



**TOWN OF VIEW ROYAL
OFFICIAL COMMUNITY PLAN REVIEW
ADVISORY COMMITTEE MEETING
MONDAY, MARCH 30, 2026 @ 6:30 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 November 3, 2025, Pg.2-4
(motion to adopt)
- 4. CHAIR'S REPORT**
- 5. PETITIONS & DELEGATIONS**
- 6. BUSINESS ARISING FROM PREVIOUS MINUTES**
- 7. REPORTS**
 - 7.1 STAFF REPORTS**
 - a) Presentation of Staff Report from the Senior Planner Pg.5-321
 - i) Official Community Plan Summary Report
 - ii) First Draft Official Community Plan (March 2026)
 - iii) Western Gateway Special Council Meeting Facilitator Summary
- 8. CORRESPONDENCE**
- 9. NEW BUSINESS**
- 10. TERMINATION**



TOWN OF VIEW ROYAL

MINUTES OF THE
OFFICIAL COMMUNITY PLAN REVIEW ADVISORY COMMITTEE MEETING
HELD ON MONDAY, NOVEMBER 3, 2025
VIEW ROYAL MUNICIPAL OFFICE – COUNCIL CHAMBERS

PRESENT: Mayor Tobias, Chair
Councillor Lemon
K. Abraham
T. Allan
D. Churchill
C. Harris
M. Lloyd
B. Spencer
K. Peatt

REGRETS: N. Holtum
E. Willis

PRESENT ALSO: L. Taylor, Director of Development Services
L. Curtis, Community Planner/ Recording Secretary

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: K. Abraham
SECONDED: M. Lloyd

THAT the agenda be approved as presented.

CARRIED

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

MOVED BY: K. Abraham
SECONDED: G. Lemon

THAT the minutes be amended to fix the numeration of agenda items and to reflect that K. Abraham was present;

AND THAT the agenda be approved as amended.

CARRIED

4. **CHAIR'S REPORT**

The Chair introduced two new members of the Committee, D. Churchill and B. Spencer.

5. **PETITION & DELEGATIONS**

a) **Community Living BC South Island Council, Re: Promoting Inclusive Housing in View Royal**

Community Living BC South Island gave a presentation to the Committee.

The Committee discussed how inclusive, accessible and adaptable housing options could be provided within View Royal; and how policies within the Official Community Plan and the Town's Housing Strategy could be used to help support the inclusion of accessible and adaptable units in new developments.

6. BUSINESS ARISING FROM PREVIOUS MINUTES

7. REPORTS

7.1 STAFF REPORTS

8. CORRESPONDENCE

- a) Email dated October 31, 2025, from Councillor D. Brown

9. NEW BUSINESS

- a) Council Resolution from the Oct 7th, 2025, Council meeting

MOVED BY: B. Spencer

SECONDED: K. Peatt

THAT the motion from the October 7, 2025 Council meeting regarding the Erskine Lane development amenity list be received for information.

CARRIED

- b) Official Community Plan Objectives and Policies Survey Review

MOVED BY: K. Peatt

SECONDED: C. Harris

THAT the Committee recommend the following feedback to Council for inclusion in the Official Community Plan Objectives and Policies Survey:

- look for ways to shorten the survey,
- summarize the policies vs. providing the exact wording,
- provide links to terms and/or reframe buzzwords to make it easily understandable,
- remove jargon within the survey,
- take a modular approach to the survey,
- increase the prize of the survey, and for
- staff to consider community wellness and design as a policy category.

CARRIED

- c) Committee discussion on a municipal medical clinic in View Royal

The Committee discussed several different models for municipal run medical clinics including those being implemented by the City of Colwood, Township of Esquimalt and the City of Langford. Committee members supported the idea of establishing a medical clinic in View Royal so long as the clinic was economically viable and could meet the needs of the community. The Mayor indicated that he would bring back the topic in the future to discuss lessons learned from other municipalities.

d) Official Community Plan Review and Update – Next Steps

The Director of Development Services informed the Committee that staff will be launching the next round of engagement in November. The Objectives and Policy Survey will run parallel to the in-person engagement opportunities. The next Committee meeting will be in 2026.

10. TERMINATION

MOVED BY: M. Lloyd
SECONDED: B. Spencer

THAT this meeting now terminate
Time: 9:07 p.m.

CARRIED

CHAIR

RECORDING SECRETARY



TOWN OF VIEW ROYAL Official Community Plan Review Advisory Committee

TO: Official Community Plan Review Advisory Committee **DATE:** March 6, 2026

FROM: Stirling Scory, RPP, MCIP
Senior Planner

MEETING DATE: March 30, 2026

**OFFICIAL COMMUNITY PLAN REVIEW AND UPDATE: FIRST DRAFT OFFICIAL
COMMUNITY PLAN REVIEW**

RECOMMENDATION:

THAT the Committee recommend amendments to Council, if any, to the first draft of the Official Community Plan;

ALTERNATIVE OPTION:

THAT the Official Community Plan Review Advisory Committee recommend to Council that the first draft Official Community Plan be prepared for first reading.

Should the Committee consider this option, the Committee would not provide recommended changes to the draft document. However, staff is still seeking public feedback through the *Draft Official Community Plan Survey*, which launched on March 20, and will remain open until April 15, 2026. Feedback provided through the survey would be implemented by the project team into the final draft.

In addition to the survey, the project team will review the draft to implement quality control edits, including any grammatical and stylistic changes, and refinements to ensure accuracy with other municipal documents. Once completed, the project team would prepare a final draft of the Official Community Plan (OCP), which would be presented to the Committee of the Whole for review prior to first reading of the bylaw.

PURPOSE:

The purpose of this report is to introduce the first draft of the Official Community Plan (OCP) to the Official Community Plan Review Advisory Committee for review and feedback, prior to first reading of the bylaw. A finalized bylaw will be prepared for consideration of first reading in the spring.

BACKGROUND:

The staff recommendation presented allows the Official Community Plan Review Advisory Committee to have the opportunity to provide amendments to the first draft of the Official Community Plan. Amendments must come in the form of a motion(s).

In addition to the review by the OCP Review Advisory Committee, Council will be able to provide feedback on the draft OCP on March 31, 2026. Members of the public may provide feedback through the *Draft Official Community Plan Survey* which is open until April 15, 2026. Feedback provided through the survey would be implemented by the project team into the final draft. The project team may also consider quality control edits, including grammatical and stylistic changes, and content to ensure that there is consistency with other municipal documents.

The OCP review and update has been in progress since October 2024. Since that time, the project team has completed five rounds of public engagement and is currently in the process of completing its sixth and final round of engagement. This final round of engagement focuses on the draft OCP and allows Council, the Advisory Committee, First Nations, stakeholders, and the public to review a complete draft document for the first time since beginning the review in January 2025.

Feedback collected through the Advisory Committee and Council meetings, First Nations and stakeholder engagement, and the *Draft Official Community Plan Survey* will be considered and incorporated into the Plan prior to consideration of first reading of the bylaw, tentatively scheduled for this spring. The project team will prepare a summary document of what was heard in the final round of engagement and present the findings in the spring, along with the final draft of the OCP.

ANALYSIS:

The project team has prepared an *OCP Summary Report* (see Attachment 1) that provides an overview of the OCP review and update process and the major changes that have been incorporated into the *First Draft Official Community Plan* (see Attachment 2).

In addition, a copy of the *Western Gateway Special Council Meeting Facilitator Summary* (see Attachment 3) is available for review. This document is a summary of the discussions and feedback provided by Council at their Special Council meeting held on February 24, 2026.

Staff welcome feedback from the OCP Review Advisory Committee as part of this final round of engagement on the OCP.

Impacts and implications can be summarized as follows:

Community Impact: The *First Draft Official Community Plan Review Survey* is open between March 20 and April 15, 2026. Participants may

review and provide feedback on the first draft OCP, prior to consideration of adoption of the bylaw.

Financial Implication: This engagement is covered in the existing budget of the OCP review and update.

Inter-governmental Relations Impact: The first draft of the Plan will be referred to external agencies, including the Songhees and Xwsepsum Nations for early review, prior to the formal referral and bylaw adoption process.

ALIGNMENT:

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

*Sustainable Development
Goal 1: Managed Growth
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.*

Strategic Plan: *Goal 3: Access a broad range of housing options to meet the needs of various ages, family types and incomes.*

*Community Engagement and Good Governance
Goal 1: Strong and active citizen participation in community engagement in Town of View Royal meetings, open houses, surveys, budget development.*

Official Community Plan: *2011 Official Community Plan: Community Vision
Goal 2: Create an inclusive community that provides housing, transportation and healthy living options, and services and facilities for families and individuals of diverse backgrounds, culture, ages and economic means.*

Goal 9: Ensure that all citizens of View Royal have opportunities to be informed and meaningfully involved in planning and decision-making processes.

Other Policy Documents: N/A

PUBLIC PARTICIPATION GOAL:

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

- Inform
 Consult
 Involve
 Collaborate
 Empower
 N/A

TIME CRITICAL:

The first draft OCP represents months of work and contributions from this Committee, Committee of the Whole, Council, the public, and project team. Review of the first draft of the Plan will ensure we ‘got it right’ and refine and enhance those areas of the document that still need some fine tuning.

The project team encourages the Committee to share the survey and spread the word on this engagement opportunity.

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. Official Community Plan Summary Report
2. First Draft Official Community Plan (March 2026)
3. Western Gateway Special Council Meeting Facilitator Summary

Attachment 1



View Royal 2050

Draft Official Community Plan

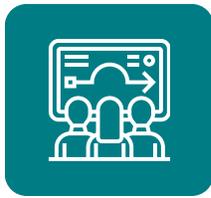
In 2025, the Town of View Royal initiated View Royal 2050, a process to develop a new Official Community Plan (OCP). The plan will guide and manage View Royal's growth over the next 20 years in a way that reflects the community's aspirations and values.

Through five engagement touchpoints, we heard from community members about what matters most for the Town's long-term direction. Residents shared their thoughts on future growth, housing needs, transportation, parks and green spaces, climate action, economic opportunities, and the environment. What we heard from the community has been used to inform the draft OCP.

How we got here: View Royal 2050 Process

The process to update the OCP is structured in three phases to support a comprehensive process that balances technical analysis with community feedback to shape a vision and policies that reflect the needs and aspirations of View Royal residents.

The project is nearing the end of Phase 2, which will conclude with the final OCP being brought forward to Council for consideration of adoption.



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

The draft OCP is the result of five rounds of engagement focused on different components of the Plan. Early engagement explored the community's vision and guiding principles, followed by input on growth, housing, and land use. Subsequent rounds invited feedback on draft vision statements and goals, future options for the Western Gateway Corridor, and draft policy directions.

Community members participated through online surveys, open houses, workshops, pop ups, and stakeholder meetings. Feedback from each phase was summarized in What We Heard reports and presented to Council and the OCP Advisory Committee to help refine the evolving draft. The draft OCP being presented to the community reflects this cumulative input and the policy direction shaped through each stage of engagement.

In the coming months, the process will move into the final stages, including a Public Hearing anticipated in late spring or early summer. Following the Public Hearing, the final OCP will be brought forward to Council for consideration of adoption this summer.

OCP QUICK FACTS

What is an OCP?

An OCP is a municipal bylaw that sets the long-term vision for the community. It guides growth, development, and public investment based on input from residents and stakeholders.

How is an OCP used?

Under the Local Government Act, municipalities must adopt an OCP and ensure that bylaws and municipal decisions align with it. The OCP helps guide Council decision-making about land use, transportation, housing, and community development.

What is the difference between an OCP & Zoning Bylaw?

The OCP sets the vision, objectives, and policies that guide how the community grows and changes. The Zoning Bylaw implements those policies by regulating land use, density, building height, and development standards.

View Royal 2050 Engagement Snapshot



Vision Statement & Goals

The draft OCP includes a new vision and 12 supporting goals that set a clear direction for the community’s future. The vision describes the kind of community View Royal aspires to be, while the goals outline broad priorities that guide policies, land use decisions, and long-term investments. The vision and goals were informed through community engagement and feedback on draft statements. Council considered this input and provided further direction reflected in the vision statement and goals being presented in the draft OCP.



VISION STATEMENT

View Royal is a thriving, welcoming, inclusive community where people live close to nature, services, and amenities that foster health and well-being.

GOALS



Mobility & Connectivity

Goal: Provide a variety of transportation options within a well-connected network to support mobilizing all ages and abilities.



Diverse & Affordable Housing

Goal: Provide diverse, attainable, and affordable housing types and tenures for all residents.



Growth Management & Community Character Preservation

Goal: Allow for thoughtful, fiscally responsible growth and development throughout the community that complements View Royal's existing character.



Natural Amenities

Goal: Preserve, protect, and expand the Town's natural assets and amenities.



Community Well-being

Goal: Enhance community well-being by providing safe, inclusive, and accessible spaces, while integrating arts and culture into everyday life.



Community Safety & Security

Goal: Foster a safe and secure community that is prepared for emergencies.



Climate Action & Resilience

Goal: Undertake climate adaptation and mitigation initiatives to support the community's resiliency.



Economic Development

Goal: Identify and incentivize opportunities for tourism and mixed-use and non-residential development to support local and regional economic priorities.



Reconciliation

Goal: Build strong relationships with the X^wsepsem and Songhees Nations to collaborate on key priorities and decision-making, and continue to advance the Town's reconciliation efforts.



Community Input and Governance

Goal: Ensure View Royal community members are meaningfully involved in the advancement of community goals and priorities.



Regional Partnerships

Goal: Continue to strengthen the Town's relationships with partners and stakeholders, including member municipalities, on regional matters.



Sustainable Service Delivery & Asset Management

Goal: Maintain and manage the full lifecycle costs of the Town's assets to ensure the long-term provision of sustainable service delivery to meet the needs of the community.



Policy Chapters

The draft OCP includes 10 policy chapters that provide high-level direction on key areas within the responsibilities of local government. These chapters address a range of topics, including land use, housing, transportation and mobility, community infrastructure and services, economic development, the natural environment, climate action and sustainability, parks, trails and recreation, community well-being and culture, and reconciliation.

The policy chapters were informed through community engagement, including feedback on draft objectives for each policy chapter and key new policy directions that will guide how View Royal grows and changes over the next 20 years.



LAND USE OBJECTIVES AND POLICIES

The Land Use chapter outlines how View Royal will develop over time and how land may be used. A number of land use designations are identified that apply to different areas of the community, each with their own set of guidance related to the overarching intent of the designation and permitted heights and densities. This section also includes general policies for growth and development that will be reviewed as part of the development approvals process.

[Review the full Land Use chapter here.](#)

Objectives

The Land Use chapter includes seven objectives that aim to:

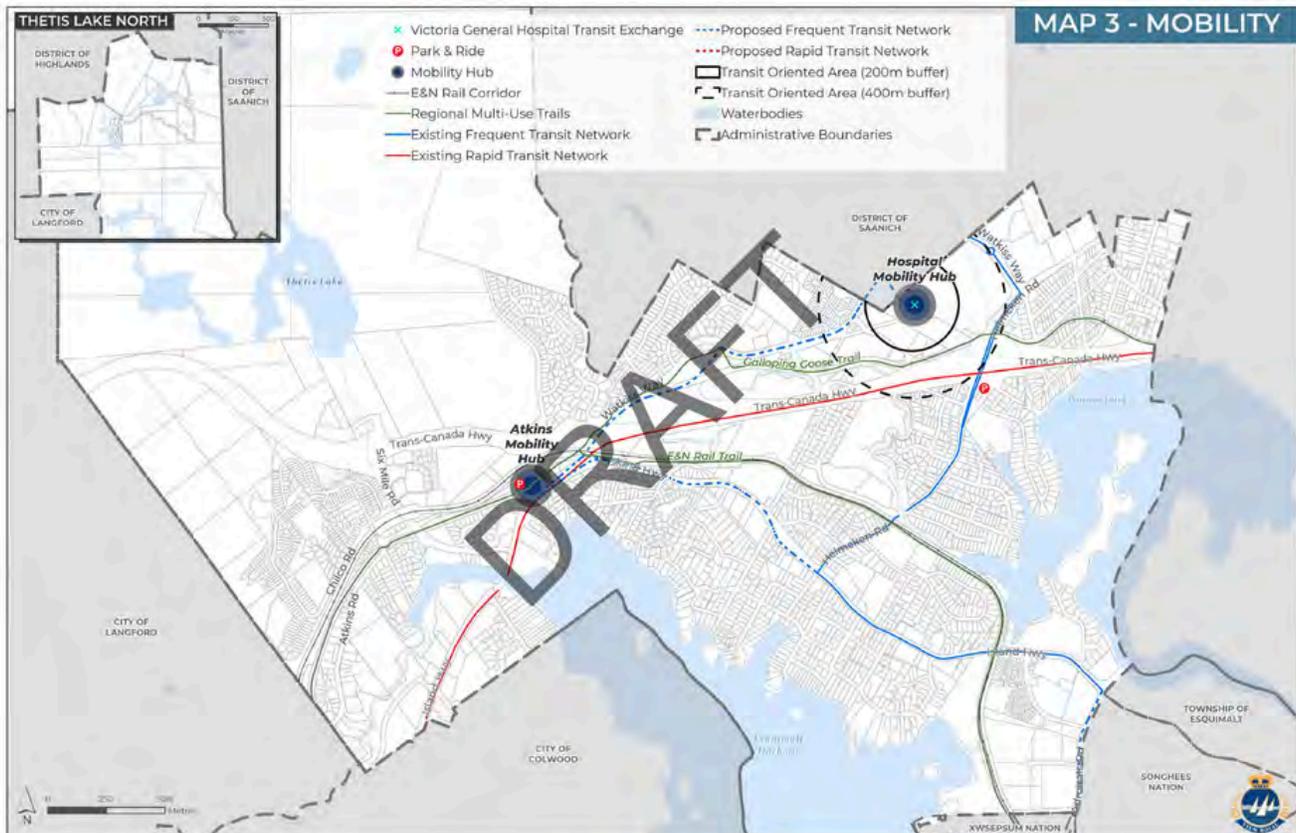
- Create a more complete and sustainable community by directing growth to corridors and mobility hubs
- Encourage the development of new compact housing in areas that are close to amenities, services, and transit
- Support high-quality development that will improve overall community building design, safety, and establish public spaces
- Continue to improve connections between neighbourhoods and mobility hubs
- Manage development to protect the natural environment, parks, trails, shoreline, and waterbodies
- Establish a functional interconnected green space trail network in the Western Gateway Corridor
- Design more space for public and private uses

Policies

The Land Use chapter includes 16 subsections that guide land use, growth, and development in the town. The project team has identified several key “big moves” where additional feedback is being sought.

Big Move: Mobility Hubs Policies

The draft OCP proposes two new mobility hubs that connect multiple transportation options and support medium and higher density development. These are located at the Hospital Transit-Oriented Area and the Atkins park and ride near Island Highway and the Galloping Goose Trail.



Policy A: Establish the Atkins Park and Ride and the Hospital Transit-Oriented Area as View Royal’s mobility hubs that create conditions for the following:

1. Centralized access to a range of services and amenities;
2. Connections to and/or the provision of transportation services such as bus stops, sidewalks, bike lanes, trail connections, car share options, amongst others;
3. Encourage and support local economic development; and
4. Integrate and enhance public spaces that meet local community needs.

Policy B: Encourage transit supported uses and medium to high densities, including mixed use community-wide destination retail, small format retail, health services, community and social services, recreation facilities, education, and arts and cultural spaces.

Policy C: Promote walkability and a strong public realm by:

1. Providing convenient links to transit, cycling routes, and local and regional multi-use trails;
2. Including bike parking, passenger loading, accessible parking, and access to shared mobility options; and
3. Integrating public spaces and amenities into site design such as landscaping features, wide sidewalks, public art, and seating elements.

Big Move: Redevelopment Policy

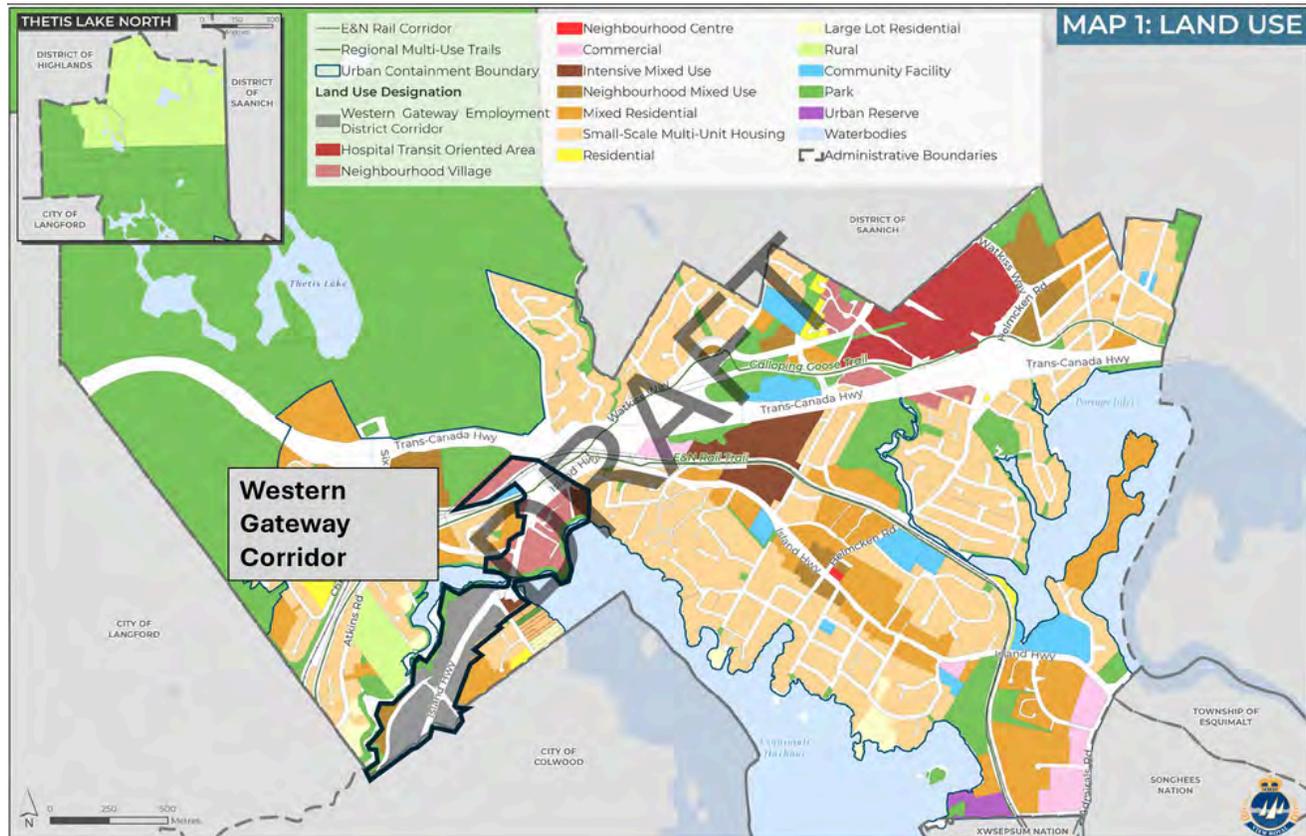
The draft OCP includes a range of policies to guide the redevelopment of land, including criteria, development considerations, and potential incentives.

Policy H: Notwithstanding the permitted height within the Land Use Designations, consideration for increased building heights for rezoning and amendments to the Official Community Plan where proposed developments achieve one or more of the following may be considered:

- Advance overall plan objectives;
- Are on sites with substantial grade differences;
- Meet specified density bonus zoning provisions;
- Achieve retention of high value trees or natural features and increased on-site open space;
- Demonstrate site design and architectural excellence; or
- Provide a significant public benefit including securing non-market or supportive housing and/or parks or community facilities.

Big Move: Western Gateway Employment District Corridor Policies

The draft OCP introduces a new land use designation, the Western Gateway Employment District Corridor, intended to support a long-term employment hub. It allows a mix of uses, including technology, tourism, retail and services, and light industrial activities. The image below shows the Western Gateway Corridor area outlined in black.



Policy A: Collaborate with the City of Colwood to establish the Western Gateway Employment District Corridor as a regional employment hub, prioritizing economic development and attracting business development.

Policy B: Encourage redevelopment of lands designated as Western Gateway Employment District Corridor to promote medium-density mixed-use development, with an emphasis on commercial, light industrial, arts and culture, and hospitality uses and high-quality urban design. Development in the Western Gateway Employment District Corridor should aim to achieve:

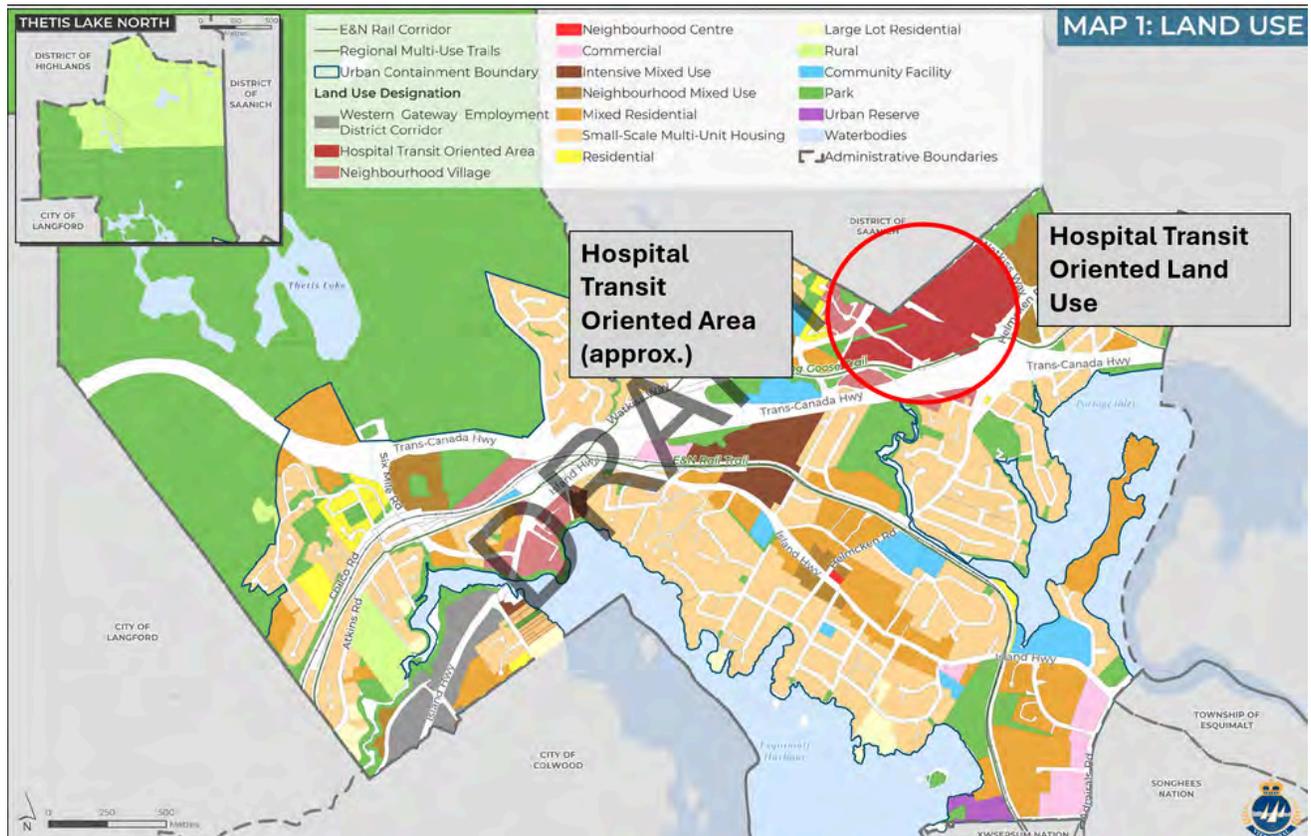
1. A mix of employment uses including office, retail, hotel, research labs, community/civic use, and light industrial (e.g. light manufacturing and processing of goods, distribution).
2. Strong public realm design and a pedestrian-friendly streetscape that is designed to attract visitors to the area through orienting buildings towards the street, using landscaping features such as plantings and seating to

- welcome in users to the space, providing sidewalk and trail connections to transportation options, Millstream Creek, the waterfront, and other key businesses in the corridor, and supporting the nearby Atkins Mobility Hub.
- 3. Compatibility with nearby residential development through thoughtful design and landscape buffers, where appropriate.
- 4. Long-term protection of Millstream Creek and shoreline by dedicating park land for green space and/or recreational trails whenever possible.
- 5. Enhanced economic development opportunities for the Town, particularly local businesses and investments in emerging industries.

Policy C: Enable the provision and viability of industrial development through establishing conditions that allow for flexibility in the design and configuration of buildings with industrial uses, such as exploring opportunities to support stacked development and buildings with high ceiling heights on the first two storeys, amongst others.

Big Move: Hospital Transit-Oriented Area Policies

The draft OCP includes new policies for the Hospital Transit-Oriented Area, building on the land use designation adopted in December 2025 to be compliant with new provincial housing legislation. These policies support the area’s development as a mixed use hub with medical services, commercial uses, housing, and amenities.



Policy A: Encourage redevelopment of lands designated as Hospital Transit-Oriented Area.

Policy B: Prioritize high-density, mixed use development in the Hospital Transit-Oriented Area that aims to provide, or create conditions for, the following:

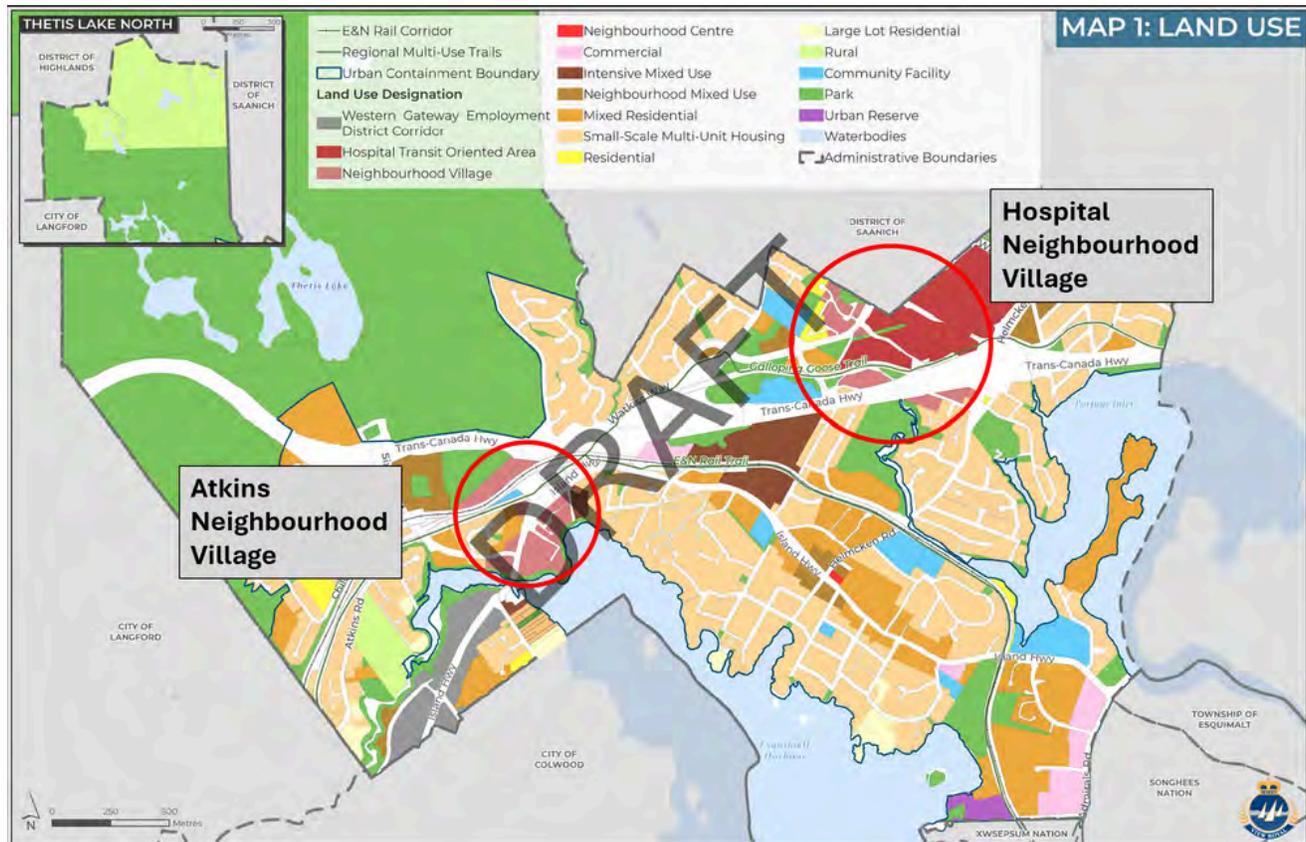
1. New residential dwellings, medical-related office spaces, tourist accommodations, and retail uses that benefit from and support the Victoria General Hospital.
2. Diverse employment and commercial services that strengthen the local economy and support or complement existing local businesses and services.
3. Rapid and frequent transit service routes.
4. Ground floor commercial space.
5. Underground or sub-surface parking facilities that promote a safe and enjoyable pedestrian environment.
6. Improved access and traffic circulation within the area.
7. Construction of, or partnership with the Town to provide, active transportation infrastructure to connect new development to the Hospital bus terminal, Galloping Goose Regional Trail, Trans-Canada Highway, the Eagle Creek development west of Victoria General Hospital, and the established residential area southeast of Helmcken Road.

Policy C: Promote increased housing options to diversify housing stock, including opportunities for supportive housing or affordable housing developments.



Big Move: Neighbourhood Village Policies

The draft OCP includes new policies for the Neighbourhood Village, building on the land use designation adopted in December 2025 to be compliant with new provincial housing legislation. These policies support mixed-use buildings, such as multi-unit housing and community serving commercial and civic uses such as schools, offices, restaurants, grocery stores, and community spaces.



Policy A: Encourage redevelopment of lands within the Neighbourhood Village designation to support a variety of uses, including multi-unit mid-rise residential buildings, and commercial and civic uses that support the broader area.

Policy B: Support commercial and civic uses such as schools, offices, restaurants, retail, grocery store, and community spaces.

Policy D: Create strong and safe linkages to the surrounding neighbourhoods, parks, and trails at the following locations:

- The Neighbourhood Village designated area surrounding the Atkins Mobility Hub linking the Western Gateway Employment District Corridor and Price Bay.
- The Neighbourhood Village designation within the Hospital Transit-Oriented Area providing access to Craigflower Creek, the Galloping Goose Regional Trail, View Royal Park, and other existing parks.



HOUSING OBJECTIVES AND POLICIES

Housing in View Royal is increasingly affected by rising costs, demographic changes, and limited land for new development, creating a need for more diverse and attainable housing options. The Town's housing needs report estimates that up to 4,189 additional homes may be needed by 2050 to meet current and future demand, much of which will be delivered through redevelopment and infill within existing neighbourhoods.

[Review the full Housing chapter here.](#)

Objectives

The Housing chapter includes a series of five objectives that aim to:

- Support a wider range and supply of housing options across the community.
- Encourage housing that allows residents to age in place and supports accessibility.
- Protect and maintain long term rental housing.
- Provide housing options that meet the needs of residents at different life stages, abilities, and incomes.
- Work with partners to support affordable and non-market housing.

Policies

The Housing chapter includes policies that support suitable, attainable, and affordable housing forms for all View Royal residents. The project team has identified several key “big moves” where additional feedback is being sought.

Big Move: General Housing Policy

Policy B: Prioritize the review of development applications that meet one or more of the following criteria for approval by Council or Staff for permit issuance:

1. Below-market housing development;
2. Purpose-built rental housing;
3. Supportive housing;
4. Age-friendly housing;
5. Provide significant public benefit, including parks, and/or community facilities;
6. Housing led by non-profit organizations; or
7. Advance the overall OCP objectives.

Big Move: Housing Supply Policies

Policy A: Continue to consider opportunities to facilitate an increase in housing supply by expediting development approval and permitting processes through the delegation of authority from Council to Staff, where appropriate, such as the authority to issue development permits and minor development variance permits, as specified in the Local Government Act.

Policy E: Consider identifying sites with a high likelihood of redevelopment for potential pre-zoning for multi-unit residential in the next Zoning Bylaw to support the Town's goal of increasing and diversifying the community's housing supply.

Policy G: Consider exempting residential developments, where two units or less are proposed, from form and character development permit requirements, including: duplex and garden suites.

Big Move: Family Housing Policy

Policy A: Support family-oriented housing by requiring new multi-unit residential developments of four or greater storeys, with the exception of seniors housing, supportive housing, and affordable rental housing projects, to allocate a proportion of units as follows:

1. a minimum of 30% of units with two bedrooms or more; and
2. a minimum of 10% of units with three bedrooms or more

Big Move: Accessibility in Housing Policy

Policy B: Aim to achieve 10% of units in all new multi-unit housing developments of four or more storeys to be dedicated as accessible adaptable units, particularly in below-market developments, and at least be designed and constructed in accordance with the BC Building Code, or an equivalent standard. These units should be provided on the ground floor or first storey whenever possible.





TRANSPORTATION AND MOBILITY

View Royal's central location connects it to the region through major roads, transit routes, and regional trails. The OCP aims to improve mobility by supporting walking, cycling, transit, and development along key corridors and mobility hubs.

[Review the full Transportation and Mobility chapter here.](#)

Objectives

The Transportation and Mobility chapter includes a series of six objectives that aim to:

- Improve walking, cycling, and transit networks as part of a connected multi modal transportation system.
- Strengthen transportation connections to regional destinations such as parks, trails, schools, employment areas, and hospitals.
- Support a transportation system that is safe, accessible, and efficient for people of all ages and abilities.
- Prioritize the mobility needs of View Royal residents while managing the impacts of regional traffic.
- Encourage affordable and convenient transportation options, with greater emphasis on walking, cycling, and transit.
- Reduce greenhouse gas emissions by supporting active transportation and transit.



Policies

The Transportation and Mobility chapter includes policies that aim to enhance mobility options for getting around View Royal and travel through the community by employing strategies that encourage alternate transportation behaviours and choices. The project team has identified several key “big moves” where additional feedback is being sought.

Big Move: General Policy

Policy A: To support safe and efficient multi-modal systems for the movement of people throughout View Royal, in accordance with the priorities and strategies established in the Transportation Master Plan and Active Transportation Network Plan, priority of transportation infrastructure investments should be based on the following modal hierarchy:

- 1.Foundation Access - Pedestrians, people using mobility aids, and emergency personnel and equipment
- 2.High-Capacity, Low-Impact Mobility - Transit
- 3.Active and Low-Speed Mobility - Cycling and micro-mobility devices
- 4.Efficient Share Use - Shared vehicles
- 5.Economic Backbone - Commercial vehicles
- 6.Low Priority - Private vehicles

Big Move: Parking and Transportation Demand Management Policy

Policy C: Support reduced off-street vehicle parking supply where additional sustainable transportation infrastructure and services are provided and accessible parking supply is not impacted.



COMMUNITY INFRASTRUCTURE AND SERVICES

Community infrastructure such as water, sewer, drainage, and waste services are essential systems that support daily life in View Royal. The OCP aims to ensure these services are planned and maintained in a fiscally responsible and environmentally sustainable way as the community grows.

[Review the full Community Infrastructure and Services chapter here.](#)

Objectives

The Community Infrastructure and Services chapter includes a series of six objectives that aim to:

- Guide infrastructure investments using asset management programs that maximize the value and lifespan of public assets.

- Plan infrastructure and service delivery in a fiscally responsible way that balances costs for current and future generations.
- Maintain a high level of service for essential infrastructure systems.
- Coordinate infrastructure upgrades and investments with community growth and land use planning.
- Protect the natural environment and human health when planning and delivering infrastructure services.
- Consider climate change impacts when designing, upgrading, and maintaining infrastructure.

Policies

The Community Infrastructure and Services chapter includes policies to ensure infrastructure and assets are planned, delivered, and maintained in an environmentally and fiscally responsible way. The project team has identified several key “big moves” where additional feedback is being sought.

Big Move: Infrastructure Standards Policy

Policy C: Consider the full life cycle of infrastructure services, including operations, maintenance and service levels, when designing new systems and upgrades.

Big Move: Infrastructure for a Healthy Environment Policies

Policy A: When considering infrastructure renewal priorities, considerations will be given to upgrades to infrastructure and services that will enhance the resiliency to the risks and impacts of climate change and disasters.

Policy B: Continue to explore opportunities to establish a natural asset inventory while supporting the protection, maintenance, and enhancement of existing natural assets and amenities.



ECONOMIC DEVELOPMENT

A strong and diverse local economy is vital to View Royal's long-term resilience. Supporting existing and new businesses will provide employment opportunities to residents and to those in the broader region. View Royal has a significant potential to become a regional economic hub, supported by the development of the Western Gateway Corridor, and Hospital Transit-Oriented Area, and corridors. The OCP aims to create conditions that support building on the Town's central regional location, its transportation connections, and opportunities for growth.

[Review the full Economic Development chapter here.](#)

Objectives

The Economic Development chapter includes a series of seven objectives that aim to:

- Encourage local investment and economic growth in key areas of the town.
- Support development that helps make View Royal a destination.
- Leverage View Royal's central location to attract new businesses and entrepreneurs.
- Support the evolving needs of local businesses, including traditional storefronts and flexible business models.
- Strengthen the relationship between economic activity, community well being, and access to services.
- Promote recreational tourism by building on the town's parks, trails, and regional connections.
- Foster partnerships with businesses, institutions, and governments to support long term economic development.

Policies

The Economic Development chapter includes policies that aim to support the future creation of an economic development vision for View Royal, in addition to supporting new and existing businesses. The project team has identified several key "big moves" where additional feedback is being sought.

Big Moves: Strengthening the Local Economy Policies

Policy D: Explore opportunities for expanding the health services industry throughout View Royal, but particularly in the area surrounding Victoria General Hospital, to create a medical services hub through provision of medical offices, pharmacies, research labs, and related services.

Policy J: Understand the economic and land use conditions necessary to support the viability of light industry and similar employment uses on lands designated as Western Gateway Employment District Corridor on Map 1 to identify what action the Town can take to facilitate these conditions, given the benefits that light industry will generate for the local economy, such as a diversified tax base and living wages for residents.

Policy N: Explore incentives to attract hotel development, including but not limited to, density bonusing, parking reductions, streamlined applications processes, and flexible zoning to allow for a variety of uses to support hotel development.



NATURAL ENVIRONMENT

View Royal contains a wide range of marine, freshwater, and forest ecosystems that support wildlife, recreation, and community well being. The OCP aims to protect these natural areas while reducing risks from natural hazards such as flooding, steep slopes, wildfires, and earthquakes.

Review the full description for each objective here.

Objectives

The Natural Environment chapter includes a series of five objectives that aim to:

- Balance community growth with the protection of View Royal's natural environment.
- Reduce risks to public safety from natural hazards such as flooding, landslides, wildfires, and earthquakes.
- Protect sensitive ecosystems, shorelines, and watercourses.
- Protect and enhance the town's urban forest and tree canopy.
- Work with Songhees and X^wsepsəm Nations to incorporate First Nations knowledge into environmental planning.

Policies

The Natural Environment chapter includes policies that aim to strengthen the long term resilience of the Town's natural environment and reduce community risk from natural hazards. The project team has identified several key "big moves" where additional feedback is being sought.

Big Moves: Environmental Protection and Restoration Policies

Policy B: Prioritize land acquisitions and/or dedications over section 219 covenants to conserve, protect, and restore natural areas for the future.

Policy D: Advocate for the management of natural assets, such as natural green space and watercourses, within the Town's boundaries that provide non-municipal services.

Policy L: Consider opportunities to reduce or ban the use of pesticides, herbicides, and other toxins like microplastics.

Big Moves: Urban Forest Policies

Policy D: Continue to build, enhance, and increase the Town's urban forest, to achieve a 30% canopy coverage target for the Town by 2045, in alignment with the Town's Urban Forest Strategy.

Policy G: Enhance the pedestrian transit service experience by prioritizing the installation of new boulevard trees and identify opportunities to protect existing trees within 400 m of a prescribed frequent transit stop, along highways, and arterial and collector roads in the town.

Big Moves: Natural Hazards Risk Mitigation and Emergency Response Practices Policies

Policy A: Continue to designate lands susceptible to natural hazards (wildfire, tsunamis, floods, steep slopes greater than 30%), such as those shown on Maps 13 and 14, as Development Permit Areas to protect the public and development from potential threats to safety.

Policy M: Support the identification and mapping of community assets and infrastructure that are susceptible to natural hazards, including municipally-owned buildings, roads, and bridges. Explore options to enhance the resilience of these assets and infrastructure to mitigate possible negative effects.



CLIMATE ACTION AND SUSTAINABILITY

Climate change is already affecting View Royal through impacts such as wildfire smoke, extreme heat, and rising sea levels. The OCP supports actions to reduce greenhouse gas emissions and build a more climate resilient community through decisions about land use, buildings, transportation, and infrastructure.

[Review the full Climate Action and Sustainability chapter here.](#)

Objectives

The Climate Action and Sustainability chapter includes a series of six objectives that aim to:

- Support efforts to achieve net zero greenhouse gas emissions by 2050.
- Integrate climate considerations into municipal decision making and planning.
- Prepare for climate impacts such as coastal flooding and sea level rise.
- Encourage low carbon development that reduces emissions from transportation and buildings.
- Protect community health and well being in the face of climate change.
- Work with regional partners, First Nations, and other governments on climate action and resilience.

Policies

The Climate Action and Sustainability chapter includes policies to guide View Royal's efforts in climate change adaptation, mitigation, awareness, and sustainability. The project team has identified several key "big moves" where additional feedback is being sought.

Big Moves: Reduction of Greenhouse Gas Emissions Policies

Policy A: Achieve or exceed the provincial targets for community-wide GHG emissions including a 45% reduction in emissions below 2007 levels by 2030 and a 100% reduction in emissions below 2007 levels by 2050.

Policy D: Explore the creation of a Corporate Energy and Emissions Strategy for the Town that identifies opportunities for reducing GHG emissions caused by Town operations, transport, facilities, and waste management.

Big Moves: Climate Adaptation Policies

Policy D: Prepare and maintain an Emergency Management Plan for the community to prepare for, prevent, mitigate, respond to, and recover from the effects of natural disasters, hazards, and climate change.

Policy G: Consider the development of a Comprehensive Sea Level Rise Adaptation Plan to guide the long-term resilience of View Royal through:

- Identifying assets, infrastructure, and populations vulnerable to sea level rise.
- Evaluating adaptation options across physical, ecological, and policy domains.
- Prioritizing actions based on risk, feasibility, and community values; and
- Establishing timelines and funding strategies for implementation.



PARKS, TRAILS AND RECREATION

Parks, trails, and recreation spaces play an important role in supporting active lifestyles, community well being, and access to nature in View Royal. The OCP will guide future parkland, trails, and recreation improvements as the community grows.

Review the full Parks, Trails and Recreation chapter [here](#).

Objectives

The Parks, Trails and Recreation chapter includes a series of five objectives that aim to:

- Support parks, trails, and recreation facilities that promote healthy and active lifestyles.
- Provide accessible parks and recreation amenities that meet the needs of residents of all ages and abilities.
- Protect the ecological functions of parks and natural areas.
- Strengthen partnerships with local and regional organizations to expand recreation opportunities.
- Maintain a sustainable level of parks and recreation services that meets community needs.

Policies

The Parks, Trails and Recreation chapter includes policies that aim to further implement the vision of the Parks Master Plan and guide future parkland, trails, and recreation priorities as the community grows. The project team has identified several key “big moves” where additional feedback is being sought.

Big Moves: Parkland Acquisition Policies

Policy B: Pursue the acquisition of parkland through dedication at the time of rezoning or subdivision. Considerations should include parkland size, location, access, topography, presence of any hazardous conditions, treed areas, native ecosystem integrity, and maintenance requirements to determine if the proposed parkland is appropriate for public use.

Policy C: Explore how to integrate urban park types into existing parks system to enhance streetscapes, such as pocket parks, road ends, and plazas, particularly in or near areas of high pedestrian activity. In reviewing development proposals for waterfront sites, encourage new public water and shoreline accesses, parks, and boat launches depending on current Flood Hazard Land Management Guidelines to consider a 2.0 global sea level rise (approximately 200 years) relative to the year 2000 sea level.



COMMUNITY WELL-BEING AND CULTURE

Community well being in View Royal is shaped by the social, cultural, and economic conditions that support residents' health, safety, and sense of belonging. The OCP aims to strengthen community well being by supporting inclusive spaces, cultural identity, heritage, accessibility, and opportunities for people of all ages to participate in community life.

[Review the full Community Well-Being and Culture chapter here.](#)

Objectives

The Community Well-Being and Culture chapter includes a series of seven objectives that aim to:

- Recognize and celebrate View Royal's heritage, culture, and identity, including those of the Songhees and X^wsepsəm Nations.
- Support arts, culture, and community activities through programs, spaces, and events.
- Foster a diverse, equitable, and inclusive community for residents of all ages and backgrounds.
- Strengthen community connections and a shared sense of belonging.
- Promote community safety, health, and well-being through partnerships and community support.
- Support youth and families and encourage opportunities for future community leaders.
- Encourage civic participation and community involvement in local decision making.

Policies

The Community Well-being and Culture chapter includes policies to support community health, cultural identity, inclusion, heritage, and opportunities for residents of all ages, helping create a safe and connected community. The project team has identified several key "big moves" where additional feedback is being sought.

Big Moves: Community Health and Safety Policy

Policy B: Explore opportunities to increase the number of medical clinics and other health care services in the Town to support community needs.

Big Moves: Food Security Policy

Policy B: Encourage the development of small-scale, healthy and affordable food retail options such as year-round and seasonal farmers markets, small to mid-size locally-owned grocery stores, mobile food vendors, bakeries, and restaurants.



RECONCILIATION

View Royal is committed to reconciliation through ongoing relationship building, collaboration, and learning with the X^wsepsəm and Songhees Nations. The OCP supports this commitment by encouraging planning and decision making that recognizes the enduring presence and stewardship of the lək^wəŋən Peoples.

