



**TOWN OF VIEW ROYAL
OFFICIAL COMMUNITY PLAN REVIEW
ADVISORY COMMITTEE MEETING
MONDAY, JUNE 2, 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 May 5, 2025, Pg.2-5
(motion to adopt)
- 4. CHAIR'S REPORT**
- 5. PETITIONS & DELEGATIONS**
- 6. BUSINESS ARISING FROM PREVIOUS MINUTES**
- 7. REPORTS**
 - 7.1 STAFF REPORTS**
 - a) Official Community Plan Phase 1 Process Update report dated May 22, 2025, from the Director of Development Services Pg.6-269
 - b) Official Community Plan Review Update: Draft Vision and Land Use Survey report dated May 20, 2025, from the Senior Planner Pg.270-315
- 8. CORRESPONDENCE**
 - a) Letter dated May 6, 2025, from D. Wilson Pg.316-318
- 9. NEW BUSINESS**
 - a) Official Community Plan Questions to the Committee dated May 27, 2025, from Mayor TobiasPg.319
- 10. TERMINATION**



TOWN OF VIEW ROYAL

MINUTES OF AN OFFICIAL COMMUNITY PLAN REVIEW ADVISORY COMMITTEE MEETING HELD ON MONDAY, MAY 5, 2025 VIEW ROYAL MUNICIPAL OFFICE – COUNCIL CHAMBERS

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

REGRETS; K. Peatt
M. Lloyd

PRESENT ALSO: L. Taylor, Director of Development Services
K. Korki, Communication Co-ordinator
D. Miles, Development & Licencing Services Clerk

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.

2. APPROVAL OF AGENDA

MOVED BY: W. Abbott
SECONDED: J. Priest

THAT the agenda be amended to include late item 9 d) ii;

AND THAT the agenda be approved as amended.

CARRIED

3. MINUTES, RECEIPT & ADOPTION OF

MOVED BY: E. Willis
SECONDED: J. Priest

THAT the minutes of the Committee meeting held February 24, 2025, be adopted as presented

CARRIED

4. CHAIR'S REPORT

5. PETITION & DELEGATIONS

6. BUSINESS ARISING FROM PREVIOUS MINUTES

7. REPORTS

7.1 STAFF REPORTS

8. CORRESPONDENCE

- a) Email dated March 11, 2025 from V. Dammann

MOVED BY: E. Willis

SECONDED: K. Abraham

THAT the email dated March 11, 2025 from V. Dammann be received for information.

CARRIED

- b) Email dated March 17, 2025 from I. Brown

MOVED BY: E. Willis

SECONDED: K. Abraham

THAT the email dated March 17, 2025 from I. Brown be received for information.

CARRIED

- c) Letter dated March 18, 2025 from D. Wilson

MOVED BY: E. Willis

SECONDED: K. Abraham

THAT the letter dated March 18, 2025 from D. Wilson be received for information.

CARRIED

- d) Email dated March 19, 2025 from Goodwill Investments

The Committee discussed the Fort Victoria RV Campground property at 340 Island Highway and that it provides alternative and affordable housing option in View Royal.

MOVED BY: E. Willis

SECONDED: K. Abraham

THAT the email dated March 19, 2025 from Goodwill Investments be received for information.

CARRIED

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
- ii. OCP Review and Update – Business Mixer Workshop – What We Heard Presentation

Staff introduced the Business Mixer Workshop – What We Heard Presentation.

The Committee asked staff to clarify what is meant by transportation improvement and how the feedback received from the Business Mixer will be used in the OCP review process.

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
- ii. OCP Review and Update - Vision and Guiding Principles Survey – What We Heard Presentation

Staff reviewed the Vision and Guiding Principles Survey – What We Heard Presentation with the Committee.

The Committee had questions regarding the average age of respondents as a comparison to the average age of residents in View Royal, parent participation in response to youth engagement, feedback related to interface fire hazard areas, and traffic counts on Island Highway. Staff noted that youth engagement was very successful and resulted in more parent engagement; Phase 3 will include the establishment of an Interface Fire Hazard Development Permit Area; and staff will find out more information on previous traffic counts along Island Highway and report back to the Committee.

The Committee discussed concerns related to traffic congestion, and engagement with the province on transportation-related issues. A Committee member noted the feedback on safe neighbourhoods and the positive experience and walkability of their neighbourhood in the evening. One Committee member noted to staff that they may want to redact colourful language from surveys.

The Mayor encouraged the Committee to share ideas on engagement that could be carried out during the next round of engagement.

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
- ii. OCP Review Update: What We Heard Report #2: How We Grow Presentation

Staff gave a presentation on the “What We Heard Report #2: How We Grow. The Committee discussed their observations of the survey results, which show support for growth and development along community corridors and centres; however, the visioning survey results raise concerns related to traffic congestion; lack of provincial and federal financial support for infrastructure costs associated with growth; transportation mode shifts; inclusion of transportation demand management policies, such as car share programs, bike parking, transit passes, etc.; and the Town’s inability to require residential parking in the prescribed Transit-Oriented Area in accordance with Provincial legislation.

d) Engagement Overview #2

- i. Official Community Plan Review Update: Engagement Touchpoint #2 Report dated March 25, 2025, from the Senior Planner
- ii. OCP Review Update: Engagement Touchpoint #2 Presentation
- iii. Housing Capacity Analysis and Land Use Scenarios memo dated May 2, 2025, from Urban Systems

Staff gave a presentation on Engagement Touchpoint #2.

The Committee discussed community space and service needs, synergies and partnerships to provide shared community spaces, walkable neighbourhoods, and observations of a lack of uptake of rental units in new developments in the Hospital neighbourhood.

The Committee suggested that staff prepare maps showing build-out to date and future housing capacity, including small-scale multi-unit housing and Transit-Oriented Area, define land use designations, and engage with BC Transit regarding growth along transit corridors.

Staff noted that consultants have prepared two land use scenarios for feedback. The Housing Capacity Analysis and Land Use Scenarios proposes land use designations, including Urban Centre, Transit-Oriented Area and Neighbourhood Villages. Proposed revisions to land use designations will be reviewed once all feedback is received from the open houses, survey responses, Council and the OCP Advisory Committee.

Staff also noted that a meeting with BC Transit has been scheduled to discuss the proposed land use scenarios.

e) Draft OCP Vision Statement and Goals

Staff spoke to the Draft OCP Vision Statement and Goals document and stated that all feedback collected at the open houses and in the survey responses as well as any proposed revisions will be shared with the Committee and Council as part of the 50% OCP draft expected in July.

The Committee communicated a preference for a simplified two-line vision/mission statement with a concise support statement below that includes less prescriptive language to increase relevance and longevity.

10. TERMINATION

MOVED BY: E. Willis
SECONDED: J. Priest

THAT this meeting now terminate.
Time: 9:03 p.m.

CARRIED

CHAIR

RECORDING SECRETARY



TOWN OF VIEW ROYAL OFFICIAL COMMUNITY PLAN ADVISORY COMMITTEE REPORT

TO: Council

DATE: May 22, 2025

FROM: Leanne Taylor
Director of Development Services

MEETING DATE: June 2, 2025

Official Community Plan Phase 1 Process Update

RECOMMENDATION:

THAT the report titled “Official Community Plan Phase 1 Process Update” prepared by the Director of Development Services and dated May 22, 2025, be received for information.

ALTERNATIVE OPTIONS:

There are no alternative options with this report.

PURPOSE:

The purpose of this report is to provide the Committee with an update on the Official Community Plan - Phase 1 process.

BACKGROUND:

In January 2025, the Town launched Phase 1 of the review and update of the Official Community Plan (OCP). Figure 1 below summarizes the OCP timeline.

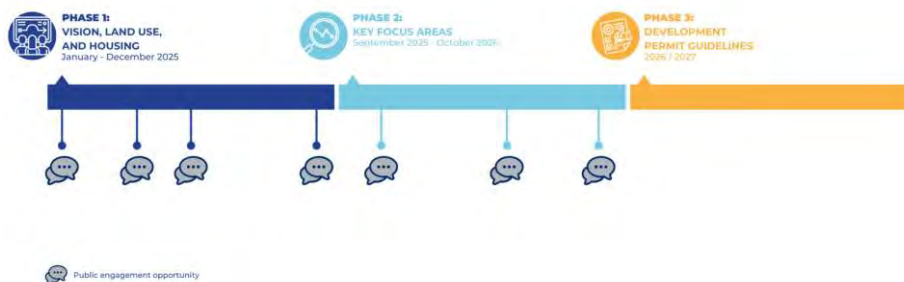


Figure 1. OCP timeline and public engagement opportunities

Phase 1 focuses on visioning and guiding principles, land use, housing and special planning areas. From February to April, the Town led an inclusive and extensive engagement process to seek feedback from the public on a draft vision statement and goals, and community growth and development. The What We Heard Reports are attached to this report (refer to Attachments 1 – 3).

The Town's consultant, Urban Systems, completed a *Land Economics Update Study* which updates data and projections in *Land Economics Study: Evaluation of the New Prospects for New Urban Development* prepared by Coriolis Consulting in 2021. Urban Systems also completed a *Housing Capacity Analysis and Land Use Scenarios* to provide an assessment of the community's ability to meet its estimated housing need for 2050 based on current and projected development trends, market conditions, and small-scale, multi-unit (SSMUH) provisions. Both reports were presented to Council at the Special Council meeting on May 13, 2025 (refer to Attachment 4)

Following the Housing Capacity Analysis, Urban Systems prepared two land use scenarios for the Town's consideration. The two land use scenarios and designations reflect initial feedback received from residents through surveys and open houses, past direction from Council, Town staff, legislative requirements, existing market conditions and development activity, existing land use patterns and infrastructure servicing capacity.

Staff also presented the draft land use scenarios at the Special Council meeting on May 13, 2025. At this meeting, Council expressed some concerns regarding the heights and densities being proposed for new Urban Centres and Neighbourhood Villages, and along the Corridors. It was noted that if the Town only amends the land use designations of the residential parcels (single-family and duplex lots) to a new Small-Scale Multi-Unit Housing (SSMUH) designation to permit up to six units and designates the parcels within the Transit-Oriented Area to increase the density and permit up to six and 10-storeys as prescribed by the Province then these changes would satisfy the provincial housing legislation to meet the Town's 20-year housing need of 2,889 dwelling units and no other changes to the existing land use designations in the 2011 OCP are necessary at this time.

In response to these comments, Council requested that staff prepare a third scenario, which would include the existing 2011 OCP land use designation map with the only changes being the addition of SSMUH (replacing "Residential" and "Large Lot Residential" designations with a SSMUH designation) and Transit-Oriented Area designations to align with provincial legislation (Bill 44 and 47). Staff will be presenting a report at the Committee of the Whole meeting in June, with options on how to move forward with Phase 1 given the comments and concerns raised by Council.

ANALYSIS:

A summary of each option is provided below for the OCP Advisory Committee's information.

Option 1 - Phase 1 OCP amendments to comply with provincial housing legislation only

Option 1 would scale back the original scope of work by only amending the land use designations to satisfy the provincial housing legislation (Bill 44 and 47) and align the OCP with the 20-year housing need (2021 – 2041) calculated in the Interim Housing Needs Report. The specific changes would be as follows:

- change the existing *Residential* and *Large-Lot Residential* land use designations to a new *Small-Scale, Multi-Unit Housing (SSMUH)* designation (refer to Figure 4 below);
- establish a new *Transit-Oriented Area (TOA)* designation within 200 m of the bus exchange on Hospital way and *Neighbourhood Village Designation* within 201 – 400 m of the bus exchange on Hospital Way to allow for additional height and density as prescribed by the province (refer to Figure 4 below);
- update any relevant policies to ensure consistency with the provincial legislation;
- update the vision statement and goals; and
- refine existing land use and housing policies in the 2011 OCP.

Under this option, all other existing land use designations (uses, heights, and densities) in the 2011 OCP would remain the same. The original scope of work focussed on housing need to 2050, but under this option, the OCP would align with the 20-year housing need as identified in the Interim Housing Needs Report. No further engagement, except for a public hearing on the OCP amendments as required under the *Local Government Act*, would occur to update the existing 2011 OCP land use designation map given that these amendments are mandated by the province. However, there would be community engagement on finalizing the draft vision statement and goals.

The deadline to amend the OCP to align with provincial housing legislation is December 31, 2025. Staff would focus on this work to ensure the Town meets the provincial deadline and then continue with other updates related to the vision and goals, and land use and housing policies. A 50% draft would be brought forward at a later date.

Option 2 - Phase 1 OCP amendments to comply with provincial housing legislation, review of the land use designations along the Western Gateway Corridor and lands designated Town Centre.

Option 2 proposes to carry out the amendments identified under Option 1 and limit the review of the land use designations of parcels along the Western Gateway Corridor and lands designated Town Centre in the 2011 OCP. Further to the changes summarized under Option 1, Option 2 would also consider the following:

- carry out the specific changes outlined under Option 1 above;
- a review and update of the land use designations for the properties along the Western Gateway Corridor;
- consider extending the Western Gateway Corridor from the intersection of Island Hwy and Burnside Road West to the Colwood border instead of Six-Mile Road to the Colwood border as currently defined in the 2011 OCP; and
- revisit the location and designation of the Town Centre in the 2011 OCP.

Under this option, all other existing land use designations (uses, heights, and densities) in the 2011 OCP would remain the same. The original scope of work focussed on housing need to 2050, but under this option, the OCP would align with the 20-year housing need as identified in the Interim Housing Needs Report. To meet the provincial deadline, staff would work on the amendments to the 2011 OCP as mandated by the province and bring forward a report to Council. Alongside this work, staff would continue to work with Urban Systems and engage with the OCP Advisory Committee, Council and the public on the Western Gateway Corridor, Town Centre, an updated vision statement and goals, and land use and housing policies. Some mapping and visuals (architectural, urban and landscape design) may be created to illustrate some of the land use and housing policies. A 50% draft would be brought forward at a later date.

Option 3 - Phase 1 OCP amendments to comply with the provincial housing legislation and continue with the original scope of work and deliverables for Phase 1.

Option 3 proposes to complete the necessary amendments to align the 2011 OCP with the Interim Housing Needs Report by December 31, 2025, in accordance with provincial housing legislation, and continue with the original Phase 1 scope and project deliverables as endorsed by Council at the Council meeting on October 8, 2024 (refer to Attachment). The specific details of Option 3 are the following:

- carry out the specific changes outlined under Option 1 above;
- finalize and promote the *Vision and Land Use Survey*;
- organize open-houses, pop-ups, and other forms of public engagement to gather feedback from the public on the draft vision statement and goals and the three draft land use scenarios (refer to Figures 2, 3 and 4 below) and proposed designations (refer to Table 1 below); and
- complete a comprehensive review and update of the land use and housing policies in the 2011 OCP.

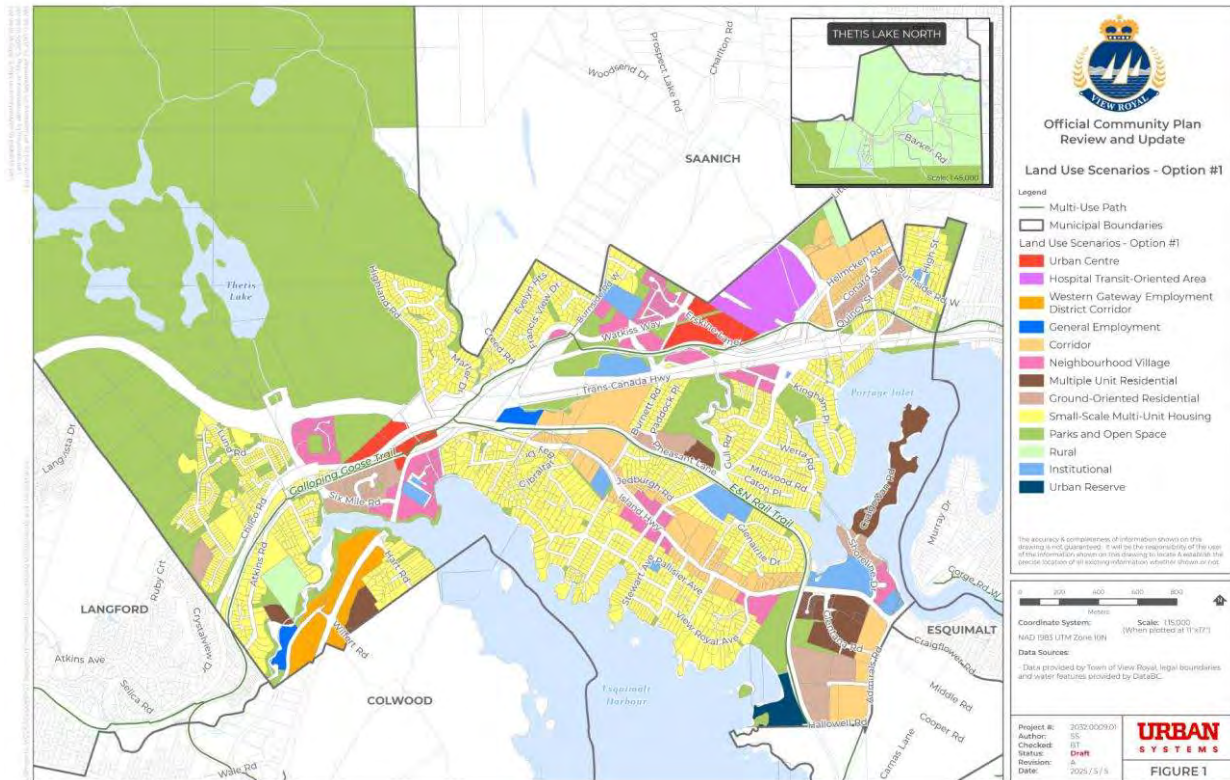


Figure 2. Draft Land Use Scenario – Option 1

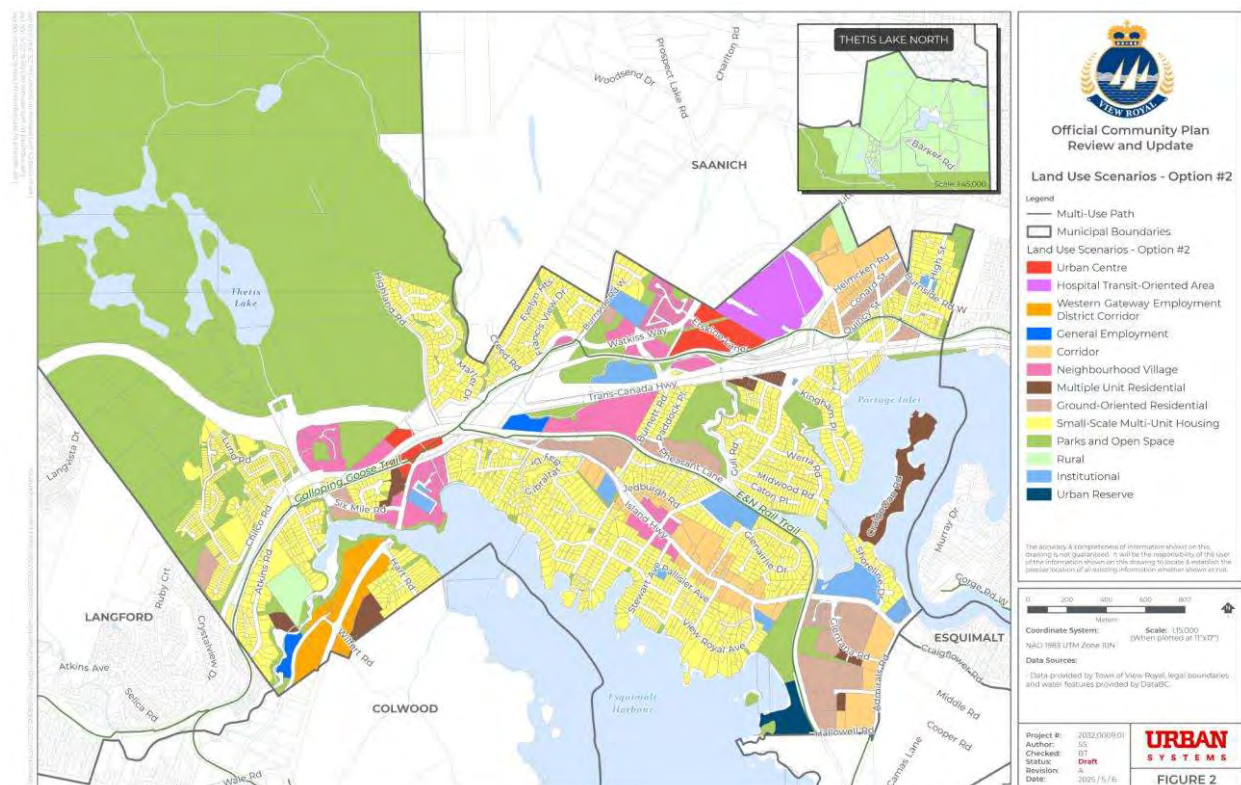


Figure 3. Draft Land Use Scenario – Option 2

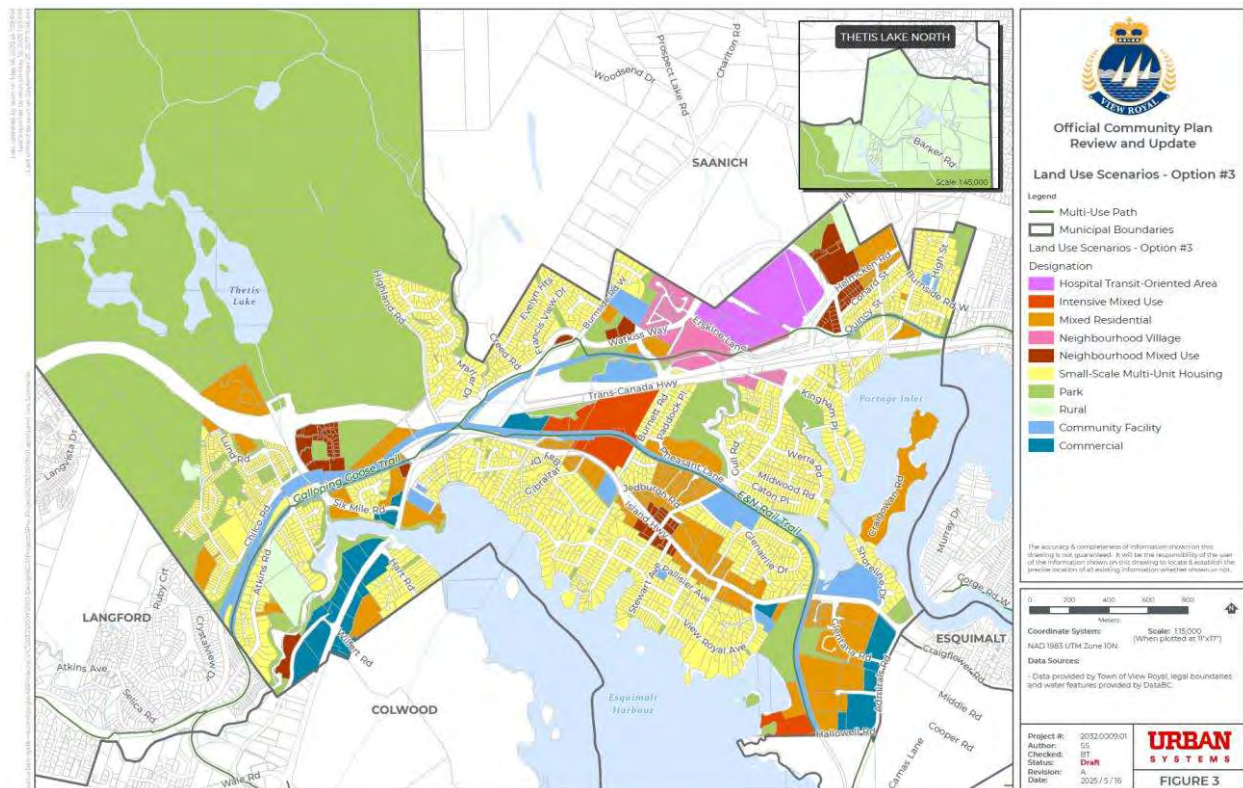


Figure 4. Draft Land Use Scenario – Option 3 (addition of SSMUH and TOA land use designations to the 2011 OCP land use map)

Proposed Designation	Description	Maximum Height/Density
Urban Centre	Development located within a central area of the community, serviced by frequent transit that serves as future mobility hubs. Community and commercial services and amenities are provided to serve the broader View Royal community and neighbouring jurisdictions, in addition to high-density building forms. This may include mixed-use development with apartments, visitor accommodations, restaurants, retail, office spaces, and civic uses (e.g. daycares, libraries, public gathering and amenity spaces).	Up to 10 storeys* FSR max 3.5*
Hospital Transit-Oriented Area	Lands provincially designated as Transit-Oriented Development Area comprising the Victoria General Hospital and immediately adjacent properties. This area is serviced by the Hospital Transit Exchange providing frequent bus service and allows for medium- to high-density building forms. This may include mixed-use development with apartments, visitor accommodations, restaurants, retail, office spaces, institutional uses (i.e. hospital) and civic uses (e.g. daycares, libraries, public gathering and amenity spaces).	Up to 15 storeys FSR max 4.0
Western Gateway Employment District Corridor	Lands located along the Western Gateway portion of Island Hwy between the Parsons bridge and City of Colwood boundary. This corridor is a major transportation route that serves regional and visitor needs through predominantly employment uses supported with residential. Buildings may be a mix of medium- and high-building forms. This may include, but is not limited to ground-floor commercial space in the form of retail and restaurants, visitor accommodations, artist studios, offices,	Scenario #1: Up to 10 storeys FSR max 3.5* Bonus densities up to 15 storeys (up to 4.0 FSR) may be supported with provision of community amenities (e.g. park, daycare, community hall, courtyard, etc.) and additional floor

	distribution and repair, light manufacturing and processing, and institutional uses such as arts, innovation, and technology. Mixed-use buildings with employment and residential uses may be permitted.	space dedicated to employment land uses. Scenario #2: Up to 6 storeys FSR max 2.5
General Employment	Development comprising of primarily employment-generating uses and accessory mixed-uses, such as light industrial manufacturing and processing, warehousing, professional offices, and service commercial uses. Buildings may be range of low- to medium-rise building forms, including those with large floor plates on lots with space suitable for vehicle circulation, shipping, and delivery.	Up to 6 storeys FSR max 2.5
Corridor	Lands located along key transportation routes that serve local needs through a mix of residential and employment land uses. Buildings may be a mix of low- and medium-building forms. This may include, but is not limited to small shopping centres, service commercial uses, visitor accommodations, and mixed use apartments with ground-floor retail, restaurants, artist or live-work studios, and offices.	Up to 6 storeys FSR max 2.5
Neighbourhood Village	Areas allowing for small-scale, mixed-use development that serve local neighbourhood needs. These areas encourage walkability through providing multi-unit housing forms and community-serving commercial and civic uses. This may include schools, offices, restaurants, retail, small grocery store and community spaces.	Up to 6 storeys FSR max 2.5
Multiple Unit Residential	Residential areas allowing for low to medium- building forms, including apartments, townhouses, house-plexes, and community care facilities.	Up to 6 storeys
Ground-Oriented Residential	Residential areas consisting of rowhouses, townhouses, and house-plexes that are accessed via separate entrances at the ground-level.	Up to 3 storeys Min. 3 units
Small-Scale Multi-Unit Housing	Consists of detached and attached dwellings forms, including detached residential, duplexes, secondary suites / garden suites, rowhouses, townhouses, house-plex developments, and apartments.	Up to 3 storeys
Parks and Open Space	Active and passive parks, trails, natural spaces, and outdoor recreation facilities.	N/A
Institutional	Government buildings and publicly-owned facilities providing a range of services, amenities, and utilities for the community including health care facilities, emergency service buildings, community halls, libraries, treatment plants / facilities, and schools.	Varies
Rural	Lands allowing for large lot residential uses, including small-scale farming.	N/A
Urban Reserve	Land to be transferred to a First Nation community within the lifespan of this OCP.	N/A

Table 1. Proposed Land Use Designations for Scenarios 1 and 2

Under Option 3, staff would bring forward two separate bylaws as more time would be required to complete the project deliverables for Phase 1 given adjustments to the project timeline. The completion of a 50% draft for further engagement with the OCP Advisory Committee, Council, and the public would also occur under this option.

A considerable amount of time, budget, and resources have been allocated to the OCP project to date and substantial input has been collected from the public. The total budget spent on this project so far is \$70,618.11. Phase 1 is at a critical point in the process; and given the concerns raised at the Special Council meeting on May 13, 2025, staff felt it would be prudent to seek further Council direction on how to move forward with the project before conducting further engagement. Therefore, staff will be presenting the above three options at the Committee of the Whole meeting in June for the Committee's consideration.

Impacts and implications can be summarized as follows:

Community Impact: If Council proceeds with either Option 1 or 2, then the public would need to be informed of a scope change, and that their feedback to date may or may not be incorporated as previously communicated in the engagement material. The public will need to be informed on how they will be involved moving forward if there is a change in scope.

Financial Implication: The budget will remain the same for Options 1 and 2. If the project scope for Option 3 is expanded then this may increase the budget.

Inter-governmental Relations Impact: Consultation will occur with neighbouring municipalities, Songhees and Esquimalt Nations, Capital Regional District, BC Transit, and School District #61.

PUBLIC PARTICIPATION GOAL:

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

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

TIME CRITICAL:

This report is not time critical.

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	LT
Director of Engineering	n/a
Director of Protective Services	n/a

ATTACHMENTS:

1. What We Heard Report – Business Mixer
2. What We Heard Report – Visioning and Guiding Principles Survey
3. What We Heard Report – Community Growth Survey
4. Staff Report titled “Official Community Plan Update – Land Economics Update Study and Housing Capacity Analysis and Land Use Scenarios Memo” dated May 2, 2025
5. Staff Report titled Official Community Plan Review and Update dated September 23, 2024.

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 crown over a shield with a ship), 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
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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.

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

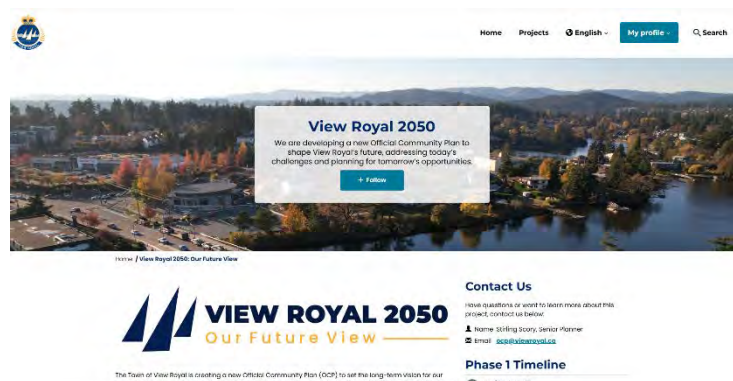
In addition to these outreach methods, the project team hosted a series of pop-ups in different areas of the community.

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



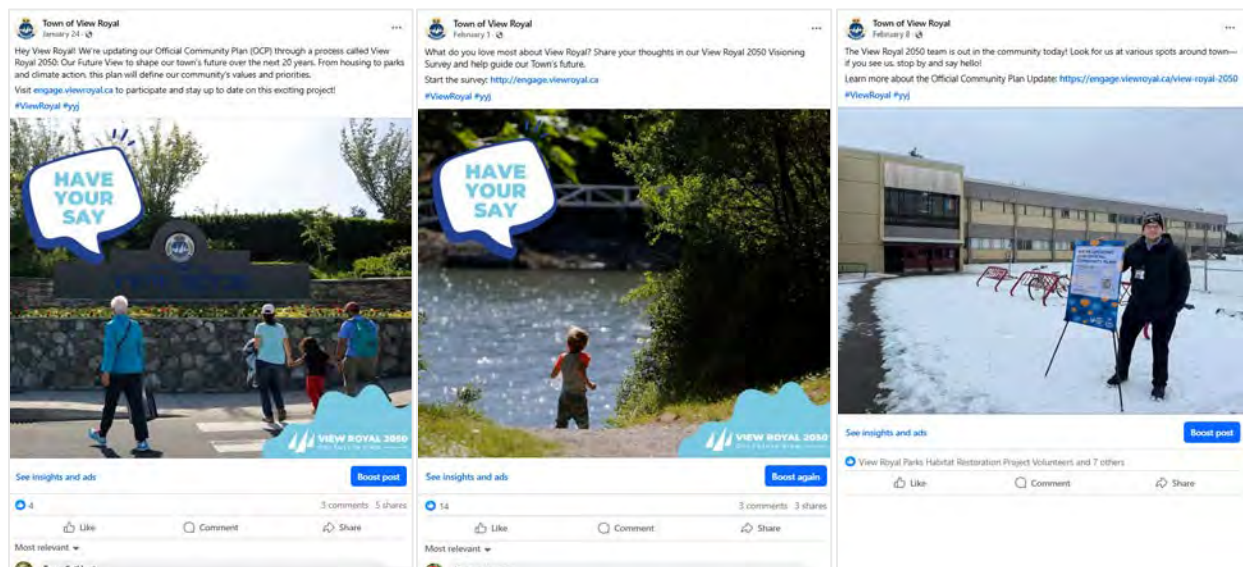
2 posts

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.

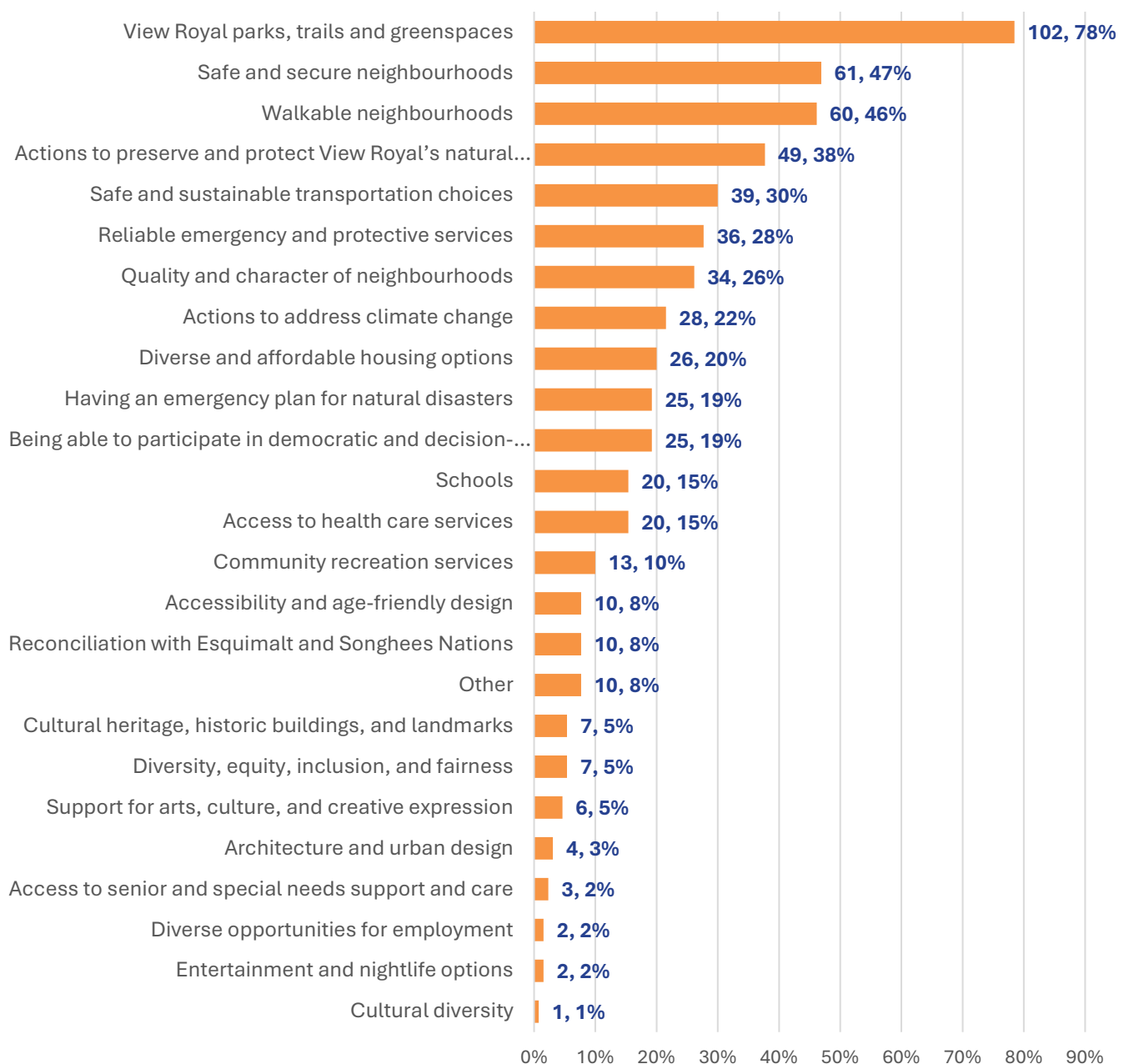
- 88% of respondents live in the Town of View Royal.
- The three neighbourhoods with the highest percentage of respondents are: 23% Harbour (29), 22% Helmcken (28), and 14% Hospital (18).
- 65% of respondents live in a single-detached house.

- 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).

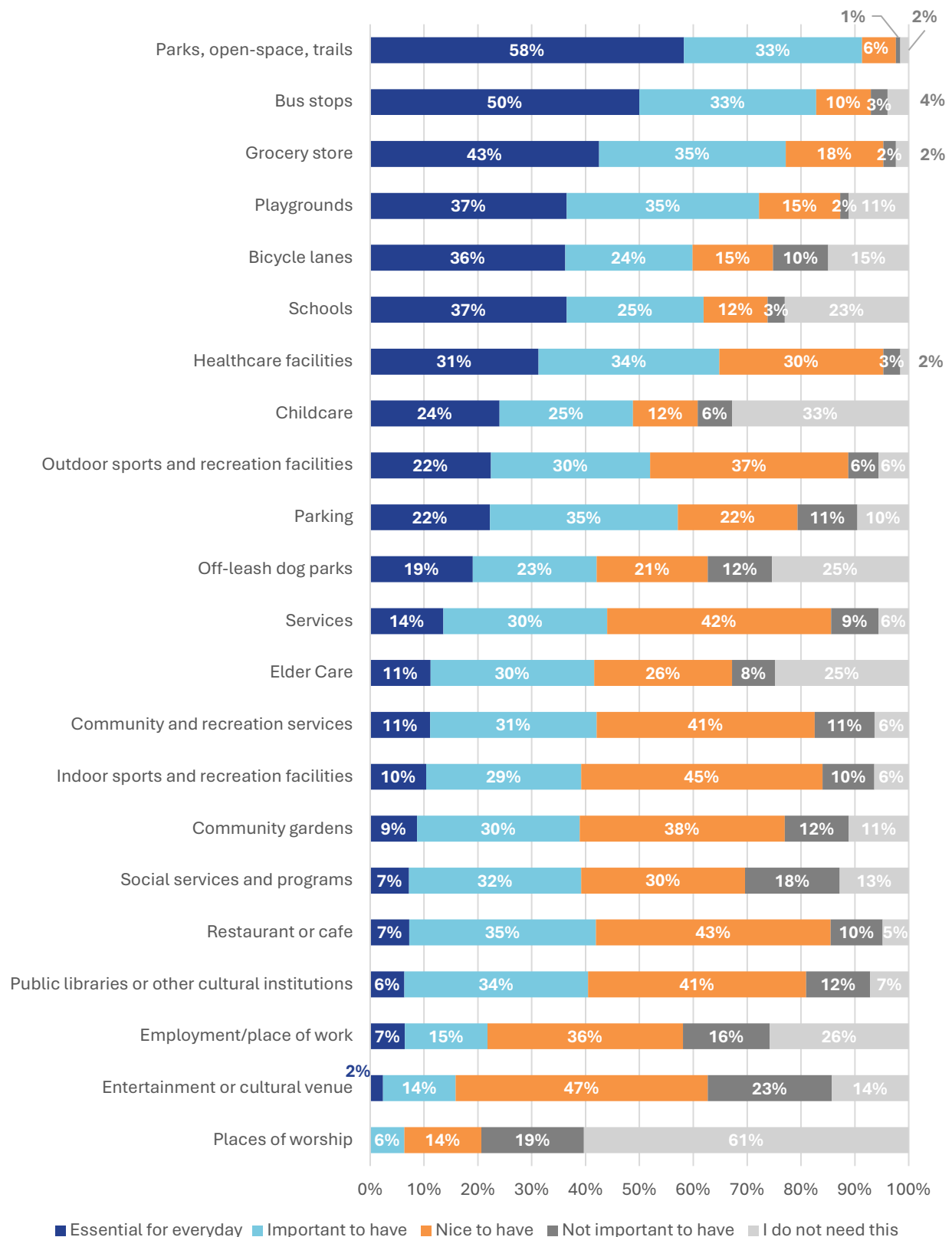
SURVEY RESULTS

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.

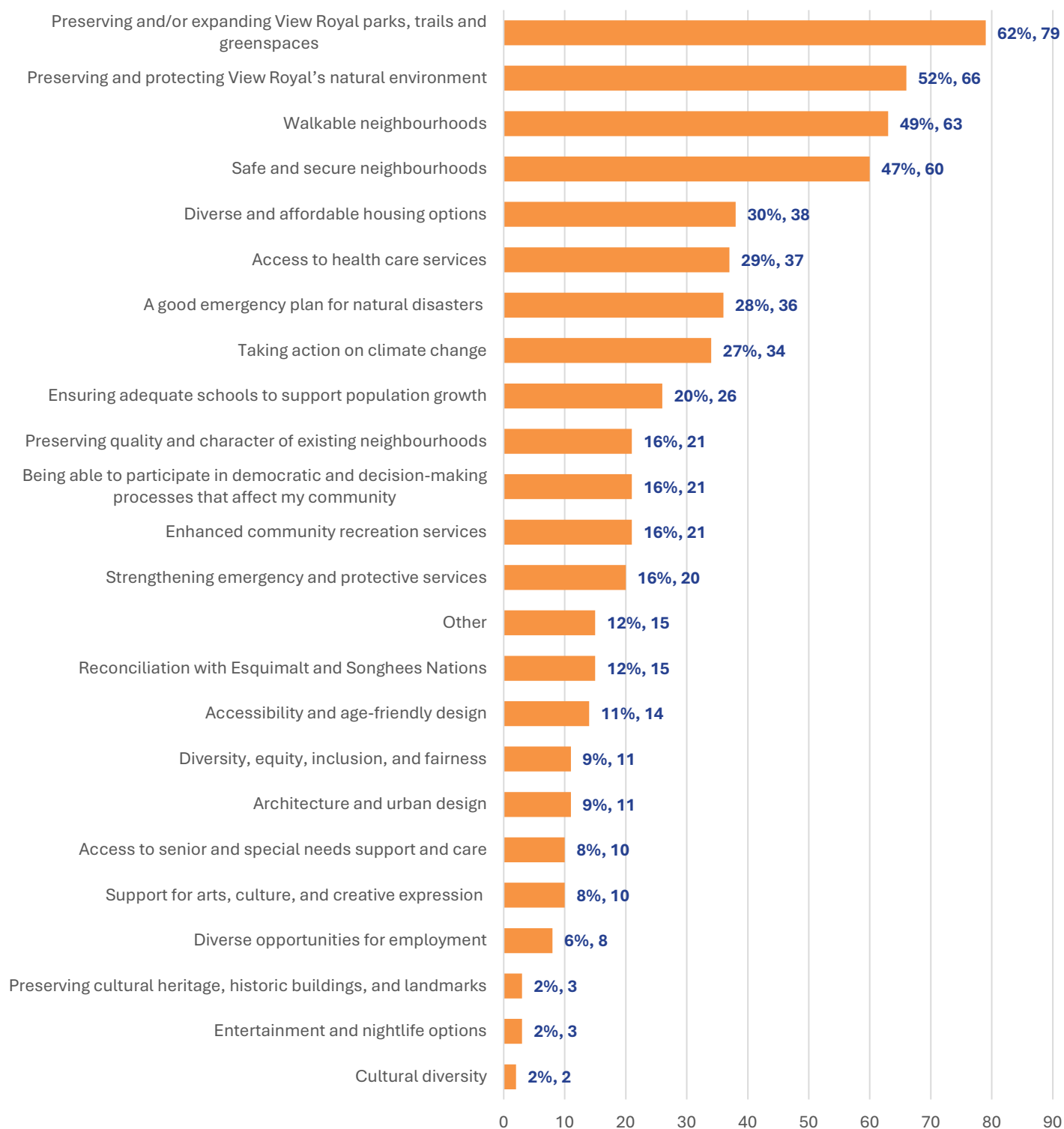
Question 1: What Do you love most about living, working, or playing in View Royal? (Select the five most important to you).



