$$\text{Revenue (or value at completion)} - \text{Costs to Develop} - \text{Profit Margin} = \text{Residual Land Value (RLV)}$$

$$RLV \geq \text{as is land value} = \text{Viable Project}$$

$$RLV < \text{as is land value} = \text{Unviable Project}$$

For the purposes of this analysis, ‘as-is’ land values for case study parcels were assumed to be equal to the most recent values of each parcel (or parcel assembly) as established by BC Assessment.⁵ To those values, a 10% premium was added for single site development and a 20% premium was applied to land assemblies of 2 or more lots. The higher premium or site assemblies is applied under the assumption that a developer will need to pay a greater premium over existing value to create an incentive for multiple property owners to sell to a developer simultaneously.

It is important to highlight that financial viability alone does not guarantee development. Examples of contingent factors include:

- There must be market demand for the proposed project, such that anticipated revenues can be realized in a reasonable timeframe;

⁵ There are other potential values besides recent assessed value for parcels improved with an existing use. For instance, a parcel with a commercial use may be valued based on its income producing potential. Alternate base values may be considered in a future update.

- View Royal must approve the project; approval risk is factored into financial feasibility analysis in the form of added costs, including carrying costs of land, soft costs related to securing entitlements, and profit margin requirements;
- The current landowner must be willing to sell the property to a developer at a price supported by the permitted development.

3.2 CASE STUDY SITES ANALYZED

Following staff guidance, six case study sites (or site assemblies) were identified, to test mixed-use development viability in View Royal at various density thresholds. The selected sites are all located on or within proximity to the Island Highway Corridor. The table below summarizes key information about the test sites. Notably, Sites 1, 4, and 5 are land assemblies.

Table 11 - Case Study Site Summary

Site	Site Size (SF)	Current Structure	Current Zoning
1	28,314	Standard House	A1
1	117,612	Standard House	A1
1	89,298	Standard House	A1
Site 1 Total:	235,225		
2	31,363	Service Repair Garage	C-3
3	188,658	Automobile Showroom	C-7A
4	52,555	Fast Food Restaurant	C-7
4	13,286	Automotive Centre	C-7
Site 4 Total:	65,841		
5	7,182	Retail Store	C-1
5	5,184	Warehouse, Storage	C-1
5	6,246	Warehouse, Distribution	CD-17
5	6,578	Standard House	R-1B
Site 5 Total:	25,190		
6	375,727	RV Park	C-6

3.3 KEY ASSUMPTIONS

To analyze the test sites, our financial model reflects the cost and revenue assumptions outlined in the table below. Unless otherwise noted, these assumptions were informed by desktop market research along with interviews of local developers, brokers and financing underwriters.

Table 12 - Key Revenue and Cost Assumptions for Financial Analysis

	Strata Apartment	Retail	Office	Light Industrial / Light Industrial-Office
Unit Size	Avg. Unit Size: 750 sq.ft.	First floor retail space for all mixed use projects	First floor retail space for all mixed use projects	Assumed to be variable – n/a
Parking Requirements	1.4 stall/unit	1 stall/ 323 sq. ft ⁶		1 stall/ 538 sq. ft
Revenue / Value At Completion	\$750/sq.ft. Or \$562,000 / unit	\$35/sq.ft./annum Cap Rate: 5.75%	\$30/sq.ft./annum Cap Rate: 5.75%	\$25/sq.ft. /annum (light industrial and office) Cap Rate: 5.5%
Hard Costs (Including Parking)	\$394 / square foot			\$200 / square foot
Development Approvals Timeline	36 months from land purchase to project completion			
Financing Interest Rate	Land and construction financing at 7.0% and 75% LTV.			
Growth Charges	Municipal DCC rates, ⁷ CRD water DCC rates, ⁸ CAC per residential unit (\$4,000) ⁹			

Additional considerations for the key assumptions include:

- In terms of building height, we assume that a 1.6 FSR is roughly equivalent to a 4-storey building, a 2.0 FSR is roughly equivalent to a 5-storey building, and a 2.5 FSR is roughly equivalent to a 6-storey building.
- To provide consistency with the 2021 Coriolis Land Economics Study our financial model uses a 1.4 residential parking ratio. For retail and office parking, we have chosen 1 stall per 30m² as the requirement, however, the actual number of parking spaces will differ depending on the targeted use. Similarly, for light industrial uses, we have chose 1 stall per 52 m² but the actual number of parking spaces will differ depending on the targeted light industrial-office uses,
- Current market data shows an average of \$20 per square foot lease rate for Class B and C office buildings in the Greater Victoria Area.¹⁰ We have assumed \$30 per square foot in our financial model, with a vacancy allowance of 9%, to reflect the type of office space that the market is likely to support (e.g., professional and personal services), which is similar to retail spaces and require street-level space.
- For retail spaces, we have assumed a lease rate of \$35 per square foot lease rate with a vacancy allowance of 5%. This is on the high end of what the market can support, but is the minimum for what a developer may need to achieve in order to make a mixed-use development project viable. Further details are provided in the case study site results.

⁶ View Royal Zoning Bylaw No.900, 2014

⁷ View Royal Development Cost Charge Bylaw No.1011, 2019

⁸ Capital Regional District Bylaw No. 2758

⁹ View Royal Community Amenity Contributions Policy #6400-041

¹⁰ Colliers Q4 2024 Victoria Market Report

- For light industrial spaces, we have assumed a \$25 per square foot lease rate with a vacancy allowance of 3%. For stacked light industrial-office spaces, the office component is assumed as a \$25 per square foot lease rate due to the location of offices being situated on the second floor.

3.4 SUMMARY RESULTS OF FINANCIAL ANALYSIS

This section summarizes the results of our financial analysis for each case study site and corresponding redevelopment scenario. Further analysis is required to understand what building heights can be supported on each site based on these floor space ratios (FSRs) after accounting for site size and urban design requirements.

Each case study site was analyzed for the following mixed-use scenarios, with the exception of Site 6:

- Strata apartment development with first floor retail space at 1.6 FSR
- Strata apartment development with first floor retail space at 2.5 FSR
- Strata apartment development with first floor office space at 1.6 FSR
- Strata apartment development with first floor office space at 2.5 FSR
- Light industrial space at 0.45 FSR
- Stacked light industrial and office space at 0.9 FSR

We also ran the mixed-use strata apartments with retail or office spaces at 3.0 FSR to understand how development viability might change. On larger sites, a 3.0 FSR would likely push the building to beyond 6-storeys, and the increase in construction associated with the transition to a concrete building form has not been accounted for within this project scope. However, for sites that can accommodate 6-storeys at or under 3.0 FSR, we assume they would continue to be at wood-frame construction costs.

In order to remain consistent with the 2021 Coriolis Land Economics Study, Site 6 was tested at 2.5 and 2.0 FSR, as it is envisioned to be a Town Centre site. In addition, as Site 6 is a RV Park currently, we accounted for tenant assistance requirements per the Town's policy for the estimated 200 sites on the parcel assuming the site would require rezoning. This site was also tested under a 3.0 FSR.

3.5 DEFINING FINANCIAL VIABILITY

To understand the results, the minimum required redevelopment land value and residual land value supported by scenario have been color coded as per the following criteria:

Table 13 - Financial Viability Results

Result	Definition	Color
Viable	Residual land value supported by development is equal or greater than 'as-is' land value	Green
Not Viable	Residual land value is well below base land value	Orange
Marginal	Means the residual land value is within ~5% of the base land value,	Purple

3.5.1 Mixed-Use Redevelopment Scenario – Retail

Table 14 - Summary of Mixed-Use Redevelopment – Retail

	Site Size (SF)	FSR	# of Units	# of Parking Stalls	Minimum Required Redevelopment Land Value	Residual Land Value Supported by Scenario	Viable
1a	235,225	2.50	588	1,108	\$4,080,767	\$22,172,934	Yes
1b	235,225	1.60	376	797	\$4,080,767	-\$2,910,432	No
2a	31,363	2.50	85	144	\$3,166,621	\$2,302,675	No
2b	31,363	1.60	54	92	\$3,166,621	\$141,808	No
3a	174,241	2.50	470	795	\$13,904,946	\$11,227,175	No
3b	174,241	1.60	301	510	\$13,904,946	-\$1,555,179	No
4a	65,841	2.50	178	300	\$6,827,227	\$5,471,510	No
4b	65,841	1.60	114	192	\$6,827,227	\$907,995	No
5a	25,190	2.50	68	115	\$5,099,674	\$745,482	No
5b	25,190	1.60	44	74	\$5,099,674	-\$1,086,588	No
6a	566,282	2.50	1,537	2,593	\$30,601,877	\$10,073,083	No
6b	566,282	2.00	1,229	2,072	\$30,601,877	-\$1,578,982	No

Key Implications of the Analysis:

- 4 to 6 storey mixed-use development with retail space is only financially attractive for one of the scenarios tested
- For mixed-use retail development to be financially attractive, we would expect developers to favour 6 storey projects with higher densities
- Site 1a is the only viable site, however, this viability is driven by significantly suppressed land values due to agricultural zoning (\$570,000 per acre compared to \$2.3M-\$8.5M per acre for commercial or residential zoned parcels). It is likely that project would have to occur in multiple phases to accommodate market absorption rates.
- None of the scenarios that are classified as “not viable” are within 5% of the minimum required redevelopment land value.
- If the density were to be increased to 3.0 FSR, then four sites would be deemed “viable”. These sites are: Site 2a, 3a, and 4a.

3.5.2 Mixed-Use Redevelopment Scenario – Office

Table 15 - Summary of Mixed-Use Redevelopment - Office

	Site Size (SF)	FSR	# of Units	# of Parking Stalls	Minimum Required Redevelopment Land Value	Residual Land Value Supported by Scenario	Viable
1a	235,225	2.50	588	1,108	\$3,778,488	\$13,105,620	Yes
1b	235,225	1.60	376	797	\$3,778,488	-\$11,970,274	No
2a	31,363	2.50	85	144	\$3,166,621	\$1,093,735	No
2b	31,363	1.60	54	92	\$3,166,621	-\$1,057,254	No
3a	174,241	2.50	470	795	\$13,904,946	\$3,955,033	No
3b	174,241	1.60	301	510	\$13,904,946	-\$8,821,465	No
4a	65,841	2.50	178	300	\$6,827,227	\$2,933,509	No
4b	65,841	1.60	114	192	\$6,827,227	-\$1,580,261	No
5a	25,190	2.50	68	115	\$5,099,674	-\$227,637	No
5b	25,190	1.60	44	74	\$5,099,674	-\$2,056,781	No
6a	566,282	2.50	1,537	2,593	\$30,601,877	-\$6,005,974	No
6b	566,282	2.00	978	1,656	\$30,601,877	-\$31,563,551	No

Key Implications of the Analysis:

- 4 to 6 storey mixed-use development with office space is only financially attractive for one of the scenarios tested. Note that for these mixed-use development typologies modelled, the office space would likely be suitable for professional and personal service uses (e.g., medical and personal services office, dental clinic, etc.)
- The only viable site is Site 1a – a large land assembly comprised of multiple residential lots. It is assumed this site was favourable for redevelopment due to a low minimum required redevelopment land value and large site size to support ample new units. It is likely that project would have to occur in multiple phases to accommodate market absorption rates.
- These results are driven by high costs, and the low revenues generated (\$30 per square foot) by the office space in comparison to other uses. If the office space in the mixed use building (i.e., ground floor office space) were mixed with retail spaces, it could improve the project performance as retail spaces can achieve slightly higher lease rates. However, the project's viability is primarily driven by the strata apartments, so swapping office space for retail space at the ground floor level will not have a significant impact to make an unviable project become viable.
- Out of the three mixed-use redevelopment options (office, retail, and light industrial), this option has the least viable results.

- None of the scenarios that are classified as “not viable” are within 5% of the minimum required redevelopment land value.

3.5.3 Mixed- Use Redevelopment Scenario – Light Industrial-Office

We analyzed the financial viability of light industrial development at 0.45 FSR (45% site coverage) on a single storey of development compared to a stacked industrial development (office over industrial) at 0.9 FSR (45% site coverage) on four different sites in View Royal. As these sites are relatively large in size, we assumed that there would be a road dedication equivalent to 30% of the site sizes and that the industrial development would be leasehold (rather than strata).

Table 16 - Summary of Mixed-Use Redevelopment – Light Industrial-Office

	Site Size (SF)	Site Size Less Road Dedications (SF)	FSR	# of Parking Stalls	Minimum Required Redevelopment Land Value	Residual Land Value Supported by Scenario	Viable
1a	235,225	164,657	0.90	459	\$3,778,488	\$6,111,863	Viable
1b	31,363	164,657	0.45	138	\$3,778,488	\$287,673	No
2a	31,363	21,954	0.90	62	\$3,166,621	-\$525,510	No
2b	174,241	21,954	0.45	19	\$3,166,621	-\$1,339,576	No
3a	174,241	188,658	0.90	526	\$13,904,946	\$5,483,280	No
3b	65,841	132,061	0.45	111	\$13,904,946	-\$2,650,917	No
4a	65,841	46,089	0.90	129	\$6,827,227	-\$424,154	No
4b	235,225	46,089	0.45	39	\$6,827,227	-\$2,114,074	No

Key Implications of the Analysis:

- Under current market conditions, most of the scenarios are considered not viable due to a slow down in lease rate growth. As modelled, a lease rate of \$25 per square foot at an assumed absorption period of 12 months is financially challenging. The only exception is Scenario 1a, in which the stacked industrial development could be considered viable, however, as it is a large site, developers may find it challenging to lease up the units within a 12 month period.
- While mixed office and light industrial development with surface parking is more likely to occur on sites with low improvement values, the market will need to achieve at least \$25 per square foot in lease rates to be competitive for development.
- While the stacked industrial development scenarios perform better than the 0.45 FSR scenarios, it may ultimately take longer to secure tenants for second floor office space which would decrease the supportable land value.
- Project viability is impacted by the number of parking spaces required and the type of parking (surface parking is much less costly to build), and viability is improved by lower parking requirements.

3.5.4 Market Commentary

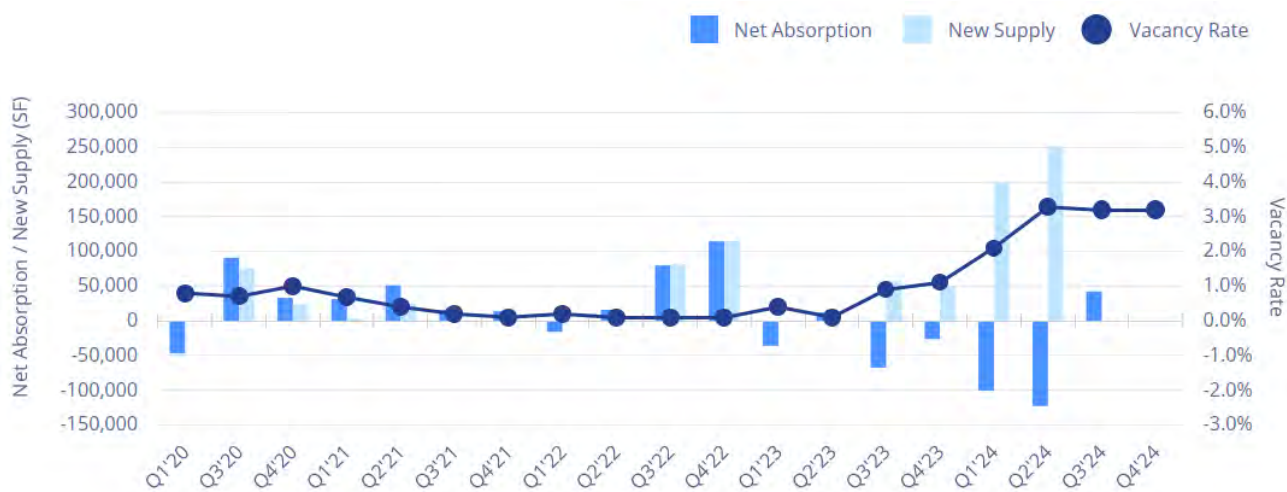
In speaking with developers and local brokers, it is recognized that the development market is softer than in previous years for the Greater Victoria region due to high (and rising) construction costs, a tepid market for new condo units, and still relatively high interest rates for construction financing. For the strata apartment market, the View Royal market is experiencing weaker pre-sales as there is less overall interest from buyers in purchasing units, which are perceived to experience slower sales price growth. On the other hand, higher interest rates mean that there are additional financing barriers for individuals to purchase condo units. Recent development trends across communities in BC have shifted over to market rental buildings due to preferred financing offered through CMHC's housing programs, and this appears to be the case in View Royal as well.

In addition, interviews with local brokers have indicated retail and office spaces are slow to lease as inventory is high. From a regional perspective, office lease holders are moving away from holding office space in a down market. This trend has been evident in office spaces owned by the provincial government as they are beginning to reduce their office space for hybrid-remote workers. This has a significant impact on the Greater Victoria office market as public service accounts for 40% of office space. For retail spaces, there is a competitive sublease market, resulting in cheaper subleases to retail subtenants than typically achieved in View Royal.

For the industrial market, the Colliers' Q4 2024 Victoria report shows that vacancy is high in the Westshore communities, at 10.7% compared to 2.0% or less in Esquimalt and Victoria areas. In contrast, the Victoria region had the lowest industrial vacancy rate in 2022. Since then, the Westshore industrial vacant space has jumped from 1,450 square feet in 2022 to 235,900 square feet in 2024, as supply has flooded the market early in the year. In Q3 and Q4 of 2024, no new industrial space was added.

Historically, industrial vacancy rates have fluctuated and appeared in waves of demand, as shown in Figure 2 below. As such, View Royal can be prepared to absorb some of the subregional demand in the future when the market rebounds.

Figure 2: Victoria Area Industrial Vacancy Rate, Q4 2024



Source: Colliers

4.0 SYNOPSIS

While market conditions are currently challenging for development, the creation of land use policies and regulations should encourage development by enabling flexibility rather than being overly prescriptive. Land use policies for consideration from the 2021 Coriolis report still stand, and include:

- **Certainty of land use policy and plans.** Having clarity around the land use densities and tenures will allow a faster development approvals process and decreases perceived risk and carrying costs for developers operating in View Royal.
- **Consider lowering parking requirements.** Having lower parking requirements along with transportation demand management practices can alleviate the cost burden of providing additional parking stalls than the market requires on development projects.