[Review the full Reconciliation chapter here.](#)

Objectives

The Reconciliation chapter includes a series of two objectives that aim to:

- Strengthen government-to-government relationships with the X^wsepsəm and Songhees Nations.
- Integrate reconciliation into community planning and decision making.
- Recognize and respect the presence, history, and cultural contributions of Indigenous peoples in View Royal.
- Support Indigenous identity, representation, and cultural expression in the community.

Policies

The Reconciliation chapter includes policies to support ongoing reconciliation, collaboration, partnership, and relationship-building initiatives. The project team has identified several key “big moves” where additional feedback is being sought.

Big Moves: Commitment to Cultural Awareness and Learning Policy

Policy A: Align municipal policies with the United Nations Declaration on the Rights of Indigenous Peoples & the Provincial Declaration on the Rights of Indigenous Peoples Act to ensure Indigenous rights are explicitly recognized.

Big Moves: Supporting Economic Reconciliation and Right to Self-Determination Policies

Policy: Collaborate with X^wsepsəm and Songhees Nations to identify and pursue opportunities for Indigenous led land and economic development initiatives, such as Nation-led housing, mixed use, and economic projects.

Policy: Support Indigenous-led economic initiatives through locally-forged business partnerships with X^wsepsəm and Songhees nations and support Indigenous business development and Indigenous development corporations.



Attachment 2



View Royal 2050: Our Future View Official Community Plan DRAFT



Territorial Acknowledgement

The Town of View Royal humbly acknowledges that it is situated upon the unceded traditional territories of the ləkʷəŋən (Lekwungen) Peoples, known today as the Xʷsepsem and Songhees Nations. We honour and respect the history, languages, ceremonies, and culture of the First Nations peoples, including the Xʷsepsem and Songhees Nations, as well as the Métis, Inuit, and Non-Status Aboriginal Peoples whose presence and culture enrich the community.

These lands have been stewarded by the ləkʷəŋən Peoples since time immemorial, and their connection to the land and waters and Title and rights in these territories remain intact. As a local government, we are settlers and guests on these lands and acknowledge our responsibility to the land, its resources, and its people. We give thanks to the ləkʷəŋən People—past, present, and future—for their stewardship, care, and leadership on these lands.



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Part One

The Plan Context

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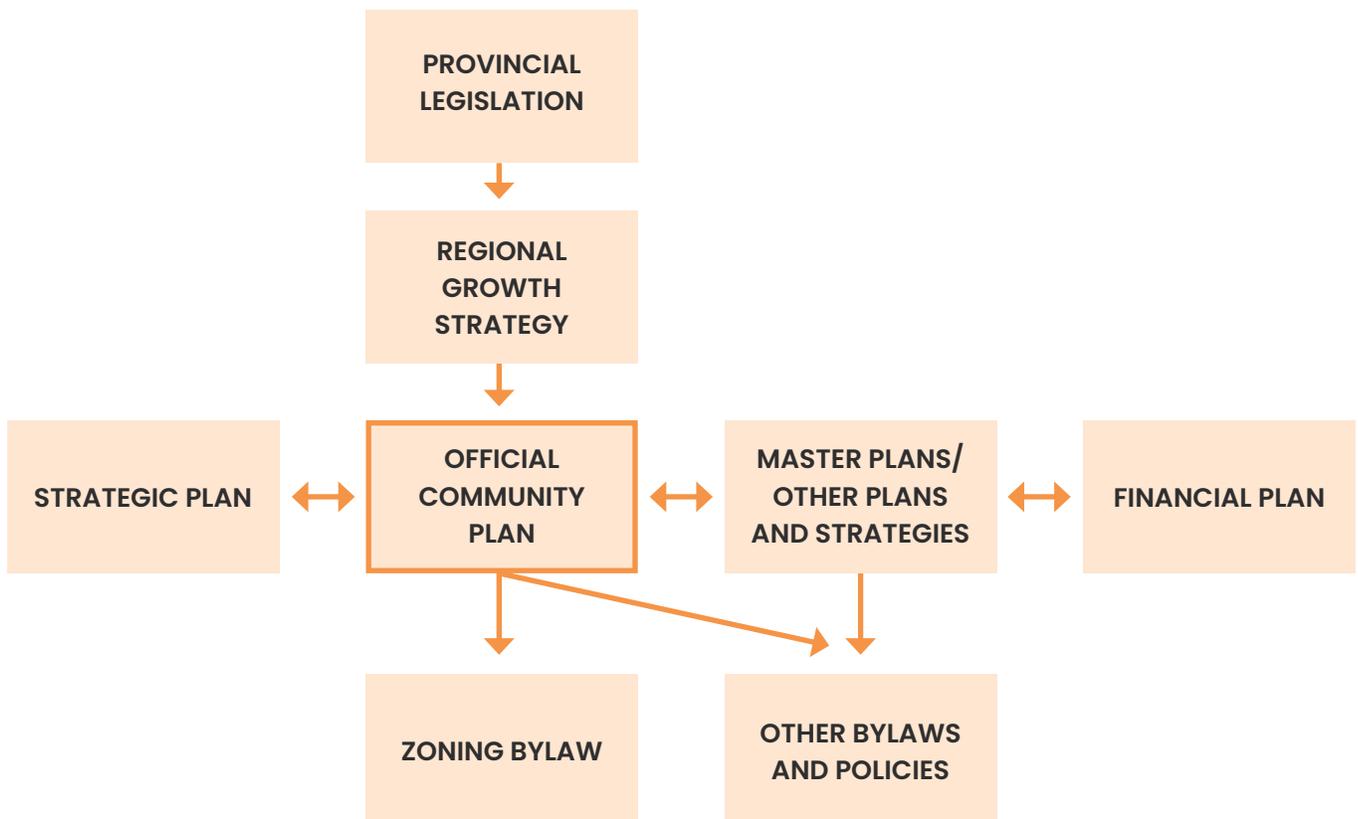
1.0 Plan Overview

1.1 WHAT IS AN OCP?

This Official Community Plan (OCP) titled, *View Royal 2050: Our Future View*, represents the Town’s vision and goals for the coming decades. It is a comprehensive, long-term policy document that sets out the key policy direction for how the community will grow and respond to key opportunities for the community. The OCP provides direction for land use decisions and addresses the provision of community services and amenities. This plan ensures that future changes and growth align with the community’s values and priorities, supporting a sustainable and vibrant View Royal for generations to come.

Typically, all local government master plans, policies, and bylaws are updated following the adoption of a new OCP to ensure consistency in policy direction across documents. This consistency allows for ease of decision-making by Town Council and Staff, in addition to priority setting during annual strategic planning and budgeting cycles.

The OCP is intended to serve as a living document, updated every 5 years to remain relevant as the community evolves and grows, in addition to amendments from time-to-time. View Royal’s last comprehensive OCP review and update occurred in 2011 and much has changed globally, regionally, and locally since then. This OCP addresses the context of View Royal in the years 2025 and 2026.



LEGISLATIVE REQUIREMENTS

Local governments in British Columbia are granted the authority to adopt an OCP under the *Local Government Act*. This legislation outlines what must be discussed in an OCP, along with other items that a local government may choose to include. It also outlines requirements for public and interest holder consultation, such as provincial agencies, school districts, and Indigenous communities.

In November 2023, the provincial government released legislation requiring municipalities to review and update their OCPs and zoning bylaws by December 31, 2025, following the development of an Interim Housing Needs Report. An additional update is required by December 31, 2028 and every five years thereafter. The new legislation requires that municipalities update their OCPs to accommodate anticipated housing needs, as identified in the Housing Needs Reports, to identify the 5- and 20-year housing need projected for the community over the next 20 years.

REGIONAL PLANNING FRAMEWORK

As a member municipality within the Capital Regional District, View Royal's OCP must be consistent with the Regional Growth Strategy per requirements outlined in the *Local Government Act*. Conformity to the Regional Growth Strategy is discussed in greater detail in section 16.0 Regional Context Statement.

*The Capital Regional District's **Regional Growth Strategy** sets the vision for the Capital Region's future. It guides decisions on regional issues related to transportation, population growth, and the environment, amongst others. It was adopted in 2018.*

1.2 HOW WE GOT HERE

A SUMMARY OF THE PROCESS

The Official Community Plan update is being carried out in three phases, each phase focusing on specific content in the document. The work completed between January 2025 and the summer of 2026 focused on the completion of the first two phases, with the third phase scheduled for completion in 2027.



Phase 1 (January 2025 to December 2025)

The first phase focused on establishing a new vision for the Official Community Plan, a foundational element of the document that provides a forward thinking target for where the community envisions it will be in the future. This vision statement is supported by 12 new goals, which act as guiding principles for decision-making.

This phase also required that the Town align its 2024 Interim Housing Needs Report with the Official Community Plan by December 31, 2025, a date established through provincial legislation. The alignment required that the land use map be updated to provide capacity to meet the anticipated 20-year housing need, and to establish housing policies that addressed each of the six housing needs in the community.

Phase 2 (October 2025 to July 2026)

The second phase shifted focus to a review of the nine policy chapters in the Official Community Plan. Each policy chapter is built on a series of objectives, which outline the overall purpose of the policies. The policies inform decision making processes in the Town which aid in development and planning processes, operations, budgeting, and additional plan and policy development.

To support each of the policy chapters, actions were created to clearly identify what is required to achieve desired outcomes, the timing, and which municipal department is responsible.

This phase also required a review and update of the Regional Context Statement, to ensure alignment with the Regional Growth Strategy.

Phase 3 (Fall 2026 to 2027)

The final phase will focus on updating Form and Character and Environmental Development Permit Areas and guidelines. In addition, this phase will also consider the opportunity to develop new Development Permit Areas, including hazard areas prone to wildfire and flooding.

A SUMMARY OF ENGAGEMENT

The update of the Official Community Plan has provided multiple engagement touchpoints to inform updates to the Plan. The phased approach outlined above has supported a comprehensive process that balances technical analysis with community feedback to shape a vision, goals, and policies that reflect the needs and aspirations of View Royal residents.

Throughout the process, Council, the Committee of the Whole, and the Town’s Official Community Plan Review Advisory Committee have provided input and perspectives on key issues related to the OCP update. Together, they have participated at key milestones by reviewing draft materials, sharing community insights, and providing feedback on engagement activities, and emerging policy directions.

Official Community Plan Review Advisory Committee: A group of community members appointed by Council to assist with the review and provide feedback on draft content and engagement material.





8 Pop-up events

6 Open houses

6 Workshops

Project website: engage.viewroyal.ca



2,720
Unique visitors

154
People on the mailing list

5,117
Views



493 Survey responses

86 Youth survey responses

54 Map comments

159
Social media posts



577
Video views



5 Stakeholder emails

11 Subscriber email campaigns



6 OCP Advisory Committee Meetings

13 Presentations to Council / Committee of the Whole



Across these engagement touchpoints, residents participated through surveys, open houses, workshops, pop ups, and stakeholder meetings. Feedback from each phase was summarized in What We Heard Reports and shared with Council and the OCP Advisory Committee to help inform the evolving draft, which is a reflection of the cumulative input received through each stage of engagement.

The draft OCP reflects five rounds of community engagement, each focused on a different component of the Plan.

ENGAGEMENT AT A GLANCE

2025

January 13:

OCP Advisory Committee Meeting #1

January 24:

View Royal 2050 website launch

January 24 – February 18:

Vision and Guiding Principles Survey

February 5, 8, 10, 13:

Vision and Guiding Principles Pop-ups

February 21 – 28:

Youth Vision Survey

February 24:

OCP Advisory Committee Meeting #2

March 6:

OCP Business Mixer Workshop

March 7 – April 4:

Community Growth Survey and Social Mapping Activity

March 26, 28:

Community Growth Engagement Pop-ups

March 8:

Community Growth Open House and Workshop

March 12:

Community Growth Open House

March 13:

Community Growth Virtual Workshops (2)

May 5:

OCP Advisory Committee Meeting #3

June 2:

OCP Advisory Committee Meeting #4

July 18 – September 7:

Vision and Goals Survey

August 20:

Vision and Goals Pop-up

August 25:

OCP Advisory Committee Meeting #5

October 7 – November 12:

Western Gateway Community Corridor Survey

October 18:

Western Gateway Community Corridor Open House and Workshop

October 21:

Western Gateway Corridor Focus Group: Business & Land Owner Workshop

October 22:

Western Gateway Community Corridor Open House

November 3:

OCP Advisory Committee Meeting #6

November 8 – November 30:

Policy Review Survey

November 8, 13:

Policy Review Open Houses

2026

February 24:

Special Council Meeting on the Western Gateway Corridor

ENGAGEMENT TOUCHPOINT #1: VISION AND GUIDING PRINCIPLES (JANUARY – FEBRUARY 2025)

Participants were asked to provide input on the future vision of View Royal. Feedback was collected through an online survey and pop-ups.

Key Takeaways:

- 2 surveys
- 1 workshop
- 4 pop-up events
- Participants identified the following foundation values for their future community: protecting parks and natural areas; maintaining safe and walkable neighbourhoods; improving transportation options; and supporting diverse and affordable housing.

Who Participated:

- 130 survey participants
- 86 youth survey participants
- 36 workshop participants
- 158 pop-up event participants

How People Heard:

- 1,158 Engage View Royal project website visits
- 9 Facebook posts, 2 Instagram posts, and 6 Bluesky posts
- 250 stakeholder emails
- 30 posters
- 1 View Royal e-newsletter
- 1 newspaper ad
- 1 View Royal News Release
- 1 project video
- 4 pop-up events

ENGAGEMENT TOUCHPOINT #2: HOW WE GROW ENGAGEMENT (MARCH – APRIL 2025)

Participants were asked to provide feedback on how and where the community may grow and change over the next 20 years. Participants were asked to consider the Town's existing growth areas and corridors, and provide feedback on potential opportunities for additional housing, services, employment space, and amenities.

Key Takeaways:

- 1 survey
- 1 online mapping activity
- 2 pop-up events
- 2 virtual community workshops
- 1 open house
- Participants indicated overall support for an increase in residential height and density and mixed-use development in both existing growth areas and along corridors in the community.

Who Participated:

- 176 survey responses
- 54 social map responses
- 42 open-house participants
- 11 virtual workshop participants
- 16 pop-up event participants

How People Heard:

- 930 Engage View Royal project website visits
- 19 Facebook posts, 19 Instagram posts, and 19 Bluesky posts
- 250 stakeholder emails
- 17 posters

- 2 View Royal e-newsletters
- 1 newspaper ad
- 4 View Royal News Releases
- 2 pop-up events

ENGAGEMENT TOUCHPOINT #3: VISION SURVEY (JULY – SEPTEMBER 2025)

Participants were asked to provide feedback on three draft vision statements and 11 community goals, developed from earlier feedback.

Key Takeaways:

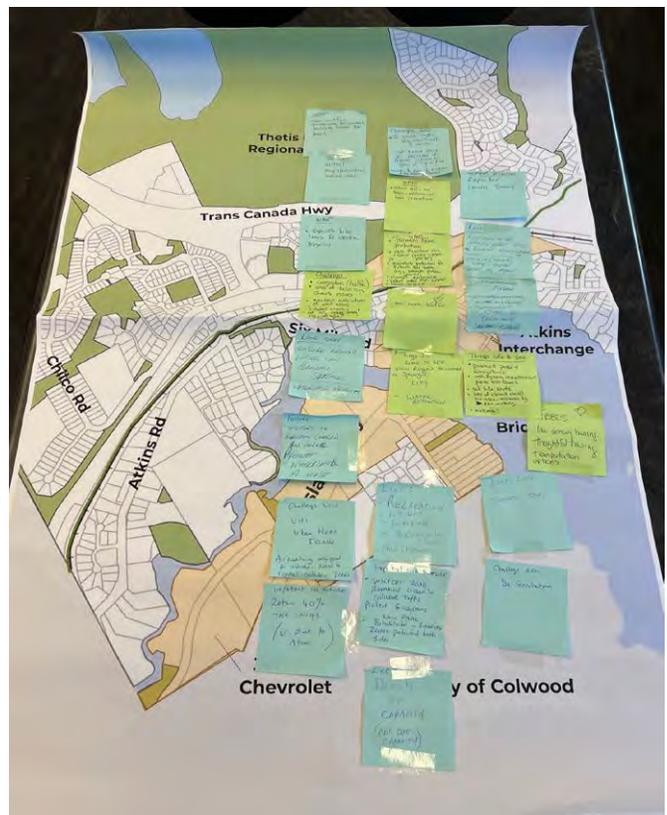
- 1 survey
- 1 pop-up event
- Participants preferred vision statement that focused on the community’s relationship with nature and green space, and the need to be forward thinking as a community leader to ensure action is taken on environmental stewardship, climate action, affordable housing, and economic development.

Who Participated:

- 85 survey responses
- 16 pop-up event participants

How People Heard:

- 886 Engage View Royal project website visits
- 11 Facebook posts, 11 Instagram posts, and 8 Bluesky posts
- 250 stakeholder emails
- 17 posters
- 1 View Royal e-newsletter
- 1 pop-up event



ENGAGEMENT TOUCHPOINT #4: WESTERN GATEWAY COMMUNITY CORRIDOR (OCTOBER – NOVEMBER 2025)

The Western Gateway Corridor was identified as a key growth area with opportunities for new housing, businesses, services and employment space. Participants were asked to provide feedback on the three growth scenarios for the Western Gateway Corridor, including low, medium, or high potential development scenarios.

Key Takeaways:

- 1 survey
- 2 workshops
- 2 open-houses
- Participants preferred a medium growth scenario that focused on the development of the Western Gateway south of Parson’s Bridge as a commercial and light industrial area, and the area north of Parson’s Bridge as a mixed-use neighbourhood village. Feedback provided through engagement informed a proposed land use scenario for the Corridor area.

Who Participated:

- 59 survey responses
- 11 workshop participants
- 7 focus group business workshop participants
- 43 open house participants

How People Heard:

- 668 Engage View Royal project website visits
- 9 Facebook posts, 9 Instagram posts, and 7 Bluesky posts
- 250 stakeholder emails
- 10 posters
- 2 View Royal e-newsletters
- 1 newspaper ad
- 1 View Royal News Releases
- 1 newspaper ad
- 50 hand delivered notices to residents
- 50 (approximately) notices to businesses



ENGAGEMENT TOUCHPOINT #5: POLICY REVIEW ENGAGEMENT (NOVEMBER 2025)

Participants were asked to provide feedback on draft policies from each of the policy chapters in the draft Plan. This gave participants an early snapshot of draft content. Early feedback helped shape and further revise new draft policies on major topic areas, such as housing, transportation and mobility, economic development, parks and recreation, environment, climate action, and infrastructure.

Key Takeaways:

- 1 survey
- 2 open house events
- The survey respondents indicated that they support the draft policies overall. However, there are some policies that respondents provided mixed feedback on, indicating that further review and revisions could be required if desired.
- Participants identified the challenges with traffic congestion, the need to provide more diverse and accessible employment opportunities and services in the community, and more affordable housing. The preservation and enhancement of the Town's parks and natural spaces is also important to the community.

Who Participated:

- 43 survey responses
- 16 open house participants

1.2.1 HOW PEOPLE HEARD:

- 579 Engage View Royal project website visits
- 11 Facebook posts, 11 Instagram posts, and 8 Bluesky posts
- 250 stakeholder emails
- 1 View Royal e-newsletters
- 1 newspaper ad
- 1 View Royal News Releases
- 2 newspaper ads

ENGAGEMENT TOUCHPOINT #6: FIRST DRAFT REVIEW (MARCH TO APRIL 2026)

Participants have been invited to participate in a final round of engagement prior to consideration of the adoption of the Official Community Plan bylaw.

* This section to be completed following engagement.



1.3 HOW TO USE THIS OCP

The primary objective of this OCP is to establish a clear framework for decision-making that guides View Royal Council and Staff, residents, partners, agencies, developers, and other interest holders in the Town. All sections are interconnected and considered through the lens of the document's vision statement and twelve goals, which are referenced in section 2.0 View Royal 2050. When evaluating concepts within the OCP and determining how policies apply to specific developments, projects, or decisions, it is crucial to acknowledge the broad scope of the document and how the initiative would be considered holistically across all policy areas of the OCP.

Navigating the OCP requires consideration of its five parts, descriptions for which are provided below.

Part One The Plan Context

The Plan Context encompasses introductory elements of the plan, including what an OCP is, presentation of the community's vision and goals for the year 2050, discussion on the Town's commitment to ongoing reconciliation with the Songhees and X^wsepsem Nations, and providing context on the community related to its geography, traits, and community statistics, along with context on regional trends that were factors considered at the time of writing this plan.

Part Two Land Use

This section outlines how View Royal will develop over time and how land may be used. A number of land use designations are identified that apply to different areas of the community, each with their own set of guidance related to the overarching intent of the designation and permitted heights and densities. This section also includes general policies for growth and development that will be reviewed as part of the development approvals process.



Part Three Policies

The policy section provides high-level direction across areas within the scope of a local government. These policies cover a diverse range of topics, including Housing, Transportation and Mobility, Community Infrastructure and Services, Economic Development, the Natural Environment, Climate Action and Sustainability, Parks, Trails, and Recreation, Community Well-Being and Culture, and Reconciliation.

Part Four Implementation

This section describes how the Town may transform the policy direction outlined in Parts Two and Three into concrete actions. Actions are categorized into one of three timeframes for implementation (short-, medium-, and long-term) with relevant policies and implementing parties referenced. This section also includes the Regional Context Statement, which explains how the OCP aligns with the Capital Regional District's Regional Growth Strategy.

Part Five Development Permit Areas

This section includes the Town's two Development Permit Areas that aim to protect essential environmental features and reduce any risks to public safety deriving from natural hazards.



2.0 View Royal 2050

2.1 OVERVIEW

The OCP’s vision and goals are intended to guide the community to the year 2050. The policy direction of this plan stems from these key guiding statements. The vision and goals were informed by input received from the community as part of engagement undertaken in 2024 and 2025.

2.2 VISION

The following statement outlines the Town’s aspirations to the year 2050 and beyond:

View Royal is a thriving, welcoming, inclusive community where people live close to nature, services, and amenities that foster health and well-being.



2.3 GOALS

1. MOBILITY & CONNECTIVITY

Goal: Provide a variety of transportation options within a well-connected network to support mobilizing all ages and abilities.

While private vehicles are still the primary method of travel, the Town continues to strive towards the creation of an improved transportation network. Developing a well-connected regional network will ensure that residents are able to get where they need to go via different modes: walking, cycling, rolling, transit, and vehicular use. The Town will work closely with the Capital Regional District and nearby municipalities to address ongoing traffic challenges and streamline local and regional connections.

2. DIVERSE AND AFFORDABLE HOUSING

Goal: Provide diverse, attainable, and affordable housing types and tenures for all residents.

Encouraging the development of a wide range of market and non-market housing options will ensure existing and future residents can continue to call the Town home. Emphasis will be placed on housing that supports aging-in-place, multi-generational households, and the creation of more rental and home ownership opportunities. Where possible, these options will be within close proximity to everyday services and amenities.

3. GROWTH MANAGEMENT & COMMUNITY CHARACTER PRESERVATION

Goal: Allow for thoughtful, fiscally responsible growth and development throughout the community that complements View Royal's existing character.

As a desirable community to live in, View Royal must balance opportunities for growth and the need for infrastructure services while ensuring the character of the community is considered to complement or inspire new development. Natural amenities comprise much of the Town's existing character these attributes are highly valued by the community. New development will give consideration to these amenities to ensure they can be appreciated by existing and new residents alike.

What is affordable and attainable housing?

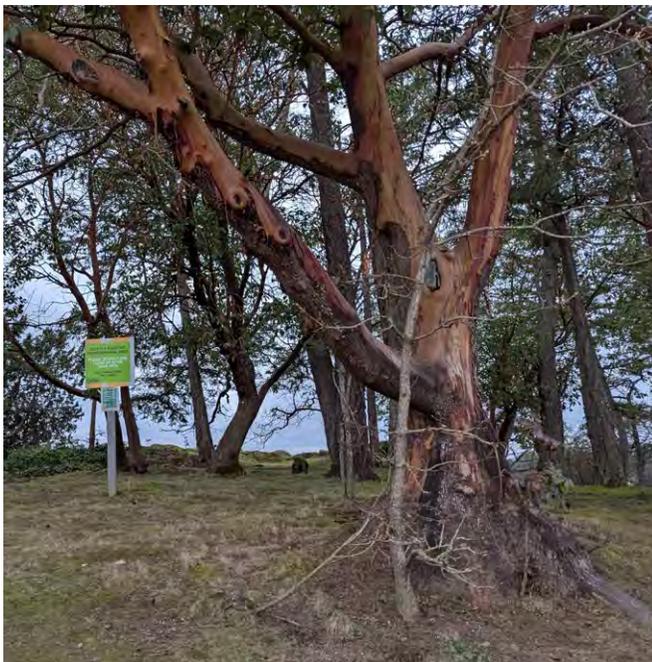
What constitutes 'affordable' is directly tied to a household's gross annual income. Households who spend less than 30% of their income on housing are deemed to have 'affordable' housing. Attainable housing considers what a household needs in terms of size and type of housing, as well as what level of housing costs may be appropriate for a household given the cost of living in a community.

4. NATURAL AMENITIES

Goal: Preserve, protect, and expand the Town's natural assets and amenities.

Parks, trails, and green space are regularly identified as some of the greatest benefits of living in the Town. Ensuring the coastal and forested landscapes are preserved and protected for the enjoyment of current and future generations is a community priority. These efforts will include ensuring a balanced approach to growth and adopting strong climate change adaptation and mitigation strategies.

Natural amenities are place-based attributes created by the environment that provide local benefits. Examples of natural amenities may be parks where community members can hike, lakes where kayaking can be enjoyed, trees that clean the air, and creeks that support with managing drainage.



5. COMMUNITY WELL-BEING

Goal: Enhance community well-being by providing safe, inclusive, and accessible spaces, while integrating arts and culture into everyday life.

Community well-being is achieved when every member feels safe, included, and has access to essential services and opportunities. It means embracing diversity and ensuring that all voices are heard and valued, creating a sense of belonging for everyone. Integrating arts and culture enriches our community by celebrating creativity and heritage, fostering a vibrant and dynamic environment that brings people together and enhances the quality of life for all.

6. COMMUNITY SAFETY & SECURITY

Goal: Foster a safe and secure community that is prepared for emergencies.

Community safety and security is achieved when people feel that their needs and quality of life are a priority. It means working collaboratively to better understand what community safety and security means to View Royal residents and business owners. Preparing and responding to health and climate emergencies, such as pandemics, climate disasters, earthquakes, etc., will strengthen the community over the long-term.

7. CLIMATE ACTION AND RESILIENCE

Goal: Undertake climate adaptation and mitigation initiatives to support the community's resiliency.

As a forested coastal town, View Royal is particularly vulnerable to wildfires, coastal storms, flooding, and sea level rise attributable to the changing climate. In response, the Town is taking initiative to become a low carbon community, reduce its greenhouse gas emissions, and adopt climate adaptation and mitigation strategies to continue maintaining a high quality of life for everyone.

8. ECONOMIC DEVELOPMENT

Goal: Identify and incentivize opportunities for tourism and mixed-use and non-residential development to support local and regional economic priorities.

Encouraging non-residential growth through development incentivization and policy amendments will support View Royal's economy and further develop employment lands, including the Western Gateway Employment District Corridor and Transit-Oriented Development areas. By attracting investment and business into the Town, this additional economic activity will support local demand for shops, restaurants, and services within walking distance of neighbourhoods and create more opportunities for regional economic growth in adjacent communities. In addition, many opportunities exist to expand and enhance tourism in View Royal due to its central location within the Capital Regional District.

Greenhouse gas emissions, commonly known as GHGs, are gases released by human activities such as the burning of fossil fuels. These gases trap heat in the atmosphere and impact the global climate.

9. RECONCILIATION

Goal: Build strong relationships with the X^wsepsəm and Songhees Nations to collaborate on key priorities and decision-making, and continue to advance the Town's reconciliation efforts.

View Royal is located on the traditional, ancestral, and unceded territories of the lək^wəŋən speaking peoples. To support community interest in advancing reconciliation efforts, the Town will continue to build a relationship with the X^wsepsəm and Songhees' peoples. Emphasis will be placed on facilitating increased collaboration, celebrating values and culture, and fostering synergies between these communities to better understand where alignment exists on core values.

Reconciliation is the ongoing process of establishing and maintaining mutually respectful relationships between Indigenous and non-Indigenous peoples

10. COMMUNITY INPUT AND GOVERNANCE

Goal: Ensure View Royal community members are meaningfully involved in the advancement of community goals and priorities.

As View Royal grows and evolves, the Town will continue to seek feedback and input from the community. Through good governance, community leaders will steward decision-making processes and ensure they remain transparent.

11. REGIONAL PARTNERSHIPS

Goal: Continue to strengthen the Town's relationships with partners and stakeholders, including member municipalities, on regional matters.

View Royal is a gateway community bordering seven jurisdictions within the Capital Regional District. Maintaining strong relationships with these local governments and First Nation communities is important to ensure alignment on regional priorities, such as the enhancement of regional transportation management and connectivity.

12. SUSTAINABLE SERVICE DELIVERY AND ASSET MANAGEMENT

Goal: Maintain and manage the full lifecycle costs of the Town's assets to ensure the long-term provision of sustainable service delivery to meet the needs of the community.

The Town provides a wide range of services in the form of physical and natural assets (e.g. roads, culverts, parks). Recognizing the importance of ensuring a high level of service for future generations, emphasis will be placed on sustainable service delivery through the careful balancing of cost, level of service, resources, and risk considerations to achieve an equitable and fiscally responsible approach to asset management.

Asset management is an integrated approach to planning, operating, and maintaining physical infrastructure and amenities, such as roads, sewer systems, and treatment facilities, amongst others.



3.0 Reconciliation

3.1 CONTEXT

In 2007, the United Nations passed the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP), a legally non-binding resolution. In 2015, Canada's Truth and Reconciliation Commission (TRC) released 94 Calls to Action. Five actions specifically call upon municipal governments to take action:

- *Action 43: fully adopt and implement UNDRIP as the framework for reconciliation;*
- *Action 47: repudiate concepts used to justify European sovereignty;*
- *Action 57: provide education to public servants on the history of Aboriginal Peoples and intercultural competency skills-based training;*
- *Action 75: develop and implement strategies and procedures for the ongoing identification, documentation, maintenance, commemoration, and protection of residential school cemeteries or other sites at which residential school children were buried; and*
- *Action 77: work collaboratively with the National Centre for Truth and Reconciliation to identify and collect copies of all records relevant to the history and legacy of the residential school system.*

The United Nations Declaration on the Rights of Indigenous Peoples, commonly referred to as UNDRIP, was adopted in 2007 as a tool to support the rights of Indigenous peoples. It provides guidance on matters related to self-determination, culture, and land rights, and serves as a framework for reconciliation within Canada. The Province of British Columbia aims to endorse UNDRIP through its Declaration on the Rights of Indigenous Peoples Act.

In 2019, the Province of British Columbia enacted the Declaration on the Rights of Indigenous People Act (DRIPA), becoming the first jurisdiction in Canada to formally adopt the internationally recognized standards. The *Declaration Act* provides the framework for reconciliation in British Columbia, focusing on four themes:

- the right to self-determination;
- the right to be recognized as distinct Peoples;
- the right to free, prior, and informed consent; and
- the right to be free from discrimination.

The journey of Truth and Reconciliation for municipalities in relation to the United Nations Declaration on the Rights of Indigenous Peoples adoption and implementation begins after foundational groundwork has been established. View Royal is committed to integrating a reconciliation-centric approach to current and future planning initiatives, as evident in the policy direction threaded throughout this OCP, and particularly in section 14.0 which aims to establish a joint vision for reconciliation. The Town aims to take concrete and meaningful actions towards reconciliation, beginning with incremental trust-building measures. View Royal is committed to creating opportunities to collaborate with the X^wsepsəm and Songhees Nations to ensure municipal planning is grounded in the history, land stewardship, and enduring presence of the lək^wəŋən Peoples. The recognition of the X^wsepsəm and Songhees Nations remains central to View Royal's planning for both the present and the future.

3.2 SONGHEES NATION TODAY

Songhees Nation are a lək^wəŋən People with a longstanding and ongoing presence in the region. The Nation has approximately 690 members, with over half living on the Songhees Reserve located immediately adjacent to the Town of View Royal and X^wsepsəm First Nation. The community is approximately 60 hectares and is developed with a mix of residential and commercial areas.

The Songhees community is comprised of five main families and several smaller families descended from the Lək^wəŋən speaking signatories of the Douglas Treaties in 1850. Traditional governance is by consensus among extended family heads, guided by their families. Today, the community is still guided by consensus among families represented by advisory committees, focus groups and an elected Chief and Council. Referendums and ratification votes are held for important Community decisions.

The Nation's mission, vision, and values are significant, serving as a reflection of the relationship that View Royal seeks to establish and its intent to encapsulate the core principles upheld by the Nation.

The Nation's mission is: Songhees Nation strives to achieve community vision through good governance, delivering programs and pursuing projects and initiatives for the benefit of the Songhees People.

The Nation's vision is: A healthy, self-reliant, progressive community that honours tradition and culture and invests in future generations.

The Nation's Values are: With One Heart and One Mind, we commit to help one another, to forgive one another and to love one another with respect, honesty and courage.

3.3 X^wSEPSƏM NATION TODAY

X^wsepsəm Nation, also spelled Xwsepsum, is a nation located on the waters of Esquimalt Harbour, immediately adjacent to the Songhees Nation and Town of View Royal. The Nation has approximately 385 members who are descendants of the lək^wəŋən People, with close to half living in the main community on the Esquimalt reserve.

The Nation's connection with the land and resources of its large territory goes back thousands of years. In that time, X^wsepsəm Nation have learned to live in a finely balanced relationship with the seasons, the lands, the tides, and the seasons of their lives that have sustained them. X^wsepsəm has repaid the land through their commitment to stewardship and through ceremonies which are understood as their Sacred Trust. The Sacred Trust has been transmitted through oral teachings, usually contained in the stories of the Nation, and they articulate a set of Natural Laws. The Sacred Trust determines the relationships between the land, water, and resources, the Community and the Spiritual Path.

X^wsepsəm Nation's mission statement is rooted in a desire for promoting the importance of traditional teaching and values, and importantly for View Royal, a desire of the Nation to work with their partners for beneficial goals. It is important that the Town cultivates a respectful and meaningful partnership with X^wsepsəm Nation through its commitment to reconciliation.

The Nation's mission is:

Our mission is to build a legacy for present and future generations of Esquimalt Nation members by ensuring our work is rooted in the teachings and natural laws that flow from the Sacred Trust. We will promote and advance holistic health, self-sufficiency and safety of Esquimalt Nation members by offering meaningful programs and services, and working with our partners for mutually beneficial goals.



4.0 Context of View Royal

4.1 PHYSICAL SETTING

View Royal is located on Southern Vancouver Island in the Capital Regional District. It is situated between the West Shore – comprising Sooke, Metchosin, Colwood, Highlands, and Langford – and the region’s core area, comprising Victoria, Esquimalt, X̱wsep̱sem Nation, Songhees Nation, Oak Bay, and Saanich. Its geographic location and major transportation corridors such as the Trans-Canada Highway, regional Island Highway, and regional trails (Galloping Goose and E&N Trail) allow the community to function as a transitional area and an integral connection between the West Shore and the core areas of Greater Victoria. While View Royal’s location presents various opportunities for the community’s future growth and development, its location also poses local and regional challenges.

The Town is a growing community of over 11,500 people. It is largely residential, though offers a high standard of living with natural amenities like the Esquimalt Harbour, Portage Inlet, Thetis Lake Regional Park, and Craigflower and Millstream Creeks. View Royal is shaped by a rich variety of ecosystems, including its marine environments, estuaries, and freshwater lakes, as well as terrestrial environments from moist Douglas Fir forests to Garry Oak meadows. View Royal also hosts historic structures, the most notable being Craigflower Manor.

4.2 COMMUNITY TRAITS

Since incorporation in 1988, the Town of View Royal has been transforming from a quiet suburb into a distinct and vibrant community, complete with its own unique neighbourhoods, commercial services, and highly desired parks and green spaces. View Royal is home to the regionally critical Victoria General Hospital; a growing development node supporting health care and services in the Capital Regional District. Residents enjoy recreation services through West Shore Parks and Recreation, which oversees the Juan de Fuca Recreation Centre, along with the many parks and natural green spaces located throughout the Town. The Western Gateway Employment District Corridor straddles the View Royal/Colwood border, offering a mix of business, as well as much future development potential. The community is serviced by two other large commercial hubs, including the Eagle Creek Shopping Centre, located just east of Victoria General Hospital and Admirals Walk, located along Admirals Rd.

4.3 REGIONAL TRENDS

GROWTH AND DEVELOPMENT TRENDS

The Greater Victoria Region has experienced notable population growth across its municipalities. From 2016 to 2021, populations grew by 7.1% in Victoria, 3.1% in Saanich, 31.8% in Langford, and 12.5% in Colwood. By comparison, View Royal's population grew by 11.2% since 2016 (see Section 4.5). While Victoria and Saanich continue to grow steadily, Colwood and View Royal are experiencing medium growth, and Langford is rapidly developing, making it one of the fastest-growing municipalities in British Columbia. Proximity to Langford's rapid expansion means View Royal may experience spillover effects, resulting in increased housing demand, traffic, and economic activity in View Royal.

View Royal and other communities in the West Shore continue to attract new residents as the community offers a high standard of living, housing options that are generally more affordable relative to Victoria and Oak Bay, access to natural amenities and recreational activities, and benefits from proximity to major transport routes and growing economic opportunities. Continued growth could drive further residential and commercial developments, reinforcing the Town's dynamic evolution from a quiet suburb to a vibrant community with amenities located within close proximity to where people live.

HOUSING TRENDS

The Greater Victoria Region, along with the rest of British Columbia, faces a housing affordability crisis, prompting both provincial and municipal governments to implement measures aimed at increasing housing supply and diversity. Nine of the thirteen local governments in the Capital Regional District received Ministerial Housing Target Orders, including the Town of View Royal. The ministerial orders require local governments to meet annual targets as well as a five-year cumulative target, representing 75% of the housing needs for the municipality. The Province set a target for View Royal to construct 585 new homes over five years, as announced in July 2024.

Bill 47 *Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023* mandates some municipalities to designate Transit-Oriented Areas near transit hubs. Based on the Provincial regulations, the area west of the Victoria General Hospital around the existing bus exchange has been designated as a Transit-Oriented Area, as discussed further in section 5.3 Hospital Transit-Oriented Area Designation. Higher densities are planned to be accommodated to help provide more housing in this area.

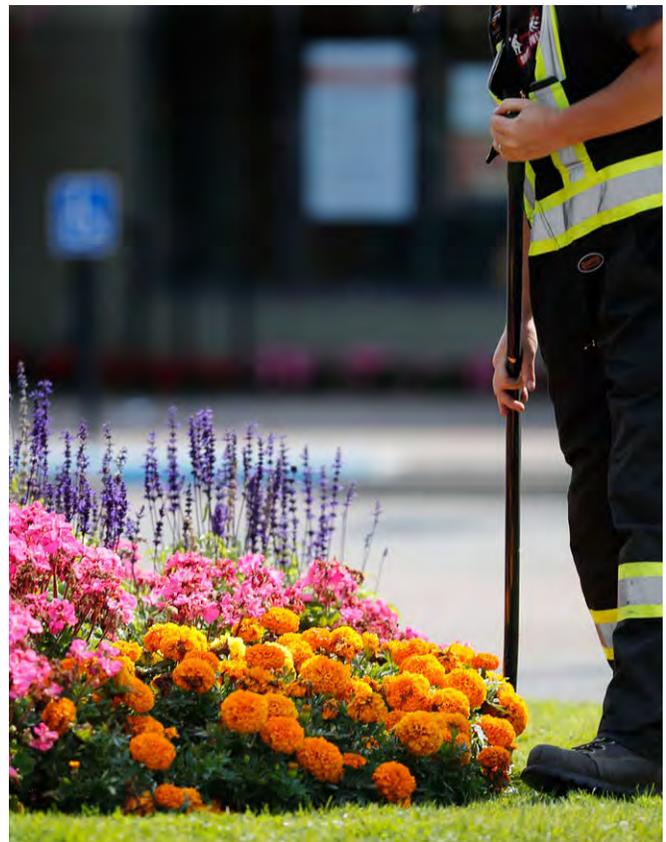
SOCIAL TRENDS

The cost of living continues to rise in Greater Victoria, leading to an increased number of vulnerable populations within communities. These vulnerable groups often concentrate around essential resources, creating pockets of need that require targeted support. While these populations are largely located in Victoria, since the COVID-19 pandemic, the CRD has been experiencing increased concentrations of those experiencing homelessness in other municipalities.

Advancing climate action goals is a priority, with local governments actively seeking to reduce emissions and promote sustainable practices. There is a growing interest in food security, although implementing economically viable solutions remains challenging. Efforts to strengthen relationships with the X̱wsep̱səm and Songhees Nations and advance reconciliation are also gaining awareness, reflecting a broader commitment to inclusivity, reconciliation, and social justice. Tourism remains a robust economic driver, contributing significantly to the region's economic health, in addition to post-secondary institutions, health care, and government/civic employment opportunities.

ENVIRONMENTAL TRENDS

Communities in the West Shore, including View Royal, place a high value on access to green spaces, recognizing their importance for recreation, mental health, environmental preservation, and overall quality of life. However, the region is facing environmental challenges due to more frequent extreme weather events and drier weather patterns, which could impact future water supply and necessitate more efficient water management practices. Additionally, rising sea levels and storm surges pose significant risks to coastal areas which includes all CRD communities. Regional collaborative efforts will be crucial for maintaining the health of marine ecosystems and protecting infrastructure from the adverse effects of climate change.



4.4 COMMUNITY PROFILE

DEMOGRAPHICS

Population

The 2021 Census reports a total population for View Royal of 11,575 residents, representing a 11.2% increase (1,167 persons) since the 2016 Census. BC Stats estimates that the total population in 2024 was 12,979 residents, which would be an increase of 12.1% from the 2021 Census.

Table 1. Census Population (Totals) in View Royal, Greater Victoria, and British Columbia

	View Royal	Greater Victoria (CMA) ¹	British Columbia
Total Population (2016)	10,408	367,770	4,648,055
Total Population (2021)	11,575	397,237	5,000,879
5-Year Percentage Change (2016 to 2021)	11.2%	8%	8%
10-Year Percentage Change (2011 to 2021)	23.4%	15.3%	13.7%

Age

Based on the 2021 Census data, the median age in View Royal is 44.8 years, which remains unchanged between 2016 and 2021. This aligns with the regional median age in Greater Victoria of 44.8 years but represents a slightly older population than British Columbia as a whole, which reported a median age of 42.8 years in 2021.

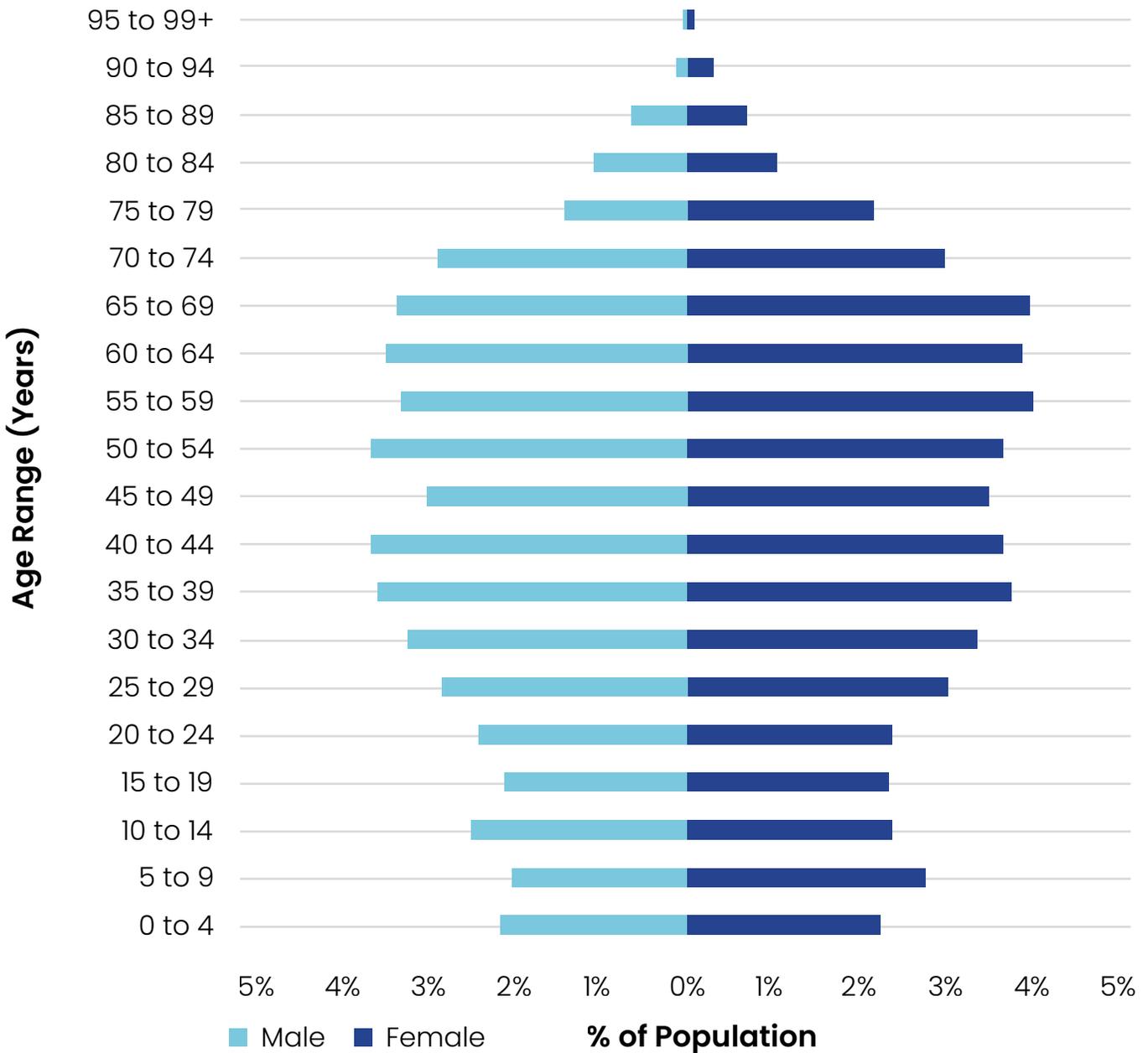
The population pyramid represented in Figure 1 below shows that 19% of the population is aged 19 and younger, 46% aged 20–54, and 36% aged 55 years and older. Of these broader age groups, the largest cohorts are 35–39 (8% of the total population), 40–44 (8%), and 50–54 (8%) years of age, amounting to 24% of the total population within the ‘middle-aged and/or family years. This distribution is similar for Greater Victoria as a whole.

¹ Per the Census, the Greater Victoria Census Metropolitan Area (CMA) includes the following Census subdivisions: the District of Saanich, City of Victoria, City of Langford, City of Colwood, District of Oak Bay, Township of Esquimalt, District of Central Saanich, District of Sooke, Town of Sidney, District of North Saanich, Town of View Royal, Juan de Fuca Electoral Area (Part 1), District of Metchosin, District of Highlands, New Songhees 1A (Reserve), East Saanich 2 (Reserve), South Saanich 1 (Reserve), Cole Bay 3 (Reserve), T'Sou-ke (Reserve), Beecher Bay 1 (Reserve), Esquimalt (Reserve), Union Bay 4 (Reserve)

The majority of the population in the 55+ age cohort are those aged 55–74, representing 28% of the View Royal’s population. Those in the 75 years and older cohort represent another 8% of the population. The growth of the 55–74 cohort is evident between Census years (2016 and 2021), given that the Town’s population aged 65 years and over increased by 3.2% in this time period. By contrast, there was a slight decrease to the Town’s youth population of those aged 9 and under of 1.9%; however, the 10–14 age cohort saw growth of 6.6%.

As a result, both the Town and Greater Victoria will likely feel the effects of an ageing population over the next 24 years, or the lifespan of this Official Community Plan.

Figure 1. Population Distribution in View Royal (2021)



HOUSEHOLDS

The average household size decreased from 2.4 persons to 2.3 persons between 2016 and 2021. However, the number of persons in private households increased from 9,910 to 11,260 (13.6% increase) within that same period. The decrease in the average household size and the number of persons in private households can likely be attributed to View Royal's ageing population and an increase in smaller household sizes (e.g., couple-family households without children), which may be influenced by both retirement-aged and working professionals without children choosing to live in the community.

As noted in Table 2 below, View Royal's average household size aligns closely with that of the region.