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

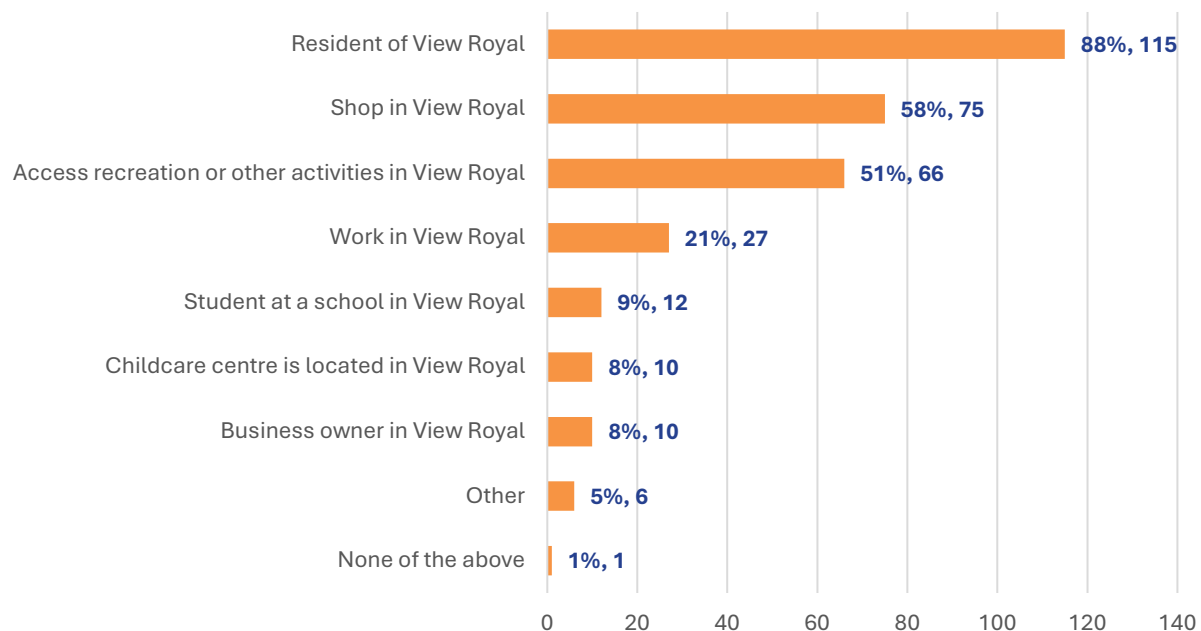
			and our community, in case of future wildfires. This land could be a crucial fire buffer!
		169	If some Federal lands become available, would love to see this converted to park, public space. And/or affordable housing for our military, as a priority.
		170	Keep green space. Keep trees, but maybe there 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.

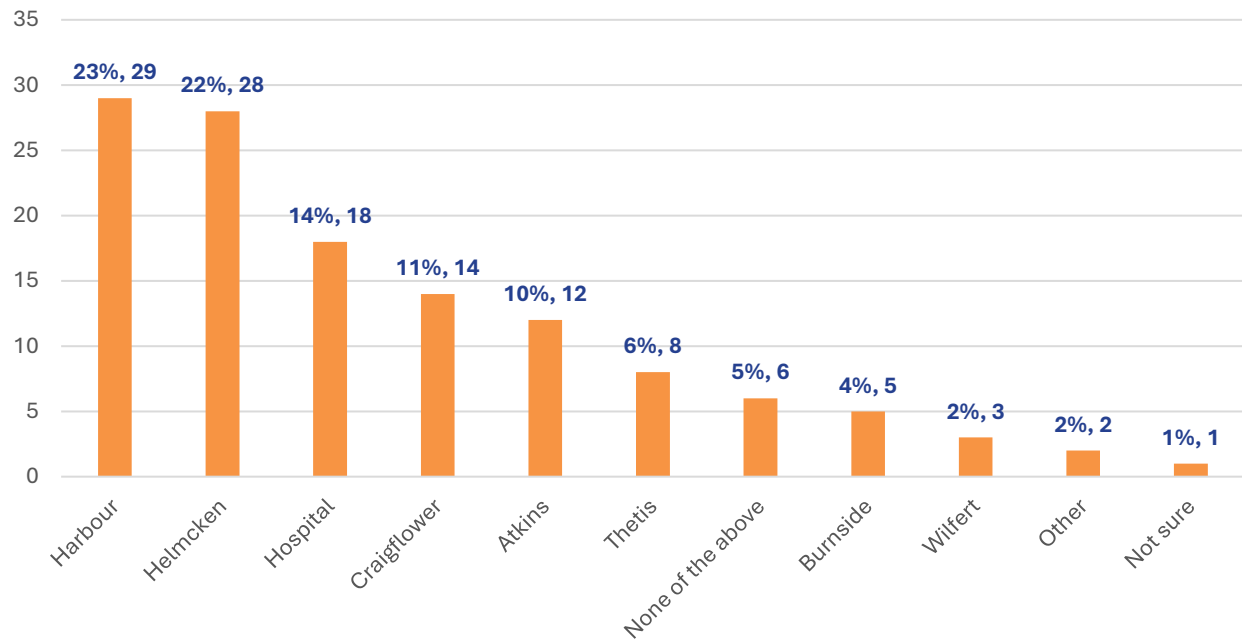
		63	Please change this park to “on-leash”....many families use the playground, trails and beach and get run over by un-controlled dogs...especially at the beach and playground...it makes us not want to take our kids there but it’s the closest park to us
		84	Try to work with Songhees so the longhouse 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

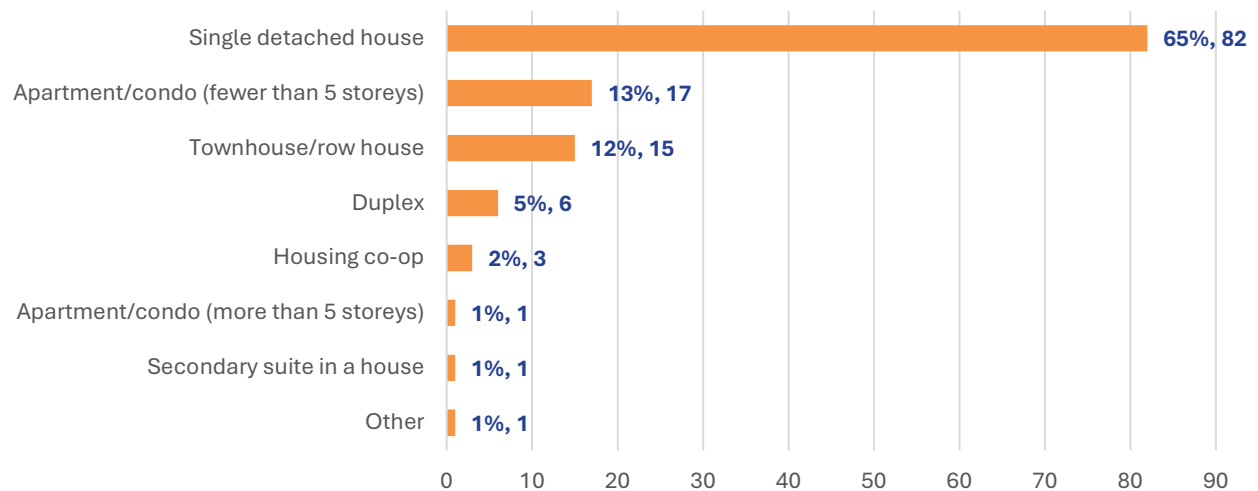
Question 11: What is your relationship with the Town of View Royal?



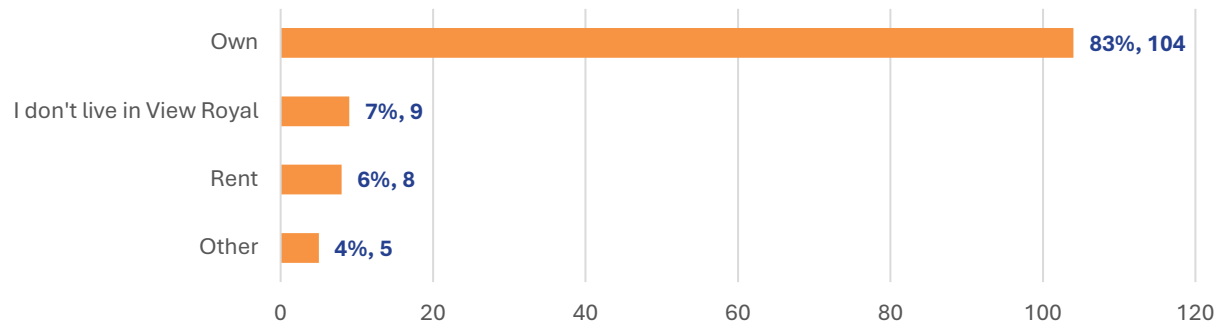
Question 12: What neighbourhood do you live in?



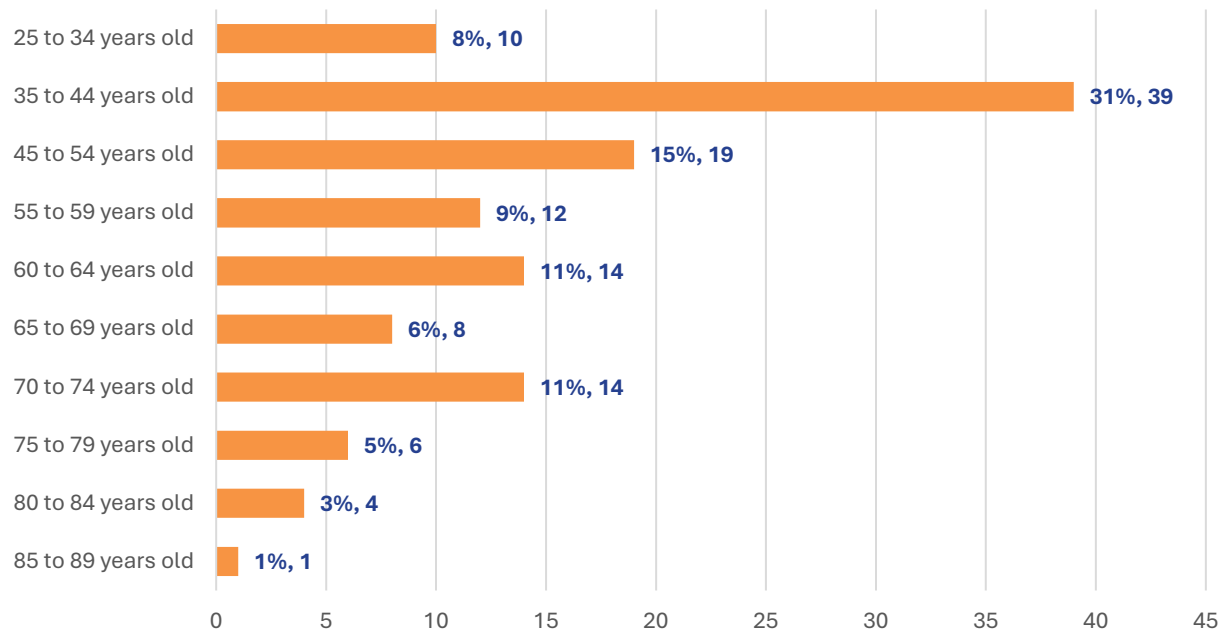
Question 13: What type of housing do you live in?



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

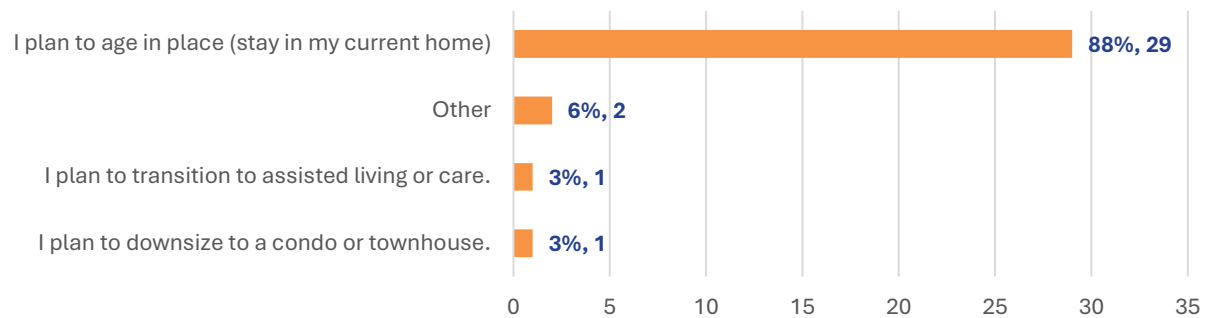


Question 15: Please indicate your age group.



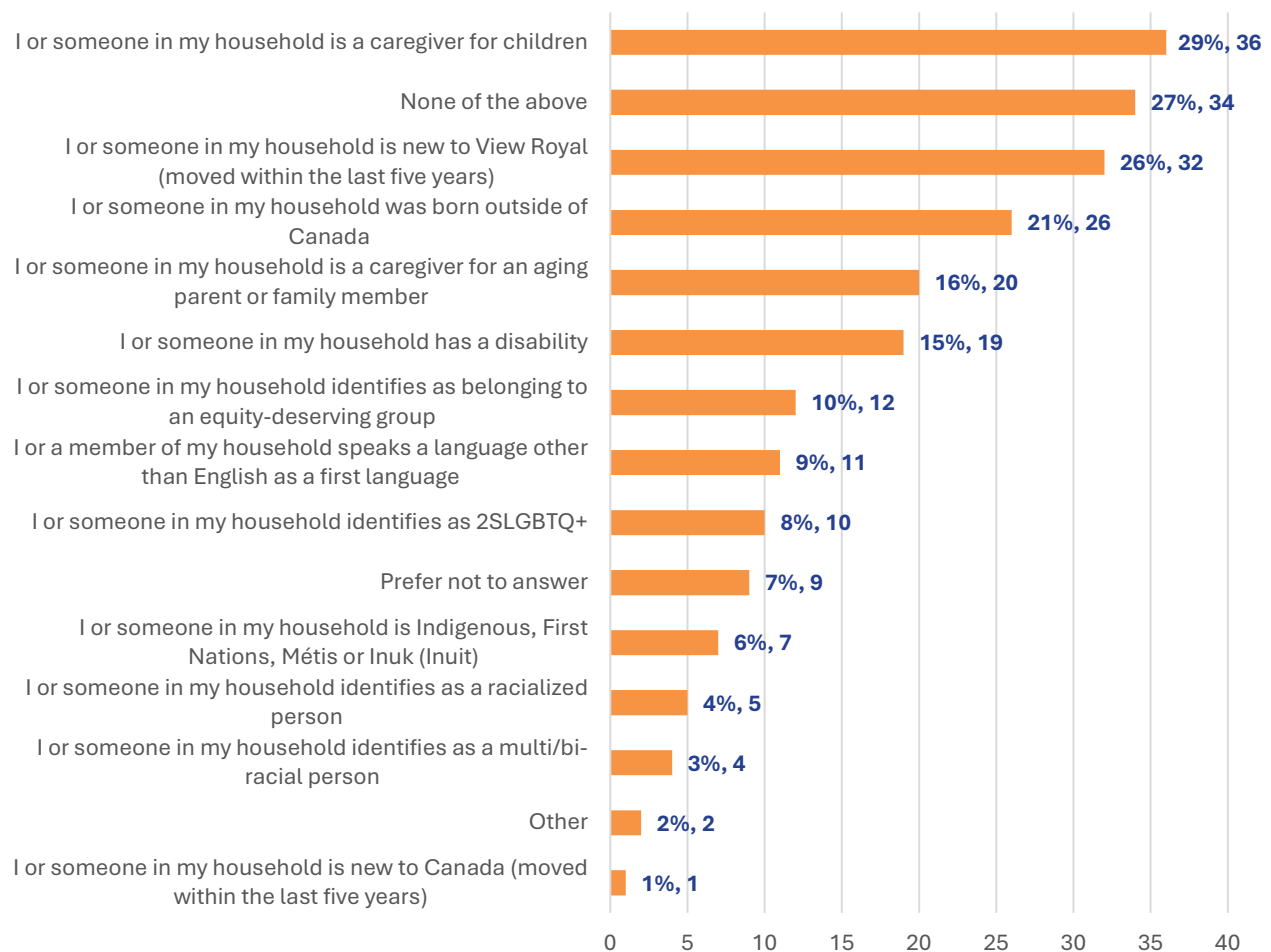
Note: No respondents were under 25 or over 89 years old

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

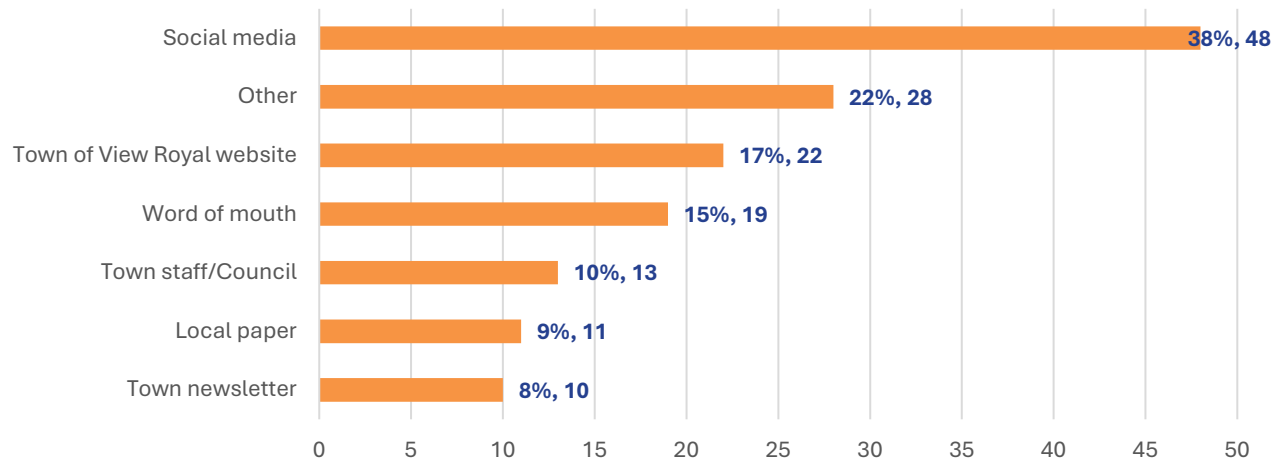


Note: This question only appeared if respondents indicated they were aged 65 and older.

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?

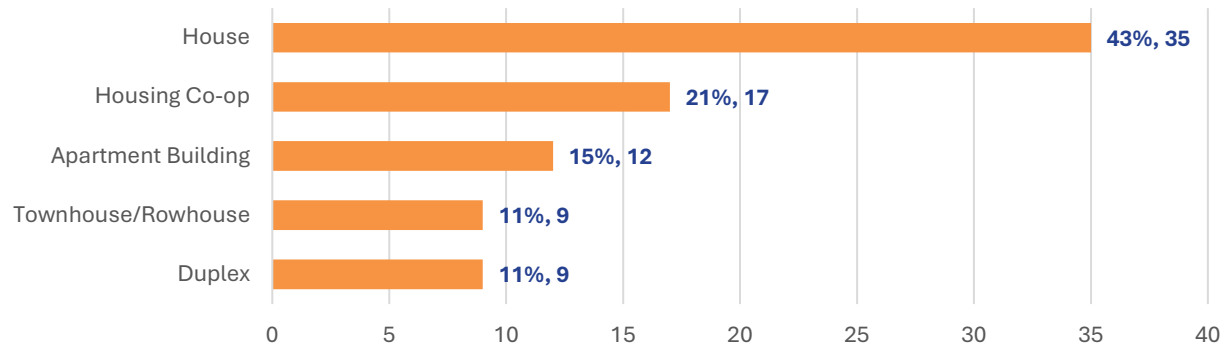
In total, respondents left 84 comments. The most prominent themes include:

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

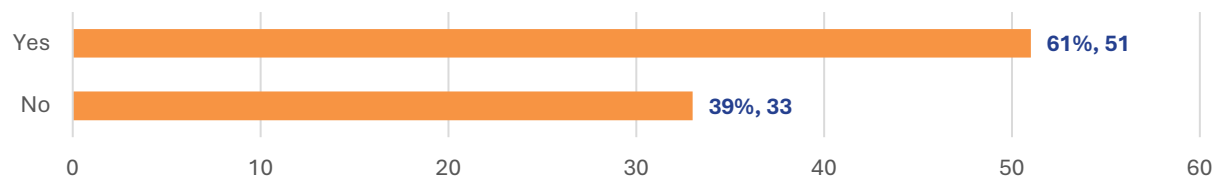
“I would make more housing opportunities and more protections for nature.”

- Youth survey participant

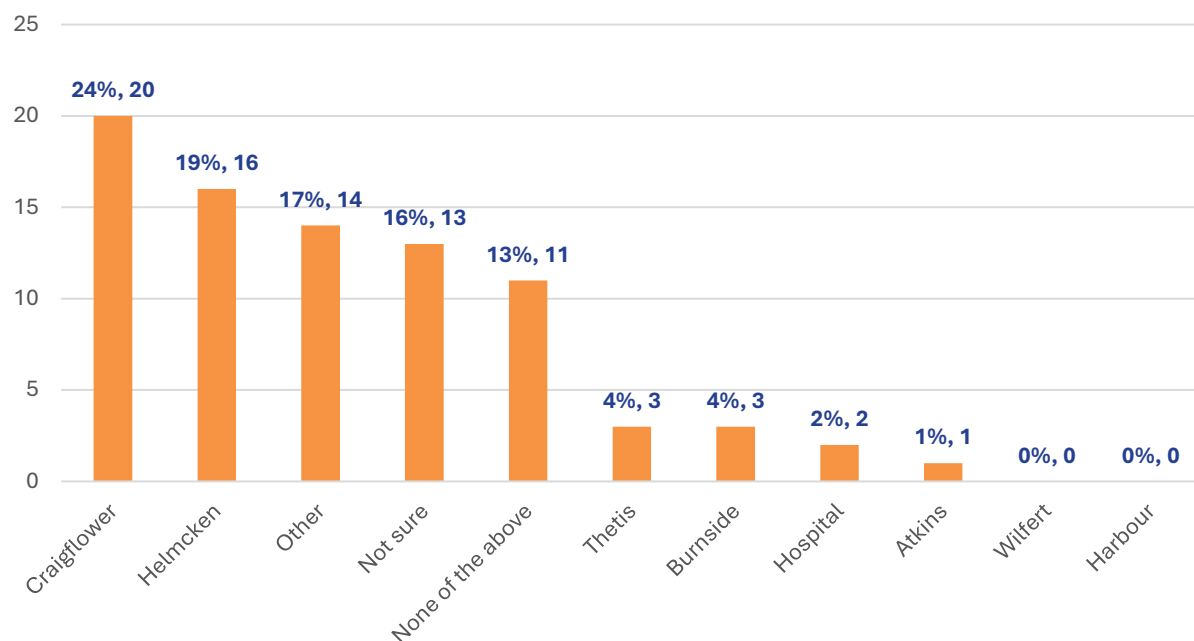
Question 4: The Town is expected to grow a lot over the next 20 years. We need to make sure there's enough room for everyone to live and play. What kinds of homes do you think we should have more of in View Royal?



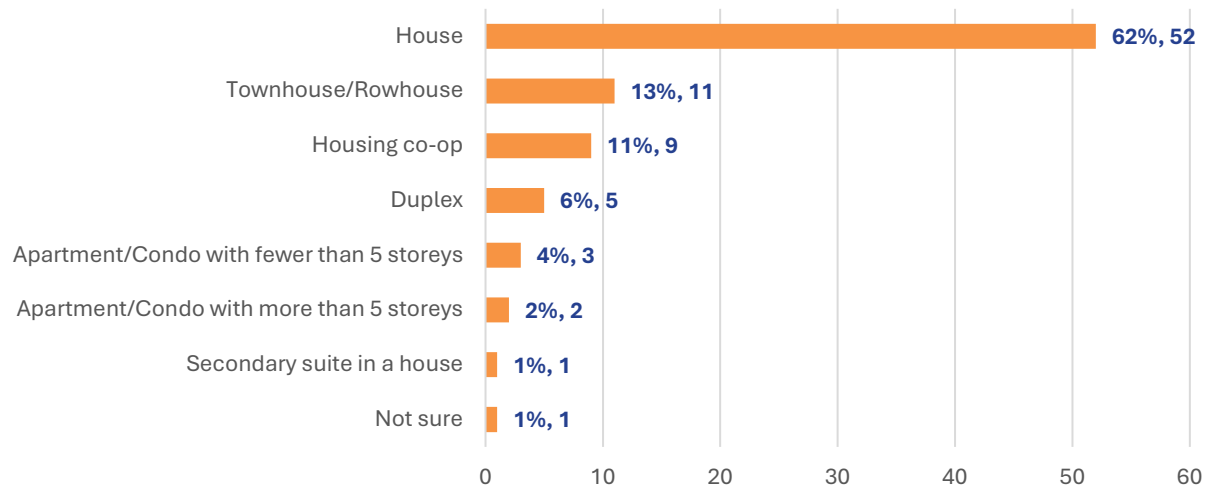
Question 5: Do you live in View Royal?



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 foked 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 Councils 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.

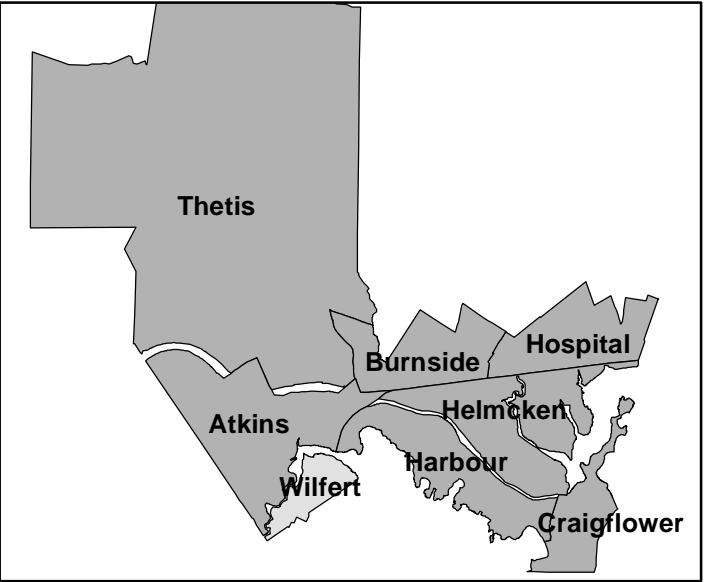
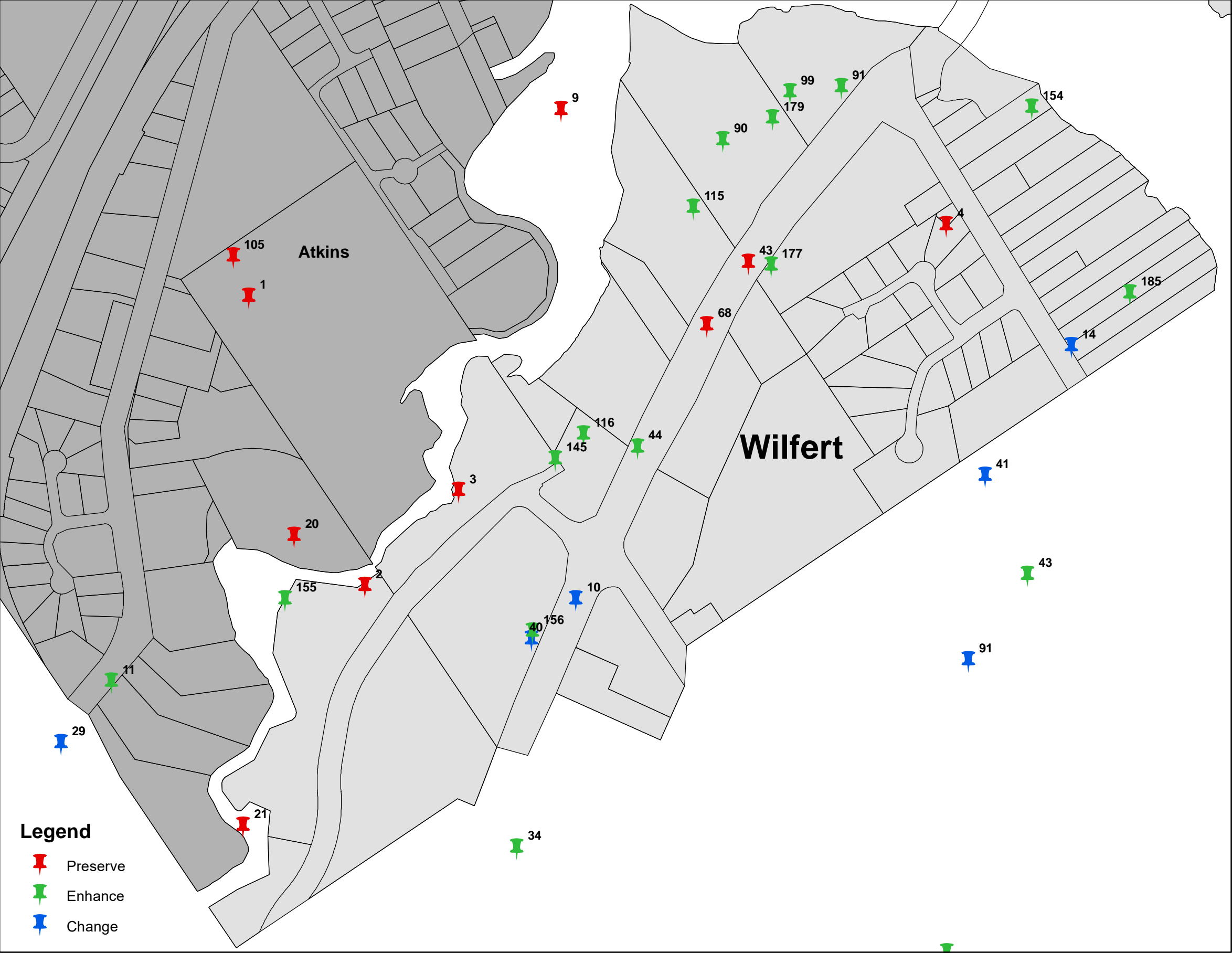
Question 3: Now imagine that you are 20 years older than you are now and you are about to become the Mayor of View Royal. You have some big decisions to make! As Mayor, what are some things you would change about View Royal?

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.

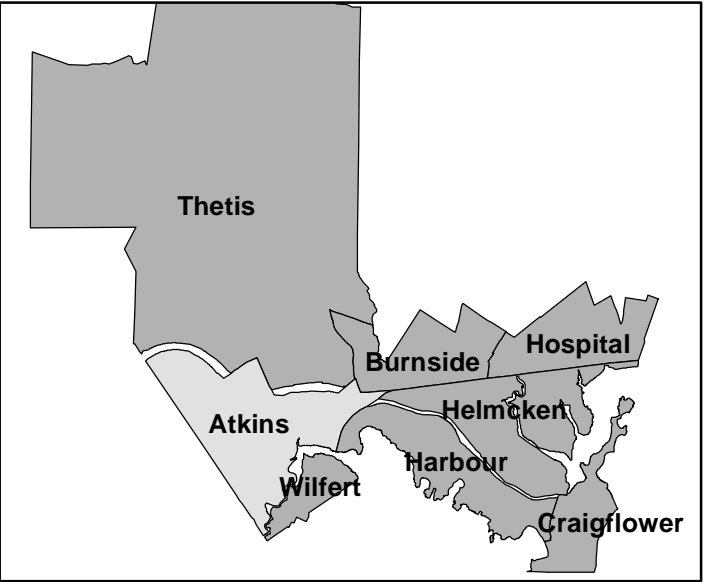
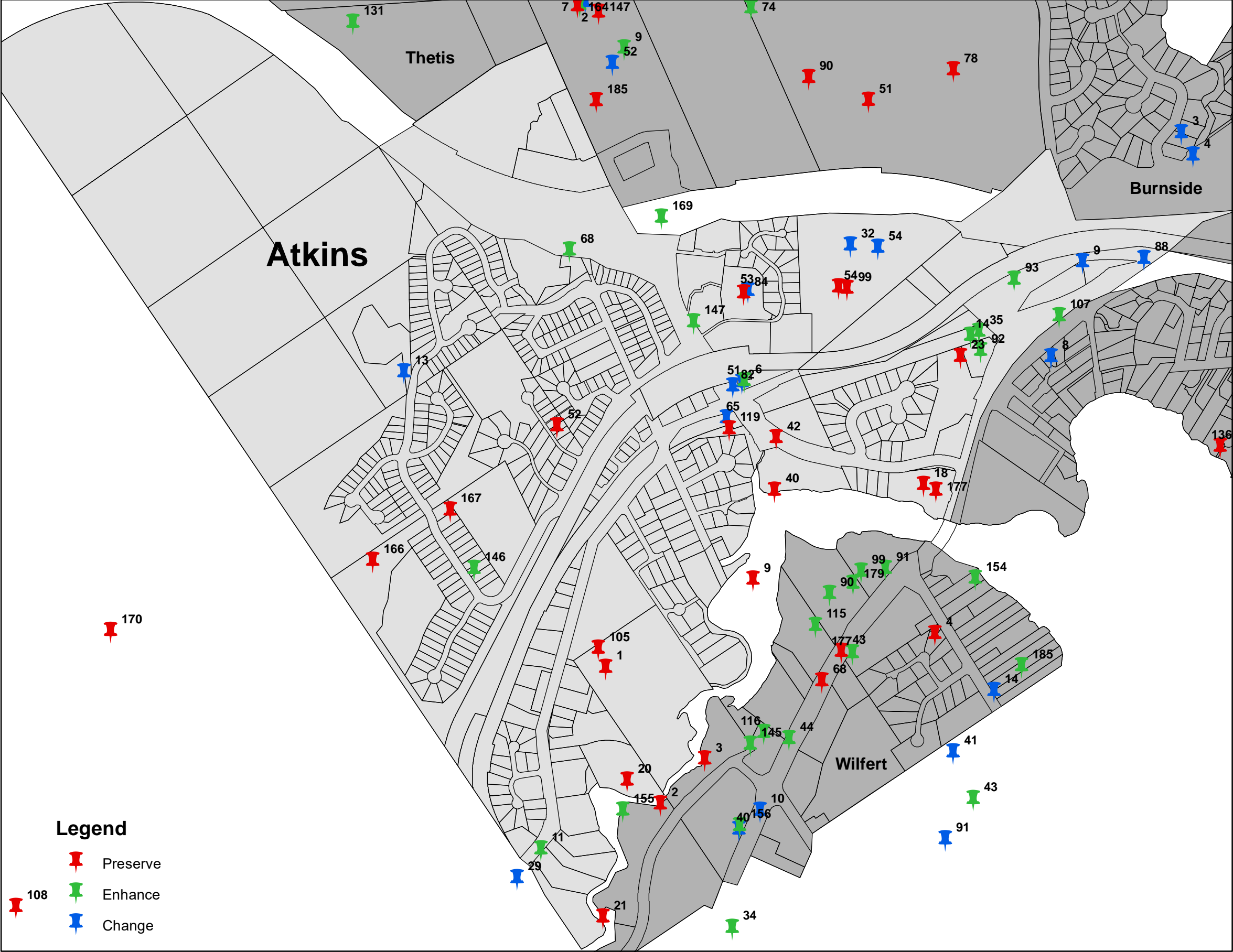
41. Have a permanent fair, a big petting zoo, and make it (hopefully) CRIME FREE!
42. Cut down the blackberry bushes because they really hurt.
43. I wouldn't really change much, but I would add some more shopping (all kinds - food, etc.)
44. Make shoreline a better school
45. I would cut down the black 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

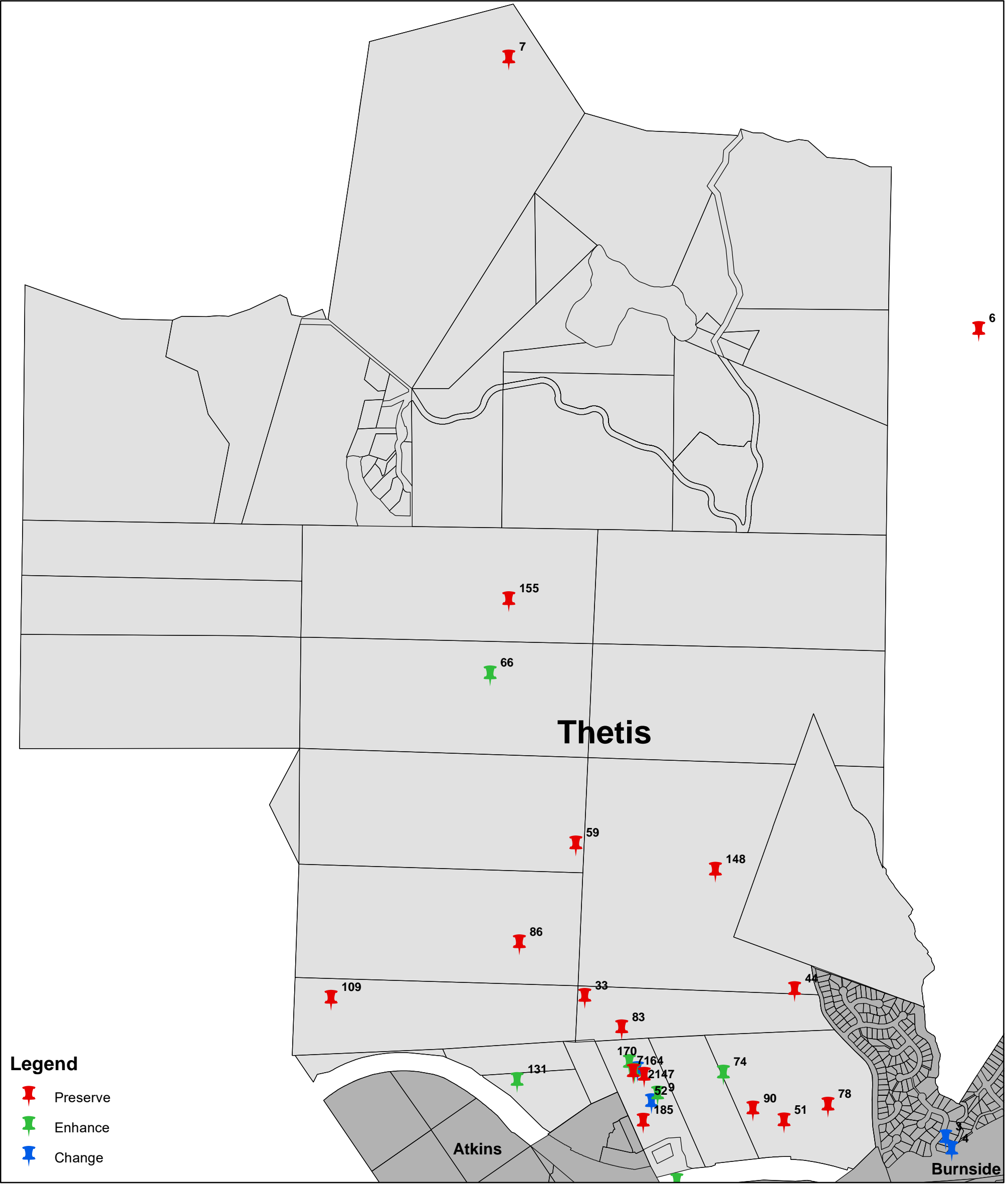
Map 1 : Wilfert Neighbourhood



Map 2 : Atkins Neighbourhood

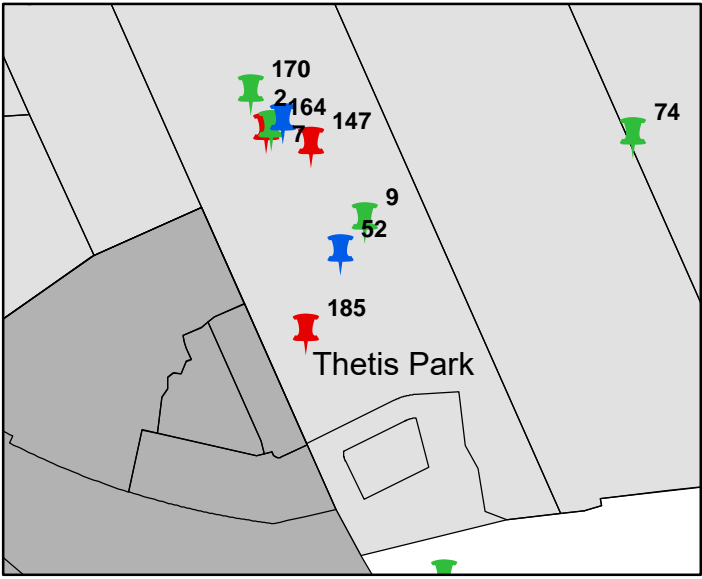


Map 3: Thetis Neighbourhood

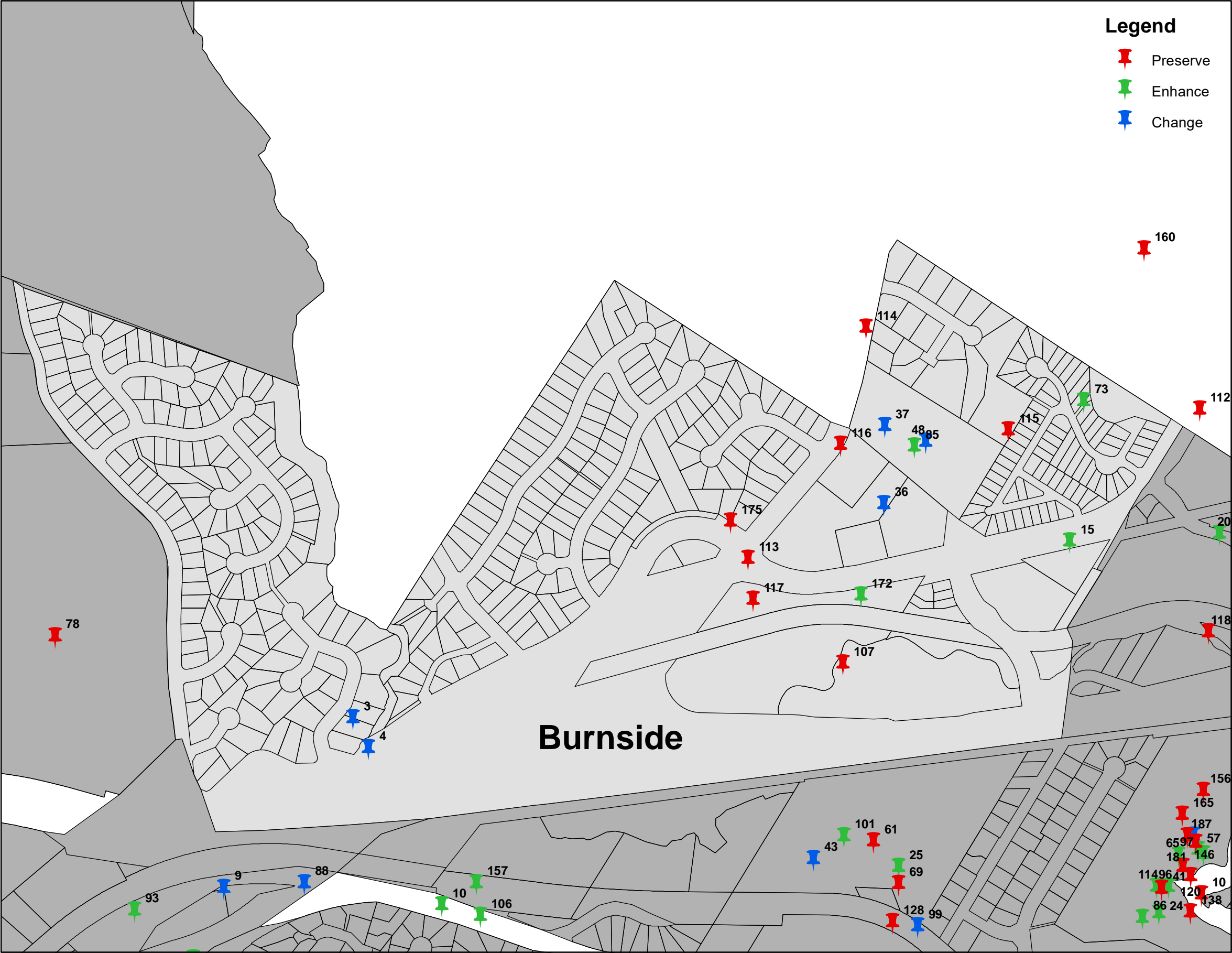


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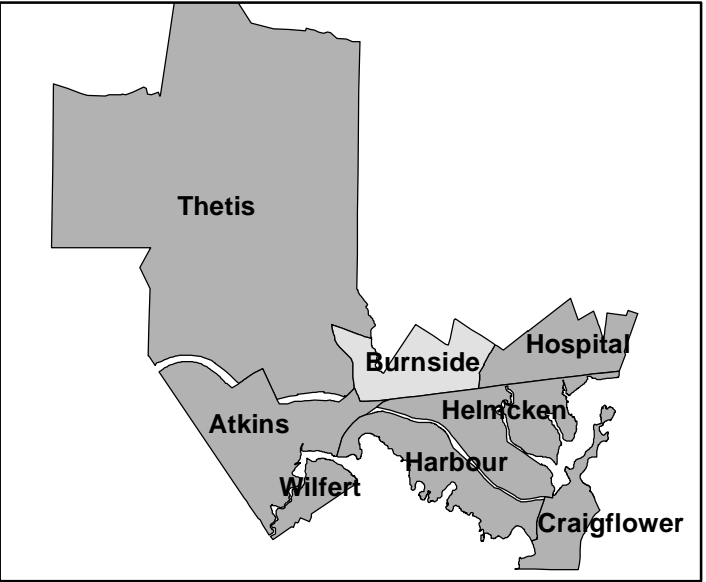