Additional considerations based on the analysis completed for this study include:

- **Consider increasing the density permitted in key areas to allow for smaller sites to become viable.** Some development parcels may not achieve 6-storeys if a maximum of 2.5 FSR is permitted, which limits the development potential of the site. As shown in the analysis, higher FSRs are correlated with improved viability for the wood-frame mixed-use developments. A 3.0 FSR, for example, can be achieved on smaller sites while staying within the wood-frame building format (6 storeys).
- **Consider the market when implementing policies that are more prescriptive.** As market conditions are already challenging, a strong land use vision will provide more certainty to developers, especially when coupled with flexible land use regulations. As it is likely that unique challenges may occur during uncertain economic and political periods for the development community, consider implementing more prescriptive land use regulations when economic conditions are improved.
- **Providing financial incentives to encourage specific types of uses.** Some communities across Canada use tax exemptions over a fixed period of time to encourage specific development uses (e.g., employment uses).
- **Consider undertaking a retail strategy to position View Royal's employment lands for investment and growth within the region.** Retail strategies allow local governments to have a strong baseline understanding of their retail inventory and ways to support the vibrancy of their retail sector, while identifying the optimization of retail uses by function and area across the community.

4.1 RETAIL DEMAND PROJECTIONS

- Based on the modelling and assumption inputs, the following retail demand projections are anticipated for View Royal from 2025 to 2050:
 - Local oriented retail and service space projections range from 80,500 (lower capture scenario) to 120,750 (higher capture scenario) square feet in the next 25 years, or at an average annual addition of supportable floorspace between 3,220 to 4,830 square feet

- Regional oriented retail and service space projections range from 45,200 square feet (lower capture scenario) to 90,400 square feet (higher capture scenario), or at an average annual addition of supportable floorspace between 1,810 to 3,620 square feet.
- In considering requirements for ground-floor retail space in future redevelopment areas, View Royal should focus on ensuring that new retail space emerges in quantities and locations where it is most supportable. Blanket retail floor area requirements for mixed-use developments risk oversaturating the market with unleaseable ground floor space, and limiting opportunities to create cohesive, vibrant and well-anchored retail nodes and corridors. Further, over-delivery of ground-floor retail in sub-optimal locations will create unfeasible project economics, and will slow the pace of project delivery.

4.2 OFFICE DEMAND PROJECTIONS

- Overall, we anticipate that office floorspace growth in View Royal is projected to be between 85,000 square feet (lower growth scenario) to 127,000 square feet (higher growth scenario) between 2025 to 2050.
- This is significantly lower than the figures indicated in the previous report due to the COVID-19 pandemic impacts and office market trends.
- Overall, due to View Royal's proximity to the Victoria General Hospital, it is anticipated there will be demand for medical related office space (e.g., professional and personal services).

4.3 HOTEL DEMAND PROJECTIONS

- View Royal hotel demand is projected to grow at 1.3% per year based on regional projections, which is lower than the previous projected growth of 2.0% per year.
- If this growth is maintained at 1.3% annually, then View Royal could potentially capture 63 hotel rooms by 2050. If this growth increases to 2.0% annually, then View Royal could potentially capture 101 hotel rooms by 2050.

4.4 DEVELOPMENT FINANCIAL FEASIBILITY

As currently modelled, the financial analysis shows that:

- Mixed-use developments are challenging to build under prevailing market conditions. Mixed-use developments require at least \$35 per square foot in the commercial lease rates in order to achieve financial viability, however, the retail and office markets may not support this rate yet, as lease up remains slow. Over-delivery of net new retail floor area would put further downward pressure on supportable retail lease rates, which will further hamper project economics.
- Larger sites (greater than 25,000 sq. ft.) are more likely to achieve development viability as they can reach greater economies of scale.
- Light industrial developments are challenging in this current market as inventory is high, and until lease rates can exceed \$25 per square foot. Stacked light industrial-offices perform better than standalone light industrial developments, but may be impacted by longer absorption periods and less premium lease rates for second floor office space.
- Greater permitted densities are more likely to achieve development viability, however, with more units means more parking is required. More levels of underground parking are cost-prohibitive for developers, and parking incentives or flexibility should be considered where possible.

View Royal Land Economics Study: Evaluation of the Prospects for New Urban Development

28 June 2021

Prepared for:
Town of View Royal

By:
coriolis 
CONSULTING CORP.

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1.0 Introduction

1.1 Background

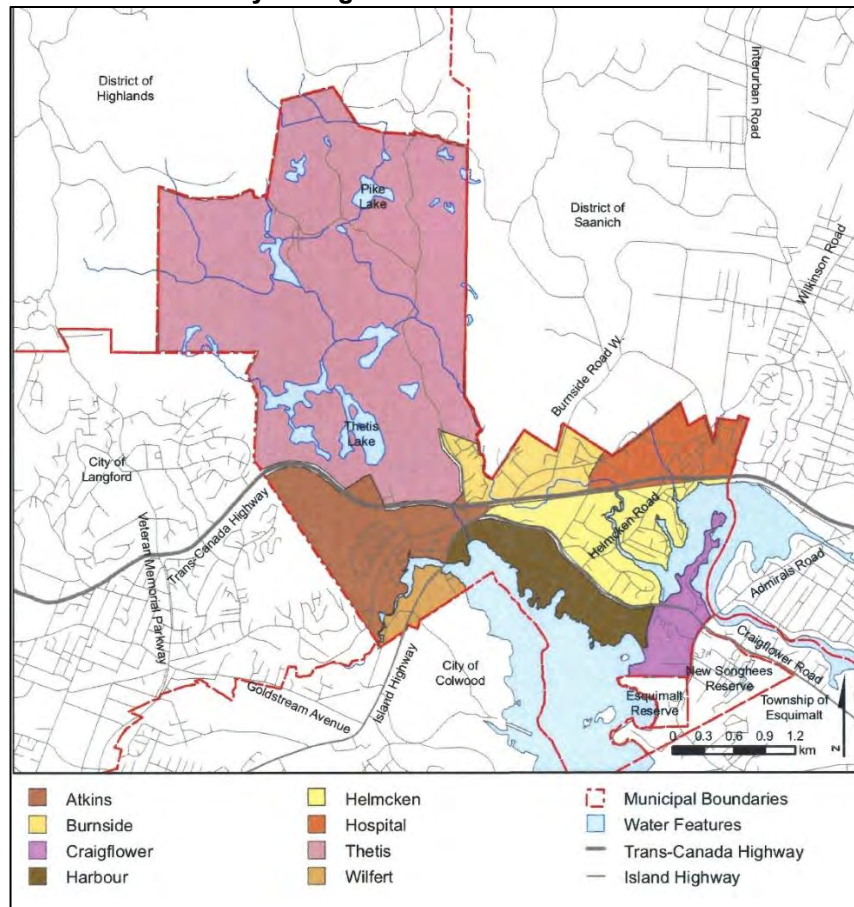
The Town of View Royal is in the process of updating its Official Community Plan (OCP). The existing OCP identifies a number of locations for commercial or intensive mixed use development. Each location has a significant number of properties that are under-utilized and may be candidates to accommodate higher density commercial, residential or mixed use development. The key locations currently identified for commercial or mixed use development in the Town are:

- The Hospital precinct (in the Hospital Neighbourhood).
- The Future Town Centre (in the Helmcken Neighbourhood).
- The Island Highway corridor (in the Wilfert Neighbourhood).

In addition, the OCP designates other locations in the Town for neighbourhood mixed use or mixed residential. These areas are also intended to accommodate multifamily residential and mixed use development.

Exhibit 1 show shows the locations of the different neighbourhoods in the Town, including the three neighbourhoods that are the focus of this study.

Exhibit 1 – View Royal Neighbourhoods



Source: Town of View Royal

To assist with the OCP update, the Town retained Coriolis Consulting Corp. to evaluate the likely prospects for new development in the Town and the financial viability of new commercial and mixed use development. The overall work program for the analysis includes:

- Estimating the potential overall demand for new retail, office, and apartment development.
- Identifying the constraints on development that are related to existing policy.
- Identifying the constraints on development that are related to existing and anticipated market factors.
- Interviewing industry representatives about the opportunities and constraints for new development in the Town.
- Determining the mix of permitted uses, heights, and densities (FSR) likely required to make development financially viable.
- Identifying strategies that the Town could consider to improve opportunities to attract new development.

This report documents our analysis, findings and recommendations.

1.2 Report Structure

This report is structured as follows:

1. Section 2.0 summarizes our assessment of the market opportunities for new development in the Town and our demand projections by use for the next 20 years or so.
2. Section 3.0 summarizes our interviews with industry representatives including the South Island Prosperity Partnership, West Shore Chamber of Commerce and Urban Development Institute.
3. Section 4.0 contains our analysis of the financial viability of redevelopment in the Town, including the uses, building heights and densities likely needed to make different types of projects financially viable for private developers.
4. Section 5.0 evaluates some specific tools that the Town could consider to encourage the redevelopment of under-utilized properties.
5. Section 6.0 summarizes our recommendations.

1.3 Glossary of Key Terms

There are a variety of terms used in this report that are often used when discussing city planning and development economics:

- **Floorspace Ratio (FSR).** This is an expression of the density permitted on a property. It is the ratio of the amount of permitted floorspace divided by the total lot area.
- **Prezoning.** This means that the municipality rezones properties in advance so that there is no need for a developer to go through a rezoning process for an application that is consistent with the OCP designation.
- **Mixed use.** This describes a project that includes commercial space at grade (usually retail or service) with apartment units or office space on the upper floors. Alternatively, a mixed use project could include stand alone residential buildings and stand alone commercial buildings on the same site.
- **Infill unit.** This term is used to describe ground oriented attached housing units built within an existing single family neighbourhood. Typical forms are duplex, triplex and quadruplex units.
- **CAC.** Community Amenity Contributions are voluntary contributions made by an applicant as part of the rezoning approval process. CACs can take the form of cash contributions or in-kind on site amenities.
- **DCC.** Development Cost Charges are a fee levied at building permit (or subdivision) on new projects to fund infrastructure and park space. View Royal has a DCC Bylaw that specifies the rates for different types of new projects.

- Hard construction costs. This is defined as the project costs paid to the general contractor to construct the project.
- Soft costs. This includes many of the additional costs incurred to construct a project other than the hard construction costs. It includes professional fees for architects, engineers, designers, legal fees, insurance, warranties, management, appraisals, surveying, other consultants, and municipal permits.
- Profit margin. The profit generated on a new project expressed as percentage of total project costs, assuming the project is sold upon completion.

1.4 Assumptions and Limitations

This market study and financial analysis was completed during 2020 and early 2021 during the COVID-19 pandemic. The pandemic will likely have impacts on the demand for commercial space (office, retail and hotel), particularly in the short term. For example, the following factors could affect the demand for commercial space:

- Businesses may allow more employees to work remotely.
- Businesses may elect to increase the space per office worker to allow distancing.
- Office developers may have difficulty pre-leasing new office space.
- Commuters may want to avoid public transit.
- Consumers may shift increasingly toward online shopping rather than shopping at traditional stores.
- Tourism volumes will drop.
- The economy may experience a recession.

The long term impacts will depend on the duration of the pandemic and whether effective medical therapies or vaccines become available. At this time, it is not possible to determine the likely long term impacts on demand for commercial space. The forecasts in this report assume that any negative impacts are short term (i.e. 2 years or less) and that any long term impacts on demand are not significant.

1.5 Professional Disclaimer

This document may contain estimates and forecasts of future growth and urban development prospects, estimates of the financial performance of possible future urban development projects, opinions regarding the likelihood of approval of development projects, and recommendations regarding development strategy or municipal policy. All such estimates, forecasts, opinions, and recommendations are based in part on forecasts and assumptions regarding population change, economic growth, policy, market conditions, development costs and other variables. The assumptions, estimates, forecasts, opinions, and recommendations are based on interpreting past trends, gauging current conditions, and making judgments about the future. As with all judgments concerning future trends and events, however, there is uncertainty and risk that conditions change or unanticipated circumstances occur such that actual events turn out differently than as anticipated in this document, which is intended to be used as a reasonable indicator of potential outcomes rather than as a precise prediction of future events.

Nothing contained in this report, express or implied, shall confer rights or remedies upon, or create any contractual relationship with, or cause of action in favor of, any third party relying upon this document.

In no event shall Coriolis Consulting Corp. be liable to the Town of View Royal or any third party for any indirect, incidental, special, or consequential damages whatsoever, including lost revenues or profits.

2.0 Projected Demand for New Urban Development in View Royal

The first step in our work included an assessment of the market demand for new development in the Town. The uses that tend to account for most of the new development in the region are considered in the demand projections, including:

- Retail and service.
- Office.
- Apartment.
- Hotel.

This section summarizes the results of the market projections for each use and the key implications.

In order for new development to occur there needs to be market demand. However, demand on its own will not necessarily lead to new development. In order for development to proceed, it needs to be permitted under the Town's land use policies and it needs to be financially viable. The financial viability of new development is evaluated in Section 4.0.

2.1 Population Projections

Demand for new commercial space and housing units is linked to the pace of population growth in a community. Therefore, as a first step, we produced population forecasts that are the basis for the demand projections contained in this report. Our population forecasts focus on a few different geographic areas:

1. A forecast for the Town of View Royal.
2. A forecast for the commercial trade area for View Royal. The commercial trade area can be divided into two different subareas:
 - A local trade area that includes View Royal, Esquimalt and Vic West. Residents of these communities likely do most of their day to day shopping (i.e., spending at supermarkets, pharmacies, services) within this trade area.
 - A broader subregional commercial trade area that includes View Royal, Esquimalt, Vic West, Colwood, Langford, Highlands and Metchosin. Some of the larger businesses (or specialized businesses) in View Royal draw customers from this broader geographic trade area. In addition, new residential projects in View Royal compete primarily with other new projects within this broader subregional area.
3. A forecast for the entire Capital Regional District (CRD).

Exhibit 2 shows the approximate boundaries for the local and subregional trade areas.

Exhibit 2: Boundaries of Geographic Areas



To complete the population projections, we reviewed information about historic population growth in each municipality in the Capital Region District (CRD) as well as available population projections from BC Stats and the CRD.

Exhibit 3 summarizes our population projections for View Royal, the local commercial trade area, the subregional trade area, and the CRD from 2019 to 2040.

Exhibit 3: Population Projections from 2019-2040

	2019	Projected				
		2020	2025	2030	2035	2040
View Royal	11,318	11,533	12,671	13,921	15,146	16,478
Esquimalt	18,716	18,959	20,224	21,573	22,674	23,830
Victoria West	8,138	8,301	9,165	10,119	10,901	11,744
Local Trade Area	38,172	38,794	42,060	45,614	48,721	52,052
Langford	42,653	44,146	52,431	62,272	72,190	83,688
Colwood	18,867	19,150	20,630	22,224	23,590	25,040
Metchosin	5,168	5,251	5,684	6,154	6,532	6,934
Highlands	2,481	2,493	2,556	2,621	2,660	2,701
Subregional Trade Area	107,341	109,833	123,363	138,885	153,694	170,414
Greater Victoria	418,262	423,699	451,965	482,117	506,710	532,557

Source: Coriolis Consulting Corp.

As shown in the exhibit, we anticipate that:

- The region's population will grow from about 418,000 in 2019 to about 532,000 by 2040. This is equivalent to an average growth rate of about 1.2% per year. As a comparison, BC Stats population projections for the CRD¹ forecasts an average annual growth rate of 1.0% per year for region from 2019 to 2038.
- View Royal's population will grow from about 11,300 in 2019 to about 16,500 by 2040. This is equivalent to an average growth rate of about 1.8% per year. As a comparison, BC Stats population projections for each CRD municipality forecasts an average annual growth rate of 1.6% per year for View Royal from 2019 to 2038.
- View Royal's local commercial trade area will grow from about 38,000 in 2019 to about 52,000 in 2040, which is equivalent to an average growth rate of about 1.5% per year.
- View Royal's subregional trade area will grow from about 107,300 in 2019 to about 170,400 by 2040. This is equivalent to an average growth rate of about 2.2% per year.

These projections assume that View Royal and the surrounding communities have land use and development policies in place that are supportive of further residential development.

2.2 Retail and Service Analysis

Retail and service businesses (such as restaurants, hair salons, spas, financial institutions, cafes) both tend to occupy grade level commercial space and the distinction between the two types of businesses is often blurred (for example a café might also sell retail goods). Therefore, we combined our forecasts of demand for retail and service space.

Retail and service businesses can be divided into two general categories:

1. Local oriented retail and service businesses. This includes businesses that meet the everyday needs of residents, typically located along neighbourhood commercial streets, in small retail plazas, community-oriented shopping malls, or in scattered locations. Common tenants include supermarkets and specialty food stores, restaurants and cafes, drycleaners, hair salons, pharmacies, liquor stores, dollar stores, convenience stores, fitness outlets, local hardware stores, and bank branches. Most of these businesses

¹ Capital Regional District 2019-2038 Population, Dwelling Units and Employment Project Report, April 2019, BC Stats

are less than 10,000 sq.ft. The main exceptions are pharmacies (which are often in the 10,000 to 20,000 sq.ft. range) and supermarkets (which are typically in the 25,000 to 50,000 sq.ft. range).

2. Regional oriented retail and service businesses. These businesses draw customers from a large geographic area and tend to locate in major commercial areas (such as Downtown Victoria), at regional malls, or in other major shopping locations. Tenants include clothing and department stores, home décor and large building supply stores, jewelers, chain restaurants, a variety of large format stores as well as smaller scale specialized retailers that want to locate in a regional oriented shopping location. Some of these businesses are large (such as department stores or home improvement stores), often in excess of 100,000 sq.ft. However, many are small (such as clothing stores or specialty retailers), often in the 2,000 to 5,000 sq.ft. range.

We divided our retail and service forecasts into the two different categories as each category is influenced by different factors.

2.2.1 Existing Retail and Service Floorspace

Based on BC Assessment floorspace data, we estimate that View Royal has about 407,000 square feet of existing grade level retail and service space. Of this, approximately 341,000 square feet is occupied by local oriented retail and service businesses and 66,000 square feet is occupied by regional oriented retail and service businesses (i.e., Canadian Tire, home furnishings).

The total retail and service inventory in the Town grew by an average of about 12,000 to 13,000 square feet per year between 2001 and 2019.

2.2.2 Approach to Forecasts

In order to forecast the potential demand for additional retail service space in the community, we:

1. Estimated the existing amount of retail and service floorspace in the trade area by municipality based on detailed commercial floorspace data from BC Assessment Authority.
2. Reviewed the existing types of retail and service businesses in the trade area to identify possible gaps.
3. Analyzed trends in the historic pace of retail and service development in the trade area by municipality.
4. Estimated the supportable retail and service floorspace per capita in the trade area.
5. Projected future population growth in the trade area.
6. Calculated the supportable retail and service floorspace in the trade area based on steps 4 and 5 (i.e., supportable space per capita x projected population).
7. Estimated the share of the increased supportable retail and service floorspace in the trade area that would likely go to the View Royal.

The key assumptions for our projection are as follows.