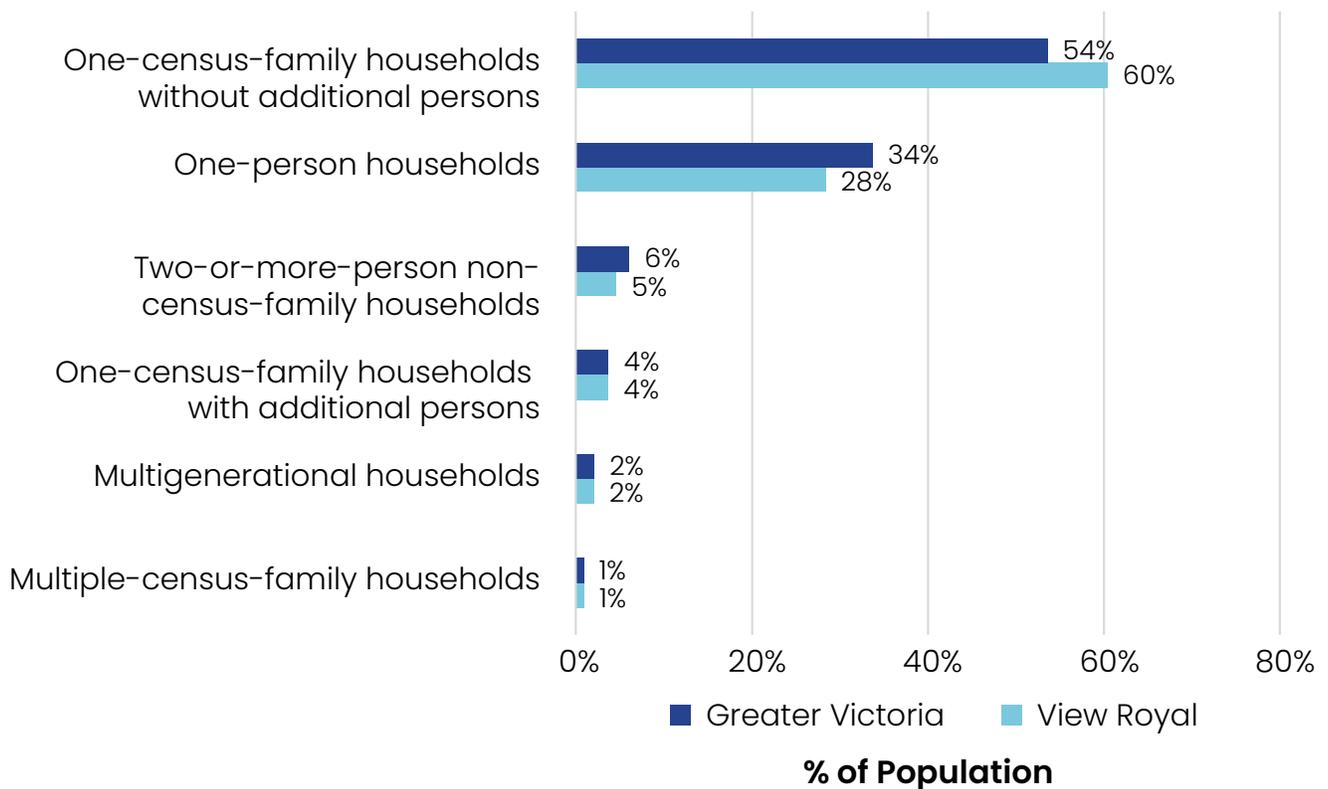
Table 2. Household Sizes in View Royal and Greater Victoria (2021)

	View Royal	Greater Victoria
Average Household Size	2.3	2.2
Number of Persons in Private Households	11,260	388,290

As indicated in Figure 2 below, the most common household type in the Town is one-census-family² households without additional persons (60%), largely comprising of couple-family households without children. The next largest household type grouping is one-person households (28%).

² Per Statistics Canada, a one-census family is defined as a married couple and the children, if any, of either and/or both spouses; a couple living common law and the children, if any, of either and/or both partners; or a parent of any marital status in a one-parent family with at least one child living in the same dwelling and that child or those children. All members of a particular census family live in the same dwelling. Children may be biological or adopted children regardless of their age or marital status as long as they live in the dwelling and do not have their own married spouse, common-law partner or child living in the dwelling. Grandchildren living with their grandparent(s) but with no parents present also constitute a census family.

Figure 2. Household Compositions in View Royal and Greater Victoria (2021)



CULTURAL CHARACTERISTICS

Citizenship & Ethnic Groups

As indicated in the 2021 Census, 93% of View Royal residents are Canadian citizens, with 57.7% of the total population identifying as third (or more) generation.³ This is similar to the regional citizenship rate of 92.8%, with 55.7% of the total population being third generation or more.

Table 3. Citizenship in View Royal and Greater Victoria (2021)

	View Royal	Greater Victoria
Percentage of Population that are Canadian Citizens	93.0%	92.8%
Generation Status		
First Generation	21.0%	22.9%
Second Generation	21.3%	21.5%
Third Generation or More	57.7%	55.7%

³ Based on a 25% sample size.

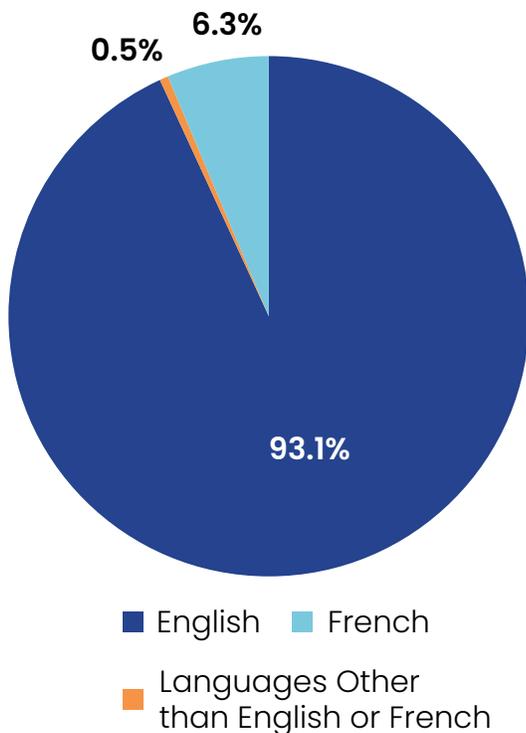
In the 2021 Census, View Royal residents reported European, East and South Asian, Indigenous North American, and non-Indigenous North American ethnic or cultural ancestries. The most highly reported ancestries were of European origins, including English (3455 instances), Scottish (2615 instances), and Irish (1915 instances).

Within View Royal, 775 residents (25% sample size of the total population) identify as having Indigenous ancestry, whether solely Indigenous ancestry (160 residents) or having mixed Indigenous and non-Indigenous ancestry (615 residents).

Languages Spoken

The most prominent language spoken in View Royal private households is English at 93.1%. By contrast, 0.5% of households speak French most commonly at home and 6.3% of residents speak non-official languages. The most prominent non-official languages include Punjabi, Spanish, Mandarin, Cantonese, and Vietnamese.

Figure 3. Languages Spoken at Home (View Royal) (2021)

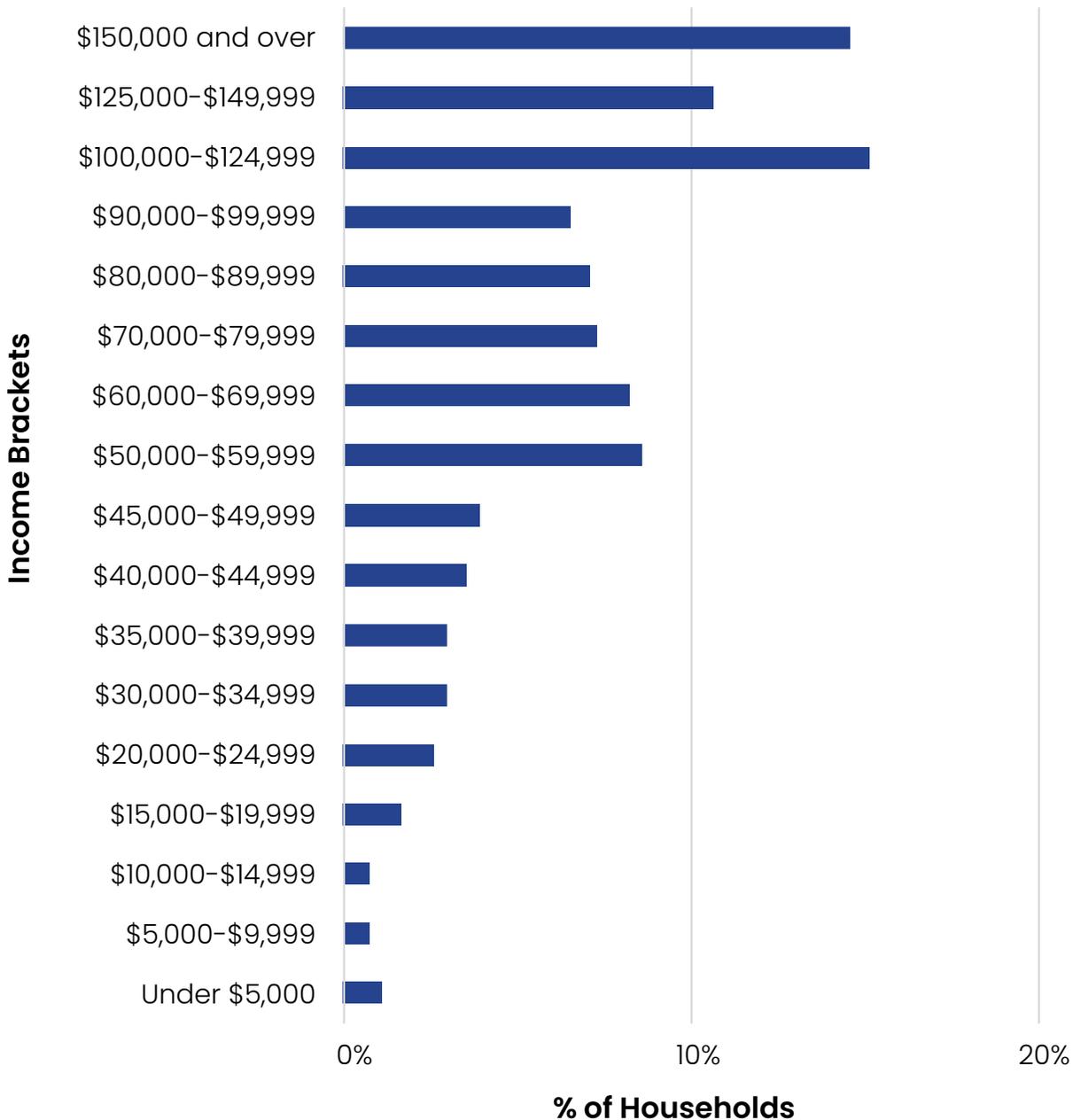


ECONOMIC PROFILE

Income

Based on 2020 Census income data,⁴ the largest household after-tax income groups in View Royal are \$100,000–\$124,999 and \$150,000 and over, with each representing 15% of all households, or 30% combined. The smallest household after-tax income group is \$5,000–\$9,999, which accounts for 0.4% of View Royal households.

Figure 4. Household Income (2020, After Tax) in View Royal



⁴ For the 2021 Census, the reference period for income data is the 2020 calendar year.

The average gross income of View Royal households in 2020 was \$111,400. This average is influenced by the 48.6% of Town households earning more than \$100,000 a year. Comparatively, the average gross income of households in Greater Victoria in 2020 was slightly lower at \$107,000, which was largely driven by 41.2% of households earning over \$100,000 a year.

By contrast, the median gross income of View Royal households in 2020 was \$98,000, as compared to the median gross income of \$85,000 in Greater Victoria households. These statistics highlight the relative prosperity of View Royal households when compared to the region.

Table 4. Average and Median Gross Incomes in View Royal, Greater Victoria, and British Columbia (2021)

	View Royal	Greater Victoria	British Columbia
Average Gross Income of Households in 2020	\$111,400.00	\$107,000.00	\$108,600.00
Median Gross Income of Households in 2020	\$98,000.00	\$85,000.00	\$85,000.00

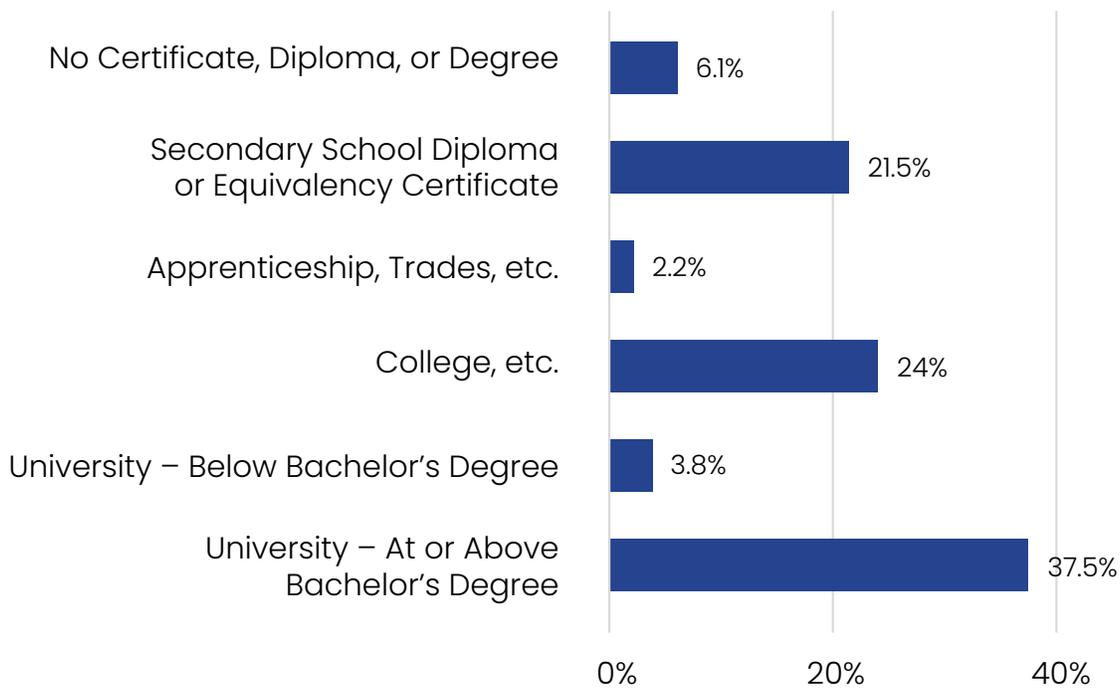
Education

Table 5. Secondary (High) School Diploma Holders in View Royal (2021)

Category	Count	% of Total
Total – Secondary (High) School Diploma or Equivalency Certificate for the Population Aged 25 to 64 Years in Private Households (25% Sample Data)	6265	-
No High School Diploma or Equivalency Certificate	485	7.7%
With High School Diploma or Equivalency Certificate	5780	92.3%

Of residents aged 25 to 64 years in View Royal, over two-thirds (72.4%) have obtained a post-secondary certificate, diploma, or degree. As shown in Figure 5 below, 67.5% of residents aged 25 to 64 years have completed post-secondary level education. Nearly all (92.3%) of residents aged 25 to 64 in the Town have achieved a secondary (high) school diploma or equivalency certificate. Of the residents who completed a secondary school diploma, 21.5% of residents aged 25 to 64 years have not attained post-secondary level education.

Figure 5. Highest Certificate, Diploma, or Degree in View Royal



Employment

Of the total population surveyed by the 2021 Census, nearly two-thirds (61.1%) of the population in the labour force is currently employed, which is higher than the percentage of the regional population in Greater Victoria (59%). The Town’s unemployment rate also trends lower than Greater Victoria’s (3.6%, compared to 4.4% regionally).

Table 6. Labour Force Status, View Royal Residents (2021)

In the Labour Force	View Royal (% of Population)	Greater Victoria (% of Population)
Not in the Labour Force	35%	36%
In the Labour Force: Unemployed	3.6%	4.4%
In the Labour Force: Employed	61.1%	59%

Place of Work

Over a quarter (26%) of View Royal residents work from home, which is similar to the proportion of the regional population that works remotely (27%). The proportion of View Royal residents working from home, at their usual place of work (i.e., at a specific, fixed address), or with no fixed workplace address aligns very closely with the region.

There was a large shift between place of work between the 2016 and 2021 Censuses, which is perhaps attributable to the Covid-19 pandemic. In 2016, 8% of the population in both View Royal and Greater Victoria worked from home. This number increased by 18% and 19%, respectively, in the Town and the region in 2021. Consequently, the percentage of the local and regional population working at their usual fixed place of work decreased by 19% among View Royal residents and regionally. The proportion of workers employed outside of Canada and with no fixed workplace address largely remained the same across both Census years.

Table 7. Place of Work, View Royal Residents (2021)

Place of Work	View Royal (% of Population)	Greater Victoria (% of Population)
Worked at home	26%	27%
Worked outside Canada	0%	0%
No fixed workplace address	13%	13%
Usual place of work	61%	60%

*25% Sample Data

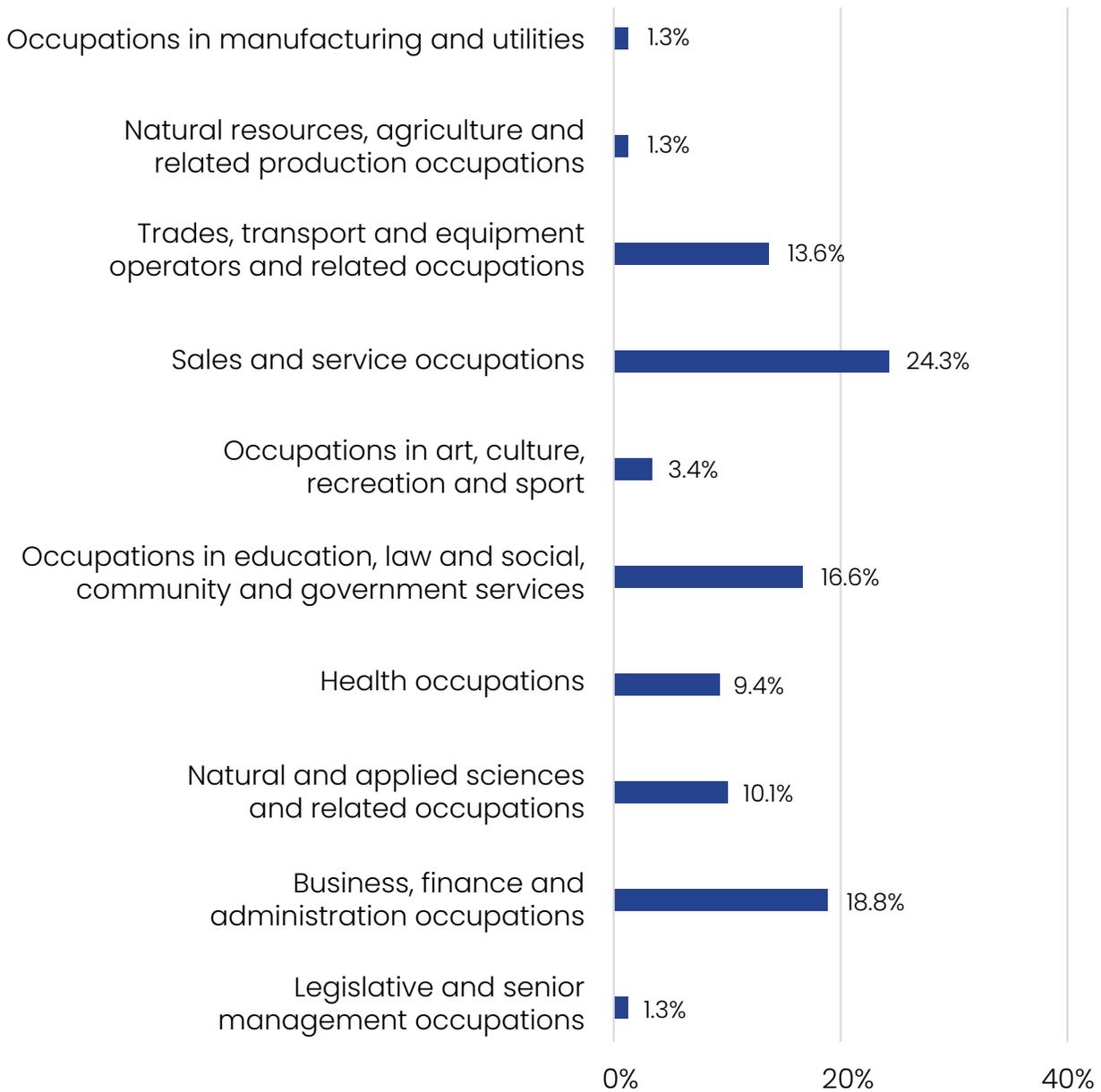
Industry

According to the 2021 Census, most View Royal residents work in the following industries as identified through the National Occupational Classification (NOC; 2021):

- Sales and Service Occupations (24.3%);
- Business, Finance, and Administration Occupations (18.8%);
- Occupations in Education, Law and Social, Community, and Government Services (16.6%); and,
- Natural and Applied Sciences and Related Occupations (10.1%).

A detailed breakdown of the population within each occupational industry is provided in Figure 6.

Figure 6. Proportion of the Population per Industry (2021)



The NOC system was updated after the 2016 Census to employ different classifications; the only substantive change was to the “Legislative and Senior Management Occupations” category, which was previously “Management Occupations.” This change meant that all middle management unit groups were relocated in their broad occupational category, resulting in a substantial decrease in the retitled Legislative and Senior Management Occupations (-11.5%) and slight increases to all other occupations.

Prior to the changes in the NOC system, the largest occupational category in 2016 was Sales and Service Occupations (20.6%); this occupational category was still the largest in 2021, along with the other top occupational categories of 2016:

- Business, Finance, and Administration Occupations (17.9%);
- Occupations in Education, Law and Social, Community and Government Services (13.8%);
- Management Occupations (12.8%); and,
- Trades, Transport and Equipment Operators and Related Occupations (12.1%).

HOUSING PROFILE

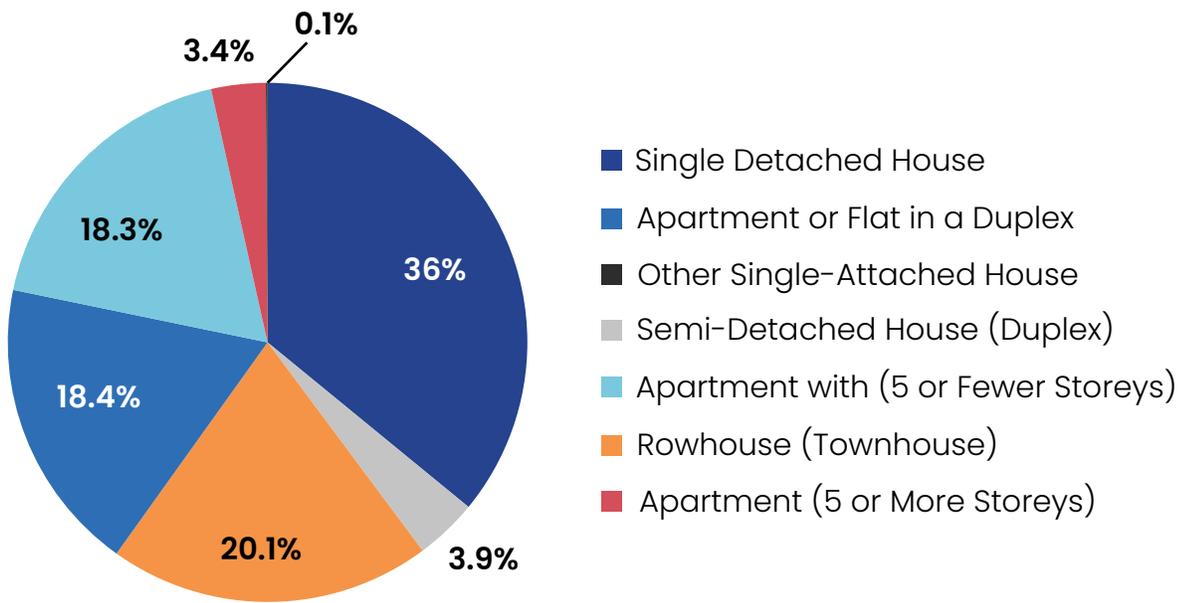
Dwelling Typologies

In View Royal, over one-third (36%) of the population resides in a single-detached house. The next most common housing typology are rowhouses, which house one-fifth (20.1%) of the total population. There are more residents occupying low-rise (fewer than five storeys or an apartment/flat in a duplex⁵) apartments (18.3%) than there are residents in high-rise apartments greater than five storeys (3.4%). Compared to the 2016 Census, there has been an increase in the percentage of residents living in row houses (+2.9%), low-rise apartments (fewer than 5 storeys; +3.2%), and high-rise apartments (+1.4%). Conversely, there has been a decrease in residents living in single-detached houses (-3.9%) and apartments or flats in a duplex (-3.3%).

In the near future, the proportion of residents in apartments may shift as more multi-unit residential properties are expected to be completed.

⁵ An apartment or flat in a duplex is defined by Statistics Canada in the 2021 Census as “one of two dwellings located one above the other. Apartments or flats in duplexes attached to triplexes, other duplexes or other non-residential structures (e.g., a store) are also classified as apartments or flats in a duplex.” This definition includes secondary suites.

Figure 7. Percentage of Population per Dwelling Type (2021)



Housing Tenure and Affordability

Approximately two-thirds of View Royal’s households own their home as of 2021 (67.4%; 3,315 households). As per the 2021 Census, the median monthly shelter costs total \$1600, which is similar to the average monthly shelter costs of \$1698. The median value of dwellings was reported as \$800,000 and the average value was noted as \$848,000.

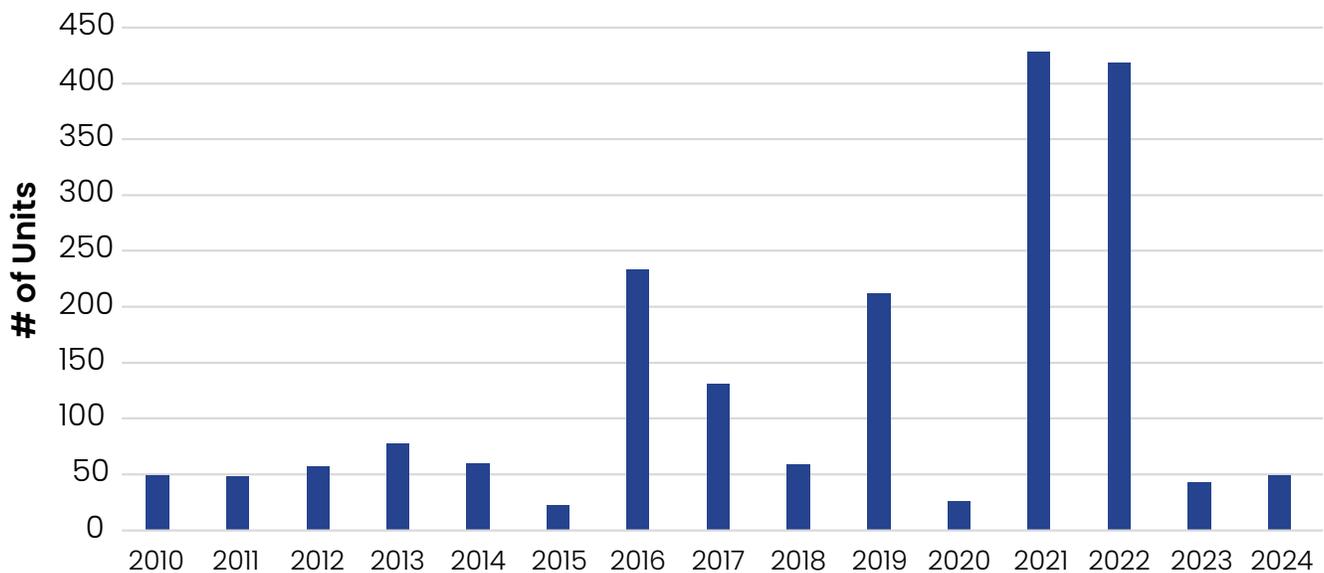
The remaining one-third of the Town’s households rent their home as of 2021 (32.6%; 1,600 households). The 2021 Census notes that the median monthly shelter costs for rented dwellings is \$1560 and the average monthly shelter costs are \$1578.

4.5 COMMUNITY GROWTH

DEVELOPMENT TRENDS

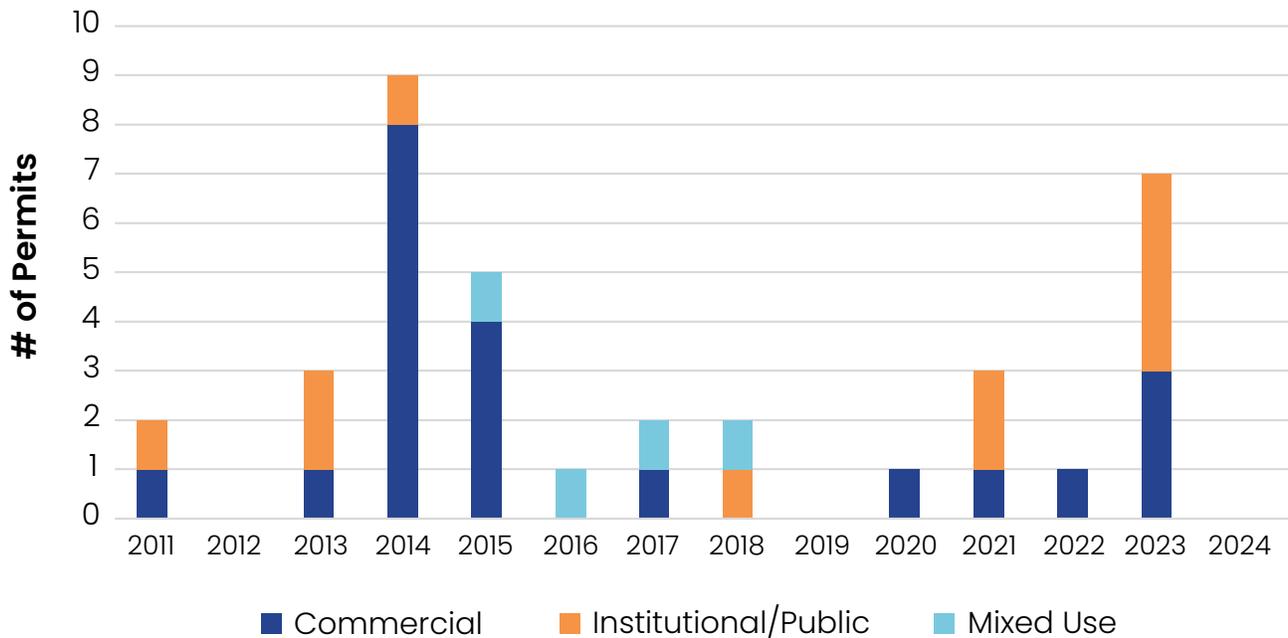
The following section reviews the Town’s residential development permit data. Based on development permit data available between 2011 and 2024, an average of 127.6 units is permitted each year. However, some years have seen more activity than others; in 2021 and 2022, the Town saw the highest number of applications, where a total of 428 and 419 units were permitted, respectively. Overall, there was an uptick in issued permits from 2016 to 2022, with a decrease in activity over 2023 and 2024. It is expected that a few major developments will be completed in the Town over the next few years.

Figure 8. Residential Units Permitted Yearly (Development Permits) (2010–2024)



There is less non-residential (commercial, industrial, institutional) building activity in the Town, with an average of 2.8 building permits issued each year (based on data from 2011 to 2024). Of these permits, the majority (89%) are for commercial or institutional uses; in the last five years, there has been a steady stream of approvals for these development types. There have been no building permits issued for industrial uses since 2011.

Figure 9. Non-Residential Building Permits by Year and Type (2010–2024)



POPULATION PROJECTIONS

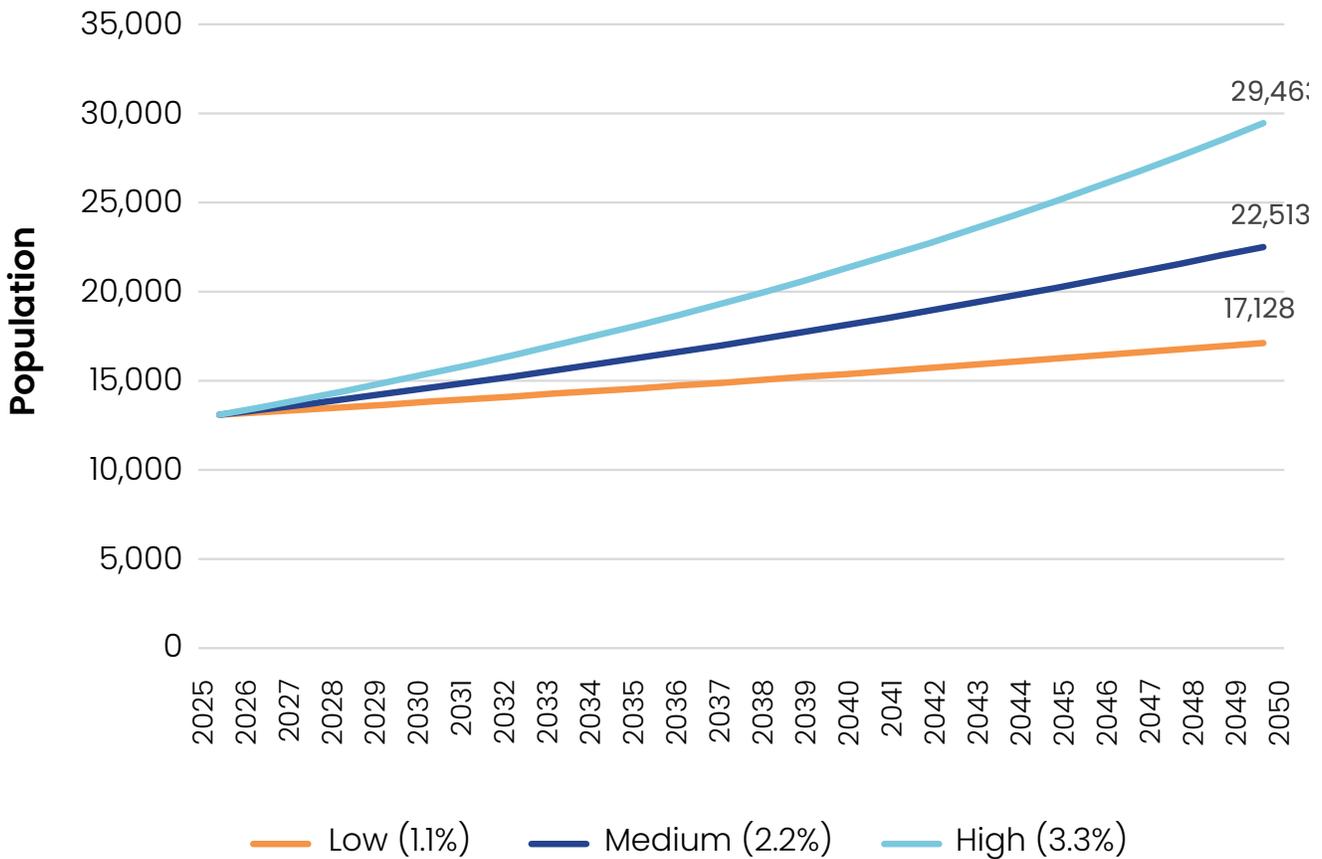
Table 8 and Figure 10 below outline the low, medium, and high population growth scenarios for the Town. The low growth scenario was prepared using projection data available from BC Stats. The medium and high growth scenarios were based on available population data from BC Stats and the 2001, 2006, 2011, 2016, and 2021 Censuses, and aligned to match growth trends across these Census years. Other references included the Town’s 2024 Interim Housing Needs Report, which forecasts the projected number of units needed to meet household growth. Regional growth rates from the IHNR were also considered as part of scenario preparation but not factored into the final scenarios.

The medium growth scenario (2.2%) will be used to inform policy direction and land use designations of this OCP, as it is best aligned with historic annual population growth trends in View Royal over a period of 20-years. Both the low (1.1%) and high (3.3%) growth scenarios were prepared as supplementary information to reflect historical fluctuations in population rates and acknowledge the potential variations in growth over the next 25 years. The medium growth scenario (2.2%) anticipates the population of View Royal will be approximately 22,513 people in the year 2050.

Table 8. Population Projections (2025–2050)

Year	Low (1.1%)	Medium (2.2%)	High (3.3%)
2025	13,085	13,085	13,085
2026	13,227	13,372	13,517
2027	13,370	13,666	13,963
2028	13,515	13,965	14,424
2029	13,661	14,272	14,900
2030	13,809	14,585	15,391
2031	13,958	14,905	15,899
2032	14,110	15,232	16,424
2033	14,262	15,566	16,966
2034	14,417	15,908	17,526
2035	14,573	16,257	18,104
2036	14,731	16,614	18,702
2037	14,890	16,978	19,319
2038	15,051	17,351	19,956
2039	15,214	17,731	20,615
2040	15,379	18,120	21,295
2041	15,546	18,518	21,998
2042	15,714	18,924	22,724
2043	15,884	19,340	23,474
2044	16,056	19,764	24,248
2045	16,230	20,198	25,048
2046	16,406	20,641	25,875
2047	16,583	21,094	26,729
2048	16,763	21,557	27,611
2049	16,944	22,030	28,522
2050	17,128	22,513	29,463

Figure 10. Population Growth Projections



HOUSING NEEDS

Core Housing Need

As defined by the Canada Mortgage and Housing Corporation and the University of British Columbia’s Housing Assessment Resource Tools, a household is deemed to be in core housing need if they are spending over 30% of its before-tax income on median shelter costs and if housing does not meet one or more of the following standards:

- Adequacy – does not require any major repairs.
- Suitability – has enough bedrooms for the household’s residents.

Extreme Core Housing Need has the same standards as Core Housing Need, except a household is spending over 50% of their before-tax household income on shelter costs.

Table 9 below identifies the total number of owner (with a mortgage) and renter households in Extreme Core Housing Need in 2021, along with the forecasted number of units required for View Royal to provide suitable, affordable, and adequate housing for this group in a 20-year time period.

Table 9. Number and Proportion of Owner and Renter Households in Extreme Core Housing Need (2021)

Total Households	2021 Households	Average ECHN Rate	Households in ECHN
Owners	3,315	N/A	N/A
Owners with a Mortgage		0.90%	30.00
Renters	1,600	9.02%	144.36
Total New Units to Meet ECHN – 20 Years			174.36

Short- and Long-Term Housing Needs

The following tables include information from the Interim Housing Needs Report, which projects the total number of new units required to meet household growth needs in the short- (5 year) and long- (20 year) term.

Table 10 below uses an average of the municipal and regional growth projections to determine the total new units required to meet anticipated household growth needs in 2041.

Table 10. New Units Needed to Meet Anticipated 20-Year Household Growth Needs (2021-2041)

Growth Scenarios	Regional Growth Rate	Households		New Units
		2021	2024	
Local Household Growth	N/A	4,915	7,198	2,283
Regionally Based Household Growth	37.57%	4,915	6,761.53	1,846.53
Scenario Average				2,064.76
Total New Units to Meet Household Growth Needs – 20 Years				2,064.76

The above information informs the summary of new units in Table 11 (the total from Table 10 is a line item below). Altogether, the Interim Housing Needs Report indicates that a total of 842 units would be required over 5 years and 2,889 over 20 years 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 Royal.

Table 11. Total Number of New Units Needed in the Short- and Long-Term

Housing Need Component	5 Year Need (2026)	20 Year Need (2041)
Extreme Core Housing Need	43.59	174.36
Persons Experiencing Homelessness	28.32	56.65
Suppressed Household Formation	35.56	142.24
Anticipated Growth	621.66	2,064.76
Rental Vacancy Rate Adjustment	11.57	46.28
Additional Local Demand	101.11	404.44
Total New Units – 5 Years	842	
Total New Units – 20 Years		2,889

The Interim Housing Needs Report was completed in 2021. As of November 2024, a total of 706 new dwelling units are expected to be completed within the next 2 years, which includes 471 rental units and 235 strata units. Two multi-unit buildings totalling 158 dwelling units are partially occupied and are no longer included as they are nearing completion. When summed together, these 864 total new units will help the Town meet its short-term need of 842 units by 2027.

Extrapolating to 2050

Using Table 11 as a reference point, extending the IHNR totals of 842 units (forecasted need over 5 years to 2026) and 2,889 units (forecasted need over 20 years to 2041) to align with the OCP time horizon and meet housing needs in View Royal will mean that a total of 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.

EMPLOYMENT LANDS PROJECTIONS

Commercial Projections

Retail and Service Projections

A market demand study was completed in 2021 that provided locally oriented retail and service space demand projections for View Royal. Projections were calculated under two scenarios:

- **Lower Capture Scenario:** View Royal captures about 50% of the future trade area⁶ local-oriented retail and service growth throughout the projection period from 2025 to 2050.
- **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.

These projections have been updated accordingly to reflect the current market context of View Royal, with results shown in Tables 12 and 13 below.



6 Trade area refers to two:

- The local trade area, which includes View Royal, Esquimalt, and Vic West. This 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 commercial trade area, which includes View Royal, Esquimalt, Vic West, Colwood, Langford, Highlands, and Metchosin. This area is created 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 12. Local Oriented 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 13. Local Oriented 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 projections show that the supportable total retail and service floorspace in View Royal could increase by about 125,700 square feet (11,678 sq. m) and 211,150 square feet (19,616 sq. m.) between 2025 and 2050. This is equivalent to annual retail and service growth of about 5,030 square feet to 8,450 square feet per year on average.

Office Space Projections

Recent development indicates that the suburban share of Greater Victoria’s office space is down from 35% in 2019 to 33% (as it was in 2006). Trends in office development suggest that 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 this information, two projection scenarios were prepared:

- Lower Growth Scenario (Table 14): Suburban office growth share is 33%, with View Royal’s remaining at 7.7% (as it was in 2001)—both figures kept consistent from 2025–2050.
- Higher Growth Scenario (Table 15): Same 7.7% of suburban growth for the 2025–2030 period and increasing by 1% for each subsequent 5-year period beyond 2030 to 2050.

Across both scenarios, the overall growth in floor space will remain the same; according to Colliers, the Greater Victoria market saw approximately 150,000 sq. ft. (13,945 sq. m.) of new office space under development in 2024, a figure confirmed by the net annual growth in office space between 2019 and 2023 prepared by CoStar.

Table 14. Office Space Projections, Lower Growth Scenario

Average Annual Office Development (SF)	2019-2025	2025-2030	2030-2035	2035-2040	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 ⁷	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 Market ⁸	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

7 BC Assessment

8 The suburban office market is the Greater Victoria office market excluding the City of Victoria

Table 15. Office Space Projections, Higher Growth Scenario

Average Annual Office Development (SF)	2019-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050
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 Victoria ⁹	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 Market ¹⁰	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

Overall, it is anticipated that office floorspace growth in View Royal could increase by 85,000 square feet (7,897 sq. m.) to 127,000 square feet (11,799 sq. m.) between 2025 and 2050. Due to View Royal's proximity to the Victoria General Hospital, it is anticipated that this demand will be for medical-related office space (e.g., professional and personal services).

9 BC Assessment

10 The suburban office market is the Greater Victoria office market excluding the City of Victoria

Industrial Projections

Since 2011, the Town has not seen any new building permits for industrial development, except for one building addition that is a mixed-use commercial and industrial development. Given historic building permit and construction trends for industrial development in View Royal, it is anticipated that there will be little to no growth in industrial land uses if designations are to remain as-is and/or market conditions remain.

Institutional Projections

Based on historic building permit data for public/institutional land uses from 2011 to 2024, it is anticipated that there will be approximately 8,008 square feet (744 sq. m.) of institutional development constructed in the Town each year, or an estimated total of 200,112 square feet (18,591 sq. m.) of new institutional development over a 25-year period.





Part Two

Land Use

5.0 Land Use	50	5.7 Intensive Mixed Use Designation	73
5.1 General Framework and Considerations	50	5.8 Neighbourhood Mixed Use Designation	75
5.2 Western Gateway Employment District Corridor Designation	62	5.9 Mixed Residential Designation	77
5.3 Hospital Transit-Oriented Area Designation	65	5.10 Small-Scale Multi-Unit Housing Designation	79
5.4 Neighbourhood Village Designation	68	5.11 Residential Designation	82
5.5 Neighbourhood Centre Designation	70	5.12 Large Lot Residential Designation	84
5.6 Commercial Designation	71	5.13 Rural Designation	84
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		5.15 Parks, Trails and Open Space Designation	87
		5.16 Urban Reserve Designation	89

5.0 Land Use

Land Use determines the physical framework of the community, providing direction for how and where View Royal will grow in the future. This plan provides guidance on the approach and priorities for where development and growth are supported and in what form.

5.1 GENERAL FRAMEWORK AND CONSIDERATIONS

5.1.1 CONTEXT

While View Royal started as a suburban community, it has since transformed into a vibrant community with local and regional services. New subdivisions are near completion along Six Mile Road near Thetis Lake. Most of the land within View Royal has been developed with no remaining vacant sites for development within the Urban Containment Boundary (see Map 1). Future growth will occur through redevelopment and infill of existing lands.

Thetis Lake Regional Park is an expansive natural regional amenity on the north side of View Royal, providing a buffer between the urban development of View Royal and the predominantly rural area to the north of Thetis Lake Regional Park, characterized by low-density housing and preserved green spaces.

Higher residential density and commercial activity in View Royal is currently concentrated along Island Highway, Admirals Road, Helmcken Road, and major intersections. There are some small pockets of neighborhood services that offer opportunities for enhancement, and areas along major transportation routes with potential for further infill development.



In recent years, commercial and institutional development in View Royal as well as apartments and condos near these nodes and has steadily increased, highlighting the growing demand for business and services in View Royal. For example, the Eagle Creek Shopping Centre, east of the Hospital Transit-Oriented Area (see Section 5.3), has recently undergone major redevelopment. The area has been transformed into an important node with mixed use, providing key commercial, office, retail, restaurant, healthcare related services, and other local amenities.

View Royal has two mobility hubs – the Atkins Mobility Hub and the Hospital Mobility Hub – which serve as key intersections of land use and transportation. These mobility hubs act as central community gathering spots that promote connection and access to community amenities (see Map 3).

The vision for View Royal is to provide more amenities and services to a growing community in the form of mixed use development focused along the four major corridors (as shown in Figure 11), including Admirals Road, Helmcken Road, Island Highway, and the Western Gateway Employment District Corridor. The intersection of Helmcken Road and Island Highway has the opportunity to become a node, providing neighbourhood level, mixed use amenities and services.

Nodes refer to community focal points, such as intersections or transit hubs, that act as key centres of activity. They typically include higher density, mixed use areas that are community focused, provide services and amenities, and enhance transit service.

Mixed use is a development typology that accommodates a variety of uses with clear and convenient connections to the public realm. Mixed Use developments typically have retail, commercial, civic, or industrial uses located on the ground level and lower floors, and residential or office units occupying the upper floors. Mixed Use developments provide conveniently located amenities and services accessed by multi-modal transit within a neighbourhood.

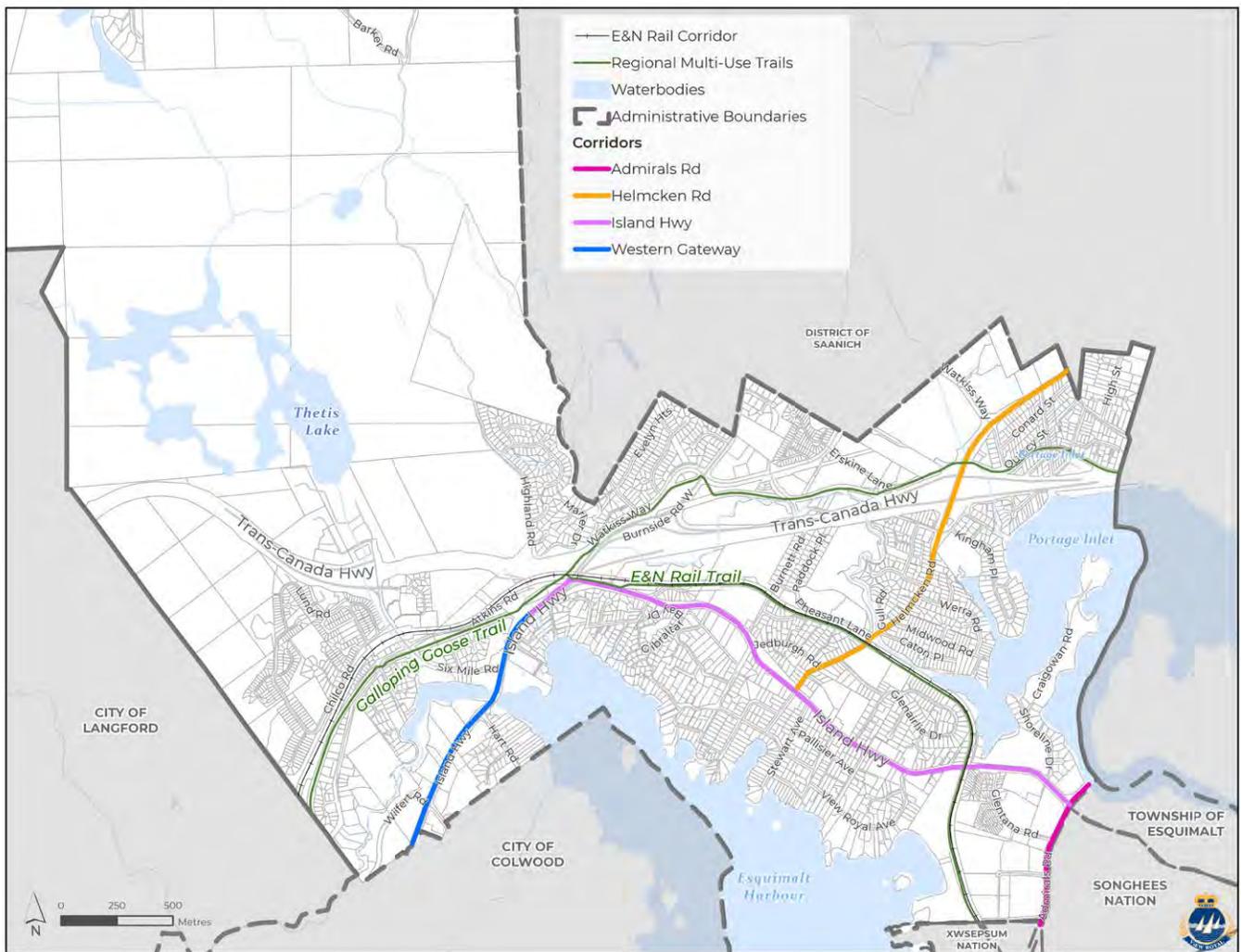
Mobility Hubs are mobility-oriented development areas that offer seamless access to multiple transportation modes, connecting people to key destinations, employment, and services with quality public spaces and clear wayfinding. Mobility Hubs are the strategic intersection of frequent transit corridors and shared mobility infrastructure supported by high-density residential and employment land uses.