Map 4: Burnside Neighbourhood

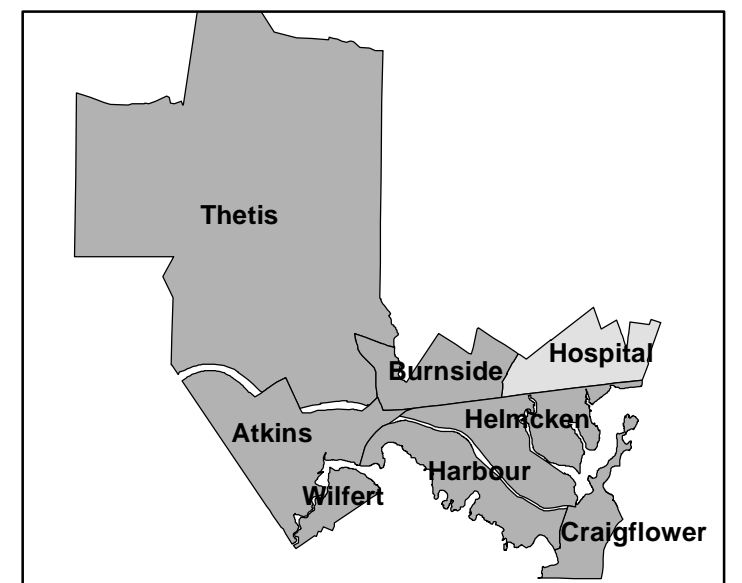
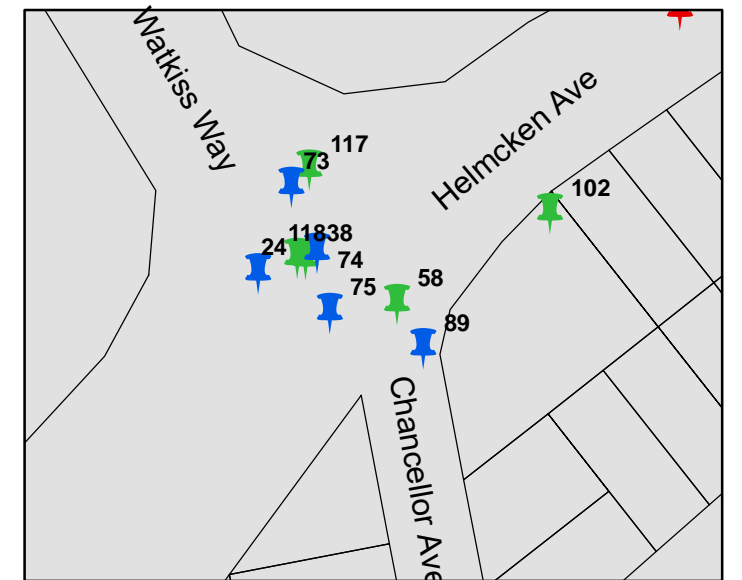
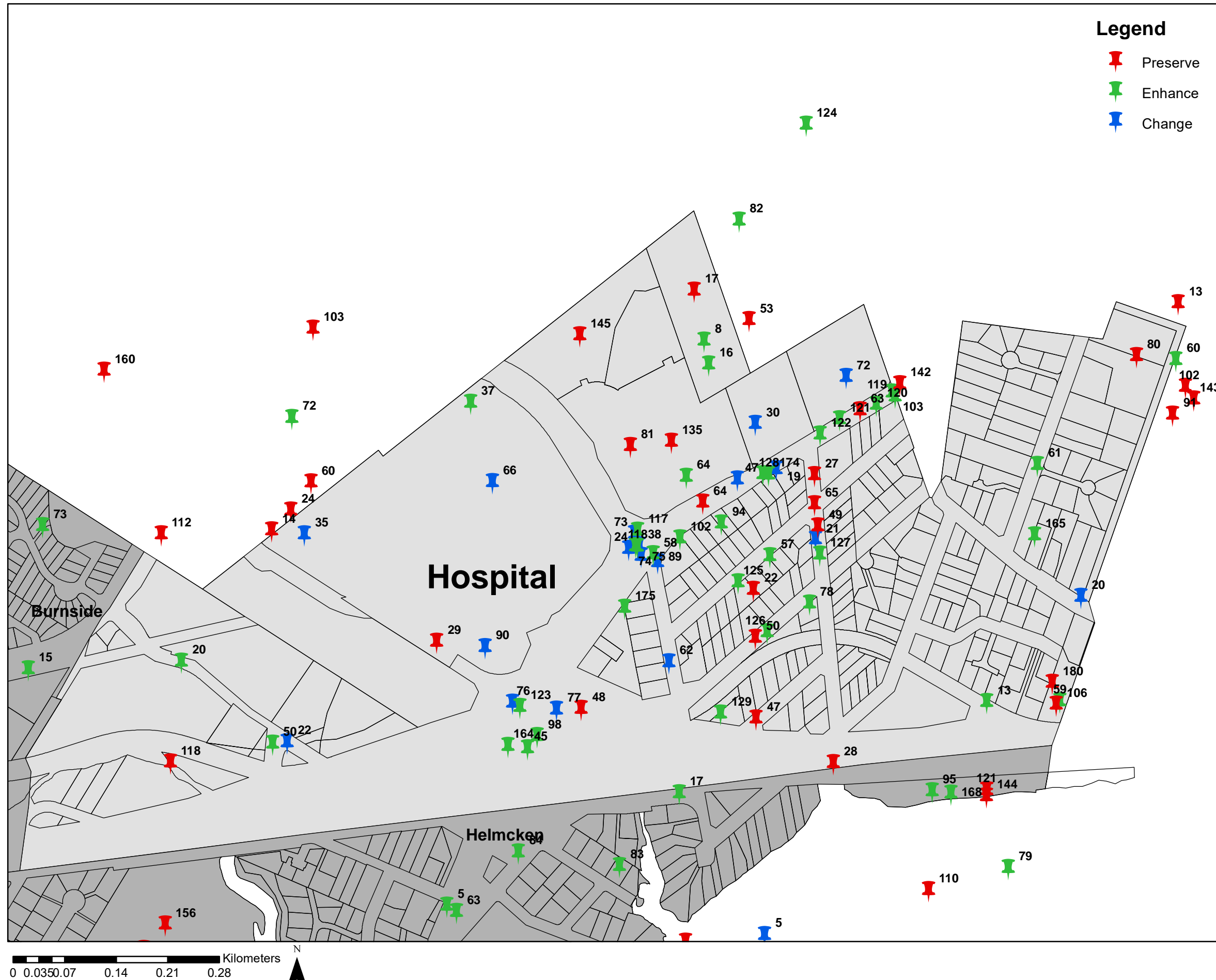


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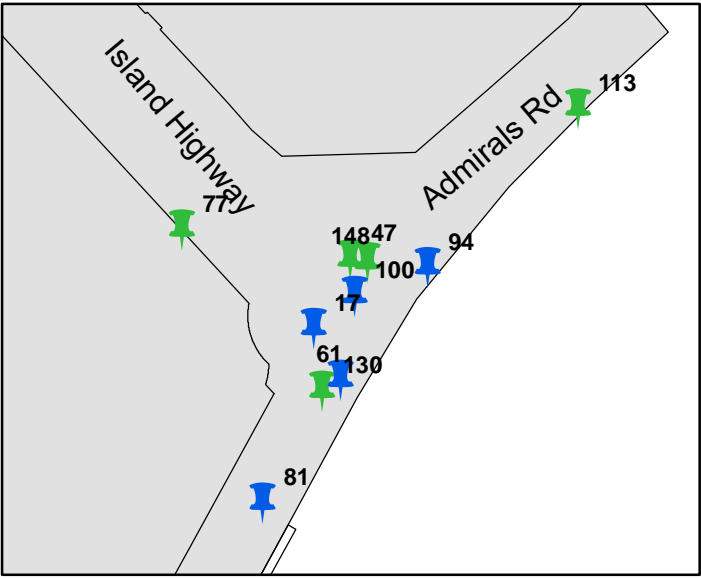
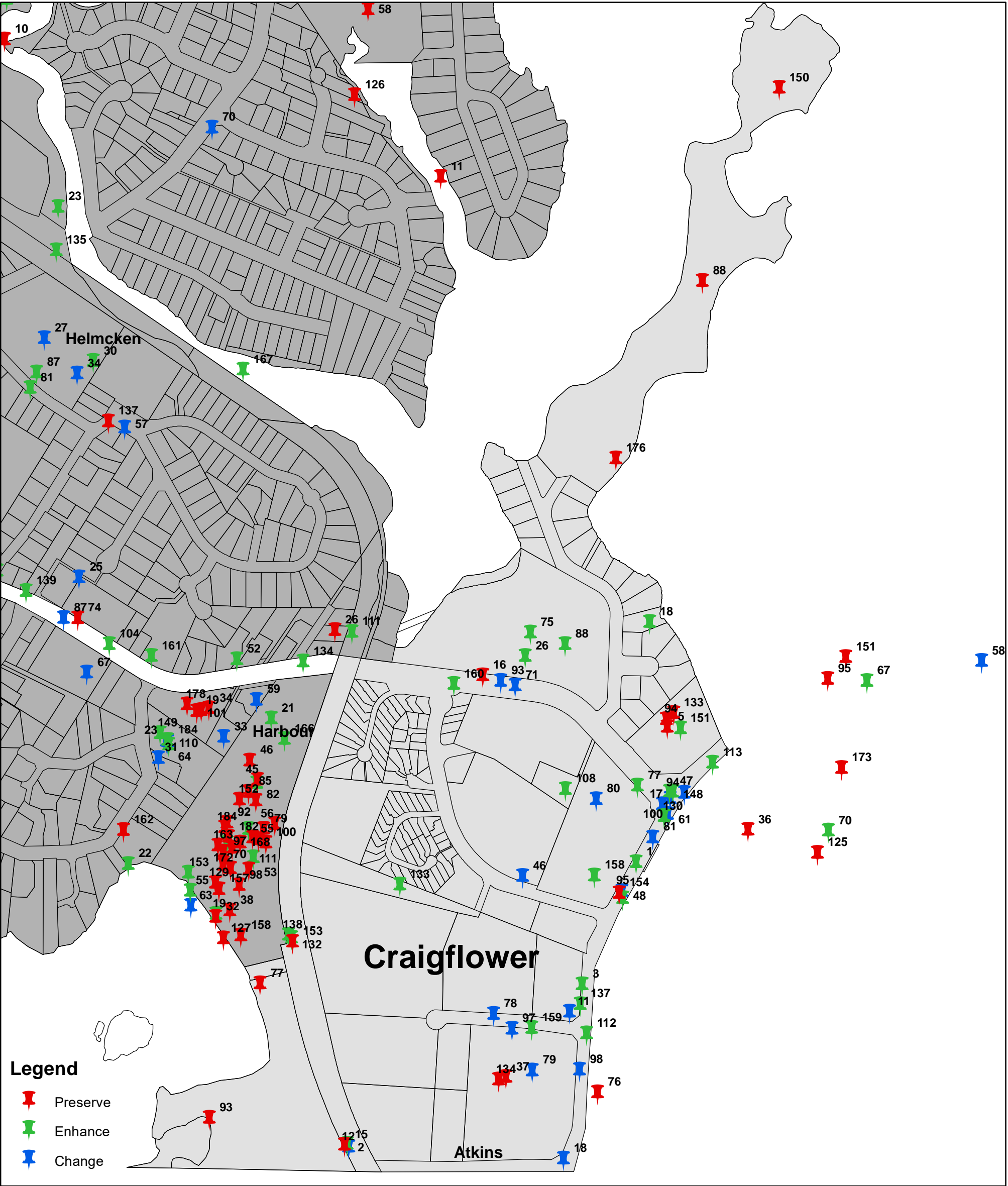
- Preserve
- Enhance
- Change



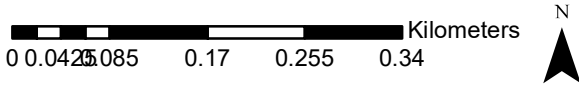
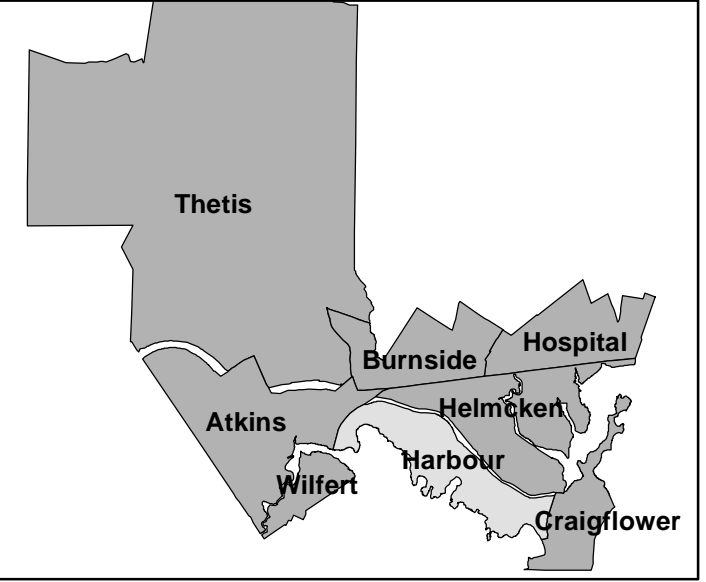
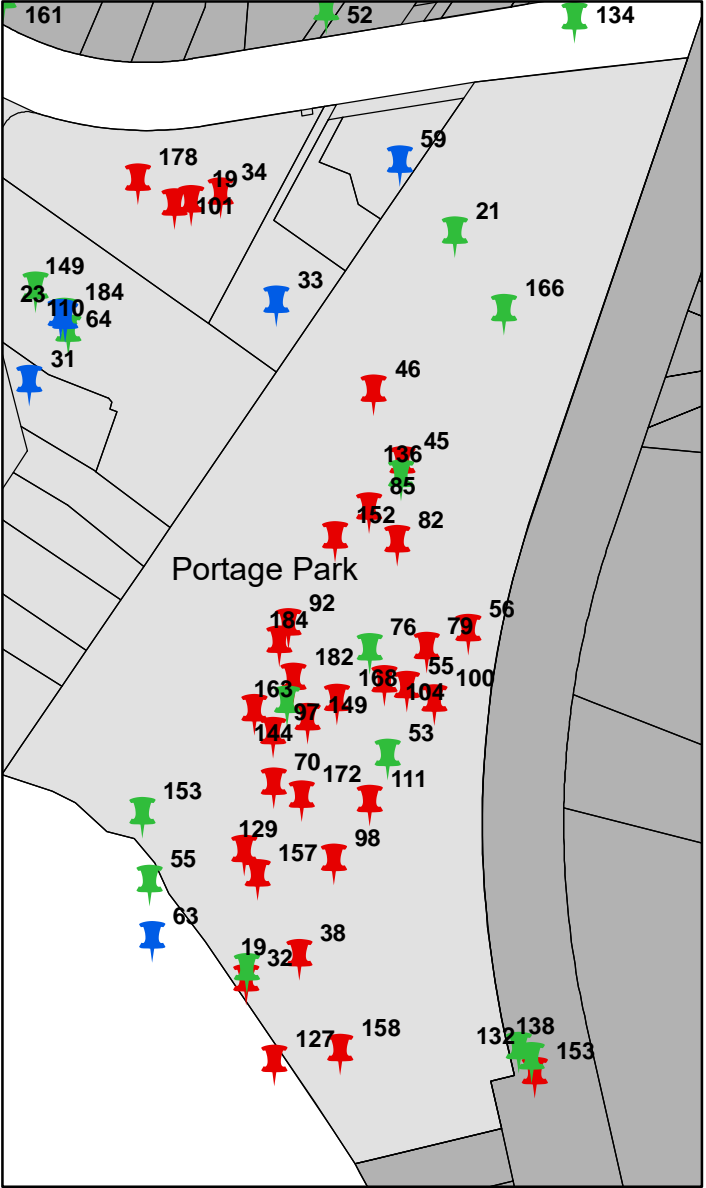
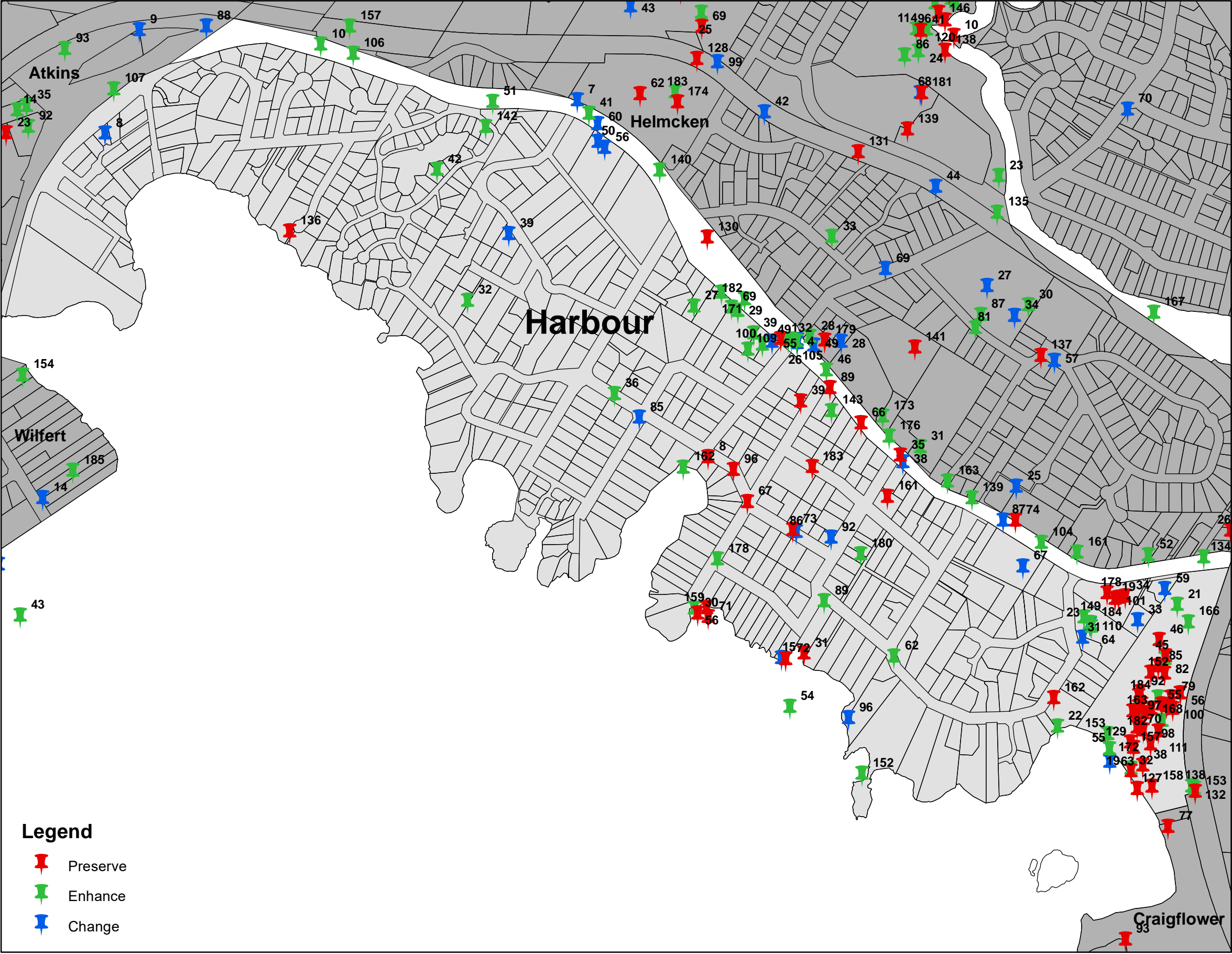
Map 5 : Hospital Neighbourhood



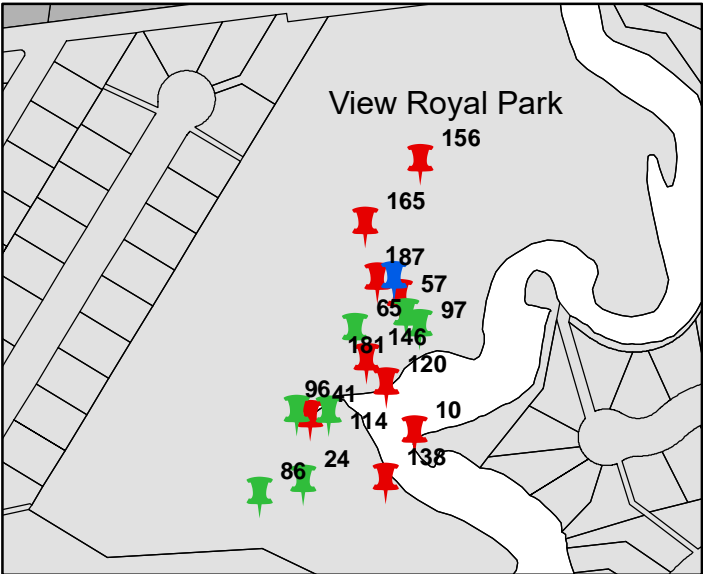
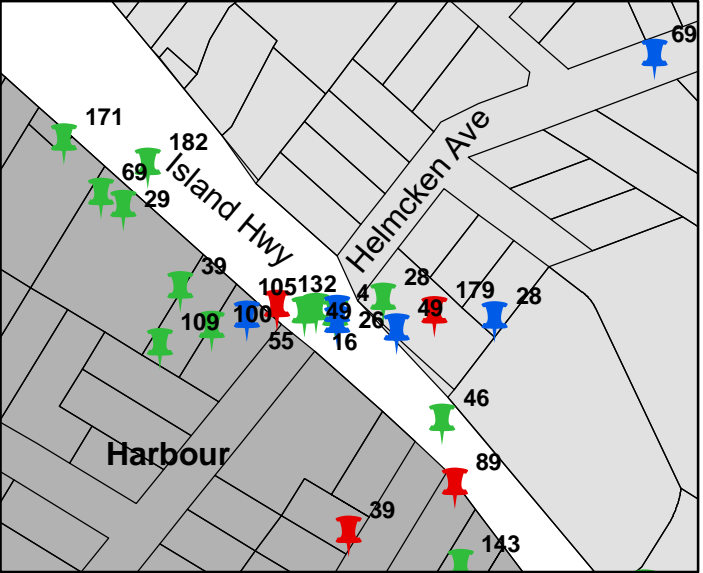
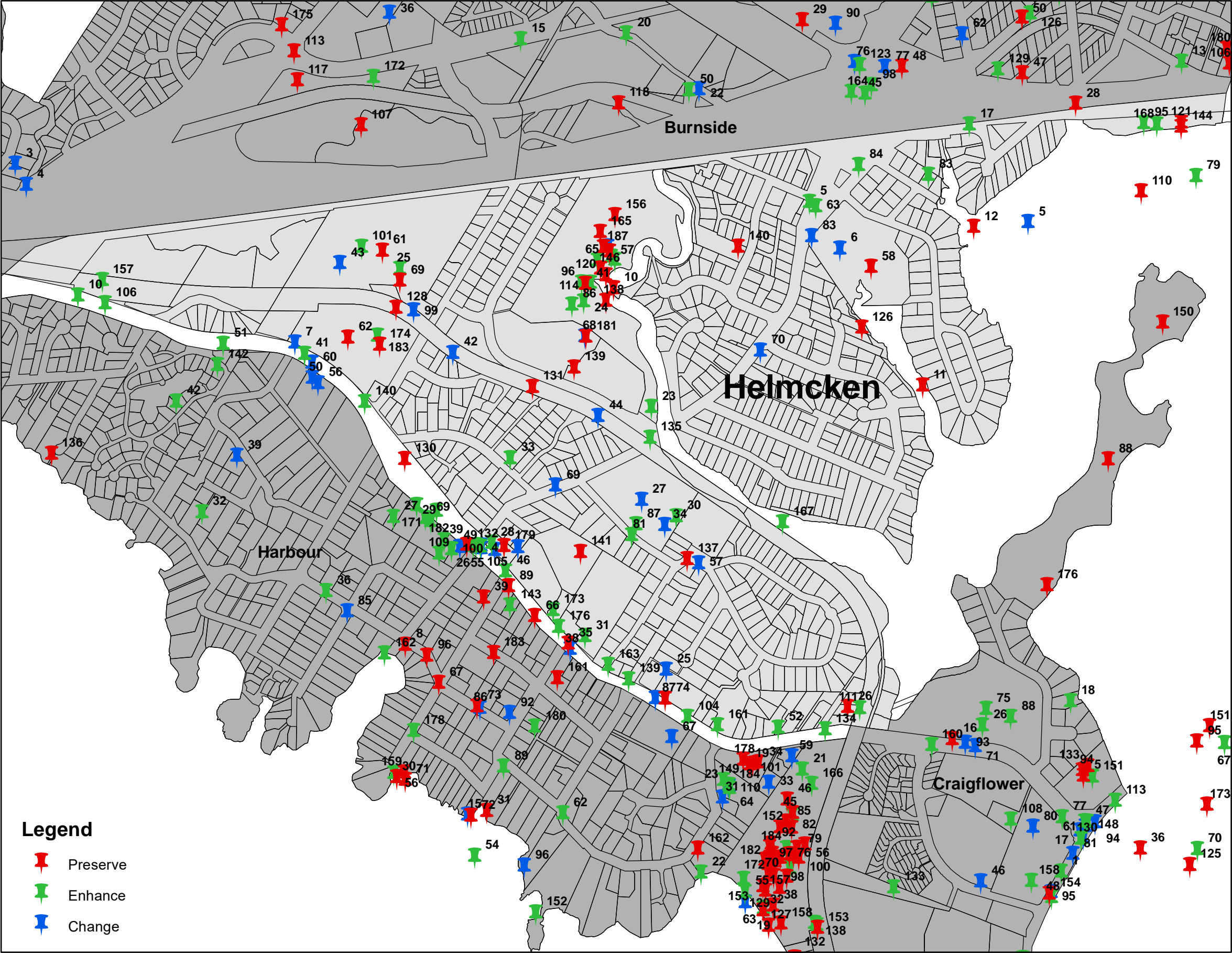
Map 6: Craigflower Neighbourhood



Map 7 : Harbour Neighbourhood



Map 8 : Helmcken Neighbourhood



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 clustered around and adjacent to transit infrastructure including bike lanes, sidewalks, and meters. The focus 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.



19 posts

views: 7,630
reach: 4,824
interactions: 57



**19 posts
1 story**

views: 615
reach: 514
interactions: 64



19 posts

likes: 29
shares: 2
comments: 2



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.

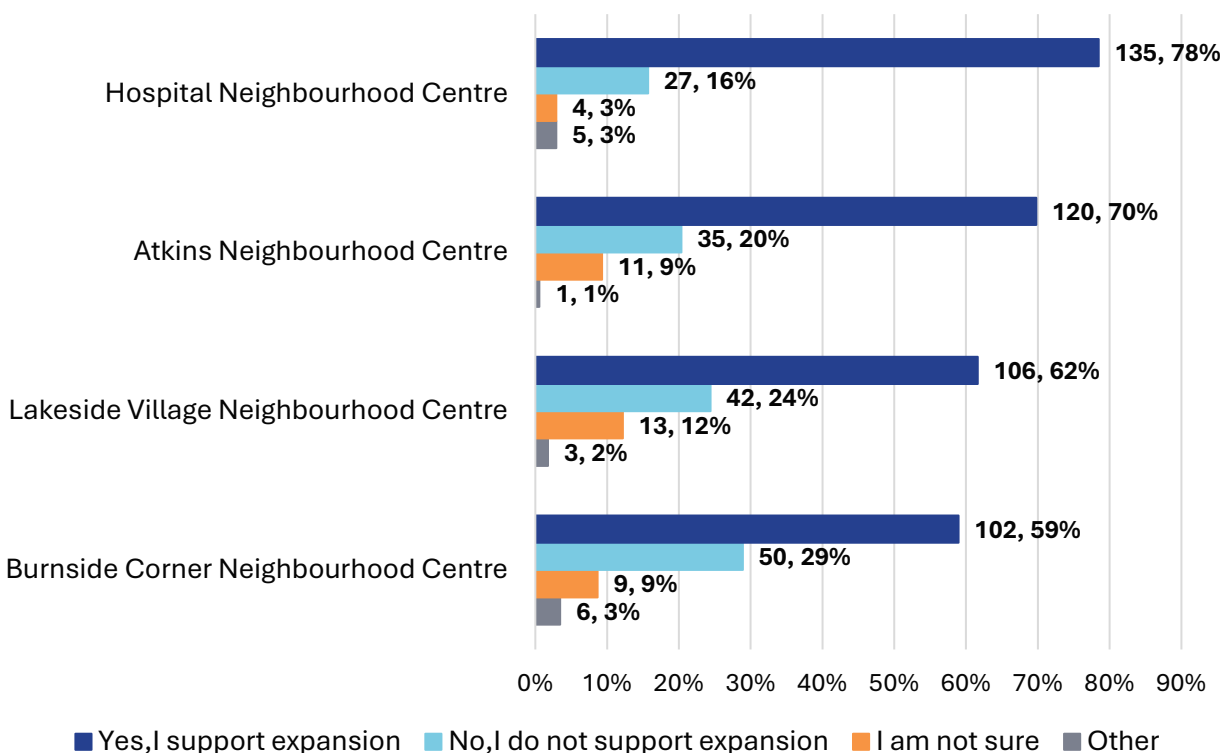
SURVEY RESULTS

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:

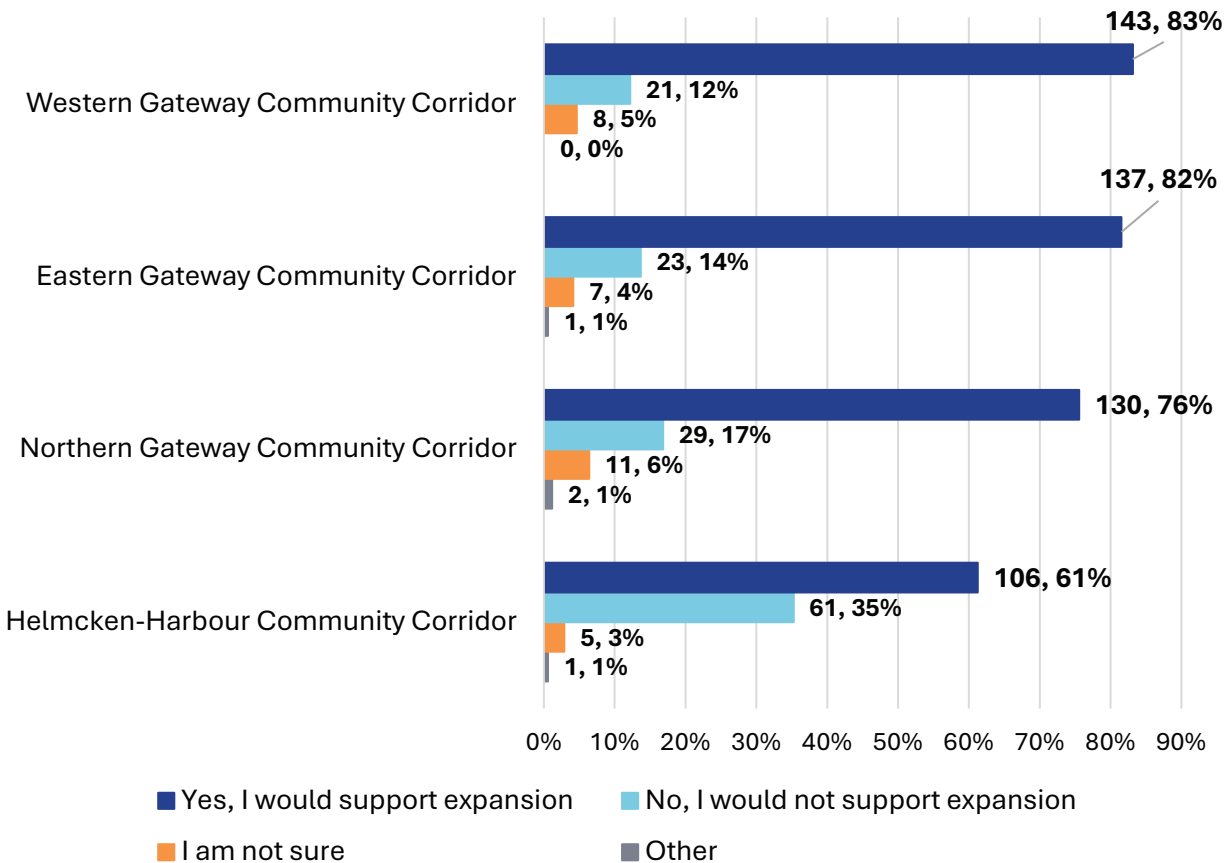
Respondents had an opportunity to provide an “other” response and provide written feedback in Question 1. Those responses are featured below:

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:

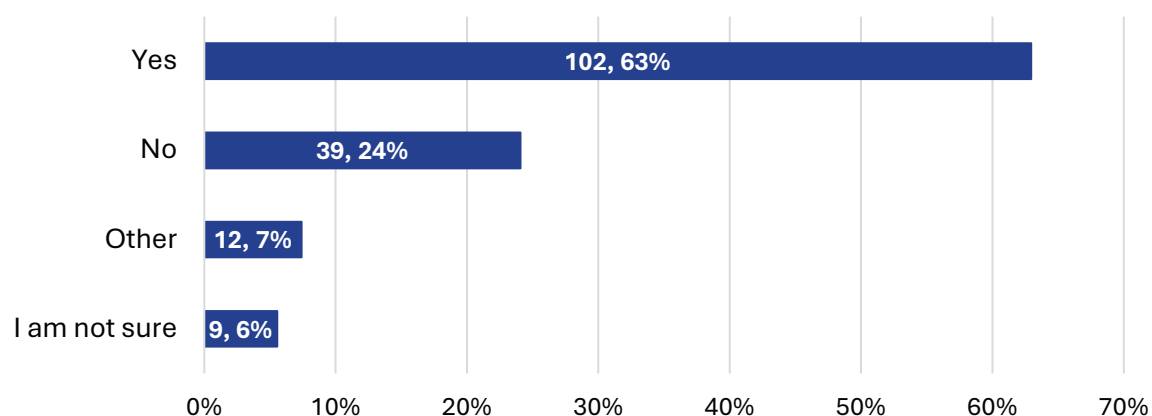
As a follow-up to question 3, respondents who selected “other” were able to provide written feedback to expand on their sentiment. The responses are shown below:

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 development.
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 restore four lanes of traffic on Helmcken (2 each side) if there is going to be more development.
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:

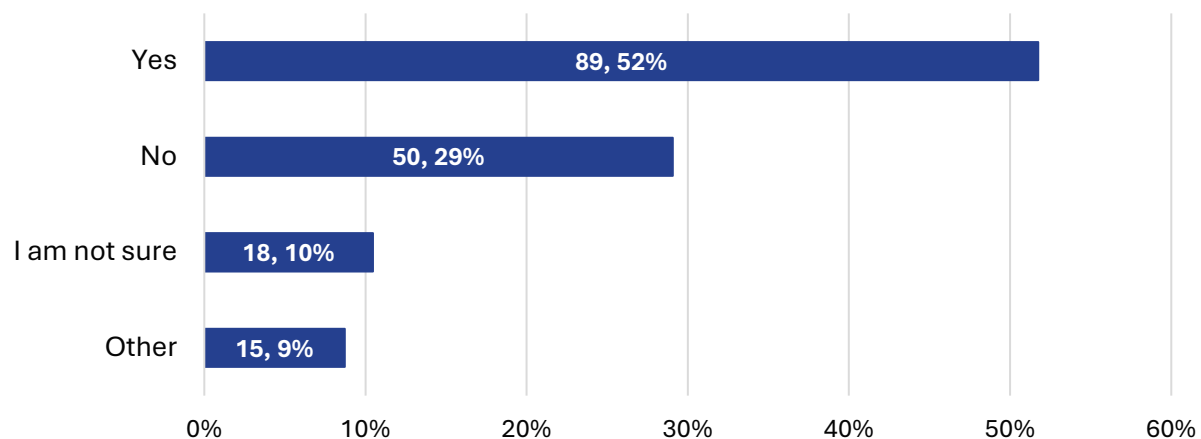
1. Admirals Walk and Eagle Creek already serve as town centres. That is suffice
2. I believe 6 storeys is now allowed with wood why not add more density if we can.
3. I picked other because I love the concept EXCEPT it needs to be buidings way larger than 4 storeys. That is too tiny. Think longer term. 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	Somehwere 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.

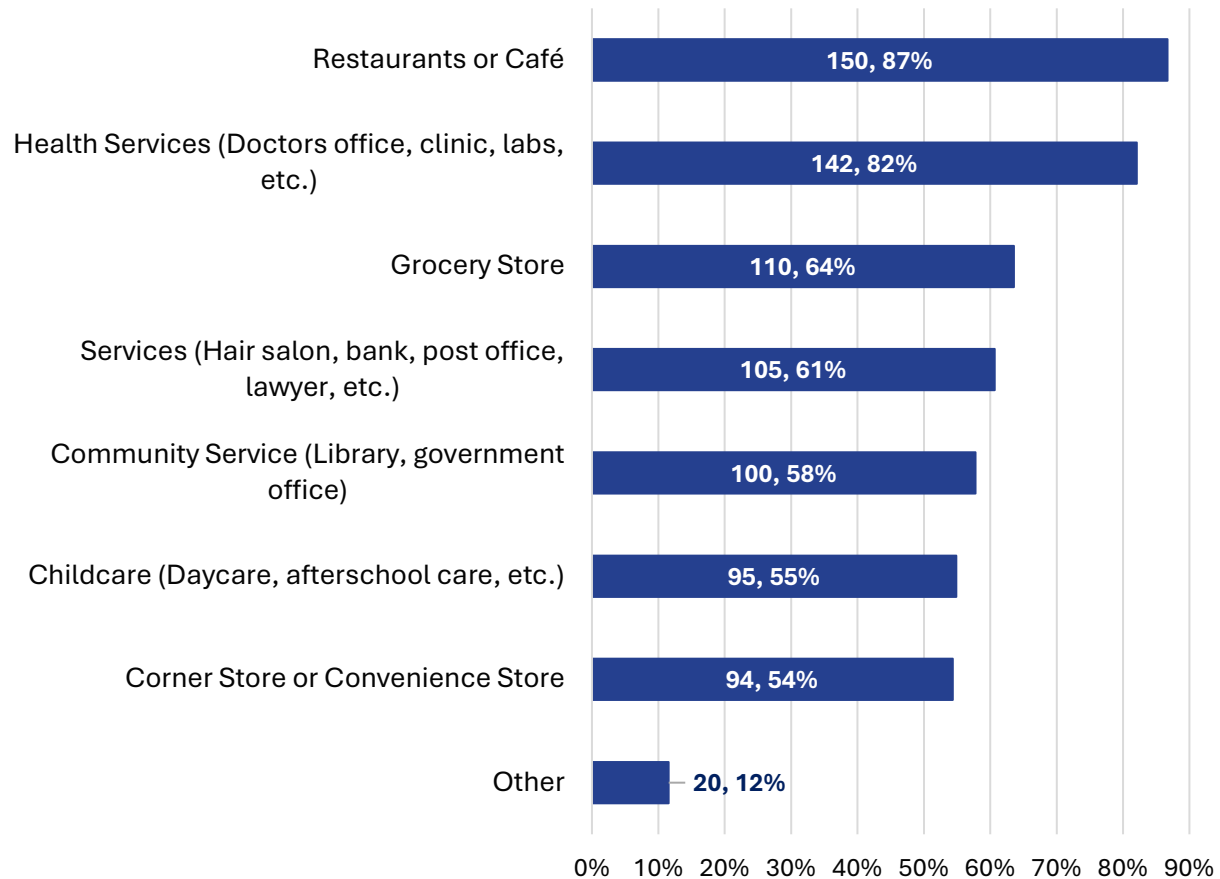
	67	Would support additional residential and mixed-use development and density of 6 storeys.
	75	Higher density on waterfront or lots withing 300m of waterfront access points

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

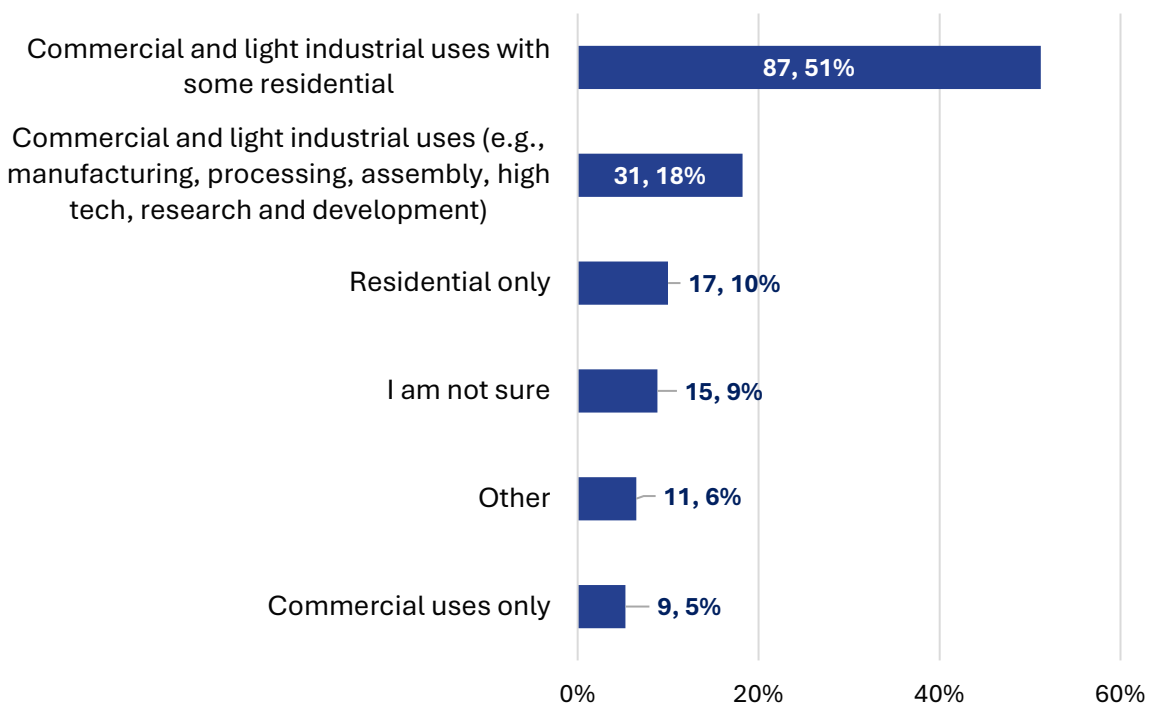
1. Spaces that can be rented out for other events and/or serve as a "Third Space" as a way to facilitate community building.
2. Markets (hybrid between a grocery store and a convenience store. E.G.: Market in Yates, Moreno's Market in Langley (deli, butcher, produce, staples), Root Cellar- type places
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

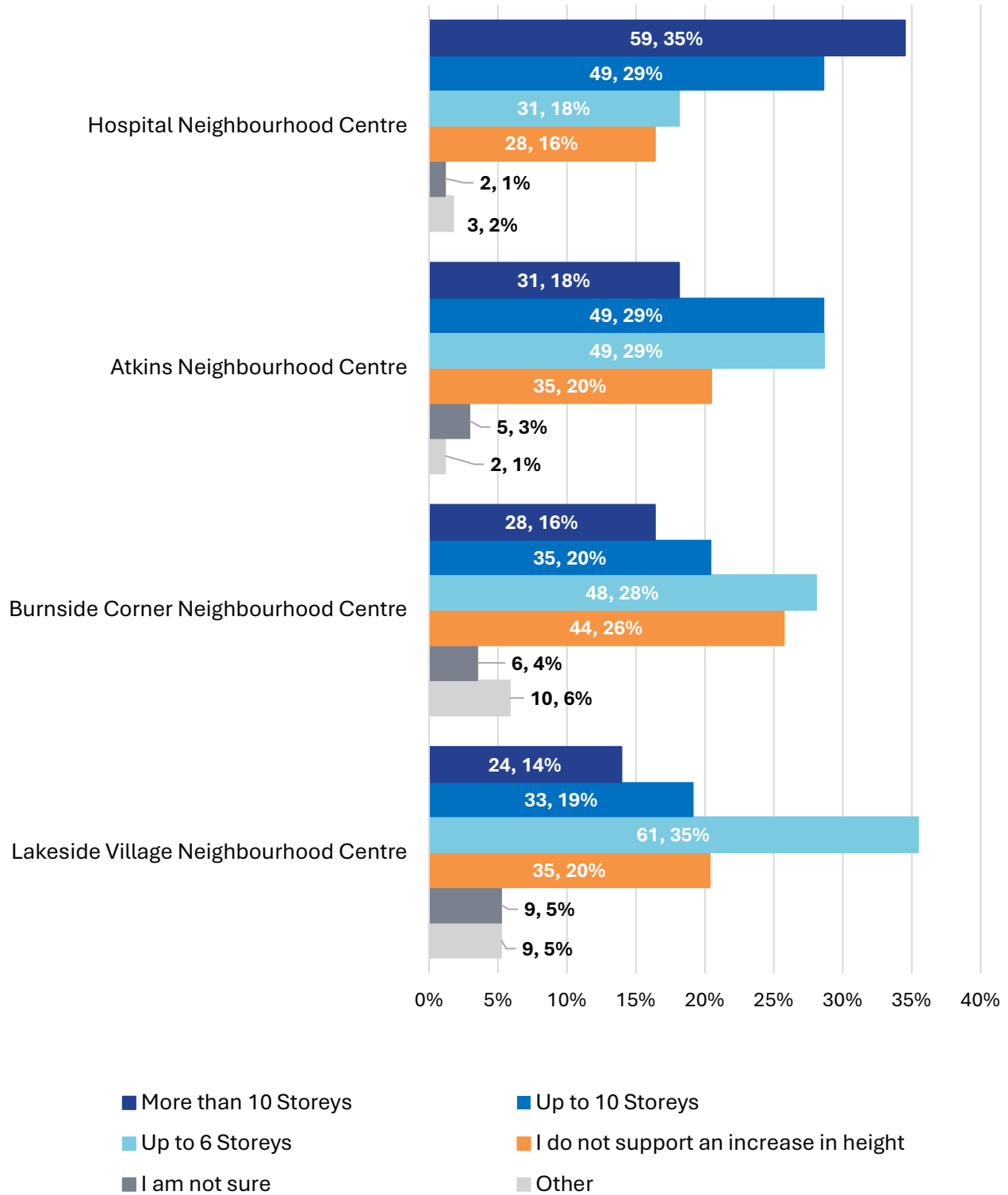
Question 11: Please complete the table below, indicating your support to increase the height of buildings within the Town’s existing Neighbourhood Centres.