2.2.2.1 Retail and Service Space per Capita

Based on detailed floorspace data we have for the communities in the trade area (from BC Assessment) and on work we have completed in other communities, each resident of the trade area likely supports a total of roughly 40 square feet of retail and service space in the Victoria region. This can be divided as follows:

- Each resident supports about 21 square feet of “local oriented” retail and service space. This includes the businesses that serve the day to day needs of trade area residents such as supermarkets, pharmacies, local restaurants, hair salons, as well as other services and convenience retail businesses. This tends to be focused in commercial areas that are in close proximity to local trade area residents. We would expect all of this space to locate within the trade area. Therefore, our local oriented retail analysis assumes trade area residents will support 21 square feet of local oriented retail and service space per capita within the trade area.
- In addition, each resident likely supports a further 19 square feet of “regional oriented” retail and service space. This includes businesses that draw from a large geographic trade and tend to locate in major commercial locations or regional malls. Examples of businesses in this category include department stores, home improvement stores, clothing stores, furniture and home furnishings stores, jewelry stores, auto dealers and other businesses that tend to draw from a large trade area. Based on detailed floorspace data, about 13 square feet of this total is currently being retained with View Royal’s subregional trade area. The remaining 6 square feet is being exported to other parts of Greater Victoria, such as Downtown Victoria and Saanich. As the trade area’s population grows and the retail inventory grows, we would expect that more of this type of space will be retained within the trade area. Therefore, our regional oriented retail analysis assumes trade area residents will support 15 square feet of regional oriented retail and service space per capita within the regional trade area. The remaining 4 square feet per capita will continue to be exported to other parts of the region (such as Downtown Victoria and regional malls).

2.2.2.2 Impact of E-Commerce

Data from Statistics Canada indicates the e-commerce accounted for about 6.3% of total retail sales in Canada during 2020, up from 2.7% in 2017. We expect that the share of total retail sales occurring online will continue to increase over time.

As online sales increase, there will be a downward influence on the total demand for physical retail and service space. However, the impact on the demand for physical space will vary by retail sector and will not be uniform. We would expect e-commerce to have limited impact on the demand for local oriented retail and service businesses that serve the day to day needs of a community (such as grocery stores, pharmacies, cafes, restaurants, hair salons), but a larger impact on region serving retail categories such as clothing, electronics and furniture (which account for a high share of online sales).

Although e-commerce will impact demand for retail and service space, we expect there to continue to be growth in the total amount of retail and service space in Greater Victoria and in View Royal for a variety of reasons:

- The population of the View Royal trade area is expected to grow significantly, resulting in more demand for retail and service space. However, growth in online sales will likely mean that there is less growth in the retail inventory than there would have been in the absence of e-commerce.
- Some businesses that start as on-line only operations will expand to open physical stores.
- Shopping will increasingly become a form of entertainment for many consumers and retailers will shift more toward the experience rather than focusing solely on selling merchandise.

2.2.2.3 Projected Trade Area Population

Our forecasts are based on the population projections outlined in Section 2.1. The anticipated population growth is summarized in Exhibit 4.

Exhibit 4: Projected Trade Area Population

	2019	Projected				
		2020	2025	2030	2035	2040
Local Trade Area	38,172	38,794	42,060	45,614	48,721	52,052
Subregional Trade Area	107,341	109,833	123,363	138,885	153,694	170,414

2.2.2.4 Share of Retail Growth Captured by View Royal

Within the local commercial trade area, View Royal currently accounts for about 49% of the retail and service space. We would expect View Royal to capture a large share of the additional local oriented commercial development because:

- View Royal accounted for about 80% to 85% the retail and service development in the local trade area between 2001 and 2019.
- We expect View Royal to account for about 37% of the population growth in the local trade area between 2019 and 2040.
- View Royal has a large amount of land that could be available for commercial development in comparison to Vic West and Esquimalt. However, it should be noted that the Esquimalt First Nation has about 19 acres of available for commercial development that could also capture a share of future retail growth.

Our local oriented commercial forecasts include a lower and a higher scenario for View Royal:

- The lower scenario assumes that View Royal captures about 50% of future trade area local oriented retail and service growth.
- The higher scenario assumes that View Royal captures about 75% of future trade area local oriented retail and service growth.

Within the subregional commercial trade area of View Royal, Esquimalt, Vic West, Colwood, Langford, Highlands and Metchosin, View Royal currently accounts for about 11% of the total retail and service space and about 5% of the estimated regional oriented retail and service space. We would expect View Royal to capture a relatively low share of any additional regional oriented commercial development in the trade area because:

- View Royal accounted for about 7% the retail and service development in the subregional trade area between 2001 and 2019 (most of this was local oriented commercial space).
- We expect View Royal to account for about 8% of the population growth in the local trade area between 2019 and 2040. Most population growth will be concentrated to the west of View Royal in Colwood and Langford (about 75% of projected growth).
- Langford and Colwood have a large amount of land designated and available for additional commercial development, with major commercial projects in the planning process.
- View Royal has a limited existing base of regional oriented retail businesses.
- View Royal is less accessible to the majority of the subregional trade area residents than Langford and Colwood.

Our regional oriented commercial forecasts include a lower and a higher scenario for View Royal:

- The lower scenario assumes that View Royal captures about 5% of future trade area regional oriented retail and service growth.
- The higher scenario assumes that View Royal captures about 10% of future trade area regional oriented retail and service growth.

2.2.3 Local Oriented Retail and Service Space Projection

Exhibits 5 and 6 summarizes our lower and higher projections for local retail/service development in View Royal from 2019 to 2040.

Exhibit 5: Local Retail/Service Demand Projections – Lower Scenario

	2019	Projected			
		2025	2030	2035	2040
Local Trade Area Population	38,172	42,060	45,614	48,721	52,052
Local Trade Area Retail/Service Floorspace Per Person (SF)	n/a	21	21	21	21
Local Oriented Retail/Service Floorspace (SF)	754,161	883,000	958,000	1,023,000	1,093,000
Potential Growth in Local Trade Area Retail/Service Floorspace (SF) per Period	n/a	128,839	75,000	65,000	70,000
View Royal Share	n/a	50%	50%	50%	50%
Potential Growth in View Royal Retail/Service Floorspace (SF) per Period	n/a	64,000	38,000	33,000	35,000
Warranted View Royal Retail/Service Floorspace (SF)	341,333	405,333	443,333	476,333	511,333
Cumulative Local Oriented View Royal Retail/Service Growth From 2019 (SF)	n/a	64,000	102,000	135,000	170,000

Source: Coriolis Consulting Corp.

Exhibit 6: Local Retail/Service Demand Projections – Higher Scenario

	2019	Projected			
		2025	2030	2035	2040
Local Trade Area Population	38,172	42,060	45,614	48,721	52,052
Local Trade Area Retail/Service Floorspace Per Person (SF)	n/a	21	21	21	21
Local Oriented Retail/Service Floorspace (SF)	754,161	883,000	958,000	1,023,000	1,093,000
Potential Growth in Local Trade Area Retail/Service Floorspace (SF) per Period	n/a	128,839	75,000	65,000	70,000
View Royal Share	n/a	75%	75%	75%	75%
Potential Growth in View Royal Retail/Service Floorspace (SF) per Period	n/a	97,000	56,000	49,000	53,000
Warranted View Royal Retail/Service Floorspace (SF)	341,333	438,333	494,333	543,333	596,333
Cumulative Local Oriented View Royal Retail/Service Growth From 2019 (SF)	n/a	97,000	153,000	202,000	255,000

Source: Coriolis Consulting Corp.

As shown in the exhibits, we anticipate that the total local oriented retail and service floorspace inventory in View Royal could increase by between about 170,000 square feet to 255,000 square feet between 2019 and 2040. This assumes that suitable sites are available for additional retail and service development over the next 20 years or so.

2.2.4 Regional Oriented Retail and Service Space Projection

Exhibits 7 and 8 summarize our lower and higher projections for regional oriented retail and service development in View Royal from 2019 to 2040.

Exhibit 7: Regional Retail Demand Projections from 2019 to 2040 – Lower Scenario

	2019	Projected			
		2025	2030	2035	2040
Subregional Area Population	107,341	123,363	138,885	153,694	170,414
Subregional Orientated Retail/Service Floorspace Per Person (SF)	13	15	15	15	15
Subregional Area Retail/Service Floorspace (SF)	1,395,438	1,850,000	2,083,000	2,305,000	2,556,000
Potential Growth in Subregional Area Retail/Service Floorspace (SF) per Period	n/a	454,562	233,000	222,000	251,000
View Royal Share	n/a	5%	5%	5%	5%
Potential Growth in View Royal Retail/Service Floorspace (SF) per Period	n/a	23,000	12,000	11,000	13,000
View Royal Retail/Service Floorspace (SF)	65,951	88,951	100,951	111,951	124,951
View Royal Retail/Service Growth From 2019 (SF)	n/a	23,000	35,000	46,000	59,000

Source: Coriolis Consulting Corp.

Exhibit 8: Regional Retail Demand Projections from 2019 to 2040 – Higher Scenario

	2019	Projected			
		2025	2030	2035	2040
Subregional Area Population	107,341	123,363	138,885	153,694	170,414
Subregional Orientated Retail/Service Floorspace Per Person (SF)	13	15	15	15	15
Subregional Area Retail/Service Floorspace (SF)	1,395,438	1,850,000	2,083,000	2,305,000	2,556,000
Potential Growth in Subregional Area Retail/Service Floorspace (SF) per Period	n/a	454,562	233,000	222,000	251,000
View Royal Share	n/a	10%	10%	10%	10%
Potential Growth in View Royal Retail/Service Floorspace (SF) per Period	n/a	45,000	23,000	22,000	25,000
View Royal Retail/Service Floorspace (SF)	65,951	110,951	133,951	155,951	180,951
View Royal Retail/Service Growth From 2019 (SF)	n/a	45,000	68,000	90,000	115,000

Source: Coriolis Consulting Corp.

As shown in the exhibits, we anticipate that the total regional oriented retail and service floorspace inventory in View Royal could increase by between about 60,000 square feet to 115,000 square feet between 2019 and 2040. This assumes that suitable sites are available for additional retail and service development over the next 20 years or so.

2.2.5 Key Implications

Exhibits 9 and 10 summarize our overall lower and higher demand projections for retail and service area in View Royal.

Exhibit 9: Overall Retail/Service Demand Projections – Lower Scenario

Projected Growth Per Period	2019-2025	2025-2030	2030-2035	2035-2040	2019-2040
View Royal Projected Local Orientated Retail Growth	64,000	38,000	33,000	35,000	170,000
View Royal Projected Regional Orientated Retail Growth	23,000	12,000	11,000	13,000	59,000
View Royal Projected Total Retail/Service Growth	87,000	50,000	44,000	48,000	229,000
Average Projected Yearly Retail/Service Growth Per Time Period	14,500	10,000	8,800	9,600	10,905
Total Floorspace	2019	2025	2030	2035	2040
Estimated Total View Royal Retail/Service Floorspace (SF)	407,284	494,284	544,284	588,284	636,284

Source: Coriolis Consulting Corp.

Exhibit 10: Overall Retail/Service Demand Projections – Higher Scenario

Projected Growth per Period	2019-2025	2025-2030	2030-2035	2035-2040	2019-2040
View Royal Projected Local Orientated Retail Growth	97,000	56,000	49,000	53,000	255,000
View Royal Projected Regional Orientated Retail Growth	45,000	23,000	22,000	25,000	115,000
View Royal Projected Total Retail/Service Growth	142,000	79,000	71,000	78,000	370,000
Average Projected Yearly Retail/Service Growth Per Time Period	23,667	15,800	14,200	15,600	17,619
Total Floorspace	2019	2025	2030	2035	2040
Estimated Total View Royal Retail/Service Floorspace (SF)	407,284	549,284	628,284	699,284	777,284

Source: Coriolis Consulting Corp.

We anticipate that the total retail and service floorspace inventory in View Royal could increase by between about 229,000 square feet and 370,000 square feet between 2019 and 2040 if suitable sites are available for additional retail and service development over the next 20 years or so. This is equivalent to average annual retail and service growth of about 11,000 square feet to 18,000 square feet per year on average. The upper end of this range is almost 50% higher than the pace of retail growth in View Royal between 2001 and 2019, largely because it assumes View Royal can capture more regional oriented retail and service development going forward.

Retail and service businesses place an emphasis on locations that provide easy access to their customers, visibility and convenient parking.

The locations in the Town that would likely be most marketable for retail and service development include:

- Properties that front on the Island Highway, particularly in existing commercial nodes such as the Western Gateway corridor (in Wilfert), the Helmcken-Harbour Community corridor and the Eastern Gateway Community corridor.
- The future Town Centre.
- The Hospital precinct, particularly along Helmcken Road.

2.3 Office Analysis

This section summarizes our forecasts of the potential demand for new office development in View Royal. It includes four main parts:

- A review of historic office growth in the overall Victoria market and in View Royal.
- Identification of the key assumptions for the forecasts.
- Forecasts of the potential office demand in the Town that likely bracket the potential long term demand.
- Identification of the key implications.

2.3.1 Existing Situation

Based on BC Assessment floorspace data and our own research, we estimate that:

- The overall Victoria region includes about 12.9 million square feet of office space. The regional office inventory grew by about average of about 130,000 to 140,000 square feet per year between 2001 and 2019. This rate of growth was relatively stable over this time period.
- The total suburban office inventory (outside of the City of Victoria) includes about 4.5 million square feet of office space. The suburban areas accounted for about 40% to 50% of the regional office growth between 2001 and 2019, or about 55,000 to 70,000 square feet per year on average.
- View Royal includes about 147,000 square feet of existing office space. The Town's office inventory increased by an average of about 5,000 square feet per year between 2001 and 2019 and by about 9,000 square feet per year between 2011 and 2019. Almost all of this growth was due to the new office building at Eagle Creek and the office component of the Reliable Controls building.
- Roughly half of the existing office tenants in View Royal are medical related. The remaining office tenants included businesses involved in real estate (development, management, sales), design, engineering, legal, insurance, finance, government, education, building systems, and non-profits.

2.3.2 Approach to Forecasts and Key Assumptions

Our forecasts of office demand in View Royal include three key components:

- A forecast of total office growth in the Victoria region.
- An estimate of the share of regional office growth that will be captured by the suburbs, including View Royal.
- An estimate of the share of suburban office growth that will go to View Royal.

2.3.2.1 Growth in the Overall Victoria Office Market

Office construction in Greater Victoria averaged between 130,000 and 140,000 square feet per year over the past 20 years or so, depending on the time frame considered. There will be fluctuations year to year going forward, but we would expect a similar pace of growth to continue over the long term. Our office forecasts assume that the regional office market grows by about 135,000 to 150,000 square feet per year over the long term.

2.3.2.2 Share of Growth Captured by the Suburban Areas

Between 2001 and 2019, the suburban areas of Victoria (all municipalities outside of the City of Victoria), captured about 50% of total regional office growth. Since 2011, the suburban areas have captured about 40% of total growth regional office growth.

Our office forecasts include a lower and a higher scenario for the share of regional office growth that goes to the suburban areas:

- The lower scenario assumes that suburban office locations capture about 40% of future office growth in the Victoria market.
- The higher scenario assumes that suburban office locations capture about 45% of future office growth in the Victoria market.

2.3.2.3 Share of Growth Captured by View Royal

View Royal currently accounts for about 3% of the total office space in the suburban areas of Greater Victoria. We would expect View Royal to capture a slightly higher share of any additional suburban office development because:

- View Royal accounted for about 8% the suburban office development between 2001 and 2019 and about 16% of the suburban office development between 2011 and 2019.
- View Royal has lands designated for future commercial development.
- The Hospital precinct will be an attractive location for additional medical and health care related users.

However, other suburban locations in the region (such as Langford, Colwood and Saanich) will also continue to attract significant office development which will limit the share that can be captured by View Royal.

Our office forecasts include a lower and a higher scenario for View Royal:

- The lower scenario assumes that View Royal captures about 10% of future suburban office growth in the Victoria region.
- The higher scenario assumes that View Royal captures about 15% of future suburban office growth in the Victoria region.

2.3.3 Office Forecasts

We produced two different office projections for View Royal based on the assumptions outlined in Section 2.2.2:

- A lower scenario that assumes that the regional office market grows by an average 135,000 square feet per year, 40% of the growth goes to suburban locations and View Royal captures about 10% of the suburban office growth.
- A higher scenario that assumes that the regional office market grows by an average 150,000 square feet per year, 45% of the growth goes to suburban locations and View Royal captures about 15% of the suburban office growth.

Exhibit 11 summarizes our lower office space projection for View Royal.

Exhibit 11: Office Demand Projections – Lower Scenario

Average Annual Office Development (SF)		2019 to 2025	2025 to 2030	2030 to 2035	2035 to 2040
Greater Victoria Annual Growth		135,000	135,000	135,000	135,000
Suburban Office Market Share of Growth		40.0%	40.0%	40.0%	40.0%
Suburban Office Market Growth		54,000	54,000	54,000	54,000
View Royal Share of Growth		10.0%	10.0%	10.0%	10.0%
View Royal Annual Growth		5,400	5,400	5,400	5,400
Projected Total Office Floorspace	2019	2025	2030	2035	2040
Greater Victoria	12,898,405	13,708,405	14,383,405	15,058,405	15,733,405
Suburban Office Market Share	35.3%	35.6%	35.8%	36.0%	36.1%
Suburban Office Market	4,551,601	4,875,601	5,145,601	5,415,601	5,685,601
View Royal Share	3.2%	3.7%	4.0%	4.3%	4.6%
View Royal	146,910	179,310	206,310	233,310	260,310
View Royal Growth from 2019 (sf)	n/a	32,400	59,400	86,400	113,400

Source: Coriolis Consulting Corp.

Exhibit 12 summarizes our higher office space projection for View Royal.

Exhibit 12: Office Demand Projections – Higher Scenario

Average Annual Office Development (SF)		2019 to 2025	2025 to 2030	2030 to 2035	2035 to 2040
Greater Victoria Annual Growth		150,000	150,000	150,000	150,000
Suburban Office Market Share of Growth		45.0%	45.0%	45.0%	45.0%
Suburban Office Market Growth		68,000	68,000	68,000	68,000
View Royal Share of Growth		15.0%	15.0%	15.0%	15.0%
View Royal Annual Growth		10,200	10,200	10,200	10,200
Projected Total Office Floorspace	2019	2025	2030	2035	2040
Greater Victoria	12,898,405	13,798,405	14,548,405	15,298,405	16,048,405
Suburban Office Market Share	35.3%	35.9%	36.4%	37.1%	37.7%
Suburban Office Market	4,551,601	4,959,601	5,299,601	5,674,601	6,049,601
View Royal Share	3.2%	4.2%	4.9%	5.6%	6.2%
View Royal	146,910	208,110	259,110	315,610	372,110
View Royal Growth from 2019 (sf)	n/a	61,200	112,200	168,700	225,200

Source: Coriolis Consulting Corp.