The following OCP Goals may be achieved through the policy direction provided in this section:

- Mobility and Connectivity
- Diverse and Affordable Housing
- Growth Management and Community Character Preservation
- Economic Development
- Reconciliation

Corridors are primary transportation routes where increased development density is generally encouraged to maximize accessibility for vehicles, public transit, and pedestrians. In View Royal, key corridors include Admirals Road, Helmcken Road, Island Highway, and the Western Gateway Employment District Corridor.

Figure 11. View Royal's Corridors



5.1.2 OBJECTIVES

1. **Spaces for Sustainable, Compact, and High-Density Development**

Create a more complete and sustainable community by directing most new growth to the corridors and mobility hubs which focus on mixed use, transit-oriented development and design.

2. **Small-Scale, Multi-Unit Housing and Infill Development**

Encourage the development of new compact housing near amenities, services, and transit-serviced routes within existing Small-Scale Multi-Unit Housing areas inside the Urban Containment Boundary as desirable forms of small-scale infill development.

3. **Quality and Complementary Built Form**

Support high-quality development that complements existing built forms and achieves sustainable urban and building design, safety, and dynamic public and private spaces.

4. **Community Connections**

Continue to advance opportunities to enhance existing connections and identify opportunities to establish new connections between neighbourhoods and mobility hubs.

5. **Manage Development and the Natural Environment**

Manage development to protect known and future green and blue spaces that make up the community's natural environment and recognize these spaces as vital physical features that define the Town. These spaces include the Town's parks and trails, shoreline, watercourses, waterbodies, and ecologically sensitive terrestrial areas.

6. **Functional, Connected Green Spaces**

Establish a functional and interconnected greenspace and trail network in the Western Gateway Corridor, focusing on the areas along Millstream Creek and Esquimalt Harbour. This network will support ecological connectivity, recreational opportunities, and enhanced access for residents, while integrating within the Town's broader system of parks, trails, and natural spaces.

7. **Spaces for People**

Enhance the social fabric of the community by planning and designing public and private spaces that meet the diverse daily needs of residents to foster a sense of community, encourage social cohesion, and interaction through planned and unplanned events and activities.

5.1.3 GENERAL POLICIES

- A. Create viable conditions for local businesses to thrive and provide for the diverse needs of residents by directing higher levels of housing and employment densities to the mobility hubs and corridors.
- B. Strengthen connections between existing residential neighbourhoods, corridors, and mobility hubs by:
 - i) Providing multi-modal trails and pathways;
 - ii) Creating linear parks; and
 - iii) Enhancing public spaces and streetscape improvements (i.e. street trees, landscaping, wide sidewalks, street furnishings, pedestrian scale lighting, etc.).
- C. Integrate existing neighbourhood characteristics into the design of new developments to acknowledge the unique social, cultural, and environmental characteristics of the Town.
- D. Encourage the development of public gathering places such as parks, plazas and landscaped seating areas near activity-generating uses, corridors, and mobility hubs.
- E. Development of four storeys or greater should incorporate commercial or public use space.
- F. Prohibit the subdivision of waterfront lots to protect the integrity of the shoreline, aquatic environments, and ecologically sensitive areas.
- G. The Town will not support aggregate extraction activities within its boundaries and will source aggregate materials from neighbouring regional communities to meet development needs, given the non-existence of these resources within View Royal.
- H. Explore the viability of density bonusing for the Hospital Transit-Oriented Area and Western Gateway Employment District Corridor to determine building heights that are viable for development. Findings could be integrated into the Zoning Bylaw and OCP.
- I. Apply Universal Access Design principles and guidelines to public space design and improvements.
- J. Maintain the Urban Containment Boundary, as shown on Map 1, by continuing to direct urban development and improvements to areas within the boundary, thereby preserving agricultural land, natural areas, and rural characteristics.
- K. Integrate community safety principles and best practices into all design guidelines.

5.1.4 MOBILITY HUB POLICIES

- A. Establish the Atkins Park and Ride and the Hospital Transit-Oriented Area as View Royal's mobility hubs, as shown in Map 3, that create conditions for the following:
 - i) Centralized access to a range of services and amenities;
 - ii) Connections to and/or the provision of transportation services such as bus stops, sidewalks, bike lanes, trail connections, car share options, amongst others;
 - iii) Encourage and support local economic development; and
 - iv) Integrate and enhance public spaces that meet local community needs.
- B. Encourage transit supported uses and medium to high densities, including mixed use community-wide destination retail, small format retail, health services, community and social services, recreation facilities, educational, and arts and cultural spaces.
- C. Promote walkability and a strong public realm by:
 - i) Providing convenient links to transit, cycling routes, and local and regional multi-use trails;
 - ii) Including bike parking, passenger loading, accessible parking, and access to shared mobility options; and
 - iii) Integrating public spaces and amenities into site design such landscaping features, wide sidewalks, public art, and seating elements.

- D. Lands within mobility hubs should be designed in a manner that enables connection between developments within the hub, including public open spaces.

5.1.5 REDEVELOPMENT POLICIES

- A. Consider incorporating provisions for density bonusing to secure community and neighbourhood amenities associated with new development such as parks, plazas, playgrounds, community meeting spaces, heritage retention, and frontage improvements.
- B. Consider financial tools to collect funds for community amenities where growth is planned, including community centres, recreation facilities, libraries, childcare facilities, landmarks, and public spaces.
- C. Maintain alignment of the Development Cost Charges Bylaw with market trends and to ensure the costs of providing infrastructure services associated with community growth are recovered.
- D. Where heritage, archeological or cultural assets that may be significant to the Songhees and X^wsepsəm Nations are potentially impacted by redevelopment, require applicants to protect, rehabilitate, restore, and/or formally designate these assets as appropriate, such as through registration of a covenant on title.
- E. Support the reuse or retrofit of historically significant buildings, structures, and sites identified in the Town's Heritage Register in a manner that preserves the heritage significance of the building, structure, or site.

- F. Explore opportunities to establish a standard for required professional reporting requirements for development applications.
- G. Explore the opportunity to integrate Development Approval Information authority into the Development Application Procedures Bylaw to give Town staff the authority to request additional information about a development proposal, such as environmental reports, renderings, etc. that will aid the Town in its evaluation.
- H. Notwithstanding the permitted heights within the Land Use Designations, consideration for increased building heights for rezoning and amendments to the Official Community Plan where proposed developments achieve one or more of the following may be considered:
 - i) Advance overall plan objectives;
 - ii) Are on sites with substantial grade differences;
 - iii) Meet specified density bonus zoning provisions;
 - iv) Achieve retention of high value trees or natural features and increased on-site open space;
 - v) Demonstrate site design and architectural excellence; or
 - vi) Provide a significant public benefit including securing non-market or supportive housing and/or parks or community facilities.
- I. Expand housing choice by supporting sensitive and strategic infill development, ensuring that new housing integrates seamlessly with the existing character, scale, and livability of established residential areas.
- J. Consider the following criteria when reviewing applications for new forms of housing in areas where small-scale multi-unit housing and mid- to high densities are proposed:
 - i) Access to transportation options (e.g., transit, bike routes, trails);
 - ii) Proximity to parks, schools and other community amenities;
 - iii) Preservation of trees; and
 - iv) Connection to infrastructure servicing.
- K. To ensure new development is thoughtfully integrated into existing neighbourhoods, consider developing Infill Design Guidelines.

Density describes the intensity of people, jobs, housing units, or commercial units within a defined area. Building height and Floor Space Ratio are common measures of density. In View Royal, density is classified as follows:

- Low-density – buildings with heights up to 3 storeys
- Medium-density – buildings with heights between 4 and 7 storeys
- High-density – buildings with heights greater than 8 storeys

Maximum density is expressed as **Floor Space Ratio** or **FSR**, which is the ratio of built (or buildable) area to land area. FSR is a tool used by planners, designers, and developers to model building mass in relation to lot. Density regulations and FSR exclusions for all land uses are specified in the Zoning Bylaw.

5.1.6 LAND USE DESIGNATIONS SUMMARY

The following land use designations shall apply to lands within View Royal, as shown in Map 1:

Designation	Description	Maximum Height/Density
 Western Gateway Employment District Corridor	Development includes a mix of flexible and adaptable building forms that support a range of employment functions suitable for commercial, light industrial, arts and culture, or tourist accommodations. Commercial space in the form of retail, restaurants, visitor accommodations, artist studios, and offices is permitted. Light industrial space that includes distribution and repair, light manufacture and processing are permitted. Arts, innovation, and technology are also permitted.	<ul style="list-style-type: none"> • 6 storeys • FSR: 2.5 FSR* <p><i>* Development on these lands may be subject to density bonus and inclusionary zoning provisions if and when they are adopted.</i></p>

Designation	Description	Maximum Height/Density
 Hospital Transit-Oriented Area	Uses include mixed use with apartments, visitor accommodations, restaurants, retail, office, institutional (i.e. hospital), and civic use (e.g., daycares, libraries, public gathering and amenity spaces).	<ul style="list-style-type: none"> • 10 storeys • FSR: 3.5 FSR* <p><i>* Development on these lands may be subject to density bonus and inclusionary zoning provisions if and when they are adopted.</i></p>
 Neighbourhood Village	Uses include mixed use buildings, such as multi-unit housing and community serving commercial and civic uses. This may include schools, offices, restaurants, retail, grocery store, and community spaces.	<ul style="list-style-type: none"> • 6 storeys • FSR: 2.5
 Neighbourhood Centre	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 stores, and community spaces.	<ul style="list-style-type: none"> • 6 storeys • FSR: 3.0 FSR
 Commercial	Development that permits a variety of commercial uses, including retail, office, technology, services, and restaurants.	<ul style="list-style-type: none"> • 4 Storeys • FSR: 2.5 FSR
 Intensive Mixed Use	Low-rise mixed use development in the form of townhouses and low-rise apartments, designed to include ground-floor commercial space and upper-floors designated for residential dwellings. Ground-floor commercial space may include one or more of the following: retail, restaurants, medical offices, offices, and civic uses (e.g. daycares, libraries, public gathering and amenity spaces).	<ul style="list-style-type: none"> • 4 Storeys • FSR: 2.5 FSR

Designation	Description	Maximum Height/Density
 Neighbourhood Mixed Use	Uses include low-rise mixed use development in the form of townhouses and low-rise apartments, designed to include ground-floor commercial space and upper-floors designated for residential dwellings. Ground-floor commercial space may include one or more of the following: retail, restaurant, medical office, office, civic uses (e.g. daycares, libraries, public gathering and amenity spaces).	<ul style="list-style-type: none"> • 3 storeys • FSR: 1.5 FSR permitted
 Mixed Residential	Uses include detached and attached dwellings, such as duplexes, secondary suite, garden suite, rowhouse, townhouses, house-plex developments, and apartments.	<p>Apartments:</p> <ul style="list-style-type: none"> • 4 storeys • FSR: 1.6 <p>All other uses:</p> <ul style="list-style-type: none"> • 3 storeys • FSR: 1.25
 Small-Scale Multi-Unit Housing	Uses include detached and attached dwellings, such as detached residential, duplex, secondary suite, garden suite, rowhouse, townhouse, house-plex, and apartments.	<ul style="list-style-type: none"> • 3 storeys • A maximum of 6 dwelling units
 Residential	Residential areas consisting of detached houses, rowhouses, townhouses, and house-plexes that are accessed via separate entrances at the ground-level. Uses include detached and attached dwellings, such as detached residential, duplex, secondary suite, and garden suite.	<ul style="list-style-type: none"> • 2.5 storeys • FSR: 0.6 FSR permitted for appropriate infill
 Large Lot Residential	Residential areas consisting of detached homes that are located on large lots. Uses include detached homes, on large lots and yards.	<ul style="list-style-type: none"> • 2.5 storeys

Designation	Description	Maximum Height/Density
 Rural	Lands that permit large lot residential uses, as well as recreation, and agriculture.	<ul style="list-style-type: none"> • 2 storeys • 1 unit per 10 hectares permitted
 Community Facility	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 and facilities, and schools.	Varies
 Parks, Trails and Open Space	Active and passive parks, trails, natural and green spaces, and outdoor recreation facilities.	N/A
 Urban Reserve	Land to be transferred to X ^w sepsəm Nation within the lifespan of this OCP.	N/A

5.2 WESTERN GATEWAY EMPLOYMENT DISTRICT CORRIDOR DESIGNATION

5.2.1 CONTEXT

The Western Gateway Employment District Corridor is a medium-density corridor located along Island Highway to the south of Parsons Bridge, as shown in Map 1. This area is an extension of the employment corridor located to the south in the City of Colwood. It is the vision of both local governments that this corridor transforms into a medium- to high-density, employment hub for the respective communities, the West Shore, and the broader region. In addition, this corridor will support the Atkins Mobility Hub located to the north (see Map 3) which is designated as Neighbourhood Village and Community Facility in Map 1. The corridor will also support other surrounding residential areas by providing an abundance of employment opportunities and services.

Employment opportunities facilitated through the integration of a mix of light industrial, commercial, arts and culture, and hospitality uses will be encouraged. As discussed in section 9.0, the Town aims to support new and existing businesses in the tech sector, as well as those that support tourism and the healthcare industry, such as commercial hotels, research labs, and biomedical services, amongst others. Given the Town's central location within the region and its existing healthcare assets, such as Victoria General Hospital, such investment opportunities are highly supported in the Western Gateway Employment District Corridor.

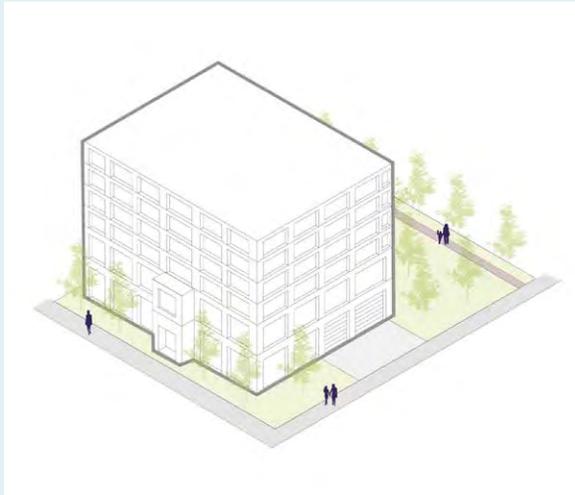
Development in the corridor is intended to support pedestrian-oriented activity, enable non-auto-oriented travel decisions, and increase connections to the Millstream Creek greenway, as well as access to the nearby waterfront area. Urban design that supports a strong public realm will be highly encouraged for new development, with connections to transit, trails, pedestrian-friendly streetscapes, and bike lanes provided wherever possible, particularly those that support the objectives of the Town's transportation and mobility objectives outlined in section 7.0.

5.2.2 PERMITTED HEIGHTS AND DENSITIES

A. Heights and densities permitted in this land use designation are as follows:

- i) Maximum height: 6 storeys
- ii) Maximum floor Space Ratio: 2.5*

** Development on these lands may be subject to density bonus and inclusionary zoning provisions if and when they are adopted by the Town.*



The image provides an example of building massing for a 6-storey mixed employment use building with a Floor Space Ratio of 2.5 on a standard-sized lot in the Corridor. The first two storeys have higher ceiling heights to allow for industrial uses, while the upper storeys have typical floor heights for commercial office or similar uses. Trail and sidewalk connections for walking, cycling, and rolling are encouraged throughout the corridor.



A mix of employment uses with strong public realm connections to alternate modes of transport, such as transit, cycling, and walking, are encouraged for the Western Gateway Employment District Corridor. The concept shown here demonstrates how a mixed 5-storey building comprising of industrial uses on the first two storeys and commercial office space on the upper storeys can have strong urban design that supports a pedestrian-friendly environment.

5.2.3 POLICIES

- A. Collaborate with the City of Colwood to establish the Western Gateway Employment District Corridor as a regional employment hub, prioritizing economic development and attracting business investment.
- B. Encourage redevelopment of lands designated as Western Gateway Employment District Corridor to promote medium-density mixed-use development, with an emphasis on commercial, light industrial, arts and culture, and hospitality uses and high-quality urban design. Development in the Western Gateway Employment District Corridor should aim to achieve:
 - i) A mix of employment uses including office, retail, hotel, research labs, community / civic use, and light industrial (e.g. light manufacturing and processing of goods, distribution).
 - ii) Strong public realm design and a pedestrian-friendly streetscape that is designed to attract visitors to the area through orienting buildings towards the street, using landscaping features such as plantings and seating to welcome in users to the space, providing sidewalk and trail connections to transportation options, Millstream Creek, the waterfront, and other key businesses in the corridor, and supporting the nearby Atkins Mobility Hub.
 - iii) Compatibility with nearby residential development through thoughtful design and landscape buffers, where appropriate.
 - iv) Long-term protection of Millstream Creek and shoreline by dedicating park land for green space and / or recreational trails wherever possible.
 - v) Enhanced economic development opportunities for the Town, particularly local businesses and investments in emerging industries.
- C. Enable the provision and viability of industrial development through establishing conditions that allow for flexibility in the design and configuration of buildings with industrial uses, such as exploring opportunities to support stacked development and buildings with high ceiling heights on the first two storeys, amongst others.

5.3 HOSPITAL TRANSIT-ORIENTED AREA DESIGNATION

5.3.1 CONTEXT

Provincial regulations have designated the area west of Victoria General Hospital around the existing bus exchange as a Transit-Oriented Area, as shown in Map 3. In addition, the hospital is expected to expand its services and undergo physical expansion in the coming decade, ideally co-locating with primary care facilities and ancillary medical service providers. As a result, higher density residential in the form of apartments have started developing in recent years and are planned to continue to be accommodated along Watkiss Way to provide more housing and support the expanding amenities and services and take advantage of current and future investments in bus rapid transit.

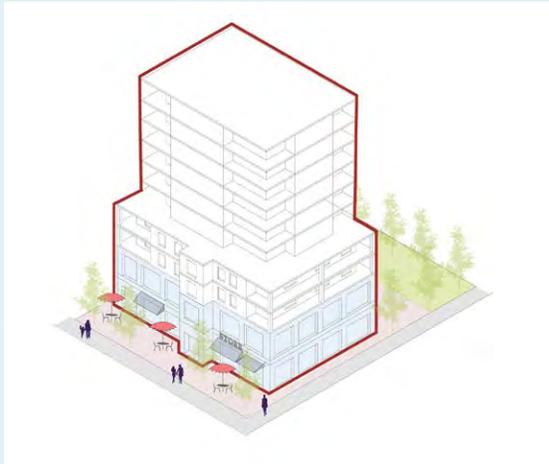
The Victoria General Hospital Transit Exchange is presently served by a single frequent transit service route. However, there is potential to expand frequent transit service and provide rapid transit service if the lots within the Transit-Oriented Area surrounding the hospital are developed to densities that can support such service. The Victoria General Hospital Transit Exchange is ideally located to become a major mobility hub for the community. It is located near the Helmcken Park and Ride, Galloping Goose Regional Multi-Use Trail, and Highway 1, all providing inter- and intra-municipal connections. Helmcken Road is one of the key corridors connecting neighbourhoods in View Royal and the neighbouring District of Saanich, as shown on Figure 11.

The Hospital Transit-Oriented Area is envisioned as a vibrant, high-density mixed use community that integrates residential, medical, and commercial spaces to support the Victoria General Hospital and regional rapid transit system. Transit, cycling, and walking are envisioned to be the primary modes of transportation in this area to encourage active transportation connections, enhance the public realm, and create a safe, pedestrian-friendly environment for residents and visitors alike.

5.3.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and densities permitted in this land use designation are as follows:
- i) Heights: 10 storeys
 - ii) Floor Space Ratio: 3.5*

** Development on these lands may be subject to density bonus and inclusionary zoning provisions if and when they are adopted by the Town.*



The image provides an example of building massing for a 10-storey mixed employment and residential use building with a Floor Space Ratio of 3.5 in the Hospital Transit-Oriented Area. The first two storeys have higher ceiling heights to allow for retail commercial or medical office uses, the third and fourth storeys have typical floor heights for commercial office or similar uses. The remaining upper residential floors include a step back that provide a human-scale streetscape, increase sunlight exposure to the street, and can provide an outdoor terrace for residential or commercial use. Trail and sidewalk connections for walking, cycling, and rolling are encouraged throughout the mobility hub.

A diverse range of employment and residential uses is encouraged within the Hospital Transit-Oriented Area, with a strong emphasis on integrating high-quality public spaces and supporting alternative transportation modes such as transit, cycling, and walking. The concept shown here demonstrates how a mixed 8-storey building comprising of commercial and ancillary medical offices on the first four storeys support the nearby Victoria General Hospital and residential space on the upper storeys can support greater transit service and a pedestrian-friendly environment.

5.3.3 POLICIES

- A. Encourage redevelopment of lands designated as Hospital Transit-Oriented Area.
- B. Prioritize high-density, mixed use development in the Hospital Transit-Oriented Area that aims to provide, or create conditions for, the following:
 - i) New residential dwellings, medical-related office spaces, tourist accommodations, and retail uses that benefit from and support the Victoria General Hospital.
 - ii) Diverse employment and commercial services that strengthen the local economy and support or complement existing local businesses and services.
 - iii) Rapid and frequent transit service routes.
 - iv) Ground floor commercial space.
 - v) Underground or sub-surface parking facilities that promote a safe and enjoyable pedestrian environment.
 - vi) Improved access and traffic circulation within the area.
 - vii) Construction of, or partnership with the Town to provide, active transportation infrastructure to connect new development to the Hospital bus terminal, Galloping Goose Regional Trail, Trans-Canada Highway, the Eagle Creek development west of Victoria General Hospital, and the established residential area southeast of Helmcken Road.
- C. Promote increased housing options to diversify housing stock, including opportunities for supportive housing or affordable housing developments.

Two types of transit service exist in View Royal:

1. Rapid Transit

Service Type:

Rapid Transit routes are designed to move large volumes of passengers between major destinations and stop less often than Frequent Transit service.

Frequency:

Customers can expect buses to arrive at least every 15 minutes between 7:00 a.m. and 10:00 p.m. every day of the week.

2. Frequent Transit

Service Type:

Frequent Transit routes operate at a 15 minute frequency between a specific period of time. Routes generally operate on arterial roads, serve corridors with mixed land use and provide connections between urban centres.

Frequency:

Customers can expect buses to arrive every 15 minutes or better service, 7:00 a.m. to 7:00 p.m., Monday through Friday.

5.4 NEIGHBOURHOOD VILLAGE DESIGNATION

5.4.1 CONTEXT

Neighbourhood Villages are situated near the lands comprising and surrounding the Atkins and Hospital Mobility Hubs to create density conditions that support rapid and frequent transit service, as shown in Map 3. The Neighbourhood Village designation includes mixed use buildings, such as multi-unit housing and community serving commercial and civic uses such as schools, offices, restaurants, retail, grocery store, and community spaces.

To comply with the provincially legislated *Housing Statutes (Transit-Oriented Areas) Amendment Act*, the Neighbourhood Village designation applies to lands within 201-400 meters of the Hospital Transit-Oriented Area's prescribed bus exchange (Map 3). It is acknowledged that many lands in this designation are already built out or are under development, reducing the likelihood of redevelopment within the lifespan of this OCP.

5.4.2 PERMITTED HEIGHTS AND DENSITIES

A. Heights and densities permitted in this land use designation are as follows:

- i) Height: 6 storeys
- ii) Floor Space Ratio: 2.5*

** Development on these lands may be subject to density bonus and inclusionary zoning provisions if and when they are adopted by the Town.*



The image provides an example of building massing for a 6-storey mixed use building with a Floor Space Ratio of 2.5 on a standard-sized lot in a Neighbourhood Village. Ground floor commercial and civic uses are provided, while the upper storeys are residential. An active street frontage is emphasized to ensure a comfortable space for pedestrians and active transportation users.



A diverse range of uses, increased densities, and good public realm design are encouraged within the Neighbourhood Village to support connections of mobility hubs and enable better transit service. The concept shown here combines ground-floor commercial and civic uses, such as a daycare and retail shops with residential space on the upper storeys of a mixed 6-storey building to support a vibrant community hub.

5.4.3 POLICIES

- A. Encourage redevelopment of lands within the Neighbourhood Village designation to support a variety of uses, including multi-unit mid-rise residential buildings, and commercial and civic uses that support the broader area.
- B. Support commercial and civic uses such as schools, offices, restaurants, retail, grocery store, and community spaces.
- C. Enable better transit service and connections of mobility hubs through increased densities and public realm design.
- D. Create strong and safe linkages to the surrounding neighbourhoods, parks, and trails at the following locations:
 - i) The Neighbourhood Village designated area surrounding the Atkins Mobility Hub linking to the Western Gateway Employment District Corridor and Price Bay.
 - ii) The Neighbourhood Village designation within the Hospital Transit-Oriented Area providing access to Craigflower Creek, the Galloping Goose Regional Trail, View Royal Park, and other existing parks.
- E. Promote Neighbourhood Villages as vibrant hubs that provide outdoor seating and/or public gathering space.

5.5 NEIGHBOURHOOD CENTRE DESIGNATION

5.5.1 CONTEXT

The Neighbourhood Centre Designation allows for small-scale, mixed use development that serve local neighbourhood needs. The designation applies a single lot at the intersection of Island Highway and Helmcken Road, as shown in Map 1, which has been partially redeveloped. This area is envisioned to encourage walkability by providing multi-unit housing forms and community-serving commercial and civic uses.

5.5.2 PERMITTED HEIGHTS AND DENSITIES

A. Heights and densities permitted in this land use designation are as follows:

- i) Height: 6 storeys
- ii) Floor Space Ratio: 3.0



The image provides an example of building massing for a 6-storey mixed use building with a Floor Space Ratio of 3.0 on a Neighbourhood Centre lot. Ground floor commercial and civic uses are provided, while the upper storeys are residential. An active street frontage is emphasized to ensure a comfortable space for pedestrians and active transportation users.



The Neighbourhood Centre designation is intended to support an active neighbourhood corridor or node with a diverse range of uses, increased densities, and good public realm design. . The concept shown here combines ground-floor commercial and civic uses with residential space on the upper storeys of a mixed 5-storey building to make the intersection of Island Highway and Helmcken Road an important neighbourhood node.

5.5.3 POLICIES

- A. Encourage mixed use residential and commercial development at the intersection of the Island Highway and Helmcken Road Corridors to support greater transit service and mobility and also provide greater access to daily needs for surrounding established neighbourhoods.
- B. Ground floor commercial and civic uses may include schools, offices, restaurants, retail, small grocery stores, and community spaces.
- C. Mixed-use development should be reviewed to consider the following:
 - i) Opportunity to establish connections across Island Highway and Helmcken Road to enhance pedestrian safety.
 - ii) Pedestrian-friendly street frontages that are designed for the comfort of those arriving by all modes.
 - iii) Strong and safe connections to surrounding residential areas, the waterfront, Helmcken Road, and View Royal Elementary School.
 - iv) Opportunities to consolidate and rezone lots fronting Island Highway to accommodate higher residential densities.

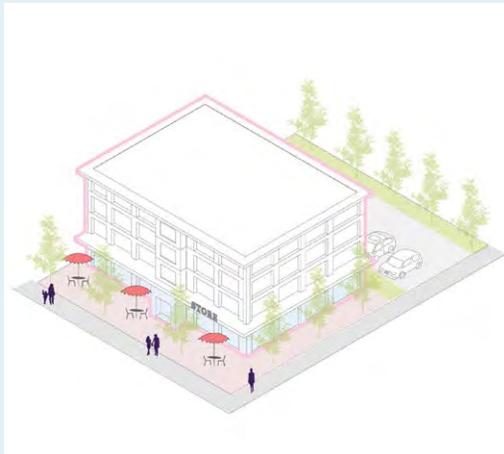
5.6 COMMERCIAL DESIGNATION

5.6.1 CONTEXT

Lands in the commercial designation will seek to provide more local jobs as View Royal grows, while providing services and amenities to residents. The designation permits a variety of commercial uses, including retail, office, technology, services, and restaurants. Commercial services are primarily located along the Admirals Road and Island Highway Corridors.

5.6.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and densities permitted in this land use designation are as follows:
 - i) Heights: 4 storeys
 - ii) Floor Space Ratio: 2.5



The image provides an example of building massing for a 4-storey commercial building with a Floor Space Ratio of 2.5 on a typical lot size on commercial lands. An active street frontage is emphasized to ensure a comfortable space for pedestrians and active transportation users.



The concept shown here provides a mix of employment uses in a 4-storey building. The ground-floor provides a café or restaurant and retail shops that activate the street, while the upper floors provide office spaces to support a variety of employment sectors.

5.6.3 POLICIES

- A. Promote the commercial lands along the Admirals Road Corridor (see Figure 11) as a commercial centre that supports a mix of employment uses, including retail, office, technology, services, and restaurants.
- B. Encourage new development along Admirals Road and adjacent areas to facilitate the conditions for strong connections to development along Admirals Road. Development applications should be reviewed to consider opportunities for:
 - i) Incorporating high quality urban design features in buildings and public spaces;
 - ii) Strong and safe pedestrian and cycling connections; and
 - iii) Active street frontages.

- C. Support public space enhancements along Admirals Road, Hallowell Road, and the Island Highway to create a safe and enjoyable pedestrian environment, and to reinforce the Admirals Road Corridor as View Royal’s eastern gateway. Enhancements may include:
- i) Sidewalk widening and improvements;
 - ii) Coordinated street furnishing and lighting standards;
 - iii) Public art, banners and gateway features;
 - iv) Wayfinding signage; and
 - v) Improved bike facilities and crossings.

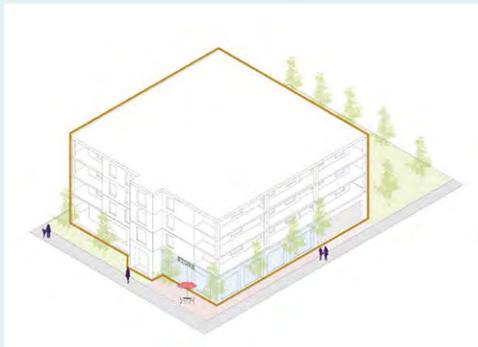
5.7 INTENSIVE MIXED USE DESIGNATION

5.7.1 CONTEXT

The Intensive Mixed Use designation is intended to provide low-rise mixed use development in the form of townhouses and low-rise apartments, designed to include ground-floor commercial space and upper-floors designated for residential dwellings. Lands with this designation are primarily located on the current site of the Fort Victoria RV Park, as well as a few lots within the Western Gateway Employment District Corridor and near the Atkins Mobility Hub, as shown in Map 1. Council and the community expressed support development up to four storeys within this designation. At the time of writing this OCP, mixed use developments are generally more financially viable for projects with six storeys or more, however, it is acknowledged that market conditions can change over the life span of this plan, which may favour developments of lower scale.

5.7.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and densities permitted in this land use designation are as follows:
- i) Height: 4 storeys
 - ii) Floor Space Ratio: 2.5



The image provides an example of building massing of a 4-storey development with a Floor Space Ratio of 2.5 permitted within the Intensive Mixed Use designation. This building incorporates neighbourhood-serving commercial space on one side, with residential units distributed throughout the remainder of the building.



The concept shown here combines local-serving ground-floor commercial uses with apartment units on the upper storeys. The Intensive Mixed Use designation emphasizes active street frontages, safe connections to surrounding neighbourhoods, and strong connection to nearby mobility hubs and active transportation networks.

5.7.3 POLICIES

- A. Support low-rise mixed use development in the form of townhouses and low-rise apartments, with ground-floor commercial space.
- B. Ground-floor commercial uses may include retail, restaurants, medical offices, offices, and civic uses (e.g. daycares, libraries, public gathering and amenity spaces).
- C. Mixed-use development should be reviewed to consider the following:
 - i) Pedestrian-friendly street frontages that are designed for the comfort of those arriving by all modes.
 - ii) Strong and safe connections to surrounding residential areas, the Western Gateway Employment District Corridor, the Atkins Mobility Hub, the local and regional multi-use trails, and Island Highway.

5.8 NEIGHBOURHOOD MIXED USE DESIGNATION

5.8.1 CONTEXT

The Neighbourhood Mixed Use designation supports the development of nodes, corridors, and mobility hubs with low-rise multi-unit residential, commercial, and civic uses serviced by active and public transportation infrastructure. As View Royal grows, mixed use development will be crucial for creating a community where residents can easily access daily needs such as work, education, childcare, recreation, and health services without passenger vehicles.

Key Neighbourhood Mixed Use areas include the Helmcken Corridor (Eagle Creek Village), Island Highway at the intersection of Helmcken Road, and Lakeside Village south of Thetis Lake along Six Mile Road, as shown in Map 1. The proximity of the Neighbourhood Mixed Use area at Eagle Creek to the Hospital Transit-Oriented Area will support the View Royal's vision of a vibrant mixed use transit-supported mobility hub. It is acknowledged that most of Eagle Creek and Lakeside Village are built out at this time, reducing the likelihood of redevelopment within the lifespan of this OCP.

5.8.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and densities permitted in this land use designation are as follows:
- i) Height: 3 storeys
 - ii) Floor Space Ratio: 1.5



The images provide two examples of building massing of 3-storey developments with a Floor Space Ratio of 1.5 that are permitted within the Neighbourhood Mixed Use designation. The first example illustrates a townhouse development, whereas the second example demonstrates a three-storey mixed-use structure. This building incorporates neighbourhood-serving commercial space on one side, with residential units distributed throughout the remainder of the building.

5.8.3 POLICIES

- A. Support low-rise mixed use development, such as townhouses and low-rise apartments with ground-floor commercial space and upper-floors designated for residential dwellings.
- B. Ground-floor neighbourhood-serving commercial uses may include one or more of the following: retail, restaurant, medical office, office, and civic use (e.g., daycare, library, amenity space).
- C. Encourage mixed use development along the Island Highway and Helmcken Road node to support greater transit service and mobility.
- D. Mixed-use development should be reviewed to consider the following:
 - i) Opportunity to establish connections across Island Highway and Helmcken Road to enhance pedestrian safety.
 - ii) Pedestrian-friendly street frontages that are designed for the comfort of those arriving by all modes.
 - iii) Strong and safe connections to surrounding residential areas, the waterfront, Helmcken Road, and View Royal Elementary School.
 - iv) Opportunities to consolidate and rezone lots fronting Island Highway to accommodate higher residential densities.



The concept shown here combines local-serving ground-floor commercial uses with townhouses on the upper storeys. The example of a Neighbourhood Mixed Use designation supports a community-centered area with an active streetscape, access to local amenities, and connections to walking and cycling.

5.9 MIXED RESIDENTIAL DESIGNATION

5.9.1 CONTEXT

The Mixed Residential designation permits detached and attached dwellings, such as duplexes, secondary suite, garden suite, rowhouse, townhouses, house-plex developments, and apartments. Its purpose is to increase housing choices along key corridors and in areas where services and amenities are concentrated. Mixed Residential is primarily located along Island Highway, Christie Point, to the west of Admirals Corridor, and in several other areas as shown on Map 1. Medium-density development in these areas will help improve mobility, especially for lots near the Atkins Mobility Hub that are designated as Mixed Residential.

5.9.2 PERMITTED HEIGHTS AND DENSITIES

A. Heights and densities permitted in this land use designation are as follows:

i) Apartments:

- Height: 4 storeys
- Floor Space Ratio: 1.6

B. All other uses:

- Height: 3 storeys
- Floor Space Ratio: 1.25



The images provide two examples of building massing for the Mixed Residential designation that allows for a variety of housing forms. The first example showcases 3-storey townhouses with a Floor Space Ratio of 1.25 permitted. The second example illustrates a 4-storey apartment building with a Floor Space Ratio of 1.6 permitted.



A diverse range of housing forms are encouraged within the Mixed Residential designation to provide residents with housing choices that are attainable. The concept shown here is a 3-storey house-plex development with townhomes on the upper floors and secondary suites provided on the basement level.

5.9.3 POLICIES

- A. Support a variety of housing options, including opportunities for infill and gentle density in the form of duplexes, secondary suite, garden suite, rowhouse, townhouses, house-plex developments, and apartments in existing established neighbourhoods.
- B. Mixed Residential development along corridors should be carefully reviewed to consider the following:
 - i) Right-of-way conditions and pedestrian safety, including connections across the Island Highway and Helmcken Road.
 - ii) Pedestrian-friendly street frontages that are designed for the comfort of those arriving by all modes.
 - iii) Strong and safe connections to surrounding residential areas, the waterfront, Helmcken Road, and View Royal Elementary School.
- C. Consider opportunities to consolidate and rezone lots fronting Island Highway to accommodate higher residential densities.
- D. Explore opportunities to facilitate the long-term natural restoration of Christie Point to pre-development conditions in response to sea-level rise. Carefully review development applications to ensure that development is limited within areas susceptible to flooding, potential sea-level rise concerns are addressed, and road access from the Island Highway remains safe and efficient.

5.10 SMALL-SCALE MULTI-UNIT HOUSING DESIGNATION

5.10.1 CONTEXT

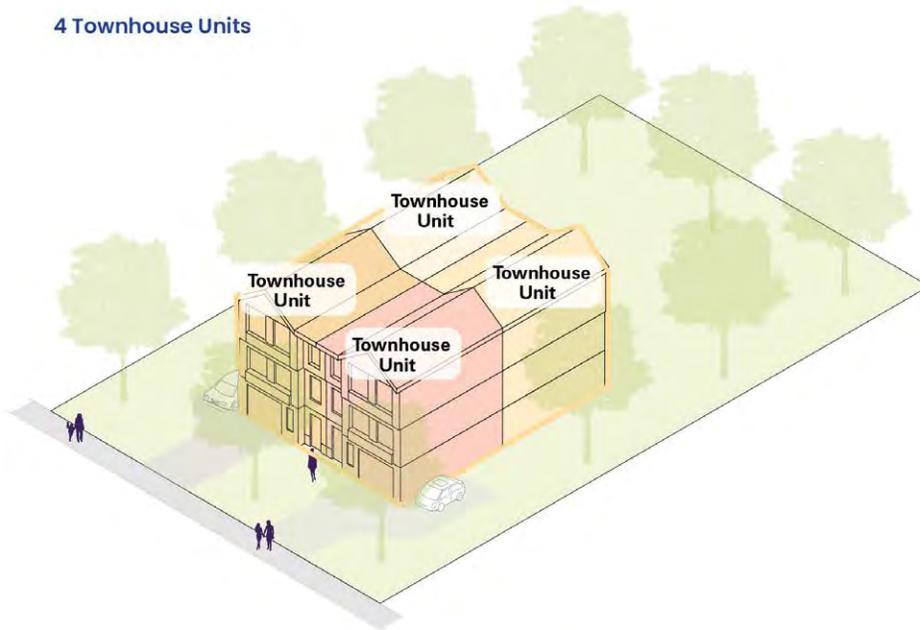
The Small-Scale Multi-Unit Housing designation supports a variety of housing types in residential neighbourhoods such as detached and attached dwellings, duplex, secondary suite, garden suite, rowhouse, townhouse, houseplex, and apartments up to three storeys in height. This designation applies in many of the established low-density neighbourhoods in the community. Small-Scale Multi-Unit Housing is an opportunity to integrate gentle density that offers greater housing choices and attainability and will be key for addressing the demand for ground-oriented housing in View Royal.

5.10.2 PERMITTED HEIGHTS AND DENSITIES

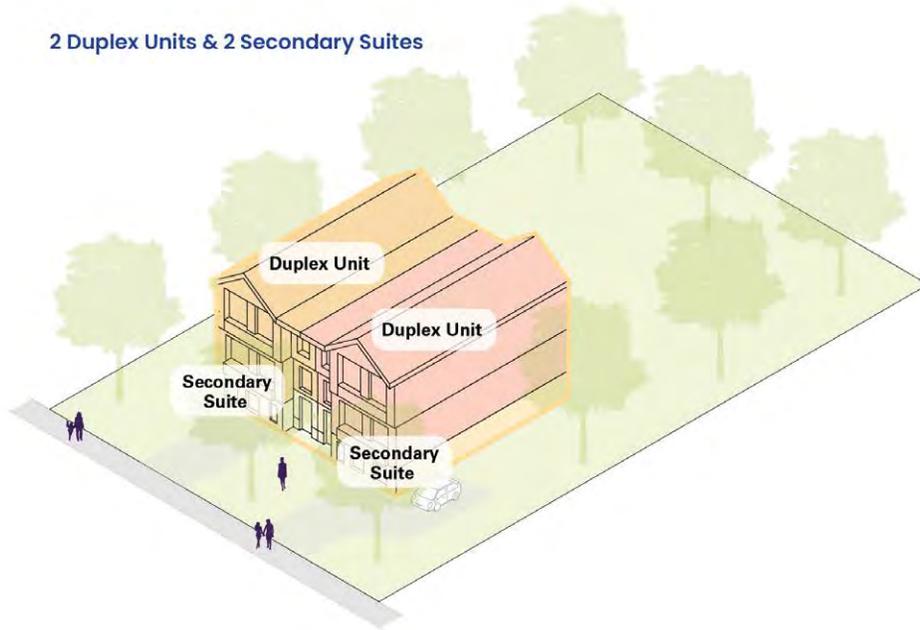
- A. Heights and densities permitted in this land use designation are as follows:
- i) Building heights up to 3 storeys
 - ii) Maximum density of up to 6 dwelling units



4 Townhouse Units

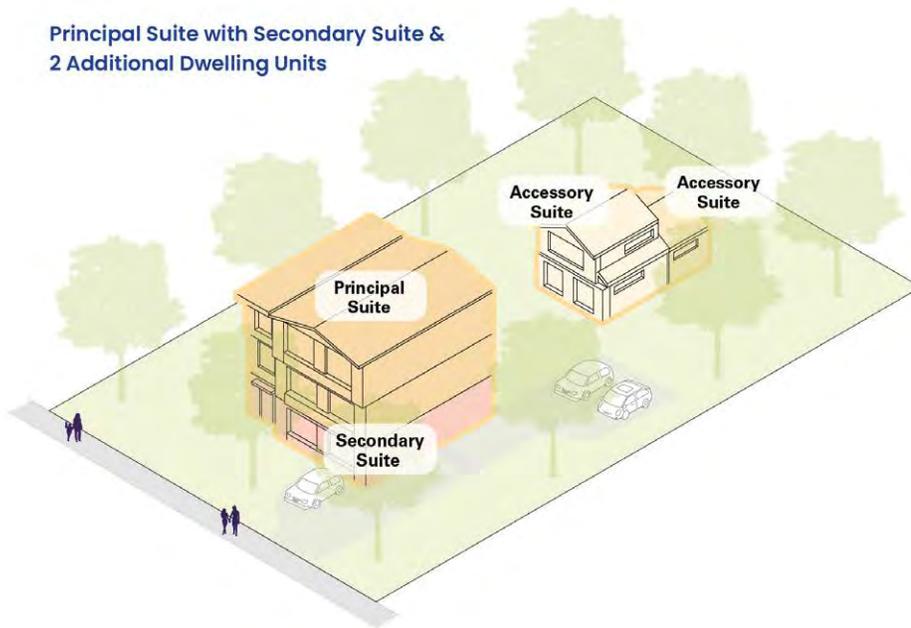


2 Duplex Units & 2 Secondary Suites

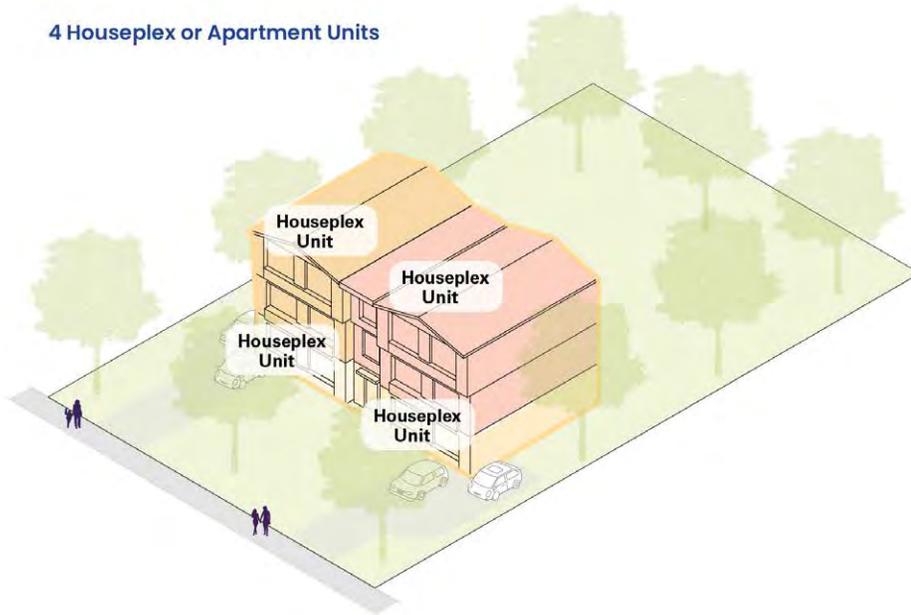


Four examples of building massing on a standard-sized residential lot for the Small-Scale Multi-Unit Housing designation are provided, permitting up to three storeys and up to six dwelling units. These examples showcase the diverse housing options that are available with the Small-Scale Multi-Unit Housing designation. The first example depicts a house-plex with four separate townhouse units; and the second example is a single detached house with a secondary suite and two garden suites.

**Principal Suite with Secondary Suite &
2 Additional Dwelling Units**



4 Houseplex or Apartment Units



The third example is a duplex development, each unit containing a secondary basement suite; fourth is a house-plex development with four apartment units.

5.10.3 POLICIES

- A. Support Small-Scale Multi-Unit housing forms in existing residential neighbourhoods, such as detached homes, duplexes, house-plexes, townhouses, garden suites, and secondary suites.
- B. New development should be designed in a way that complements the existing surrounding neighbourhood.
- C. Strengthen connections between existing residential neighbourhoods and the mixed use centres through urban design, public space improvements, pedestrian, bike, and transit supportive facilities.
- D. When reviewing applications for infill developments, adhere to the redevelopment policies outlined in section 5.1.5.

A diverse range of housing forms are encouraged within the Small-Scale Multi-Unit designation to provide residents with low-density housing choices that are attainable. The concept shown here is a 2.5 storey duplex development with secondary suites provided on the ground floor.



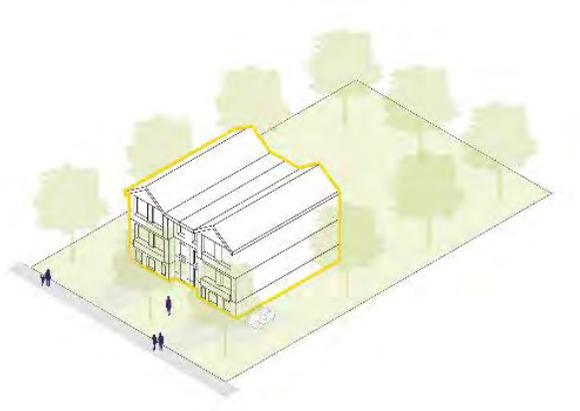
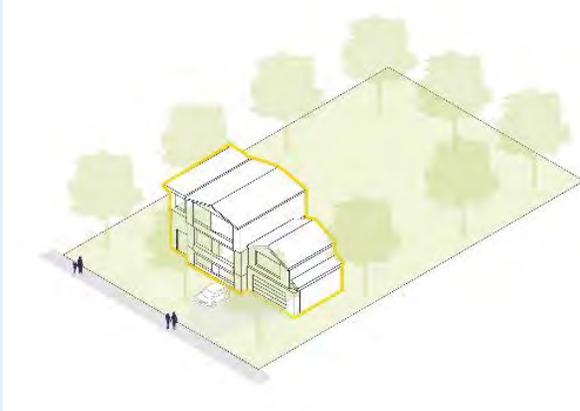
5.11 RESIDENTIAL DESIGNATION

5.11.1 CONTEXT

The Residential designation consists of detached houses, rowhouses, townhouses, and house-plexes that are accessed via separate entrances at the ground-level. This designation differs from Small-Scale Multi-Unit Housing as these lots do not meet provincial legislative criteria.

5.11.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and densities permitted in this land use designation are as follows:
 - i) Building heights up to 2.5 storeys
 - ii) Maximum density of up to 0.6 Floor Space Ratio for appropriate infill



↑ *The image provides two examples of building massing on a standard-sized residential lot for the Residential designation, permitting up to 2.5 storeys and a Floor Area Ratio of 0.6. The first example depicts a single detached house with a separate ground floor entrance for a secondary suite; the second example is a duplex with ground-floor entrances.*

→ *The concept shown here is a 2.5-storey single detached house with a separate secondary suite entrance provided on the side of the house, complimenting a typical established neighbourhood in View Royal.*



5.11.3 POLICIES

- A. Support low-density housing forms in existing residential neighbourhoods, including detached and attached dwellings, such as detached residential, duplex, secondary suite, and garden suite.
- B. New development should be designed in a way that complements the existing surrounding neighbourhood.
- C. Strengthen connections between existing residential neighbourhoods and the mixed use centres through urban design, public space improvements, pedestrian, bike, and transit supportive facilities.
- D. When reviewing applications for infill developments, adhere to the redevelopment policies outlined in section 5.1.5.

5.12 LARGE LOT RESIDENTIAL DESIGNATION

5.12.1 CONTEXT

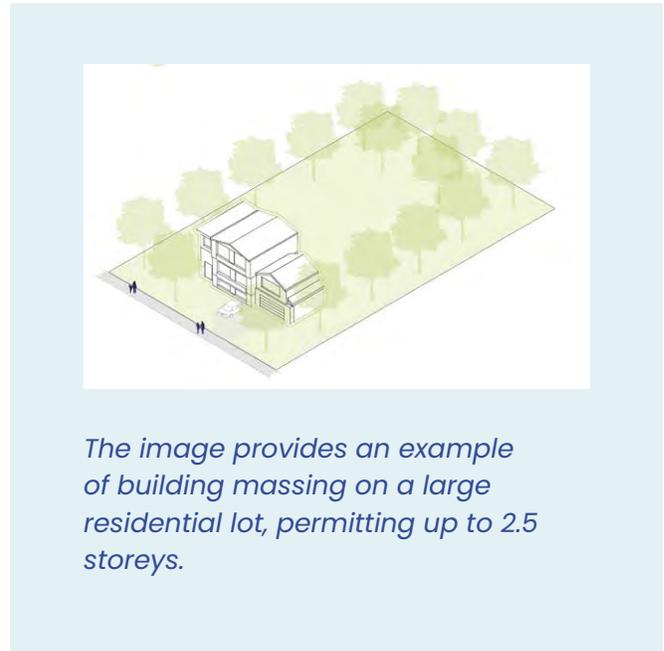
Large Lot Residential consists of detached homes that are located on large lots within established neighbourhoods. Limited redevelopment is anticipated for these lots.