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:

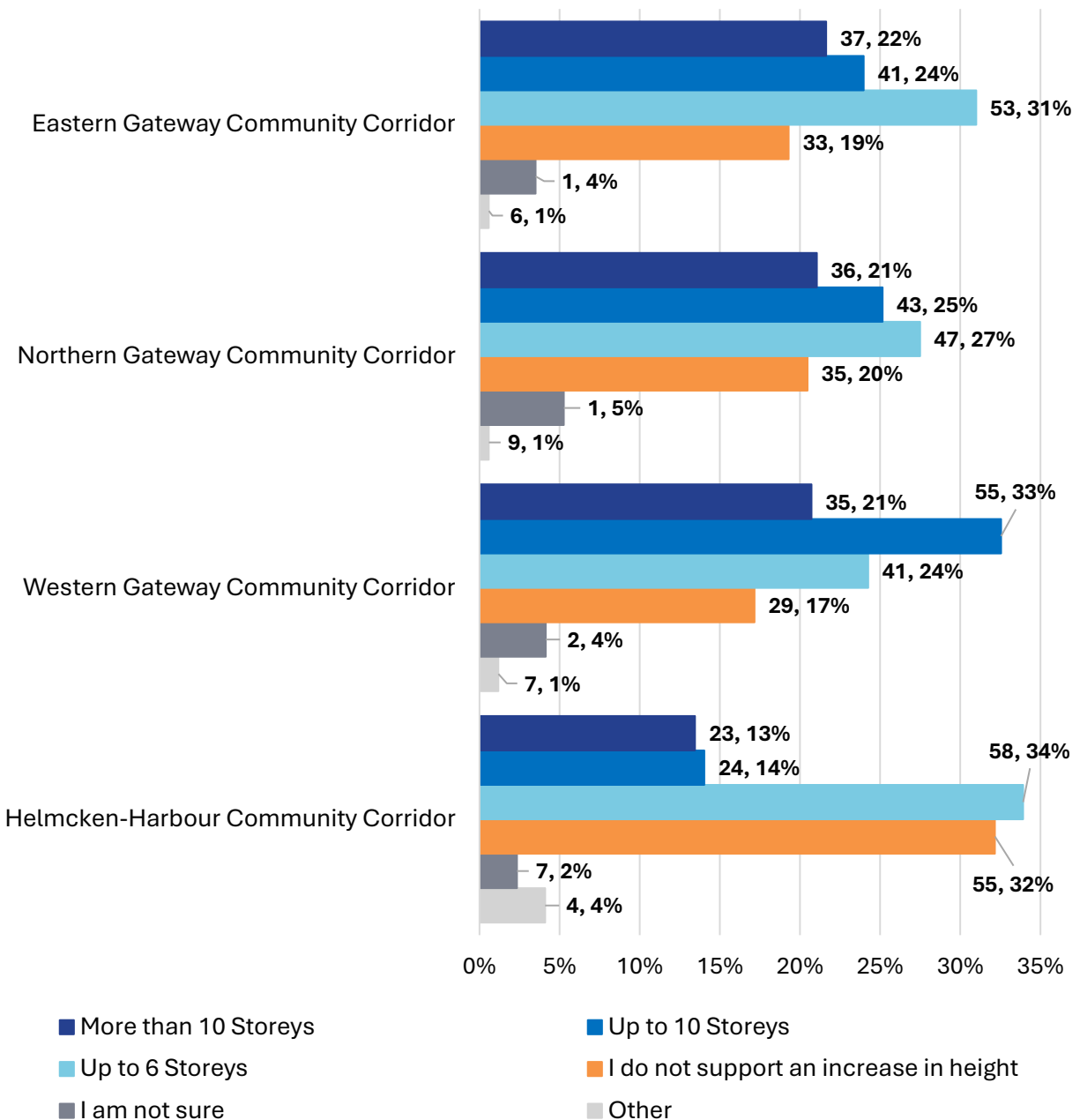
1. This is already a built up area. Should not be included in these pro-density questions
2. If six stories than services on the first floor
3. 2-4 is a more reasonable height
4. Burnside corner suffers from terrible traffic already. Address that issue first.
5. I hear that 6 stories is the sweet spot 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 ocea, 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 enviroment, build taller near transit, build tall near high employment areas, create walkable mixed-use neighbourhoods..
33. The effect on existing residences. Ie a blksg 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 alot 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 a community of come and go renters.
48. Unfortunately Provincial government has mandated this. Others 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

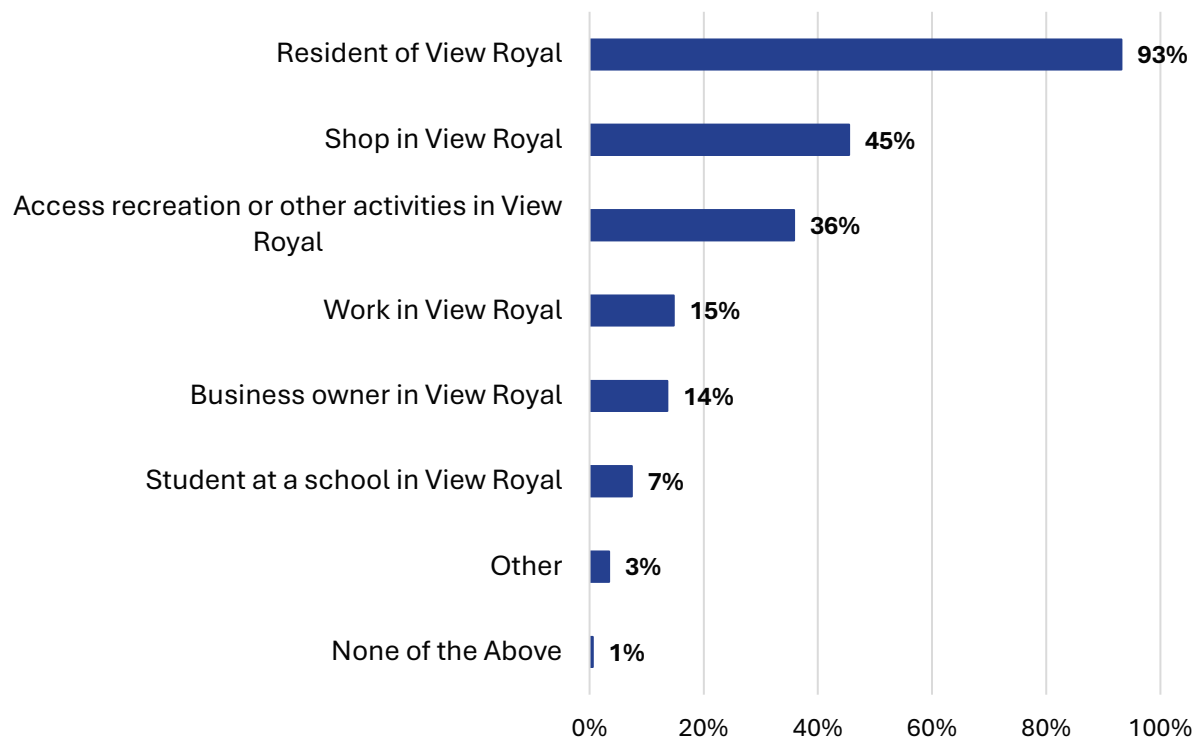
74. In urban areas where there are already business centers established, higher density would be beneficial for live /work lifestyle since minimum off street parking is going to be a huge issue. Less parking, more public transit and car share options.
75. Maximize units with smaller footprint. Allow 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.



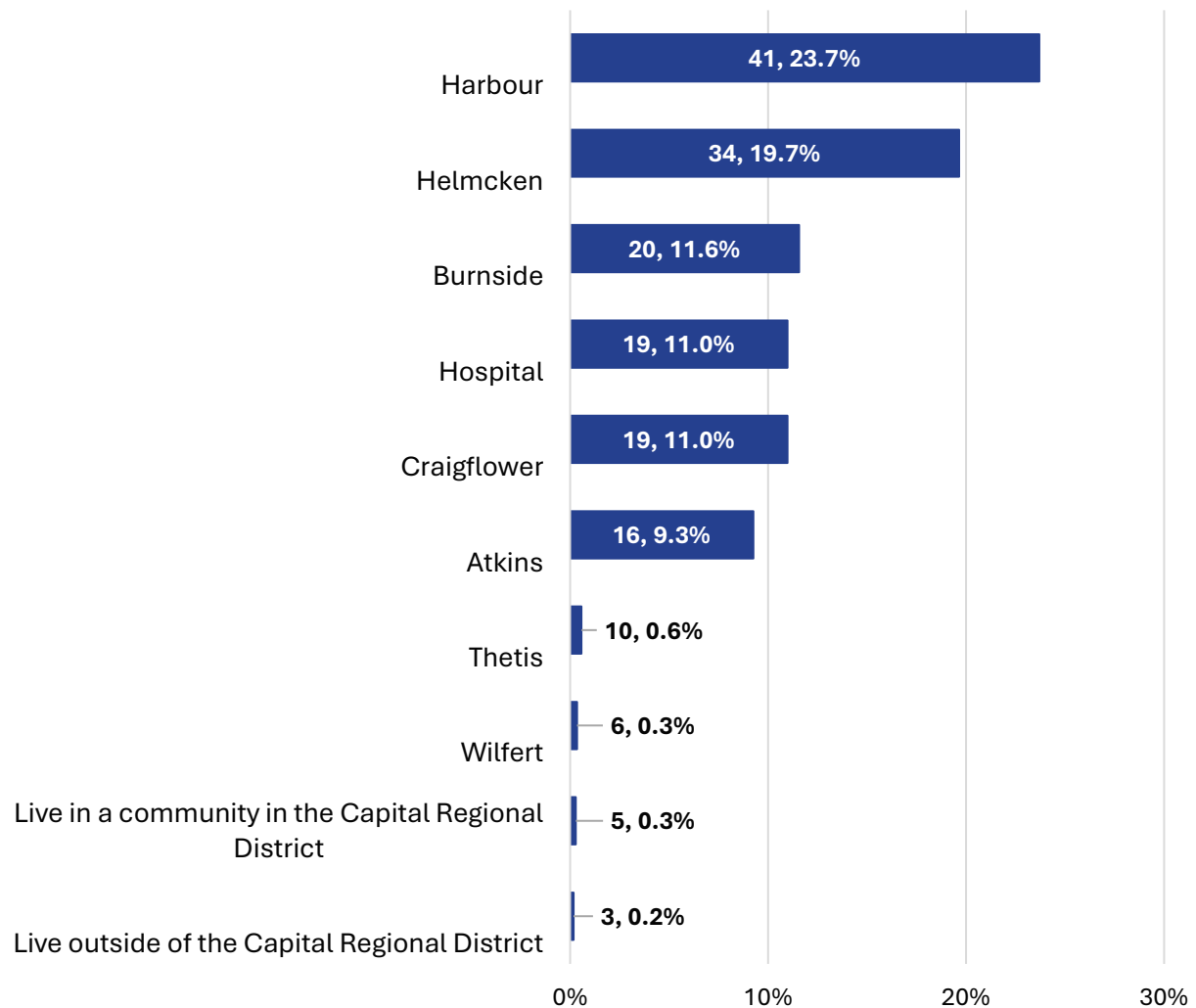
Verbatim “Other” Responses/Comments:

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.

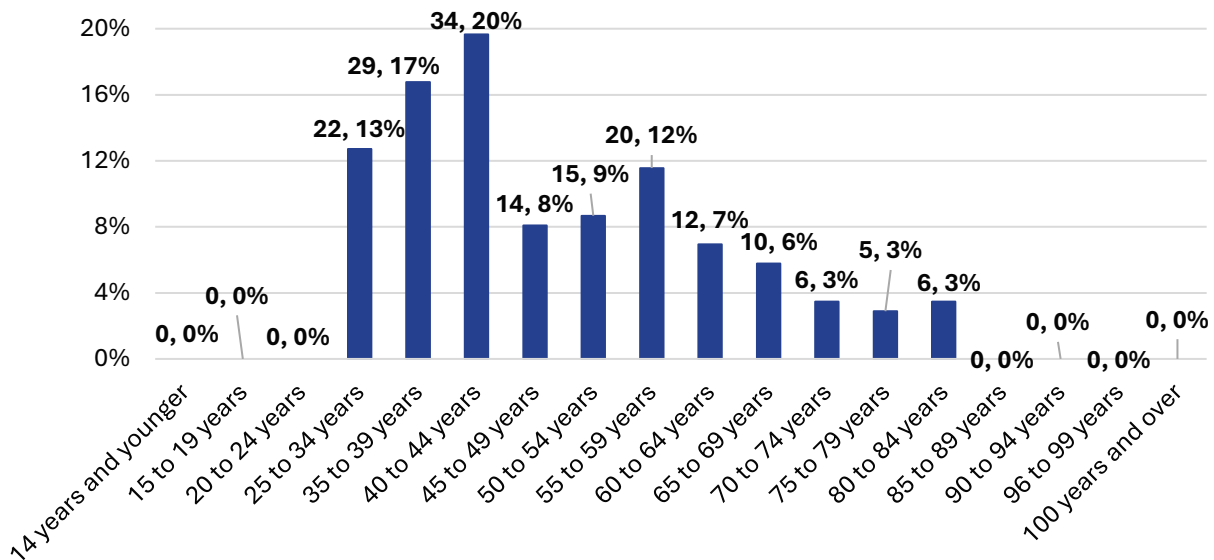


No "Other" written option provided.

Question 18: Please indicate your age group:

Findings:

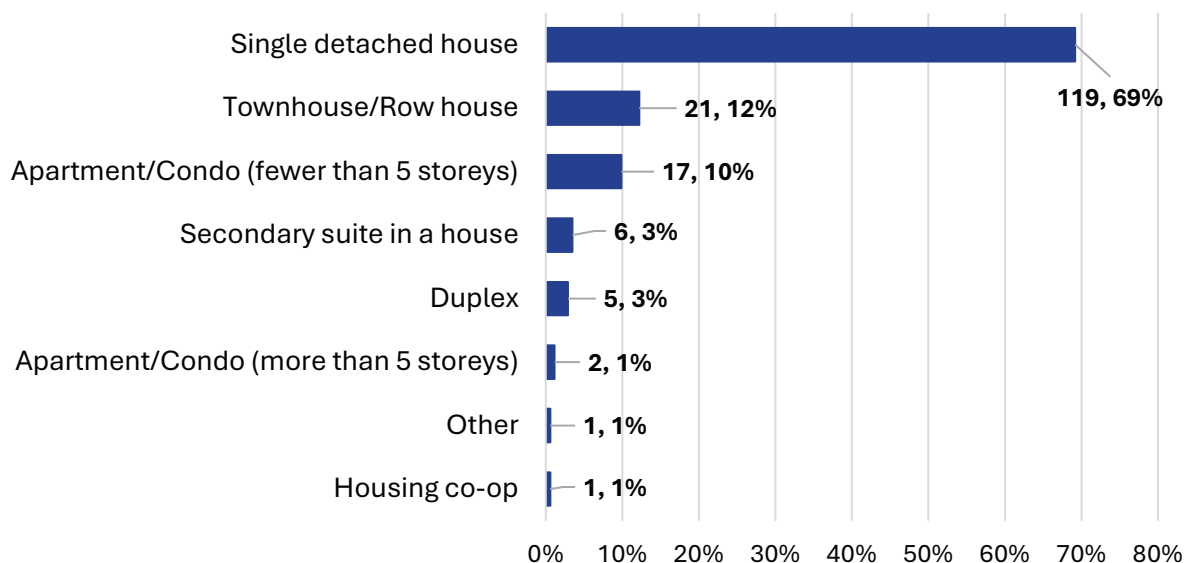
The majority of respondents by age cohort, were between the ages of 40 to 44 years of age (20%), and the majority of all respondents were between the ages of 25 to 44 (50%). The Town did not receive submissions from those below the age of 25, or above 85 years of age.



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

Findings:

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



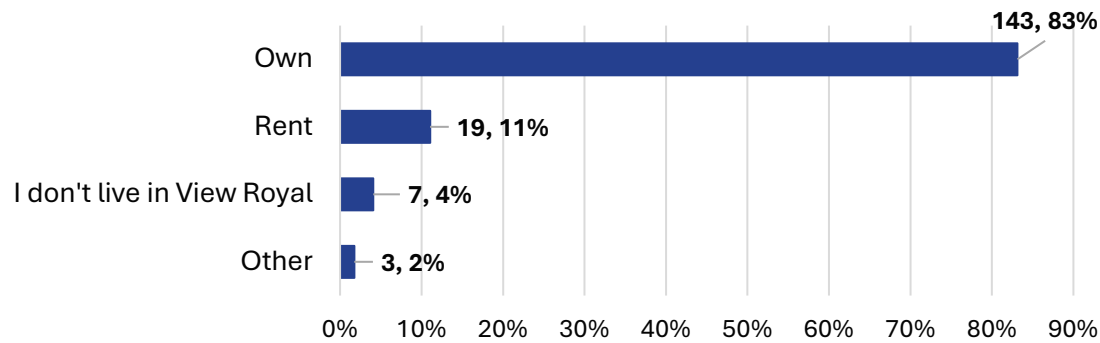
Verbatim “Other” Responses/Comments:

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:

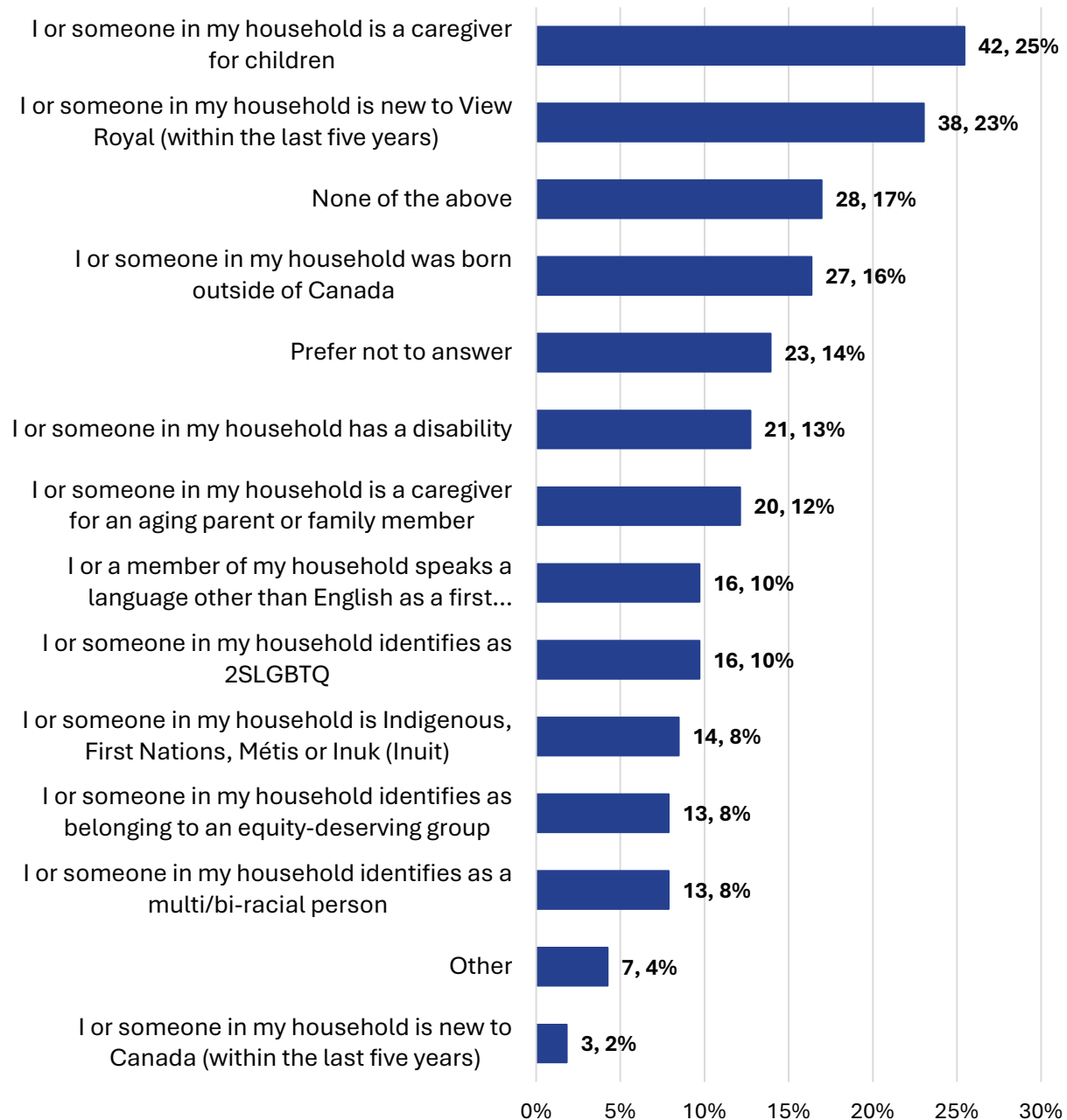
1. prefer not to say
2. Special arrangement.
3. Check census

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.



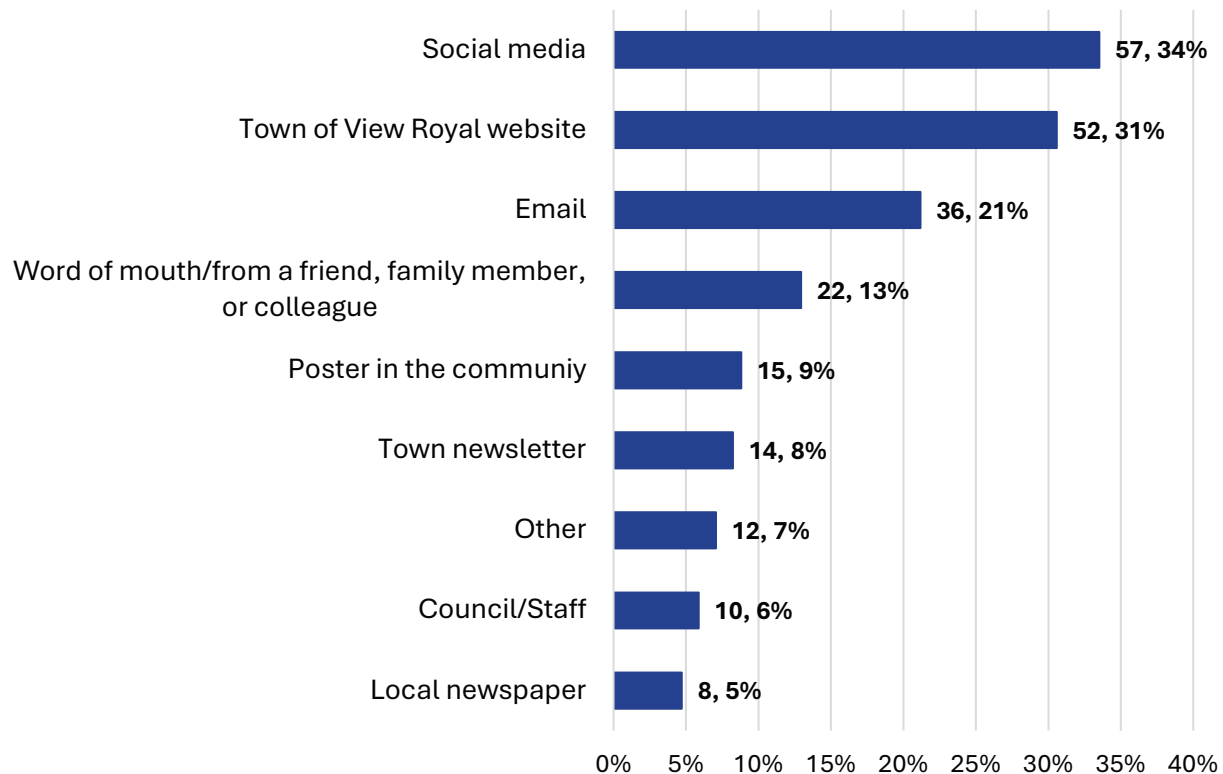
Verbatim “Other” Responses/Comments:

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

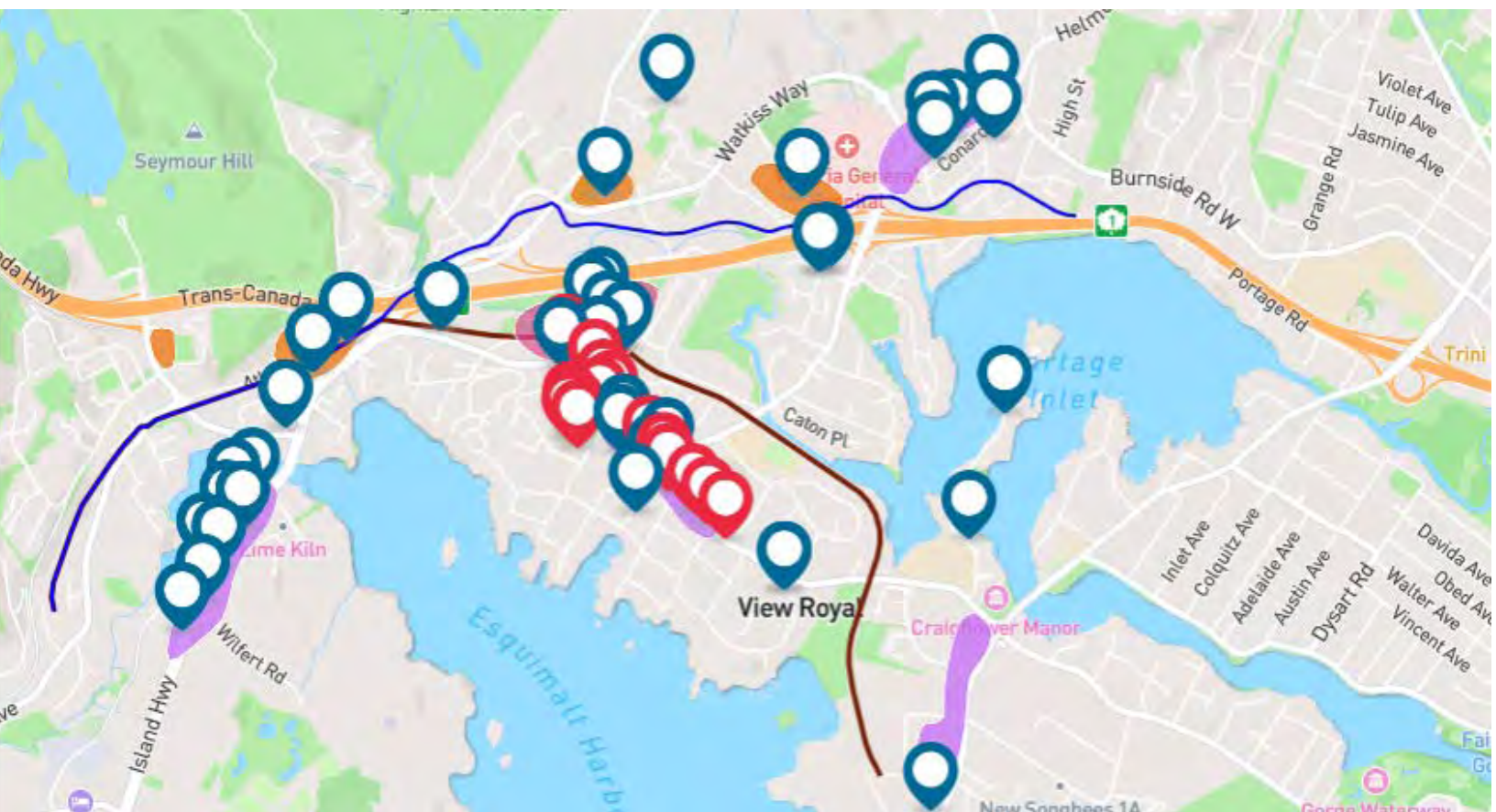
SOCIAL MAP RESULTS

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)

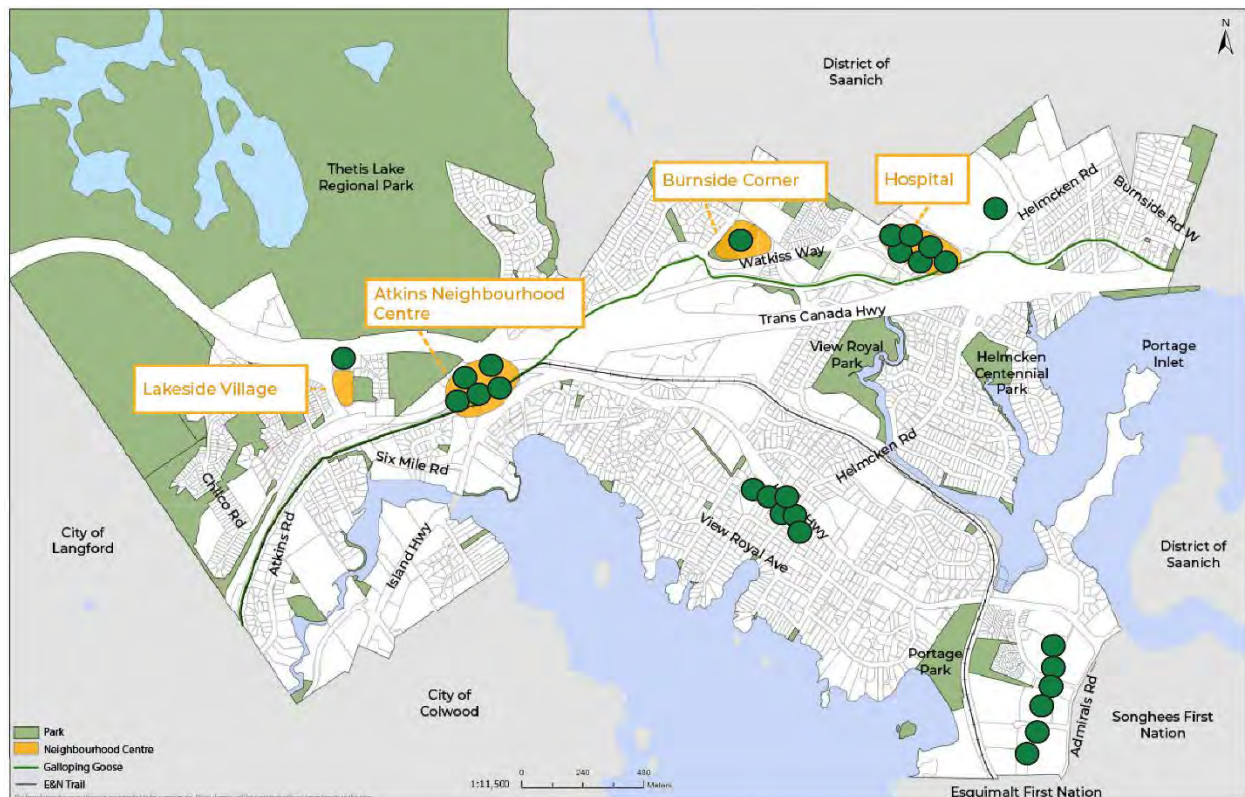
Neighbourhood Centres

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

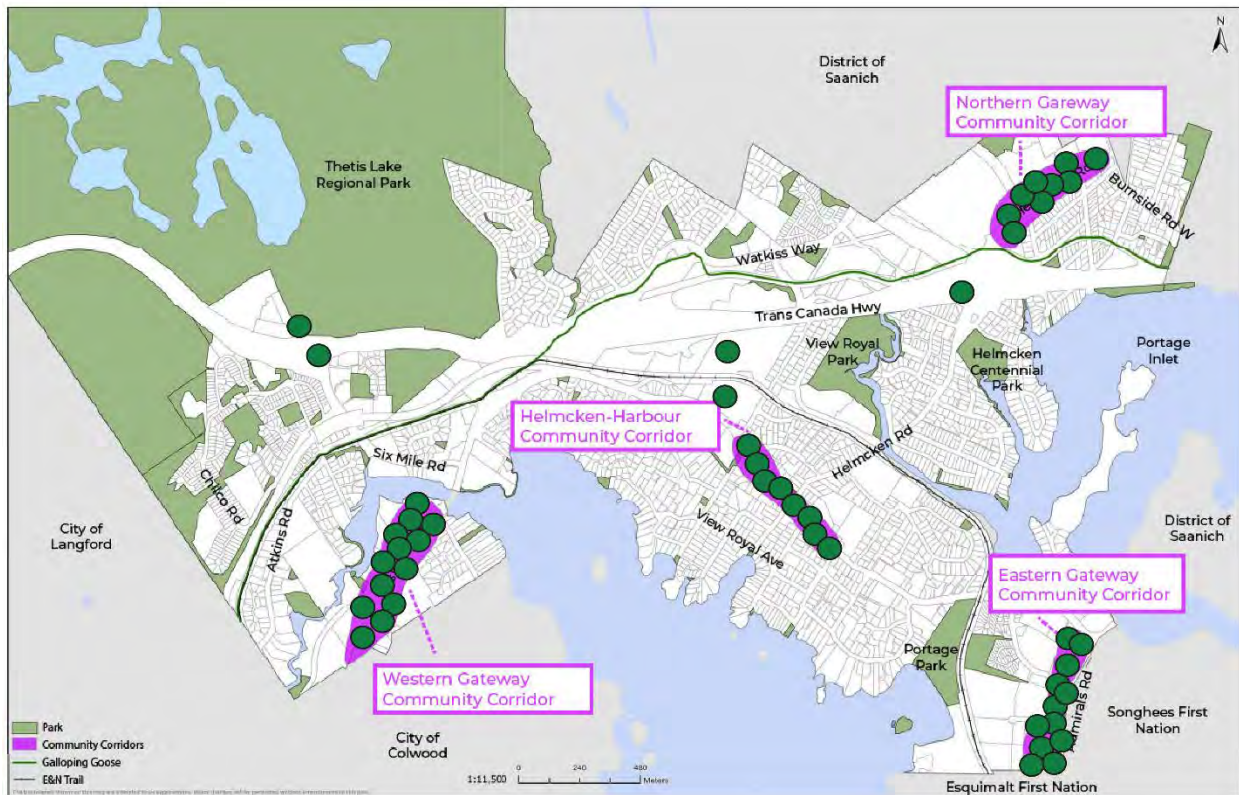
Community Corridors

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

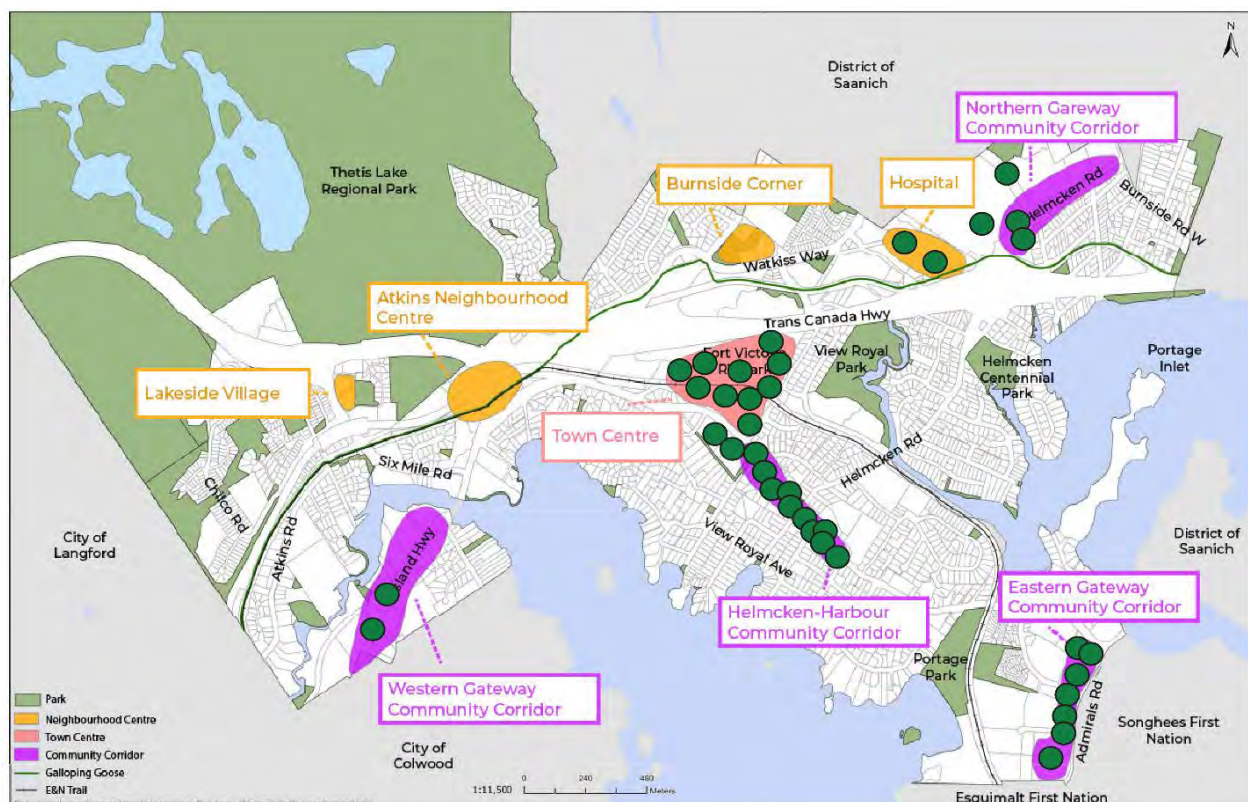
- NO CENTRE REQ'D (VILLAGES)
- No View Royal is a bedroom community. Victoria is a Downtown + Langford is shopping
- No. Make better use of existing infrastructure.
- No, to a Town Centre expand on existing neighbourhood.
- No Need for Town Center

	<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

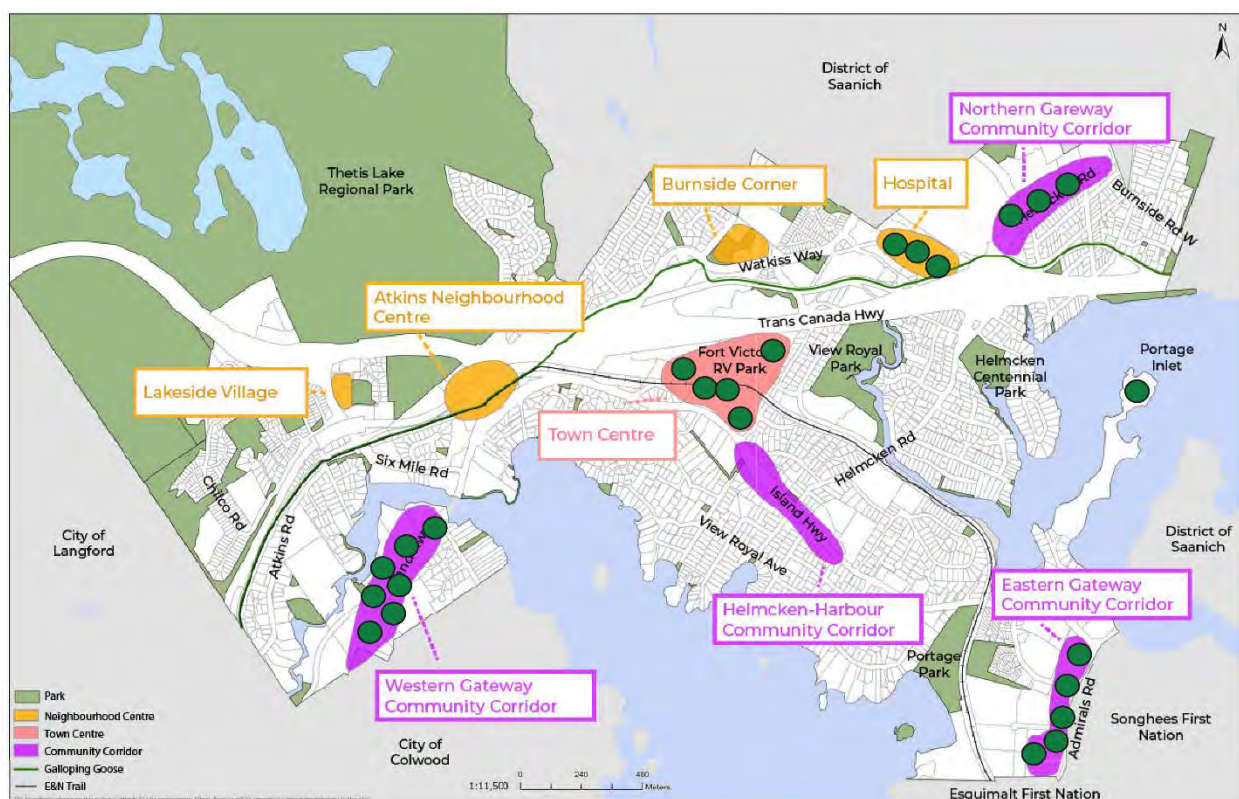
In addition to Neighbourhood Centres, Community Corridors, and the Town Centre, other areas in View Royal may also have potential for residential and mixed-use development with building heights ranging from 4 to 6 storeys.

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:

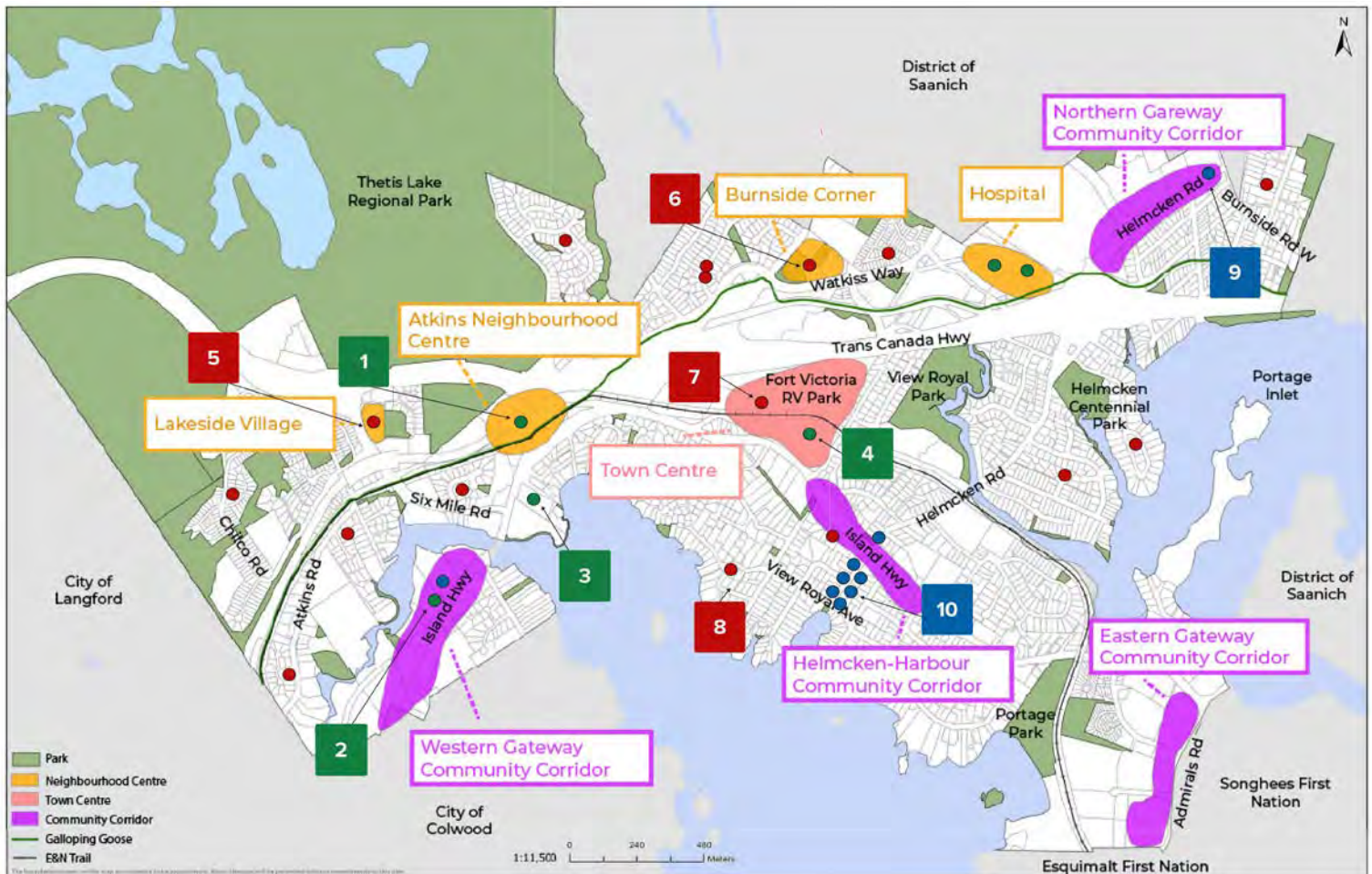
1. How do we grow and develop in the future?
2. What kind of services & businesses does View Royal need?
3. Does the Town of View Royal need a Town Centre?