Overall, we anticipate that office floorspace growth in View Royal will total between about 110,000 and 225,000 between 2019 and 2040, depending on overall demand in the Greater Victoria market and the share of growth captured by View Royal.

These forecasts assume that there are sites available that are suitable for office development and that office development is financially viable.

Due to the presence of Victoria General Hospital, one of the key office segments that could be attracted to View Royal is medical related office space. We estimate that the existing concentration of medical office space near Victoria General Hospital is a maximum of 30,000 to 40,000 square feet. As a comparison, we estimate that there is between 125,000 and 150,000 square feet of office space occupied by medical tenants in the area surrounding Royal Jubilee Hospital in Victoria. Therefore, over time, we would expect there to be opportunity for additional medical office space in View Royal surrounding Victoria General.

2.3.4 Key Implications

We anticipate that office floorspace growth in the View Royal will total between about 110,000 and 225,000 square feet between 2019 and 2040, depending on overall demand in the Victoria market and the share of regional growth captured by View Royal. This is equivalent to average annual growth in the range of about 5,000 and 11,000 square feet per year over the entire 20 year period. The upper end of this range is approximately double the historic pace of office growth in View Royal between 2001 and 2019.

Medical office space could account a share of this growth if suitable sites near Victoria General Hospital are available for office (or mixed use) development.

Office users put an emphasis on convenient access, parking availability, proximity to services and amenities and proximity to other businesses.

The portions of the Town that would likely be most marketable for office development include:

- Properties that front on the Island Highway, particularly in existing commercial nodes such as the Western Gateway corridor (in Wilfert).
- The future Town Centre.
- The Hospital precinct, particularly for health care and medical related offices.

2.4 Potential Hotel Room Demand in View Royal

This section summarizes our evaluation of potential hotel room demand in View Royal.

2.4.1 Current Situation

There are currently no significant hotel or motels currently operating in View Royal.

2.4.2 Approach and Key Assumptions

In order to project the potential growth of hotel rooms in View Royal, we:

1. Estimated the total existing hotel room inventory in Greater Victoria.
2. Projected potential long term growth in the Greater Victoria hotel room inventory based on indicators of tourism growth.
3. Evaluated the share of the Greater Victoria hotel room growth that could go to View Royal's subregional trade area.
4. Evaluated the share of the subregional hotel room growth that may locate in View Royal.

The key assumptions for our projection are as follows.

2.4.2.1 Greater Victoria Room Inventory

There are currently about 4,140 hotel and motel rooms in Greater Victoria. Of this, we estimate that roughly 600 rooms (or 15%) are located in View Royal's subregional trade area. However, View Royal does not include any significant existing tourist accommodation (other than bed and breakfast units).

2.4.2.2 Potential Long Term Growth in the Greater Victoria Inventory

Growth in the hotel room inventory will be influenced by the number of visitors to the region and growth in the regional employment and population base.

Based on information about changes in passenger ferry volumes and airport volumes as well as our projected population growth for the region, we would expect hotel room demand to increase by about 2% per year over the long term.

This may be optimistic (particularly in the short term), but we assume any negative impacts associated with the current COVID-19 pandemic are limited to the short term and tourism picks up within the next few years.

2.4.2.3 Share of Growth to Subregion and to View Royal

We estimate that the subregion currently accounts for about 15% of the Greater Victoria room inventory. However, we would expect this to increase over time given the subregion is growing at a relatively high pace. Our projection assumes that the subregion captures between 15% and 20% of the Greater Victoria hotel room growth going forward.

View Royal does not have any significant existing hotels or motels. However, it may be able to capture a share of growth going forward as it has lands designated for commercial development and it includes the Elements Casino which could create room demand.

However, View Royal will face competition from Vic West, Langford and Colwood for any hotel development going forward.

Our projection assumes that the View Royal captures about 25% of the subregion's hotel room growth going forward. Given the potential competition from the surrounding municipalities, this may be optimistic.

2.4.3 Hotel Room Demand Projection

Exhibit 13 summarizes our projected demand scenario for hotel room growth in View Royal from 2019 to 2040.

Exhibit 13: Projected Hotel Room Growth

Projected Growth by Time Period	2019	Projected		
		2025	2030	2040
Number of Rooms in Greater Victoria	4,141	4,700	5,200	6,300
Greater Victoria Growth per Year	n/a	2.0%	2.0%	2.0%
Increase in Greater Victoria Rooms Per Period	n/a	559	500	1,100
Subregion Share of Greater Victoria Growth	n/a	15.0%	17.5%	20.0%
Increase in Subregion Rooms per Period	n/a	84	88	220
View Royal Share of Subregional Growth	n/a	25%	25%	25%
Increase in View Royal Rooms per Period	n/a	21	22	55
Projected Total Rooms in View Royal	2019	2025	2030	2040
Number of Rooms in the Subregion	595	679	766	986
Number of Rooms in View Royal	-	21	43	98
View Royal Room Growth From 2019	n/a	21	43	98
Potential Increase in Hotel Floorspace (sf) ²	0	12,600	25,800	58,800

Source: Coriolis Consulting Corp.

As shown in the exhibit, we think that there might be an opportunity for up to about 100 hotel rooms in View Royal over the next 20 years or so. This is essentially equivalent to one smaller hotel.

We would expect any hotel developer to be primarily interested in a location near the existing casino. It is possible that the hospital precinct could also be of interest. We would expect hotel developers to be interested in maximum heights of 4 to 6 storeys as illustrated by newer hotels in the suburban portions of Greater Victoria.

² The floorspace projection assumes an average gross floor area of 600 square feet per hotel room, including all common areas and back of house operations. The typical range in the industry is 500 to 750 square feet per room.

2.5 Apartment Analysis

This section summarizes our forecasts of the potential long term demand for new apartment units in View Royal.

2.5.1 Historic Development Trends

New apartment projects in View Royal would compete primarily with any new projects in a subregion that includes Vic West, Esquimalt, Colwood, Langford, Highlands and Metchosin. Based on CMHC housing starts data, we estimate that:

- Housing starts in this subregion averaged about 1,190 new housing units per year between 2010 and 2019. Of this, about 695 units were new apartment units.
- Housing starts in View Royal averaged about 105 new housing units per year between 2010 and 2019. Of this, about 63 units were new apartment units.
- View Royal captured about 9% of total subregional housing starts and about 9% of total subregional apartment starts between 2010 and 2019.

We would expect View Royal to continue to experience a significant amount of apartment development going forward as there are a number of proposed apartment projects that have recently received approval or are in the planning process.

2.5.2 Approach to Forecasts and Key Assumptions

Our apartment demand forecasts included the following key steps:

- We projected population and household growth in the subregion (View Royal, Esquimalt, Vic West, Colwood, Langford, Highlands and Metchosin).
- Based on the projected household growth, we estimate the total demand for new housing units in the subregion and the portion of this demand that would likely be comprised of new apartment units. This is based on our analysis of historic trends in housing starts by structure type (single family, attached, apartments) and our outlook for each structure type.
- We estimated the share of subregional apartment demand that could be captured by View Royal. This is based on our analysis of trends in View Royal's share of subregional apartment starts.
- We estimated the long term demand for new apartment units in View Royal.

2.5.2.1 Subregional Population and Household Projection

As outlined in Section 2.1, we anticipate that the subregional population will grow from about 107,000 in 2019 to 170,000 in 2040. The current average household size in the subregion is about 2.4. Based on trends in household sizes in the region, we would expect this to decline to about 2.3 by 2040.

This would result in an increase in households from 44,083 in 2019 to 74,093 in 2040 as shown in Exhibit 14.

Exhibit 14: Projected Population and Household Growth in the Subregion

	2019	2025	2030	2035	2040
Subregional Population	107,341	123,363	138,885	153,694	170,414
Average Household Size	2.4	2.4	2.4	2.4	2.3
Number of Households	44,083	51,401	57,869	64,039	74,093

Source: Coriolis Consulting Corp.

2.5.2.2 Share of Demand by Housing Type

CMHC housing starts data indicates that:

- Single detached homes accounted for about 30% of starts in the subregion between 2010 and 2019.
- Attached units (duplex, row, townhouse) accounted for about 12% of starts in the subregion between 2010 and 2019.
- Apartment units accounted for about 58% of starts in the subregion between 2010 and 2019.

Over this time period, apartment units have been accounting for an increasing share of total starts while single detached homes have been accounting for a declining share.

Our projections assume that apartment units will account for about 60% of total housing starts in the subregion between 2020 and 2040.

2.5.2.3 Share of Apartment Demand Captured by View Royal

View Royal accounted for about 9% of total subregional apartment starts between 2010 and 2019. This share remained relatively steady over the entire time period. However, View Royal could account for an increasing share if planning policy supports higher density apartment development in the Town. Therefore, our apartment forecasts include a lower and a higher scenario for View Royal:

- The lower scenario assumes that View Royal captures about 10% of future subregional apartment development.
- The higher scenario assumes that View Royal captures about 12.5% of future subregional apartment development.

2.5.3 Projected Apartment Demand

Exhibits 15 and 16 summarize our lower and higher forecasts of apartment demand in View Royal from 2019 to 2040.

Exhibit 15: View Royal Projected Apartment Demand – Lower Scenario

	2019	Projected				
		2025	2030	2035	2040	Growth 2019-2040
Subregional Population	107,341	123,363	138,885	153,694	170,414	63,073
Average Household Size	2.4	2.4	2.4	2.4	2.3	2.1
Households in Subregion	44,083	51,401	57,869	64,039	74,093	30,010
Demand for New Housing Units Per Period	n/a	7,318	6,468	6,170	10,054	30,010
Subregional Area Demand by Housing Type	2019	2019- 2025	2025- 2030	2030- 2035	2035- 2040	2019-2040
Single Family	n/a	28%	28%	28%	28%	n/a
Attached	n/a	12%	12%	12%	12%	n/a
Apartment	n/a	60%	60%	60%	60%	n/a
Total	n/a	100%	100%	100%	100%	n/a
Subregional Demand by Housing Type by Time Period	2019	2019- 2025	2025- 2030	2030- 2035	2035- 2040	2019-2040
Single Family	n/a	2,049	1,811	1,728	2,815	8,403
Attached	n/a	862	762	727	1,185	3,537
Apartment	n/a	4,391	3,881	3,702	6,032	18,006
Total	n/a	7,318	6,468	6,170	10,054	30,010
View Royal Apartment Demand	2019	2019- 2025	2025- 2030	2030- 2035	2035- 2040	2019-2040
Study Area Apartment Demand per Period	n/a	4,391	3,881	3,702	6,032	18,006
View Royal Share of Apartment Demand	n/a	10%	10%	10%	10%	10%
View Royal Apartment Demand per Period	n/a	439	388	370	603	1,801
Average View Royal Apartment Demand Per Year	n/a	73	78	74	121	86

Source: Coriolis Consulting Corp.

Exhibit 16: View Royal Projected Apartment Demand – Higher Scenario

	2019	Projected				
		2025	2030	2035	2040	Growth 2019-2040
Subregional Population	107,341	123,363	138,885	153,694	170,414	63,073
Average Household Size	2.4	2.4	2.4	2.4	2.3	2.1
Households in Subregion	44,083	51,401	57,869	64,039	74,093	30,010
Demand for New Housing Units Per Period	n/a	7,318	6,468	6,170	10,054	30,010
Subregional Area Demand by Housing Type	2019	2019- 2025	2025- 2030	2030- 2035	2035- 2040	2019-2040
Single Family	n/a	28%	28%	28%	28%	n/a
Attached	n/a	12%	12%	12%	12%	n/a
Apartment	n/a	60%	60%	60%	60%	n/a
Total	n/a	100%	100%	100%	100%	n/a
Subregional Demand by Housing Type by Time Period	2019	2019- 2025	2025- 2030	2030- 2035	2035- 2040	2019-2040
Single Family	n/a	2,049	1,811	1,728	2,815	8,403
Attached	n/a	862	762	727	1,185	3,537
Apartment	n/a	4,391	3,881	3,702	6,032	18,006
Total	n/a	7,318	6,468	6,170	10,054	30,010
View Royal Apartment Demand	2019	2019- 2025	2025- 2030	2030- 2035	2035- 2040	2019-2040
Study Area Apartment Demand	n/a	4,391	3,881	3,702	6,032	18,006
View Royal Share of Apartment Demand	n/a	12.5%	12.5%	12.5%	12.5%	13%
View Royal Apartment Demand per Period	n/a	549	485	463	754	2,251
Average View Royal Apartment Demand Per Year	n/a	91	97	93	151	107

Source: Coriolis Consulting Corp.

As shown in the exhibits, we estimate that demand for new apartment units in View Royal will average about 85 to 110 units per year between 2019 and 2040. This is significantly higher than the pace of starts between 2010 and 2019 (63 units per year).

The future Town Centre and the Hospital precinct, as well as the other locations already designated for mixed use and apartment development are marketable locations for new apartment development or mixed use apartment and commercial development (in locations where commercial space is marketable and viable).

2.6 Overall Summary of Market Projections

Our overall lower and higher development projections for the Town are summarized in Exhibits 17 and 18 (all figures are in square feet).

Exhibit 17: Projected Development in View Royal – Lower Scenario

Projected Growth (sf) Per Period	2019 to 2025	2025 to 2030	2030 to 2040	2019 to 2040
Office	32,400	27,000	54,000	113,400
Retail and Service	87,000	50,000	92,000	229,000
Hotel	12,600	13,200	33,000	58,800
Subtotal Commercial Floorspace	132,000	90,200	179,000	401,200
Apartment Floorspace ³	439,000	388,000	973,000	1,800,000
Total Floorspace	571,000	478,200	1,152,000	2,201,200

Exhibit 18: Projected Development in View Royal – Higher Scenario

Projected Growth (sf) Per Period	2019 to 2025	2025 to 2030	2030 to 2040	2019 to 2040
Office	61,200	51,000	113,000	225,200
Retail and Service	142,000	79,000	149,000	370,000
Hotel	12,600	13,200	33,000	58,800
Subtotal Commercial Floorspace	215,800	143,200	295,000	654,000
Apartment Floorspace	549,000	485,000	1,217,000	2,251,000
Total Floorspace	764,800	628,200	1,512,000	2,905,000

Our projections of potential urban development between 2019 and 2040 in the Town can be summarized as follows:

- Office development will range between about 110,000 and 225,000 square feet.
- Retail and service development will range between about 230,000 and 370,000 square feet.
- Hotel development will total a maximum of about 60,000 square feet (about 100 new rooms).
- Total commercial development will range between 400,000 and 655,000 square feet.
- Apartment development will range between about 1.8 million and 2.3 million square feet (1,800 to 2,250 units)

Because office and retail users put an emphasis on convenient access, visibility, parking availability, proximity to services and amenities and proximity to other businesses, the portions of the Town that would likely be most marketable for retail, service and office development include:

- Properties that front on the Island Highway, particularly in existing commercial nodes such as the Western Gateway corridor (in Wilfert), the Helmcken-Harbour Community corridor and the Eastern Gateway Community corridor.

³ Apartment forecasts assumes an average gross unit size of about 1,000 square feet.

- The future Town Centre.
- The Hospital precinct, particularly along Helmcken Road.

Apartment development would be marketable in residential or mixed use locations throughout the Town.

3.0 Interviews with Industry Representatives

We contacted industry representatives to discuss opportunities and constraints for new development in View Royal. Interviews were conducted with:

- The South Island Prosperity Partnership (SIPP).
- The West Shore Chamber of Commerce.
- The Urban Development Institute (UDI).
- Developers who are active in View Royal and adjacent municipalities.

The key comments provided by the individuals interviewed can be summarized as follows:

1. View Royal is well positioned to attract:
 - Multifamily residential development due to its central location in the region and livability.
 - Light industrial development or mixed office and industrial development (if suitable sites are available) because there is increasing demand for light industrial space in the region, but few locations for this type of development.
 - Medical related office space in the area near Victoria General Hospital, although the total market for this type of space may be limited.
 - Retail, service and office space that serves the local community as the population of View Royal (and adjacent communities) continues to grow.
2. There is likely limited opportunity for:
 - Large office projects as the market for office space in the region is small outside of the Core.
 - Larger retail and service projects that serve the broader region because the adjacent communities of Colwood and Langford have the capacity to continue to accommodate this type of retail and a much larger population base than View Royal.
3. Developers will be primarily interested in lowrise (4 storey) and midrise (6 storey) development as these forms of housing are more cost-effective than taller buildings which require more expensive concrete (or mass timber) construction. Over time, there may be more interest in taller buildings from developers.
4. Land supply is the main constraint for new development in View Royal. There are very few vacant properties remaining in the community so new development requires redevelopment which is more challenging. In addition, the owners of many of the under-utilized properties are not yet willing to sell for redevelopment.
5. Retail and service development should be focused in specific locations that are suitable and marketable for commercial development. Ideally, commercial locations would be highly accessible by vehicle, visible to passing traffic and offer convenient parking.
6. Developers view the Town's planning policies as generally supportive of development. However, some suggested that the approvals process could be improved if there was increased clarity about the heights and densities that would be supported as part of rezoning approval. Some developers suggested that proposals which were consistent with the OCP have not been supported by the Town. Some suggested that pre-zoning sites would help encourage additional development by removing the costs and risks associated with rezoning.

4.0 Economics of Redevelopment

As outlined in Section 2.0, we think that there will be significant demand for new urban development in View Royal over the next ten to twenty year or so. However, demand only results in new development if it is financially viable for developers to proceed with new projects and if planning policies are supportive of new development.

Most properties in the portions of the Town that are designated for multifamily residential or mixed use development are already improved with existing buildings, so new development will need to come primarily through redevelopment and intensification of existing under-utilized properties. Therefore, our analysis included a detailed evaluation of the economics of redevelopment and the implications for the uses, heights and densities likely required to make redevelopment financially viable. This section summarizes our financial analysis and the key implications.

4.1 Approach to Analysis

Properties that are improved with an existing use can be thought as having two different possible values:

- The value supported by the existing use (e.g., residence, income producing commercial building).
- The value supported by redevelopment (land value).

The higher of these two values is the actual market value of the property.

In order for a property to be financially attractive for redevelopment, the land value supported by the redevelopment concept needs to equal or exceed the value of the property under its existing use. Otherwise, a developer cannot afford to outbid a prospective purchaser (home buyer, investor, business) who want to retain the existing use.