5.12.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and densities permitted in this land use designation are as follows:
 - i) Building heights up to 2.5 storeys

5.12.3 POLICIES

- A. Support detached homes and secondary suites in existing residential neighbourhoods.
- B. New development should be designed in a way that complements the existing surrounding neighbourhood.



5.13 RURAL DESIGNATION

5.13.1 CONTEXT

The Rural designation applies to lands used for agriculture, recreation, or for large lot residential uses. These lands are primarily located north of Thetis Lake Regional Park, with the exception of two lots on Atkins Road, as shown in Map 1. There is limited servicing available to lots designated as rural and therefore, development potential is limited.

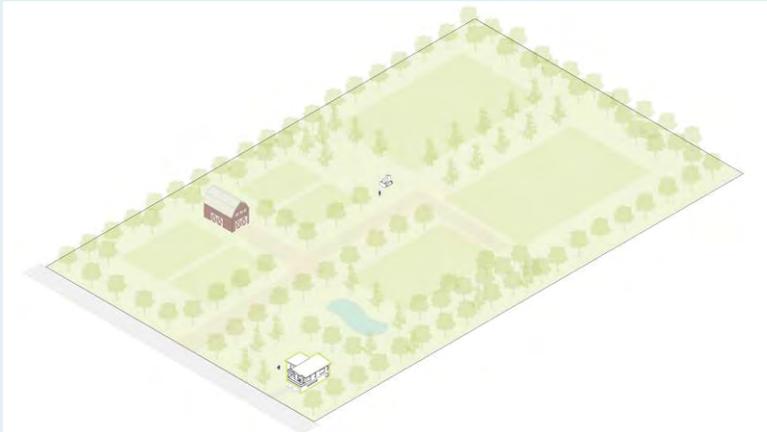
5.13.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and densities permitted in this land use designation are as follows:
 - i) Building heights up to 2 storeys
 - ii) Maximum density of up to 1 unit per 10 hectares

5.13.3 POLICIES

- A. Support the retention of rural lands north of Thetis Lake Regional Park through adherence to the Urban Containment Boundary.

- B. Maintain farming, agriculture, and low-density residential as the predominant land use on rural lands.
- C. Prioritize maintaining the rural character of the area.
- D. Support home-based businesses that fit with the character of the rural neighbourhood.



The image provides an example of building massing on a standard-sized rural lot, permitting up to two storeys and one unit per ten hectares.

5.14 COMMUNITY FACILITY DESIGNATION

5.14.1 CONTEXT

The Community Facility designation applies to existing government buildings and publicly-owned facilities providing a range of civic and institutional services, amenities, and utilities for the community including health care facilities, emergency service buildings, community halls, libraries, supportive housing, places of worship, schools, public childcare, transit facilities such as park and rides and bus exchanges, and utility services such as water, sanitary sewer, and hydro. Three schools, two community halls, municipal buildings, the Victoria General Hospital, and two park and ride facilities make up most of the Town's public facilities. The Atkins Mobility Hub, currently a park and ride site, will be serviced in the future by bus rapid transit, as shown in Map 3.

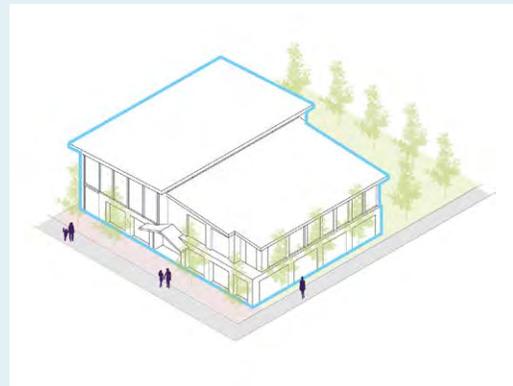
5.14.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and densities permitted in this land use designation vary from site to site.

5.14.3 POLICIES

- A. Promote a variety of public, non-profit, or utility uses, including community halls/centres, schools, public health facilities, community care facilities, supportive housing, emergency facilities, libraries, government buildings, childcare, and schools.
- B. Retain existing Community Facility lots and seek opportunities to expand and consolidate lots to accommodate future growth.
- C. Ensure all community facilities provide accessibility infrastructure at all existing and new community facilities to ensure these spaces may be reasonably accessed by all.
- D. Support the development of the Atkins Mobility Hub as a Community Facility that will provide rapid transit service and support the growth of surrounding land uses.
- E. Encourage institutional landowners to preserve on-site open space and make it publicly accessible where possible.

- F. In cases where redevelopment is being considered on Community Facility land:
 - i) Prioritize the retention of ownership of the property as community or non-profit, including through supporting partnerships and incentives.
 - ii) Support the use of the site for non-profit rental housing and/or non-market housing with a mix of community facility, small-scale commercial, and other compatible uses.



The image provides an example of building massing for a 2-storey community facility, such as a community centre. An active street frontage is emphasized to connect with the surrounding neighbourhood and active transportation network.

5.15 PARKS, TRAILS AND OPEN SPACE DESIGNATION

5.15.1 CONTEXT

The Parks, Trails and Open Space designation applies to active and passive parks, trails, natural conservation areas, green spaces, waterfront areas, and outdoor recreation facilities. Parks, Trails, and Open Spaces provide opportunities to facilitate transportation connections to key areas within the community, including mobility hubs.

The Parks, Trails and Open Space designation may apply to Provincial Agricultural Land Reserve lots, which are intended for long-term farm use to support the local economy and food security. There are currently three lots with the Agricultural Land Reserve in View Royal – View Royal Park, the road right-of-way for the Trans-Canada Highway, and Chilco Park, as shown in Map 2. The Town may consider excluding these lots from the Agricultural Land Reserve in future as they no longer serve the intended purpose of the Agricultural Land Reserve designation, however, no immediate action is planned.

5.15.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and density permissions are not applicable for this land use designation.

5.15.3 POLICIES

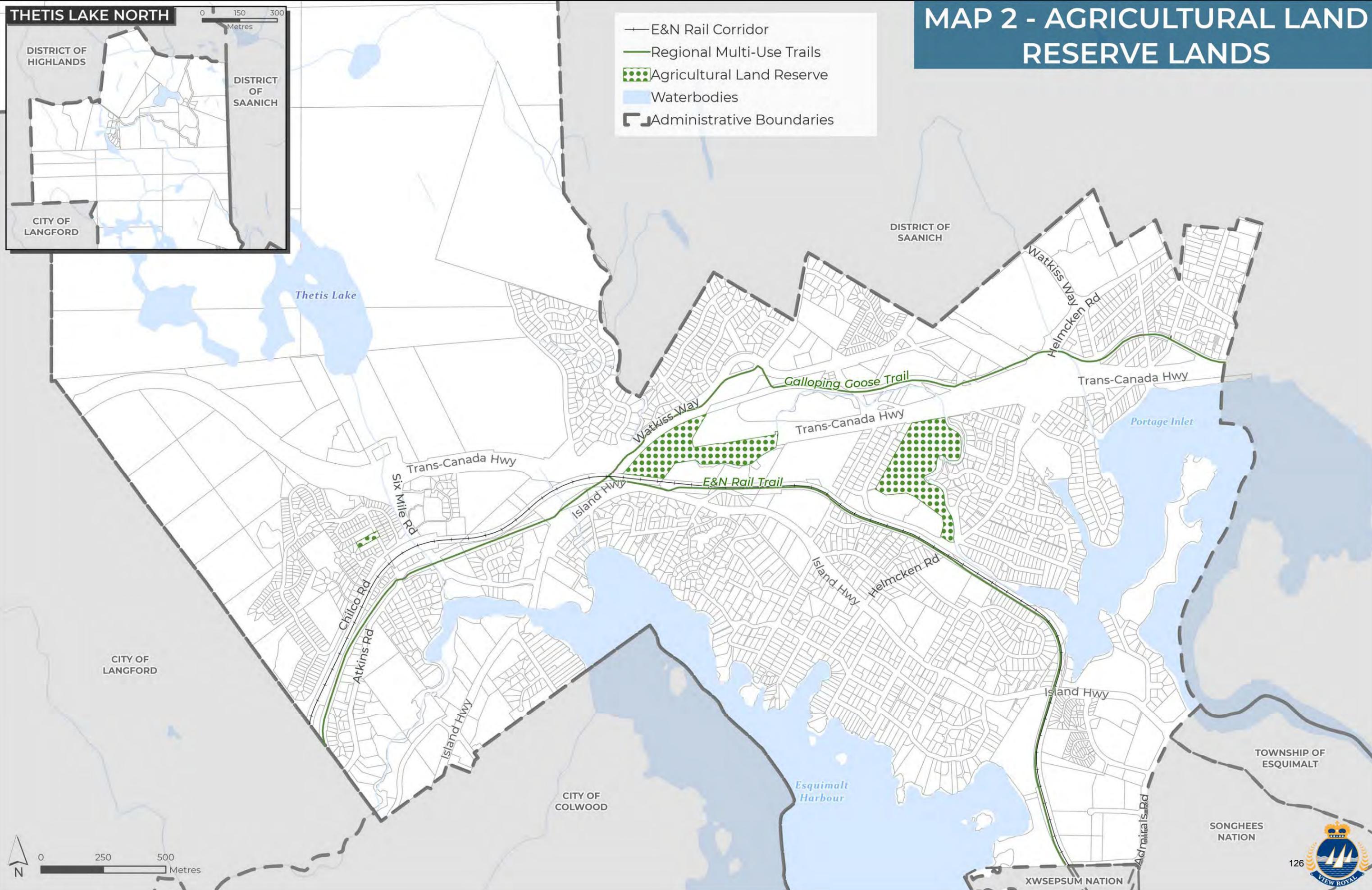
- A. Enhance on-site green space by considering the needs of green space requirements over parking space requirements, when considering a development variance permit, development permit, temporary use permit, official community plan amendment or zoning bylaw amendment.
- B. Protect the natural environment along Millstream Creek and support opportunities for fish habitat, wildlife corridors, historic interpretation signage, public access to the shoreline, and connection to the Western Gateway Employment District Corridor and nearby Neighbourhood Village.
- C. Continue to support the preservation of Thetis Lake and Mill Hill Regional Parks as important recreational amenities and significant natural resources.
- D. Improve local and regional access and connections to Thetis Lake and Mill Hill Regional Parks from surrounding neighbourhoods.
- E. Collaborate with the Capital Regional District to expand regional park boundaries as appropriate.
- F. Ensure that current and future use of land designated as Agricultural Land Reserve (Map 2) is compliant with Agricultural Land Commission legislation and regulations.

THETIS LAKE NORTH



MAP 2 - AGRICULTURAL LAND RESERVE LANDS

- E&N Rail Corridor
- Regional Multi-Use Trails
- Agricultural Land Reserve
- Waterbodies
- ▭ Administrative Boundaries



5.16 URBAN RESERVE DESIGNATION

5.16.1 CONTEXT

The land designated as Urban Reserve is adjacent to X^wsepsəm Nation reserve 644 and is planned to be transferred to X^wsepsəm Nation within the lifespan of this OCP, as shown in Map 1. This follows the Province of British Columbia's plan to transfer Thetis Cove to X^wsepsəm Nation.

5.16.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and density permissions are not applicable for this land use designation.

5.16.3 POLICIES

- A. Collaborate with X^wsepsəm and Songhees Nations to return the land to X^wsepsəm Nation to advance reconciliation efforts.
- B. Review the Town's boundary following the transfer of the reserve lands to X^wsepsəm Nation.





Part Three

Policies

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6.0 Housing

6.1 CONTEXT

Housing in View Royal and the Capital Regional District as a whole is increasingly challenged by rising land and construction costs, demographic shifts, and limited land available for new development. Many residents are living in housing that is no longer suitable for their needs, including older adults seeking to downsize and families seeking attainable, appropriately-sized homes. Inadequate housing options and growing risks of homelessness further highlight the need for greater diversity in housing types and tenures.

The 2024 View Royal Interim Housing Needs Report outlined the most current housing conditions in the community. The report highlighted the following Core Housing Need by housing tenure in 2021:

- 0.90% of owner households
- 9% of renter households were in Core Housing Need.

It is estimated that an additional 174 suitable, affordable, and adequate homes are necessary to meet this need by the year 2041. A further 842 units are necessary to address extreme core housing, persons experiencing homelessness, suppressed household formation, anticipated growth, rental vacancy rate adjustment, and local demand in View Royal. Considering the lifetime of this OCP extends beyond the year 2041 to 2050, a total of 4,189 units may be necessary to meet the needs identified in the HNR.

With little vacant land remaining within the Town’s Urban Containment Boundary, most new residential development will occur through redevelopment of older housing stock and infill within existing neighbourhoods. Addressing community housing needs and desires will require an expanded supply of ground-oriented, family-friendly housing, such as townhouses, secondary and garden suites, duplexes, and house-plexes, and detached homes that occupy a smaller building footprint.

The purpose of this section is to provide policy direction that supports suitable, attainable, and affordable housing forms for all View Royal residents.

The following OCP Goals may be achieved through the policy direction provided in this section:

- Diverse and Affordable Housing
- Regional Partnerships

The Town’s [2024 Housing Needs Assessment Report](#) identifies the breakdown of existing housing need in View Royal and the type of housing that is required to address this need.

6.2 OBJECTIVES

6.2.1 HOUSING DIVERSITY AND SUPPLY

Support the diversification and overall supply of housing throughout the Town, including affordable, supportive and non-market rental housing.

6.2.2 AGE-FRIENDLY HOUSING

Encourage accessible housing design that allows residents to age-in-place and enables residents to live and remain in their community, despite differences in individual lifestyle, income, and health.

6.2.3 PRESERVE STABLE LONG-TERM RENTALS

Seek opportunities to preserve long-term rental housing stock that is suitable, adequate, and affordable, to ensure long-term housing stability and affordability in the community.

6.2.4 HOUSING FOR PEOPLE

Continue to support the provision of a diverse range of housing types and tenures to meet the diverse needs of current and future View Royal residents, including families, seniors, people with diverse abilities, physical disabilities, and low-income households.

6.2.5 HOUSING PARTNERSHIPS

Explore opportunities to develop new partnerships and strengthen existing partnerships with non-profit housing providers, BC Housing, and Capital Regional Housing Commission to ensure View Royal can continue support affordable housing initiatives in the community.

6.3 POLICIES

6.3.1 GENERAL

- A. Update the Housing Needs Report every five years using the provincial standardized Housing Needs Report Method, following the timeline and requirements specified in the *Local Government Act* to inform housing priorities.
- B. Prioritize the review of development applications that meet one or more of the following criteria for approval by Council or Staff for permit issuance:
 - i) Below-market housing developments;
 - ii) Purpose-built rental housing;
 - iii) Supportive housing;
 - iv) Age-friendly housing;
 - v) Provide significant public benefit, including parks, and/or community facilities;
 - vi) Housing led by non-profit organizations; or
 - vii) Advance the overall OCP objectives.

- C. Require in the Zoning Bylaw shared amenity space that is available for public use in multi-unit residential developments.

6.3.2 HOUSING SUPPLY

- A. Continue to consider opportunities to facilitate an increase in housing supply by expediting development approval and permitting processes through the delegation of authority from Council to Staff, where appropriate, such as the authority to issue development permits and minor development variance permits, as specified in the *Local Government Act*.
- B. Research what forms of non-traditional housing ownership and building construction types (e.g. market rental, cooperatives, mixed market and non-market projects, mass timber, prefabrication) are needed, desired, and may be viable in View Royal.
- C. Review annual housing starts data to identify opportunities for increasing housing supply in View Royal and progress towards meeting housing goals.
- D. Continue to review, monitor and enforce zoning regulations that regulate Short-Term Rental accommodations to increase the availability of long-term rental housing supply, and prevent the commercialization of residential dwellings.



- E. Consider identifying sites with a high likelihood of redevelopment for potential pre-zoning for multi-unit residential in the next Zoning Bylaw update to support the Town's goal of increasing and diversifying the community's housing supply.
- F. Promote ground-oriented residential development through expanding zoning permissions and enhancing flexibility within terminology and development regulations (e.g. density, building height, lot coverage, etc.).
- G. Consider exempting residential developments, where two units or less are proposed, from form and character development permit area requirements, including: duplexes and garden suites.

6.3.3 AFFORDABLE AND RENTAL HOUSING

- A. Undertake financial feasibility analyses to identify if density bonusing and inclusionary zoning are viable tools for the Town to utilize in the Zoning Bylaw to increase affordable market and non-market rental housing supply.
- B. Encourage multi-residential market developments with 6 or more storeys to provide a minimum of 5% below-market ownership and rental units as amenity contributions. Collect of in-kind and cash in-lieu contributions towards affordable housing, where possible through the establishment of relevant tools, including reserve funds and amenity contribution policies.
- C. Protect affordable rentals where redevelopment of existing ground-oriented rental and cooperative housing units is proposed through consideration of how to: retain rental units of the same quantity, size, and where possible, maintain the same monthly rental rate for tenants.
- D. Ensure the Town's Tenant Assistance Policy is designed to mitigate the loss of existing affordable units and protect tenants who are displaced during redevelopment or renovation of older rental buildings through regular reviews.
- E. Investigate further measures to protect tenants displaced by the redevelopment or renovation of purpose-built rental housing, such as regulations that ensure existing tenants have adequate time to find new housing, are provided compensation where applicable, and receive priority for new housing.
- F. Advocate and seek support from senior levels of government through legislation, guidelines, and grant programs for affordable housing projects and initiatives, including:
 - i) Encouraging senior governments to continue programs to assist landlords with residential upgrades and rehabilitation to upgrade the existing rental housing stock; and
 - ii) Advocating to senior levels of government to review taxation-related barriers and disincentives and establish programs to promote and facilitate the development of market rental units.
- G. Explore the provision of incentives for the retention, renewal, and development of non-market housing through municipal tools such as:
 - i) Offering time-limited property tax exemptions;
 - ii) Reducing parking requirements;
 - iii) Establishing criteria to prioritize review of development applications where non-market housing is proposed; and
 - iv) Waiving or reducing application fees, Amenity Cost Charges/Community Amenity Contributions, Development Cost Charges, and other municipal fees and costs if:

- a. The housing development is led by a non-profit organization;
 - b. There is an agreement with CMHC, BC Housing, or the Province of BC for affordable housing;
 - c. The project qualifies for provincial and/or federal housing subsidies; or
 - d. Affordable housing thresholds, as set by CMHC, are met.
- H. Explore opportunities to secure affordable housing in new residential developments in a manner that is reflective of market conditions.

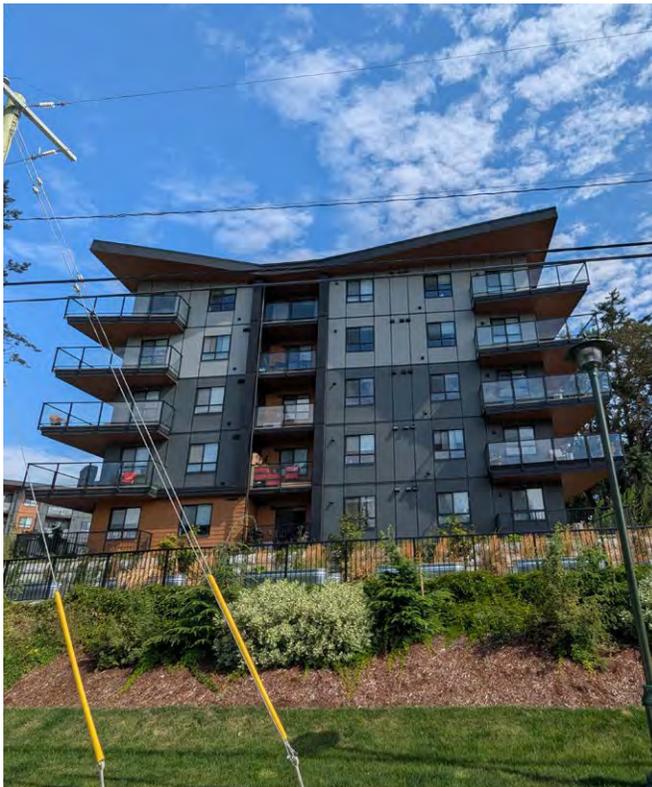
6.3.4 FAMILY HOUSING

- A. Support family-oriented housing by requiring new multi-unit residential developments of four or greater storeys, with the exception of seniors housing, supportive housing, and affordable rental housing projects, to allocate a proportion of units as follows:
 - i) a minimum of 30% of units with two bedrooms or more; and
 - ii) a minimum of 10% of units with three bedrooms or more
- B. Investigate how family housing needs can be better addressed in View Royal, including access to supports and amenities such as child care facilities, schools, and parks.



6.3.5 ACCESSIBILITY IN HOUSING

- A. Promote the incorporation of Universal Access Design principles in the design of common and amenity spaces, such as entryways, hallways, stairwells, patios, and multi-purpose rooms, amongst others.
- B. Aim to achieve 10% of units in all new multi-unit housing developments of four or more storeys to be dedicated as accessible or adaptable units, particularly in below-market developments, and at a least be designed and constructed in accordance with the BC Building Code, or an equivalent standard. These units should be provided on the ground floor or first storey wherever possible.



6.3.6 COORDINATION AND PARTNERSHIPS

- A. Strengthen partnerships to deliver more affordable housing and supportive housing.
- B. Build capacity to support the development of affordable housing, including by connecting non-profits with funding streams, land opportunities, and market developers.
- C. Work in partnership with housing agencies, stakeholders, and senior levels of government to identify sites and collaborate, where possible, on the provision of supportive housing projects. Continue annual financial contributions to the Regional Housing Trust Fund, administered by the Capital Regional District Housing Secretariat, to support the acquisition, development and retention of housing that is affordable to households with low or moderate incomes.
- D. Continue to collaborate with the Capital Regional District and other regional stakeholders to implement the Regional Housing Affordability Strategy and continue to support and contribute to regional housing initiatives and programs.

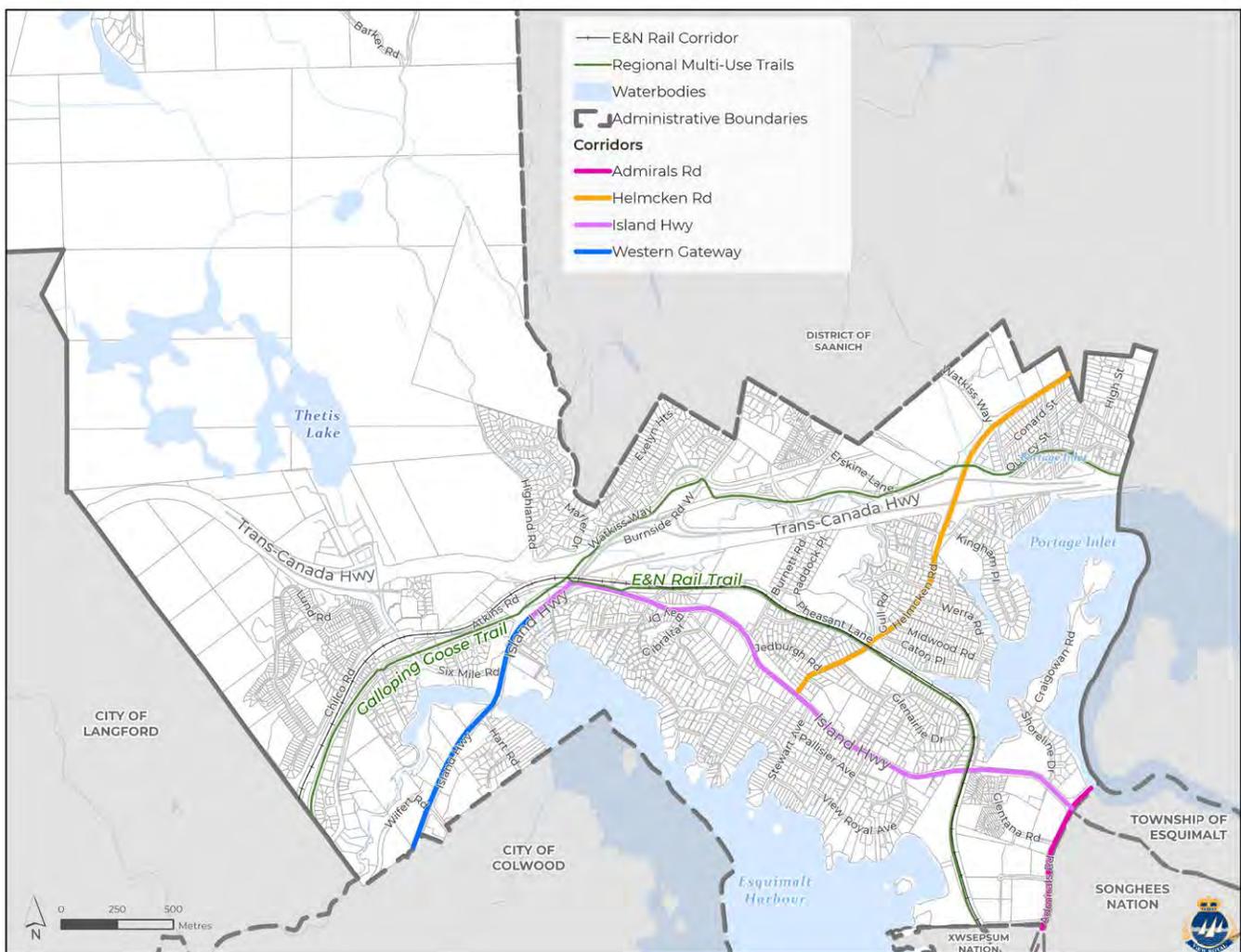
7.0 Transportation and Mobility

7.1 CONTEXT

The transportation and mobility choices existing within a community define how community members get around. View Royal’s central location with the Capital Regional District and as the gateway to the West Shore makes it well-connected to the broader region. The Trans-Canada Highway (owned and maintained by the Ministry of Transportation and Transit), Island Highway, the Galloping Goose Regional Trail, E&N Rail Trail, and BC Transit’s 95 Blink Rapid Bus and number 14 (Vic General / UVic) bus routes all traverse View Royal and provide connections to key destinations within adjacent communities and beyond.

Within View Royal, there are four key corridors along which amenities and services are concentrated, as shown in the figure below: Island Highway, Admirals Road, Helmcken Road, and the Western Gateway Employment District Corridor.

Figure 11 Corridors Map



These corridors also serve key transportation functions in terms of moving goods and people within the Town and providing connections to neighbouring communities. It is anticipated that higher levels of density will be concentrated along these corridors to enable alternate modes of transport beyond the private car and to ensure that residents can easily access the services and amenities they need daily within close proximity of their home. The foundation for this is embedded within the OCP's land use policy, included in Part Two.

Each of the corridors noted are also supported by one of View Royal's two mobility hubs. As shown on Map 3, these are located at the site of the provincially-designated Hospital Transit-Oriented Area, which comprises the existing Hospital Transit Exchange, and the Atkins Park-and-Ride. Both mobility hubs are located within proximity to the Galloping Goose Regional Trail and the Trans-Canada Highway which provide opportunities for travel within the region by cycling, rolling, walking, or car. In addition, they are each serviced by transit routes that provide connections within View Royal and beyond, with future plans for increased levels of service. A bus rapid transit route already serves the Atkins Mobility Hub and increased connections are anticipated for the Hospital Transit-Oriented Area, as shown on Map 3. Increased densities are permitted in and around these mobility hubs in an effort to further promote travel via alternate modes of transport through enhanced public realm design that creates a pedestrian-friendly environment and provides connections to key active transportation infrastructure such as trails.

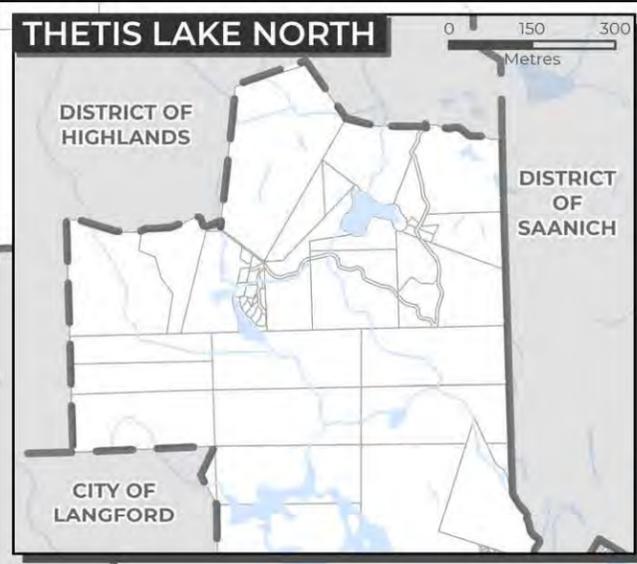
The objectives and policies included in this section aim to enhance mobility options for getting around View Royal and travel through the community by employing strategies that encourage alternate transportation behaviours and choices. Such strategies will address primary concerns of residents related to traffic congestion along major routes such as the Trans-Canada Highway and Island Highway through creating a smoother travel experience. In addition, reduced reliance on the automobile yields reduced greenhouse gas emissions, cleaner air, and healthier community members.

The following OCP Goals may be achieved through the policy direction provided in this section:

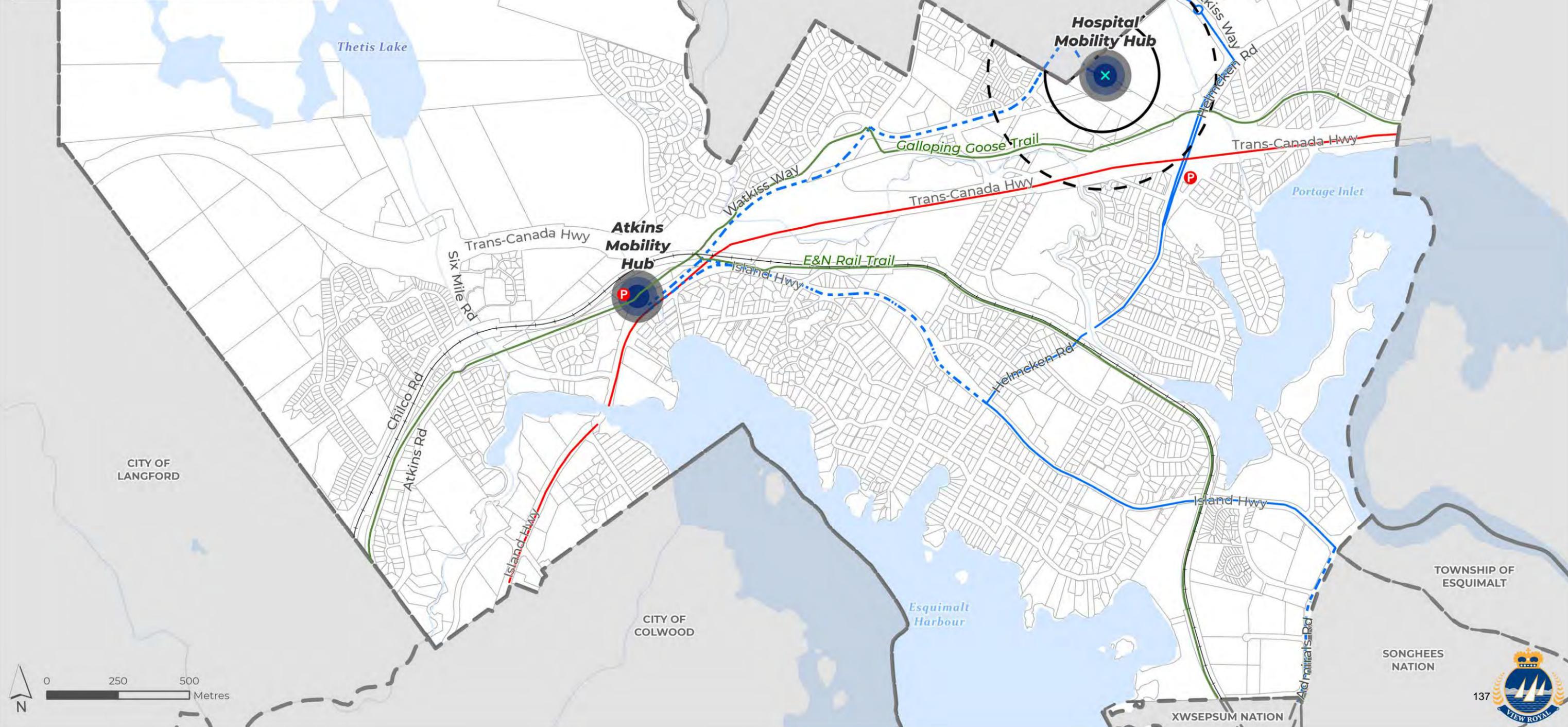
- Mobility & Connectivity
- Community Well-Being
- Climate Action and Resilience
- Regional Partnerships
- Sustainable Service Delivery and Asset Management

Mobility Hub means a strategic location offering access or connections to multiple modes of transport, including transit, cycling, walking, rolling, and private vehicles. These hubs are usually central to concentrations of medium- to high-density development. View Royal has two mobility hubs - the provincially designated Hospital Transit-Oriented Area which comprises the existing transit exchange located at Victoria General Hospital and the Atkins park-and-ride located adjacent to Island Hwy and the Galloping Goose trail.

MAP 3 - MOBILITY



- ✕ Victoria General Hospital Transit Exchange
- P Park & Ride
- Mobility Hub
- E&N Rail Corridor
- Regional Multi-Use Trails
- Existing Frequent Transit Network
- Existing Rapid Transit Network
- Proposed Frequent Transit Network
- Proposed Rapid Transit Network
- ▭ Transit Oriented Area (200m buffer)
- ▭ Transit Oriented Area (400m buffer)
- Waterbodies
- Administrative Boundaries



7.2 OBJECTIVES

Transportation in all forms connects our people and places and plays a significant role in residents' daily lives, getting to work, school, or their place of employment. View Royal's transportation network also advances climate action, supports affordability, and can encourage equity in View Royal

7.2.1 BUILDING A CONNECTED MULTIMODAL COMMUNITY

Support and encourage the development of View Royal's active transportation network, which includes pedestrian, cycling, and public transit networks as part of an interconnected multi-modal transportation system within the community.

7.2.2 STRENGTHEN TRANSPORTATION CONNECTIONS AND REGIONAL DESTINATIONS

Strengthen transit and active transportation connections to key regional destinations to and from View Royal by collaborating with neighbouring municipalities and regional partners to improve multi-modal connections to parks, regional trails, schools, commercial and institutional centres, the Department of National Defence, and Victoria General Hospital.



7.2.3 EQUITABLE, SAFE, AND EFFICIENT MOBILITY

Continue to work towards a future transportation and mobility network that provides equitable opportunities for all, and allows users to travel safely, efficiently, and comfortably throughout the community regardless of their mode of travel.

7.2.4 PRIORITIZE RESIDENT NEEDS

Recognize the unique challenge that View Royal faces as a connection point between Victoria, the Saanich Peninsula communities, and the West Shore, and continue to prioritize the needs of residents to move around the Town and mitigate the traffic congestion impacts of regional commuters.

7.2.5 AFFORDABLE, EQUITABLE TRANSPORTATION OPTIONS

Continue to support and encourage programs and tactics that aid the Town in achieving its mode share targets and mitigate local transportation impacts by supporting safe and comfortable multi-modal transportation choices. Moving forward, a greater emphasis on walking, cycling, and transit, over private vehicles should be prioritized.

7.2.6 CLIMATE ACTION THROUGH TRANSPORTATION CHOICE

Reduce greenhouse gas emissions by supporting efficient and accessible transit service and active transportation options.

7.3 POLICIES

7.3.1 GENERAL

- A. To support safe and efficient multi-modal systems for the movement of people throughout View Royal, in accordance with the priorities and strategies established in the Transportation Master Plan and Active Transportation Network Plan, priority of transportation infrastructure investments should be based on the following modal hierarchy:
- i) Foundation Access – Pedestrians, people using mobility aids, and emergency personnel and equipment
 - ii) High-Capacity, Low-Impact Mobility – Transit
 - iii) Active and Low-Speed Mobility – Cycling and micro-mobility devices
 - iv) Efficient Shared Use – Shared vehicles
 - v) Economic Backbone – Commercial vehicles
 - vi) Low Priority – Private vehicles

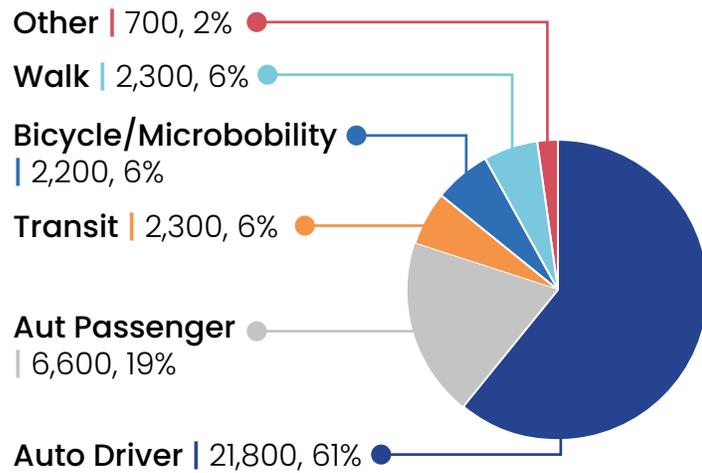
Micro-mobility means transport via a small, typically electric, lightweight device that allows for individual human transport, such as a scooters, hoverboards, bicycles, and skateboards.

Mode share means the proportion of trips using a particular type of transportation to get around, such as walking, cycling, transit, scooting, ride share, or private vehicles.

- B. Pursue the following mode share targets by 2050:

Mode	Mode Share (2022)	Mode Share Target (2050)
Walking, Cycling and Micro-mobility	12%	25%
Public Transit	6%	15%
Private Vehicle	80%	60%

The most recent regional household travel survey was released by the Capital Regional District in 2022. Mode share data for the Town of View Royal, along with Xwsep̓am and Songhees Nations, from this analysis is shown in the figure. Surveys are completed by the Capital Regional District every 5 years, with the next report anticipated in 2027, which can support the Town in tracking progress on mode share targets.



7.3.2 ACCESSIBILITY AND INCLUSIVITY

- A. Apply universal access design principles in transportation infrastructure design wherever possible to allow all people, including people with disabilities, to use sidewalks, trails, and transit.
- B. Prioritize transportation improvements in locations with higher concentrations of equity-deserving people to support safe and comfortable access essential goods and services.

7.3.3 TRANSIT

- A. Collaborate with BC Transit and neighbouring local governments to establish safe, accessible, and high-quality transit service with improvements prioritized in:
 - i) High-demand and high-density neighbourhoods; and

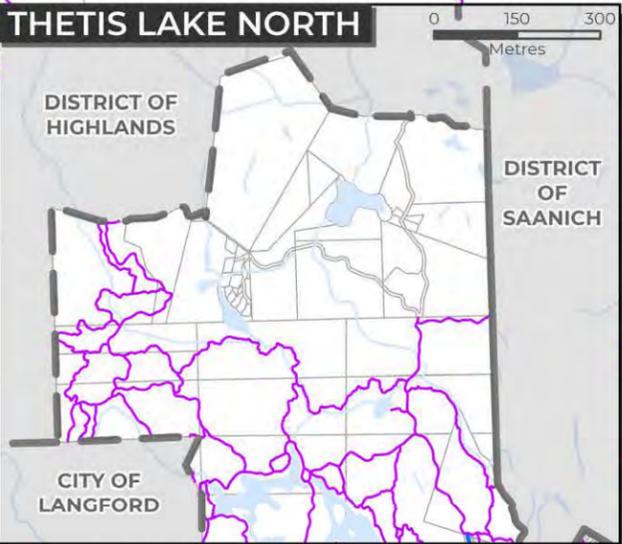
- ii) Areas with higher densities of equity-deserving people, such as seniors, low-income households, and youth, amongst others.
- B. Advocate to and collaborate with BC Transit to ensure transit service is enhanced and prioritized in areas of View Royal where the highest population densities are anticipated, as discussed in Part Two, and as shown in the mobility hub and future transit route locations identified on Map 3.
- C. Ensure that bus stops and stations are planned and designed in accordance with BC Transit’s infrastructure design guidelines and include seating, shade and weather protection, lighting, signage, and accessible paths to and from the stop.

D. Pursue transit-supportive infrastructure to facilitate reliable transit service in View Royal and collaborate with the Ministry of Transportation and Transit and BC Transit on similar improvements on provincial corridors.

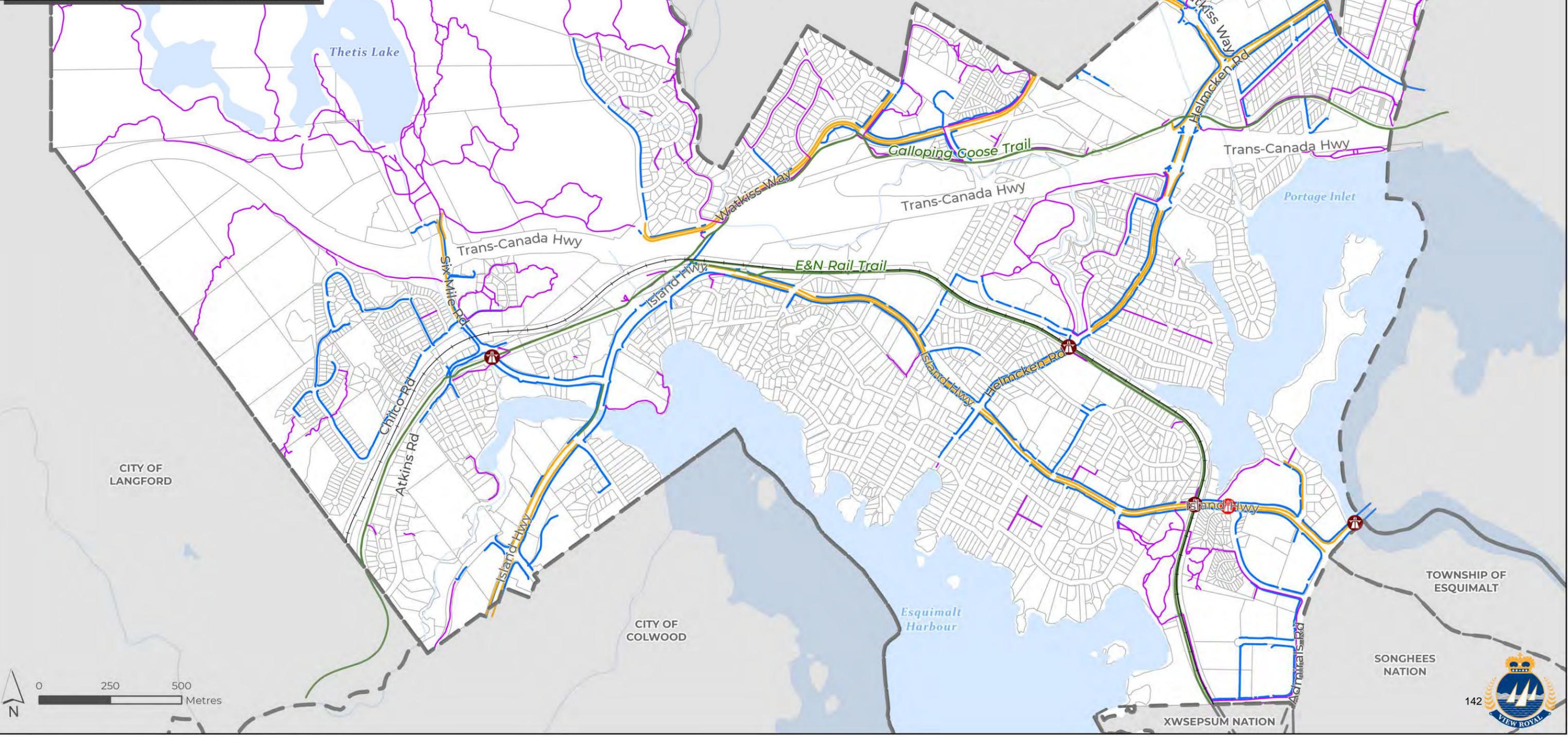
7.3.4 ACTIVE TRANSPORTATION

- A. Eliminate barriers to active transportation by creating an extensive active transportation network that supports walking, rolling, cycling, and transit opportunities for all ages and abilities (as shown on Maps 4, 5, and 6), improving key intersections along transportation routes to support safe and efficient travel, and providing end-of-trip facilities.
- B. Separate active transportation users from vehicular traffic on busy streets, where possible, and seek out low-speed and low-volume streets where people are safe and comfortable as an alternative to travelling on busy streets.
- C. Develop high-quality active transportation connections to the Mobility Hubs identified on Map 3 to encourage multi-modal trips.
- D. Ensure transportation infrastructure is designed to reflect community needs and best practices in accessible design, with reference to the British Columbia Active Transportation Design Guide and relevant regional design guidelines.
- E. Advocate for trail widening and separated facilities for different user groups and lighting along the Galloping Goose Regional Trail within View Royal to improve safety and comfort for all active modes.
- F. Provide accessible wayfinding within View Royal to connect residents to active transportation networks and encourage the use of View Royal's active transportation corridors.
- G. Collaborate with neighbouring municipalities and regional authorities to align active transportation networks and develop safe and comfortable inter-community active transportation connections.
- H. Develop infrastructure and programs that encourage active travel for students, parents, and staff.