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

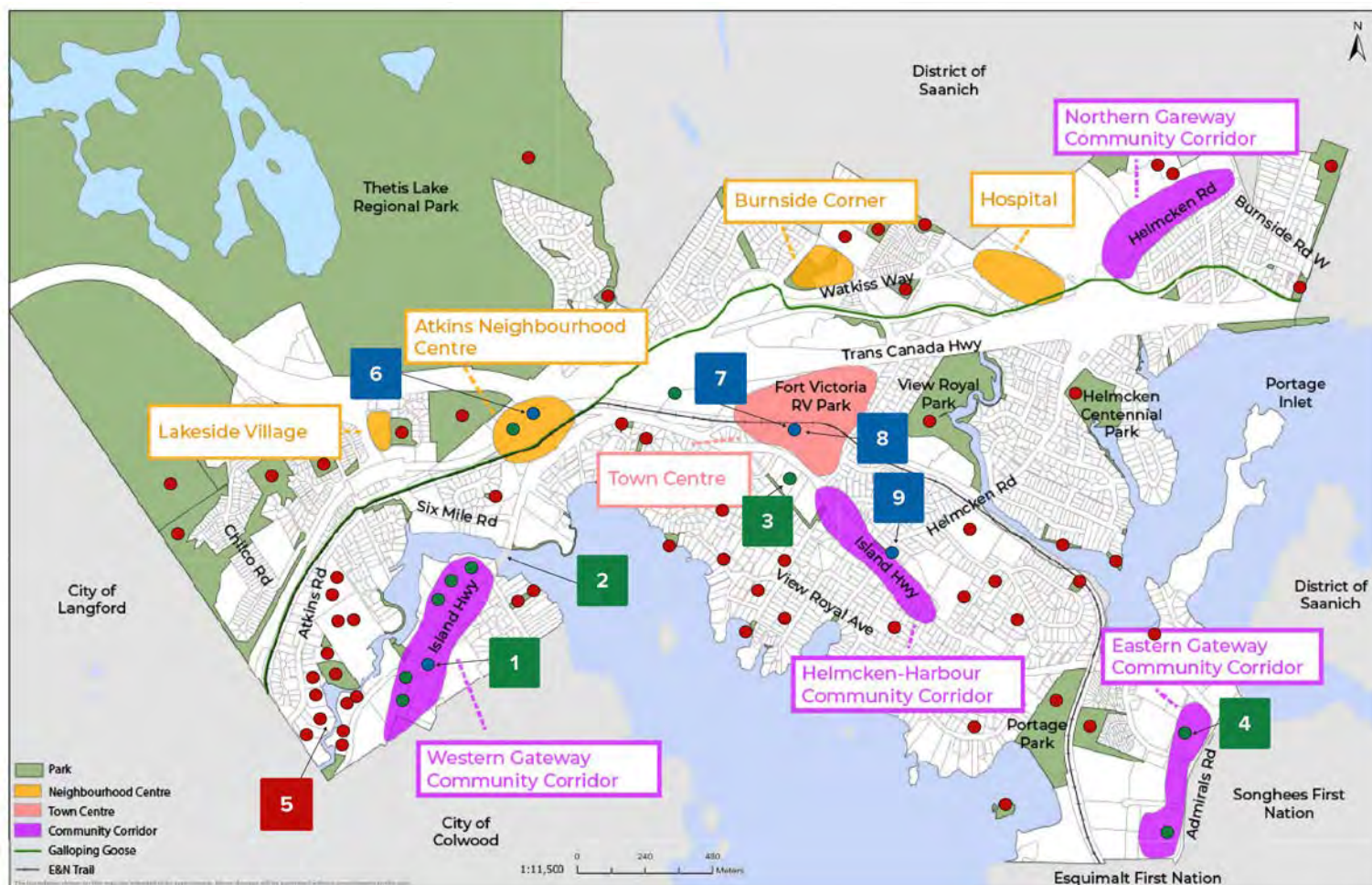


Number	Comment
1	Future BC Transit hub: suitable for high density (10+ storeys)
2	Relatively flat land. Good for mixed-use development (10+ storeys)
3	Idea: Redevelop CRD building to make affordable housing above (10+ storeys)

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

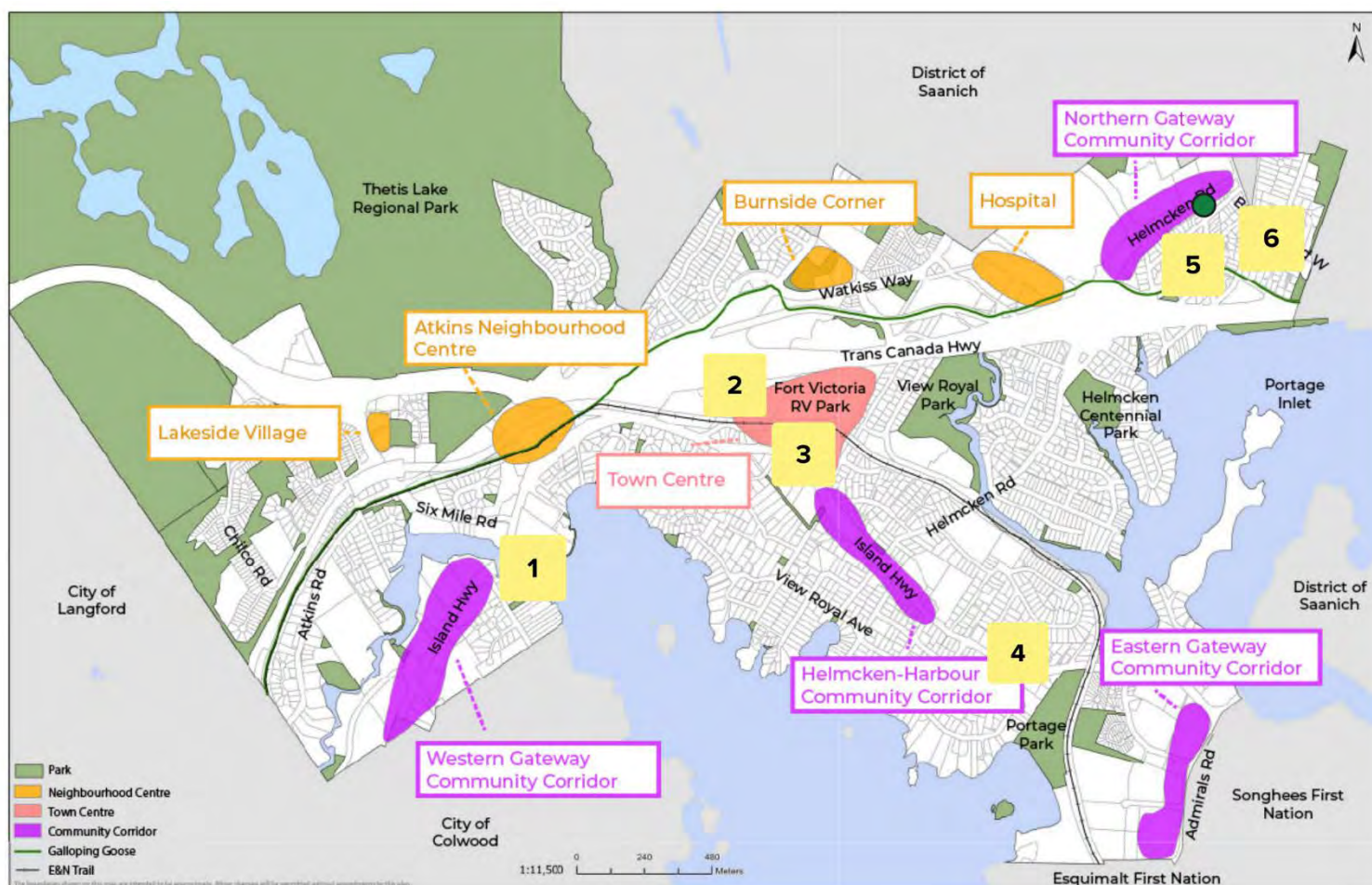
7	Ideas: water park, recreation, misting centre, medical centre, coffee shop
8	European style / walkable (Tuscan village) - 4 storeys
9	Grocery store
General Comment	No growth in established areas

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?

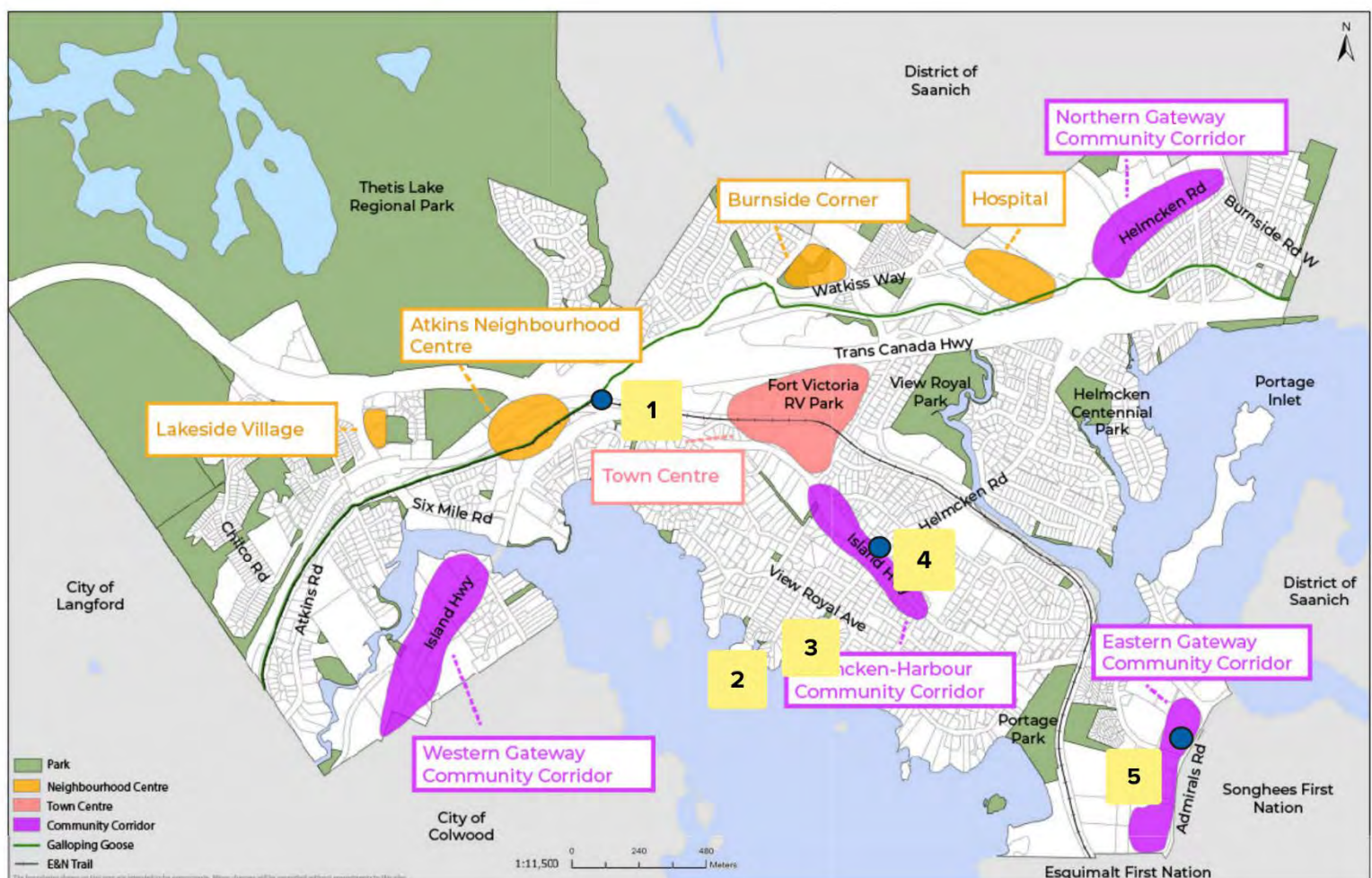
● Density ● No Density ● Business/Commercial



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



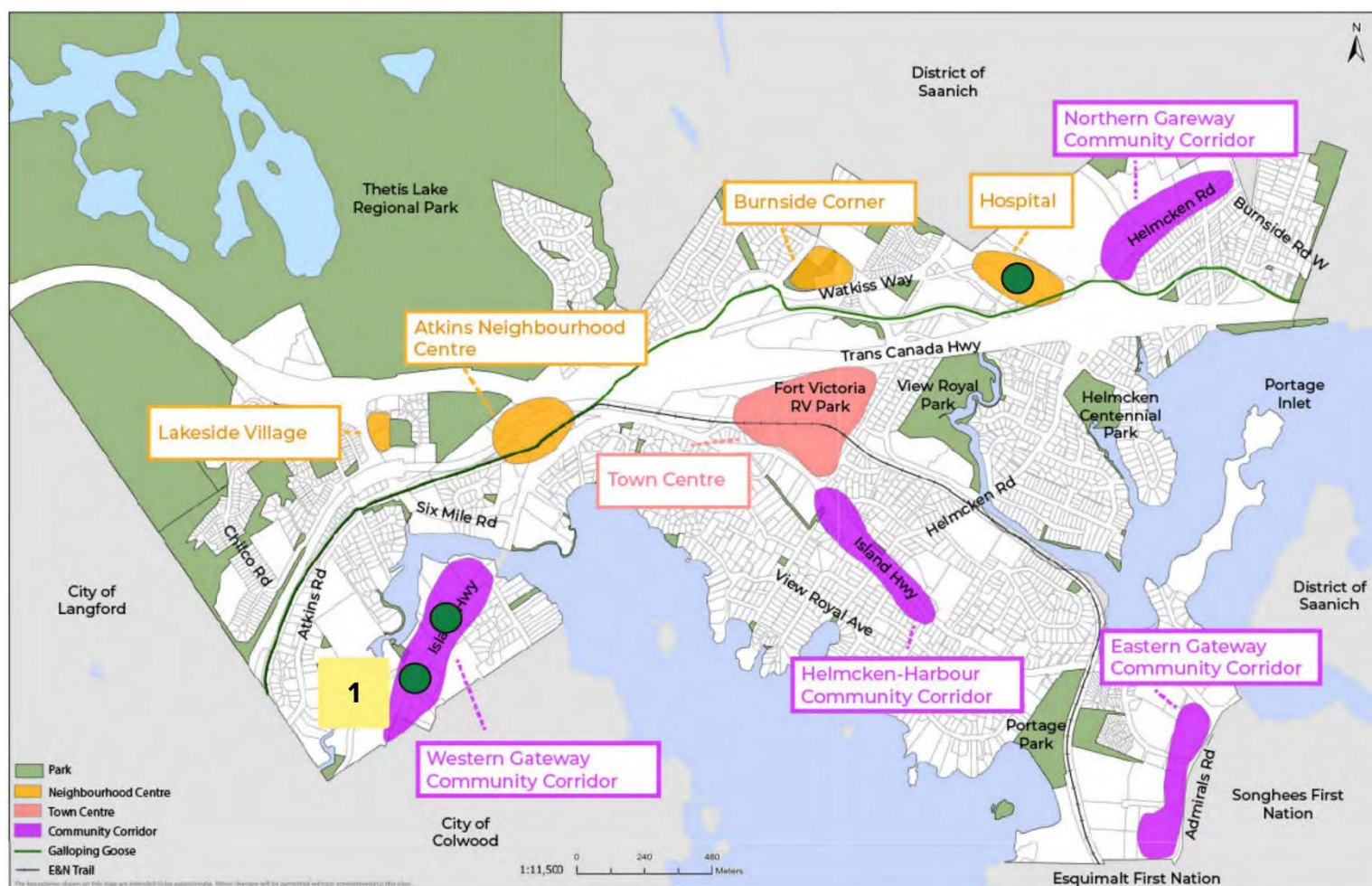
Number	Comment
1	Priority to upgrade the bridge should be higher - needs to happen sooner (could it be a West Shore initiative as it is use by multiple communities?)
2	What will developing Fort Victoria mean for traffic and people traveling through?
3	Sounds like a good idea but difficult to pull off. 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?

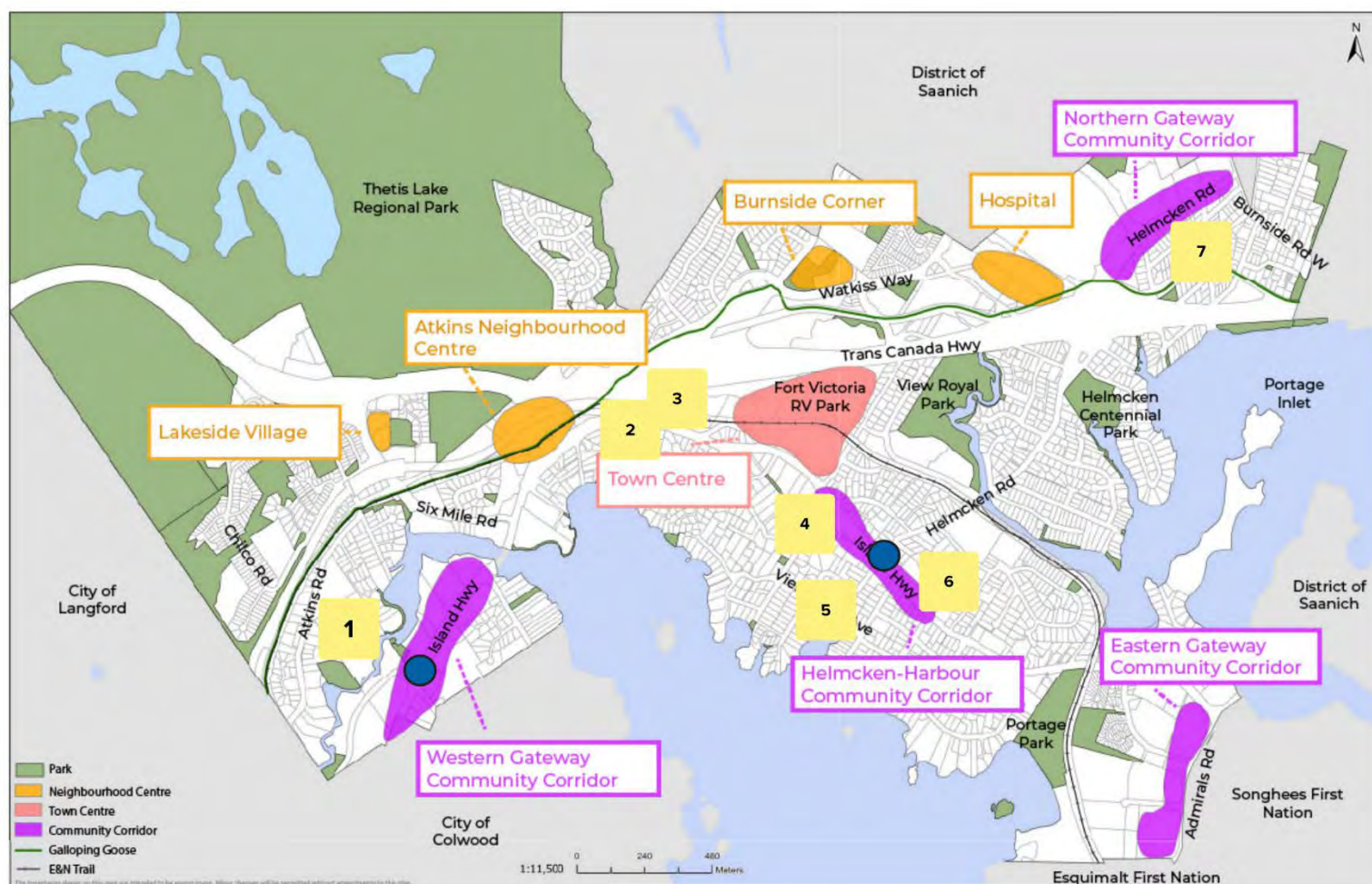
● Density ● No Density ● Business/Commercial



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?

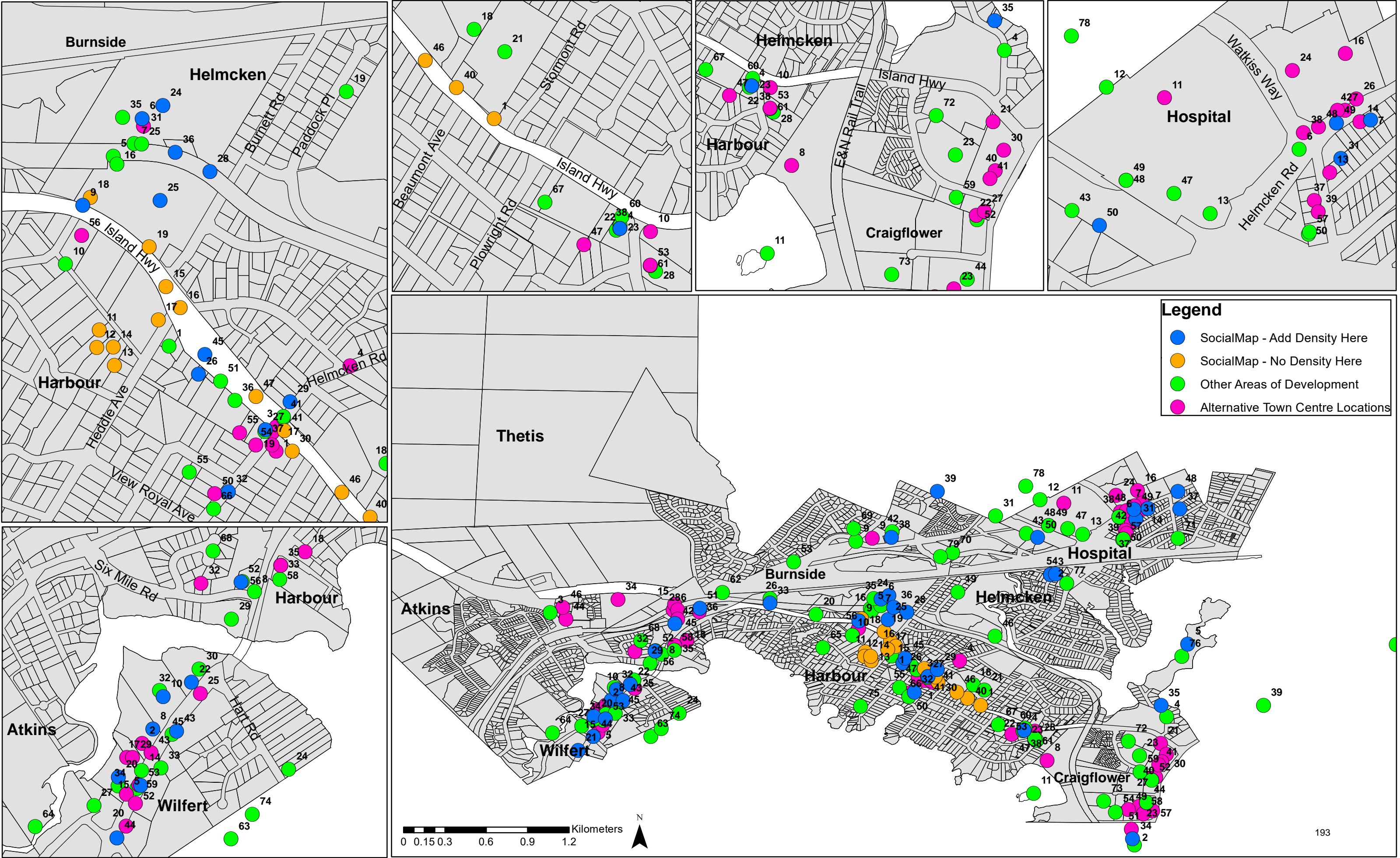
 Alternative Town Centre location



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





Attachment 4



TOWN OF VIEW ROYAL COUNCIL REPORT

TO: Council

DATE: May 2, 2025

FROM: Leanne Taylor
Director of Development Services

MEETING DATE: May 13, 2025

OFFICIAL COMMUNITY PLAN UPDATE – LAND ECONOMICS STUDY UPDATE AND HOUSING CAPACITY ANALYSIS AND LAND USE SCENARIOS MEMO

RECOMMENDATION:

THAT the report dated May 2, 2025 from the Director of Development Services titled “Official Community Plan Update – Land Economics Study Update and Housing Capacity Analysis and Land Use Scenarios Memo” be received for information.

PURPOSE:

The purpose of this report is to present key highlights of the Land Economics Study Update and Housing Capacity Analysis and Land Use Scenarios Memo for Council’s information.

BACKGROUND:

In January 2025, the Town launched Phase 1 of the review and update of the Official Community Plan (OCP). Phase 1 focuses on visioning and guiding principles, land use, housing and special planning areas. From February to April, the Town led an inclusive and extensive engagement process to seek feedback from the public on a draft vision statement and goals, and community growth and development.

The Town’s consultant, Urban Systems, completed a *Land Economics Update Study* (Attachment 1), which updates data and projections in *Land Economics Study: Evaluation of the New Prospects for New Urban Development* prepared by Coriolis Consulting in 2021. Urban Systems also completed a *Housing Capacity Analysis and Land Use Scenarios* (Attachment 2) to provide an assessment of the community’s ability to meet its estimated housing need for 2050 based on current and projected development trends, market conditions, and small-scale, multi-unit (SSMUH) provisions. The analysis also includes two land use scenarios for consideration that aim to implement the vision and aspirations for growth and development in View Royal, expressed by the community.

The Land Economics Update Study and Housing Capacity Analysis were shared at the OCP Advisory Committee on May 5, 2025.

ANALYSIS:

Land Economics Update Study

The purpose of the Land Economics Update Study was to undertake the following, in accordance with the OCP project scope:

- 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.

The Memo is attached to this report as Attachment 1. Some key findings are summarized as follows:

- The supportable total retail and service floor space in View Royal could increase between approximately 125,700 ft² and 211,150 ft² between 2025 and 2050, or an average annual retail and service growth of about 5,030 ft² to 8,450 ft² per year. This is a lower projection than stipulated in the Coriolis study as a result of updated population projections from BC Stats, which show a faster population growth to 2035 then slowing due to adjusted immigration projections.
- The anticipated office floor space growth in View Royal is projected to be between 85,000 ft² to 127,000 ft² between 2025 to 2050, or an average annual retail and service growth of about 3,400 ft² to 5,080 ft² per year. This updated projection is substantially lower than the Coriolis report due to the COVID-19 pandemic impacts and office market trends. There will likely be a demand for medical related office space (i.e., professional and personal services).
- Light industrial developments are challenging to build in this current market because of high inventory. Stacked light industrial-office buildings perform better than standalone light industrial developments, but they may have longer absorption periods and less premium lease rates for second floor office space.
- The projected demand for hotel rooms in View Royal is approximately 63 rooms between 2025 to 2050. The projected demand is lower than the Coriolis report

due to a decrease in the annual growth projection for hotel rooms from 2% to 1.3%, based on current data. If growth continues on a similar pace as previously projected then View Royal could capture up to 101 rooms.

- To make smaller sites financially viable for wood-frame mixed-use development (office, retail and light industrial), increasing building heights up to six-storeys and the density (floor space ratio (FSR) - total floor area a building can occupy on a lot) are recommended.
- Out of the three mixed-use redevelopment options (office, retail and light industrial), ground floor office has the least viable results. However, if the office space is mixed with retail space, then it could improve the project performance.
- Having lower parking requirements along with transportation demand management practices (i.e., bus passes, car share, end-of-trip bicycle facilities, etc.) can alleviate the cost burden of providing additional parking stalls than the market requires on development projects.

Furthermore, the Memo mentions that the Town should focus on ensuring that new retail space emerges in quantities and locations where it is most supportable, instead of a blanket retail floor area requirement for mixed-use development. The implication of a blanket approach is the risk of oversaturating the market with unleaseable ground floor space, and limiting opportunities to create cohesive, vibrant and well-anchored retail nodes and corridors. In addition, an over-delivery of ground-floor retail in sub-optimal locations will create projects that are economically unfeasible and could slow the pace of project delivery, according to the consultants.

Housing Capacity Analysis and Land Use Scenarios

Housing Capacity Analysis

A Housing Capacity Analysis considers a community's ability to accommodate current and future housing needs by assessing projected demand with the available land and existing zoning regulations. Urban Systems completed a Housing Capacity Analysis (Attachment 2) in accordance with the OCP project scope, to determine the projected housing need and capacity for the year 2050.

The 5- and 20-year housing needs calculated in the Town's 2024 Interim Housing Needs Assessment is 842 units (forecasted 5-year need from 2021 – 2026) and 2889 units (forecasted 20-year need from 2021 – 2041), respectively. The intent of the Housing Needs Assessment is to meet housing needs related to extreme core housing, persons experiencing homelessness, suppressed household formation, anticipated growth, rental vacancy rate adjustment, and local demand in View Royal. Given the OCP time horizon is to 2050, the analysis calculated the projected housing need to 2050. The additional housing need from 2041 to 2050 (10 years) was calculated to be 1444.5 units. This number was derived from reducing the 20-year total of 2889 units to

an average annual unit demand that was then multiplied out by either 10 or 29 year, as appropriate.

The projected housing need in the year 2050 is approximately 4,189 dwelling units. To meet this projected housing need, the Housing Capacity Analysis considered the following factors:

- compared the maximum potential uptake of small-scale multi-unit housing with the projected update based on current zoning permissions and market conditions;
- evaluated anticipated residential development from current in stream development applications for residential units; and
- studied additional potential development from identified test sites in the Land Economics Update Study with higher densities than what is currently permitted, including a large vacant lot on Hospital Way and within the prescribed Transit-Oriented Area.

The Analysis anticipates that the projected uptake of SSMUH is approximately 2,580 – 2,703 dwelling units, which will not meet the projected housing need of 4,189 dwelling units by 2050. Therefore, the study reviewed in stream residential building applications and viable test scenarios in the 2025 *Land Economic Update Study* and the 2021 *Land Economics Study: Evaluation of the Prospects for new Urban Development*. Based on the review, it is estimated that approximately 5,366 new dwelling units will be constructed in View Royal over the next 25 years. Further details on how this number was calculated can be found in Attachment 2.

The table below, which is provided in section 2.2 of the Housing Capacity Analysis, is a comparison between housing needs and anticipated housing development. The Town has enough land to meet and exceed its projected housing needs. The Analysis acknowledges that these numbers are subject to fluctuations based on evolving market conditions, policy decisions, global economic changes, and unforeseen circumstances that could impact housing needs and development trends.

Table 4. Analysis of Housing Needs versus Anticipated Housing Development

	Number of Units
Projected SSMUH Uptake (to 2050)	2,580
Development In-Stream (at the time of March 2025)	548
Viable Test Scenarios	2,238
Total Potential Housing Development	5,366
25-Year Housing Need	4,189

Proposed Land Use Scenarios

Following the Housing Capacity Analysis, Urban Systems prepared two land use scenarios for the Town's consideration as part of the OCP update. Following community and Council input, one scenario would be crafted to guide land use and development in View Royal to the year 2050.

Section 4.1 of the Housing Capacity Analysis and Land Use Scenarios in Attachment 2, includes proposed land use designations and scenarios. The two land use scenarios and designations reflect initial feedback received from residents through surveys and open houses, past direction from Council, Town staff, legislative requirements, existing market conditions and development activity, existing land use patterns and infrastructure servicing capacity. The following key themes that emerged from the visioning survey were also considered when drafting the land use scenarios:

- **Parks, Trails and Greenspace:** Preserving and expanding parks, trails and greenspaces was deemed essential for maintaining the quality of life and natural beauty of View Royal.
- **Commercial Services and Mixed-Use Development:** There is a strong desire for more mixed-use developments that integrate commercial and residential spaces and provide more commercial services and amenities.
- **Improved Transportation Connections:** Enhancing transportation links throughout View Royal, including better connectivity and public transit options, was a top priority for many people.
- **Community Spaces:** The community expressed a need for more public spaces where events and gatherings can be held, strengthening the sense of community.
- **Walkable Neighbourhoods:** Creating walkable neighbourhoods with essential services and amenities was an important consideration for residents.

In the Community Growth Survey, respondents demonstrated support for diversifying land use within existing neighbourhood villages and along corridors to provide more community amenities and housing options, which was also taken into consideration when drafting the scenarios.

Council may wish to provide some initial feedback on the proposed land use designations and scenarios; however, it is recommended that further revisions occur after the engagement process and the Town has heard from the community in a transparent process. Staff will prepare a "What We Heard Report" with the results and feedback from Council and the public, which will inform the 50% draft of the OCP.

Impacts and implications can be summarized as follows:

Community Impact: Seeking community input on the proposed land use scenarios for future growth and development in the Town is a crucial phase of the OCP update.

Financial Implication: This work falls within the project scope and OCP budget.

Inter-governmental Relations Impact: Consultation will occur with neighbouring municipalities, Songhees and Esquimalt Nations, Capital Regional District, BC Transit, and School District #61.

PUBLIC PARTICIPATION GOAL:

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

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

TIME CRITICAL:

This report is time critical as the second round of engagement on the two land use scenarios will be launched in latter half of May.

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	LT
Director of Engineering	n/a
Director of Protective Services	n/a

ATTACHMENTS:

1. Land Economics Update Study
2. Housing Capacity Analysis and Land Use Scenarios

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

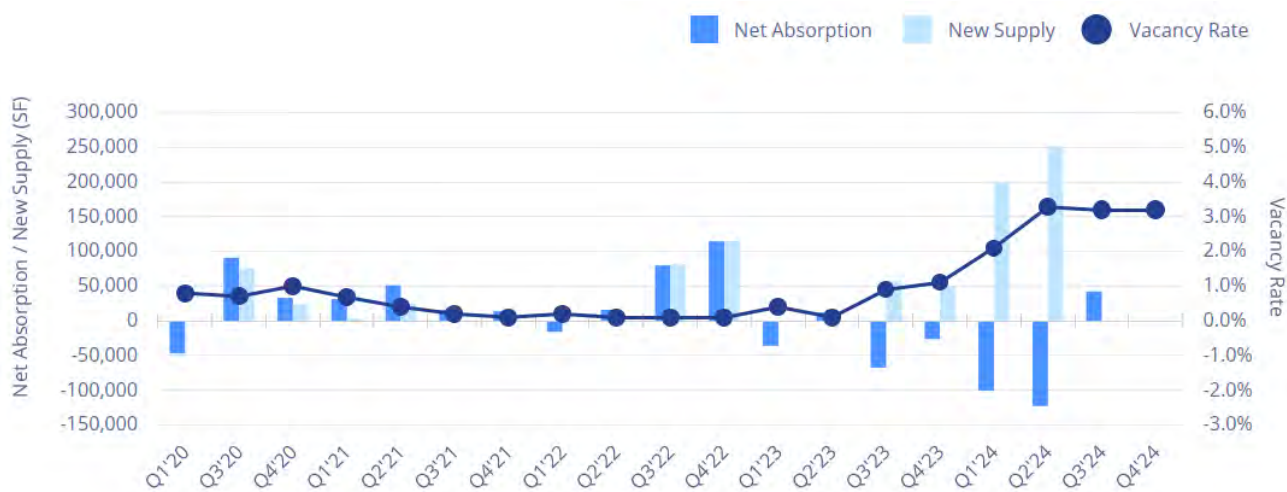
In speaking with developers and local brokers, it is recognized that the development market is softer than in previous years for the Greater Victoria region due to high (and rising) construction costs, a tepid market for new condo units, and still relatively high interest rates for construction financing. 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.

DATE: May 2, 2025
TO: Leanne Taylor, Director of Development Services
Stirling Scory, Senior Planner
FROM: Talia Mimura, Community Planner
Brittany Tuttle, Community Planner
FILE: 2032.0009.01
SUBJECT: OCP Review and Update – Housing Capacity Analysis and Land Use Scenarios

1.0 OVERVIEW

Amendments to the *Local Government Act* (LGA) in 2023/2024 require municipalities to update Official Community Plans (OCPs) and zoning bylaws by the end of 2025 to integrate 5- and 20-year housing needs accordingly. Section 473 of the LGA specifically requires an OCP to include statements and map designations outlining the approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least 20 years.

These housing needs are defined in the Housing Needs Assessments (HNAs) adopted by local governments since legislative changes came into effect in 2019. View Royal released the Interim Housing Needs Assessment (IHNA) in September 2024.

Urban Systems was retained by the Town of View Royal (the Town) to update the Official Community Plan which will set out the community's land use vision for 2025. To account for the lead time required to develop and refine the OCP, View Royal is planning for growth beyond the required 20-year horizon to 2050. For simplicity, all OCP materials will henceforth refer to 20-year growth to 2050. The following memo provides an assessment of the community's ability to meet its estimated housing need for 2050 based current and projected development trends, market conditions, and small-scale, multi-unit housing (SSMUH) provisions. Additionally, this memo provides two land use scenarios for consideration that aim to implement the vision for future growth and development in View Royal. These scenarios were prepared based on input from Town staff, initial feedback from community engagement, past direction from Council, existing market conditions and development activity, and existing land use patterns. The following memo will lay the groundwork for the development of a draft OCP that meets the legislative requirements and addresses housing needs to the year 2050.

1.1 LEGISLATIVE REQUIREMENTS FOR HOUSING

Per the legislation, the OCP must ensure that sufficient land will be designated in the OCP and zoned accordingly in the zoning bylaw to facilitate new housing development that will contribute to meeting:

- The 5-year Housing Target Order
- 5- and 20-year Housing Needs

1.1.1 Housing Target Order

On July 30, 2024, the Minister of Housing issued Ministerial Order No. M262 (Housing Target Order), under the *Housing Supply Act*, to British Columbia communities with the greatest housing needs¹. The Town is required to

¹ Province of British Columbia, Ministry of Housing. *Order of the Minister of Housing. Housing Supply Act*. Ministerial Order No. M262. 2024.
[https://www.bclaws.gov.bc.ca/civix/document/id/mo/mo/m0262_2024/search/CIVIX_DOCUMENT_ROOT_STEM:\(Housing%20Supply%20Act\)%20AND%20CIVIX_DOCUMENT_ANCESTORS:mo?19](https://www.bclaws.gov.bc.ca/civix/document/id/mo/mo/m0262_2024/search/CIVIX_DOCUMENT_ROOT_STEM:(Housing%20Supply%20Act)%20AND%20CIVIX_DOCUMENT_ANCESTORS:mo?19)

provide 585 new homes within a five-year period (from 2024-2029). The target is based on 75% of the Province's estimated housing need in View Royal.²

1.1.2 Housing Need

The View Royal Interim Housing Needs Report (IHNR), completed in September 2024, projects a total of 842 units required over 5 years (2021 to 2026) and 2,889 over 20 years (2021 to 2041) to meet housing needs related to extreme core housing, persons experiencing homelessness, suppressed household formation, anticipated growth, rental vacancy rate adjustment, and local demand in View Royal³.

Using the 5- and 20-year housing needs calculated as part of the IHNR as a reference point, the totals of 842 units (forecasted need over 5 years from 2021 to 2026) and 2,889 units (forecasted need over 20 years from 2021 to 2041) were extended to align with the OCP time horizon of 2050. 4,189 units would be required to capture the additional growth expected between 2041 and 2050. Looking only at the span of 2041 to 2050 (10 years), 1,444.5 additional units would be required in addition to the 2,889 units required from 2021-2041 to meet the Town's expected housing needs. These numbers are derived from reducing the 20-year total of 2,889 units to an average annual unit demand that was then multiplied out by either 10 or 29 years, as appropriate.

2.0 HOUSING CAPACITY ANALYSIS

The following section presents an analysis of housing projections for View Royal, comparing the maximum potential uptake of small-scale multi-unit housing with the projected uptake based on current zoning permissions and market conditions. It also evaluates additional anticipated residential development from current in stream development applications for residential units and additional potential development from identified test sites where higher densities than what is currently permitted were studied. Finally, these estimates are compared to View Royal's projected housing needs for the year 2050. It is important to note that other sites not identified as part of this analysis may be viable to accommodate higher residential densities that would contribute to the Town's housing needs.

2.1 ANALYSIS

2.1.1 Maximum SSMUH Uptake

As shown in

Table 1, a total of 2,127 lots in View Royal are subject to SSMUH Zoning provisions that allow up to 3-6 dwelling units per lot. If these lots were all to build out to the full zoning provisions a total of 9,255 units could be constructed. The location of these lots in the Town is shown in Figure 1. This calculation is independent of timeline, market, and other considerations.

It is unrealistic to assume that SSMUH zoning permissions will receive 100% uptake on eligible lots because:

- Existing single-detached homes would need to redevelop to accommodate 1-5 more units; and

² Ministry of Housing and Municipal Affairs. *Thousands of homes on the way through housing targets in more communities.* <https://news.gov.bc.ca/releases/2024HOUS0135-001218>

³ Town of View Royal. *Housing Needs Assessment Report*. 2024. <https://www.viewroyal.ca/assets/Town~Hall/Documents-Forms/Planning-Development/2024%2009%2003%20Housing%20Needs%20Assessment2.pdf>

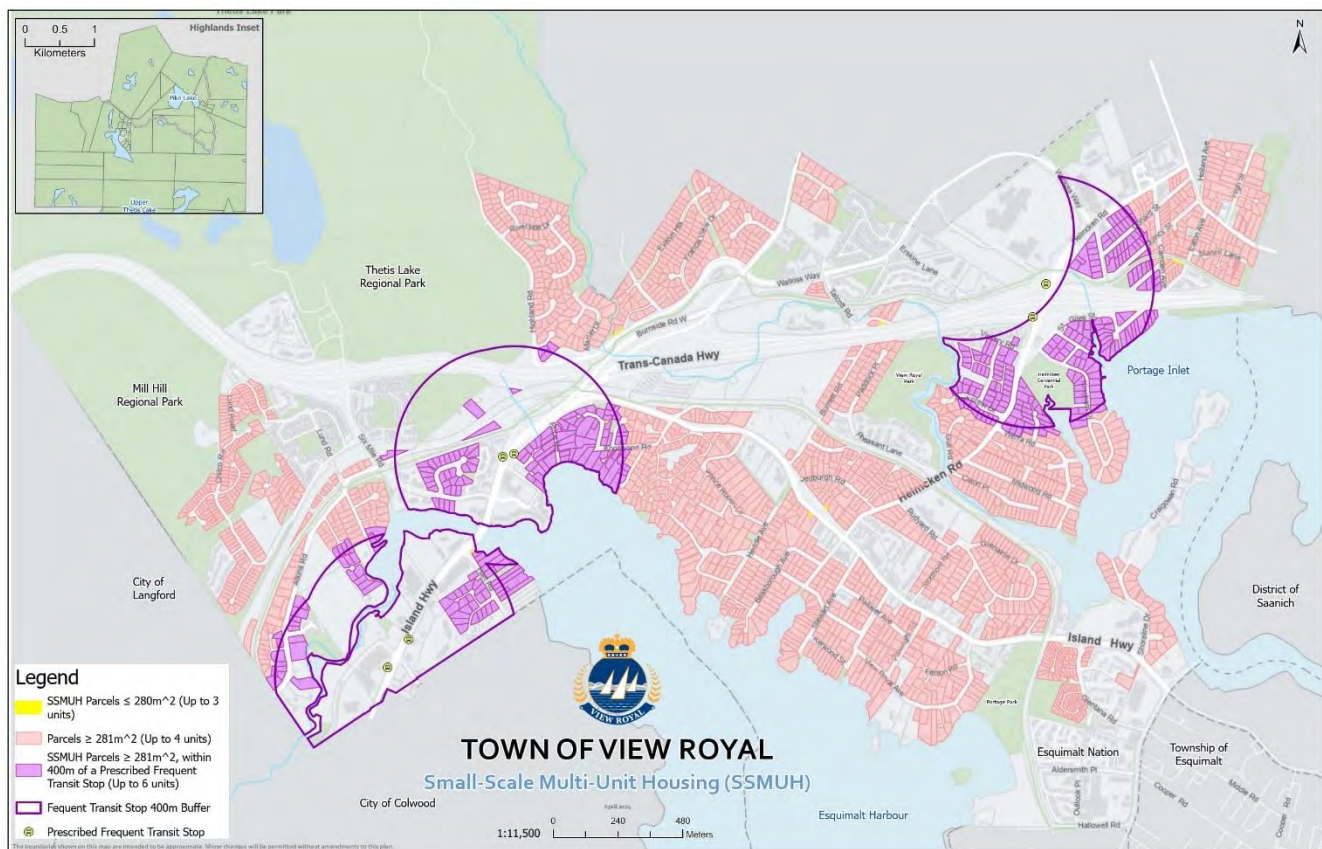
- These lots would need to have ideal site conditions for development. This would mean an absence of topography constraints such as rock outcrops and steep slopes, along with watercourses and trees.

As such, additional analysis was undertaken to determine the potential uptake of SSMUH development in View Royal, as discussed in s. 2.1.2.

Table 1. Maximum Potential SSMUH Development in View Royal

	Total Lots	Maximum Potential Units
Permit up to 3 units	9	27
Permit up to 4 units	1740	6960
Permit up to 6 units	378	2268
Total	2127	9255

Figure 1. Lots Subject to Existing Small-Scale Multi-Unit Housing Zoning Permissions



2.1.2 Projected SSMUH Uptake

In May 2024, the Province commissioned subject matter experts from the University of British Columbia to study the impacts of legislative changes aimed at increasing housing supply, resulting in the publication of the *SSMUH and TOA Scenarios in British Columbia* report (BC SSMUH Report).⁴ The BC SSMUH Report projects uptake of new housing-related zoning provisions that were implemented across the province due to legislative changes associated with SSMUH and Transit-Oriented Area requirements (Bills 44 and 47).

The BC SSMUH Report suggests that redevelopment of single-family properties will progress gradually as the industry adapts to SSMUH development and associated zoning permissions. It is anticipated that with an increased number of locations where it is profitable to redevelop single family lots, demand for this type of development will increase over time. However, at the beginning of the 10-year timespan, it is predicted that construction of multiplex development forms is low. This is due to existing labour constraints and the need for the construction industry to adapt to increased demand for these forms of housing. The study assumes that while increased costs are anticipated in the short-term when demand increases quickly before the construction industry adjusts its capacity to build new housing forms, costs will decrease over the long-term due to more efficient supply chains and more knowledgeable developers, skilled trades, and other construction professionals.

View Royal accounts for 2.78% of the Victoria CMA's housing stock. The BC SSMUH Report forecasts a 21% to 22% net increase in residential multiplex building stock within the Victoria Census Metropolitan Area (CMA)⁵ over a 10-year timespan, based on the assumption that housing is expected to appreciate at a rate of 2% and 4% per year, respectively. In the first scenario, assuming a 2% price appreciation, an extrapolation from the BC SSMUH Report predicts a 10.5% net increase in total dwelling units (516 units) from 2024-2029 in View Royal.⁶ In a second scenario assuming a 4% price appreciation, an extrapolation from the BC SSMUH Report predicts an 11.0% net increase in total dwelling units (541 units) from 2024-2029 in View Royal. Based on the two scenarios of 2% and 4% housing price appreciation, uptake is forecasted to result in 21% - 22% net growth in total dwelling units (1,032 – 1,081 units) from 2024-2034. If this rate remains steady from 2034 to 2050, it is estimated that View Royal could experience growth of approximately 2,580-2,703 net new SSMUH units in this timeframe. This estimate is approximately 28%-29% of the maximum SSMUH build out calculated in Section 2.1.1.

Table 2. Required Number of Units to Meet Housing Need and Projected Uptake of SSMUH Permissions

2024-2050	
Projected Number of Dwelling Units Required to Meet Housing Need as per IHNR	4,189
Projected Uptake of SSMUH Dwelling Units	2,580-2,703

⁴ von Bergmann J., Davidoff T., Huang A., Lauster, N., Somerville T. *SSMUH and TOA Scenarios in British Columbia*. Ministry of Housing. 2023. https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/local-governments-and-housing/ssmuh_toa_scenarios.pdf

⁵ The Victoria Census Metropolitan Area includes the Township of Esquimalt, District of Oak Bay, District of Saanich, City of Victoria, Town of View Royal, District of Central Saanich, District of North Saanich, Town of Sidney, City of Colwood, District of Highlands, City of Langford, District of Metchosin, and District of Sooke.