Our analysis focuses on determining whether or not redevelopment is financially viable for private developers. It is important to note that development will not necessarily occur just because it is financially viable. A number of other conditions are necessary:

- There needs to be market demand for the project being considered.
- The municipality needs to approve the project.
- The existing landowner needs to be willing to sell the property to a developer for redevelopment at a price that is supported by the permitted development.

For this analysis, we selected a variety of case studies in the Town to test. Our approach for each site is to estimate the value of the property under its existing use and compare this with the estimated redevelopment land value of the site under the assumed rezoning scenario, allowing us to determine if the site is financially attractive for redevelopment under the assumed mix of uses, height and densities being tested in the scenario⁴.

The methodology can be broadly summarized in the following steps:

⁴ We analyzed one site that is currently vacant. For this site we compared the land value supported by the redevelopment scenario with the land value under existing zoning to determine if the redevelopment scenario supports a higher value than the existing zoning.

1. The financial viability of redevelopment will vary depending on a site's location and value of the existing use. Therefore, we identified 17 different case study sites in different parts of the Town that vary based on location, site size and existing use. Each site is improved with older, low density existing improvements and are representative of the types of sites that could be attractive for redevelopment. The case studies were agreed upon with the Town. Section 4.2 provides a detailed description of each case study site. Exhibit 19 provides a summary of the general location of each of the 17 case study sites and the redevelopment scenarios that we tested.

Exhibit 19: Summary of Types of Case Study Sites Analyzed

Neighbourhood	Number of Sites	Strata Apartment or Mixed Use Scenarios	Commercial or Light Industrial Scenarios	Townhouse and Infill Scenarios	Total Scenarios Analyzed
Hospital	6	20	2	5	27
Helmcken	2	2	0	1	3
Wilfert	4	6	3	0	9
Harbour	5	14	0	3	17
Total	17	42	5	9	56

2. For each case study site, we estimated the property value supported by the existing use of the site:
 - a. For income producing properties (commercial or rental uses), this is the capitalized value of the estimated net income stream generated by the existing improvements. This is the value that an investor would be willing to pay for the property to retain the existing improvements and collect rent for the long term. It represents the minimum price that a developer would need to pay for the site to acquire it for redevelopment purposes.
 - b. For existing single family (or duplex) properties, the existing value is the value of the property as an existing residence. For residential properties that require assembly, we assume that the developer would also need to pay a 20% premium over existing value in order to create an incentive for all of the existing property owner to sell to the developer simultaneously.
3. Using proforma analysis, we estimated the land value that would be supported by each redevelopment scenario being evaluated for the case study site. This was done using a land residual approach as outlined in Exhibit 20. The land residual analysis estimates the value of the completed building and then deducts all development costs (except land) and deducts a profit margin. The resulting residual is the maximum land value that a developer could afford to pay for the site, proceed with the development and earn the target profit.

The revenue and cost assumptions used in the land residual analysis are based on market research completed during late 2020.

If the land residual estimate is equal to or higher than the estimated value under existing use (step 2), then the redevelopment scenario is financially viable.

Exhibit 20: Land Residual Approach

Revenue/Sales Proceeds
Less all project costs except land
Less developer's profit target
Equals land residual (land value)

An alternate approach to determining the land value that is supported by redevelopment is to examine the recent sales prices of development sites in the Town (on a per square foot or per unit basis). Therefore, we also compared the results of our land residual analysis with sales prices of development sites in the Town to make sure the results of our financial analysis are consistent with development site sales evidence. Our analysis relies primarily on the land residual (proforma) approach as it can be used to test changes to heights, densities, uses, parking and other factors that affect the financial performance of a potential project. This approach allows us to gauge the financial impact of potential changes to development policies on the viability of new development projects.

4.2 Case Study Sites Analyzed

4.2.1 Description of Case Studies Analyzed

With input from City staff, we identified 17 case study sites (or assemblies) to analyze for redevelopment for a range of different types of hypothetical projects. Each site was analyzed for multiple redevelopment scenarios, so in total, we analyzed over 50 different redevelopment scenarios.

The case studies are described below. We have organized the descriptions by the type of redevelopment project (e.g., strata apartment, mixed use, commercial, townhouse, infill). The site numbers provided in the following sections are not always sequential because some sites were analyzed more than once to test different types of redevelopment scenarios (e.g., apartment and office). The location of each site is shown in the Attachments at the end of this report.

4.2.1.1 Strata Apartment and Mixed Use Sites

We analyzed apartment or mixed use development at 13 different case study sites in different parts of the Town that are designated in the OCP for Intensive Mixed Use, Neighbourhood Mixed Use or Mixed Residential.

Site 1 – Hospital Way

This site is located on Hospital Way across from the Victoria General Hospital. This vacant property is about 300,000 square feet in size and is currently zoned a combination of P-2 and C-1. The existing Intensive Mixed Use OCP designation supports mixed use development at a maximum height of 5 storeys and a density of 2.5 FSR.

Site 2 – Erskine Lane

This site is located on Erskine Lane in the Hospital neighbourhood. The site is improved with an older single family home and the lot is about 47,000 square feet in size. The site is currently zoned A-3. The existing Intensive Mixed Use OCP designation supports mixed use development at a maximum height of 5 storeys and a density of 2.5 FSR.

Site 4 – Helmcken Road

This site is located on Helmcken Road in the Hospital neighbourhood. It is an assembly of five properties improved with older single family homes and a low density commercial building. The assembled lot is about

48,000 square feet in size. The site is currently zoned a combination of C-4 and R-1B. The existing Neighbourhood Mixed Use OCP designation supports mixed use development at a maximum height of 4 storeys and a density of 1.5 FSR.

Site 5 – Conard Street

This site is located on Conard Street in the Hospital neighbourhood. It is an assembly of four properties improved with older single family homes. The assembled lot is about 27,000 square feet in size and is currently zoned R-1B. The existing Neighbourhood Mixed Use OCP designation supports mixed use development at a maximum height of 4 storeys and a density of 1.5 FSR.

Site 6a – Island Highway

This site is located on the Island Highway in the Harbour neighbourhood. It is an assembly of two properties that include an existing rental building plus vacant land. The assembled lot is about 23,000 square feet in size and the existing zoning is C-1. The existing Neighbourhood Mixed Use OCP designation supports mixed use development at a maximum height of 4 storeys and a density of 1.5 FSR.

Site 6b – Island Highway

This site is adjacent to site 6a and is located on the Island Highway in the Harbour neighbourhood. It is currently improved with an older 10,000 square foot commercial building. The lot is about 38,000 square feet in size and the existing zoning is C-1. The existing Neighbourhood Mixed Use OCP designation supports mixed use development at a maximum height of 4 storeys and a density of 1.5 FSR.

Site 7 – Island Highway

This site is located on the Island Highway in the Wilfert neighbourhood. It is currently improved with an older 4,000 square foot service commercial building. The lot is about 32,000 square feet in size and the existing zoning is C-1. The existing Neighbourhood Mixed Use OCP designation supports mixed use development at a maximum height of 4 storeys and a density of 1.5 FSR.

Site 8 – Chancellor Avenue

This site is located on Chancellor Avenue in the Wilfert neighbourhood. It is an assembly of three properties improved with older single family homes. The assembled lot is about 35,000 square feet in size and the site is currently zoned R-1B. The existing Neighbourhood Mixed Use OCP designation supports mixed use development at a maximum height of 4 storeys and a density of 1.5 FSR.

Site 9 – Island Highway

This site is located on the Island Highway in the Wilfert neighbourhood. It is currently improved with an older 46,000 square foot strip commercial building. The lot is about 106,000 square feet in size and the existing zoning is C-7. About 30% of the property is not developable due to steep terrain and adjacent riparian area. The existing Commercial OCP designation supports development at a maximum height of 4 storeys and a density of 2.5 FSR.

Site 10 – Island Highway

This site is located on the Island Highway in the Wilfert neighbourhood. It is currently improved with an older commercial building used as an auto dealership. The lot is about 88,000 square feet in size and the existing zoning is C-7. About 40% of the property is not developable due to steep terrain and adjacent riparian area. The existing Commercial OCP designation supports development at a maximum height of 4 storeys and a density of 2.5 FSR.

Site 11 – Island Highway

This site is located on the Island Highway in the Harbour neighbourhood. It is an assembly of three properties improved with older single family homes. The assembled lot is about 46,000 square feet in size and the site is currently zoned R-1. The existing Mixed Residential OCP designation supports multifamily development at a maximum height of 4 storeys and a density of 1.5 FSR.

Site 12 – Island Highway

This site is located on the Island Highway in the Harbour neighbourhood. It is an assembly of three properties improved with an older duplex and two rental properties (former motel). The assembled lot is about 130,000 square feet in size and the site is currently zoned C-5. The existing Mixed Residential OCP designation supports multifamily development at a maximum height of 4 storeys and a density of 1.5 FSR.

Site 13 – Island Highway

This site is located on the Island Highway in the Harbour neighbourhood. It is an assembly of two properties improved with an older single family home and an older low density rental building. The assembled lot is about 40,000 square feet in size and the site is currently zoned a combination of R-1 and RM-1. The existing Mixed Residential OCP designation supports multifamily development at a maximum height of 4 storeys and a density of 1.5 FSR.

4.2.1.2 Town Centre

We analyzed one large parcel that is located in the planned Town Centre area.

Site 3 – Town Centre

This site is located in the planned future Town Centre for View Royal. It is currently a portion of an existing RV park and has a total land area of about 300,000 square feet. The property is currently zoned C-6 and designated Intensive Mixed Use in the OCP. This designation supports mixed use development at a maximum height of 5 storeys and a density of 2.5 FSR.

If this site was redeveloped, a significant portion would need to be dedicated to create new roads, services and park space so the useable land area for development would be significantly lower.

4.2.1.3 Townhouse Sites

We analyzed townhouse development at seven different case study sites. Some of these sites were also analyzed for apartment and mixed commercial and apartment development (outlined above).

Site 2 – Erskine Lane

This site is located on Erskine Lane in the Hospital neighbourhood. The site is improved with an older single family home and the lot is about 47,000 square feet in size. The site is currently zoned A-3. The existing Intensive Mixed Use OCP designation supports mixed use development at a maximum height of 5 storeys and a density of 2.5 FSR.

Site 5 – Conard Street

This site is located on Conard Street in the Hospital neighbourhood. It is an assembly of four properties improved with older single family homes. The assembled lot is about 27,000 square feet in size and is currently zoned R-1B. The existing Neighbourhood Mixed Use OCP designation supports mixed use development at a maximum height of 4 storeys and a density of 1.5 FSR.

Site 8 – Chancellor Avenue

This site is located on Chancellor Avenue in the Wilfert neighbourhood. It is an assembly of three properties improved with older single family homes. The assembled lot is about 35,000 square feet in size and is currently zoned R-1B. The existing Neighbourhood Mixed Use OCP designation supports mixed use development at a maximum height of 4 storeys and a density of 1.5 FSR.

Site 11 – Island Highway

This site is located on the Island Highway in the Harbour neighbourhood. It is an assembly of three properties improved with older single family homes. The assembled lot is about 46,000 square feet in size and the site is currently zoned R-1. The existing Mixed Residential OCP designation supports multifamily development at a maximum height of 4 storeys and a density of 1.6 FSR.

Site 12 – Island Highway

This site is located on the Island Highway in the Harbour neighbourhood. It is an assembly of three properties improved with an older duplex and two rental properties (former motel). The assembled lot is about 130,000 square feet in size and the site is currently zoned C-5. The existing Mixed Residential OCP designation supports multifamily development at a maximum height of 4 storeys and a density of 1.6 FSR.

Site 13 – Island Highway

This site is located on the Island Highway in the Harbour neighbourhood. It is an assembly of two properties improved with an older single family home and an older low density multifamily rental property. The assembled lot is about 40,000 square feet in size and the site is currently zoned a combination of R-1 and RM-1. The existing Mixed Residential OCP designation supports multifamily development at a maximum height of 4 storeys and a density of 1.6 FSR.

Site 14 – Conard Street

This site is located on Conard Street in the Hospital neighbourhood. It is an assembly of four properties improved with older single family homes. The assembled lot is about 23,000 square feet in size and the site is currently zoned R1-B. The existing Residential OCP designation supports single family housing or townhouse units up to 0.6 FSR.

4.2.1.4 Commercial and Industrial Sites

We analyzed commercial development (office and/or mixed retail and office) at five different case study sites in different parts of the Town. Each site is in a location that is designated for commercial or mixed use. Some of these sites were also analyzed for apartment and mixed commercial and apartment development (outlined above).

Site 1 – Hospital Way

This site is located on Hospital Way across from the Victoria General Hospital. This vacant property is about 300,000 square feet in size and is currently zoned a combination of P-2 and C-1. The existing Intensive Mixed Use OCP designation supports mixed use development at a maximum height of 5 storeys and a density of 2.5 FSR.

Site 7 – Island Highway

This site is located on the Island Highway in the Wilfert neighbourhood. It is currently improved with an older 4,000 square foot service commercial building. The lot is about 32,000 square feet in size and the existing zoning is C-1. The existing Neighbourhood Mixed Use OCP designation supports mixed use development at a maximum height of 4 storeys and a density of 1.5 FSR.

Site 8 – Chancellor Avenue

This site is located on Chancellor Avenue in the Wilfert neighbourhood. It is an assembly of three properties improved with older single family homes. The assembled lot size is about 35,000 square feet in size and is currently zoned R-1B. The existing Neighbourhood Mixed Use OCP designation supports mixed use development at a maximum height of 4 storeys and a density of 1.5 FSR.

Site 9 – Island Highway

This site is located on the Island Highway in the Wilfert neighbourhood. It is currently improved with an older 46,000 square foot strip commercial building. The lot is about 106,000 square feet in size and the existing zoning is C-7. About 30% of the property is not developable due to steep terrain and adjacent riparian area. The existing Commercial OCP designation supports development at a maximum height of 4 storeys and a density of 2.5 FSR.

Site 10 – Island Highway

This site is located on the Island Highway in the Wilfert neighbourhood. It is currently improved with an older commercial building used as an auto dealer. The lot is about 88,000 square feet in size and the existing zoning is C-7. About 40% of the property is not developable due to steep terrain and adjacent riparian area.

The existing Commercial OCP designation supports development at a maximum height of 4 storeys and a density of 2.5 FSR.

4.2.1.5 Infill Sites

We analyzed the financial viability of infill development (duplex, quadruplex) on two existing single family lots in the Town.

Site 15 – Conard Street Lot

This single family lot is located on Conard Street in the Hospital neighbourhood. It is currently improved with an older home. The lot is about 5,700 square feet in size and the existing zoning is R-1B.

Site 16 – Vickery Road Lot

This single family lot is located on Vickery Road in the Helmcken neighbourhood. It is currently improved with an older home. The lot is about 10,900 square feet in size and the existing zoning is R-1B.

4.3 Key Assumptions

4.3.1 Key Financial Assumptions

The financial assumptions used in our analysis are based on detailed market research completed during late 2020.

4.3.1.1 Value of Completed Buildings

The revenue assumptions for our analysis can be summarized as follows:

- Strata apartment units are assumed to achieve average sales prices of about \$650 per square foot (assuming 4 to 6 storey woodframe buildings).
- Grade level retail and service space is assumed to have a completed value of about \$465 to \$470 per square foot. This is based on an average lease rate of \$27 per square foot net, a vacancy allowance of 5% and a cap rate of 5.5%.
- Office space is assumed to have a completed value of about \$450 per square foot. This is based on an average lease rate of \$26 per square foot net, a vacancy allowance of 5% and a cap rate of 5.5%.
- Light industrial space is assumed to have a completed value of about \$350 per square foot. This is based on an average lease rate of \$17 per square foot net, a vacancy allowance of 1.5% and a cap rate of 4.75%.
- Townhouse units are assumed to achieve average sales prices of about \$475 per square foot, assuming average unit sizes in the range of 1,400 to 1,500 square feet.
- Sales prices per square foot range widely for infill units depending on the unit size. For large duplex units (3,800 sf), our analysis assumes a sales price of \$250 per square foot (about \$950,000 for the unit). For smaller infill houseplex units (1,200 sf), our analysis assumes a sales price of \$500 per square foot (about \$600,000 for the unit).

4.3.1.2 Hard Construction Costs

The hard construction cost assumptions for our analysis can be summarized as follows:

- Strata apartment hard costs range between \$230 and \$250 per square foot of gross residential floor area depending on building height (plus parking). Costs for taller 6 storey woodframe building are higher than costs for 4 storey woodframe buildings.
- Hard costs for office, retail and service space in mixed use buildings or multi-storey buildings are \$260 per square foot of commercial floorspace. Parking is in addition.
- Hard costs for industrial space are \$125 per square foot plus \$175 per square foot of mezzanine space. Parking is in addition.
- Townhouse hard costs are \$220 per square foot of gross residential floor area (garage parking is included).
- Infill unit hard costs are \$280 to \$290 per square foot of gross residential floor area (parking is included).
- Parking construction costs average about \$55,000 per stall for underground parking and about \$5,000 per stall for surface parking. Parking for townhouse and infill units is already factored into the residential hard cost figure.

4.3.1.3 Other Costs and Allowances

Other key cost assumptions and allowances are as follows.

1. An allowance for costs associated with rezoning is included.
2. The Town's current target fixed rate CAC of \$3,500 per residential unit is included.
3. A demolition allowance is included based on the size and number of existing buildings.
4. A site servicing allowance is included based on the site frontage of each property (sidewalks, curbs, pavement, landscaping).
5. A tenant fit-up allowance is included for commercial space.
6. Soft costs and professional fees are set at 8% of hard construction costs. This covers application fees, design, engineering, consultants, survey, legal, insurance, warranties, deficiencies, and other professional fees. A separate project management fee of 3% on the hard and soft costs is included.
7. A contingency allowance of 5% is included on hard costs, soft costs and the project management fee.
8. Marketing costs, sales costs and commissions are included based on typical industry standards.
9. Separate allowances are included for property taxes, DCCs, and CRD water service based on current rates.
10. Construction financing is charged at 5% per year on 75% of the construction costs.
11. Land financing is charged at 5% per year on 50% of the estimated land value. Financing fees are charged at 1% of the assumed loan.
12. A developer's profit margin of 15% of project costs (including estimated land value) is included. This is the minimum profit margin that is typically required to obtain the financing that allows private developers to proceed with a new project.

4.3.2 Parking Assumptions

Parking assumptions (and therefore costs) used in our analysis are consistent with the Town's existing off-street parking requirements. Our analysis assumes:

- 1.5 stalls per residential unit. The current parking requirement ranges from 1.0 stall per unit for studio units up to 2.0 stalls per unit for 3 bedroom units, so the actual overall parking requirement depends on the unit mix. Based on a typical unit mix, we estimate that about 1.4 or 1.5 stalls per unit would be required.
- 4.7 stalls per 1,000 square feet of retail and service space (some service uses have a higher parking requirement so this may be low).
- 3.1 stalls per 1,000 square feet of office space (the requirement is higher for multi-tenant office buildings so this may be low).
- 1.3 stalls per 1,000 square feet of industrial space (the bylaw requirement varies by type of industrial use).