MAP 4 - EXISTING ACTIVE TRANSPORTATION NETWORK



- Pedestrian Overpass
- Trail Overpass
- Local Trails
- Sidewalks
- Bicycle Lanes
- Regional Multi-Use Trails
- E&N Rail Corridor
- Waterbodies
- Administrative Boundaries



Thetis Lake

Trans-Canada Hwy

E&N Rail Trail

Galloping Goose Trail

Portage Inlet

Island Hwy

Helmecken Rd

Island Hwy

Admirals Rd

Atkins Rd

Chilco Rd

Island Hwy

Trans-Canada Hwy

Six Mile Cr

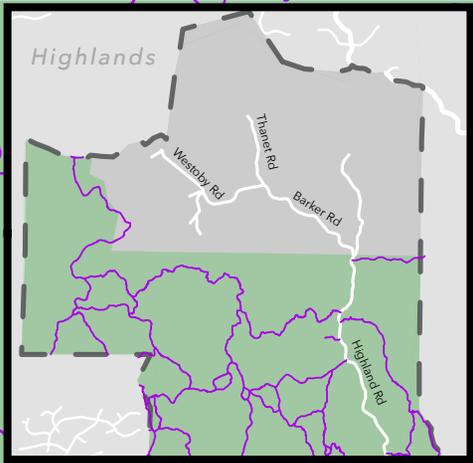
Watkiss Way

Watkiss Way

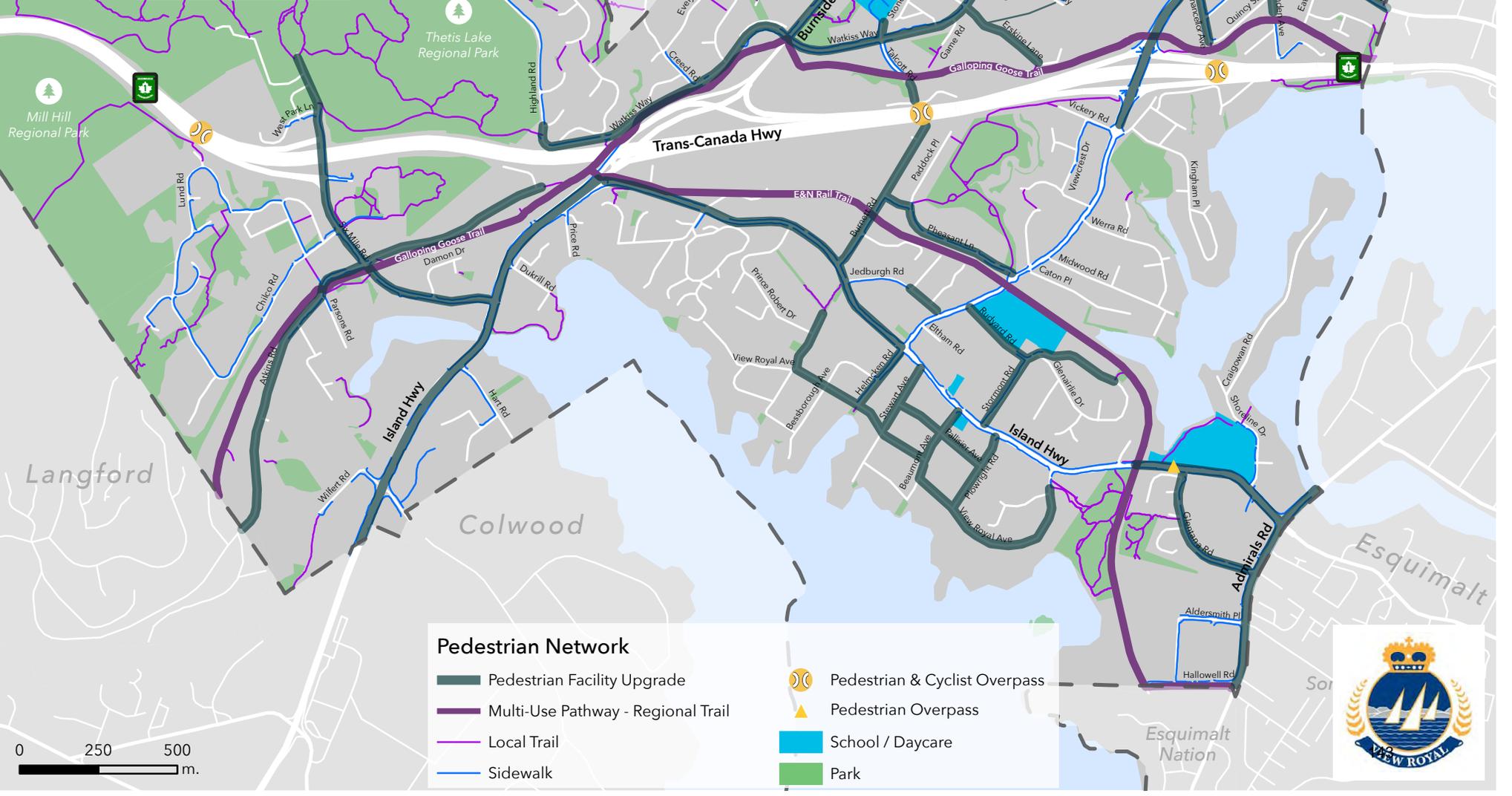
Helmecken Rd

Trans-Canada Hwy

MAP 5 – FUTURE PEDESTRIAN NETWORK



Thetis Lake Inset Map

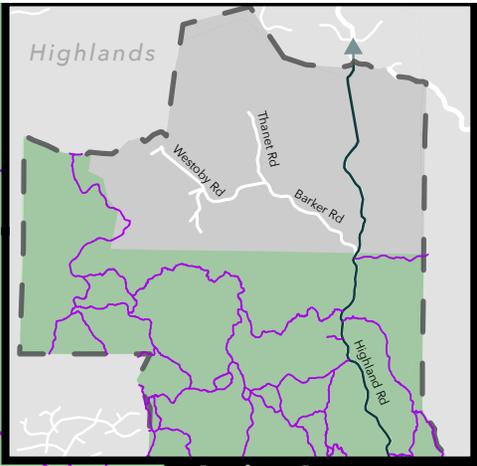


Pedestrian Network

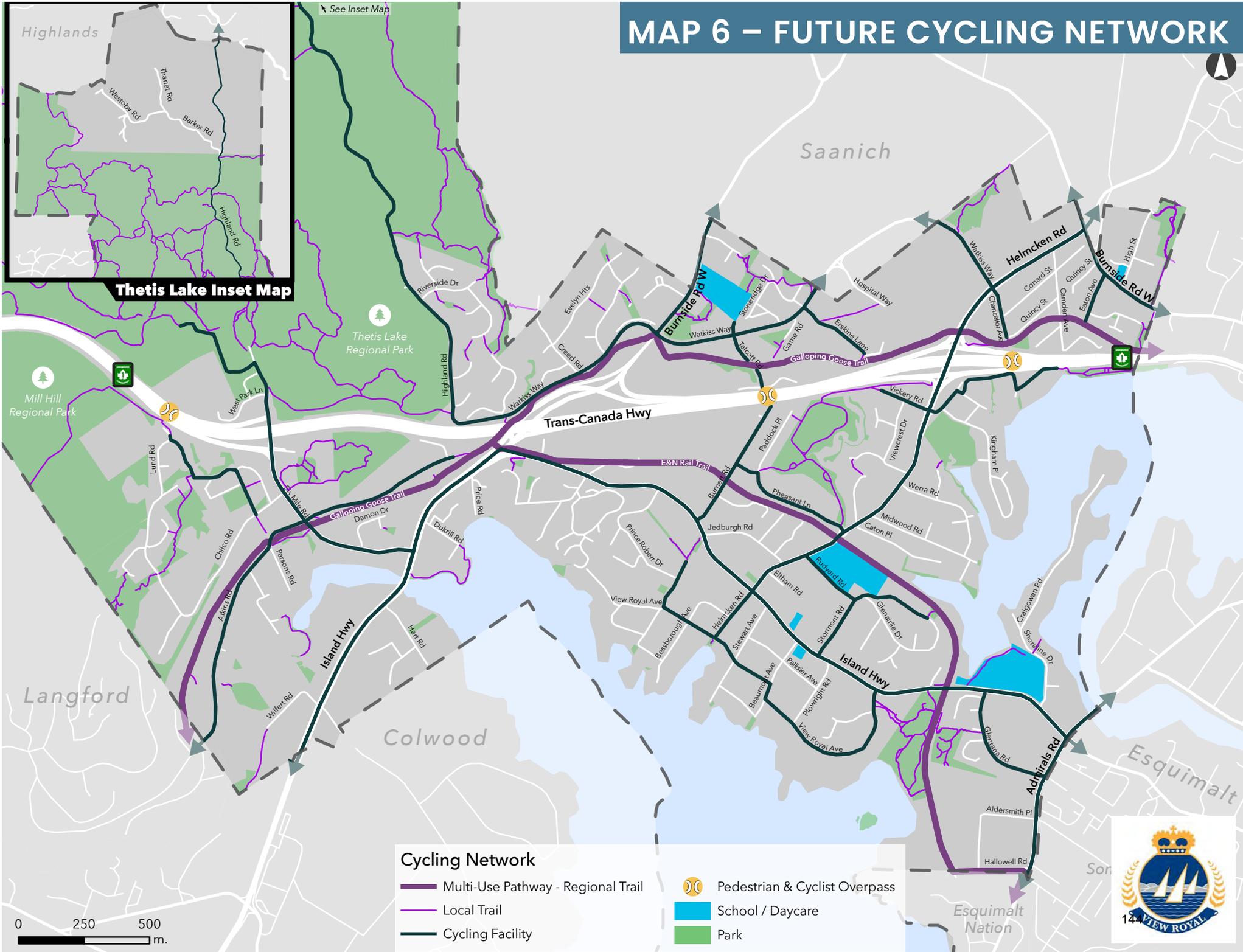
-  Pedestrian Facility Upgrade
-  Multi-Use Pathway - Regional Trail
-  Local Trail
-  Sidewalk
-  Pedestrian & Cyclist Overpass
-  Pedestrian Overpass
-  School / Daycare
-  Park



MAP 6 – FUTURE CYCLING NETWORK



Thetis Lake Inset Map



Cycling Network

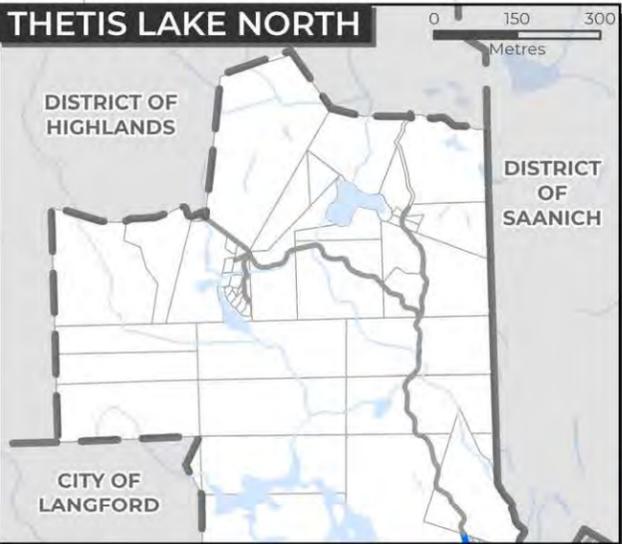
-  Multi-Use Pathway - Regional Trail
-  Local Trail
-  Cycling Facility

-  Pedestrian & Cyclist Overpass
-  School / Daycare
-  Park

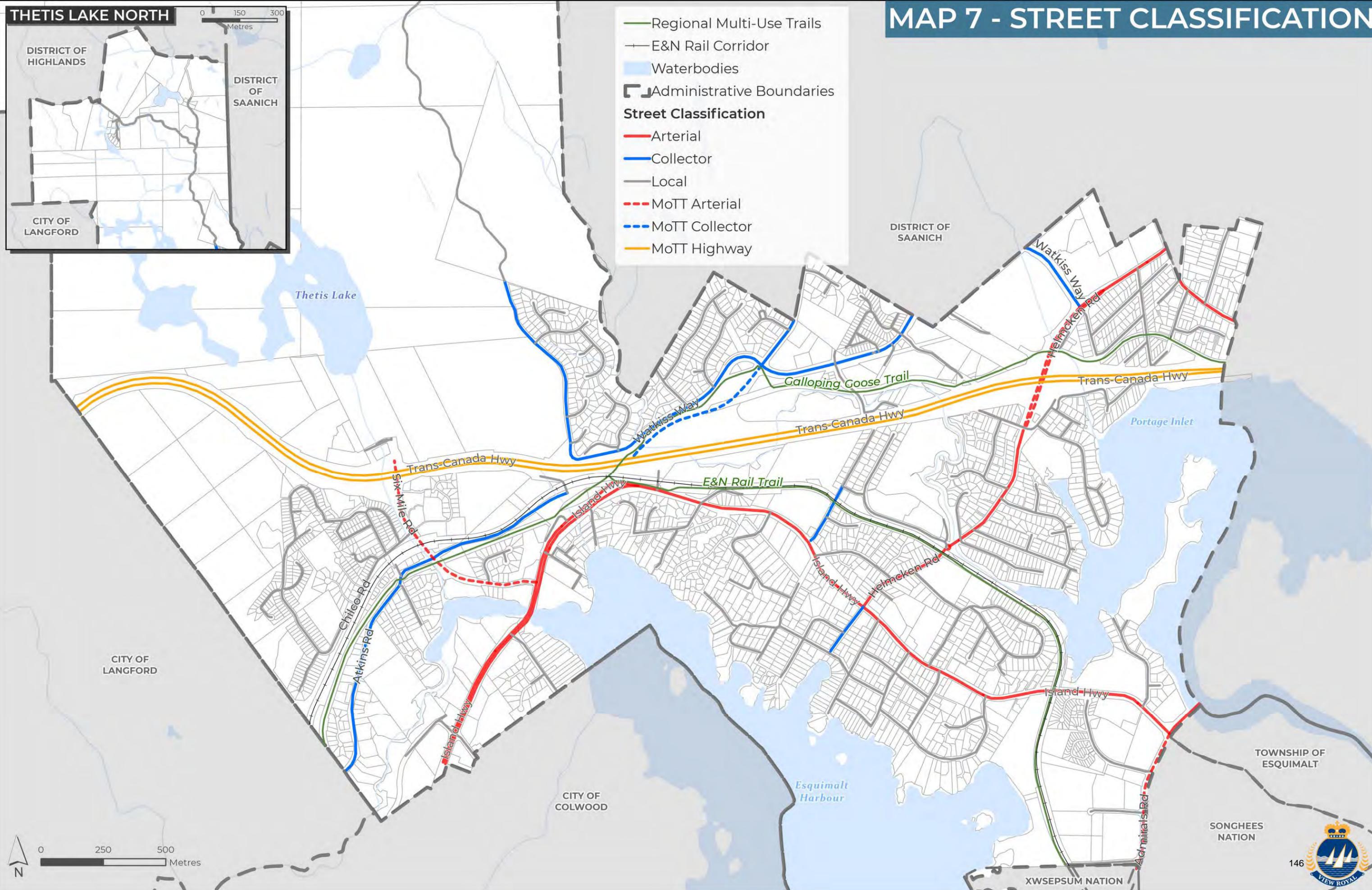


7.3.5 STREET NETWORK

- A. Reduce serious injuries and fatalities on View Royal streets through infrastructure improvements, targeted enforcement, and education to reinforce safe behaviours.
- B. Investigate opportunities to improve road safety where vehicle collisions or collisions involving vulnerable road users are most common.
- C. Support safe vehicle speeds, reduce cut-through vehicle traffic, and provide safe and efficient movement for people walking, cycling, and driving on View Royal streets.
- D. Plan, design and maintain streets in View Royal according to the network classifications identified on Map 7 and as described below:
 - i) **Highway** – Major corridors serving regional and inter-regional trips. Highways are under B.C. Ministry of Transportation & Transit (MOTT) jurisdiction.
 - ii) **Arterial** – Streets that support View Royal residents making longer-distance trips outside the community. Arterial streets typically support higher traffic volumes and higher travel speeds, separated active transportation facilities, and high-order public transit service, with limited driveway and local street access.
 - iii) **Collector** – Streets that support both mobility and access, connecting neighbourhoods to the Arterial and Highway street network. Collector streets are intended to support transit service, goods movement and emergency response, and active transportation.
 - iv) **Local** – Streets that connect neighbourhoods to more major streets (Arterial, Collector), best suited to limited traffic volumes and slow travel speeds to support safe streets and neighbourhoods.
- E. Transportation investment and planning decisions will consider resident needs over regional traffic and minimize the negative impacts of through traffic on View Royal neighbourhoods.
- F. Continue to address traffic congestion in View Royal, including collaborating with regional partners, such as the Ministry of Transportation and Transit, Capital Regional District, BC Transit, and neighbouring municipalities.
- G. Actively collaborate with the Ministry of Transportation and Transit to mitigate the impact of provincial transportation corridors and regional travel on the Town's transportation network.
- H. Support designated goods movement and emergency service corridors to ensure safe and efficient movement of these vehicles within the transportation network.



- Regional Multi-Use Trails
- E&N Rail Corridor
- Waterbodies
- Administrative Boundaries
- Street Classification**
- Arterial
- Collector
- Local
- MoTT Arterial
- MoTT Collector
- MoTT Highway



- I. Enhance and beautify View Royal’s streets through landscaping, street trees, placemaking, and other appropriate measures to improve comfort and safety and support multi-faceted use of public rights-of-way using fiscally sustainable levels of service delivery.
- J. Collaborate with the City of Colwood to improve multi-modal transportation along the Western Gateway Employment District Corridor designated on Map 1 and to nearby destinations. Future design of the corridor should consider improving the pedestrian and cyclist experience, reducing traffic congestion, enhancing intersection safety, and beautifying the streetscape.

7.3.6 REGIONAL TRANSPORTATION PROJECTS

- A. Continue to collaborate with the Island Corridor Foundation, Capital Regional District, Songhees and Xwsepsəm Nations, municipal partners, and senior levels of government to establish a vision for the future use of the E&N corridor.
- B. Continue to advocate for and explore opportunities for the potential of regional Light Rail Transit and collaborate with the Island Corridor Foundation, Capital Regional District, Songhees and Xwsepsəm Nations, the Province, and neighbouring municipalities.
- C. Support the new Regional Transportation Service and due consideration of key corridors and priorities in View Royal as part of the Regional Multi-modal Network.

7.3.7 PARKING + TRANSPORTATION DEMAND MANAGEMENT

- A. Seek to meet site transportation demand through appropriate on-site parking supply and transportation demand management measures that reduce reliance on private vehicles.
- B. Prioritize accessible parking and loading, and ensure that commercial and light industrial parking supports the functional needs of businesses.
- C. Support reduced off-street vehicle parking supply where additional sustainable transportation infrastructure and services are provided and accessible parking supply is not impacted.

Transportation Demand

Management comprises strategies that seek to improve the movement of people and goods, reduce dependence of the private car, and encourage travel via modes of alternate transport, such as transit, cycling, walking, rolling, and car share. Common desired outcomes of implementing transportation demand management strategies are reduced traffic congestion, lowered demand for parking, and cleaner air. Examples of transportation demand management strategies include shared mobility service programs such as e-scooter and e-bike rentals, transit subsidies, and car share programs, amongst others.

- D. Optimize the Town’s public curb space to appropriately value different uses including mobility, parking, commercial uses, public space, and waste collection, among others.
- E. Manage on-street parking to best serve public needs, considering local parking demand, surrounding land use, and the need to accommodate other curbside functions.
- F. Collaborate with major employers in View Royal, such as Victoria General Hospital and the Capital Regional District, to support sustainable transportation and mitigate traffic and parking impacts.
- G. Work with regional partners to implement electric vehicle charging infrastructure, informed by the Capital Region EV Infrastructure Road Map and Capital Region Public Electric Vehicle Charging Guide, to increase the supply of EV charging infrastructure in new development, public parking lots, and on-street, where appropriate.



8.0 Community Infrastructure and Services

8.1 CONTEXT

Community infrastructure such as water, sewer, and drainage systems, roads, and parks are all significant investments for local governments to provide and maintain. Infrastructure services in View Royal are provided by both the Town and the Capital Regional District. The Town provides and manages sewer and drainage services, manages natural assets, and is responsible for collection of curbside waste and organics, including lawn and garden waste. Drinking water for the community is the responsibility of the Capital Regional District. Roads and parks, while the responsibility of the Town, are discussed in their own unique sections (sections 7.0 and 12.0, respectively). The Town seeks to provide infrastructure and services to meet the needs of the population and plan for impacts of both climate change and development on these systems as the community grows.

SEWER SYSTEM

The Town's sewer system, as shown on Map 8, comprises a number of pump stations that are electronically monitored. Some lands are located lower than the gravity sewer system, and so grinder pumps are located on these properties. The pump stations all work together to pump sewage waste from the Craigflower Pump Station to McCauley Point in Esquimalt, both of which are operated and maintained by the Capital Regional District. The system provides services to lands located within the Town's Urban Containment Boundary shown on Map 1, leaving those located north of Thetis Lake to be serviced by on-site private septic systems.

STORMWATER SYSTEM

The Town's stormwater system, commonly referred to as 'drainage', as shown on Map 9, largely comprises of open ditches and culverts that drain into Craigflower and Millstream Creeks or directly into Portage Inlet and Esquimalt Harbour.

WATER SYSTEM

View Royal is connected to the regional water distribution system that is owned, operated, and maintained by the Capital Regional District. Buildings within the Town are connected to a water metering system that measures water consumption. Areas located within the Town's Urban Containment Boundary have sufficient water supply for both potable water and fire protection purposes, while those located north of Thetis Lake have more limited capacity. Many properties in this area of View Royal rely on alternative water supply sources for this reason. Four water supply mains exist within the Town's boundary, as shown on Map 10. These mains carry water from the Sooke Reservoir to the Town and the jurisdictions located beyond.

SOLID WASTE

Household waste is collected on a weekly basis by a company contracted by the Town to provide this service. Waste classified as garbage is disposed of at the regional Hartland Rd Landfill, operated and owned by the Capital Regional District. Organic waste is taken to a composting facility. Recycling is a regional service provided through the Capital Regional District's Blue Box Recycling Program.

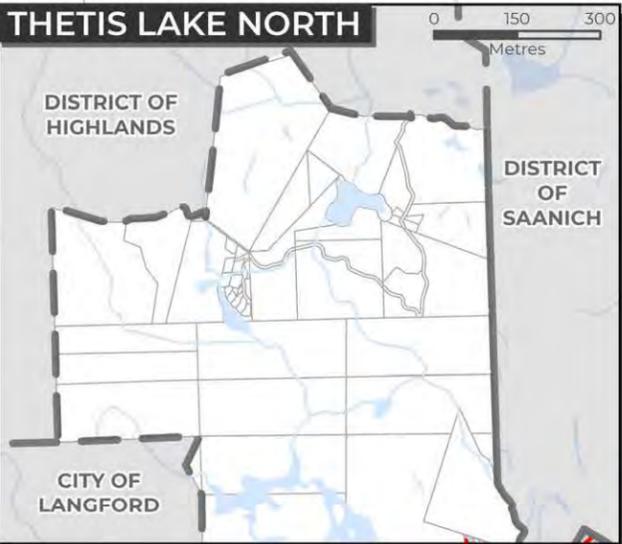
Community members desire to see infrastructure and assets provided and maintained in a manner that is both environmentally and fiscally responsible. The objectives and policies of this section aim to ensure that this vision is achieved in the provision of community infrastructure and services.

The following OCP Goals may be achieved through the policy direction provided in this section:

- Growth Management & Community Character Preservation
- Regional Partnerships
- Sustainable Service Delivery and Asset Management

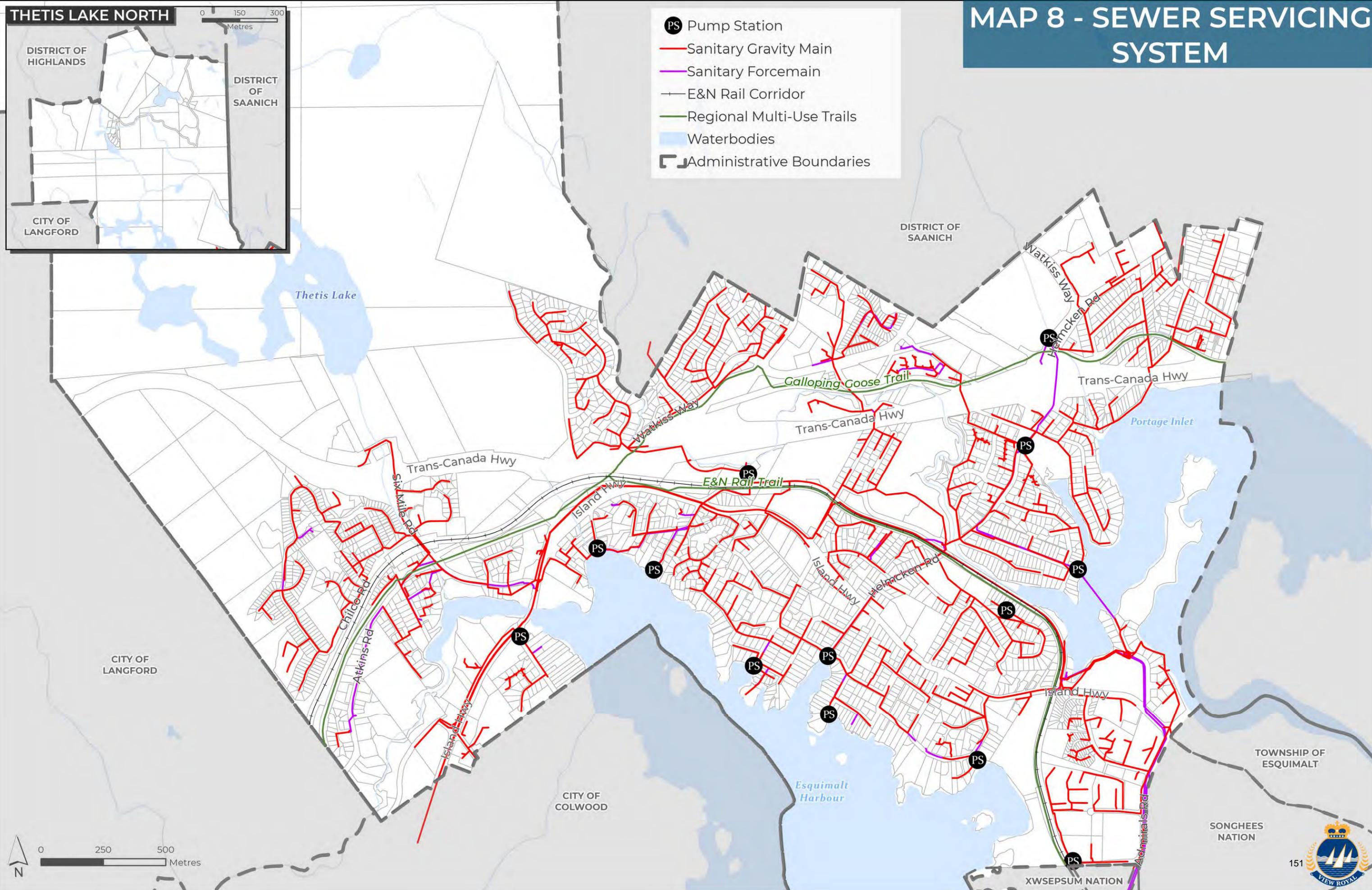


THETIS LAKE NORTH

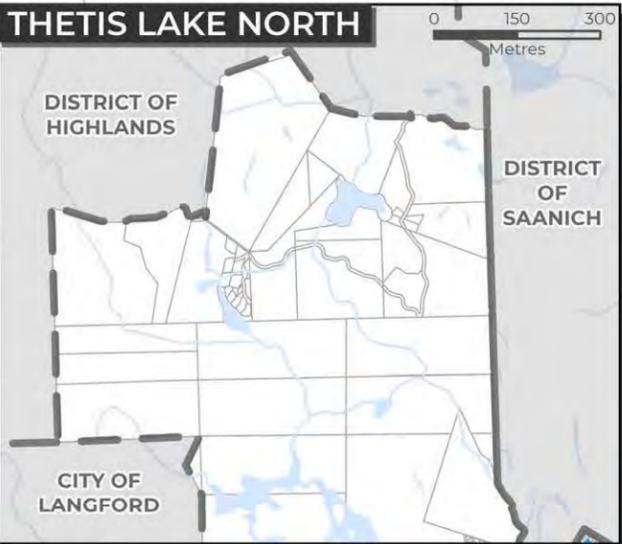


MAP 8 - SEWER SERVICING SYSTEM

- Pump Station
- Sanitary Gravity Main
- Sanitary Forcemain
- E&N Rail Corridor
- Regional Multi-Use Trails
- Waterbodies
- Administrative Boundaries

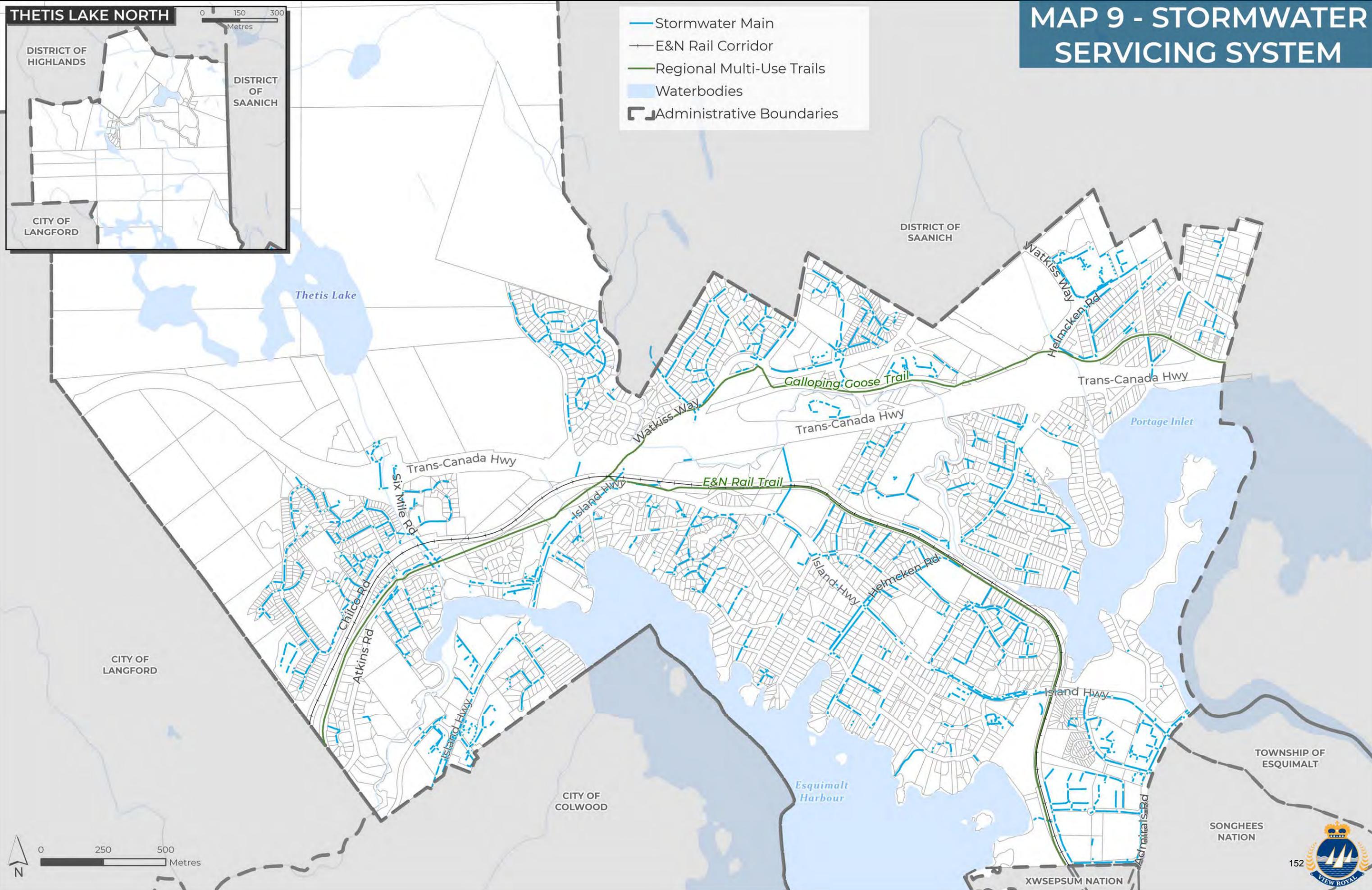


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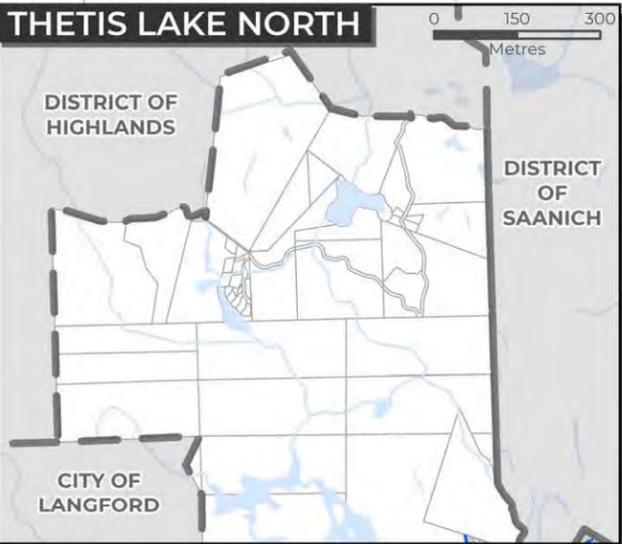


MAP 9 - STORMWATER SERVICING SYSTEM

- Stormwater Main
- E&N Rail Corridor
- Regional Multi-Use Trails
- Waterbodies
- Administrative Boundaries

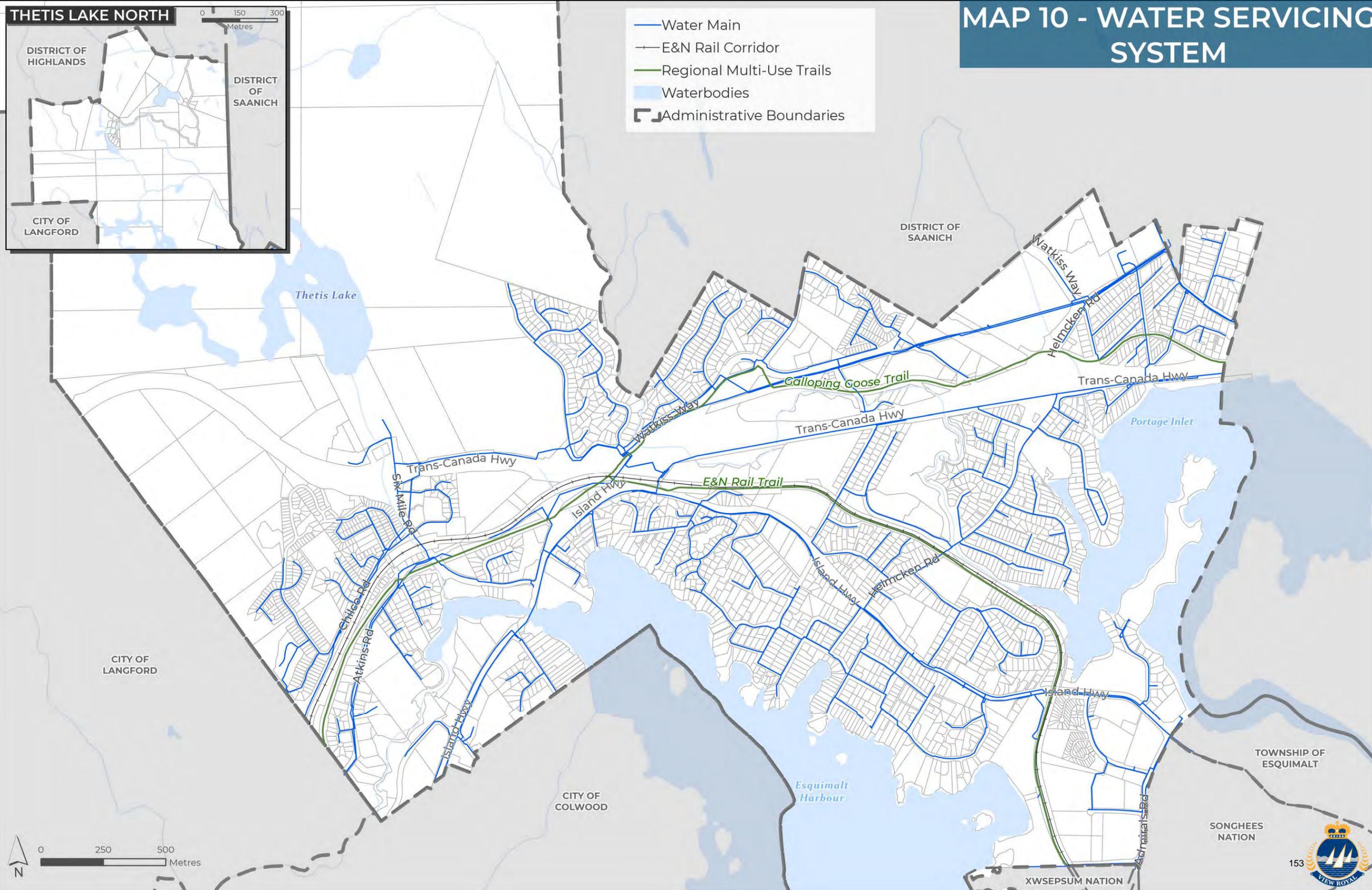


THETIS LAKE NORTH



MAP 10 - WATER SERVICING SYSTEM

- Water Main
- E&N Rail Corridor
- Regional Multi-Use Trails
- Waterbodies
- Administrative Boundaries



8.2 OBJECTIVES

8.2.1 SUSTAINABLE INFRASTRUCTURE

Ensure that infrastructure investments and renewal decisions are guided by achievable asset management programs, policies and plans. Asset management programs will consider organizational-wide approaches that maximize the value and services from infrastructure assets.

8.2.2 FISCAL RESPONSIBILITY AND DECISION MAKING

Ensure that infrastructure and service delivery are planned and implemented in a fiscally responsible manner, and that reserves are funded so that investments are equitably funded by current and future generations.

8.2.3 SERVICE DELIVERY

Continue to provide a high level of service for critical infrastructure systems to align with community expectations.

8.2.4 INFRASTRUCTURE INVESTMENT, GROWTH, AND COORDINATION

Continue to coordinate infrastructure investments, including renewals, upgrades, maintenance, and improvements to maintain sustainable service delivery, and consider alignment with existing and future land use and growth considerations.

8.2.5 NATURAL ENVIRONMENT

Consider the preservation of the natural environment's integrity and protection of human health in infrastructure and service delivery when making decisions. Growth should be balanced with the capacity of natural systems.

8.2.6 CLIMATE CHANGE IMPACTS

Consider ongoing studies and review of climate projections in the design, upgrade, operations, and maintenance of new and existing infrastructure to make informed decisions on the optimal method of service delivery.

8.3 POLICIES

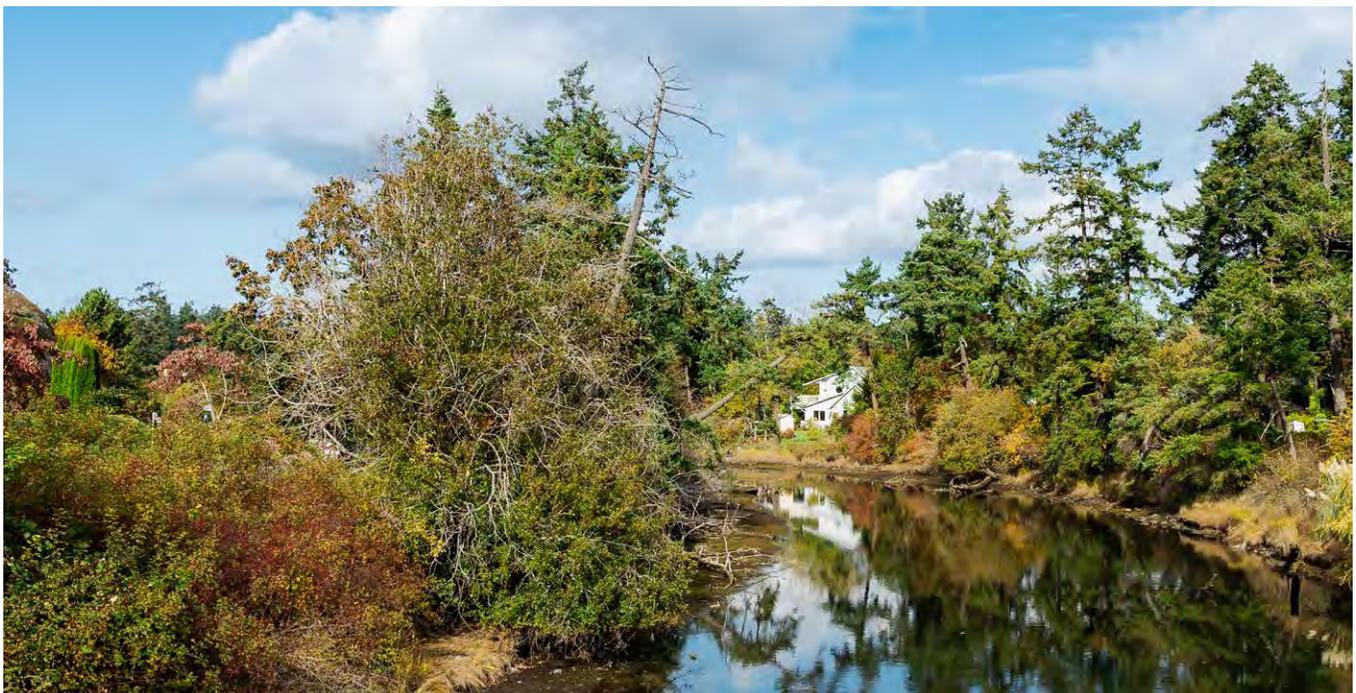
8.3.1 GROWTH MANAGEMENT AND DEVELOPMENT

- A. Plan new infrastructure and services to support compact and sustainable development, and prioritize investments that support new housing, employment, and civic uses.
- B. Ensure that development will only occur if appropriate infrastructure systems (water, wastewater, and sewer) with sufficient capacity are in place or provided as part of a development. Infrastructure upgrades should be planned for and installed through municipal finance initiatives.

- C. Extend infrastructure services into un-serviced areas only when such services will be built in tandem with new development and such development will finance the service extension. Extension of infrastructure services in areas outside the Urban Containment Boundary or for developments that are not in conformance with the policies of this plan will not be supported.
- D. Plan new infrastructure in conjunction with roads, community facilities, parks, and other public spaces. Planning considerations should include:
 - Stormwater management
 - Watershed systems and functions
 - Opportunities to integrate parks, greenways, natural systems, and tree canopy improvements
 - Pedestrian, cyclist, and transit connections.

8.3.2 INFRASTRUCTURE INVESTMENT

- A. Use the Town’s Asset Management Program as a guide to identifying future infrastructure priorities and understand required reserve contributions for on-going service demand and delivery.
- B. Prioritize infrastructure and services investments that best address local needs and maximize community benefits.
- C. Guide infrastructure upgrades through master plans that identify investment priorities.
- D. Ensure that the cost of infrastructure investments is borne by those that benefit the most from the provision of the service; with the cost of new or upgraded systems being funded by the developments that trigger them or affected property owners.



8.3.3 INFRASTRUCTURE STANDARDS

- A. Ensure infrastructure is designed in a manner that aligns with the community's goals and desired levels of service, as well as adheres to the latest Master Municipal Construction Documents where appropriate to ensure that all infrastructure in View Royal is being constructed to a standard that aligns with best engineering practice.
- B. Aim to advance green infrastructure (e.g., natural assets, enhanced assets, and engineered assets) practices.
- C. Consider the full life cycle of infrastructure services, including operations, maintenance and service levels, when designing new systems and upgrades.
- D. Facilitate adequate operation and maintenance programs to maximize the life of infrastructure systems, reduce the frequency of replacement, and ensure proper functionality. Continue to explore strategies and solutions to understand and reduce the inflow and infiltration of stormwater into the sanitary sewer system.
- E. Continue to explore strategies and solutions to understand and reduce the inflow and infiltration of stormwater into the sanitary sewer system.

8.3.4 INFRASTRUCTURE FOR A HEALTHY ENVIRONMENT

- A. When considering infrastructure renewal priorities, considerations will be given to upgrades to infrastructure and services that will enhance the resiliency to the risks and impacts of climate change and disasters.
- B. Continue to explore opportunities to establish a natural asset inventory while supporting the protection, maintenance, and enhancement of existing natural assets and amenities.
- C. Work with adjacent jurisdictions in the Capital Regional District and other organizations to advance efforts in watershed management and drinking water protection that align with the *Drinking Water Protection Act and Regulation*.
- D. Support stormwater management practices that emphasize infiltration and detention, where possible, to minimize the negative effects (erosion, sediments and contaminants) of stormwater discharge into Portage Inlet, the Gorge Waters, Esquimalt Harbour, Craigflower Creek, Hospital Creek, Millstream Creek and other natural watercourses and water bodies.

Green infrastructure refers to natural and semi-natural engineered systems that support with managing drainage. Examples include green roofs, permeable pavements, and rain gardens, amongst others.

- E. Consider implementation of stricter source control measures to reduce runoff from private property mitigating downstream drainage impacts and potential upgrades.
- F. Continue to prioritize sewer infrastructure upgrades and inflow and infiltration reduction to reduce overall sewer flows in the system mitigating the risk of liquid waste overflowing into the natural environment.
- G. Investigate opportunities to mitigate downstream drainage impacts, in alignment with regional and provincial standards, and the level of service expected of the public. Opportunities could include rainwater collection, greywater reuse (including treated water for irrigation purposes), and dual piping systems.

8.3.5 SOLID WASTE MANAGEMENT

- A. Continue to work with the Capital Regional District and the private sector to maintain three-stream waste separation systems (garbage, recycling, composting) as a means of reducing the amount of solid waste reaching the landfill. Ensure that all collection programs are convenient and well-promoted to increase participation at the unit level, building level, in businesses and public institutions.
- B. Support small-scale composting on appropriate residential properties and community gardens.
- C. Support regional initiatives to reduce construction waste and encourage sustainable waste reduction.
- D. Investigate opportunities to address waste collection for multi-unit residential developments comprising greater than four units.

9.0 Economic Development

9.1 CONTEXT

A strong and diverse local economy is essential to View Royal’s long-term resilience. New and existing businesses provide employment opportunities to residents of both the Town and broader region. These businesses also provide the community with key services that are necessary for everyday life. Historically, economic development has not been a priority for the Town; however, the Town is aiming to collaborate with the community and Songhees and Xwsepsem Nations to understand what is possible for the local economy and to leverage View Royal’s full economic potential.

View Royal has significant potential to become a regional economic hub—it has many existing conditions that contribute to a strong local economy. This includes its central location within the Capital Regional District and prime access to major transportation routes such as the Trans-Canada Highway (Hwy 1), regional Island Highway, the Galloping Goose regional trail, and the E & N Rail Trail. In addition, View Royal is home to the Victoria General Hospital which has plans for future growth and expansion, as expressed by Island Health. Further, the lands surrounding the hospital have been designated by the Province as a transit-oriented area that will support the highest levels of density in the community and increased levels of transit service. Such conditions may support growth in both the tourism and health services sectors, amongst others, resulting in strong demand for commercial tourist accommodations.

Part 2 aims to establish further conditions that will support new and existing businesses in View Royal, through supporting higher density forms of development in areas that are close to existing or planned transit services and active transportation infrastructure. Concentrating populations will allow for a stronger client base for new and existing businesses, leading to greater economic vitality, and in turn, providing residents with access to the services they need within close proximity of their home.

The objectives and policies in this section aim to support the future creation of an economic development vision for View Royal, in addition to supporting new and existing businesses.

The following OCP Goals may be achieved through the policy direction provided in this section:

- Economic Development
- Regional Partnerships

9.2 OBJECTIVES

9.2.1 LOCAL INVESTMENT AND ECONOMIC GROWTH

Continue to create conditions that attract local investment and economic growth in the Town, particularly within the Town's high-density land use designations, as discussed in section 5.0 and shown on Map 1, including the Hospital Transit-Oriented Area, Neighbourhood Village, and Western Gateway Employment District Corridor.

9.2.2 CREATING A DESTINATION COMMUNITY

Support development and local investments that make View Royal more than a drive-through community, but a destination that provides unique and interesting local and regional tourist destinations for visitors.

9.2.3 CAPITALIZE ON REGIONAL CONNECTIONS

Explore, identify, and capitalize on opportunities that strengthen the community's central location as a gateway to the West Shore and the Greater Victoria area, to attract and support entrepreneurs and new businesses.

9.2.4 SUPPORT FOR LOCAL BUSINESS

Understand and support the changing needs of local businesses to create a supportive and economically viable market to thrive in the long-term. Consider the needs of traditional fixed businesses and flexible business models, such as farmers, artisans, and mobile vendors.

9.2.5 INVEST IN COMMUNITY HEALTH AND WELL-BEING

Recognize and explore the complex relationship between community health and well-being, and the local economy. Consider opportunities to expand the health industry and increase access to local health services and locally-grown food sources.

9.2.6 RECREATIONAL TOURISM

Consider opportunities to support recreational tourism and economic development that capitalizes on the Town's parks and trails and proximity to regional recreational amenities. Focus on attracting hotel development in the Town to support leisure and business travel.

9.2.7 PARTNERSHIPS

Create strong, dynamic partnerships with the business community and related organizations, educational institutions, and regional and provincial governments to drive economic development, foster innovation, and attract transformative investment opportunities that establish View Royal as a thriving economic hub.

9.3 POLICIES

9.3.1 STRENGTHENING THE LOCAL ECONOMY

- A. Engage the local business community, Songhees and X^wsepsəm Nations, and related stakeholders to identify the economic vision for View Royal and the broader community.
- B. Identify opportunities for economic innovation, attracting and retaining new business, and stimulating new investment to advance the Town's commitment to creating a more diverse, equitable, and inclusive community.
- C. Leverage existing community assets and destinations such as Portage Park, Thetis Lake Regional Park, the Galloping Goose and E&N trails, as well as Victoria General Hospital to generate new economic and tourism opportunities for View Royal and the broader region.
- D. Explore opportunities for expanding the health services industry throughout View Royal, but particularly in the area surrounding Victoria General Hospital, to create a medical services hub through provision of medical offices, pharmacies, research labs, and related services.
- E. Collaborate with the Songhees and X^wsepsəm Nations, and tourism organizations such as Destination Greater Victoria, to understand how View Royal can become a leading destination for visitors in the region.
- F. Collaborate with the West Shore Chamber of Commerce to identify opportunities to better support new and existing businesses.
- G. Consider how best to respond to emerging business sectors in the community.
- H. Identify opportunities to streamline processing times for business licenses, particularly for small or locally-owned businesses.
- I. Concentrate growth and economic investment along the Town's corridors as shown in Figure 11.
- J. Understand the economic and land use conditions necessary to support the viability of light industry and similar employment uses on lands designated as Western Gateway Employment District Corridor on Map 1 to identify what action the Town can take to facilitate these conditions, given the benefits that light industry will generate for the local economy, such as a diversified tax base and living wages for residents.
- K. Continue to liaise with the local business community to understand how the Town can better support local business.
- L. Leverage the Town's existing assets to support the region's tourism sector.

- M. Explore opportunities and partnerships to attract hotel development and other accommodation uses to View Royal.
- N. Explore incentives to attract hotel development, including but not limited to, density bonusing, parking reductions, streamlined application processes, and flexible zoning to allow for a variety of uses to support hotel development.
- O. Encourage hotel development near Victoria General Hospital and along the Western Gateway Corridor where there is a high demand for hotel accommodation to service both the healthcare sector and broader visitor market.
- P. Support compatible home-based businesses in areas where residential use is permitted to promote the continued provision of alternative employment options, reduced commutes, and more local services.
- Q. Continue to collaborate with the South Island Prosperity Partnership, Capital Regional District, neighbouring municipalities, Songhees and Xwsepsem Nations, local businesses, and other relevant interest holders on matters related to regional economic cooperation.
- R. Understand how to better support high-tech uses in View Royal.