⁶ As the BC SSMUH Report does not specify the projection years, the following section assumes that projections begin in 2024, based on the publication date of December 2023.

The projected uptake of SSMUH suggests that legislative changes introduced through SSMUH will not be sufficient to meet the housing needs in View Royal alone by 2050. Table 2 compares the projected SSMUH uptake of 2,580 – 2,703 units to the projected housing need of 4,189 in the year 2050. Additional action is required by the Town to create favourable conditions to permit housing and address View Royal's forecasted housing need.

2.1.3 In Stream Residential Building Applications

As of March 2025, a total of approximately, 548 new dwelling units are expected to be completed within the next 2 years. Partial occupancy was granted for a total of 178 new dwelling units for two multi-unit buildings in June and July 2024. Two multi-unit buildings totalling 158 dwelling units are partially occupied as of February 2025. These 884 units will contribute to the Town meeting its short-term housing need of 842 units by 2027.

2.1.4 Test Scenarios

The 2025 Land Economics Study completed by Urban Systems evaluates the development viability of different mixed-use development scenarios and updates the 2021 study completed by Coriolis Consulting titled *Land Economics Study: Evaluation of the Prospects for New Urban Development* (Coriolis Study). *Table 3* projects the number of dwelling units from viable test sites identified in these studies. The study from Coriolis identified seven viable test sites for multi-unit residential development and the study from Urban Systems identified one additional viable site for mixed-use development with retail and residential. The location of these test sites is shown in Figures 2 and 3.

Viable sites have residual land values from development that are equal to or greater than the 'as-is' land value. To calculate the number of units at each test site, an average gross unit size of 1,000 square feet was used. The building efficiency ratio for the test sites provided in the Coriolis Study are unknown, therefore the number of units provided in *Table 3* may not account for usable square footage, potentially resulting in less units. The total number of dwelling units projected is approximately 2,238 if actual development aligns with the densities proposed in the test sites. It is important to note that allowable density permissions in the land use designations and subsequent zoning, along with future market conditions could yield a higher or lower number of dwelling units.

Figure 2. Urban Systems Land Economics Test Site 1a. (2025)

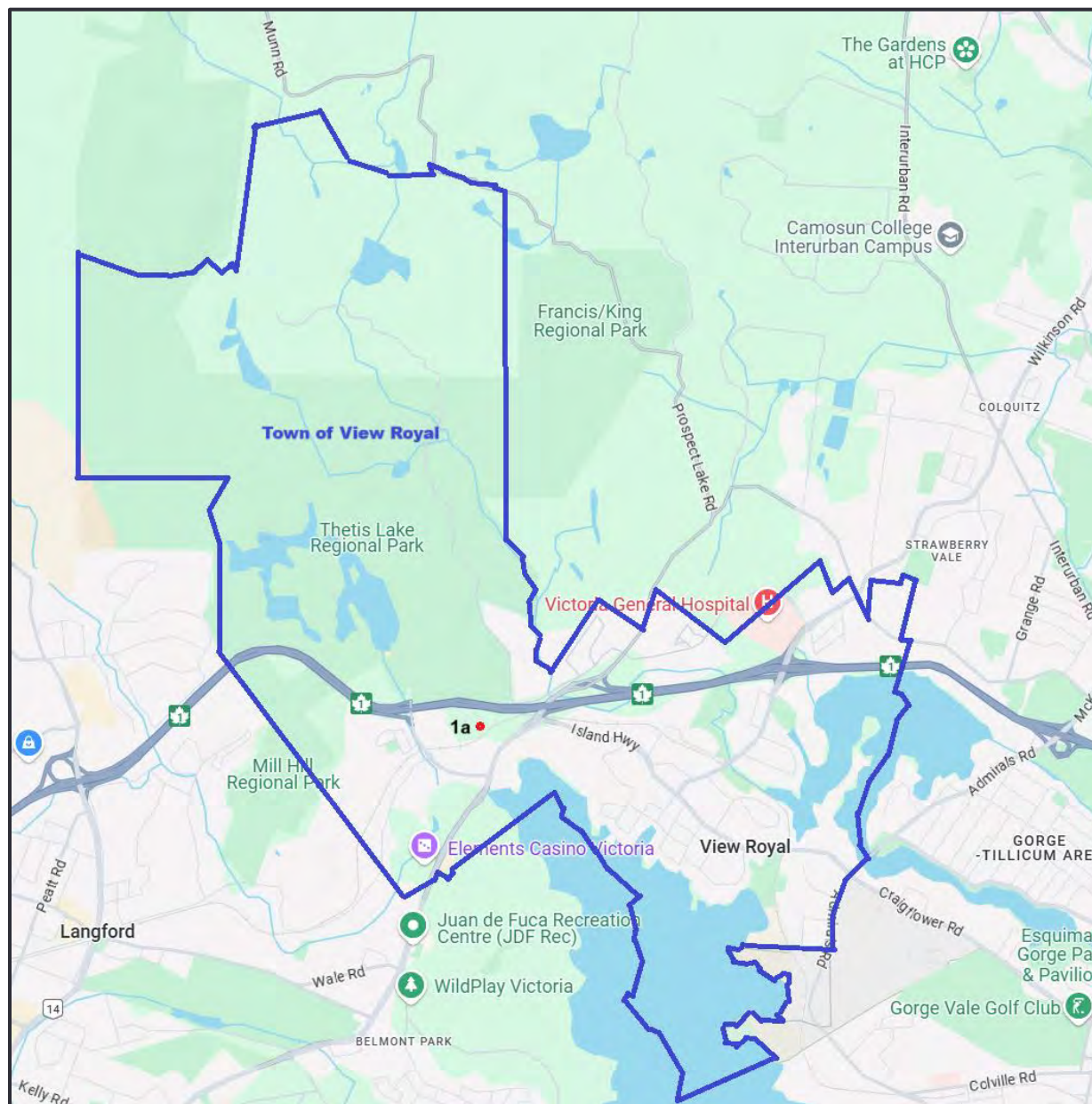


Figure 3. Coriolis Land Economics Study Test Sites 1-13 (2021)

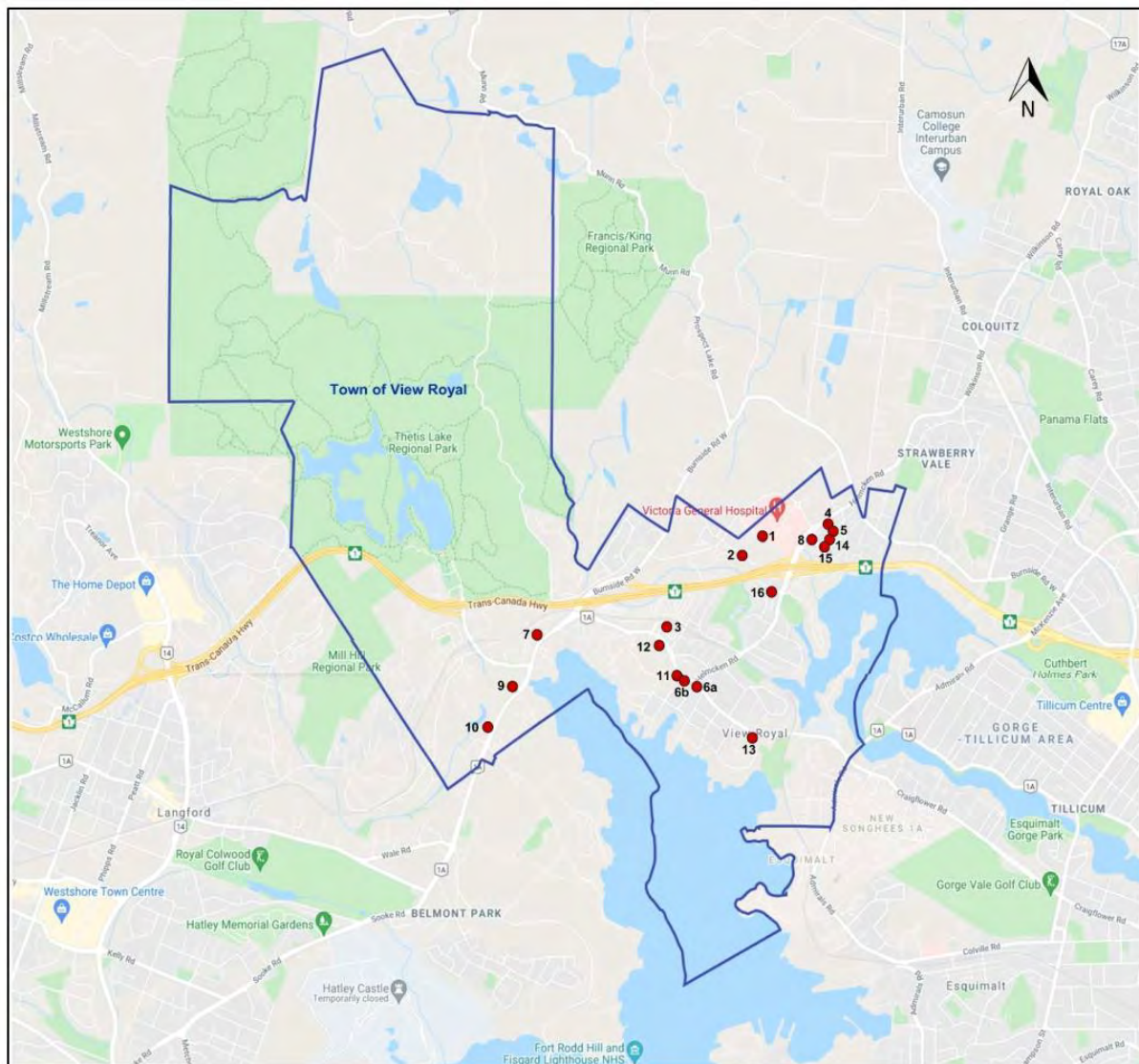


Table 3. Number of Units Projected from Test Sites

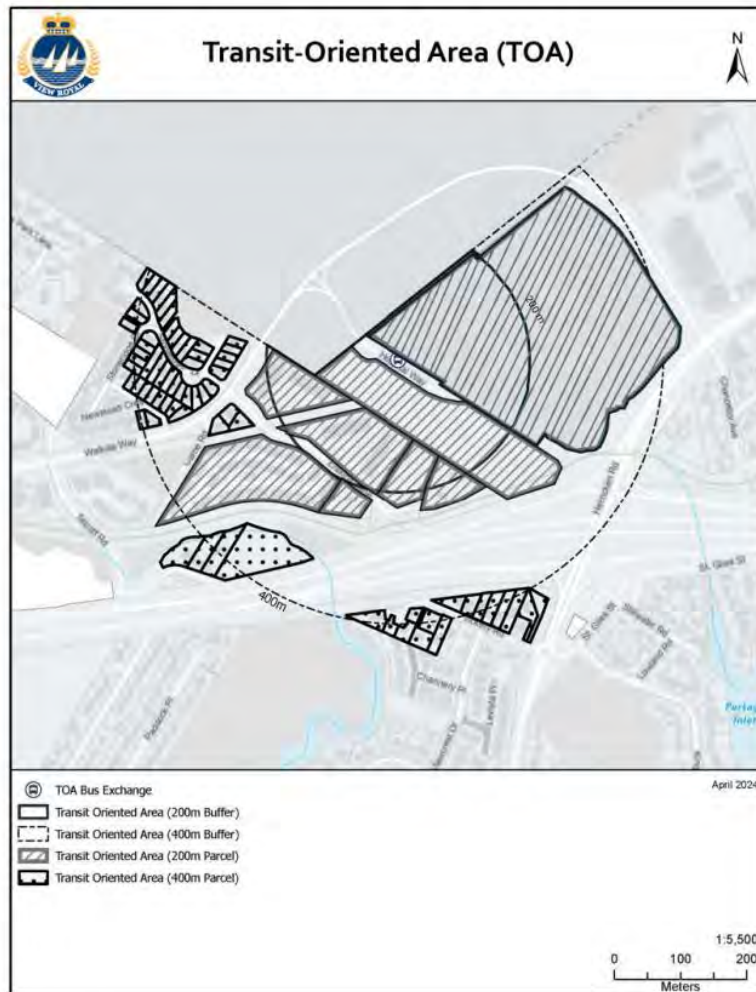
	Test Site	Neighbourhood and Road	Site Size (SF)	Structure Description	Current OCP Land Use Designation	Test FSR	Height (Storeys)	GFA (SF)	Est. No. of Units
USL Study (2025)	1a	Atkins Neighbourhood, Atkins Rd	35,225	Standard House	M-R Mixed Residential	2.5	6	588,063	588
Coriolis Study (2021)	1	Hospital Neighbourhood, Hospital Way	299,518	Vacant	IMU Intensive Mixed Use	2.5	5	1,048,313	1048 ⁷
	2	Hospital Neighbourhood, Erskine Lane	47,262	Old single-family home	Intensive Mixed Use	2.5	5	165,417	165 ⁷
	6b	Harbour Neighbourhood, Island Hwy	38,261	Older Commercial	Neighbourhood Mixed Use	1.6	4	57,392	57
	8	Hospital Neighbourhood, Chancellor Ave	34,848	3 Old SFDs	Neighbourhood Mixed Use	1.5	4	52,272	52
	11	Harbour Neighbourhood, Island Hwy	46,609	3 Old SFDs	Mixed Residential	1.6	4	69,914	70
	12	Harbour Neighbourhood, Island Hwy	130,680	Duplex, Rental	Mixed Residential	1.6	4	196,020	196
	13	Harbour Neighbourhood, Island Hwy	40,510	1 Old SFD and Rental Townhouses	Mixed Residential	1.6	4	60,765	61

⁷ The Coriolis Study determined the viability of development based on existing allowable FSR of 2.5. However, new provincial legislation requires a minimum density of 3.5 FSR and 10 storeys for lands within the TOA, which include Test Sites 1 and 2.

2.2 TRANSIT ORIENTED AREA (TOA)

View Royal is subject to the *Housing Statutes (Transit-Oriented Areas) Amendment Act*⁸ (Bill 47) due to the existence of a prescribed transit station adjacent to the Victoria General Hospital (Figure 4). The legislation establishes minimum densities that must be allowed in relation to land zoned for any residential (or other prescribed) use in the TOAs (Table 4).

Figure 4. Town of View Royal Transit-Oriented Area Designation⁹



⁸ Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023, S.B.C. 2023. C.48.

⁹ Town of View Royal. Zoning Bylaw No 900. 2014.

<https://www.viewroyal.ca/assets/Town~Hall/Bylaws/900%20Zoning%20Bylaw%20-%20consolidated%20to%20July%202024.pdf>

Table 4. Transit-Oriented Area Legislation for View Royal¹⁰

Transit Hub Type	Prescribed Distance	Minimum Allowable Density (FAR)	Minimum Allowable Height (Storeys)
Prescribed Bus Exchange	200m or less	Up to 3.5	Up to 10
	201m – 400m	Up to 2.5	Up to 6

2.3 RESULTS

Based on the projected uptake of SSMUH development in View Royal, housing developments currently under construction, and the selection of test scenarios from the land economics studies, it is estimated that approximately 5,366 new dwelling units will be constructed in View Royal over the next 25 years (Table 5). The total number of dwelling units is subject to change as market and political conditions may fluctuate over the lifespan of the OCP. To put this into perspective, Section 1.1.2 highlights that a total of 4,189 dwelling units will be required over the same period to meet the Town's overall housing demand. **Based on current conditions, projected SSMUH uptake, and a selection of test scenarios with high development potential with higher permitted density than current OCP/Zoning provisions, View Royal has enough land to meet its projected housing needs** (see Table 5 below). However, it is important to note that these numbers are subject to fluctuations based on evolving market conditions, policy decisions, global economic changes, and unforeseen circumstances that could impact housing needs and development trends. Additionally, considering additional density beyond the projections indicated in Table 5 is crucial to support the community's desired increase of services and amenities.

Table 5. Analysis of Housing Needs versus Anticipated Housing Development

	Number of Units
Projected SSMUH Uptake (to 2050)	2,580
Development In-Stream (at the time of March 2025)	548
Viable Test Scenarios	2,238
Total Potential Housing Development	5,366
25-Year Housing Need	4,189

¹⁰ Ministry of Housing. Attachment 3: Bill 47 Transit-Oriented Development Areas Distances, transit Stations and Densities by Category. https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/local-governments-and-housing/bill_47_tod_areas_categories.pdf

3.0 COMMUNITY ENGAGEMENT

3.1 KEY FEEDBACK FROM COMMUNITY ENGAGEMENT

The Town facilitated two rounds of community engagement between January and early April 2025. The first round of engagement focused on community visioning for the lifespan of the OCP. A visioning survey was available for the public to engage with from late January to mid-February. The second round of engagement focused on understanding community's perspectives related to land use, housing, and growth. The Town facilitated an online survey, open houses, and workshops throughout the month of March and into early April to seek community input on these topics.

Key themes that emerged from the first phase of engagement on community visioning that were considered when drafting the land use scenarios discussed in Section 4 include:

- **Parks, Trails, and Greenspaces:** Preserving and expanding parks, trails, and greenspaces was deemed essential for maintaining the quality of life and natural beauty of View Royal.
- **Commercial Services and Mixed-Use Developments:** There is a strong desire for more mixed-use developments that integrate commercial and residential spaces and provide more commercial services and amenities.
- **Improved Transportation Connections:** Enhancing transportation links throughout View Royal, including better connectivity and public transit options, was a top priority for many respondents.
- **Community Spaces:** The community expressed a need for more public spaces where events and gatherings can be held, strengthening the sense of community.
- **Walkable Neighbourhoods:** Creating walkable neighbourhoods with essential services and amenities was an important consideration for residents.

Further insights were learned during the second round of engagement on community preferences related to growth and development which were valuable considerations for the land use scenarios. Some of these preferences include:

- **Strong support for expanding existing Neighbourhood Centres** to include higher density residential and mixed-use development.
 - Hospital Neighbourhood Centre (78%), Atkins Neighbourhood Centre (70%), Lakeside Village Neighbourhood Centre (62%), Burnside Corner Neighbourhood Centre (59%),
- **Strong support for expanding existing Community Corridors** to support transit use and transit-oriented development.
 - Western Gateway Community Corridor (83%), Eastern Gateway Community Corridor (82%), Northern Gateway Community Corridor (76%), Helmcken-Harbour Community Corridor (61%)
- **Most participants supported developing a Town Centre in View Royal, with the majority supporting the location of this at the Fort Victoria RV Park site.**
 - 63% of survey respondents support a Town Centre concept and 52% support the location of a Town Centre at the Fort Victoria RV Park site
- Participants indicated **preferences for desirable businesses and services in mixed-use developments** as restaurants or cafés (87%), health services (82%), grocery stores (64%), services (hair salons, banks, post office, professional offices, etc.) (61%), and community services (libraries, government offices, etc.) (58%)
 - **Further, respondents identified the types of land uses they would like to see in the Western Gateway Community Corridor** as mixed-use development with commercial, light industrial, and some residential uses (51%), only commercial and light industrial uses (18%), only residential development (10%)

- **Support for building heights in existing Neighbourhood Centres:**
 - Hospital Neighbourhood Centre (82%), Atkins Neighbourhood Centre (76%), Lakeside Village Neighbourhood Centre (68%), Burnside Corner Neighbourhood Centre (64%)
- **Support for building heights in existing Community Corridors:**
 - Western Gateway Community Corridor (78%), Eastern Gateway Community Corridor (77%), Northern Gateway Community Corridor (73%), Helmcken-Harbour Community Corridor (61%)

4.0 LAND USE SCENARIOS

Two land use scenarios were crafted for the Town's consideration as part of this OCP update. Following community and Council input, one scenario will be crafted to guide land use and development in View Royal to the year 2050. The two land use scenarios described in this section aim to balance the following:

- Market conditions and economic viability;
- Community vision and aspirations for future growth and development;
- Legislative requirements and the Town's existing plans and policies; and
- Infrastructure servicing capacity, with consideration to existing capacity, anticipated upgrades, and what is possible for expanding the level of service provided by the Town.

It is important that these considerations be given equal weight when formulating land use scenarios to ensure that the Town can attract the type of development it would like to see within the lifespan of the OCP. In absence of this, land may remain vacant due to high costs of development and little opportunity for profit generation. Increased densities are therefore key to achieving a balance of the aforementioned factors, as they allow for:

- Greater revenues to be generated from the sale or lease of more units / floor area, increasing the viability of development for the land owner;
- Increased population and need for community amenities and services (e.g. parks, community gathering spaces, retail, restaurants, etc.), which in turn increases the viability of providing these desirable uses; and
- Increased tax revenue for the Town, lowering the cost of providing community amenities and services for residents and property owners.

As discussed in section 3.2, the community demonstrated support for diversifying land use within existing neighbourhood villages and along corridors to provide more community amenities and housing options. Current market conditions indicate that mixed-use commercial-residential developments must be at least 6 storeys in height to be feasible¹¹. This plays a key role in influencing how View Royal can grow in a way that supports the community's desires for its village and corridor growth areas and was a primary consideration in formulation of the two land use scenarios discussed in this section.

The two land use scenarios are presented as follows:

- Section 4.1 provides an overview of the land use designations associated with each of the land use scenarios. This includes a description of the intent for the designation and the maximum densities that may be supported.

¹¹ See the Town of View Royal Land Economics Study Update completed by Urban Systems in 2025 for further discussion on the viability of mixed-use developments.

- Section 4.2 highlights the similarities that exist between the two scenarios, with:
 - Section 4.2.1 discussing the key aspects of Scenario 1, and;
 - Section 4.2.2 discussing the key aspects of Scenario 2.

4.1 PROPOSED LAND USE DESIGNATIONS

Table 6 below discusses the land use designations proposed for each of the scenarios discussed in Section 4.2.

In review of these land use designations, it is important to consider that any development six storeys or above may be subject to the provision of amenity contributions. This would be applicable to development that occurs within the Urban Centre, Western Gateway Employment District Corridor, Corridor, Neighbourhood Village, and Multiple-Unit Residential land use designations. Provisions for amenity contributions will be addressed in the accordingly policy sections of the new OCP.

Table 6. Proposed Land Use Designations.

Proposed Designation	Description	Maximum Height/Density
Urban Centre	Development located within a central area of the community, serviced by frequent transit that serves as future mobility hubs. Community and commercial services and amenities are provided to serve the broader View Royal community and neighbouring jurisdictions, in addition to high-density building forms. This may include mixed-use development with apartments, visitor accommodations, restaurants, retail, office spaces, and civic uses (e.g. daycares, libraries, public gathering and amenity spaces).	Up to 10 storeys* FSR max 3.5*
Hospital Transit-Oriented Area	Lands provincially designated as Transit-Oriented Development Area comprising the Victoria General Hospital and immediately adjacent properties. This area is serviced by the Hospital Transit Exchange providing frequent bus service and allows for medium- to high-density building forms. This may include mixed-use development with apartments, visitor accommodations, restaurants, retail, office spaces, institutional uses (i.e. hospital) and civic uses (e.g. daycares, libraries, public gathering and amenity spaces).	Up to 15 storeys FSR max 4.0
Western Gateway Employment District Corridor	Lands located along the Western Gateway portion of Island Hwy between the Parsons bridge and City of Colwood boundary. This corridor is a major transportation route that serves regional and visitor needs through predominantly employment uses supported with residential. Buildings may be a mix of medium- and high-building forms. This may include, but is not limited to ground-floor commercial space in the form of retail and restaurants, visitor accommodations, artist studios, offices, distribution and repair, light manufacturing	Scenario #1: Up to 10 storeys FSR max 3.5* Bonus densities up to 15 storeys (up to 4.0 FSR) may be supported with provision of community amenities (e.g. park, daycare, community hall, courtyard, etc.) and additional floor space dedicated to employment land uses.

	and processing, and institutional uses such as arts, innovation, and technology. Mixed-use buildings with employment and residential uses may be permitted.	Scenario #2: Up to 6 storeys FSR max 2.5
General Employment	Development comprising of primarily employment-generating uses and accessory mixed-uses, such as light industrial manufacturing and processing, warehousing, professional offices, and service commercial uses. Buildings may be range of low- to medium-rise building forms, including those with large floor plates on lots with space suitable for vehicle circulation, shipping, and delivery.	Up to 6 storeys FSR max 2.5
Corridor	Lands located along key transportation routes that serve local needs through a mix of residential and employment land uses. Buildings may be a mix of low- and medium-building forms. This may include, but is not limited to small shopping centres, service commercial uses, visitor accommodations, and mixed use apartments with ground-floor retail, restaurants, artist or live-work studios, and offices.	Up to 6 storeys FSR max 2.5
Neighbourhood Village	Areas allowing for small-scale, mixed-use development that serve local neighbourhood needs. These areas encourage walkability through providing multi-unit housing forms and community-serving commercial and civic uses. This may include schools, offices, restaurants, retail, small grocery store and community spaces.	Up to 6 storeys FSR max 2.5
Multiple Unit Residential	Residential areas allowing for low to medium-building forms, including apartments, townhouses, house-plexes, and community care facilities.	Up to 6 storeys
Ground-Oriented Residential	Residential areas consisting of rowhouses, townhouses, and house-plexes that are accessed via separate entrances at the ground-level.	Up to 3 storeys Min. 3 units
Small-Scale Multi-Unit Housing	Consists of detached and attached dwellings forms, including duplexes, secondary suites / garden suites, rowhouses, townhouses, and house-plex developments.	Up to 3 storeys
Parks and Open Space	Active and passive parks, trails, natural spaces, and outdoor recreation facilities.	N/A
Institutional	Government buildings and publicly-owned facilities providing a range of services, amenities, and utilities for the community including health care facilities, emergency service buildings, community halls, libraries, treatment plants / facilities, and schools.	Varies
Rural	Lands allowing for large lot residential uses, including small-scale farming.	N/A
Urban Reserve	Land to be transferred to a First Nation community within the lifespan of this OCP.	N/A

4.2 PROPOSED LAND USE SCENARIOS

The following section introduces two proposed land use scenarios for future growth and development of View Royal for review and consideration. These scenarios aim to align with community feedback and legislative requirements while supporting the vision for View Royal's future. Key elements of both scenarios are highlighted in the following section, followed by an overview of the distinct elements of each scenario. For visual references, see Figure 5 for Land Use Scenario #1 and Figure 6 for Land Use Scenario #2.

The following are key similarities that exist between the two scenarios:

- A Hospital Transit-Oriented Area has been proposed on the site of the Victoria General Hospital and immediately adjacent properties to accommodate the provincially-legislated Transit-Oriented Development Area.
- **Introduction of an Urban Centre Designation to further support compact development in areas where rapid and/or frequent transit service is provided and address** the community's desire for more mixed-use development with commercial amenities and services
 - **This designation includes lands within the Transit-Oriented Development Area, as legislated by the Province.** This builds upon an area already undergoing development near the Victoria General Hospital by transitioning density permissions from the area with a proposed designation of Hospital TOA (this encompasses lands that are within a 200 m radius of the transit exchange where densities of up to 10 storeys must be permitted) to those lands within the 200 m - 400 m radius of the transit exchange that are proposed as Neighbourhood Village. On these parcels, lower densities of up to 6 storeys must be permitted.
 - **A second Urban Center is proposed where Highway 1, Island Highway, Atkins Road, Galloping Goose, and the E&N Rail intersect** to complement the addition of the Park and Ride facility proposed at this location, as per the Ministry of Transportation and Transit's South Island Transportation Strategy.
- **The Western Gateway Employment District Corridor proposes mixed-use development along Island Highway between Six Mile Road and the Colwood boundary.** This aligns with a desire to concentrate higher densities along this corridor while allowing for flexibility to promote employment-based uses through the permission of residential units. This will ensure that opportunities to encourage and permit commercial and industrial uses are maximized by adding residential uses to increase viability.
- **General Employment lands are intended to support employment-generating activities, including light industrial operations, commercial enterprises, and office spaces, and amongst others.** General Employment lands do not support residential uses. 1 Adams Place is proposed as General Employment in both scenarios.
- **Neighbourhood Villages are proposed at the following locations:**
 - Southwest of the proposed Urban Centre to account for lots that fall in the TOA catchment area and to function as a transition away from the higher densities proposed in the Urban Centre;
 - North of Watkiss Way and East of Burnside Road to function as a transition away from the higher densities proposed in the Urban Centre;
 - The subdivision east of Six Mile Road and Presley Place south of Thetis Lake Regional Park (Lakeside Village);
 - At the intersection of Island Highway and Helmcken Road where there is existing interest in development; and
 - South of the proposed Urban Centre and future Atkins Park and Ride facility near the existing CRD Water Services building

- **A Corridor is proposed south of Helmcken Road between the Saanich boundary and the Galloping Goose near the Eagle Creek development and Victoria General Hospital** to align with the community's desire for more mixed-use developments with commercial amenities, services, and economic growth. This designation aids in providing a gradual transition in height and density between the Hospital Transit-Oriented Area to the west and existing residential neighbourhood to the south.
- **A Corridor is proposed along Island Highway**, between the two E&N Rail intersections to serve the existing adjacent low density residential neighbourhoods of Helmcken and Harbour.
- **Park designations remained unchanged** to align with the community's desire to preserve, protect, and expand View Royal parks, trails and greenspace, and natural environment.
- **A Multiple Unit Residential designation has been introduced to permit medium-density residential development, such as apartments, -plexes, and community care facilities.** It is important to note that multi-unit residential development may be constructed in the Urban Centre, Neighbourhood Village, Western Gateway Employment District Corridor, and Corridor designations, which allow the market to decide whether to develop medium-density as standalone apartments or mixed-use developments. Multiple Unit Residential has been proposed at the following locations in both scenarios:
 - Along Craigowan Road to align with existing zoning permissions
 - Two sites adjacent to the proposed Western Gateway Employment District Corridor to align with existing zoning permissions (one off Atkins Rd and a second off Wilfert Rd)
- **Introduction of a Ground-Oriented Residential designation** to support the need for diverse housing options and to allow for a more gradual transition to the single-detached housing in the existing abutting neighbourhoods. Unlike the SSMUH designation, Ground-Oriented Residential does not support single-detached homes.
- **Residential and Large Lot Residential have been redesignated to Small-Scale Multi-Unit Housing.** Since SSMUH already applies to most residential lot designations, extending this designation to all residential and large lot residential areas simplifies land use planning, ensures consistency in housing development regulations, and provides more housing options.
- **The Rural designation remains unchanged** and continues to account for land within the Agricultural Land Reserve or lots otherwise intended for large lot residential uses or small-scale farming.
- **The Urban Reserve is a designation for land within View Royal that is intended to be transferred to a First Nation community within the lifespan of this OCP.**

4.2.1 Scenario #1

The following are key highlights for Scenario #1 (that differ from Scenario #2):

- **The redevelopment of the Fort Victoria RV Park into a Corridor** would extend the proposed Corridor designation along Island Highway, between the two E&N Rail intersections allowing for continuous mixed-use development in a central area of the community and a regionally-travelled route. Similar to Scenario #2, this designation allows the opportunity for diverse housing options, including inclusive affordable housing options, and to allow for a more gradual transition to the single-detached housing in the existing abutting neighbourhood.
- **The Western Gateway Employment District Corridor proposes densities up to 10 storeys with primarily employment land uses and some residential.** Land use policies that encourage development beyond 10 storeys and FSR above 3.5 can unlock the potential of development in this area. Therefore, it is proposed to provide bonus densities up to 15 storeys (up to 4.0 FSR) to incentivize the provision of community amenities (e.g. park, daycare, community hall, courtyard, etc.) and additional floor space dedicated to employment land uses.
- **Additional Neighbourhood Villages are proposed** at the following locations:

DATE: May 2, 2025

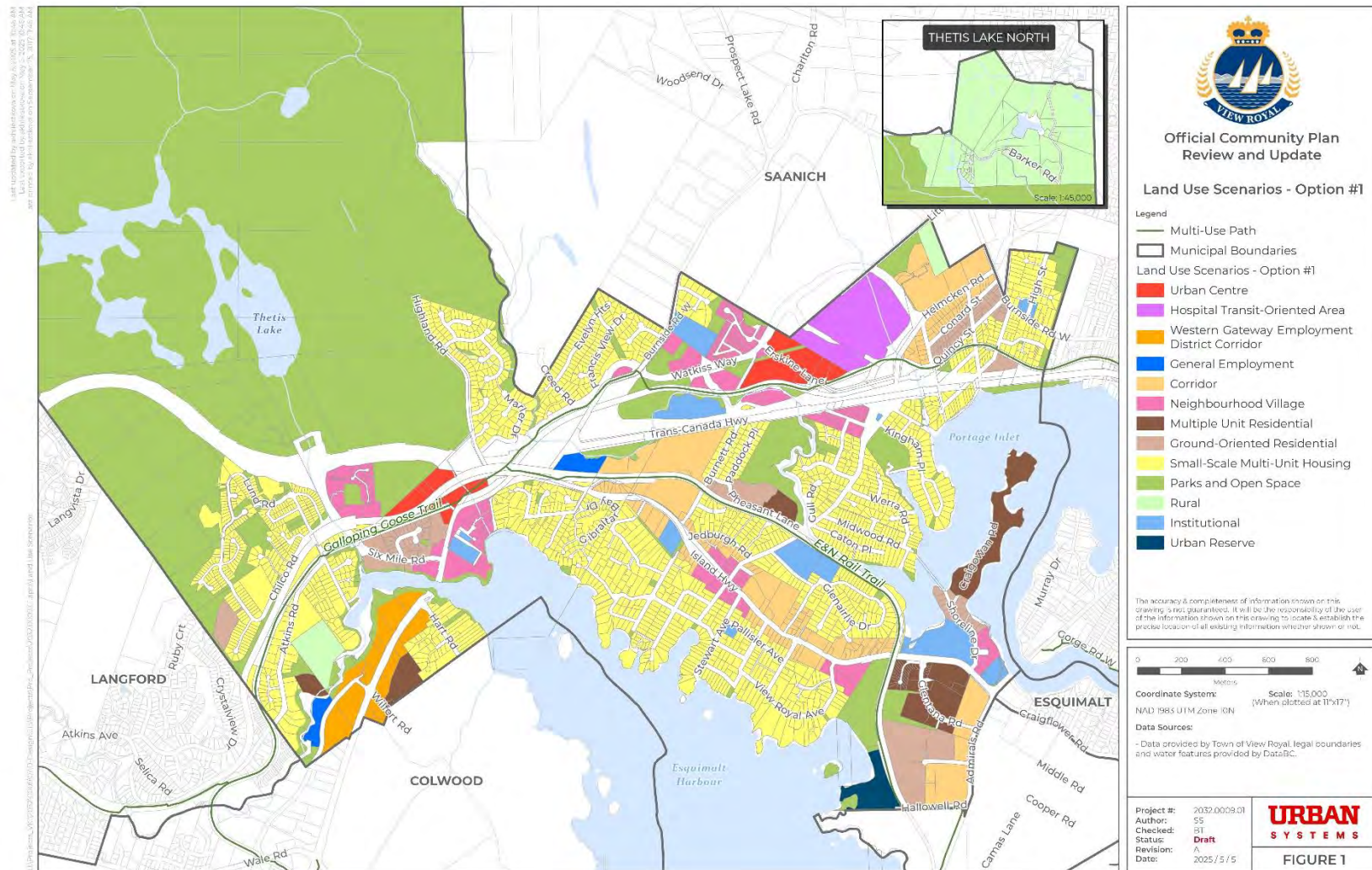
FILE: 2032.0009.01

PAGE: 17 of 21

SUBJECT: OCP Review and Update – Housing Capacity Analysis and Land Use Scenarios

- Intersection of View Royal Ave, South of Island Highway near the View Royal Municipal Hall; and
- At the Intersection of Shoreline Drive and Island Highway, between Shoreline Community Middle School and the Victoria Scottish Community Centre.

Figure 5. Land Use Scenario Option #1.

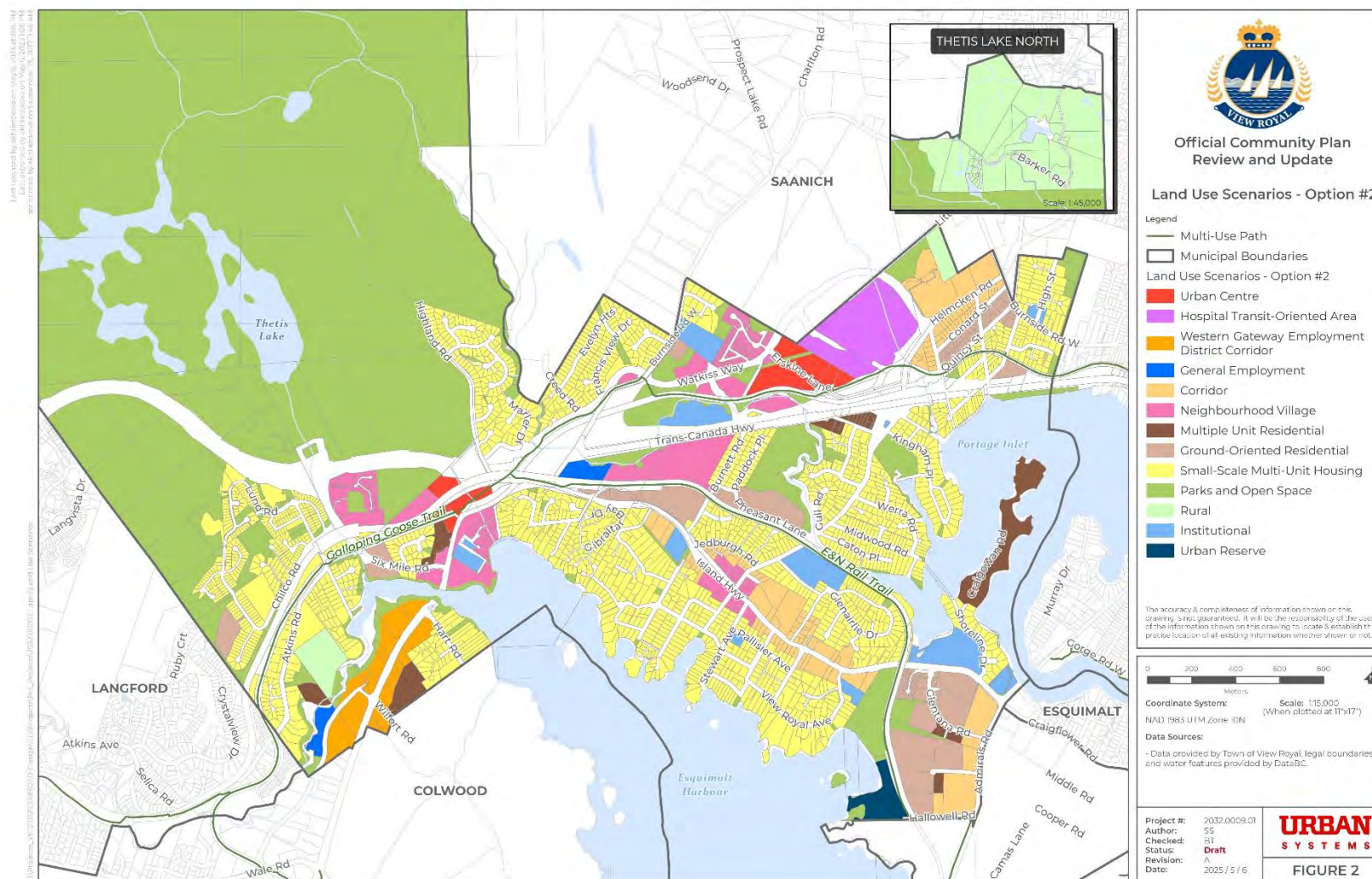


4.2.2 Scenario #2

The following are key highlights for Scenario #2 (that differ from Scenario #1):

- **The Western Gateway Employment District Corridor proposes densities up to 6 storeys with primarily employment uses and some residential.**
- Scenario #2 suggests **expanding ground-oriented residential development in the Craigflower neighbourhood**, while Scenario #1 proposes multi-unit residential along Island Highway in the Glentana Rd area.
- **The current Fort Victoria RV park is proposed as a Neighbourhood Village** allowing for a mix of commercial, residential, and civic uses to serve local neighbourhood needs. Similar to Scenario #1, this designation allows the opportunity for diverse housing options, including inclusive affordable housing options, and to allow for a more gradual transition to the single-detached housing in the existing abutting neighbourhood.
- **A portion of the area around the future Atkins Park and Ride site north of the Galloping Goose is proposed as a Neighbourhood Village** in Scenario #2, whereas this area is proposed as Urban Centre in Scenario #1. The proposed lower densities in Scenario #2 allow for a stronger transition in building heights between these lots and the existing residential neighbourhood located to the south of the Galloping Goose.
- **The existing residential area on Damon Drive south of the Galloping Goose trail is proposed as SSMUH** in Scenario #2 to acknowledge the area's existing residential use.
- **Lands to the north of Island Hwy and south of the E&N Rail Trail, west of Brunett Rd are proposed for Ground-Oriented Residential** in Scenario #2 to better increase opportunities for diverse housing forms in the area while still providing density to support the proposed adjacent Neighbourhood Centre to the north at the Fort Victoria RV Park site and the Corridor along Island Highway to the east. Scenario #1 proposes these lands as Corridor.

Figure 6. Land Use Scenarios Option #2.



4.3 CLOSING / NEXT STEPS

The proposed land use concepts discussed in this memo are for consideration by Town staff. These concepts will be presented to members of the community, OCP Advisory Committee, and Council for consideration and feedback to ensure proposed land use scenarios align with the aspirations and needs of View Royal's residents, businesses, and stakeholders. A preferred concept will be selected and refined after engagement with the community occurs in mid- to late May. This concept will guide the land use map for the OCP 50% draft for Council and OCP Advisory Committee review in the summer.

Attachment 5



TOWN OF VIEW ROYAL PLANNING, DEVELOPMENT & ENGAGEMENT REPORT

TO: Committee of the Whole

DATE: September 23, 2024

FROM: Leanne Taylor, MCIP, RPP
Director of Development Services

MEETING DATE: October 8, 2024

OFFICIAL COMMUNITY PLAN REVIEW AND UPDATE

RECOMMENDATION:

THAT the Committee recommend to Council:

1. Endorsing the following 10 key focus areas in the Official Community Plan review and update project and include in the Request for Proposal: Community Profile, Vision and Guiding Principles; Land Use Designations and Special Planning Areas; Housing; Transportation and Mobility; Climate Action, Adaptation and Resiliency; Environmental Preservation and Enhancement; Growth Management Considerations; Reconciliation; Development Permits and Design Guidelines; and Regional Growth Statement, Implementation and Monitoring.
2. Approving the proposed three-phase project timeline and associated project scope with a project start date of January 2025 and an anticipated completion date of September 2026 (18 months).
3. Approving the draft Terms of Reference for the Official Community Plan Advisory Committee.

PURPOSE:

The purpose of this report is to present the Committee of the Whole with information, analysis and recommendations regarding the Official Community Plan (OCP) Review and Update project.

BACKGROUND:

Council OCP Workshops

On July 17, 2023, Council workshop #2 was held on the OCP. At the workshop, Council discussed the following items:

- reflections on the Council workshop #1 that occurred on June 28, 2023
- principles and objectives to inform the OCP engagement strategy
- top-of-mind issues to be included in an OCP review
- community input to inform the OCP (i.e., what does Council feel they need to hear from the community to inform the OCP).

Council minutes and “What We Heard Summary” from workshop #2 are attached to this report as well as the Council report on workshop #1. Council feedback has been incorporated into the OCP project scope and draft Communications and Engagement Strategy.

Background on OCP Review and Update

Council approved the OCP non-core project (N-25) in the Town of View Royal’s 2024-2028 Financial Plan (refer to Attachment 4). The project objectives include the following:

- establish an engagement strategy for an OCP review and update that meets the needs and desires of the public, Council and staff
- review and update objectives, policies, and design guidelines in the existing 2011 OCP
- implement the new Provincial housing legislation in accordance with Bill 44: Housing Statutes (Residential Development) Amendment Act and Bill 47: Housing Statutes (Transit-Oriented Areas) Amendment Act.

The project would be initiated in January 2025 with an anticipated completion date of September 2026.

ANALYSIS:

OCP Project Scope

The Town’s existing OCP was adopted in 2011 and needs to be updated to reflect the changing demographics, community growth and needs, and recent provincial legislation (i.e., Bill 44: Housing Statutes (Residential Development) Amendment Act). There are still many aspects of the current document that will be valuable to retain, refine and further develop. This review would also integrate the latest information, master plans and policy documents adopted by the Town in recent years.

The OCP project would establish a renewed vision and guiding principles for the Town, and plan for and manage all aspects of land use and sustainable growth over the coming decades. With substantial and meaningful public engagement, the OCP review and update would provide an opportunity to implement modern objectives, policies, and guidelines and ensure that the document is visually-appealing, user-friendly and easy to read by incorporating plain and simple language.

The project would focus on these proposed key areas:

1. Community Profile, Vision and Guiding Principles:
 - review and update the community profile, vision and guiding principles with input from the community.
2. Land Use Designations and Special Planning Areas
 - review and update land use designations;
 - review and refine the 2011 OCP's "Community Development Framework", with a focus on exploring opportunities to enhance mixed-use neighbourhood centres and corridors;
 - establish a key mixed-use, employment precinct along Island Highway from Six-Mile Road to the Colwood border to increase job opportunities and enhance economic development;
 - revisit the vision and location of the Town Centre; and
 - establish uses, urban design and built form principles, amenity areas, etc., for the Provincially designated Transit-Oriented Area in the Hospital Neighbourhood.
3. Housing
 - incorporate recent research undertaken by the Town on housing and land economics (i.e., Land Economics Study). It is anticipated that there will be strong community interest in analyzing housing capacity, and exploring diverse housing forms and how different housing forms can fit into neighbourhoods;
 - incorporate updates that reflect the calculated anticipated housing need and projections over the next 20 years, in accordance with the *Local Government Act* (Bill 44: Housing Statutes (Residential Development) Amendment Act); and
 - enhance policies and actions related to housing affordability and attainability.
4. Transportation and Mobility
 - establish stronger connections between land use and transportation policy, including transit-oriented development (TOD); and
 - align the OCP with the Active Transportation Network Plan (2023).