4.4 Summary of Results of Financial Analysis

This section summarizes the results of our financial analysis for each case study site and each redevelopment scenario.

4.4.1 Strata Apartment Redevelopment Scenarios

We analyzed the financial viability of strata apartment development at eleven different case study sites in different parts of the Town.

Some of these sites are currently designated for mixed use development in the OCP (either Intensive Mixed Use or Neighbourhood Mixed Use). Others are designated for residential use in the OCP (either Mixed Residential or Residential). We analyzed the following scenarios:

- 4 storey strata apartment development at a maximum density of 1.6 FSR.
- 6 storey strata apartment development at a maximum density of 2.5 FSR.

The results of our analysis are summarized in Exhibit 4. The exhibit shows the following key information:

- The site number for our analysis⁵.
- The location of the site.
- A description of the existing use(s).
- The current zoning.
- The total size of the assembled property.
- The density and height supported by the current OCP designation.
- The minimum land value that a redevelopment scenario needs to support in order for redevelopment to be viable. This is the estimated value of the property under its existing use⁶.
- The estimated land value supported by each of the rezoning and redevelopment scenarios. If this value is equal to or higher than the value under the existing use, then the redevelopment scenario is financially viable.

Each rezoning and redevelopment scenario is colour-coded to indicate whether or not the scenario is financially viable as follows:

- Scenarios that are financially viable are shown in green.
- Scenarios that are not financially viable are shown in red.
- Scenarios that would be viable with slightly higher unit sales prices or slightly reduced profit margins are shown in yellow. These scenarios may be viable if multifamily sales prices in View Royal increase or if developers are willing to accept reduced profit margins on new projects.

⁵ Specific addresses and property identifiers have not been included in this report for confidentiality reasons.

⁶ This figure represents the value of the property supported by its existing use. It is possible that the existing land value under current zoning is higher. So, the actual market value of the property under existing zoning may be higher than the figure shown in these exhibits. However, for redevelopment to be viable, the redevelopment scenario only needs to support a land value that is equal to or higher than the value of the existing use.

Exhibit 21 – Summary of Apartment Redevelopment Scenarios

	Road	Neighbourhood	Description	Zoning	Site Size (SF)	OCP Allowable FSR	OCP Maximum Height (Storeys)	Minimum Required Redevelopment Land Value	Estimated Land Value Supported by Redevelopment Scenario	
									4 Storey Apartment at 1.6 FSR	6 Storey Apartment at 2.5 FSR
1	Hospital Way	Hospital	Vacant	P-2 + C-1	299,518	2.5	5	\$5,176,000	\$27,669,502	\$27,611,753
2	Erskine Lane	Hospital	Old SFH	A-3	47,262	2.5	5	\$974,000	\$4,381,307	\$4,395,850
4	Helmcken Rd	Hospital	Commercial plus 4 Old SFDs	C-4 + R-1B	48,506	1.5	4	\$4,598,880	\$4,206,381	\$4,237,964
5	Conard St	Hospital	4 Old SFDs	R-1B	27,441	1.5	4	\$2,831,520	\$2,366,179	\$2,468,772
6a	Island Hwy	Harbour	Rental Units and Vacant Lot	C-1	23,436	1.5	4	\$1,878,221	\$1,774,487	\$1,809,623
6b	Island Hwy	Harbour	Older Commercial	C-1	38,261	1.5	4	\$2,791,575	\$3,389,583	\$3,354,943
8	Chancellor Ave	Hospital	3 Old SFDs	R1-B	34,848	1.5	4	\$2,383,800	\$3,093,020	\$3,119,311
11	Island Hwy	Harbour	3 Old SFDs	R-1	46,609	1.5	4	\$1,292,400	\$4,499,452	\$4,544,229
12	Island Hwy	Harbour	Duplex, Rental	C-5	130,680	1.5	4	\$4,635,680	\$11,654,289	\$11,897,366
13	Island Hwy	Harbour	1 Old SFD and Rental Townhouses	R-1 + RM-1	40,510	1.5	4	\$3,254,840	\$3,398,145	\$3,459,582
14	Conard St	Hospital	4 Old SFDs	R1-B	22,649	0.6	2.5	\$2,699,160	\$1,931,624	\$1,903,339

The key implications of our apartment analysis are:

- 4 to 6 storey strata apartment development is financially attractive (or almost financially attractive) at the sites we tested. If permitted strata apartment densities are about 1.6 FSR or more, we would expect sites improved with older houses and older low density commercial buildings to be attractive for redevelopment.
- The most challenging sites for redevelopment are assemblies of single family homes with smaller lot sizes and sites that have existing income producing buildings (rental or commercial) that can generate a significant income under existing use.

4.4.2 Mixed Use Redevelopment Scenarios

We analyzed the financial viability of mixed use development (apartment with retail) at eight different case study sites in different parts of the Town.

These sites are currently designated for mixed use development in the OCP (either Intensive Mixed Use or Neighbourhood Mixed Use). For the mixed use sites, we analyzed the financial performance of redevelopment for two different scenarios, including:

- 4 storey mixed use commercial and strata apartment development at a maximum density of 2.0 FSR.
- 6 storey mixed use commercial and strata apartment development at a maximum density of 3.0 FSR.

Exhibit 22 – Summary of Mixed Use Apartment and Commercial Redevelopment Scenarios

	Road	Neighbourhood	Description	Zoning	Site Size (SF)	OCP Allowable FSR	OCP Maximum Height (Storeys)	Minimum Required Redevelopment Land Value	Estimated Land Value Supported by Redevelopment Scenario	
									4 Storey Apartment over Commercial at 2.0 FSR	6 Storey Apartment over Commercial at 3.0 FSR
1	Hospital Way	Hospital	Vacant	P-2 + C-1	299,518	2.5	5	\$5,176,000	\$18,853,012	\$13,991,076
4	Helmcken Rd	Hospital	Commercial plus 4 Old SFDs	C-4 + R-1B	48,506	1.5	4	\$4,598,880	\$2,801,029	\$1,898,562
6a	Island Hwy	Harbour	Rental Units, Vacant Lot	C-1	23,436	1.5	4	\$1,878,221	\$1,130,606	\$755,663
6b	Island Hwy	Harbour	Older Commercial	C-1	38,261	1.5	4	\$2,791,575	\$2,706,457	\$2,071,843
7	Island Hwy	Wilfert	Older Service Commercial	C-3	31,363	1.5	4	\$1,705,600	\$1,632,789	\$1,175,509
8	Chancellor Ave	Hospital	3 Old SFDs	R1-B	34,848	1.5	4	\$2,383,800	\$2,041,438	\$1,499,335
9	Island Hwy	Wilfert	Old Strip Retail	C-7	106,025	2.5	4	\$4,830,255	\$4,631,277	\$3,249,940
10	Island Hwy	Wilfert	Auto Dealership	C-7	87,991	2.5	4	\$3,600,000	\$3,255,340	\$3,114,241

The key implications of our mixed use analysis are:

- 4 to 6 storey mixed use development is marginal from a financial perspective at the densities tested.
- For mixed use development to be financially attractive, we would expect minimum densities of about 2.0 FSR (in 4 storeys) and 3.0 FSR (in 6 storey) to be required. At these densities mixed use development will likely only be financially attractive on sites that are improved with very low value existing uses.
- Mixed use development does not perform as well as pure strata apartment development (despite higher assumed densities) because the commercial component of a mixed use project is less valuable than the residential component. In addition, the costs associated with the grade level commercial space are higher than the residential component due to the requirement for concrete construction and due to a higher parking requirement.
- Developers will likely look for opportunities to minimize project costs by limiting the amount of commercial space in a mixed use project.
- To improve the economics of mixed use apartment and commercial development, the Town could consider reducing the off-street parking requirements, particularly for commercial uses.

4.4.3 Town Centre

A portion of the Helmcken neighbourhood is identified in the existing OCP as the future Town Centre for View Royal. Much of the Town Centre area is currently used for an RV Park.

We analyzed the financial viability of mixed use development (apartment with retail) on a 7 acre portion of the overall property identified as the Town Centre.

Our analysis made the following key assumptions about the development potential of the property:

- About 35% of the land will be required for new roads, park space and other dedications. This is based on our review of other large Town Centre locations and master planned communities.

- Servicing and infrastructure costs to create the new development parcels at the property will total a minimum of about \$600,000 per acre. This is based on the lower end of costs for larger master planned communities that we have on file.

We analyzed the financial performance of redevelopment for two different density scenarios on the estimated net developable land area, including:

- 4 to 6 storey mixed use commercial and strata apartment development at a density of 2.0 FSR, with about 20% of the floorspace used for commercial and 80% for strata apartment.
- 4 to 6 storey mixed use commercial and strata apartment development at a density of 2.5 FSR, with about 20% of the floorspace used for commercial and 80% for strata apartment.

Exhibit 23 shows the estimated minimum required redevelopment land value for this site as a range. The range in existing use value depends on our assumption about the rents that can be generated by the existing RV sites at the property.

Exhibit 23 – Summary of Town Centre Site Scenarios

	Road	Neighbourhood	Description	Zoning	Site Size (SF)	OCP Allowable FSR	OCP Maximum Height (Storeys)	Minimum Required Redevelopment Land Value	Estimated Land Value Supported by Redevelopment Scenario	
									Town Centre at 2.0 FSR	Town Centre at 2.5 FSR
3	Island Hwy	Helmcken	RV Park	C-6	297,950	2.5	5	\$7.8 million to \$16.0 million	\$6,742,987	\$10,032,844

The key implications of our Town Centre site analysis are:

- The potential income that can likely be generated by the existing RV park use is high, making the site valuable under its existing use. In addition, costs associated with servicing and infrastructure that will likely be required to allow development to proceed will be significant, which negatively impacts the financial viability of redevelopment compared to a property that does not require new roads and services.
- Redevelopment of the Town Centre site at the densities we tested is marginal from a financial perspective.
- Over time, we would expect the viability of redevelopment to improve if the value of new strata apartment units and commercial space continue to increase.

To help improve development economics, this site could be considered for taller buildings in order to increase the achievable density, although this would result in concrete construction (or mass timber) which may not be financially viable in the short term (as the cost of concrete construction is high compare with woodframe). However, if unit prices continue to increase, we would expect concrete construction to become financially viable. So, permitting taller buildings in this location could improve redevelopment economics at this location over time.

4.4.4 Townhouse Scenarios

We analyzed the financial viability of townhouse development at seven different case study sites in different parts of the Town.

We analyzed two different townhouse scenarios:

- Townhouse development at 0.6 FSR with garage parking. This density can be achieved in existing townhouse zoning districts in View Royal.
- Townhouse development at 0.9 FSR with garage parking. This is not consistent with View Royal's existing townhouse districts but is achieved in other municipalities in BC. This is likely the maximum townhouse density achievable without underground parking.

The results of our analysis are summarized in Exhibit 24.

Exhibit 24 – Summary of Townhouse Redevelopment Scenarios

	Road	Neighbourhood	Description	Zoning	Site Size (SF)	OCP Allowable FSR	OCP Maximum Height (Storeys)	Minimum Required Redevelopment Land Value	Estimated Land Value Supported by Redevelopment Scenario	
									Townhouses at 0.6 FSR	Townhouses at 0.9 FSR
2	Erskine Lane	Hospital	Old SFD	A-3	47,262	2.5	5	\$974,000	\$2,342,680	\$3,853,284
5	Conard St	Hospital	4 Old SFDs	R-1B	27,441	1.5	4	\$2,831,520	\$1,227,431	\$2,095,743
8	Chancellor Ave	Hospital	3 Old SFDs	R1-B	34,848	1.5	4	\$2,383,800	\$1,589,778	\$2,688,162
11	Island Hwy	Harbour	3 Old SFDs	R-1	46,609	1.5	4	\$1,292,400	\$2,496,532	\$3,984,857
12	Island Hwy	Harbour	Duplex, Rental	C-5	130,680	1.5	4	\$4,635,680	\$6,181,515	\$10,345,733
13	Island Hwy	Harbour	1 Old SFH and Rental Townhouses	R-1 + RM-1	40,510	1.5	4	\$3,254,840	\$1,686,649	\$2,978,208
14	Conard St	Hospital	4 Old SFDs	R1-B	22,649	0.6	2.5	\$2,699,160	\$926,116	\$1,653,540

The key implications of our townhouse analysis are:

- Townhouse development is viable at assemblies of larger single family lots (e.g., 10,000 square feet or larger) and at commercial and rental properties with very low value existing improvements.
- Townhouse development at smaller single family lots (6,000 to 7,000 square feet or less) is not viable due to the higher existing lot value per square foot for the smaller lots.
- At the current maximum permitted townhouse density in the Town's zoning districts (0.6 FSR), there are few types of properties that will be financially viable for townhouse development. If the Town wants to encourage townhouse development, densities of at least 0.8 FSR to 0.9 FSR should be considered.

4.4.5 Commercial Scenarios

We analyzed the financial viability of commercial development (stand-alone office or office with retail) at five different case study sites in different parts of the Town.

These sites are currently designated Intensive Mixed Use, Neighbourhood Mixed Use or Commercial in the OCP allowing maximum heights of 4 to 5 storeys and densities of 1.5 to 2.5 FSR. We analyzed the financial performance of redevelopment for two different scenarios, including:

- Commercial at 0.55 FSR, assuming surface parking. This is the estimated maximum density that can be achieved if all of the required parking is provided at surface. The building would likely be two or three storeys.
- Commercial with underground parking at a density of 1.4 FSR. This assumes one level of underground parking with the remaining parking provided at surface. The building would likely be four or five storeys.

The results of our analysis are summarized in Exhibit 25.

Exhibit 25 – Summary of Commercial Redevelopment Scenarios

	Road	Neighbourhood	Description	Zoning	Site Size (SF)	OCP FSR	OCP Maximum Height (Storeys)	Minimum Required Redevelopment Land Value	Estimated Land Value Supported by Redevelopment Scenario	
									Office over Retail at 0.55 FSR	Office at 1.4 FSR
1	Hospital Way	Hospital	Vacant	P-2 /C-1	299,518	2.5	5	\$5,176,000	none	none
7	Island Hwy	Wilfert	Service Commercial	C-3	31,363	1.5	4	\$1,705,600	none	none
8	Chancellor Ave	Hospital	3 Old SFDs	R1-B	34,848	1.5	4	\$2,383,800	none	none
9	Island Hwy	Wilfert	Old Strip Retail	C-7	106,025	2.5	4	\$4,830,255	none	none
10	Island Hwy	Wilfert	Auto Dealership	C-7	87,991	2.5	4	\$3,600,000	none	none

The key implications of our commercial analysis are:

- Stand-alone office (or office plus retail) development is not financially viable under current market conditions. Under current market conditions, profit margins would be very low on any new commercial development.
- Increasing the permitted density for commercial development does not improve the economics of redevelopment because increased density will result in a requirement for underground (or structured) parking. The additional costs associated with the parking outweigh the value created by additional office density.
- Under current market conditions, office development will likely only be viable as part of a larger mixed use project that includes a significant residential component.
- If a stand-alone commercial project does proceed in the foreseeable future, we would expect it to be low density retail or office development with surface parking as this form of development keeps project costs as low as possible.
- To improve the economics of commercial development, the Town could consider reducing the off-street parking requirements for office and retail uses.

4.4.6 Light Industrial-Office Scenarios

We analyzed the financial viability of light industrial development and stacked industrial development (office over industrial) at two different case study sites in the Wilfert neighbourhood along the Island Highway corridor. The sites are currently used for lower density service commercial.

This form of higher density stacked industrial development is starting to occur in other municipalities on southern Vancouver Island (such as Colwood) as well as in the Metro Vancouver area. It could accommodate business similar to Reliance Controls which is one of the larger existing office users in View Royal.

The case study sites are currently designated for commercial or mixed use development in the OCP. We analyzed the financial performance of redevelopment assuming mixed office and industrial at about 0.90 FSR with surface parking. This is the estimated maximum density that can be achieved if all of the required parking is provided at surface.

The results of our analysis are summarized in Exhibit 26.

Exhibit 26 – Summary of Office-Industrial Redevelopment Scenarios

	Road	Address	Neighbourhood	Description	Zoning	Site Size (SF)	OCP Allowable FSR	OCP Maximum Height (Storeys)	Minimum Required Redevelopment Land Value	Land Value - Office over Industrial at 0.90 FSR
7	Island Hwy	472 Island Hwy	Wilfert	Service Commercial	C-3	31,363	1.5	4	\$1,705,600	\$1,538,330
10	Island Hwy	1660 Island Hwy	Wilfert	Auto Dealership	C-7	87,991	2.5	4	\$3,600,000	\$2,815,261

The key implications of our mixed office and industrial analysis are:

- Mixed office and light industrial development with surface parking is likely financially viable at sites that are improved with low value existing commercial buildings along the Island Highway corridor.
- Project viability is sensitive to the amount of parking required as a higher parking requirement results in a lower achievable density (with surface parking). Therefore, the Town should ensure that parking requirements are not higher than the minimum amount needed to serve the development.

4.4.7 Infill Housing Scenarios

We analyzed the financial viability of different types of infill housing on single family lots in the Town.

We examined duplex, triplex and other houseplex scenarios on two different sites:

- A smaller (6,000 square foot) single family lot in the Hospital Neighbourhood that is currently improved with an older house.
- A larger (11,000 square foot) single family lot in the Helmcken Neighbourhood that is currently improved with an older house.

For each lot, we analyzed infill scenarios ranging from about 0.7 FSR up to 0.85 FSR (similar to duplex and houseplex densities in other communities).

The key implications of the analysis are as follows:

- The profit margins that will likely be generated by infill housing will be very low (likely less than 5%). So, the economics of infill housing is likely marginal at best under current market conditions.
- Duplex and triplex units will probably not be viable as the unit sizes will be relatively large resulting in high unit prices. If infill units are large, prospective purchasers will likely have options to purchase resale single family houses for a similar price and will likely not be interested in the infill product.
- A minimum of four to six units per single family lot will likely be required in order to make infill housing profitable and of interest to builders. Even at this unit density, profit margins will likely be very low.
- If infill units are permitted, builders will likely focus on larger single family lots (say 10,000 square feet or so) as these lots have a lower existing value per square foot than smaller single family lots. However, if the lot is too large, the resulting unit sizes will be large, which could result in limited interest from buyers due to unit price.