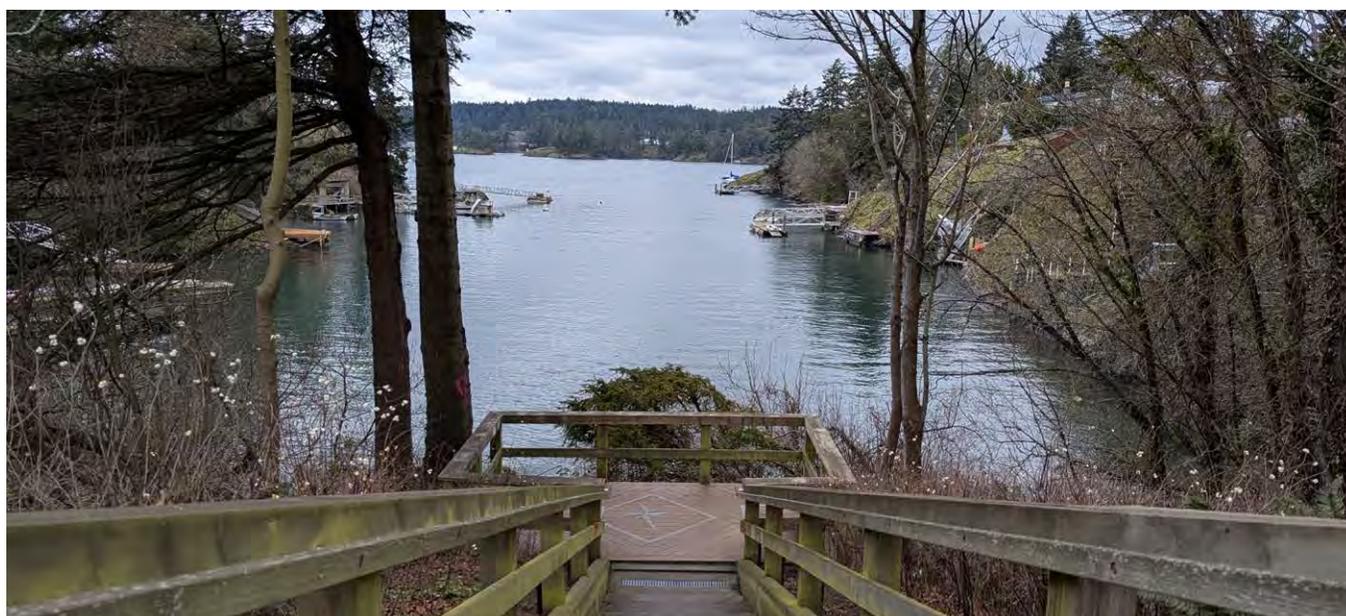


10.0 Natural Environment

10.1 CONTEXT

View Royal comprises a diverse array of marine, freshwater, and terrestrial ecosystems and habitats, as shown on Map 11. Marine ecosystems comprise of Esquimalt Harbour and Portage Inlet, including their coastal shorelines. Freshwater ecosystems merge with the salt waters of these two water bodies in the estuaries of Craigflower, Hospital, and Millstream Creeks. Thetis, Prior, Pike, and McKenzie Lakes all comprise freshwater ecosystems that include foreshore and riparian areas. Terrestrial ecosystems exist throughout the Town, though are particularly prevalent in Thetis Lake and Mill Hill Regional Parks, in the form of mature Coastal Douglas Fir forests along with rocky outcrops and Garry Oak meadows. These natural spaces provide important habitat for wildlife and species at risk (see Map 12).

In addition to providing habitat for many species, the natural environment also poses some natural hazards such as flooding, tsunamis, steep slopes exceeding 30%, and wildfires. These hazards all pose risks to public safety and potential impacts to the built environment. Construction activities occurring within any zones where the risk to public safety is deemed high as a result of a natural hazard is subject to Development Permit Area Guidelines included in Part 5 of this OCP. This includes restrictions on development in areas where slopes are equal to or greater than 30% and flooding or instability due to a tsunami. Steep slopes and the tsunami inundation zone areas are shown on Maps 13 and 14, respectively. This section discusses considerations and strategies for emergency response to events occurring as a result of such natural hazards, plus wildfires and earthquakes.



Access to the natural environment is a key priority for the View Royal community. Overall health and well-being may be correlated with the level of access that community members have to the natural environment, whether that be through public green space or on privately-owned lands. This section aims to work in tandem with sections 12 and 13 of the OCP to recognize that protection of the natural environment as places for people to recreate, both passively and actively, will positively impact the physical and mental health of residents. Many natural features and habitats shown on Maps 11 and 12 are designated as parkland on Map 15.

It is also important to note the key role that trees play in protecting the natural environment, mitigating the impacts of climate change, and improving overall community health and well-being. Many studies discuss the benefits that trees can provide for both physical and mental health, in terms of their ability to provide shade, clean air, and connection to the natural environment. Areas of high tree canopy coverage may also act as corridors connecting wildlife habitat areas. The Town's Urban Forest Strategy endorsed by Council in 2026 aims to recognize the important of trees in View Royal through establishing a tree canopy coverage goal of 30%. This section aims to further support the vision of the strategy and recognize the role of the urban forest in protecting the natural environment.



The following objectives and policies outline how View Royal can strengthen the long-term resilience of the Town’s natural environment and reduce community risk from natural hazards. Together, they support protection from flooding, tsunamis, landslides, wildfires, and earthquakes, while safeguarding environmentally sensitive areas, urban forests, and aquatic environments from potential impacts of development.

The following OCP Goals may be achieved through the policy direction provided in this section:

Environmentally sensitive areas are ecosystems and/or habitats that provide high value to the natural environment through their ability to support biodiversity, animal and plant species, and natural systems such as purifying the air and water. View Royal has a number of sensitive and significant terrestrial, aquatic, and riparian ecosystems that provide habitat for many species. Examples include:

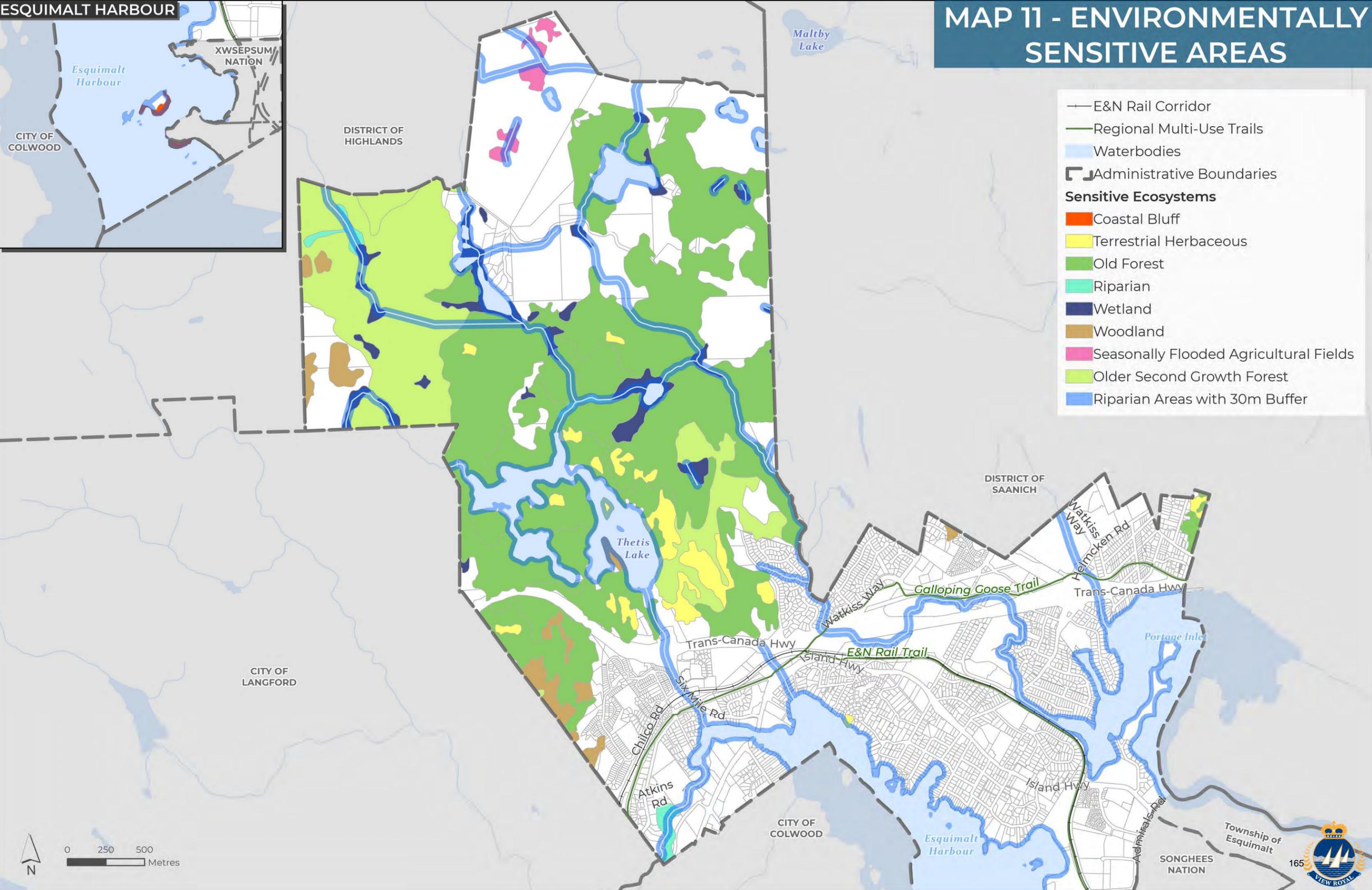
- **Terrestrial ecosystems:** old growth and mature forests such as those found in Thetis Lake and Mill Hill Regional Parks
- **Aquatic ecosystems:** saltwater habitats provided in large waterbodies and their shorelines such as the Portage Inlet
- **Riparian ecosystems:** freshwater streams and lakes that have the potential to support fish habitat, such as Craigflower Creek and Thetis Lake

- Natural Amenities
- Community Well-Being
- Community Safety & Security
- Climate Action and Resilience
- Reconciliation
- Regional Partnerships
- Sustainable Service Delivery and Asset Management

MAP 11 - ENVIRONMENTALLY SENSITIVE AREAS

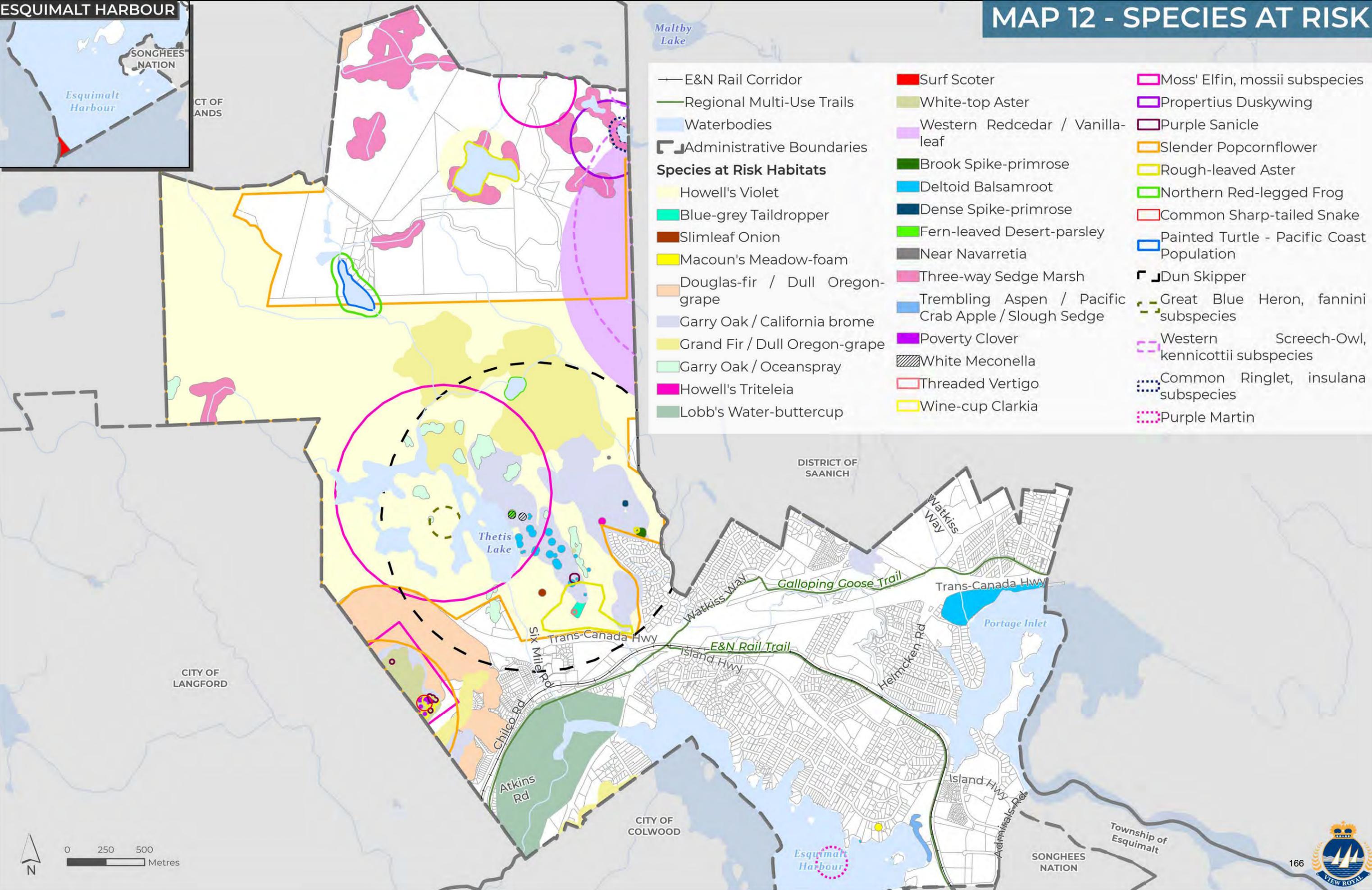


- E&N Rail Corridor
- Regional Multi-Use Trails
- Waterbodies
- Administrative Boundaries
- Sensitive Ecosystems**
- Coastal Bluff
- Terrestrial Herbaceous
- Old Forest
- Riparian
- Wetland
- Woodland
- Seasonally Flooded Agricultural Fields
- Older Second Growth Forest
- Riparian Areas with 30m Buffer



MAP 12 - SPECIES AT RISK

ESQUIMALT HARBOUR



- E&N Rail Corridor
- Regional Multi-Use Trails
- Waterbodies
- Administrative Boundaries
- Species at Risk Habitats**
- Howell's Violet
- Blue-grey Tailedropper
- Slimleaf Onion
- Macoun's Meadow-foam
- Douglas-fir / Dull Oregon-grape
- Garry Oak / California brome
- Grand Fir / Dull Oregon-grape
- Garry Oak / Oceanspray
- Howell's Tritelia
- Lobb's Water-buttercup
- Surf Scoter
- White-top Aster
- Western Redcedar / Vanilla-leaf
- Brook Spike-primrose
- Deltoid Balsamroot
- Dense Spike-primrose
- Fern-leaved Desert-parsley
- Near Navarretia
- Three-way Sedge Marsh
- Trembling Aspen / Pacific Crab Apple / Slough Sedge
- Poverty Clover
- White Meconella
- Threaded Vertigo
- Wine-cup Clarkia
- Moss' Elfin, mossii subspecies
- Propertius Duskywing
- Purple Sanicle
- Slender Popcornflower
- Rough-leaved Aster
- Northern Red-legged Frog
- Common Sharp-tailed Snake
- Painted Turtle - Pacific Coast Population
- Dun Skipper
- Great Blue Heron, fannini subspecies
- Western Screech-Owl, kennicottii subspecies
- Common Ringlet, insulana subspecies
- Purple Martin

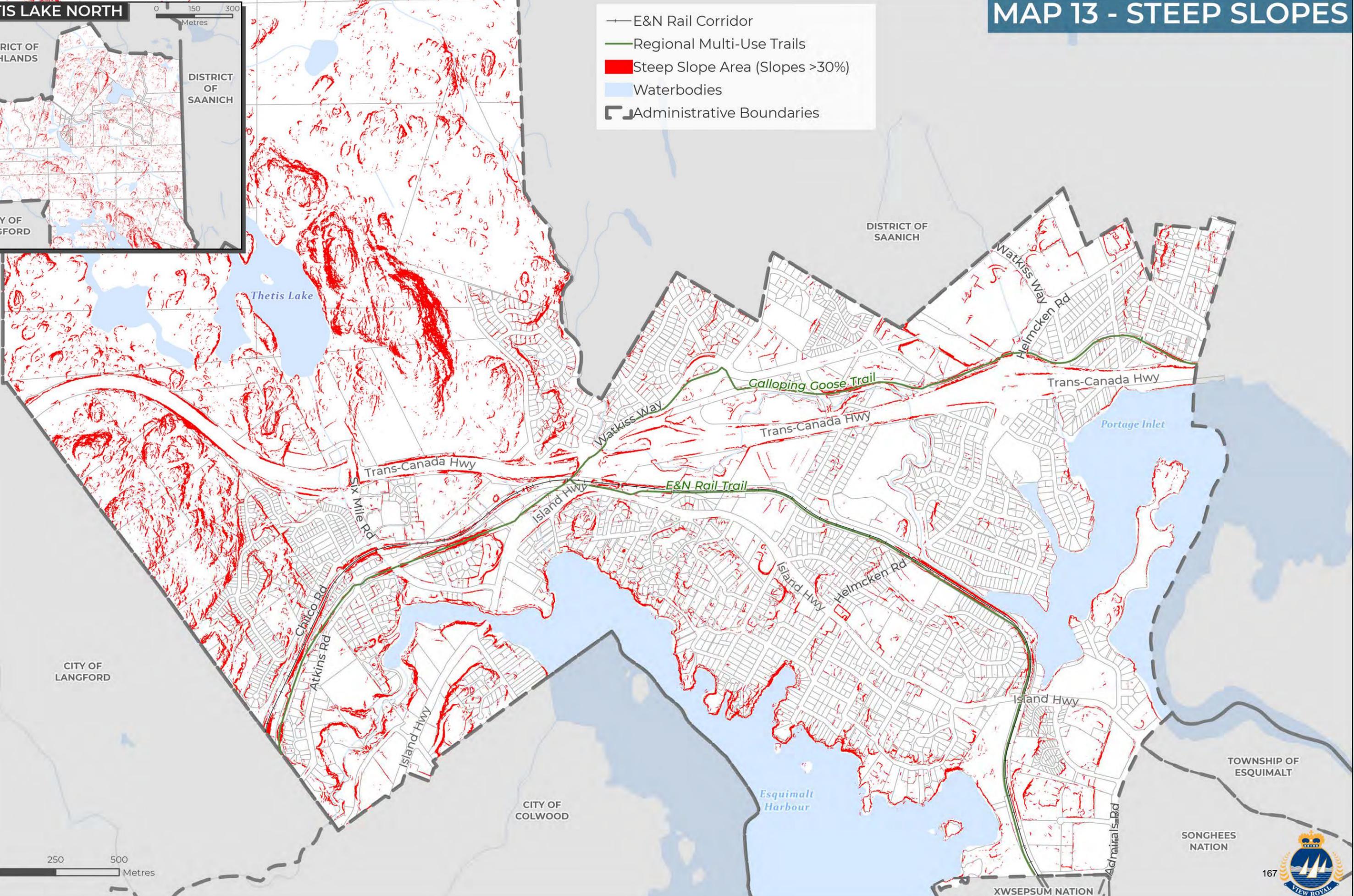
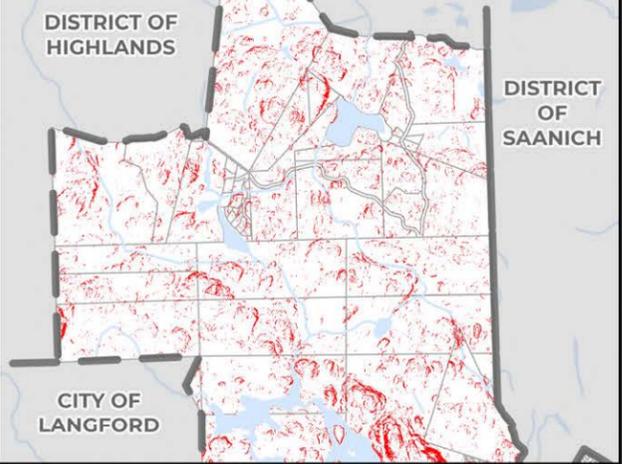


THETIS LAKE NORTH

0 150 300
Metres

MAP 13 - STEEP SLOPES

- E&N Rail Corridor
- Regional Multi-Use Trails
- Steep Slope Area (Slopes >30%)
- Waterbodies
- Administrative Boundaries



0 250 500
Metres

Map 14: Tsunami Hazard Zones

Map 14: Tsunami Hazard Zones

10.2 OBJECTIVES

10.2.1 BALANCED GROWTH AND NATURAL ENVIRONMENT PROTECTION

Continue to find balance between development opportunities and protecting the Town's distinct natural beauty to ensure these valued natural assets are thoughtfully maintained.

10.2.2 PUBLIC SAFETY AND HAZARDS

Mitigate public safety risks associated with natural hazards, including flooding, tsunamis, landslides, wildfires, and earthquakes.

10.2.3 TERRESTRIAL AREAS, NATURAL SHORELINES AND WATERCOURSES

Protect sensitive terrestrial areas, watercourses, and shorelines to preserve their long-term ecological and hydrological functions and continue to recognize their contributions toward overall community health, recreation, and climate resilience.

10.2.4 URBAN FORESTS

Identify, protect, and enhance the Town's urban forest and tree canopy to support ecological functions, biodiversity, climate resilience, community health, and economic growth.

10.2.5 FIRST NATIONS KNOWLEDGE AND HISTORY

Integrate First Nations knowledge and perspectives into environmental planning by working in partnership with the Songhees and X^wsepsəm Nations.

10.3 POLICIES

10.3.1 GENERAL

- A. Encourage residents, businesses, schools, and community groups to get involved in conserving the health of the natural environment. Community-based initiatives such as the following are encouraged:
 - i) Habitat restoration and monitoring
 - ii) Construction of community gardens
 - iii) Habitat clean-up days
 - iv) Tree planting programs
- B. Continue to collaborate with the federal and provincial governments, the Capital Regional District, other municipalities, Songhees and X^wsepsəm Nations, schools, and local organizations to strengthen local and regional resilience against natural hazards, conduct community engagement and public education related to emergency management, and develop and distribute environmental conservation and community stewardship information to the public.

10.3.2 ENVIRONMENTAL PROTECTION AND RESTORATION

- A. Protect and conserve the long-term health and sustainability of important terrestrial, aquatic, and riparian ecosystems, species of concern, and environmentally sensitive areas (see Maps 11 and 12). Protection and conservation strategies may include:
 - i) Development Permit Area designations.
 - ii) Park land acquisition at the time of subdivision or rezoning.
 - iii) Application of Section 219 covenants to prohibit development.
- B. Prioritize land acquisitions and/or dedications over section 219 covenants to conserve, protect, and restore natural areas for the future.
- C. Consider the management of natural assets that provide municipal services through the Town’s Asset Management Program.
- D. Advocate for the management of natural assets, such as natural green space and watercourses, within the Town’s boundaries that provide non-municipal services.
- E. Continue to identify, review, and designate environmentally sensitive areas as Development Permit Areas in Part 5 to ensure that these lands are adequately protected from new development.
- F. Support adaptive ecosystem management, evidence-based decision making, and the procurement of current information and datasets to inform ecosystem and urban forest management in View Royal.
- G. Ensure the protection of aquatic habitat, riparian ecosystems and shorelines. Protection and conservation strategies should be in accordance with the current *Riparian Area Protection Regulation*.
- H. Limit resource extraction, agriculture, and related uses north of Thetis Lake Regional Park and ensure that any resource extraction activity does not threaten the long-term integrity of the natural environment.
- I. Pursue a collaborative approach to environmental conservation and management by partnering with the federal and provincial governments, the Capital Regional District, Songhees and Xwsepsem Nations, and local organizations to protect and enhance the natural environment in View Royal.
- J. Explore opportunities to limit pet access and activities that have detrimental impacts on environmentally sensitive areas.
- K. Consider opportunities to manage resident access to Environmentally Sensitive Areas and natural areas by providing defined access opportunities that protect native vegetation and do not harm the health of ecosystems.

- L. Consider opportunities to reduce or ban the use of pesticides, herbicides, and other toxins like microplastics.
- M. Explore opportunities to undertake further studies and research to identify initiatives that can contribute to enhancing air quality in the community (i.e., prohibiting woodburning stoves), while also supporting the Town’s goal of net zero greenhouse gas emissions.

10.3.3 HABITAT PROTECTION AND ENHANCEMENT

- A. Identify opportunities to establish new, and protect existing, wildlife corridors that facilitate the movement of wildlife and greater biodiversity across View Royal through the pursuit of a wildlife corridor study.
- B. Acknowledge the role of trees within the road right of way in providing habitat for species and acting as wildlife corridors.
- C. Continue to protect, restore and enhance habitats and ecosystems that support migratory, rare and endangered species, and species at risk as shown on Map 12, and address threats to biodiversity, such as invasive species, disease, and climate change.
- D. Strive to enhance wildlife habitat areas (e.g. in-stream works, new habitat creation) by considering proposals from applicants for new development on a lot where a habitat exists and a net benefit to the habitat can be demonstrated through completion of a Qualified Environmental Professional.



- E. Protect the integrity of watersheds and riparian areas to preserve biodiversity, support healthy habitats, and mitigate flood risk.

10.3.4 WATERSHEDS

- A. Work collaboratively with the Capital Regional District, neighbouring municipalities, Songhees and Xwsepsem Nations, and other organizations to protect and enhance local and regional watersheds and the Capital Regional District Gorge Waterway Initiative.
- B. Support the implementation of the Capital Regional District’s watershed plans for Millstream Creek, Hospital Creek, and Craigflower Creek.
- C. Identify opportunities to daylight channeled watercourses and culverts, where possible.

10.3.5 URBAN FOREST

- A. Pursue the protection and enhancement of View Royal's urban forest in alignment with the Urban Forest Strategy.
- B. Continue to identify, explore, and understand the role of the Town's urban forest, and its relationship with the Town's parks, urban spaces, active transportation network, and open spaces.
- C. Continue to identify and explore the complex role that the Town's urban forest has in ecology, the natural environment and its many systems, climate change mitigation, the economy, and the community's well-being and health.
- D. Continue to build, enhance, and increase the Town's urban forest, to achieve a 30% canopy coverage target for the Town by 2045, in alignment with the Town's Urban Forest Strategy.
- E. Consider opportunities to protect and retain trees that are affected by development, where possible, and explore the possibility of relocating affected trees, or undertake alternative methods of development and construction.
- F. Support and encourage the protection of trees that contribute to the Town's natural and cultural heritage through implementation of the Urban Forest Strategy and the Tree Protection Bylaw.
- G. Enhance the pedestrian transit service experience by prioritizing the installation of new boulevard trees and identify opportunities to protect existing trees within 400 m of a prescribed frequent transit stop, along highways, and arterial and collector roads in the Town.

10.3.6 VEGETATION AND LANDSCAPING

- A. Protect existing and plant new climate adaptive native plants and trees in alignment with the Tree Protection Bylaw, the Urban Forest Strategy, and Development Permit Area Guidelines through the pursuit of educational programs, incentives, and regulations.
- B. Actively promote the removal of invasive vegetation and species to restore natural habitats.
- C. Consider opportunities to plant climate adaptive native plants and trees on municipal lands. Exceptions may be allowed for seasonal projects, such as hanging baskets and targeted annual gardens.
- D. Consider establishing landscaping standards for public and private lands that considers current and anticipated climate stresses that may impact the viability of certain vegetation and tree species.



10.3.7 NATURAL HAZARDS RISK MITIGATION AND EMERGENCY RESPONSE PRACTICES

- A. Continue to designate lands susceptible to natural hazards (wildfire, tsunamis, floods, steep slopes greater than 30%), such as those shown on Maps 13 and 14, as Development Permit Areas to protect the public and development from potential threats to safety.
- B. Integrate FireSmart principles into Town policies, regulations, and practices wherever possible and applicable.
- C. Review and consider opportunities to implement recommendations from the Community Wildfire Resiliency Plan.
- D. Continue to assess, monitor and educate on vegetation structure ignition, and where possible, continue to reduce risk to homes within the community.
- E. Consider opportunities to improve urban resilience to wildfire threats through programming, educational opportunities, and adaptive design.
- F. Prioritize emergency access and egress routes to areas within the community and ensure they are properly maintained in the event of a natural hazard such as flooding, tsunami, landslide, wildfire, or earthquake.
- G. Consider the provincial Flood Hazard Area Land Use Management Guidelines in the preparation of land use planning policies, regulations, and bylaws and for subdivision and development in flood-prone areas.
- H. When considering land use and planning decisions where a concentration of high-value or high population density uses are proposed or exist, consider a 2.0 m global sea level rise (approximately 200 years) relative to the year 2000 sea level.
- I. Protect public safety from risks posed by development on steep slopes and in or near flood hazard areas identified on Maps 13 and 14.
- J. Explore opportunities to identify flood-prone areas as special planning areas with tailored flood plain construction levels, policies for risk mitigation, infrastructure adaptation and emergency preparedness.
- K. Promote climate-resilient development by encouraging elevation of structures, use of flood-resistant materials, and incorporation of green infrastructure.
- L. Support managed retreat or land use transition in areas where long-term flood risk is incompatible with continued development.
- M. Support the identification and mapping of community assets and infrastructure that are susceptible to natural hazards, including municipally-owned buildings, roads, and bridges. Explore options to enhance the resilience of these assets and infrastructure to mitigate possible negative effects.

- N. Collaborate with the Capital Regional District, Province, Crown Corporations (i.e., BC Hydro), and private service providers (Fortis BC, Telus, Shaw, etc) that provide or operate key infrastructure in the Town, such as roads, communications, gas, electricity, to identify and map the location of these assets, to be able to identify and understand the risks from natural hazards. Key stakeholders include the Capital Regional District, Ministry of Transportation and Transit, BC Hydro, and Fortis BC, Telus, and Shaw.
- O. Continue to promote and educate residents on the use of West Shore Alert to notify residents of natural hazards such as flooding, tsunamis, landslides, wildfires, earthquakes, and major storm events.

11.0 Climate Action and Sustainability

11.1 CONTEXT

The impacts of climate change are evident in View Royal through previously unprecedented events that are occurring more frequently, such as poor air quality due to wildfire smoke, extreme heat, and rising sea levels. These impacts underscore the need for proactive adaptation and mitigation. As a signatory to the BC Climate Action Charter, the Town is committed to becoming a carbon-neutral and climate-resilient community.

View Royal can contribute significantly to adapting and mitigating the effects of climate change. Municipal decisions regarding land use, development, transportation, infrastructure, and waste management significantly impact greenhouse gas emissions and working to reduce emissions. Additional key actions include supporting the construction of green buildings, supporting the shift to low-carbon heating systems (e.g. heat pumps), and encouraging building retrofits that support lower energy consumption.

Climate change is intertwined with all aspects of a community, making it a prominent theme throughout this OCP. This section outlines the objectives and policies that guide View Royal's efforts in climate change adaptation, mitigation, awareness, and sustainability.

The following OCP Goals may be achieved through the policy direction provided in this section:

- Community Safety & Security
- Climate Action and Resilience
- Regional Partnerships

11.2 OBJECTIVES

11.2.1 NET-ZERO EMISSIONS

Advocate to senior levels of government and collaborate with neighbouring municipalities and community members to achieve a net-zero emissions level by 2050.

11.2.2 CLIMATE CONSCIOUS DECISION MAKING

Acknowledge the role that municipal decisions have in impacting and shaping local and regional climates and consider decision-making through a climate conscious approach. Allocate resources accordingly to undertake initiatives to adapt to the changing climate and mitigate risks.

11.2.3 COASTAL CLIMATE ADAPTATION AND RESILIENCE

Continue to develop an understanding and approach to respond to the unique challenges that View Royal faces as a coastal community and the impacts of coastal flooding and sea-level rise due to climate change and global warming.

11.2.4 CLIMATE CONSCIOUS DEVELOPMENT

Approach development through a low-carbon climate lens that prioritizes sustainable development and reduces greenhouse gas emissions related to transportation and the built-form.

11.2.5 COMMUNITY HEALTH AND WELL-BEING

Acknowledge the strong link between community health, well-being, and climate change and ensure that View Royal is prepared to mitigate any potential negative impacts on public health resulting from this linkage.

11.2.6 PARTNERSHIPS

Pursue constructive, impactful, and collaborative partnerships with the Capital Regional District, other local governments and First Nations in the region, senior levels of government, community groups, and other agencies to pursue comprehensively action related to all facets of climate change mitigation, adaptation, and resilience.



11.3 POLICIES

11.3.1 TAKING ACTION

- A. Continue the Town’s commitment as a signatory to the 2007 BC Climate Charter.
- B. Continue to understand the impacts and effects of climate change in recognition of the Town’s declaration of a climate emergency and identify opportunities to develop climate actions in strategic plans to work towards carbon neutrality.



11.3.2 REDUCTION OF GREENHOUSE GAS EMISSIONS

- A. Achieve or exceed the provincial targets for community-wide GHG emissions including a 45% reduction in emissions below 2007 levels by 2030 and a 100% reduction in emissions below 2007 levels by 2050.
- B. Explore opportunities to collaborate with other municipalities in the Capital Regional District, senior levels of government, public agencies, and organizations to reduce GHG emissions through initiatives related to land use, building energy efficiency and transportation planning, infrastructure design, water and energy conservation, solid waste management, and green procurements.
- C. Advocate to senior levels of government to support View Royal in meeting the Town’s climate goals and targets, as well as its natural hazard (e.g. flooding, wildfire) mitigation and response objectives. This support may include legislation, policy, programs, and data that provides the Town with the funding and resources necessary to address the climate emergency.
- D. Explore the creation of a Corporate Energy and Emissions Strategy for the Town that identifies opportunities for reducing GHG emissions caused by Town operations, transport, facilities, and waste management.
- E. Investigate opportunities to transition the Town’s fleet of vehicles to electric and low emission vehicles.
- F. Consider the adoption of a “buy-clean” procurement policy that prioritizes the purchasing of low- and no-carbon materials and products for the Town.
- G. Continue to consider options for diverting organic waste from landfills, as guided by the Community Climate Action Strategy.

11.3.3 BUILT ENVIRONMENT

- A. Explore options to incorporate sustainability considerations into the Town's Development Permit Area guidelines, Building Bylaw, and Zoning Bylaw, such as enhanced landscaping requirements to improve tree canopy coverage, more broadly permitting urban agriculture to advance food security goals, and increasing requirements for bike parking, amongst others.
- B. Continue to support enhanced energy efficiency and low carbon heating in new buildings by requiring new development to meet or exceed the requirements of the BC Energy and Zero Carbon Step Codes.
- C. Encourage new development to exceed the requirements of the BC Energy and Zero Carbon Step Codes.
- D. Determine the viability of reusing building demolition materials for construction purposes.
- E. Consider adoption of policies and programs to encourage decarbonization of existing buildings, such as supporting deep energy retrofits and fuel switching.

*The **BC Energy and Zero Carbon Step Codes** are provincially-legislated measures that aim to achieve zero carbon and net-zero energy ready buildings.*

11.3.4 INFORMATION AND EDUCATION

- A. Identify opportunities to involve youth in climate change planning and action by collaborating with local youth organizations and schools.
- B. Support climate change education at View Royal Schools to increase awareness and promote future sustainability.

11.3.5 CLIMATE ADAPTATION

- A. Continue to work with neighbouring municipalities, the Capital Regional District, and Songhees and Xwsepsem Nations on the development and implementation of strategies to mitigate the impacts caused by climactic events, such as sea-level rise, increased wildfire risk, altered seasonal temperatures and precipitation, air pollution, and waterborne contaminants.
- B. Consider the development of new regulations and policies to protect and enhance the safety of the public during natural hazard events, that may be a result of climate change.
- C. Continue to develop and implement strategies to mitigate wildfire risk in View Royal by:
 - i) implementing recommendations from the Community Wildfire Resiliency Plan
 - ii) maintaining the View Royal FireSmart Program
 - iii) integrating FireSmart principles into the Town's bylaws and policies

- iv) applying a Wildfire Interface Hazard Development Permit Area to the Wildfire Urban Interface areas of the community where wildfire risk is high and incorporate FireSmart principles within the guidelines accordingly.
- D. Prepare and maintain an Emergency Management Plan for the community to prepare for, prevent, mitigate, respond to, and recover from the effects of natural disasters, hazards, and climate change.
 - E. Explore opportunities to create a Climate Adaptation and Mitigation Strategy with the Songhees and Xwsepsem Nations to integrate traditional knowledge into climate action policy and decision-making, identify local and regional climate action, and partner on the implementation of these actions together.
 - F. Contemplate a review and update to the Community Heat Resilience Plan to enhance the Town's preparedness for extreme heat events.
- G. Consider the development of a Comprehensive Sea Level Rise Adaptation Plan to guide the long-term resilience of View Royal through:
 - i) Identifying assets, infrastructure, and populations vulnerable to sea level rise.
 - ii) Evaluating adaptation options across physical, ecological, and policy domains.
 - iii) Prioritizing actions based on risk, feasibility, and community values; and
 - iv) Establishing timelines and funding strategies for implementation.
 - H. Integrate the findings of the Coastal Hazard Mapping and Risk Assessment Report into Town regulations and policy to proactively address the risk of sea level rise and coastal flooding in View Royal.



12.0 Parks, Trails and Recreation

12.1 CONTEXT

Parks, trails, and recreation spaces offer opportunities for play, exploration, exercise, and connection. For View Royal community members, access to green space and recreation opportunities is an essential part of daily life. View Royal's many parks, green spaces, and trails contribute to the community's appeal. These amenities comprise a substantial portion of the Town, encouraging active lifestyles, supporting local ecosystems, and providing recreational options that benefit both locals and visitors.

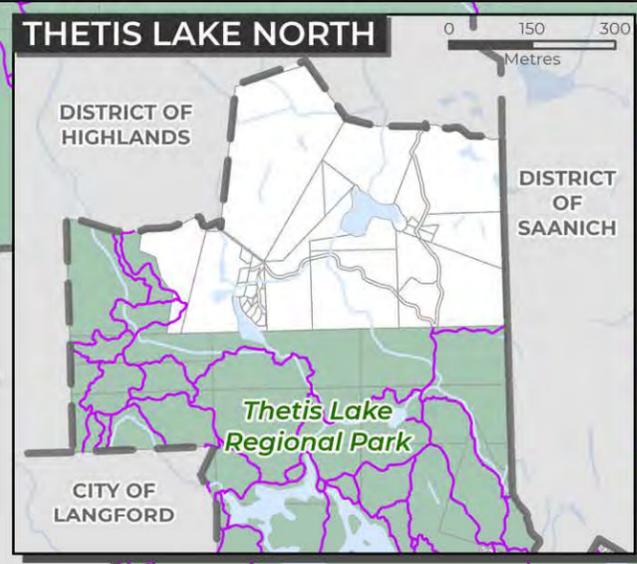
The community boasts a wide range of amenities, including regional parks such as Thetis Lake and Mill Hill, neighbourhood parks like View Royal Park and Portage Park, shoreline access points, and the Galloping Goose and E&N regional trails. Through regional partnerships, community members also enjoy recreational services and programming provided at the Juan de Fuca Recreation Centre located in Colwood and the Pearkes Recreation Centre located in Saanich. View Royal's public schools also function as community programming spaces. These amenities are shown on Map 15.

The Town's Parks Master Plan outlines the vision and specific actions for parks and green spaces in View Royal. The objectives and policies outlined in this section aim to further implement the vision established in the master plan, as well as provide guidance for new priorities relating to parkland acquisition and improvements, trails, and recreation that have emerged since its completion with a forward-looking lens as the community grows over the lifespan of this OCP.

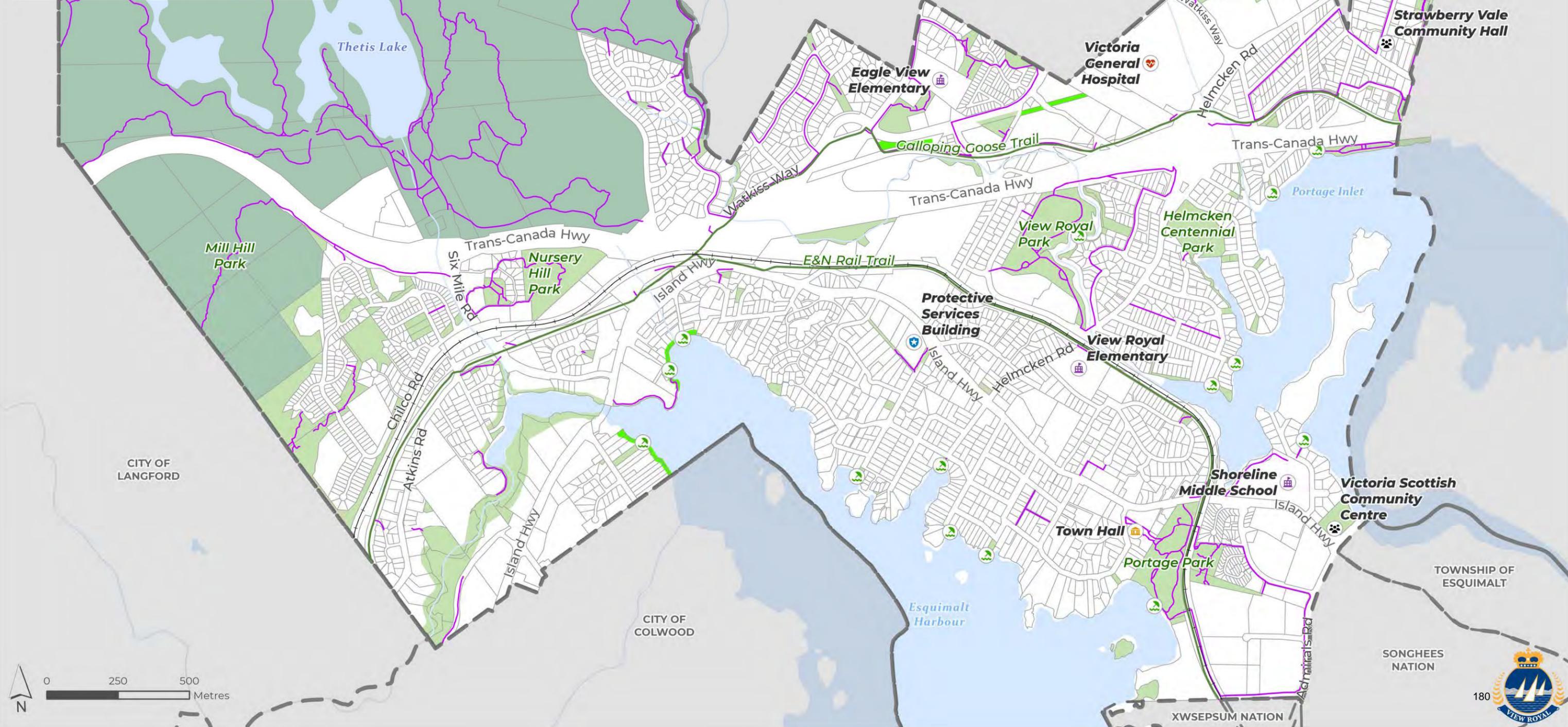
The following OCP Goals may be achieved through the policy direction provided in this section:

- Mobility & Connectivity
- Natural Amenities
- Community Well-Being
- Regional Partnerships
- Sustainable Service Delivery and Asset Management

MAP 15 - PARKS, OPEN SPACES, TRAILS, AND COMMUNITY FACILITIES



- Waterfront Access
- Local Trails
- E&N Rail Corridor
- Regional Multi-Use Trails
- Waterbodies
- Administrative Boundaries
- Proposed Parks
- Municipal Parks
- Regional Parks



12.2 OBJECTIVES

12.2.1 HEALTHY, EQUITABLE, AND SAFE PARKS, TRAILS, AND RECREATION FACILITIES

Continue to promote parks, trails, and recreation facilities as contributors to the overall health and well-being of residents and visitors, and explore opportunities to expand, design, and maintain these amenities for all ages and abilities to support a healthy and active lifestyle.

12.2.2 ACCESSIBLE PARKS, TRAILS, AND RECREATION FACILITIES

Continue to explore opportunities to provide parks, trails, and recreation amenities that meet the diverse social, recreational, and wellness needs of current and future residents. Consideration of the type and location of these amenities should be considered at a community-wide and neighbourhood level, and within the Town's financial and service capacity.

12.2.3 PROTECT ECOLOGICAL AND ENVIRONMENTAL FUNCTIONS

Continue to recognize and protect the role parks play in maintaining the ecological integrity of our environment and contributing to climate change adaptation, mitigation, and resilience.

12.2.4 PARTNERSHIP AND COLLABORATION

Continue to strengthen existing partnerships and consider opportunities for new partnerships with local and regional governments and non-profit organizations to expand local and regional recreational opportunities.

12.2.5 LEVEL OF SERVICE

Achieve a sustainable level of service delivery for parks, trails, and recreation services that reasonably addresses community demand for access to public spaces and is within the Town's financial and resource capacity levels.



12.3 POLICIES

12.3.1 GENERAL

- A. Consider the evolving needs of residents for parks, trails, and recreation services and identify priorities and actions accordingly.
- B. Apply an equitable, diverse, and inclusive approach to the delivery of parks, trails, and recreation services in View Royal through the consideration of resident ages and abilities in the identification of priorities and the design of such spaces and infrastructure.
- C. Ensure parks, trails, and recreation planning are integrated with broader community planning efforts in the Town, including land use and transportation decisions, and public realm design.
- D. Continue to identify and understand gaps in the Town’s parks, trails, and recreation offerings, and opportunities to enhance these amenities so that they are more adequate, usable, and accessible for all residents.
- E. Aim to achieve a minimum of 5.0 hectares (10 acres) of parkland per 1,000 people, or residents living within a 400 m radius or 5-minute walk of usable park space excluding regional parks and schools, while considering other significant factors affecting acquisition and access to parkland, such as transportation corridors and the Trans-Canada Highway.
- F. Continue to explore opportunities to remove barriers and improve access for people of all ability levels to parks, recreational facilities, public waterfront areas, viewpoints, and greenways while remaining sensitive to the preservation of natural habitat areas.
- G. Incorporate universal access design principles into parkland and trail design wherever possible.
- H. Support the safety and comfort of parks and recreation facility users by applying design principles and practices that address crime prevention in public spaces.

Universal access design (UAD) ensures that the built environment is designed in a manner that is accessible to most people, regardless of their ability to move around within a space.

12.3.2 PARKLAND ACQUISITION

- A. Prioritize parkland acquisition in neighbourhoods where supply is deficient. Special attention should be given to areas with high concentrations of underserved demographic groups, children and teenagers, and other groups with unique recreation and access needs.

- B. Pursue the acquisition of parkland through dedication at the time of rezoning or subdivision. Considerations should include parkland size, location, access, topography, presence of any hazardous conditions, treed areas, native ecosystem integrity, and maintenance requirements to determine if the proposed parkland is appropriate for public use.
- C. Explore how to integrate urban park types into the existing parks system to enhance streetscapes, such as pocket parks, road ends, and plazas, particularly in or near areas of high pedestrian activity. In reviewing development proposals for waterfront sites, encourage new public water and shoreline accesses, parks, and boat launches depending on current Flood Hazard Land Management Guidelines to consider a 2.0 global sea level rise (approximately 200 years) relative to the year 2000 sea level.
- D. Explore opportunities to provide weather-protection infrastructure in public parks and gathering spaces, including shade and rain coverage features. Explore the feasibility of providing public washrooms in Town parks.
- E. Prioritize parkland improvements in areas of the community with high concentrations of underserved demographic groups, children and teenagers, and other groups with unique recreation and access needs.
- F. Emphasize aspects of historical and cultural significance in View Royal parks through collaboration with the Songhees and X^wsepsəm Nations.

12.3.4 RECREATION

12.3.3 PARK IMPROVEMENTS

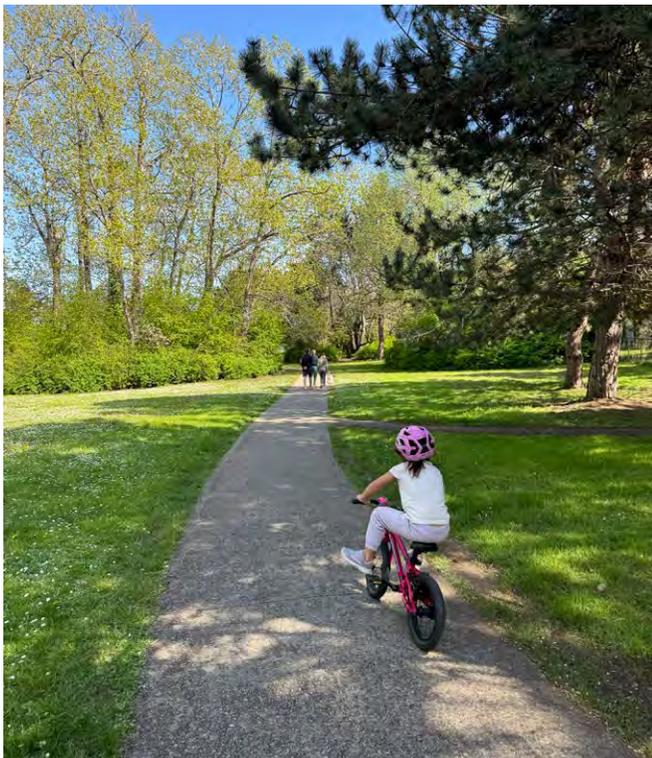
- A. Partner with community organizations, West Shore Parks and Recreation, and the Capital Regional District where possible to acquire, improve, and manage parkland amenities.
- B. Continue to maintain and enhance existing parks and consider the development of new facilities as needed.
- C. Support investment in View Royal Park as the Town’s primary park to enhance access to recreation activities that attract a broad range of users.
- A. Continue to support the Town’s inter-municipal facility sharing agreement for the West Shore Recreation Centre. Explore options for increasing local benefits from this partnership.
- B. Explore opportunities for partnerships with the Capital Regional District, School District 61, West Shore Parks and Recreation, and community organizations to deliver additional recreational opportunities for View Royal residents.
- C. Support non-motorized water recreation in View Royal and continue to explore opportunities to improve access to the water for *non-motorized vessels* in Esquimalt Harbour and Portage Inlet at key waterfront locations.

Non-motorized vessels are human-propelled watercraft such as kayaks, stand-up paddleboards, and canoes, amongst others.

- D. Enhance recreational amenities within the parks without compromising critical habitat or sensitive species.

12.3.5 IMPROVING CONNECTIONS BETWEEN PARKS AND RECREATION FACILITIES

- A. Improve connections between parks, greenspaces, recreation facilities, schools and residential areas by enhancing linear parks, public trails, active transportation corridors, transit, and sidewalk connections.
- B. Explore options for improving access to parks via all modes of transportation.
- C. Explore opportunities to increase accessibility to recreation facilities and infrastructure by transit to ensure all ages and abilities have equitable access to these services and amenities.