5. Climate Action, Adaptation and Resiliency

- bring a climate action lens to the policies that guide planning and land use decisions;
- align OCP with the Town's Community Climate Action Strategy (2022);
- enhance policies and actions that focus on energy efficient site and building design, water conservation and reduction of greenhouse gas emissions.

6. Environment Preservation and Enhancement

- align OCP with forthcoming Urban Forest Strategy, natural asset management, parks inventory and long-term parks planning;
- enhance tree preservation and protection policies and guidelines; and
- review and update environmental protection and natural hazard development permit areas and associated design guidelines.

7. Growth Management Considerations

- take into consideration the provision of adequate servicing, transportation capacity, parks and recreation, schools, community health etc., and how to pay for it; and
- identify potential new sites for parks and open spaces, and other amenities, where required.

8. Reconciliation

- expand historic context to include pre-colonial culture, art, and physical resources and assets to recognize the long history of the Songhees and Esquimalt Nations; and
- explore how the *British Columbia Declaration of the Rights of Indigenous Peoples Act* might be used to further reconciliation efforts at the local level.

9. Development Permit Areas and Design Guidelines

- review and update of the Town's Development Permit Areas and associated design guidelines by including best practices in urban design and built environment, and environmental preservation and enhancement;
- strengthen Development Permit Area guidelines with an increased emphasis on how design can contribute to placemaking in View Royal; and
- incorporate energy efficiency, GHG reductions and water conservation in Development Permit Areas.

10. Regional Context Statement, Implementation Strategy and Monitoring

- update the Regional Context Statement to reflect the new OCP;
- fulfill the legislative requirements of OCPs;
- update implementation strategy; and
- develop a monitoring program and complete a program baseline.

To ensure that the project is successful and incorporates significant and meaningful community and stakeholder engagement, it is recommended that the OCP review and

update is executed in three phases with phase 1 and 2 to be completed in 18 months and phase 3 to be completed after. This is an ambitious timeline to complete an OCP review and update; and therefore, it will be critical for the Town to follow the approved workplan and Communications and Engagement Strategy to complete the project in the allotted timeframe. The proposed phased approach is summarized as follows:

OCP Phases	Project Scope	Approx. Timeline
Phase 1	<ul style="list-style-type: none"> Review and update the community profile, 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. Substantial community and stakeholder engagement. 	January 2025 to November 2025 *OCP bylaw amendments concerning housing need must be completed in November to comply with legislative deadline of December 31, 2025.
Phase 2	<ul style="list-style-type: none"> Policy review and update of the following 2011 OCP sections: transportation and mobility; natural environment, energy and climate change, community infrastructure and services; parks and recreation; community facilities and social well-being; and economic development. Finalize Regional Growth Statement. Substantial community and stakeholder engagement. Complete implementation strategy and monitoring program 	October 2025 to September 2026
Phase 3	<ul style="list-style-type: none"> Review and update of existing development permit areas and associated guidelines. 	September 2026 to TBD
Phase 1 and 2 Completion in September 2026		

The proposed project schedule is summarized in the following table:

Activity	Date
Issue RFP	October 18, 2024
RFP Close	November 8, 2024
Council Meeting to Award Project	December 3, 2024
Project Start	January 2025
Phase 1 and 2 Project Completion	September 2026
Phase 3 Project Completion	TBD

Table 1. Proposed Project Schedule

Community, Council and Staff Engagement

Town staff would lead the public engagement process guided by the Town's OCP Communications and Engagement Strategy with support from the consultant. The draft Strategy will be presented in a separate staff report for the Committee's consideration.

OCP Review Advisory Committee

Advisory committees are established pursuant to the *Community Charter* to assist Council by providing public input on municipal matters. These committees are advisory in nature and function within the parameters set out in their Terms of Reference. The OCP Review Advisory Committee would be a Select Committee of Council. The OCP Advisory Committee draft terms of reference are attached to this report as Attachment 5 for Council's consideration.

To ensure the Town receives meaningful input and recommendations on a range of community issues related to the creation of an updated OCP, the Committee's responsibilities would be as follows:

- review and provide general guidance on matters referred to it by the Town, e.g. background information, draft materials, draft vision statement, and draft plan sections;
- participate in the specified consultation activities as a way to provide guidance for the OCP review process;
- advise the Town on policy review and development in the new OCP document;
- assist in informing the community about the OCP review process and encourage participation by diverse members of the community;
- act in a strictly advisory role. The Town will consider the input and recommendations of the Committee, but it is not bound by such recommendations; and
- report to and communicate to Council through its minutes and update reports prepared by Staff.

It is recommended that the Committee is composed of the following voting members:

- (a) the Mayor (Chair of the Committee);
- (b) one member of Council;
- (c) one youth representative (between the age of 15 and 18); and
- (d) eight (8) members at large.

The members at large would be members of the public with a significant connection to View Royal, appointed by Council on the basis of applications received by the Town. Voting membership should be diverse and represent different ages, ethnic diversities, genders and abilities as per the Town's Diversity, Equity, and Inclusion Policy.. Members should be selected from the applications based on their knowledge and understanding of the Town as a whole, rather than being appointed on the basis of sectoral or group/organization representation.

The Town will advertise for applications on the Town's website, social media, e-newsletter and in the Goldstream Gazette.

Impacts and Implications

Impacts and implications can be summarized as follows:

Community Impact:

The OCP contains a series of goals, objectives, policies and implementing actions that guide the way View Royal will grow and change over time and establishes priorities for decision-making. This OCP review and update will reflect community demographics and needs, and guide sustainable growth over the next decades.

Financial Implication:

In the 2024 – 2028 Financial Plan, Council budgeted up to \$400,000 to complete the OCP project over 2024 and 2025. Due to the Town's desire for a robust OCP engagement strategy and comprehensive review, it is recommended that the project be carried out in three phases with an updated completion date of September 2026 for Phase 1 and 2 of the project. The revised project timeline and budget would need to be reflected in the 2025-2029 Financial Plan, based on Council's award of the contract in December 2024 that provides for the initiation of the project in January, 2025, prior to final adoption of the 2025-2029 Financial Plan.

Inter-governmental Relations Impact:

Staff will engage with the Songhees and Esquimalt Nations, other government agencies and organizations, and neighbouring municipalities.

ALIGNMENT:

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

Strategic Plan:

Strategic Priority B: Sustainable Development

Goal 1 Managed Growth

1(a): Official Community Plan (OCP) review to align with Housing Needs Report and Zoning Bylaw, update Development Permit Area design guidelines, and other aspects of the OCP.

Goal 2 Business Retention/Attraction

2(b): Hold a visioning session for the employment corridor ("Western Gateway").

Official Community Plan:

The Town is authorized and mandated to create an OCP through legislation contained in the LGA. The OCP provides guidance about the future use of land and municipal services. As circumstances warrant, the Town Council may amend the Plan.

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 Town must comply with the Provincial legislative requirements to amend the OCP by December 2025 by ensuring that the OCP is consistent with the 20-year anticipated housing need calculated in the updated Housing Needs Report. Furthermore, there are sections of the OCP that are outdated and need to be updated to reflect the changing demographics and community needs, which Council has committed to in the 2023-2026 Strategic Plan.

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	DC
Director of Development Services	LT
Director of Engineering	N/A
Director of Protective Services	N/A

ATTACHMENTS:

Attachment 1: A copy of the July 17, 2023 Council Minutes
 Attachment 2: Council Report dated July 6, 2023
 Attachment 3: What We Heard Summary from Council Workshop #2
 Attachment 4: Official Community Plan Project Summary (N-25)
 Attachment 5: Draft OCP Advisory Committee Terms of Reference



TOWN OF VIEW ROYAL

MINUTES OF A SPECIAL COUNCIL MEETING HELD ON MONDAY, JULY 17, 2023 VIEW ROYAL MUNICIPAL OFFICE – COUNCIL CHAMBERS

PRESENT WERE:

Mayor Tobias
Councillor Brown
Councillor Kowalewich
Councillor Lemon
Councillor MacKenzie
Councillor Mattson
Councillor Rogers

REGRETS:

K. Anema, Chief Administrative Officer

PRESENT ALSO:

S. Jones, Director of Corporate Administration/Acting CAO
D. Christenson, Director of Finance
L. Taylor, Director of Development Services
J. Chow, Senior Planner
S. Scory, Community Planner

8 members of the public

0 members of the press

1. **CALL TO ORDER** – Mayor Tobias called the meeting to order at 5:30 p.m.

2. **APPROVAL OF AGENDA**

MOVED BY: Councillor Lemon

SECONDED: Councillor Brown

THAT agenda be approved as presented.

CARRIED

3. **MAYOR'S REPORT**

The Mayor provided opening remarks, summarizing that the June 28, 2023 workshop style meeting was to review the goals of engagement. He noted that this evening's meeting would highlight next steps for the community and provide clear direction from which staff can proceed.

4. **PUBLIC PARTICIPATION PERIOD**

5. **BUSINESS ARISING FROM PREVIOUS MINUTES**

6. **REPORTS**

6.1 **STAFF REPORTS**

a) **OCP Strategic Planning Council Workshop – What We Heard Report**

1. Report dated July 6, 2023 from the Director of Development Services

The Director of Development Services reviewed the June 28 meeting, including pre-survey results, and asked Council members to provide their reflections. Elected officials stated their desire to see a public engagement approach for the Official Community Plan (OCP) that is broad-based and data-driven; clearly shows

what various future scenarios would look like; and builds on the Town's strengths while retaining its charm.

It was discussed that it will be useful to engage with the public when the OCP is approximately fifty per cent drafted and, once the OCP is completed, people should be able to identify how the Plan was revised based on input received. It was noted that the 2022 draft OCP followed a Council-approved engagement strategy.

K. Hamilton provided an overview of the International Association of Public Participation (IAP²) values, spectrum of public participation, as well as tools and techniques, including the roles of elected officials.

Council discussed the following engagement objectives and principles:

- level of financial commitment required;
- use of a phased approach to ensure an easy-to-understand process;
- non-leading engagement;
- description of the impacts of choices (for example, if parking requirements are reduced in multi-family developments, what would neighbourhoods look like);
- broad participation to avoid engagement being dominated by one group;
- one member noted a desire to see the source of feedback recognized to assist in determining weighting of the input provided;
- wide range of engagement tools and techniques; and
- the use of data to identify themes for the OCP.

The Director of Development Services described the *Local Government Act* requirements for OCPs, the receipt of housing needs reports every five years, and the relationship between land use and transportation planning. Minimum updates to the current OCP bylaw are required, including revisions to some terminology, identification of new development permit areas, Natural Hazard Wildfire design guidelines, and reference to tasks identified and subsequently accomplished since adoption. Council and staff discussed the Town's first housing needs report and its incorporation into the 2022 draft OCP.

In response to the questions of "top-of-mind" issues to be addressed in an OCP review and what elected officials feel they need to hear from the community to inform the review, Council provided the following feedback:

- inclusive participation on broad topics;
- effectiveness of the 2011 OCP – why projects envisioned in 2011 may not have come to fruition and what did get built that was not anticipated;
- how to pay for the needs associated with an increasing population;
- what people like about the Town currently and what they would change;
- relevance and level of confidence in information provided; and
- how people want to be engaged.

Council deliberated whether to engage the public in a more open-ended, "blue sky" approach or around specific OCP topic areas.

Council and staff discussed next steps. It was determined that with the development of a community engagement strategy approved in the 2023-2027 Financial Plan (N-036), a two-tiered approach would be beneficial. This approach can see an engagement strategy developed for the Town that is suitable for most, if not all, projects and that can be used for an OCP-specific engagement plan. In response to a question concerning the urgency of updating the current OCP, the Director of Development Services indicated that the required changes could wait at this time.

Council members expressed interest in the IAP² engagement values and agreed that further refinement will be necessary on the specific techniques to be used for the OCP engagement plan. It was noted that the OCP engagement plan can occur concurrently with the overall community engagement strategy, though both initiatives will need to be scheduled into the departmental workplan. The Director of Development Services stated that due to the number of competing projects and limited staff resources, staff cannot commit to a timeline at this point.

MOVED BY: Councillor Mattson
SECONDED: Councillor Brown

THAT the Town of View Royal adopt the International Association of Public Participation's core values as a general framework upon which to build its community engagement strategy.

CARRIED

Council and staff then discussed specific OCP engagement.

MOVED BY: Councillor Lemon
SECONDED: Councillor Mattson

THAT an engagement tool be developed to seek feedback on the public's preferred Official Community Plan engagement strategies.

CARRIED

MOVED BY: Councillor Lemon
SECONDED: Councillor Mattson

THAT the report dated July 6, 2023 from the Director of Development Services titled "OCP Strategic Planning Council Workshop – What We Heard Report" be received for information.

CARRIED

6.2 COMMITTEE REPORTS

6.3 OTHER REPORTS

7. CORRESPONDENCE

7.1 FOR ACTION

7.2 FOR INFORMATION

8. BYLAWS

9. NEW BUSINESS

10. RISING REPORT

11. QUESTION PERIOD

- a) M. Lloyd, Werra Road, clarified earlier statements in the meeting, noting that residents can become informed of what is happening in the municipality, such as this special Council meeting, by subscribing to the Town's RSS feeds.

He asked if the 2022 draft OCP will be used in the upcoming engagement to take advantage of citizens' time already invested and funds expended to date on that initiative. Mr. Lloyd encouraged two-way communication.

- b) D. Wilson, View Royal Avenue, wondered if the IAP² approach would be beneficial for documents like the OCP and the asset management plan to ensure they remain dynamic.

12. MOTIONS & NOTICES OF MOTION

13. CLOSED MEETING RESOLUTION

14. TERMINATION

MOVED BY: Councillor Brown
SECONDED: Councillor Rogers

THAT this meeting terminate.
Time: 8:15 p.m.

CARRIED

MAYOR

CORPORATE OFFICER

Attachment 2



TOWN OF VIEW ROYAL COUNCIL REPORT

TO: Council

DATE: July 6, 2023

FROM: Leanne Taylor, RPP MCIP
Director of Development Services

MEETING DATE: July 17, 2023

OCP STRATEGIC PLANNING COUNCIL WORKSHOP - WHAT WE HEARD REPORT

RECOMMENDATION:

THAT the July 6, 2023 report from the Director of Development Services titled “OCP Strategic Planning Council Workshop – What We Heard Report” be received for information.

AND THAT Council “rise and report” at the Special Meeting of Council on July 17, 2023.

PURPOSE:

The purpose of this report is to present Council with a summary of “What We Heard” from the first OCP Strategic Planning Council Workshop held on June 28, 2023.

TIME CRITICAL:

This report informs next steps for the second Council workshop to be held on July 17, 2023.

BACKGROUND:

At the February 21, 2023, Council meeting, Council passed a motion to not proceed with the draft Official Community Plan completed in June 2022 and instead organize facilitated Council workshops to discuss the OCP process moving forward. Prior to the first workshop, a pre-workshop survey was completed by Council to gather feedback and establish a workshop outline. The results of this survey are attached to this report.

The first Council workshop was held on June 28, 2023, and this report is a summary of the feedback provided at this meeting. The second Council workshop will be held on July 17, 2023, to further discuss an engagement strategy and next steps to restart the OCP review process.

DISCUSSION:

In the first Council workshop, Council discussed lessons learned from the most recent OCP process and aspects related to and examples of a meaningful public engagement process for an OCP review. A comprehensive summary of the responses and feedback received to help inform the second Council workshop is provided below.

Question 1: Where have we been – lessons learned from the first OCP process (2022)?

i. What went well?

- Decisive decisions in a timely manner and stayed on schedule.
- It was an update and not a wholesale rewrite.
- Walkabouts were well attended, but often the same people.
- The OCP addressed the apparent need for housing, especially for people moving to the Town.
- Well-written sections on climate action, walkability and the environment. There are good policies in the 2022 draft OCP.
- The addition of greenhouse emission targets in the OCP
- Good public awareness of surveys and use of social media.
- 2011 OCP was well-written to the lay person.

ii. What didn't work well?

- People either did not know about the 2022 OCP review update or did not like it.
- There was an expectation that the public knew what was happening and lack of clarification and explanations.
- Lack of authentic engagement. It appears that a small group of people are influencing the OCP and affecting the entire community.
- Concern with survey format that required people to select specific answers.
- As a council, appeasing particular groups in OCP review
- Difficult to get people to come to events.
- Pandemic got into the way of consultation and as a result, not enough engagement.
- Online workshops were too short and focussed. There was not time to talk about other issues or opportunities to hear from each other.
- The walkabouts were scheduled during the day, which resulted in low turnouts.
- Limited indigenous engagement with the Songhees and Esquimalt Nations.
- The draft 2022 OCP focussing mainly on housing, which caused concerns for people.
- Lack of visioning that was carried out in the 2011 OCP even though referred to as an “update.”
- The process resulted in a loss of trust and people felt that they were unable to provide input and were not listened to.

- The public not understanding some technical information, such as floor space ratio (FSR).
- The draft 2022 OCP “fell down” on density and densifying cores.
- The two advisory committees didn’t work because they had to be experts in everything (i.e., land use, transportation, etc.)
- Densification along corridors and not listening to the community.
- Focussed on housing without considering impacts on infrastructure.

iii. What can be improved in the future?

- Encourage people to participate, provide incentives and hold events at places like the Scottish Cultural Centre, casino, schools, and pop-ups in neighbourhoods (go to where the people are).
- Need early engagement with the local nations and ask them if and how they would like to be engaged.
- Future generations and future residents were also identified as a potential audience.
- Need more citizen representation. Ask the public “what do they want their neighbourhoods to look like and what is missing in their neighbourhoods.” There are no boundaries, people experience the whole town (i.e., live, work, shop and play).
- Need to ask the question what level of density is envisioned for in the community as there are infrastructure implications. Need to ask the question of how soon we want to reach a population of 15,000 people.
- Establishing credibility and public trust is important for an OCP review.
- Need a wide and authentic lens, but this will take time and money.
- Always the same people that come out to engagement activities and meetings and need to reach out to young people and seniors and tap into the greater community.
- Develop and communicate an engagement plan for the OCP process.
- Before coming up with an engagement plan, need to ask the public the question “what do you want to see.”
- Need to incorporate more graphics to illustrate technical details, such as density.
- Establish an engagement advisory committee for OCP review.
- Build on the strengths of the 2011 OCP process, which reached out to a variety of stakeholder groups. This will require time and money.
- There needs to be a comprehensive review of the OCP.
- Organize post-OCP walkabouts to get a sense of density and infrastructure implications on taxes and roads, and the improvements to be required.
- OCP should be a selling feature and used as a communication tool to promote the Town.

2. What does meaningful public engagement process in an OCP process look or feel like to you?

- There needs to be quality information, minimize jargon to ensure public understands the OCP document, broaden engagement and enhance citizen participation.
- Identify stakeholders early in the process (i.e., Songhees and Esquimalt nations, neighbouring municipalities (similar to the Colwood Town Centre visioning meetings), Capital Regional District, School District 61, Department of National Defence, Ministry of Transportation and Infrastructure, BC Transit, South Island Prosperity Project, Westshore Chamber of Commerce, large employers, local businesses, hospital employees, young families, renters, seniors, students, youth, etc.). May need to tailor engagement opportunities for different stakeholder groups.
- When engaging with the community, people who live in View Royal should decide what the Town should look like.
- Take the 2011 OCP as a foundation and the public can tell us what needs to be fixed (what is working well and not working well).
- Undergoing a comprehensive review of the OCP was also suggested.
- Apply International Association for Public Consultation (IAP2) principles as the foundation for public engagement to ensure people feel heard and represented in the OCP review.
- Meaningful public engagement process is about using plain language and applying a variety of engagement tools that are accessible to everyone. True engagement must strive for diversity and inclusion.
- Create, agree, and adhere to a structured engagement strategy and stick to it.
- Need to ensure the final OCP is an accessible document and ensure there are a lot of sketches and photos to illustrate the policies and design guidelines.

Roundtable Discussion – Individual takeaways and hopes for next workshop

- Brainstorm an engagement strategy for the OCP process and where do we want to go from here.
- Provide a “What We Heard Report” from the first workshop.
- How do we consider or incorporate higher density if the Province is making density a mandate.
- Visualization of what we want to see in the community is a better approach.
- More discussion on tax ratios (residential vs commercial vs industrial) impacted by increase in density.
- Given the limited budget, use what we have and work with staff to create a document that we can be proud of.
- Continue respectful dialogue and teamwork in next workshop.

CONCLUSION:

Some common themes that were heard in the first Council workshop are that the 2022 draft OCP document included some content that meets the Town’s vision,, including policies related to the environment and climate action. Council highlighted a number of strengths within the 2011 OCP, regarding both the process and the plan itself. The

accessible nature of the document and the broad engagement process used to develop it were both mentioned. Some councillors also mentioned that some content related to the environment and climate action in the 2022 draft OCP also had some merit and could be utilized moving forward.

However, with respect to the most recent OCP review process, there was consensus among Council members on the lack of authentic and meaningful engagement which they felt resulted in a draft OCP that the public did not trust and support. Council also acknowledged the impacts of the pandemic on the consultation process. There was agreement that a detailed engagement strategy is necessary before undertaking a future OCP review process, that the OCP process and plan must be accessible and visual, and that it is critical to engage different stakeholder groups in the process (i.e., Songhees and Esquimalt Nations, neighbouring municipalities, Department of National Defence, Ministry of Transportation and Infrastructure, South Island Prosperity Project, Westshore Chamber of Commerce, large employers, local businesses, hospital employees, young families, seniors, renters, students, youth, etc.) and increase citizen representation. The feedback provided in the first Council workshop will help inform the objectives of the second workshop.

CONCURRENCE:	Initials	Comments
Chief Administrative Officer	KA	Recommend Approval

REVIEWED BY:	Initials
Director of Corporate Administration	n/a
Director of Finance	n/a
Director of Development Services	LT
Director of Engineering and Parks	n/a
Director of Protective Services	n/a

Attachments

- Pre-workshop survey results prepared by Tavola Strategy Group



TOWN OF VIEW ROYAL COUNCIL WORKSHOP Pre-survey results

In preparation for the upcoming workshops and to maximize the time allotted for meaningful dialogue, a short pre-survey was distributed to members of Council from June 14 to June 22, 2023. The objective of the pre-survey was to gather input from Council about their thoughts on the vision for the OCP process going forward and their expectations for the facilitated workshops.

The information was collected by the facilitator and the results are summarized in aggregate form. They will be shared publicly as part of the workshop process.

Six members of Council participated in the survey.

1. Respondents shared their vision of a meaningful and effective OCP process.

- *Several respondents noted key elements of a public engagement process (e.g., quality information, transparent process, broad range of voices.)*
- *One respondent noted the need for early First Nations engagement.*

2. Respondents shared their thoughts about Council's role in delivering a meaningful and effective OCP process.

- *Several respondents noted Council's leadership role e.g., public engagement, setting and monitoring the strategic direction.*
- *Several respondents noted the need for good inputs into the process e.g., quality information, staff, and public input.*

3. Respondents shared their views on the role public engagement plays in a meaningful and effective OCP process.

- *Several respondents noted public engagement is essential.*
- *Several respondents noted the need to hear from all voices (e.g., all ages, neighbourhoods, demographics), including those seldomly heard from*
- *Several respondents noted "vision", "long-term" and the "future" in their responses.*

4. A variety of potential barriers to achieving this vision were identified:

- *Apathy and ability to reach the seldom heard.*
- *Council not being able to come to consensus.*
- *Focussing too much on density and height, losing sight of the broader community vision*
- *Not following the agreed upon plan*

- *Not investing ample time and budget*
- *Politics*
- *Self-interest*

5. Respondents identified strengths the Town can draw on going forward.

- *Several respondents noted the current OCP (2011)*
- *One respondent noted the pride residents have in View Royal*
- *One respondent noted other regional OCP processes and 5-year plan that calls for updating master plans.*

6. Respondents shared what they hope the workshops will accomplish.

- *Several respondents would like to see Council alignment on a plan for OCP public engagement.*
- *One respondent noted the plan must take into consideration potential Provincial development targets.*
- *One respondent would like to have the OCP 50% drafted before presenting to public.*

7. Respondents offered advice to the facilitator.

- *Be patient and keep us on track.*
- *Broad community view*
- *Familiarise yourself with how we got here.*
- *Offer innovative solutions.*
- *Record issues and offer approaches to address.*

1. Any reflections on Workshop 1?

- Focus on corridors – density too much (2021 OCP process)
- Do not want to start with documents like Housing Study and Land Economic study setting targets
- Don't presuppose solutions or studies – we are telling people what we want instead of them telling us
- Need updated plans in some cases, including transportation master plan. We also need a good analysis of the urban growth boundary, what is buildable, need better tools to predict density and the estimated persons per sq.km
- Understanding density/growth in future OCP
- Want engagement with willingness to adapt plan – presenting a 50% OCP to the public is appropriate if there is an engagement strategy. 2021 OCP update did not show how plan was altered after input or why changes were made. Did not do a good job of last engagement process as it was not approved by or vetted by Council, and did not do a good service to staff by not having an engagement plan
- Council oversight of engagement plan will strengthen process and support staff
- Good session. Full Council engagement in session
- Robust public engagement is necessary for success
- We are built to borders – how can we make a better View Royal by building on what we have without losing its charm
- Last workshop was a good meeting – agreement on need for robust engagement
- Like that we shared Workshop #1 with public so they can see what we discussed
- Need to attract more people, more voices, need to reach the silent majority, meetings have the same people, talking on the street is the best way

2. Are there any further principles or objectives that might inform the public consultation strategy?

- When you go out and do public consultation, how do you deal with self-interest that seems out of left field. How do you handle it? *[consultant response: Council has a responsibility to listen. People will join the conversation with varying levels of information and interest and at times their information may be outdated or incorrect or it may just be their opinion regardless of the information available. Council's role is to consider all of it on balance to inform decisions.*
- Might not agree with all feedback but invited and encouraged feedback
- We have talked about responsibility and commitment to do the right thing. We have also talked about the financial commitments and challenges
- IAP2 is very thorough
- Emphasis on humanity. We are talking about people. This is not about floor space ratio or bike lanes. Make it engaging for people
- Like four-phased approach to engagement – how to start visioning when have a plan
- Ask the public "What is their vision?"
- Provide input from all phases to help with decision-making.
- IAP2 spectrum in public participation – invest in whatever it takes to get engagement right. People that go to public meetings and Town Hall are left upset and frustrated. How did people know about tonight's meeting?
- Ask the public what you like about the 2011 OCP and what can be improved

- Surveys – no pre-conceived responses
- Inform the public on different options (i.e., reducing parking for multi-family residential developments – what are the consequences?)
- It's hard to get input if people aren't informed
- Information on who is providing input (demographic info) to put weight on comments (i.e., youth providing comments on parks; owner vs renter; resident vs non-resident)
- How do we make a better place to live
- How to balance not one group dominating in the engagement
- Provide quality and correct information - there is also lots of academic information and perhaps that should be provided to help inform people in an easy-to-understand manner
- Identify who participates, how people participated and who said what
- See raw data turned into themes and outcomes
- [consultant response: *It is okay to say we had familiar faces in what we heard reports, and it is okay to note that there were new participants in the process. Quantitative questions can assist in gauging whether people have participated before. Tracking the raw data and understanding each comment can sometimes be difficult, but we can identify trends and themes from what was heard. It is okay to say we did anything an issue and explain why.*

3. What are top-of-mind issues that you would like to see addressed in an OCP review?

- Mobility (traffic, exit/egress), physical accessibility, livability (parks and recreation)
- Inclusivity, land use, transportation, parks and recreation
- People spaces – accessible and vibrant - hubs to recreate, and access to services that you might need in enjoyable environments like a doctor, groceries and coffee shop.
- Communal space (e.g., indoor and outdoor), access to services – do we know what people need
- More commercial businesses – have a lot of residential
- Focus on the urban tree canopy
- Highway noise and traffic
- Inclusivity and accessibility
- Lessons learned from the 2011 OCP – how effective were the Land Use Designations? how did it develop? did it develop the way we want it to develop? what's missing? what did we do right, what needs some work? what are things that we planned for that did occur and what were the things we didn't plan for that didn't occur/occurred?
- How do taxpayers of today and the future pay for those housing needs?
- Active Transportation Plan found bike/bus/sidewalks are fractured.
- The elephant in the room is the province and the requirement to provide four dwelling units on a property.
- How do we handle traffic gridlocks, safety, and GHG reduction targets. Do we need to change DCC rates to construct infrastructure to make it safe.
- What are the service needs; how do we balance ambience with development
- Cost of traffic and servicing of development (e.g., police, fire, etc.)

- In 2011 OCP, had four-storey limit, but six-storey buildings were approved (i.e., Erskine lane – we failed to provide park and recreation amenities they called for and we dismissed it. A lesson learned and must not fall down that road again)
- Housing needs report is a big impact on OCP. Report was not what it was intended to be and don't want to see it guiding our future
- We have a lot of housing, but little affordable and accessible housing. Inclusionary housing needs to be incorporated into new developments.
- The Town is missing gathering spaces for the public. Development at Helmcken/Island Hwy permitted to have more density because of public space as an amenity for the community. We need more of these spaces.
- There are many smaller apartment buildings with no amenity space.
- Should not densify if destroying the character of adjacent areas. If increasing population, where is the additional park space going to be? Park space should consider population projections
- We should look at ways to build in things we really want (e.g. medical offices)
- Interested to hear thoughts on commercial and services
- Recreation facilities that need a building or site are missing in the Town, such as curling club, rowing club, hotel spas
- Question is not just what needs improvements, but what the public likes. Ask for people to provide real-life examples from other communities that can be duplicated in the Town.

4. What do you feel you need to hear from the community to inform the OCP?

- Strengths and deficiencies - What do you like? What do you want to remain? What change would you like? If adding population, where? Are you okay to add 12-storeys on Colwood Crawl? Density on Admirals? Provide open-ended questions and don't offer answers
- What you like about View Royal
- What changes you like to see
- Information is complete, up-to-date and trusted
- Determine what information is missing in the previous draft OCP process in 2022
- Ask people how they would like to be engaged and involved in the OCP process; subscribe or in-person workshops
- What recent changes did you like/not like. Pose questions about next steps in OCP path (inclusive and echo Council's comments)
- Blue sky questions – based on your experience, what would you do if you were to plan an ideal View Royal? Ask people how they feel about density on Six Mile Road, or entertainment district.
- Need to hear likes and dislikes on broad topics
- Not supportive of prescriptive questions and asking how much density is good here. Open-ended questions, such as what does View Royal look like in 5 years?
- Clear communication and easy to understand – use plain language
- The more people we hear from the better.
- Ask concise and short questions
- Surveys need to be well-advertised; and gather public feedback online, mailouts, and in-person



Project Summary

Priority: **Strategic**

Project Name: Official community plan

1-2-05100-615 CC510-02

Submitted by: L. Taylor, Director of Development Services

Executive Summary	<p>With the recent adoption of new Provincial housing legislation in November 2023 (Bill 44-2023 and Bill 47-2023), the Town is required to update its Official Community Plan (OCP) to align the OCP with its Housing Needs Assessment and identify areas for residential development to meet anticipated housing needs for at least the next 20 years. The OCP must also include policies for affordable housing, rental housing, and special needs housing. In addition, the Town is required to review and update the OCP every five years with public engagement and include in the OCP policies that address a wider range of housing types (e.g., affordable housing, rental housing (i.e., garden suites), housing for families, etc.).</p> <p>In addition to implementing the new Provincial housing legislation, there is an opportunity to review and update other policies and design guidelines in the existing 2011 OCP to better address emerging issues related to housing, climate action, environment, transportation, economy, and First Nations reconciliation, with substantial public engagement. Expanding the scope of the OCP review and update is included in this project summary to ensure an efficient use of staff and consultant time and resources.</p> <p>At its special meeting on July 17, 2023, Council passed a motion that an engagement tool be developed to seek feedback on the public’s preferred Official Community Plan (OCP) engagement strategies. Concurrently, results from this engagement process will be used to develop an engagement strategy for an OCP review and update to be undertaken over the next two years.</p>																																
Business problem and opportunity	An OCP is not a static document—it reflects the ongoing evolution of a community. Regular review of an OCP ensures that its policies and objectives continue to reflect community values, goals, and aspirations and will meet the new Provincial housing legislation requirements.																																
Proposed project objectives	To implement the new Provincial housing legislation in accordance with Bill 44-2023 and Bill 47-2023 and establish an engagement strategy for an OCP review and update that meets the needs and desires of the public, Council, and staff. The scope of work can be expanded to include a review and update to other policies and design guidelines of the existing 2011 OCP.																																
Business risks	Risks include development and policy that no longer meet community aspirations, land use policy becomes outdated, and emerging community issues are not addressed in a comprehensive way. The province will intervene if the Town does not meet the prescribed implementation timeline to carry out updates to the OCP to reflect the new housing legislation.																																
Proposed sources of funding	Provincial grant reserve account – <i>Local Government Housing Initiatives</i> 1-1-00500-185 Casino revenue																																
Costs and benefits	<table><tr><th><i>Costs</i></th><th><i>FY1</i></th><th><i>FY2</i></th><th><i>FY3</i></th><th><i>FY4</i></th><th><i>FY5</i></th><th><i>5-year Total</i></th></tr><tr><td><i>Capital</i></td><td></td><td></td><td></td><td></td><td></td><td>0</td></tr><tr><td><i>Operational</i></td><td>100,000</td><td>300,000</td><td>0</td><td>0</td><td>0</td><td>400,000</td></tr><tr><td><i>Total</i></td><td>100,000</td><td>300,000</td><td>0</td><td>0</td><td>0</td><td>400,000</td></tr></table> <p><i>Benefits</i></p> <table><tr><td><i>Tangible</i></td><td>Clear objectives and land use policies, increased housing supply, and engagement procedures and tools to inform an OCP review process.</td></tr><tr><td><i>Intangible</i></td><td>A strong vision for engagement and community development with broad community support.</td></tr></table>	<i>Costs</i>	<i>FY1</i>	<i>FY2</i>	<i>FY3</i>	<i>FY4</i>	<i>FY5</i>	<i>5-year Total</i>	<i>Capital</i>						0	<i>Operational</i>	100,000	300,000	0	0	0	400,000	<i>Total</i>	100,000	300,000	0	0	0	400,000	<i>Tangible</i>	Clear objectives and land use policies, increased housing supply, and engagement procedures and tools to inform an OCP review process.	<i>Intangible</i>	A strong vision for engagement and community development with broad community support.
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<i>Intangible</i>	A strong vision for engagement and community development with broad community support.																																
Recommendation	<i>THAT the Committee recommend the 2024-2028 Financial Plan include the Official Community Plan in 2024/2025 to be funded by provincial grant reserve account and Casino revenue.</i>																																



Additional Information

A copy of Bill 44 – 2023 Housing Statutes (Residential Development) Amendment Act, 2023 is available here:

[Bill 44 - Housing Statutes \(Residential Development\) Amendment Act, 2023, 4th Session, 42nd Parliament \(2023\) \(leg.bc.ca\)](#)

A copy of Bill 47 – 2023 Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023 is available here:

[Bill 47 - Housing Statutes \(Transit-Oriented Areas\) Amendment Act, 2023, 4th Session, 42nd Parliament \(2023\) \(leg.bc.ca\)](#)

More information on local government housing initiatives is available here:

[Local government housing initiatives - Province of British Columbia](#)

Attachment 5

TOWN OF VIEW ROYAL

OFFICIAL COMMUNITY PLAN REVIEW ADVISORY COMMITTEE

TERMS OF REFERENCE

1. INTRODUCTION

Advisory committees are established pursuant to the *Community Charter* to assist Council by providing for public input on municipal matters. These committees are advisory in nature and function within the parameters set out in their Terms of Reference. The Town of View Royal Official Community Plan (OCP) Review Advisory Committee shall be a Select Committee of Council. Meetings are open to the public.

2. PURPOSE

The purpose of the "Official Community Plan Review Advisory Committee" (the "Committee") is to provide the Town with meaningful input and recommendations on a range of community issues related to the creation of an updated Town of View Royal Official Community Plan.

Specifically, the Committee is intended to:

- (a) Review and provide general guidance on matters referred to it by the Town, e.g. background information, draft materials, draft vision statement, and draft plan sections;
- (b) Participate in the specified consultation activities as a way to provide guidance for the OCP review process;
- (c) Advise the Town on policy review and development in the new OCP document;
- (d) Assist in informing the community about the OCP review process and encourage participation by diverse members of the community;
- (e) Act in a strictly advisory role. The Town will consider the input and recommendations of the Committee, but it is not bound by such recommendations; and
- (f) Report to and communicate to Council through its minutes and update reports prepared by Staff or the Project Consultant.

3. LIMITATIONS ON DUTIES AND POWERS

The Committee has no delegated authority from Council and is not empowered to manage any aspect or role of the Town's responsibilities or direct the activities of Town Staff without a decision of Council. Members shall not speak on behalf of the Committee or represent themselves as anything other than individual citizens.

4. MEMBERSHIP, COMPOSITION AND QUALIFICATIONS

Voting Members

The Committee shall be composed of:

- (a) the Mayor;
- (b) one member of Council;
- (c) one youth representative (between the age of 15 and 18); and
- (d) eight (8) members at large.

The members at large shall be members of the public with a significant connection to View Royal, appointed by Council on the basis of applications received by the Town.

The Committee shall be comprised of individuals who represent the following topic areas:

- Environmental Stewardship
- Climate and Energy
- Housing
- Development Industry
- Business Community
- Economic Development
- Parks and Recreation
- Transportation
- Health and Social Services
- Arts and Culture
- Youth and/or young adult representation

Voting membership shall be diverse and represent different ages, ethnic diversities, genders and abilities. Members shall be selected from the applications based on their knowledge and understanding of the Town as a whole, rather than being appointed on the basis of sectoral or group/organization representation.

Non-Voting Members

The following persons may participate in meetings of the Committee in an advisory capacity but shall not vote:

- (a) Chief Administrative Officer (CAO);
- (b) Director of Development Services;
- (c) Senior Planner;
- (d) Consultants engaged by the Town; and
- (e) Others at the invitation of the Town.

Applications

Applications to serve on the Committee will be invited by the Town and forwarded to Council for their review and selection.

Term and Termination

- (a) The term shall be approximately 18 to 24 months.
- (b) Members of the Committee shall serve at the discretion of Council.
- (c) Council may terminate the appointment of any member of the Committee at any time.
- (d) The Committee will terminate on the time and date that Council adopts the bylaw enacting the new Official Community Plan, unless specifically extended by resolution of Council for a defined period following that point.

Resignation and Absenteeism

A member may resign from the Committee upon written notice to the Chair. Any member, other than the Mayor or the member of Council, who is absent from two consecutive meetings without cause or without notice to the Chair, shall be deemed to have resigned from the Committee.

Vacancies

The filling of any vacancy on the Committee shall be at the discretion of Council. In filling a vacancy Council may select a new member or may invite new applications for consideration.

Remuneration

All members of the public appointed to the Committee shall serve without remuneration. All expenses reasonably incurred in the carrying out of Committee business may be reimbursed by the Town with the prior approval of the CAO.

Conduct

All members shall abide by the following conduct:

- (a) Members shall not speak on behalf of the Committee or represent themselves as having any authority beyond that delegated by Council;
- (b) A respectful and cooperative decorum will be maintained at all times between Committee members, Staff and Consultants;
- (c) Members must declare any conflict of interests, including property interests, and must excuse themselves from recommendations or deliberations related to said interests; and
- (d) Members are not authorized to call public meetings, commit funds, enter into contracts or represent the Town.

5. MEETINGS

Schedule

- (a) Meetings of the Committee will be held at the call of the Chair.
- (b) Meetings will occur on an as-needed basis in support of project milestones.

Chair

The Mayor shall serve as the Chair, or the member of Council in the absence of the Mayor.

Recording Clerk

The Recording Clerk shall prepare agendas, record and distribute minutes, and organize resource material.

Notices and Agendas

- (a) Meeting notices shall be posted in conformance with the Town's Procedure Bylaw.
- (b) Agendas will be made available to Committee members and the public at least 24 hours prior to a meeting.

Quorum

- (a) The quorum for the Committee is 5 voting members.
- (b) Should there be no quorum present within 20 minutes after the time appointed for the meeting, the recorder shall record in the minutes the names of the members present, and the meeting shall be adjourned until the next scheduled meeting.

Public Attendance

All meetings shall be open for the public to attend.

Electronic Participation at Meetings

- (a) A member of the Committee who is unable to attend a meeting may participate in the meeting by means of electronic or other communications facilities.
- (b) Members of the Committee who are participating in a meeting under this section are deemed to be present at the meeting.

Decision Making

The Committee will make its decisions on a majority basis. Members may request that a dissenting vote be recorded.

Minutes

- (a) Minutes of all meetings shall be kept and made available to the public on the Town's website and in the municipal office during normal business hours.
- (b) Minutes will reflect the discussion of the Committee in general terms and may include a Record of Decision prepared by Committee Members during the meeting. The Record of Decision will detail the manner in which the Committee's decisions were reached, significant points of discussion and, if applicable, any dissenting opinions.



TOWN OF VIEW ROYAL OFFICIAL COMMUNITY PLAN REVIEW ADVISORY COMMITTEE

TO: Official Community Plan Advisory Committee

DATE: May 20, 2025

FROM: Stirling Scory, RPP, MCIP
Senior Planner

MEETING DATE: June 2, 2025

OFFICIAL COMMUNITY PLAN REVIEW UPDATE: DRAFT VISION AND LAND USE SURVEY

RECOMMENDATION:

THAT the Committee review and provide comments on the draft “Official Community Plan Review Update: Draft Vision and Land Use Survey” and that these comments be considered and incorporated into the draft survey to be presented to the Committee of the Whole in June.

PURPOSE:

The purpose of this report is to provide the Committee with an opportunity to review and provide comments on the draft *Vision and Land Use Survey*, prior to publication.

BACKGROUND:

The *Vision and Land Use Survey* was originally proposed for publication on May 16, 2025, and would be open until June 8, 2025, as part of the planned Engagement Week #2 for Phase 1 of the Official Community Plan (OCP) update. However, following the Council meeting on May 13, 2025, Council requested an opportunity to review the survey before it is published on the OCP webpage. Staff also welcome the Committee’s input on the draft survey before it is presented at the Committee of the Whole meeting in June.

The engagement events and activities that were planned for May and June have been postponed until the survey is finalized.

PUBLIC PARTICIPATION GOAL:

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

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

TIME CRITICAL:

This report is not time critical.

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	LT
Director of Engineering	n/a
Director of Protective Services	n/a

ATTACHMENTS:

1. Draft Vision and Land Use Survey

Vision and Land Use Survey

View Royal 2050: Our Future View - Vision and Land Use Survey

The Town is completing a review and update of its Official Community Plan (OCP) between 2025 and 2026. An OCP is an important document that acts as a blueprint for our community; it serves an important role in our decision-making processes, related to land use, transportation, parks, environment, economic development, and more. The OCP also guides what may be developed by outlining the desired types of land uses, building height, and density of a property through Land Use Designations, e.g., residential, commercial, or park.

This survey is focused on gathering feedback on the Town's draft vision statement and goals, draft land use scenarios, and proposed growth areas, which are informed by previous surveys, open houses, and workshops on the OCP. Your input will help confirm the community's vision for the future, guide decisions about where and how View Royal could grow over the next 25 years, and inform the development of the 50% draft Official Community Plan for Phase 1.

Completion of this survey is optional and anonymous. You will not be asked for personal information to complete this survey. You are not required to complete all questions. Skipping questions or providing partial answers is okay. An incomplete survey is still valuable and may be submitted. All feedback will be used to inform the development of a 50% draft of the Phase 1 OCP. The Town wants to hear from you, so be sure to have your say!

The survey will be open until **11:59 pm on TBD, 2025**.

To demonstrate the Town's gratitude for your participation, you will be prompted to enter a draw to win one of three gift certificates to a local business in View Royal upon completion of the survey. Participation in this draw is optional. Prize winners will be contacted after the survey closes.

Disclaimer: The Town of View Royal is collecting information to inform the review and update of its Official Community Plan. Participation in this survey is not mandatory. As part of this process, the Town of View Royal is collecting limited personal information for data analysis with respect to engagement and consultation. The data collected will help identify gaps in potential participants in our community that are missing or underrepresented.

Please use the following link to access an important supplemental information document that will provide you with concepts and terms.

Small-Scale Multi Unit Housing & Transit Oriented Area Backgrounder (Insert Link)

Community Development Concepts and Backgrounder 101 (Insert Link)

Vision Statement and Goals

The Official Community Plan sets a clear vision for the future through statements, policies, and objectives. View Royal's updated OCP will include a vision statement describing the kind of community residents want to see by 2050.

Based on feedback from the community and Council, three draft vision statements have been prepared for your consideration. Please review the three draft vision statements below and let us know if we 'got it right'!

Draft Vision Statement Option 1

By 2050, View Royal is a desirable community to live, work, and play, that is identified by its distinct characterful neighbourhoods that are accessible to all. The community is known for its pristine green spaces and is recognized as a local leader in climate action.

Draft Vision Statement Option 2

In 2050, View Royal is a thriving, welcoming community for all that live, work, and play in the community. Green space, amenities, and services are accessible to all, and are in close proximity to each neighbourhood. Thoughtful stewardship and climate action protect our natural environment for future generations. The Town offers a diverse and affordable range of housing options and economic development opportunities, while maintaining neighbourhood charm.

Draft Vision Statement Option 3

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 the overall community wellbeing. As a gateway community in the Greater Victoria region, living in View Royal is accessible and attractive for all.