4.5 Implications of Financial Analysis

The key findings from our case study financial analysis are as follows:

1. 4 to 6 storey strata apartment redevelopment is financially viable on a wide variety of sites in the Town at densities of 1.6 FSR to 2.5 FSR.
2. 4 to 6 storey mixed use redevelopment in the 2.0 FSR to 3.0 FSR is marginal from a financial perspective under current market conditions. For mixed use sites:
 - We would expect interest from developers to be focused at vacant sites and sites that are improved with very low value existing improvements.
 - Developers will likely look for opportunities to minimize project costs by limiting the amount of commercial space in a mixed use project or seeking a parking variance.
 - To improve the economics of mixed use apartment and commercial development, the Town could consider reducing the off-street requirements, particularly for commercial uses.
3. Development of the planned Town Centre lands is unlikely to be financially attractive in the short term. This is due to the relatively high value of the property under its current use as an RV park, high costs that will likely need to be incurred to provide the necessary servicing and infrastructure at the site, and the land dedications that would be required for new roads, park and public space. However, over time, the viability of redevelopment will improve if the value of new strata apartment units and commercial space continue to increase. If taller buildings and increased density (likely requiring mass timber or concrete construction) are permitted at these lands, it would likely improve redevelopment prospects over time (taller buildings will likely be financially attractive over time if unit prices continue to increase).
4. Townhouse development is currently viable on assemblies of larger single family lots (e.g., 10,000 square feet or larger) and on commercial and rental properties with very low value existing improvements. However, townhouse is not currently viable on assemblies of smaller single family lots (6,000 to 7,000 square feet or less) due to the higher existing lot value per square foot for these smaller lots. If the Town wants to encourage townhouse development, densities of at least 0.8 FSR to 0.9 FSR should be considered.
5. A minimum of four to six infill units per existing single family lot will likely be required in order to make infill housing profitable and of interest to builders. However, even at this unit density, profit margins will likely be very low. We would expect builders to focus infill units on larger single family lots (say 10,000 square feet or so) as these lots have a lower existing value per square foot than smaller single family lots.
6. Stand-alone office (or office plus retail) development is not financially viable under current market conditions. Under current market conditions, profit margins would be very low on any new stand-alone commercial development. For commercial projects:
 - Increasing the permitted density does not improve the economics of redevelopment because increased density will result in a requirement for underground (or structured) parking, which is costly.
 - Under current market conditions, office development will likely only be viable as part of a mixed use project that includes a significant residential component.
 - If any stand-alone commercial development does proceed in the foreseeable future, we would expect it to be low density retail or office development with surface parking as this form of development

keeps project costs as low as possible. This will only be viable on vacant or highly under-utilized sites.

- To improve the economics of commercial development, the Town could consider reducing the off-street requirements for office and retail uses.
7. Mixed light industrial and office development (stacked industrial) with surface parking should be financially viable at sites that are improved with low value existing commercial buildings, particularly along the Island Highway corridor in the Wilfert neighbourhood.

5.0 Potential Strategies to Encourage Redevelopment of Under-Utilized Properties

Our financial analysis in Section 4.0 can be used to help identify the land use and development policies (e.g., OCP designations, zoning) that would likely make properties financially attractive for redevelopment.

However, in order for development to occur, existing property owners need to be interested and motivated to sell for redevelopment. This is not always the case. Often, property owners do not want to sell for redevelopment even though the property is worth more as a development site than as an income-producing investment property. There are a number of reasons that this could be the case for any particular property owner, such as:

- Capital gains taxes. If a property has appreciated in value, many owners are hesitant to sell as it can trigger a significant capital gains tax which negatively affects the ability to re-invest into an alternate property.
- Attractive existing income stream. Many under-utilized properties generate significant income for the owner (often with minimal management and risk). Therefore, some property owners prefer to retain the existing income stream rather than sell and look for an alternate investment.
- Expectations of future value increases. Most property owners have seen the value of their property increase materially over time and they anticipate that this trend will continue. Therefore, many are comfortable with holding an existing property in anticipation of future appreciation.

Therefore, the Town asked us to identify tools that could be used to encourage owners to sell for redevelopment. We were asked to consider two general approaches:

- Tools that could improve redevelopment economics and increase existing land values, providing an additional incentive for owners to sell for redevelopment.
- Disincentives that could limit an owner's interest in retaining the existing use at a property and encourage owners of under-utilized properties to sell for redevelopment.

5.1 Incentives

We considered two different incentives that the Town could use to improve the economics of redevelopment:

- Reducing off-street parking requirements.
- Rezoning of sites by the Town in advance (prezoning).

5.1.1 Reduced Parking Requirements

Our financial analysis indicates that the viability of redevelopment is sensitive to the minimum off-street parking requirements, particularly for mixed use projects.

The Town's current off-street parking requirements for apartment and retail uses are higher than some other municipalities, particularly the retail parking requirement. Exhibit 27 compares apartment and retail bylaw parking requirements in View Royal with select nearby municipalities, including Sidney, Esquimalt and Langford (it should be noted that many municipalities approve parking reductions on a case-by-case basis).

Exhibit 27 – Parking Comparison with Selected Municipalities

Use	Apartment	Retail
View Royal	1.0 to 2.0 stalls per unit, or about 1.4 to 1.5 stalls per unit depending on unit mix	4.7 stalls per 1,000 sf
Sidney	1.0 stall per unit	2.3 stalls per 1,000 sf
Esquimalt	1.3 stalls per unit	3.7 stalls per 1,000 sf
Langford	1.25 to 2.25 per unit	3.1 stalls per 1,000 sf

As shown in the exhibit:

- View Royal's apartment parking requirements are higher than two of these three municipalities (Langford's is higher). In addition, our understanding is that View Royal has recently approved parking reductions to between 1.0 and 1.2 stalls per apartment unit for some rezonings.
- View Royal's retail parking requirements are higher than all three municipalities.

Therefore, we analyzed the impact of reduced parking on the results of some of the mixed use apartment and commercial development scenarios that we analyzed in Section 4.0.

We tested the financial impact of parking reductions as shown the Exhibit 28. These parking assumptions are illustrative only and are not intended to be recommended parking ratios. The intent of this sensitivity analysis is to gauge how reductions in parking can affect the estimated financial performance of a project.

Exhibit 28 – Parking Scenarios Tested

Use	Base Assumed Parking (Section 5.0)	Assumed Reduced Parking Requirement
Apartment	1.5 stalls per unit	1.25 stalls per unit
Retail	4.7 stalls per 1,000 sf	2.5 stalls per 1,000 sf

Exhibit 29 summarizes the estimated impact of the reduced parking requirement for the 4 and 6 storey mixed use redevelopment scenarios for sites 4, 7 and 10. The "b" version of each site assumes the lower parking requirement.

Exhibit 29 – Impact of Reduced Parking on Financial Analysis

	Road	Neighbourhood	Description	Zoning	Site Size (SF)	OCP Allowable FSR	OCP Maximum Height (Storeys)	Minimum Required Redevelopment Land Value	Estimated Land Value Supported by Redevelopment Scenario	
									4 Storey Apartment over Commercial at 2.0 FSR	6 Storey Apartment over Commercial at 3.0 FSR
4	Helmcken Rd	Hospital	Commercial plus 4 Old SFDs	C-4 + R-1B	48,506	1.5	4	\$4,598,880	\$2,801,029	\$1,898,562
4b									\$4,521,812	\$4,652,453
7	Island Hwy	Wilfert	Older Service Commercial	C-3	31,363	1.5	4	\$1,705,600	\$1,632,789	\$1,175,509
7b									\$2,693,105	\$2,717,468
10	Island Hwy	Wilfert	Auto Dealership	C-7	87,991	2.5	4	\$3,600,000	\$3,255,340	\$3,114,241
10b									\$5,311,845	\$5,839,344

Reduced off-street parking can significantly increase the land value supported by redevelopment and improve the viability of redevelopment.

Under the current base case parking requirements, the financial viability of all six scenarios that we tested was marginal. With the reduced parking assumptions, all six scenarios tested are viable. This shows that parking reductions can significantly improve the financial viability of redevelopment.

We would expect reduced parking requirements to improve the financial viability of redevelopment for all of the apartment, mixed use and commercial scenarios that we tested as part of our analysis. This could encourage the owners of existing under-utilized properties to sell for redevelopment as developers should be able to offer higher land acquisition prices.

5.1.2 Prezoning

The rezoning process is costly and time consuming and has an uncertain outcome for applicants. If sites are already zoned for development, then the time, risk and cost associated with rezoning is eliminated which will increase interest from developers.

Therefore, to help improve the financial viability of redevelopment, the Town could zone sites in advance for the uses, heights and densities it supports in an updated OCP. This strategy could encourage the owners of existing under-utilized properties to sell for redevelopment as developers may offer higher land acquisition prices.

However, it should be noted that there will likely be drawbacks to this from the Town's perspective. Prezoning could:

- Reduce the Town's ability to obtain land dedications for new roads and services from specific sites (if needed).
- Limit the ability to negotiate contributions towards amenities, roads and infrastructure costs as part of the approvals process.

If the Town moves in this direction, we would recommend:

- Only prezoning sites in locations where the Town will not need to negotiated land dedications for new roads, services or public space.
- Only prezoning sites in specific locations where the Town wants to focus development in the short term.
- Designing density bonus zoning districts that offer an outright base density but also create the opportunity to obtain amenity contributions in return for increased bonus density.

5.2 Disincentives

The Town asked us to consider strategies that could create a disincentive for the existing owners of under-utilized properties to retain properties and instead sell for redevelopment. We considered two different strategies:

- Changing zoning to increase property assessments so that the annual property taxes increase and the cost of retaining the existing property increases.
- Enforcing existing zoning bylaws to ensure that property owners are not generating revenue from uses that are not permitted under existing zoning.

5.2.1 Property Taxes

If a property's assessed value increases relative to other properties in its tax class, then the annual taxes will increase (if the tax rate is not reduced). The Town is interested in understanding whether or not rezoning specific properties could increase the assessed values of under-utilized properties and increase annual property taxes to the owner.

We compared the existing assessed values for a number of under-utilized properties in the Town with our estimate of the market value of each property assuming it was rezoned to allow apartment or mixed use development. We found that the existing assessments are already relatively high for most under-utilized properties likely due to the existing OCP designations that already support apartment or mixed use development at most of these properties. So, rezoning under-utilized properties may not increase the assessed values materially.

Even if the assessed value did increase, it may not create an incentive for the existing property owner to sell for redevelopment for a few different reasons:

- The property owner would likely try to pass any increased taxes onto the tenants or users of the property. Therefore, any increased taxes may not lower the income to the property owner. It may just result in higher costs to the tenants.
- If property tax increases cannot be passed onto tenants, the tax increase would likely need to be substantial to actually incent a property owner to sell because the existing annual net income from most properties is high. We would not expect large property tax increases due to rezoning.
- If total assessments increase across an entire assessment class, municipalities typically reduce the tax rate (at least in part) for that class of property. If assessments increase, but tax rates are reduced, then the overall property taxes for an individual property may not increase.

Overall, we do not think that rezoning under-utilized properties for apartment or mixed use development will necessarily result in an increase in assessed values as the existing assessed values for most under-utilized properties are already reflective of the apartment and mixed use OCP designations. Even if the assessment did increase for a specific property, it may not create an incentive for the property owner to sell for redevelopment.

In addition, if sites were rezoned with the intention of increasing the assessed values, this could:

- Reduce the Town's ability to obtain land dedications for new roads and services (if needed) when the property is redeveloped.
- Limit the ability to negotiate contributions towards amenities, roads and infrastructure costs when the property is redeveloped.

Therefore, we do not think that this is a strategy that the Town should pursue.

5.2.2 Zoning Bylaw Enforcement

The Town indicated that some property owners may be renting space for uses that are not specifically permitted under the current zoning. For example, some properties may be renting space to long term residential tenants despite zoning that restricts the length of tenancies.

If this is true, the Town could consider enforcing the maximum tenancy length permitted at these properties under existing zoning. This would have a negative impact on the income generated by these properties if

short term tenancies do not generate the same revenue or result in higher operating and management costs (due to vacancy and tenant turnover). It is difficult to determine whether this strategy would result in affected property owners deciding to sell for redevelopment. However, we think the Town should consider enforcing bylaws that restrict uses that are not permitted under existing zoning.

6.0 Recommendations

Based on our market and financial analysis, the Town asked us to provide recommendations about land use policy for specific subareas in the Town as well other planning tools that could be considered to improve redevelopment opportunities.

6.1 Land Use by Subarea

6.1.1 Hospital Precinct

One of the potential growth areas in the Town is the Hospital Precinct, surrounding surrounding Victoria General Hospital. The boundaries of the Hospital Precinct are shown in Exhibit 30.

Exhibit 30 – Hospital Precinct



The Town should consider a variety of different opportunities for this neighbourhood:

- Properties fronting on Helmcken Road near Chancellor Avenue/Watkiss Way (across from the Eagle Creek) in the Northern Gateway Community Corridor should be considered for 4 to 6 storey mixed use development at minimum densities in the range of 2.0 FSR to 3.0 FSR. The higher the permitted density, the greater the number of sites that will be financially attractive for redevelopment.
- The vacant properties along Hospital Way adjacent to Victoria General Hospital should be considered for 4 to 6 storey mixed use development at minimum densities in the range of 2.0 FSR to 3.0 FSR. Portions of these properties should be considered for office development to create an opportunity for additional

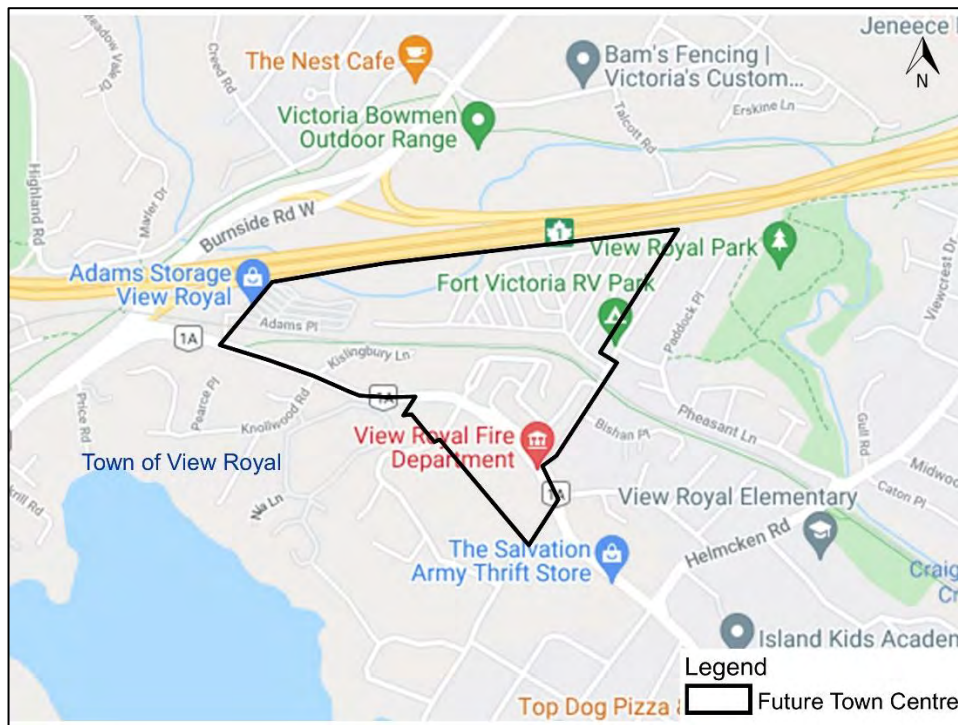
medical related office space. However, apartment development should also be permitted as stand-alone office space is unlikely to be financially attractive to private developers. In addition, the scale of office demand in View Royal is likely to be modest so there is unlikely to be sufficient demand to develop these properties entirely for office use.

- Parking for any commercial space should be permitted to be provided at grade in surface parking lots. However, the parking should be located behind new buildings with the building oriented to the street to help create a more walkable, pedestrian friendly environment. Any new commercial development with surface parking should be planned so that the surface parking can be redeveloped for higher density uses with underground parking over the longer term.
- Properties that are identified by the Town for multifamily residential development in the rest of the Hospital precinct should be considered for 4 to 6 storey apartment development at densities of 1.6 FSR to 2.5 FSR.

6.1.2 Town Centre

Another potential growth area in the Town is the future Town Centre. The boundaries of the future Town Centre are shown in Exhibit 31.

Exhibit 31 – Future Town Centre



Redevelopment of parcels in the planned Town Centre is unlikely to be financially attractive in the short term because:

- The potential income from the existing uses (RV park) creates significant value to the owner, so land acquisition cost to any developer would be significant.
- Redevelopment of the lands will require new roads and park land (or other public space) which will require land dedications. This will reduce the amount of developable land.

- There will be substantial costs to any developer associated with providing the necessary servicing and infrastructure at the site to allow new development to proceed.

Over time, the viability of redevelopment will improve if the value of new strata apartment units and commercial space in the Town continues to increase.

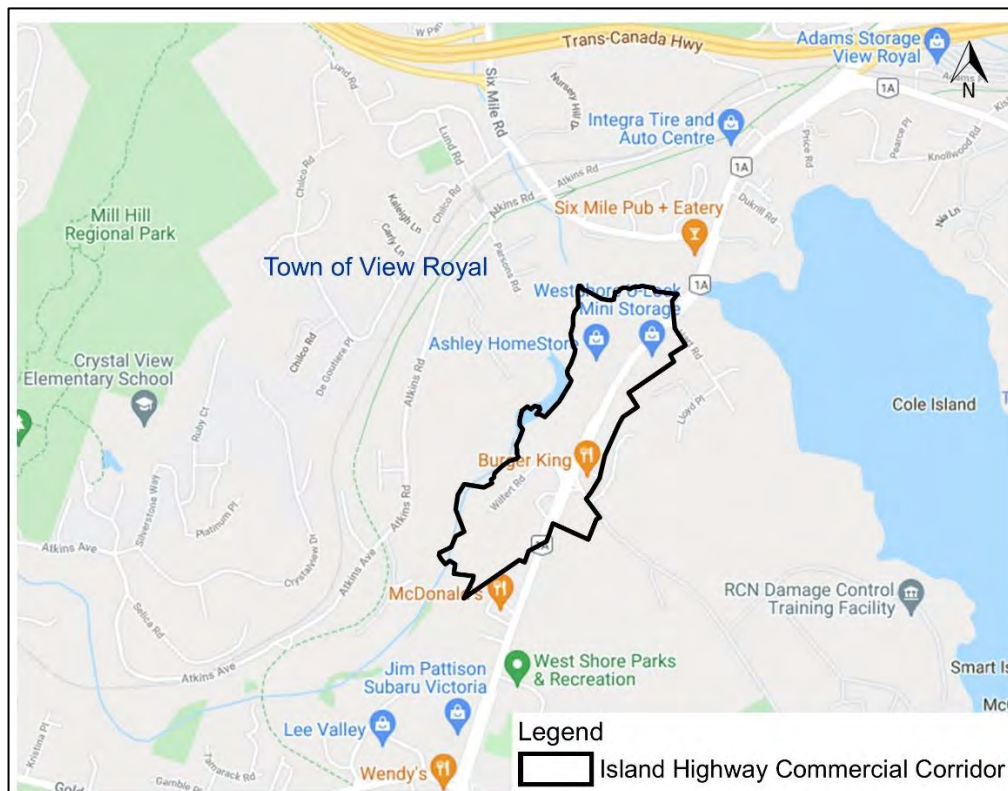
The Town should treat redevelopment of the planned Town Centre as a longer term prospect. The area should be designated for a mix of apartment, retail and service, and mixed use development.