01. Please identify which draft vision statement you prefer.

Select one answer only
<input type="radio"/> Option 1
<input type="radio"/> Option 2
<input type="radio"/> Option 3
<input type="radio"/> I am not sure
<input type="radio"/> I do not like any option
<input type="radio"/> Other (please specify)
<div></div>

02. Do you have any comments that you would like to provide on the draft vision statements? When providing a comment, please identify which vision statement you are referring to.

Maximum of 300 characters

03. Draft Vision Goals

The vision statement is supplemented with 11 draft goals, which aim to support the implementation of the vision. The draft goals aim to achieve the same goals and objectives of the 2011 OCP goals, but have the intent of improving on consistency, clarity, and have a renewed focus on issues that are most important to View Royal community members now. Please indicate your support for each of the goals in how they align with your vision of the future.

Mobility & Connectivity - Goal: Provide a wide variety of transportation options within a well-connected network to support mobilizing all ages and abilities.
<input type="radio"/> Strong Support
<input type="radio"/> Some Support
<input type="radio"/> No Support
Diverse & Affordable Housing - Goal: Provide diverse, attainable, and affordable housing types for all residents.
<input type="radio"/> Strong Support
<input type="radio"/> Some Support
<input type="radio"/> No Support
Growth Management & Community Character Preservation - Goal: Maintain the unique character of each neighbourhood as they grow.
<input type="radio"/> Strong Support
<input type="radio"/> Some Support
<input type="radio"/> No Support
Preserving & Protecting Natural Amenities - Goal: Preserve, protect, and expand the Town's natural assets and amenities.
<input type="radio"/> Strong Support
<input type="radio"/> Some Support
<input type="radio"/> No Support
Community Well-being - Goal: Enhance community well-being by providing safe, inclusive, and accessible spaces, while integrating and enhancing heritage, arts and culture into everyday life.
<input type="radio"/> Strong Support

<input type="radio"/> Some Support
<input type="radio"/> No Support
Community Safety & Security - Goal: Foster a safe and secure community to live, work, and play that is prepared for emergencies.
<input type="radio"/> Strong Support
<input type="radio"/> Some Support
<input type="radio"/> No Support
Climate Action & Resilience - Goal: Undertake climate adaption and mitigation efforts to support the community's resiliency.
<input type="radio"/> Strong Support
<input type="radio"/> Some Support
<input type="radio"/> No Support
Economic Development - Goal: Identify and incentivize opportunities for mixed-use and non-residential development to support local and regional economic priorities.
<input type="radio"/> Strong Support
<input type="radio"/> Some Support
<input type="radio"/> No Support
Reconciliation - Goal: Establish a strong relationship with Esquimalt and Songhees Nations to collaborate on key priorities and continue to advance the Town's reconciliation efforts.
<input type="radio"/> Strong Support
<input type="radio"/> Some Support
<input type="radio"/> No Support
Community Input & Governance - Goal: Ensure View Royal community members are meaningfully involved in the advancement of community goals and priorities.
<input type="radio"/> Strong Support
<input type="radio"/> Some Support
<input type="radio"/> No Support
Regional Partnerships - Goal: Continue to strengthen the Town's relationships with Capital Regional District stakeholders, including member municipalities, community members to collaborate on regional matters.
<input type="radio"/> Strong Support
<input type="radio"/> Some Support
<input type="radio"/> No Support

04. Do you have any comments on the draft goals? When making a comment, please indicate which goal you are referring to.

Land Use and Growth Scenarios for the Town of View Royal

The Town has created three potential land use scenarios to help guide growth and development in View Royal over the next 25 years. These scenarios reflect input from Council and community members who took part in the second round of OCP engagement through the Community Growth Survey, open houses, and workshops held from March 7 to April 4.

What is a land use designation?

A land use designation (LUD) is a classification of land that is used to determine what use or activity is supported on a parcel of land. Each parcel in the Town is designated with a specific land use. LUDs provide a plan for development and growth. LUDs state the desirable uses that are supported on a parcel of land, the maximum height that may be permitted, and maximum density of the building.

Why are we updating our land use designations?

First, we need to meet provincial housing legislation by showing that our land use plans can support the required number of homes over the next 20 years. Second, we must plan for the community's long-term needs, including growth, infrastructure, housing, and services. The current OCP was adopted in 2011; while it has served our community well, the land use designations are outdated and what was considered viable then is less feasible today. Updating the LUDs will help attract development that delivers housing, commercial space, civic services, health care, and amenities. It also ensures that land is developing in a sustainable manner while preserving parks and greenspace.

Why do we have three (3) scenarios?

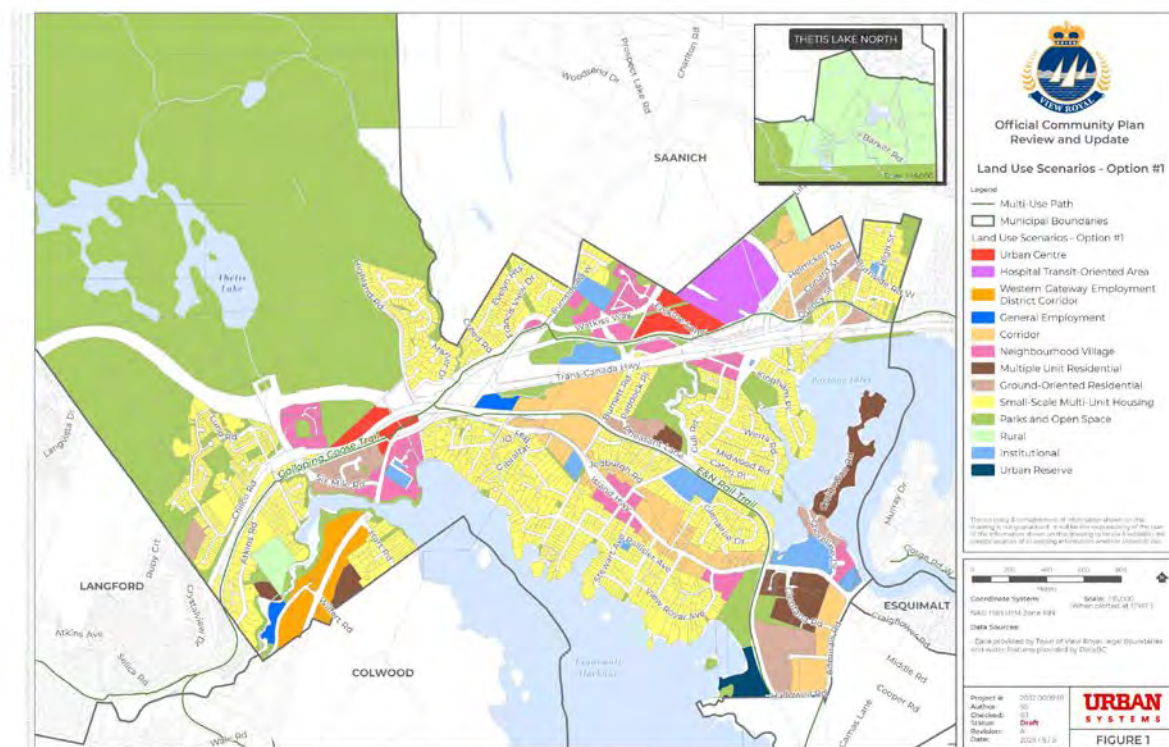
We have three land use scenarios to provide an opportunity for community members to have a say in what option they like best, and they feel most aligns with their future vision of View Royal. The scenarios presented consider high, medium, and low growth over the next 25 years. Each scenario has advantages and disadvantages, which will affect the community in different ways, and presents alternatives for how the community may grow.

How were the scenarios created?

The scenarios have been created with the Town's new vision and goals, the legislative housing requirements, and housing need requirement in mind. They also consider the input from community engagement. Finally, a Land Economics Update Study and Housing Capacity Analysis completed by the Town's consultant, Urban Systems, were also used to inform the scenarios.

Introducing the 3 land use scenarios:

Scenario #1: High Growth



Scenario #1: High Growth

Objectives:

- Development is focused in existing developed areas, such as corridors and centres, to preserve the established neighbourhoods.
- Focused growth and density improve market conditions to support commercial growth, transit service, and amenities.
- Clustering amenities, shops and services within close proximity to higher density residential uses may reduce personal vehicle trips, increase active transportation (walking and cycling) and public transit use.

Targeted Growth Areas:

Primary Growth Areas:

- Urban Centres
- Hospital TOA
- Neighbourhood Villages
- Western Gateway Corridor

Secondary Growth Areas:

- Community Corridor

Tertiary Growth Areas:

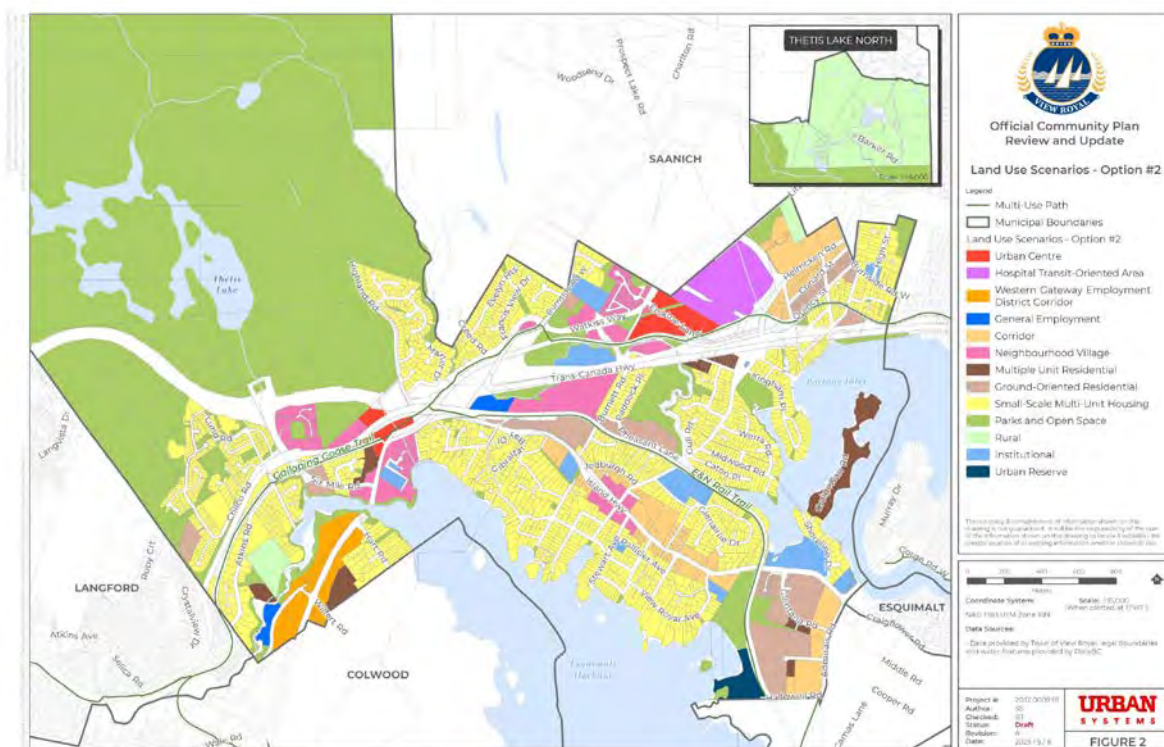
- Small-Scale, Multi-Unit Housing (SSMUH)
- Multi-Unit Residential

- Ground-Oriented Residential

Anticipated Community Impact:

- Focusing growth and development within areas serviced by existing infrastructure and transit reduces pressure for infill development within established neighbourhoods with fewer services.
- Higher density will increase the number of people and vehicles, but its impact may be reduced if development supports walking and cycling and encourages greater use of transit.
- Higher density development (building up instead of out) may reduce greenhouse gas emissions through building and site design, and preserves more trees and natural areas with a smaller footprint.

Scenario #2: Medium Growth



Scenario #2: Medium Growth

Objectives:

- Development is focused in existing developed area, such as corridors and centres, to preserve the established neighbourhoods.
- Focused growth and density improves market conditions to support commercial growth, transit service, and amenities.
- Clustering density will attract shops and services, and promote active transportation and public transit use.

Targeted Growth Areas:

Primary Growth Areas:

- Urban Centres
- Hospital TOA

- Neighbourhood Villages
- Western Gateway

Secondary Growth Areas:

- Community Corridors
- Multi-Unit Residential
- Ground-Oriented Residential

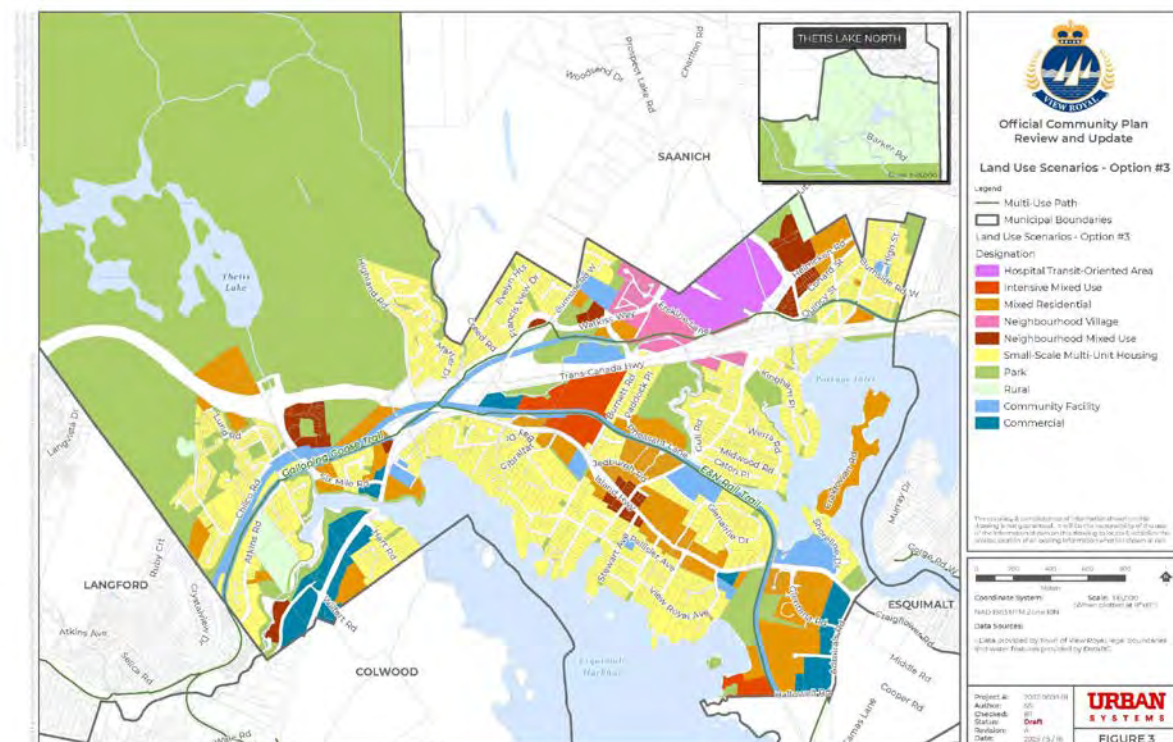
Tertiary Growth Areas:

- Small-Scale, Multi-Unit Housing (SSMUH)

Anticipated Community Impact:

- Scenario 2 envisions less density than in Scenario 1.
- Focusing growth and development within areas serviced by existing infrastructure and transit reduces pressure for infill development within established neighbourhoods with fewer services.
- Higher density will increase the number of people and vehicle, but its impact may be reduced if development supports walking and cycling and encourages greater use of transit.
- Increased development will increase service demand and GHG emissions, efficiency can be achieved through density.

Scenario #3: Low Growth



Scenario #3: Low Growth

Objectives:

- Meets minimum requirements established through housing legislation, mandated by the Province.

- Establishes a new TOA, SSMUH, and Neighbourhood Village land use designation, to be consistent with zoning and anticipated housing needs requirements identified by the Province over 5 and 20 years.
- Supports 3, 4, or 6 units throughout all existing single-detached and duplex zoned properties in the Town.
- Enables the construction of high density, mixed use, transit-oriented development in the TOA, which would permit additional housing and commercial development

Targeted Growth Areas:

Primary Growth Areas:

- Hospital TOA
- Hospital Neighbourhood Village
- Small-Scale Multi-Unit Housing (SSMUH)
- Existing Land Use Designations

Anticipated Community Impact:

- Scenario 3 envisions less density than Scenario 2.
- In this scenario, all other land use designations other than the TOA and SSMUH will remain the same (.i.e., no change to height, density, or use).
- The TOA could meet housing needs if lands are to be developed to minimum heights and densities prescribed for the area.
- Increased density in the TOA may increase frequent transit service and support shops and services in the area.
- Relying on SSMUH to meet the Town's housing need puts more pressure on existing neighbourhoods where there is a lack of transit and services, which could increase vehicle traffic and GHG emissions, and prevent the development of mixed-use, walkable neighbourhoods.
- Limiting growth potential throughout the community would likely centralize commercial and civic uses to the TOA and existing neighbourhood centres resulting in commercial deserts in other areas of the Town.
- It is projected that there will be a slow uptake of SSMUH development due to labour constraints and market conditions, and therefore, additional housing capacity is needed to provide a diversity of housing options and meet housing needs.

Proposed Land Use Designations

Definitions and Concepts

Definitions

Civic Uses: daycares, libraries, public gathering and amenity spaces, etc.

Institutional Uses: hospital, recreation centre, community centre, etc.

Light Industry: manufacturing and processing, warehousing, service commercial, professional offices, etc.

Urban Centre Land Use Designation



Urban Centre

Description:

Development located within a central area of the community, serviced by frequent transit that serves as future mobility hubs. Community and commercial services and amenities are provided to serve the broader View Royal community and neighbouring jurisdictions, in addition to high-density building forms.

Proposed Uses:

This may include mixed-use development with apartments, visitor accommodations, restaurants, retail, office spaces, and civic uses.

Maximum Height & Density:

Scenario 1 and 2: Up to 10 storeys and FSR max 3.5

Scenario 3: N/A

Proposed Hospital Transit-Oriented Area Land Use Designation



TOA

Description:

Lands provincially designated as Transit-Oriented Development Area comprising the Victoria General Hospital and immediately adjacent properties. This area is serviced by the Hospital Transit Exchange providing frequent bus service and allows for medium-to high-density building forms.

Proposed Uses:

This may include mixed-use development with apartments, visitor accommodations, restaurants, retail, office spaces, institutional uses and civic uses.

Maximum Height & Density:

Scenario 1: Up to 15 storeys & FSR max 4.0

Scenario 2 and 3: Up to 10 storeys & FSR max 3.5

Western Gateway Employment District Corridor



Western Gateway

Description:

Lands located along the Western Gateway portion of Island Highway between the Parsons Bridge and City of Colwood boundary. This corridor is a major transportation route that serves regional and visitor needs through predominantly employment uses supported with residential. Buildings may be a mix of medium- and high-building forms.

Proposed Uses:

This may include, but is not limited to ground-floor commercial space in the form of retail and restaurants, visitor accommodations, artist studios, offices, distribution and repair, light manufacturing and processing, and institutional uses such as arts, innovation, and technology. Mixed-use buildings with employment and residential uses may be permitted.

Maximum Height & Density:

Scenario 1: Up to 10 storeys & FSR max 3.5 OR Up to 15 storeys & FSR max 4.0 when community amenities are provided

Scenario 2: Up to 6 storeys & FSR max 2.5

Scenario 3: N/A

General Employment



General Employment

Description:

Development comprising of primarily employment-generating uses and accessory mixed-uses. Buildings may be a range of low- to medium-rise building forms, including those with large floor plates on lots with space suitable for vehicle circulation, shipping and delivery.

Proposed Uses:

This may include light industrial manufacturing and processing, warehousing, professional offices, and service commercial uses.

Maximum Height & Density:

Scenario 1 and 2: Up to 6 storeys and FSR max 2.5

Scenario 3: N/A

Corridor



Corridor

Description:

Lands located along key transportation routes that serve local needs through a mix of residential and employment land uses. Buildings may be a mix of low- and medium-building forms.

Proposed Uses:

This may include, but is not limited to small shopping centres, service commercial uses, visitor accommodations, and mixed use apartments with ground-floor retail, restaurants, artist or live-work studios, and offices.

Maximum Height & Density:

Scenario 1 and 2: Up to 6 storeys and FSR max 2.5

Scenario 3: N/A

Neighbourhood Village



Neighbourhood Village

Description:

Areas allowing for small-scale, mixed-use development that serve local neighbourhood needs. These areas encourage walkability through design. These areas encourage walkability through providing multi-unit housing forms and community-serving commercial and civic uses.

Proposed Uses:

This may include schools, offices, restaurants, retail, small grocery store and community spaces.

Maximum Height & Density:

Scenario 1 and 2: Up to 6 storeys and FSR Max 2.5

Scenario 3: Up to 6 storeys and FSR Max 2.5, prescribed through legislation within the Transit-Oriented Area (TOA).

Multiple Unit Residential



Multiple Unit Residential

Description:

Residential areas allowing for low- to medium-building forms.

Proposed Uses:

This may include apartments, townhouses, house-plexes, and community care facilities.

Maximum Height & Density:

Scenario 1 and 2: Up to 6 storeys

Scenario 3: N/A

Ground-Oriented Residential



Ground-Oriented Residential

Description:

Residential areas that provide access to separate dwelling units at ground-level.

Proposed Uses:

This may include rowhouses, townhouses, and house-plexes, and community care facilities.

Maximum Height & Density:

Scenario 1 and 2: Up to 3 storeys and a minimum of 3 units.

Scenario 3: N/A

Small-Scale Multi-Unit Housing



Small-Scale Multi-Unit Housing

Description:

Consists of a wide variety of dwelling types to provide infill development opportunities within existing established residential neighbourhoods.

Proposed Uses:

This may include detached and attached dwelling forms, including detached residential, duplexes, secondary suites, garden suites, rowhouses, townhouses, house-plex, and apartment developments.

Maximum Height & Density:

Scenario 1 and 3: Up to 3 storeys

Scenario 3: Up to 3 storeys and a maximum of 6 units.

Parks and Open Space



View Royal Park

Description:

Areas to be used for active and passive recreation, and preservation.

Proposed Uses:

This may include active and passive parks, trails, natural spaces, and outdoor recreation facilities.

Maximum Height & Density:

N/A

Institutional



Institutional

Description:

Government buildings and publicly-owned facilities providing a range of services, amenities, and utilities for the community.

Proposed Uses:

This may include health care facilities, emergency service buildings, community halls, libraries, treatment plants and facilities, and schools.

Maximum Height & Density:

Varies

Rural



Rural

Description:

Large land parcels that are used for detached residential dwellings and in some cases farming. The majority of these lands are located in the northern portion of the town around Thetis Lake, with some rural land uses located along Atkins Road and beside Eagle Creek Village.

Proposed Uses:

This may include lands allowing for large lot residential uses, including small-scale farming.

Maximum Height & Density:

N/A

PLACEHOLDER FOR FUTURE IMAGE

Urban Reserve

Description:

Lands presently located within the Town of View Royal that are to be transferred to the First Nation community within the lifespan of this OCP.

Future use, height, and density will be established at a later date.

Scenario 1 Summary: Similarities between Scenario 2 & 3:

- Includes TOA and SSMUH designated lands
- Differences to Scenario 2 & 3
- Fort Victoria site is designated as Neighbourhood Village in Scenario 2 and remains as Intensive Mixed Use in Scenario 3

Scenario 2 Summary Review:

Similarities to Scenario 1 & 3:

- Includes TOA and SSMUH designated lands

Differences to Scenario 1 & 3:

- Fort Victoria Site is designated as Community Corridor in Scenario 1 and remains as Intensive Mixed Use in Scenario 3
- There are 5 Neighbourhood Village instead of 7 in Scenario 1
- Additional lands have been designated Multiple Unit Residential
- Western Gateway Community Employment District density and height supports up to 6 storeys

Scenario 3 Summary Review

Similarities to Scenario 1 & 2:

- Includes TOA and SSMUH designated lands

Differences to Scenario 1 & 2:

- TOA lands designated as TOA and Neighbourhood Village, instead of Urban Centre to reduce scale of development
- Does not update any other land use designations. Land use designations remain unchanged since 2011.

Scenario 1: High Growth Land Use Designation

TOA and Urban Centre

Hospital Transit-Oriented Area

The TOA proposed for the Hospital Transit-Oriented Area has been designated under provincial housing legislation. Feedback is not being collected on its concept or location. A minimum of 10 storeys is permitted.

05. Do you support the proposed uses?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

In the following question you will be asked if you would consider an increase to the number of storeys that could be permitted in the TOA. The minimum required by legislation is 10. The project team has been informed through reports and analysis completed by the team's consultant, Urban Systems, via a land economics and land use and housing capacity analysis that up to 15 storeys may provide greater development viability. Therefore, the project team wants to gauge the potential interest in increasing density beyond what is permitted via the provincial legislation.

06. Do you support increasing the proposed building height to 15 storeys in the TOA, or would you prefer to keep the minimum 10 storeys?

Select one answer only
<input type="radio"/> Increase to 15 storeys
<input type="radio"/> Keep the height at 10 storeys
<input type="radio"/> Unsure

Hospital Urban Centre

The Hospital Urban Centre has been designated under provincial housing legislation; therefore, feedback is not being collected on the location or height.

07. Do you support the proposed uses?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Island Highway and Atkins Urban Centre

08. Do you support the proposed location?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

09. Do you support the proposed uses?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

10. Do you support the proposed building height of up to 10 storeys?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Scenario 1: Neighbourhood Villages

11. For each neighbourhood village, do you support the proposed location?

Note: The Hospital Neighbourhood Village is part of the TOA and is designated by provincial housing legislation. Feedback is not being collected on the location.

Lakeside Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Island Highway & Six Mile Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No

<input type="radio"/> Unsure
Watkiss Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Helmcken Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Harbour Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Shoreline Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

12. For each neighbourhood village, do you support the proposed uses?

Lakeside Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Island Highway & Six Mile Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Watkiss Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Hospital Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Helmcken Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Harbour Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Shoreline Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

13. For each neighbourhood village, do you support the proposed building height of up to 6 storeys?

Note: The Hospital Neighbourhood Village is part of the TOA and is designated by provincial housing legislation. Feedback is not being collected on the building height.

Lakeside Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Island Highway & Six Mile Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Watkiss Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No

<input type="radio"/> Unsure
Helmcken Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Harbour Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Shoreline Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Scenario 1: Western Gateway Employment District & General Employment

Western Gateway Employment District

14. Do you support the location?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

15. Do you support the proposed uses?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

16. What is the maximum height you would support?

Where 15 storeys would be permitted, community amenities would need to be provided, which may include park, daycare, community hall, etc.

Select one answer only

- ☐ A maximum height up to 15 storeys (with community amenities)
- ☐ A maximum height up to 10 storeys
- ☐ Unsure

General Employment

17. Do you support the location?

Select one answer only

- ☐ Yes
- ☐ No
- ☐ Unsure

18. Do you support the proposed uses?

Select one answer only

- ☐ Yes
- ☐ No
- ☐ Unsure

19. Do you support the proposed building height of up to 6 storeys?

Select one answer only

- ☐ Yes
- ☐ No
- ☐ Unsure

Scenario 1: Community Corridors

20. For each community corridor, do you support the proposed location?

Island Highway Community Corridor

- ☐ Yes
- ☐ No
- ☐ Unsure

Admirals Road Community Corridor

<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Helmcken Road Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Fort Victoria Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

21. For each community corridor, do you support the proposed uses?

Island Highway Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Admirals Road Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Helmcken Road Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Fort Victoria Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

22. For each community corridor, do you support the proposed building height of up to 6 storeys?

Island Highway Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Admirals Road Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Helmcken Road Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Fort Victoria Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Scenario 2: Medium Growth Land Use Designation

TOA and Urban Centre

Hospital Transit-Oriented Area

The TOA proposed for the Hospital Transit-Oriented Area has been designated under provincial housing legislation; therefore, feedback is not being collected on its location and height.

23. Do you support the proposed uses?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Hospital Urban Centre

The Hospital Urban Centre has been designated under provincial housing legislation; therefore, feedback is not being collected on its location or height.

24. Do you support the proposed uses?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Island Highway and Atkins Urban Centre

25. Do you support the proposed location?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

26. Do you support the proposed uses?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

27. Do you support the proposed building height of up to 10 storeys?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Scenario 2: Neighbourhood Villages

28. For each neighbourhood village, do you support the proposed location?

Note: The Hospital Neighbourhood Village is part of the TOA and is designated by provincial housing legislation. Feedback is not being collected on the location.

Lakeside Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No

<input type="radio"/> Unsure
Island Highway & Six Mile Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Watkiss Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Hospital Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Helmcken Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Fort Victoria Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

29. For each neighbourhood village, do you support the proposed uses?

Lakeside Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Island Highway & Six Mile Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Watkiss Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Hospital Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Helmcken Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Fort Victoria Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

30. For each neighbourhood village, do you support the proposed building height of up to 6 storeys?

Note: The Hospital Neighbourhood Village is part of the TOA and is designated by provincial housing legislation. Feedback is not being collected on the building height.

Lakeside Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Island Highway & Six Mile Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Watkiss Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No

<input type="radio"/> Unsure
Hospital Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Helmcken Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Fort Victoria Neighbourhood Village
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Scenario 2: Western Gateway Employment District & General Employment

Western Gateway Employment District

31. Do you support the location?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

32. Do you support the proposed uses?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

33. Do you support a height of up to 6 storeys?

Select one answer only

<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

General Employment

34. Do you support the location?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

35. Do you support the proposed uses?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

36. Do you support a height of up to 6 storeys?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Scenario 2: Community Corridors

37. For each community corridor, do you support the proposed location?

Island Highway Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Admirals Road Community Corridor

<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Helmcken Road Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

38. For each community corridor, do you support the proposed uses?

Island Highway Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Admirals Road Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Helmcken Road Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

39. For each community corridor, do you support the proposed building height of up to 6 storeys?

Island Highway Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure
Admirals Road Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Helmcken Road Community Corridor
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Scenario 3: Low Growth Land Use Designation

TOA and Urban Centre

Hospital Transit-Oriented Area

The TOA proposed for the Hospital Transit-Oriented Area has been designated under provincial housing legislation; therefore, feedback is not being collected on its location or height.

40. Do you support the proposed uses in the TOA?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Hospital Neighbourhood Village

The Hospital Neighbourhood Village has been designated under provincial housing legislation; therefore, feedback is not being collected on its location or height.

41. Do you support the proposed uses?

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Unsure

Identifying your preferred scenario

In consideration of the information above, and the three scenarios that were presented. Please answer the following questions to indicate which of the three scenarios you prefer.

42. Please indicate your preferred land use scenario:

Select one answer only
<input type="radio"/> Scenario 1

<input type="radio"/> Scenario 2
<input type="radio"/> Scenario 3
<input type="radio"/> A combination of 1 and 2
<input type="radio"/> A combination of 1 and 3
<input type="radio"/> A combination of 2 and 3
<input type="radio"/> I am not sure
<input type="radio"/> I do not like any option provided
<input type="radio"/> Other (please specify)
<div></div>

43. What do you like about Scenario 1?

Skip this question if

- your answer to question Please indicate your preferred land use scenario: is not "Scenario 1"

44. What do you like about Scenario 2?

Skip this question if

- your answer to question Please indicate your preferred land use scenario: is not "Scenario 2"

45. What do you like about Scenario 3?

Skip this question if

- your answer to question Please indicate your preferred land use scenario: is not "Scenario 3"

46. Please describe your preferred hybrid option for a combination of Scenario 1 and 2.

Skip this question if

- your answer to question Please indicate your preferred land use scenario: is not "A combination of 1 and 2"

47. Please describe your preferred hybrid option for a combination of Scenario 2 and 3.

Skip this question if

- your answer to question Please indicate your preferred land use scenario: is not "A combination of 2 and 3"

48. Please describe your preferred hybrid option for a combination of Scenario 1 and 3.

Skip this question if

- your answer to question Please indicate your preferred land use scenario: is not "A combination of 1 and 3"

49. Do you have any additional comments on the proposed land use scenarios?

Tell Us About Yourself

The following questions help the project team understand who is participating in the survey and will be used for reporting and analysis to ensure we are hearing from everyone in our community.

50. What is your relationship with the Town of View Royal? (select all that apply):

Select all that apply
<input type="checkbox"/> Resident of View Royal
<input type="checkbox"/> Business owner in View Royal
<input type="checkbox"/> Student at a school in View Royal
<input type="checkbox"/> Work in View Royal
<input type="checkbox"/> Shop in View Royal
<input type="checkbox"/> Access recreation or other activities in View Royal
<input type="checkbox"/> None of the above

51. What neighbourhood do you live in? (Use the neighbourhood map provided to assist in your answer):

Select one answer only
<input type="radio"/> Atkins
<input type="radio"/> Burnside
<input type="radio"/> Craigflower
<input type="radio"/> Harbour
<input type="radio"/> Helmcken
<input type="radio"/> Hospital
<input type="radio"/> Thetis
<input type="radio"/> Wilfert
<input type="radio"/> None of the above, resident of another community in the Capital Regional District
<input type="radio"/> None of the above, live in a community outside of the Capital Regional District

52. Please indicate your age group:

Select one answer only
<input type="radio"/> 14 years and younger
<input type="radio"/> 15 to 19 years
<input type="radio"/> 20 to 24 years
<input type="radio"/> 25 to 29 years
<input type="radio"/> 30 to 34 years
<input type="radio"/> 35 to 39 years
<input type="radio"/> 40 to 44 years
<input type="radio"/> 45 to 49 years
<input type="radio"/> 50 to 54 years
<input type="radio"/> 55 to 59 years
<input type="radio"/> 60 to 64 years
<input type="radio"/> 65 to 69 years
<input type="radio"/> 70 to 74 years
<input type="radio"/> 75 to 79 years
<input type="radio"/> 80 to 84 years

<input type="radio"/> 85 to 89 years
<input type="radio"/> 90 to 94 years
<input type="radio"/> 95 to 99 years
<input type="radio"/> 100 years and over

53. What type of housing do you live in?

Select one answer only
<input type="radio"/> Single detached house
<input type="radio"/> Duplex
<input type="radio"/> Townhouse/Rowhouse
<input type="radio"/> Apartment/Condo (fewer than 5 storeys)
<input type="radio"/> Apartment/Condo (more than 5 storeys)
<input type="radio"/> Secondary suite in a house
<input type="radio"/> Housing co-op
<input type="radio"/> Other (please specify)
<input type="text"/>

54. If you live in View Royal, does your household own or rent your home?

Select one answer only
<input type="radio"/> Own
<input type="radio"/> Rent
<input type="radio"/> I don't live in View Royal
<input type="radio"/> Other (please specify)
<input type="text"/>

55. Please indicate if you self-identify with any of the groups below. Please select all that apply:

Select all that apply
<input type="checkbox"/> I am Indigenous, First Nations, Métis or Inuk (Inuit)
<input type="checkbox"/> I identify as a visible minority or marginalized group
<input type="checkbox"/> I identify as a multi/bi-racial person

<input type="checkbox"/> I identify as 2LSGBTQ+
<input type="checkbox"/> I or someone in my household has a disability
<input type="checkbox"/> I or someone in my household was born outside of Canada
<input type="checkbox"/> I am new to Canada (moved to Canada within the last five years)
<input type="checkbox"/> I am new to View Royal (moved to View Royal in the last five years)
<input type="checkbox"/> English is not my first language
<input type="checkbox"/> I am a caregiver for children (includes parents, grand parent, foster parent, etc.)
<input type="checkbox"/> I am a caregiver for an aging parent or family member
<input type="checkbox"/> I identify as belonging to an equity-deserving group (equity-deserving communities are groups who face unequal access to opportunities, resources, funding, and support or who experience systemic discrimination and oppression)
<input type="checkbox"/> None of the above
<input type="checkbox"/> Other (please specify)
<div></div>

56. How did you find out about this public engagement process?

Select all that apply
<input type="checkbox"/> Town of View Royal website (viewroyal.ca)
<input type="checkbox"/> Social media (Facebook, Instagram, Bluesky)
<input type="checkbox"/> Council/Staff
<input type="checkbox"/> Local newspaper
<input type="checkbox"/> Town newsletter
<input type="checkbox"/> Word of mouth from a friend, family member, or colleague
<input type="checkbox"/> Other (please specify)
<div></div>

57. Have you participated in any previous engagement activities for View Royal 2050? Please check all that apply.

Select all that apply
<input type="checkbox"/> Vision and Guiding Principals Survey (January 24 to February 18)
<input type="checkbox"/> Community Growth Survey (March 7 to April 4)
<input type="checkbox"/> Business Mixer Workshop (March 6)

<input type="checkbox"/> In-person Land Use and Housing Workshop (March 8)
<input type="checkbox"/> One or more virtual Land Use and Housing Workshop (March 13)
<input type="checkbox"/> One or more in-person open house (March 8 or 12)
<input type="checkbox"/> Interacted with staff during a pop-up / out in the community
<input type="checkbox"/> Wrote a letter to staff or Council
<input type="checkbox"/> Attended an OCP Advisory Committee Meeting
<input type="checkbox"/> Asked a question on the project website (Engage View Royal: View Royal 2050)

Thank you!

Thank you for completing the Vision and Land Use Survey! If you have additional questions, please contact the project team at ocp@viewroyal.ca.

Prize Draw Entry

The Town is offering a grand prize for those who complete a Survey as part of the OCP Review and Update. Collection of your personal information will be required and will be completed under Section 26(D & E) of *Freedom of Information and Protection of Privacy Act (FOIPPA)*. Information collected will be used solely for awarding a prize(s) to participants. A prize (s) of \$15 will be awarded to a local business in View Royal. Collection of the prize must be in-person at View Royal Town Hall: 45 View Royal Avenue, Victoria BC, V9B 1A6.

To complete your entry, please fill in your information below. If you are 18 years or younger, please have a parent or guardian provide their information.

58. Name:

59. Phone Number:

60. Email Address:

On March 18, 2025 I sent a letter to council regarding the OCP project. Among the issues I identified in that letter were the lack of an OCP capacity assessment and the uninformed nature of the public consultations.

Yesterday, May 5, a memorandum from Urban Systems regarding the OCP Review and Update – Housing Capacity Analysis and Land Use Scenarios was added to the agenda for the OCP Advisory Committee meeting of May 5.

The Urban Systems memorandum is a report that details a partial evaluation of capacity for development in the current OCP. The report identifies that the current OCP has sufficient capacity for development for at least 29 years, the span from 2021 to 2050. This timeline goes significantly beyond the provincially mandated 20-year capacity horizon.

It is unfortunate that this assessment was not conducted earlier, it could have prevented the wasted public engagement that I detailed in my March 18 letter. Given this new information, it is now clear that, not only were the public poorly informed prior to consultation but the authors of the consultation material were also uninformed.

The community growth consultations had a clear focus on increasing the areas of Neighbourhood Centres and Community Corridors as well as increasing the allowable height. Now, given the capacity study, there is clearly no need for increasing those areas to add more capacity. However, the What We Heard Report in the May 5 committee agenda provides a very favourable set of responses to open ended questions about “expanding” density areas. To call the results absurd is an understatement; they are predictable responses to questions with no context and no explanation of what “expand” means.

The following examples are provided to demonstrate the low reliability of the outcomes when consultation is designed and conducted without adequate knowledge. This is from the 2025 Community Growth Survey, What We Heard Report:

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.

The survey certainly solicited responses that are very favourable to expanding the Neighbourhood Centres. The problem is that in 2022 View Royal already demonstrated that there is little chance of successfully expanding these areas. Why has this project regressed to the point where lessons learned two years ago are now forgotten?

The expanded Hospital Neighbourhood Centre as shown two years ago. The proposed expansion takes in Galloping Goose and Trans Canada Highway and Hospital lands. None of that will be developed. The 2025 survey made no mention that this entire blob falls within the newly legislated Transit Oriented Area where 10 and six story buildings must be allowed by law.



Land Use & Urban Design

OCP Community Growth Framework:

Hospital Neighbourhood Centre and Transition Area



Council Meeting – February 7, 2023

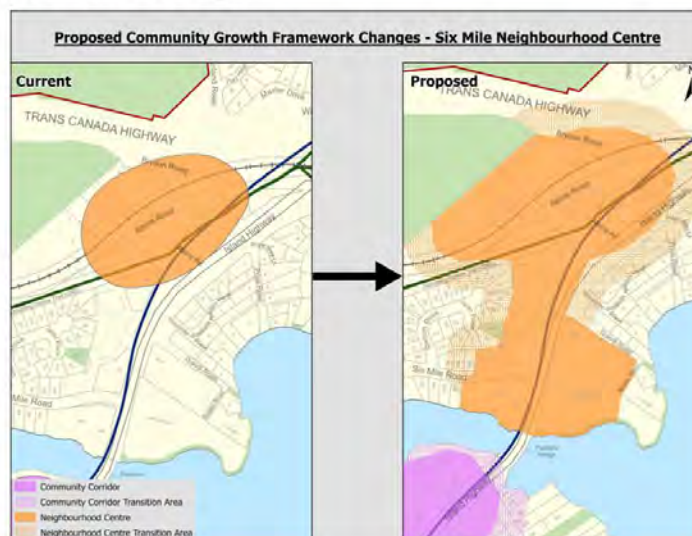
The expansion of the Six Mile blob does include some private land that could be developed on the north side of the E&N. It also covers an area of recently developed residential lots as well as a large part of the Trans Canada Highway and the CRD Water Services land.



Land Use & Urban Design

OCP Community Growth Framework:

Six Mile Neighbourhood Centre and Transition Area



Council Meeting – February 7, 2023

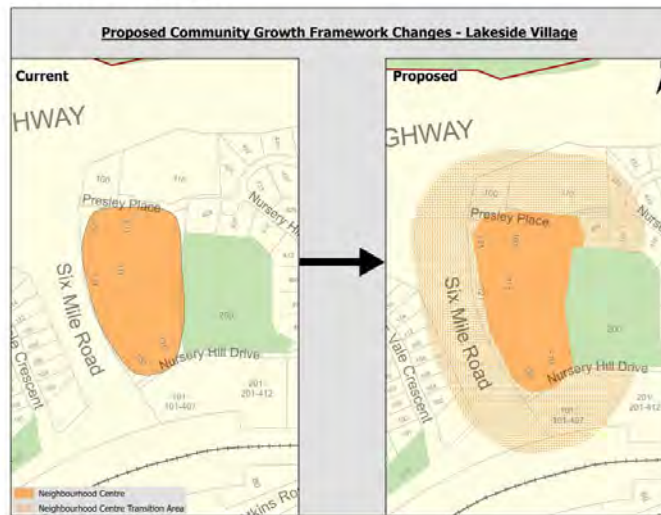
The Lakeside Village Neighbourhood Centre from 2011 has all been recently built out. This area has nowhere to expand, but the blob was redrawn to include the Six Mile Road right-of-way and the back yards of the recently built homes across the road.



Land Use & Urban Design

OCP Community Growth Framework:

Lakeside Village Neighbourhood Centre



Council Meeting – February 7, 2023

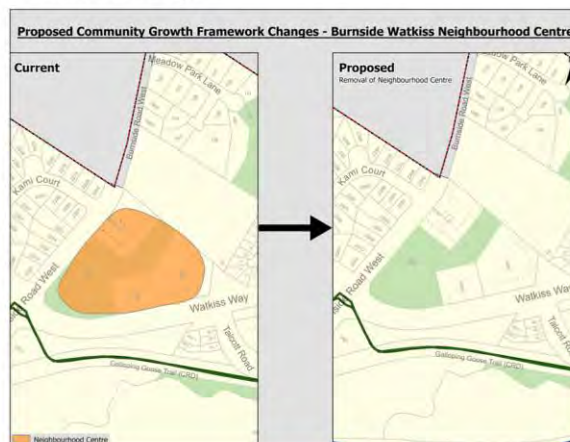
Finally, we come to Burnside Neighbourhood Centre. In 2025 the public is still being asked if this blob should be expanded or if the buildings should be taller. Two years ago, the proposed OCP change was to remove this from the list of near future development because it is already recently completely built out. This was known in 2022 but now in 2025 the town has forgotten their own work and, once again, tried to solicit public support for further densification in this built out area.



Land Use & Urban Design

OCP Community Growth Framework:

Burnside Watkiss Neighbourhood Centre



Council Meeting – February 7, 2023

Many other examples could be shown but I am not sure that anyone is paying any attention to these issues. My question to the council is: How can you proceed with a project that is so determined to repeat the actions that caused the failure of the last OCP update?

1. Is the current mandatory zoning adequate for the Town you want to see in 20 years?
2. Does the Committee recommend that we also include a Corridor densification plan with the mandatory rezoning?
3. If we recommend a further densification on the Corridors are there services required for the density such as commercial space?
4. The Town Centre has been designated in that area now used as the Fort Victoria RV Park. As discussed, despite this designation for 14 years the site has no plans for sale or redevelopment, nor does it intend to for the foreseeable future. Does the committee recommend that we continue with this plan for a Town Centre?
5. The Town has approved a significant amount of market rental. Are there other types of housing such as Co/Op housing that the Committee recommends to Council?
6. Does the committee recommend to Council that hospital TOA be considered as the Town Centre as there may be interest and complimentary services and transportation infrastructure to support it? (Here is a link to the centre of the site that is currently on the market. <https://breakwaterrealty.ca/portfolio/2-hospital-way/>)
7. Council was presented two options in the staff report. I have included third option given Council's feedback which option does the Committee recommend:

Option 1: Balanced Growth Across Centres and Corridors

- Distribute growth between Transit-Oriented Areas (TOAs), neighbourhood nodes, and arterial corridors.
- Supports housing diversity and economic activity while balancing infrastructure demands.
- Retains community character with managed, incremental intensification.

Option 2: Market-Responsive and Employment Land Strategy

- Focus growth where the market can support it and preserve key employment lands.
- Emphasizes financial feasibility and phased development.
- Protects commercial/industrial areas to maintain tax base and local jobs.

Option 3: Legislative Compliance + Western Gateway Focus

- Prioritize implementation of SSMUH and TOA legislation.
- Direct major growth to the Western Gateway as a new mixed-use urban corridor.
- Supports higher-density housing, economic development, and strategic infrastructure investment.