As part of any future planning for the lands, the Town should consider providing the flexibility to build taller, higher density buildings at these sites. Highrise construction is likely not financially attractive under current market conditions due to the high costs of concrete (or mass timber) construction. However, if apartment unit values continue to increase over time, highrise construction will become increasingly viable. If taller buildings are permitted, it will create the opportunity to achieve increased density which will help improve redevelopment economics for the Town Centre properties over time.

6.1.3 Island Highway Corridor

The Island Highway Corridor is another potential key growth area in the Town. The boundaries of the Commercial Corridor are shown in Exhibit 32.

Exhibit 32 – Island Highway Commercial Corridor



The Island Highway Corridor offers a variety of different opportunities. For portions of the Corridor where the Town wants to restrict residential development (such as the Western Gateway Community Corridor), the Town should consider the following:

- Designate properties for a mix of employment accommodating uses including office, retail and hotel as well as light industrial.
- Allow mixed office and light industrial development (stacked industrial). Higher density stacked industrial development is starting to occur in other municipalities on southern Vancouver Island (such as Colwood) as well as in the Metro Vancouver area. Our financial analysis indicates that this form of development will likely be financially viable at sites that are improved with low value existing commercial buildings. The Island Highway corridor in the Wilfert Neighbourhood is a good candidate for this type of development as it offers relatively large potential redevelopment sites with good vehicular access.
- Continue to allow heights up to four storeys as currently supported by the Commercial designation in the OCP.
- Parking for any commercial space should be permitted to be provided at grade in surface parking lots. However, the parking should be located behind new buildings with the building oriented to the street to help create a more walkable, pedestrian friendly environment. Any new commercial development with surface parking should be planned so that the surface parking can be redeveloped for higher density uses with underground parking over the longer term.

For locations in the Corridor that are envisioned for residential and mixed use development (such as the Helmcken-Harbour Community Corridor):

- Properties identified by the Town for mixed use development should be considered for 4 to 6 storey development at minimum densities in the range of 2.0 FSR to 3.0 FSR. The higher the permitted density, the greater the number of sites that will be financially attractive for redevelopment.
- Properties that are identified by the Town for multifamily residential development should be considered for 4 to 6 storey apartment development at densities of 1.6 FSR to 2.5 FSR.

6.1.4 Mixed Use Areas

For other locations in the Town that are identified for mixed use development, the Town should consider designating properties for 4 to 6 storey development at minimum densities in the range of 2.0 FSR to 3.0 FSR.

6.1.5 Mixed Residential Areas

For other locations in the Town that are identified for mixed residential development, the Town should consider designating properties for 4 to 6 storey apartment development at minimum densities in the range of 1.6 FSR to 2.5 FSR.

6.1.6 Residential Neighbourhoods

Infill housing (duplex, triplex, houseplex) and townhouse development can broaden the type of housing available in a community and can provide housing units that are less expensive than single family homes. However, infill development is often not financially viable for builders unless the permitted density is sufficient.

If the Town wants to encourage infill housing and townhouse development in existing residential neighbourhoods, we suggest the following:

- Explore the opportunity to permit infill housing with a minimum of four to six infill units per existing single family lot. Even at this unit density, profit margins for developers will likely be very low. We would suggest focusing infill units on larger single family lots (say 10,000 square feet or so) as these lots have a lower existing value per square foot than smaller single family lots, making them more attractive for redevelopment from a financial perspective.
- Consider allowing townhouse densities of at least 0.8 FSR to 0.9 FSR. This is likely the maximum density achievable assuming a 3 storey height limit and garage parking, but it is likely required to make assembly and redevelopment of most older single family houses financially viable.

6.2 Other Items

6.2.1 Parking Requirements

the Town should review its existing off-street parking requirements to determine if parking requirements can be reduced for apartment, office, retail and service uses. This will lower the cost of development and create more certainty for developers (rather than applying for a variance) which will improve redevelopment economics.

Parking for any commercial space should be permitted to be provided at grade in surface parking lots. However, the parking should be located behind new buildings with the building oriented to the street to help create a more walkable, pedestrian friendly environment. Any new commercial development with surface parking should be planned so that the surface parking can be redeveloped for higher density uses with underground parking over the longer term.

6.2.2 Prezoning

The Town could prezone sites in advance for the uses, heights and densities that it supports in the updated OCP. However, it should be noted that there will likely be drawbacks to this from the Town's perspective. Prezoning sites could:

- Reduce the Town's ability to obtain land dedications for new roads and services (if needed).
- Limit the ability to negotiate contributions towards amenities, roads and infrastructure costs.

If the Town chooses to prezone sites, it should:

- Only prezone sites in locations where the Town will not need to negotiate land dedications for new roads, services or public space. For example, the Town Centre area should not be prezoned.
- Only prezone in the specific locations where the Town wants to focus development in the foreseeable future.
- Design density bonus zoning districts that create the opportunity to obtain amenity contributions in return for bonus density.

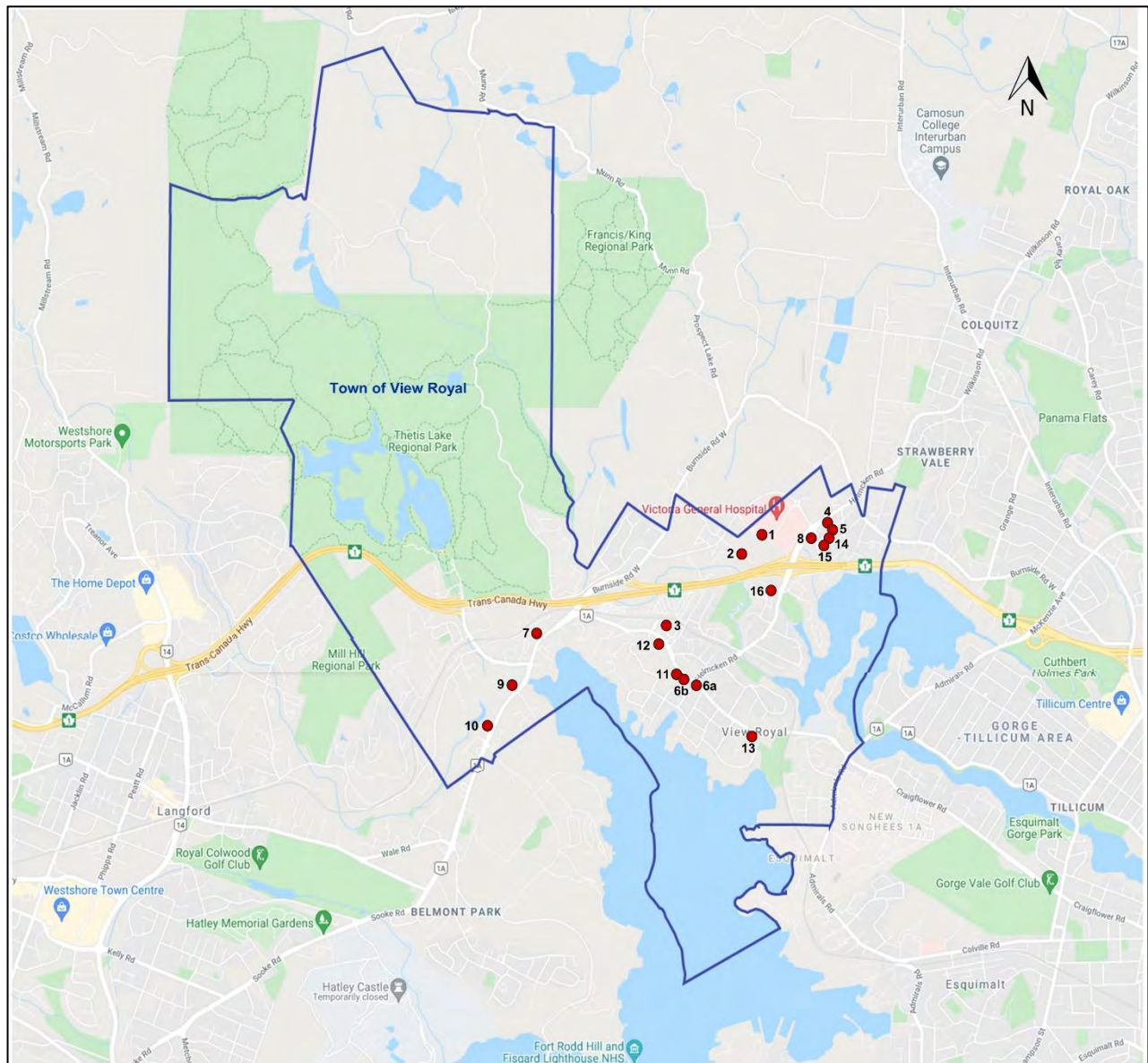
6.2.3 Enforcement of Zoning Bylaws to Encourage Redevelopment

The Town indicated that owners of some under-utilized properties may be renting space for uses that are not specifically permitted under the current zoning. For example, some property owners may be renting space to long term residential tenants despite zoning that restricts the length of tenancies.

We think the Town should consider enforcing bylaws that restrict uses which are not permitted under existing zoning. This may encourage owners of these properties to sell for redevelopment sooner than they otherwise would.

7.0 Attachments

Location of Case Study Sites





Official Community Plan Review Update: Engagement Touchpoint #2

OCP Advisory Committee – May 5, 2025



Engagement Overview

Timeline: Friday, May 16 to Sunday, June 8

Focus: Draft land use designations and growth scenarios and draft OCP vision statement and goals

How will input be used:

- Advance the draft land use and growth scenarios
- Confirm the draft vision and goals
- Provide direction for the 50% draft OCP



Key Engagement Tactics and Tools



ONLINE SURVEY

May 16 to June 8



OPEN HOUSES

May 27, June 1, June 4



POP-UPS

TBD



Online Survey Details



LAND USE AND GROWTH SCENARIO SURVEY:

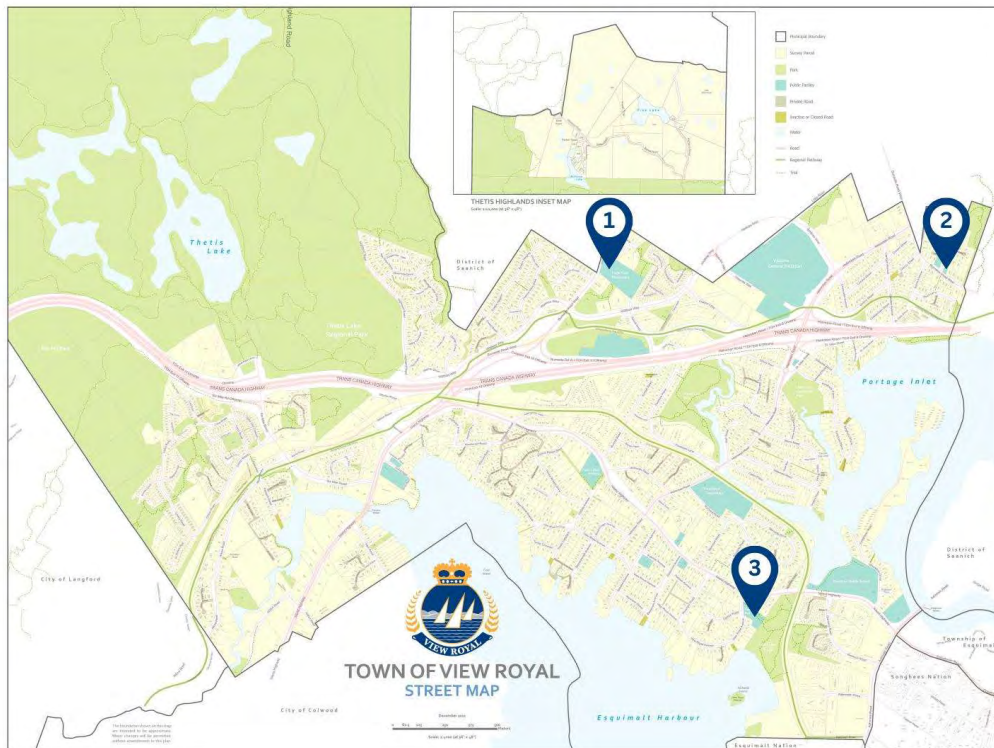
May 16 to June 8

SURVEY FOCUS:

- Preferred land use scenario
- Feedback on growth areas
- Confirm the draft vision and goals



Open House Details



TUESDAY, MAY 27:
Eagle View Elementary
6:30 to 8:30pm

SUNDAY, JUNE 1:
Strawberry Vale Community Centre
10:00am to 2:00pm

WEDNESDAY, JUNE 4:
View Royal Town Hall
4:30 to 7:30pm



Pop-up Events



POTENTIAL LOCATIONS:

- Eagle Creek Village
- Admirals Walk
- View Royal Park
- Portage Park
- Local schools



Outreach and Promotions

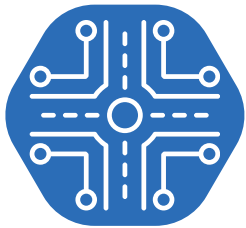
- Social media:
Facebook, Instagram, BlueSky
- Inside View Royal
(monthly e-newsletter)
- View Royal website:
“What’s Happening” updates
- Engage View Royal updates
- Posters and stakeholder emails
- News release



DRAFT OCP VISION STATEMENT

View Royal, located on the traditional, ancestral, and unceded territories of the ləkʷəŋən speaking peoples, is a flourishing community in 2050. Coastal and forested landscapes, commercial services, and recreational amenities are all within walking, rolling, cycling, or easy driving distance from each neighbourhood. Through thoughtful environmental stewardship and forward-thinking climate action, natural amenities are preserved for current and future generations. While retaining its charm, the Town provides diverse and affordable housing types and economic development opportunities, which enhance overall community wellbeing. As a gateway community in the Greater Victoria region, living in View Royal is accessible and attractive for all.

OCP GOALS



Mobility & Connectivity

Goal: Provide a variety of transportation options within a well-connected network to support mobilizing all ages and abilities.

While private vehicles are still the primary method of travel, the Town continues to strive towards the creation of an improved transportation network. Developing a well-connected regional network will ensure that residents are able to get where they need to go via different modes: walking, cycling, rolling, transit, and vehicular use. The Town will work closely with the Capital Regional District and nearby municipalities to address ongoing traffic challenges and streamline local and regional connections.



Diverse & Affordable Housing

Goal: Provide diverse, attainable, and affordable housing types for all residents.

Encouraging the development of a wide range of market and non-market housing options will ensure existing and future residents can continue to call the Town home. Emphasis will be placed on housing that supports aging-in-place, multi-generational households, and the creation of more rental and home ownership opportunities. Where possible, these options will be within close proximity to everyday services and amenities.

OCP GOALS



Growth Management & Community Character Preservation

Goal: Maintain the unique character of each neighbourhood as they grow.

As a desirable community to live in, View Royal must balance opportunities for growth and the need for infrastructure services while preserving the existing charm and character of the Town's neighbourhoods and natural amenities. The Town recognizes these attributes are highly valued and will maintain them for existing and new residents to appreciate.



Preserving & Protecting Natural Amenities

Goal: Preserve, protect, and expand the Town's natural assets and amenities.

Parks, trails, and green space are regularly identified as some of the greatest benefits of living in the Town. Ensuring the coastal and forested landscapes are preserved and protected for the enjoyment of current and future generations is a community priority. These efforts will include ensuring a balanced approach to growth and adopting strong climate change adaptation and mitigation strategies.

OCP GOALS



Community Well-being

Goal: Enhance community well-being by providing safe, inclusive, and accessible spaces, while integrating arts and culture into everyday life.

Community well-being is achieved when every member feels safe, included, and has access to essential services and opportunities. It means embracing diversity and ensuring that all voices are heard and valued, creating a sense of belonging for everyone. Integrating arts and culture enriches our community by celebrating creativity and heritage, fostering a vibrant and dynamic environment that brings people together and enhances the quality of life for all.



Climate Action & Resilience

Goal: Undertake climate adaptation and mitigation efforts to support the community's resiliency.

As a forested coastal town, View Royal is particularly vulnerable to wildfires, coastal storms, flooding, and sea level rise attributable to the changing climate. In response, the Town is taking initiative to become a low carbon community, reduce its greenhouse gas emissions, and adopt climate adaptation and mitigation strategies to continue maintaining a high quality of life for everyone.

OCP GOALS



Economic Development

Goal: Identify and incentivize opportunities for mixed-use and non-residential development to support local and regional economic priorities.

Encouraging non-residential growth through development incentivization and policy amendments will support View Royal's economy and further develop employment lands, including the Western Gateway Corridor and Transit-Oriented Development areas. By attracting investment and business into the Town, this additional economic activity will support local demand for shops, restaurants, and services within walking distance of neighbourhoods and create a vibrant and sustainable community for all.



Reconciliation

Goal: Establish a strong relationship with the Esquimalt and Songhees Nations to collaborate on key priorities and continue to advance the Town's reconciliation efforts.

View Royal is located on the traditional, ancestral, and unceded territories of the ləkʷəŋən speaking peoples. To support community interest in advancing reconciliation efforts, the Town will continue to build a relationship with the Esquimalt and Songhees' peoples. Emphasis will be placed on facilitating increased collaboration, celebrating values and culture, and fostering partnerships.

OCP GOALS



Community Input & Governance

Goal: Ensure View Royal community members are meaningfully involved in the advancement of community goals and priorities.

As View Royal grows and evolves, the Town will continue to seek feedback and input from the community. Through good governance, community leaders will steward decision-making processes and ensure they remain transparent.



Regional Partnerships

Goal: Continue to strengthen the Town's relationships with Capital Regional District stakeholders, including member municipalities, on regional matters.

View Royal is a gateway community bordering seven jurisdictions within the Capital Regional District. Maintaining strong relationships with these local governments and First Nation communities is important to ensure alignment on regional priorities, such as the enhancement of regional transportation management and connectivity.