12.3.6 PARKS AND THE NATURAL ENVIRONMENT

- A. Preserve and restore Environmentally Sensitive Areas within parks wherever possible.
- B. Acknowledge the role that trees play in providing ecosystem services, stormwater management, temperature regulation, and climate resilience in View Royal Parks by maintaining and enhancing the tree canopy in these spaces.
- C. Explore opportunities to educate the community on the natural systems within parks through interpretive signage and information boards.
- D. Protect ecosystems in natural parks through sensitive management and minimal construction, ensuring that any works shall be carried out in an environmentally sensitive manner with proper consultation with a qualified environmental professional.
- E. Rehabilitate areas affected by invasive plants and species to restore climate adaptive native vegetation and trees in View Royal parks. Where feasible, implement preventative measures to protect native habitats.
- F. Consider the criteria required to develop construction standards for trails that aim to avoid and mitigate harmful impacts on the natural environment.

13.0 Community Well-Being and Culture

13.1 CONTEXT

Community well-being in View Royal is shaped by the social, cultural, and economic conditions that support residents' health, safety, belonging, and ability to participate in society. As View Royal grows and diversifies, the Town's role in supporting social needs continues to evolve, with an emphasis on equity, inclusion, accessibility, and collaboration with the Songhees and X^wsepsəm Nations and other partners across the region.

COMMUNITY HEALTH AND WELL-BEING

Community health is important to residents and the character of a community is directly related to the quality of life and social, mental and physical well-being experienced by its residents. As the host for one of the region's two major hospitals (Victoria General Hospital), View Royal also plays a key role in providing healthcare services for local and regional residents alike, with a desire to expand the services provided at this facility in the future.

Community well-being extends far beyond mental and physical health services. It encompasses various community facilities and spaces, including parks, trails, and recreational facilities, as shown in Map 15. Schools and daycares in View Royal are essential, offering education for youth, opportunities for social, educational, and recreational enrichment, and support for local families. Parks, trails, and recreation areas (see section 12.0) play a significant role in supporting the mental, physical, and social health of the community through access to nature and opportunities for connection and exercise.

Contemplating and addressing the needs and abilities of residents across demographic groups is essential for ensuring the well-being of all community members. Prioritizing accessibility is key to creating a more equitable community, allowing everyone to safely, comfortably, and fully participate in life in View Royal. Accessibility for an ageing population is of increasing importance for the Town given the median age of 44.8 years in the last Census period (2021), which slightly exceeds the provincial median of 42.8 years. As the community grows older, meaningful steps must be taken to support the ability of residents to age in place.



COMMUNITY CULTURE

View Royal's heritage resources, cultural spaces, creative sector, and community organizations also help foster a safe, welcoming, and inclusive community with a strong sense of place. View Royal is home to some of the oldest buildings in the Capital Regional District and some of Canada's National Historic Sites. The Craigflower Manor site, completed in 1856, is one of the four original farms the Hudson's Bay Company set up in the Greater Victoria Area. The Town is a full participant in the Capital Regional District Arts Service, which provides operating and project grants to local festivals, performing arts, general arts, and visual arts of non-profit organizations such as the Art Gallery of Greater Victoria, Ballet Victoria, the Victoria Jazz Society, and the Victoria Symphony. This partnership aims to acknowledge the key role that arts and culture play in fostering a sense of place and community and contributing to overall well-being. It is a priority of the Town to partner with the Songhees and X^wsepsəm Nations to integrate aspects of Indigenous culture into the community fabric wherever possible, such as public art, interpretive signage, and the hosting of public events and festivals, amongst others.

This section aims to advance objectives and policies that strengthen community health and well-being, cultural identity, enhance accessibility and inclusion, protect heritage, and expand opportunities for youth, families, and seniors, while fostering a safe, connected, and culturally rich community where all residents can thrive.

The following OCP Goals may be achieved through the policy direction provided in this section:

- Community Well-Being
- Community Safety and Security
- Community Input and Governance
- Regional Partnerships



13.2 OBJECTIVES

13.2.1 HISTORIC AND CULTURAL IDENTITY

Celebrate the diverse heritage of View Royal by identifying, recognizing, protecting, and celebrating natural, cultural, and built heritage resources, including those of significance to the Songhees and X^wsepsəm Nations.

13.2.2 ARTS AND COMMUNITY REPRESENTATION

Support the enrichment of arts, culture, and heritage by attracting artists through the provision of spaces and events, programs, and policies. Collaboration with Songhees and X^wsepsəm Nations and neighbouring municipalities is encouraged.

13.2.3 CREATING A DIVERSE, EQUITABLE, AND INCLUSIVE COMMUNITY

Enhance the quality of life for all residents by fostering an environment where diversity, equity, and inclusion are promoted and embedded in Town policies, programs, and spaces. Successful implementation of a diverse, equitable, and inclusive approach recognizes and addresses the evolving needs of View Royal's residents and understands and respects the diverse needs of persons of all ages, abilities, identities, and backgrounds.

13.2.4 COMMUNITY AND IDENTITY

Strengthen the sense of belonging, shared identity, and emotional connections within View Royal to establish a strong sense of place and community.

13.2.5 COMMUNITY SAFETY AND SUPPORT

Ensure that View Royal is a safe community by working with emergency services, community and volunteer groups, and residents with diverse lived experiences that wish to advance community safety, health, and well-being.

13.2.6 THE IMPORTANCE OF YOUTH, FAMILIES, AND FUTURE LEADERS

Attract and retain youth and families in the community and foster an environment that encourages growth, support, and enrichment for future community leaders. The success of youth and families relies heavily on the investments and resources provided to them in their neighbourhoods and broader community.

13.2.7 COMMUNITY EMPOWERMENT THROUGH KNOWLEDGE AND INVOLVEMENT

Identify and develop innovative approaches to civic engagement to ensure that all community members have an opportunity to participate in the Town's decision-making processes. Opportunities to empower community members through education and volunteerism are encouraged.

13.3 POLICIES

13.3.1 BUILT, NATURAL, AND CULTURAL HERITAGE

- A. Continue to identify and add heritage properties to the Town’s Heritage Register.
- B. Clarify and evolve heritage protection in View Royal through creation of a Heritage Protection program.
- C. Encourage adaptive reuse of heritage buildings, where appropriate. Work with property owners to find innovative solutions that will permit change while minimizing the impact on heritage values.
- D. Recognize the role of the View Royal Community Archives as an important resource for local history through advancing and encouraging volunteerism, grants, material donations, and collaborating with the Songhees and X^wsepsəm Nations.
- E. Continue to advocate and support the Province with the preservation of Craigflower Manor as a provincial heritage asset by ensuring its ongoing maintenance, restoration, and integration into the community’s cultural landscape.
- F. Collaborate with Songhees and X^wsepsəm Nations and community organizations to support increased public education and awareness of the history of View Royal. This may include educational campaigns and exhibits, collaborations with local schools, installations of historical plaques or markers, permanent displays, and public events or meetings.
- G. Encourage the creation of new, and enhancement of existing public gathering spaces. Such as plazas, parks, community halls, schools, outdoor performance areas, waterfront areas, and streets.
- H. Encourage the hosting of local cultural events and activities, such as annual celebrations, fairs and festivals, outdoor markets, and arts and sports events. Partner with the organizations that host these events, where possible.
- I. Encourage opportunities for First Nations art to be included in the design and construction of new development.



13.3.2 LOCAL GOVERNANCE AND CIVIC ENGAGEMENT

- A. Continue to implement the Community Engagement Strategy that applies the International Association of Public Participation principles and an equity-focused approach for seeking participation from all demographic and socioeconomic groups in the community, with specific attention placed on participation from equity-deserving peoples.

The International Association of Public Participation (IAP2) is a global organization that instills best practices of public participation amongst entities in service of the public interest. The Town has endorsed IAP2's pillars of engagement.

- B. Support and build neighbourhood capacity in strengthening social connections, climate action, and community resilience through neighbourhood-driven initiatives.
- C. Commit to transparent, ongoing public dialogue about growth management strategies, emphasizing how proactive planning can protect established neighbourhoods and guide change in a manner that benefits the entire community.
- D. Encourage applicants proposing development to consult with stakeholders and the broader public prior to the statutory consultation phase of a development application.

- E. Consider opportunities to improve knowledge of and access to volunteering opportunities within the Town.
- F. Explore opportunities and actions that seek to strengthen civic engagement, especially among underrepresented community members, by building their capacity and knowledge of municipal processes to generate diverse involvement in Town initiatives.

13.3.3 SUPPORTING YOUTH AND SENIOR POPULATIONS

- A. Investigate opportunities to enhance access to childcare spaces as a public amenity in new development.
- B. Ensure that youth interests are appropriately integrated into Town initiatives, events, and activities. This may involve conducting outreach in View Royal Schools, disseminating information regarding youth initiatives through Town update channels such as RSS feeds and social media, and adapting Town programs and activities to accommodate the needs of youth when applicable.
- C. Continue to support opportunities for youth to be involved in leadership roles in recreational and leisure activities, as a municipal member of West Shore Parks and Recreation.
- D. Undertake efforts to understand how the Town can partner with community organizations, public agencies, and the Province to better accommodate an aging population.

- E. Ensure that the interests of seniors are fully considered in Town initiatives, events, and activities. This can include support services, housing that facilitates aging in place, and engaging with and supporting caregivers who assist seniors.

13.3.4 COMMUNITY HEALTH AND SAFETY

- A. Collaborate with Island Health to enhance health care services, ancillary services, and access to clinics, as well as the redevelopment of existing facilities where appropriate.
- B. Explore opportunities to increase the number of medical clinics and other health care services in the Town to support community needs.
- C. Continue to advocate for and support community-based and public agency initiatives to prevent crime and reduce potential harm to individuals, such as neighbourhood watch, school, and RCMP community-outreach programs.
- D. Ensure the Town is equipped to respond to any local and regional states of emergency.
- E. Enhance the delivery of fire protection services.
- F. Continue to coordinate policing matters with the West Shore RCMP.
- G. Enhance community knowledge of fire prevention and life safety measures.

13.3.5 CREATING AN INCLUSIVE COMMUNITY

- A. Improve navigation to key destinations to ensure residents and visitors of all ages, abilities and incomes can easily access Town locations.
- B. Ensure all public buildings and spaces integrate principles of universal access design to allow anyone in the community to enjoy time in a space, regardless of their abilities or age.
- C. Continue to seek out and provide equitable access to a broad range of inclusivity measures in the public realm that support the mental and physical health of residents of all ages and abilities. This includes people with visible or invisible disabilities.
- D. Explore the feasibility of obtaining community meeting space through new mixed use, multi-unit residential development.
- E. Advocate and collaborate with property owners and management groups to provide access to community meeting spaces, where possible, that are both safe and accessible.
- F. Attract and retain businesses and jobs that offer livable, household-sustaining wages, support community wealth, and enable View Royal residents to live and work locally.
- G. Advocate and collaborate with the Capital Regional District and the Province to address local social needs and issues, such as the needs of equity-deserving

peoples, homelessness, poverty, food security, substance use and addiction, and mental health.

13.3.6 SCHOOLS

- A. Recognize public schools as important community gathering places, education centres, recreational, and cultural activity spaces in View Royal.
- B. Strengthen relationships between the Town and individual schools, the School District, and groups operating within the schools to support the further development of these facilities as community resources. This may include facility upgrades, school development projects, and the long-term use of surplus facilities or land, amongst others.



13.3.7 FOOD SECURITY

- A. Ensure all members of the community have access to affordable, healthy, and local food.
- B. Encourage the development of small-scale, healthy and affordable food retail options such as year-round and seasonal farmers markets, small to mid-size locally-owned grocery stores, mobile food vendors, bakeries, and restaurants.
- C. Support opportunities to for urban agriculture on privately and publicly owned lands.
- D. Support priority access to community gardens for View Royal residents who do not have access to a private garden.
- E. Collaborate with Songhees and X^wsepsəm Nations to identify, protect, and restore lands and waters in support of gathering and harvesting traditional foods.
- F. Engage and collaborate with Songhees and X^wsepsəm Nations, where there is interest, to develop Indigenous gardens and harvesting areas that focus on cultivating culturally important plant species for food, ceremony, and medicinal purposes.
- G. Engage and collaborate with the Songhees Nation and X^wsepsəm Nations to celebrate and bring awareness to traditional foods through collaboration in festivals, markets, and other appropriate events.

14.0 Reconciliation

14.1 CONTEXT

View Royal approaches reconciliation as a long-term priority grounded in relationship-building, learning, collaboration, accountability, and action. View Royal is committed to integrating a reconciliation-centric approach to current and future Town initiatives. This includes recognizing the impacts of colonization on the community as it is today and acknowledging the injustices experienced by the Indigenous Peoples whose lands the Town is located upon. It will take time and commitment for View Royal to advance decolonizing practices and build respectful, meaningful relationships with the X^wsepsəm and Songhees Nations.

Given the influence of OCPs on long-term community initiatives and decision-making processes, this section focuses on practical and achievable policy direction to support ongoing reconciliation, collaboration, partnership, and relationship-building initiatives with the X^wsepsəm and Songhees Nations so that community planning and priorities reflect the enduring presence and stewardship of the lək^wəŋən Peoples.

The following OCP Goals may be achieved through the policy direction provided in this section:

- Community Well-Being
- Economic Development
- Reconciliation
- Regional Partnerships



14.2 OBJECTIVES

14.2.1 GOVERNMENT-TO-GOVERNMENT RELATIONSHIPS AND RECONCILIATION IN DECISION-MAKING

Build respectful, government-to-government relationships with the X^wsepsəm and Songhees Nations, and integrate reconciliation frameworks into Town community planning initiatives, particularly for decisions impacting the Nations' interests and self-determination goals.

14.2.2 INDIGENOUS PRESENCE, IDENTITY, AND CULTURAL EXPRESSION

Recognize, respect, and enhance the presence of Indigenous peoples by promoting an inclusive atmosphere for those identifying as Indigenous in View Royal, and ensure that representation of Indigenous communities reflects their historical, continuing, and enduring significance within the community.

14.3 POLICIES

14.3.1 GENERAL

- A. Identify a joint vision for reconciliation in View Royal in partnership with the X^wsepsəm and Songhees Nations.
- B. Continue to develop and implement existing Memorandums of Understanding and/or protocol agreements with the X^wsepsəm and Songhees Nations around shared commitments.

14.3.2 COMMITMENT TO CULTURAL AWARENESS AND LEARNING

- A. Align municipal policies with the United Nations Declaration on the Rights of Indigenous Peoples & the provincial *Declaration on the Rights of Indigenous Peoples Act* to ensure Indigenous rights are explicitly recognized.
- B. Work with X^wsepsəm and Songhees Nations to identify and deliver appropriate public education and reconciliation programming for View Royal residents and staff.
- C. Respect Indigenous data governance and sovereignty including through application of principles for Ownership, Control, Access, and Possession of data principles, and collaborate with X^wsepsəm and Songhees Nations on municipally based data gathering.

14.3.3 ADVANCING RECONCILIATION IN LAND USE DECISIONS

- A. Proactively engage and collaborate meaningfully with X^wsepsəm and Songhees Nations on land use initiatives and decisions by which they may be affected to respect rights recognition and shared decision making.
- B. Promote awareness of the responsibility of property owners to protect archeological sites and artifacts, including those of Indigenous significance, and encourage compliance under the *Heritage Conservation Act*.

14.3.4 UNDERSTANDING INDIGENOUS LAND AND WATER MANAGEMENT

Work with X^wsepsəm and Songhees Nations to learn about Indigenous land and water stewardship practices, values, and rights. Collaborate to integrate Indigenous knowledge systems with Western science for habitat restoration, culturally informed ecological management, resilient food systems, and conservation of natural assets.

14.3.5 SUPPORTING ECONOMIC RECONCILIATION AND RIGHT TO SELF-DETERMINATION

Collaborate with X^wsepsəm and Songhees Nations to identify and pursue opportunities for Indigenous led land and economic development initiatives, such as Nation-led housing, mixed use, and economic projects.

Support Indigenous-led economic initiatives through locally-forged business partnerships with X^wsepsəm and Songhees Nations and support Indigenous business development and Indigenous development corporations.

14.3.6 CELEBRATING INDIGENOUS IDENTITY WITHIN VIEW ROYAL

Expand Indigenous cultural representation in public space, by supporting public art from X^wsepsəm and Songhees artists, seeking opportunities for Indigenous naming of parks, facilities, and streets, and exploring opportunities to develop interpretive materials co authored with X^wsepsəm and Songhees Nations to reflect the current presence of lək^wəŋən People.



Part Four

Implementation

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15.0 Action Plan

15.1 CONTEXT

To support the implementation of the View Royal Official Community Plan, a comprehensive set of actions have been identified from the policies contained in Parts Two and Three. These actions are intended to advance View Royal’s vision to the year 2050.

The Implementation Plan translates policy direction into actionable steps that can be undertaken by the Town and its partners over time. To support prioritization and decision-making, the actions are organized into short-, medium-, and long-term timeframes.

Short-term actions (2026 – 2028) reflect initiatives that can reasonably be achieved within a single municipal election term and focus on the most pressing needs in the community.

Medium-term actions (2029 – 2032) are those that may be completed in the latter half of the first election cycle following plan completion or in the second. These actions comprise initiatives that require additional coordination and are of a medium-priority to the Town.

Long-term actions (2033 and beyond) are initiatives that require additional consideration, or actions that are still valuable but may not be practical for completion prior to the next update to this OCP.

15.2 SHORT-TERM ACTIONS

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Section 5.0 – Land Use			
Undertake a density bonus analysis for the Hospital Transit-Oriented Area and Western Gateway Employment District Corridor to:			
<ul style="list-style-type: none"> Identify how community amenities associated with new development could be provided; and 	5.1.3 (h)	Short-Term	View Royal Development Services
<ul style="list-style-type: none"> Determine what level of density may be viable for development to provide such amenities 	5.1.5 (a)		
Integrate the outcomes of the analysis into the Zoning Bylaw and OCP accordingly.			

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Develop an Amenity Cost Charge Bylaw to collect funds for community amenities such as community centres, recreation facilities, libraries, childcare facilities, landmarks, and public spaces. The bylaw should address the types of development subject to amenity cost charges, how the charge is calculated, the timing of collection, and conditions for waivers for reductions.	5.1.5 (b)	Short-Term	View Royal Engineering, Development Services, and Finance
Review and update the Development Cost Charges Bylaw in the year 2028, and every 5 years thereafter.	5.1.5 (c)	Short-Term	View Royal Engineering, Development Services, and Finance
Create a Terms of Reference that outlines the scope of content to be included within professional reports required as part of the submission of development applications.	5.1.5 (f)	Short-Term	View Royal Development Services
Amend the Development Application Procedures Bylaw to designate Development Approval Information Authority.	5.1.5 (g)	Short-Term	View Royal Development Services
<p>Create special zoning for the Western Gateway Employment District Corridor that allows for:</p> <ul style="list-style-type: none"> • a mix of employment uses, and • flexibility in building design for industrial uses 	5.2.3 (b)	Short-Term	View Royal Development Services
	5.2.3 (c)		

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Review and update the landscaping requirements in the Zoning Bylaw accordingly to ensure that sufficient landscape buffers are provided for non-residential lands abutting residential-zoned properties	5.2.3 (c) v.	Short-Term	View Royal Development Services
Review and update the frontage requirements in the Subdivision and Development Servicing Bylaw to specify public realm infrastructure as part of new development applications, such as sidewalk improvements, bike facilities, lighting, street furniture, public art, and wayfinding signage.	5.6.3 (b)	Short-Term	View Royal Engineering and Development Services
Review and update zones of lots fronting Island Highway in the Zoning Bylaw to accommodate higher residential densities.	5.9.3 (c)	Short-Term	View Royal Development Services
Review Development Permit Areas for potential inclusion of Christie Point as an environmental site that recognizes potential for shoreline flooding and considers mitigation.	5.9.3 (d)	Short-Term	View Royal Development Services
Section 6.0 – Housing			
Update the Housing Needs Report in the year 2028, and every 5 years thereafter.	6.3.1 (a)	Short-Term	View Royal Development Services
Review existing shared amenity space regulations in the Zoning Bylaw and update accordingly to require shared amenity space for public use in multi-unit residential developments.	6.3.1 (c)	Short-Term	View Royal Development Services

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Update the Development Procedures Bylaw to delegate authority from Council to Staff for the approval of minor development variance permits and development permits.	6.3.2 (a)	Short-Term	View Royal Development Services
Create a comprehensive Housing Strategy to identify gaps in the provision of non-market and market housing options and clearly establish affordable housing priorities, strategies, and targets.	6.3.2 (b)	Short-Term	View Royal Development Services
Amend Short-Term Rental regulations as part of the Zoning Bylaw review and update to increase the availability of long-term rental housing supply.	6.3.2 (d)	Short-Term	View Royal Development Services
Undertake a likelihood of redevelopment analysis to identify potential multi-unit residential pre-zoning sites in the Zoning Bylaw update.	6.3.2 (e)	Short-Term	View Royal Development Services
Incorporate regulations and terminology that allow for greater flexibility in promoting ground-oriented forms of development as part of the Zoning Bylaw review and update.	6.3.2 (f)	Short-Term	View Royal Development Services
Undertake a financial feasibility analysis to determine if density bonusing and inclusionary zoning are viable tools for the Town to utilize in the Zoning Bylaw to increase affordable market and non-market rental housing supply.	6.3.3 (a)	Short-Term	View Royal Development Services
Update the Town's Tenant Assistance policy to expand protection for redevelopment of existing ground-oriented rental and cooperative housing.	6.3.3 (c)	Short-Term	View Royal Development Services

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Review the Town’s Tenant Assistance Policy in the year 2026, and every two years thereafter.	6.3.3 (d)	Short-Term	View Royal Development Services
Create a Tenant Protection Bylaw.	6.3.3 (e)	Short-Term	View Royal Development Services
Integrate inclusionary zoning regulations into the Zoning Bylaw or establish a new bylaw to secure affordable housing units.	6.3.3 (h)	Short-Term	View Royal Development Services
Section 7.0 – Transportation and Mobility			
Complete the update to the Transportation Master Plan in the year 2026, and every 5 years thereafter to support the development of a connected network of mobility hubs, corridors, and neighbourhoods.	7.3.1 (a) 8.3.2 (c) 8.3.3 (b)	Short-Term	View Royal Engineering
Review and update transportation and land use policy and regulations accordingly to support and implement the Town’s mode share targets for 2050.	7.3.1 (b)	Short-Term	View Royal Development Services and Engineering
Integrate requirements for transit stops into the Subdivision and Development Servicing Bylaw, where appropriate.	7.3.3 (c)	Short-Term	View Royal Engineering
Explore opportunities to integrate end-of-trip facility requirements for new development into the Zoning Bylaw.	7.3.4 (a)	Short-Term	View Royal Development Services
Update the Active Transportation Network Plan to identify priority projects for improving active transportation infrastructure in the Town.	7.3.4 (c)	Short-Term	View Royal Engineering

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Undertake a road safety study to identify high collision locations within the Town and make recommendations for improvement.	7.3.5 (b)	Short-Term	View Royal Engineering and Development Services
Review and update the Zoning Bylaw to integrate requirements for electric vehicle ready charging infrastructure, where appropriate.	7.3.7 (g)	Short-Term	View Royal Development Services
Section 8.0 – Community Infrastructure and Services			
Update the Sanitary Master Plan in the year 2026, and every 5 years thereafter.	8.3.2 (c) 8.3.3 (b)	Short-Term	View Royal Engineering
Update the Water Master Plan in the year 2026, and every 5 years thereafter.	8.3.2 (c) 8.3.3 (b)	Short-Term	View Royal Engineering
Undertake an assessment to identify how stormwater is infiltrating into the Town’s sanitary sewer system and identify recommendations for resolving this matter accordingly.	8.3.3 (e)	Short-Term	View Royal Engineering
Section 9.0 – Economic Development			
Review existing zoning regulations to identify opportunities for expanding health services permitted uses.	9.3.1 (d)	Short-Term	View Royal Development Services
Undertake a business licensing process review.	9.3.1 (h)	Short-Term	View Royal Development Services
Undertake a land economics study for industrial lands in the Western Gateway Employment District Corridor to determine how to support the viability of employment lands.	9.3.1 (j)	Short-Term	View Royal Development Services

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Continue to host annual business mixers and roundtable meetings with members of the local business community.	9.3.1 (k)	Ongoing	Office of the Mayor & CAO and WestShore Chamber of Commerce
Review the Zoning Bylaw's existing home-based business regulations to identify opportunities to more broadly permit home-based businesses in View Royal and expand permissions, where appropriate.	9.3.1 (o)	Short-Term	View Royal Development Services
Section 10.0 – Natural Environment and Hazards			
Undertake a review of the Town's development procedures to identify opportunities where the Town may request or require the submission of an environmental report prepared by a Qualified Environmental Professional.	10.3.3 (d)	Short-Term	View Royal Development Services
Review and update development procedures to require pre-development hydrological flows within and immediately adjacent to retained natural features to substantially match post-development flows for development applications adjacent to lands with a watercourse.	10.3.3 (e)	Short-Term	View Royal Development Services
Identify and monitor areas identified in Figure 3 of the Urban Forest Strategy to protect areas susceptible to tree canopy loss.	10.3.5 (c) 10.3.5 (e)	Short-Term	View Royal Engineering and Development Services
Apply for tree planting grant programs to support the Urban Forest and climate resiliency.	10.3.5 (d)	Ongoing	View Royal Engineering and Development Services

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Develop an urban forest monitoring and tracking system that may be used to monitor the Town’s tree canopy inventory, for the purpose of future reporting on the Town’s 30% canopy cover target.	10.3.5 (d)	Short-Term	View Royal Engineering and Development Services
Review and update the Tree Protection Bylaw to align with the Urban Forest Strategy.	10.3.5 (e)	Short-Term	View Royal Engineering and Development Services
Review and update requirements for new tree plantings in the Zoning Bylaw to enhance tree retention practices and align with the Urban Forest Strategy.	10.3.5 (e)	Short-Term	View Royal Development Services
Integrate clear landscaping standards into the Zoning Bylaw that outline requirements for irrigation, soil volumes for tree planting, soil quality, tree spacing, and surface materials.	10.3.6 (c)	Short-Term	View Royal Development Services
Develop a landscaping bylaw that details landscaping standards for the Town, including public and private lands. The bylaw should consider current and anticipated future climate stresses that may impact the viability of certain species of vegetation and trees.	10.3.6 (d)	Short-Term	View Royal Engineering and Development Services
Develop a new Natural Hazard Wildfire Interface Development Permit Area to guide development in known or susceptible wildfire interface areas in the Town.	10.3.7 (a)	Short-Term	View Royal Development Services and Protective Services

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Update Development Permit Areas and associated mapping accordingly to integrate FireSmart principles and delineate the Wildfire Urban Interface.	10.3.7 (b)	Short-Term	View Royal Development Services and Protective Services
Update the Tree Protection Bylaw, Fire Service Bylaw, Parks and Public Places Bylaw, Property Maintenance Bylaw, and Safe Premises Bylaw to integrate FireSmart principles, where applicable.	10.3.7 (b) 11.3.5 (c)	Short-Term	View Royal Engineering, Development Services, and Protective Services
Continue to develop programs, education, and encourage adaptive design to improve urban resilience to wildfire threats.	10.3.7 (e)	Ongoing	View Royal Protective Services
Review Development Permit Area requirements for lands with steep slopes to ensure geotechnical assessments are required prior to development.	10.3.7 (i)	Short-Term	View Royal Engineering and Development Services
Create a new flood hazard development permit area for floodplain construction in accordance with the recommendations in the Coastal Adaptation Plan. Integrate updated flood hazard mapping accordingly.	10.3.7 (i)	Short-Term	View Royal Engineering and Development Services
Undertake communications campaigns to better educate the public about the use of West Shore Alert.	10.3.7 (o)	Short-Term	View Royal Corporate Administration and Protective Services

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Section 11.0 – Climate Action and Sustainability			
Develop and implement a Corporate Energy and Emissions Strategy for the Town that identifies opportunities for reducing greenhouse gas emissions caused by Town operations, transport, facilities, and waste management.	11.3.2 (d)	Short-Term	View Royal Engineering and Corporate Administration
Develop and adopt a “buy-clean” procurement policy.	11.3.2 (f)	Short-Term	View Royal Corporate Administration
Undertake analyses of the Building Bylaw, Zoning Bylaw, and Development Permit Area Guidelines to identify opportunities to further promote sustainable development and amend these regulations, where applicable.	11.3.3 (a)	Short-Term	View Royal Development Services and Engineering
Develop a Wildfire Interface Hazard Development Permit Area.	11.3.5 (c)	Short-Term	View Royal Development Services
Prepare an Emergency Management Plan.	11.3.5 (d) 13.3.4 (d)	Short-Term	View Royal Protective Services
Review and update the Community Heat Resilience Plan to enhance the Town’s preparedness for extreme heat events.	11.3.5 (f)	Short-Term	View Royal Protective Services
Update the Zoning Bylaw to restrict development in areas vulnerable to coastal flooding, and consider adaptive design through zoning flexibility for flood-resilient building forms and site layouts.	11.3.5 (h)	Short-Term	View Royal Development Services

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Section 12.0 – Parks, Trails, and Recreation			
Undertake an update to the Parks and Trails Master Plan in the year 2027, and every 5-years thereafter. Include updates to support the development of a connected network of mobility hubs, corridors, and neighbourhoods.	12.3.1 (a)	Short-Term	View Royal Engineering
Review and update the Development Cost Charges Bylaw to identify opportunities to collect funds from new development to support new parks and parkland improvements.	12.3.2 (a)	Short-Term	View Royal Engineering, Finance, and Development Services
	12.3.2 (b)		
	12.3.2 (e)		
Develop a park land and open space acceptance policy to establish what lands may be considered acceptable for use by the Town in considering acquiring new park land and green space.	12.3.2 (b)	Short-Term	View Royal Engineering and Development Services
Review and revise the Town’s existing Amenity List on an annual basis to inform annual capital plan priorities related to parkland improvements.	12.3.3 (b)	Short-Term	View Royal Engineering and Development Services
Identify opportunities to require end-of-trip facilities in all park and civic/ institutional zones in the Zoning Bylaw as part of the next comprehensive update.	12.3.5 (b)	Short-Term	View Royal Development Services

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Section 13.0 – Community Well-Being and Culture			
Develop a Community Engagement Strategy that applies the International Association of Public Participation principles and an equity-focused approach for seeking participation from all demographic and socioeconomic groups in the community.	13.3.2 (a)	Short-Term	View Royal Corporate Administration
Review and update the Development Procedures Bylaw to integrate the option for a public information session to be held for new development proposals, in advance of any legislatively required public hearings.	13.3.2 (c)	Short-Term	View Royal Development Services
Review the Zoning Bylaw to identify opportunities to expand childcare as a permitted use.	13.3.3 (a)	Short-Term	View Royal Development Services
Identify opportunities to collect funds from new development to support additional childcare facilities during the development of an Amenity Cost Charges Bylaw.	13.3.3 (a)	Short-Term	View Royal Engineering, Development Services, and Finance
Review the Zoning Bylaw to identify how permitted uses can be expanded to more broadly permit medical clinics and health care services.	13.3.4 (b)	Short-Term	View Royal Development Services
Continue to facilitate community engagement and communication campaigns on public safety.	13.3.4 (g)	Ongoing	View Royal Office of the Mayor & CAO

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Expand the Capital West Accessibility Advisory Committee to include members of the public with lived and living experience.	13.3.5 (c)	Short-Term	View Royal Engineering, Development Services, and Finance
As part of the creation of an Amenity Cost Charges Bylaw, consider classifying community meeting space as an amenity that can be provided in new mixed use or multi-unit residential development.	13.3.5 (d)	Short-Term	View Royal Engineering, Development Services, and Finance
Review the Zoning Bylaw to more broadly permit forms of urban agriculture, such as community gardens, greenhouses, and rooftop gardens, amongst others	13.3.7 (c)	Short-Term (2028)	View Royal Development Services
Section 14.0 – Reconciliation			
Provide Cultural Awareness & UNDRIP Training for all View Royal Employees, including Council, senior leadership, department staff, and emergency and protective services.	14.3.2 (b)	Short-Term	View Royal Corporate Administration

15.3 MEDIUM-TERM ACTIONS

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Section 5.0 – Land Use			
Create Infill Design Guidelines to ensure new development is thoughtfully integrated into existing neighbourhoods.	5.1.5 (k)	Medium-Term	View Royal Development Services
Review and update the Town’s boundary following the transfer of the reserve lands to X̄sepsem Nation.	5.16.3 (b)	Medium-Term	View Royal Development Services
Section 6.0 – Housing			
Establish a monitoring and tracking system for measuring progress on housing-related goals.	6.3.2 (c)	Medium-Term	View Royal Development Services
Establish a reserve fund and subsequent housing amenity contribution policy in collaboration with the Capital Region Housing Corporation to collect amenity contributions for affordable housing.	6.3.3 (b)	Medium-Term	View Royal Finance, Development Services, and Capital Region Housing Corporation
Undertake a Family-Friendly Housing study.	6.3.4 (b)	Medium-Term	View Royal Development Services
Section 7.0 – Transportation and Mobility			
Undertake a wayfinding initiative to install wayfinding at key locations along active transportation corridors.	7.3.4 (f)	Medium-Term	View Royal Development Services and Engineering

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Collaborate with School District 61 to develop school commute plans.	7.3.4 (h)	Medium-Term	View Royal Engineering and School District 61
Undertake a road safety study to identify high collision locations within the Town and make recommendations for improvement.	7.3.5 (b)	Medium-Term	View Royal Engineering, Ministry of Transportation and Transit
Implement traffic calming measures throughout the Town, where appropriate.	7.3.5 (c)	Medium-Term	View Royal Engineering

Section 8.0 – Community Infrastructure and Services

Regularly review and update the Development Cost Charges Bylaw to ensure infrastructure projects that are required due to growth are included, and there is an appropriate balance of funding provided between the existing users and new development.	8.3.1 (a)	Medium-Term	View Royal Engineering, Development Services, and Finance
Undertake service reviews to ensure the level of service being provided by the Town meets the expectations of the community and the financial capabilities of the Town.	8.3.2 (a)	Medium-Term	
	8.3.2 (b)		

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Consider the need to implement user charges, local area improvement charges, or other municipal finance tools where servicing is provided to only specific areas of the community.	8.3.2 (d)	Medium-Term	View Royal Engineering
Review and update the Town’s Subdivision and Development Servicing Bylaw in the year 2030, and every 5 – 10 years thereafter.	8.3.2 (d)	Medium-Term	View Royal Engineering
Conduct a natural asset inventory and management plan.	8.3.3 (a) 8.3.3 (b) 8.3.4 (e)	Medium-Term	View Royal Engineering
Undertake a communications and education campaign about waste reduction in collaboration with the Capital Regional District.	8.3.4 (b)	Medium-Term	View Royal Engineering
Conduct a feasibility study and public engagement to determine feasibility of updating the Collection and Disposal of Residential Garbage and Household Food Waste Bylaw to address multi-unit residential developments comprising greater than four units.	8.3.5 (a)	Medium-Term	View Royal Corporate Administration, Capital Regional District
Conduct a natural asset inventory and management plan	8.3.5 (d)	Medium-Term	View Royal Engineering and Development Services

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Section 9.0 – Economic Development			
	9.3.1 (a)		
Create an Economic Development and Tourism Strategy and include a scope that allows for thoughtful, meaningful engagement	9.3.1 (b)	Medium-Term	View Royal Development Services
	9.3.1 (c)		
	9.3.1 (g)		
	9.3.1 (p)		
Undertake land economics and market studies to identify the economic conditions necessary to attract hotel investment to View Royal.	9.3.1 (m)	Medium-Term	View Royal Development Services
Develop a hotel incentive and information guide.	9.3.1 (n)	Medium-Term	View Royal Development Services
Undertake economic development initiatives stemming from the Economic Development and Tourism Strategy in partnership with the WestShore Chamber of Commerce to attract new investment to View Royal.	9.3.1 (f)	Medium-Term	View Royal Development Services and West Shore Chamber of Commerce
Section 10.0 – Natural Environment and Hazards			
Assess the impact of pet activities on Town-owned lands shown on Map 11 where pet access is not limited.	10.3.2 (j)	Medium-Term	View Royal Development Services and Engineering
Update the urban forest heat map to identify and understand the impacts of heat islands in the community.	10.3.5 (c)	Medium-Term	View Royal Engineering and Development Services

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Create a Tree Canopy Coverage Guidance Policy that establishes guidance for different land uses to meet their canopy coverage target.	10.3.5 (d)	Medium-Term	View Royal Engineering and Development Services
Collaborate with Songhees and X ^w sepsəm Nations to identify significant trees in the community that contribute to First Nations cultural heritage. Establish tree protection policies related to culturally significant trees as identified by the Songhees and X ^w sepsəm Nations in the Tree Protection Bylaw, or other Town policies, as appropriate.	10.3.5 (f)	Medium-Term	View Royal Development Services and Engineering
Review and update natural hazards mapping on a regular basis to update Development Permit Areas and other bylaws accordingly.	10.3.7 (a)	Medium-Term	View Royal Engineering and Development Services
Map the location of existing community infrastructure and assets in relation to natural hazards to identify strategies to enhance risk mitigation.	10.3.7 (m) 10.3.7 (n)	Medium-Term	View Royal Engineering and Development Services
Section 11.0 – Climate Action and Sustainability			
Create a monitoring and report program to track progress to achieve the Town’s climate goals.	11.3.2 (a)	Medium-Term	View Royal Development Services
Collaborate with the Capital Regional District to explore options for diverting organic waste from landfills.	11.3.2 (g)	Medium-Term	View Royal Engineering and Capital Regional District

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Review the Town’s existing housing stock to identify the viability for reuse of materials from existing homes in the event of a demolition for construction purposes and potentially create a Demolition Waste Management Bylaw, where viable.	11.3.3 (d)	Medium-Term	View Royal Engineering
Develop new policy to enhance and protect public safety during natural hazard events.	11.3.5 (b)	Medium-Term	View Royal Development Services and Protective Services
Section 12.0 – Parks, Trails, and Recreation			
Undertake a comprehensive assessment of existing parks and trails to identify gaps and potential areas of improvement to inform future planning efforts.	12.3.1 (d)	Medium-Term	View Royal Engineering and Development Services
	12.3.2 (a)		
	12.3.2(c)		
	12.3.3 (d)		
Conduct analysis as part of future updates to the Parks and Trails Master Plan to determine the viability of the desired parkland per person standard.	12.3.1 (e)	Medium-Term	View Royal Engineering and Development Services
Create a Parkland Acquisition Policy to clearly outline criteria that the Town must consider, such as land suitability and maintenance costs, when parkland is to be acquired through various avenues (e.g. subdivision, donation, etc.).	12.3.2 (b)	Medium-Term	View Royal Engineering and Development Services
Incorporate interpretive signage throughout View Royal parks and trails, where appropriate, to share information and increase community knowledge of the cultural significance of sites and features.	12.3.3 (f)	Medium-Term	View Royal Engineering and Development Services

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Undertake a parking analysis at highly visited parks in the community to determine visitor demand and identify measures to better manage parking and provide alternate options for access.	12.3.5 (b)	Medium-Term	View Royal Engineering and Development Services
Partner with BC Transit to identify gaps in the existing transit service levels that may impact the ability of community members to access key parks and recreation facilities by transit.	12.3.5 (c)	Medium-Term	View Royal Engineering and Development Services
Develop Trail Standards that identify how trails will be designed and constructed in View Royal, as well as outline considerations for their design.	12.3.6 (f)	Medium-Term	View Royal Engineering and Development Services

Section 13.0 – Community Well-Being and Culture

Undertake a community heritage communications initiative with the Songhees and Xwsepsem Nations and community organizations.	13.3.1 (f)	Medium-Term	View Royal Development Services and Corporate Administration
Develop a public art strategy in collaboration with the Songhees and Xwsepsem Nations that provides a framework for integrating art into the public realm and provides opportunity to celebrate Indigenous heritage.	13.3.1 (g)	Medium-Term	View Royal Development Services
Complete an age-friendly assessment in accordance with the World Health Organization’s Global Age-Friendly Cities Guide.	13.3.3 (d)	Medium-Term	View Royal Development Services

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Develop a Wayfinding Strategy.	13.3.5 (a)	Medium-Term	View Royal Development Services
Create a Food Security Strategy.	13.3.7 (a) 13.3.7 (c)	Medium-Term	View Royal Development Services
Section 14.0 – Reconciliation			
Create a Municipal Reconciliation & UNDRIP Implementation Strategy in partnership with the X ^w sepsəm and Songhees Nations to develop a clear community vision for reconciliation and ongoing partnership. Develop an action plan accordingly that guides how to implement this vision.	14.3.1 (a)	Medium-Term	View Royal Development Services and Corporate Administration
Review existing Memorandums of Understanding and/or protocol agreements with the X ^w sepsəm and Songhees Nations in the year 20XX, and every 5 years thereafter, or as needed.	14.3.1 (b)	Medium-Term	View Royal Development Services, Protective Services, and Engineering
Collaborate with the X ^w sepsəm and Songhees Nations to develop, plan, and facilitate a community engagement and education program that celebrates the lək ^w əŋən Peoples and provides View Royal residents an opportunity to learn about reconciliation.	14.3.2 (b)	Medium-Term	View Royal Development Services and Corporate Administration
Review the Town’s existing development procedures together with the X ^w sepsəm and Songhees Nations to identify opportunities for meaningful engagement in the development approvals process and revise the procedures accordingly.	14.3.3 (a)	Medium-Term	View Royal Development Services

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Develop an informational brochure or development procedures guideline to inform property owners about their responsibilities regarding the protection of archaeological sites and artifacts encountered during development activities.	14.3.3 (b)	Medium-Term	View Royal Development Services

15.4 LONG-TERM ACTIONS

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Section 6.0 – Housing			
Pursue regional partnerships with neighbouring jurisdictions, the Capital Regional District, Xwsepsem Nation, Songhees Nation, non-market housing providers, faith-based organizations, foundations, and the real estate community and housing providers on the regional coordination of supportive housing.	6.3.6	Long-Term	View Royal Development Services
Section 7.0 – Transportation and Mobility			
Develop a land use and mobility vision for the Western Gateway Employment District Corridor in collaboration with the City of Colwood, land owners, economic agencies, and the broader community.	7.3.5 (j) 5.2.3 (a)	Long-Term	View Royal Development Services
Develop comprehensive transportation demand management strategies in collaboration with major employers.	7.3.7 (f)	Long-Term	View Royal Development Services and Engineering

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Section 10.0 – Natural Environment and Hazards			
Undertake a wildlife corridor study.	10.3.3 (a)	Long-Term	View Royal Development Services and Engineering
Undertake an assessment as part of the next update to the Asset Management Plan or Water Master Plan to identify the feasibility of daylighting channelled watercourses.	10.3.4 (c)	Long-Term	View Royal Engineering
Create a monitoring program to track progress towards achieving the Town’s tree canopy coverage target by 2045.	10.3.5 (d)	Long-Term	View Royal Development Services and Engineering
Section 11.0 – Climate Action and Sustainability			
Transition the Town’s fleet of vehicles to electric or low-emission vehicles.	11.3.2 (e)	Long-Term	View Royal Engineering
Create a Climate Adaption and Mitigation Strategy with the Songhees and X ^w sepsəm Nations	11.3.5 (e)	Long-Term	View Royal Development Services
Prepare a Comprehensive Sea Level Rise Adaptation Plan.	11.3.5 (g)	Long-Term	View Royal Development Services
Section 12.0 – Parks, Trails, and Recreation			
Partner with relevant organizations and community groups to undertake an assessment that identifies opportunities for providing publicly accessible shoreline infrastructure in key locations that supports non-motorized water recreation, such as boat launches and docks.	12.3.4 (c)	Long-Term	View Royal Development Services and Engineering

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Section 13.0 – Community Well-Being and Culture			
Develop and maintain a Heritage Protection Program that will:			
A. Define “heritage” in the View Royal context			
B. Establish criteria for identifying sites with heritage significance			
C. Encourage the restoration, preservation, and upkeep of heritage sites in View Royal through establishing a Heritage Alteration Permit process	13.3.1 (b)	Long-Term	View Royal Development Services
D. Provide guidance for collaborating with the Songhees and Xwsepsem Nations to recognize and celebrate sites with Indigenous heritage			
Establish a protocol for temporary protection of property having potential heritage significance as an interim measure for those sites under consideration for addition to the Heritage Register.			
Advocate and support the Province with the preservation of Craigflower Manor.	13.3.1 (e)	Long-Term	View Royal Development Services
As part of the next update to the Community Engagement Strategy, seek to understand how civic engagement can be improved and integrate actions and recommendations into the strategy accordingly.	13.3.2 (f)	Long-Term	View Royal Corporate Administration
Undertake a future needs assessment to identify what gaps may exist with the Town’s existing fire protection services and opportunities for service improvement.	13.3.4 (e)	Long-Term	View Royal Development Services and Protective Services

Action	Relevant Policy No.	Timeframe for Implementation	Implementing Departments and/or Agencies
Section 14.0 – Reconciliation			
Undertake a comprehensive review of the Town’s existing policies, plans, and procedures in collaboration with the Songhees and X ^w sepsəm Nations to identify opportunities to better align policy with the United Nations Declaration on the Rights of Indigenous Peoples & the provincial <i>Declaration on the Rights of Indigenous Peoples Act</i> .	14.3.2 (a)	Long-Term	All View Royal departments
Develop and maintain a directory of Nation-owned or Indigenous-owned businesses.	14.3.5	Long-Term	View Royal Corporate Administration and Development Services

15.5 PLAN MONITORING AND EVALUATION

As the Official Community Plan is a document intended to guide View Royal towards 2050, the plan will require continual review and updates to ensure that the plan remains current and capable of guiding planning decisions and meeting all community needs. In addition, provincial housing legislation requires BC municipalities to review and update their Official Community Plans at least every 5 years to ensure alignment with local Housing Needs Reports. Regardless of legislative requirements, the Town will strive to update the Official Community Plan every 5 years with consideration to key areas, including:

- Reflecting updated 20-year housing needs reports and updating demographic, housing, and household Census data;
- Adding in new content based on evolving conditions, research and best practices;
- Alterations based on legislative and regulatory changes;
- Updating the Action Table (see sections 15.2-15.4) to reflect progress and integrate any new emerging initiatives;
- Amendments to any strategic planning content to suit new planning conditions in the community (e.g. Development Permit Areas Guidelines, changes to the Western Gateway Employment District Corridor or Hospital Transit-Oriented Area); and
- Maintaining alignment with other Town policies and plans.

To ensure the OCP's intended objectives and outlined in sections 15.2-15.4 are achieved, a comprehensive monitoring and evaluation framework with measurable indicators will be created to complement this plan.

The Town retains the discretion to review or amend the OCP outside of the standard five-year assessment cycle. Such revisions may be prompted by strategic requirements, emerging priorities, or applications from development proponents seeking amendments. Any proposed changes will be carefully considered by both Staff and Council to maintain alignment with the document's intent and fully assess the implications of the change to ensure the community's vision remains intact.

16.0 Regional Context Statement

16.1 CONTEXT

The Town of View Royal is a member municipality within the Capital Regional District, and therefore, the Town participates in the coordination and delivery of regional services and initiatives. When a local government is located within a regional district where a Regional Growth Strategy applies, a local government must, under sections 446 and 447 of the *Local Government Act*, include a regional context statement in its OCP describing the relationship of the document with the applicable regional growth strategy. The Capital Regional District's Regional Growth Strategy was adopted in 2018 and is applicable to View Royal by virtue of its location within the region. The Regional Growth Strategy provides a framework for regional social, economic, and environmental objectives that support the enhancement of a regional quality of life.

This Regional Context Statement fulfills the requirements of the *Local Government Act* by identifying how the land use designations, policies, and growth management framework of View Royal's OCP align with and support the objectives of the Regional Growth Strategy.

A Regional Growth Strategy is a plan adopted by a regional district to guide decisions on growth, change and development within its boundaries and is guided by legislation in the Local Government Act. Section 428 of the Local Government Act establishes the purpose of a Regional Growth Strategy as promoting human settlement that is socially, economically, and environmentally healthy, and that makes efficient use of public facilities and services, land, and other resources.

Check out the [Capital Regional District's Regional Growth Strategy](#) to learn more!

16.2 REGIONAL CONTEXT STATEMENT ALIGNMENT

CRD Regional Growth Strategy Objectives	Official Community Plan Goals (see section 2.3)	Policy Sections	Summary of Policy Direction
1.1 - Keep urban settlement compact	<ul style="list-style-type: none"> Growth Management & Community Character Preservation Sustainable Service Delivery and Asset Management Natural Amenities 	Part Two – Land Use	<ul style="list-style-type: none"> Promotes infill and redevelopment within existing neighbourhoods through the Small-Scale Multi-Unit Housing land use designation Allows for higher density development in and around Mobility Hubs and corridors, such as the Hospital Transit-Oriented Area and the Western Gateway Employment District Corridor Directs new development to occur within the Urban Containment Boundary
1.2 - Protect the integrity of rural communities	<ul style="list-style-type: none"> Natural Amenities Growth Management and Community Character Preservation 	5.11 Rural Designation 10.0 Natural Environment	<ul style="list-style-type: none"> Limits new development north of Thetis Lake to preserve the area’s rural character Protects and minimizes impacts on the natural environment by discouraging development in environmentally significant areas Allows for agricultural activities on lands designated as Rural

CRD Regional Growth Strategy Objectives	Official Community Plan Goals (see section 2.3)	Policy Sections	Summary of Policy Direction
2.1 – Protect, conserve and manage ecosystem health	Natural Amenities	5.10 Parks Trails and Open Space	<ul style="list-style-type: none"> • Designates important ecosystems for protection and preservation, such as watercourses, shorelines, and terrestrial habitats located in both local and regional parks
		10.0 Natural Environment and Hazards	<ul style="list-style-type: none"> • Encourages the preservation of green space and other areas that contribute to healthy ecosystems and the Town’s ecological integrity • Supports the implementation of the Town’s Urban Forestry Strategy, which recognizes trees as natural assets • Supports watershed protection for all waterbodies in View Royal, including shorelines as part of coastal adaptation efforts
		12.0 Parks, Trails and Recreation	<ul style="list-style-type: none"> • Promotes opportunities for parkland acquisition to further protect environmental areas and contribute to the local and regional parks network • Outlines intent to preserve and restore environmentally sensitive areas within existing parks

**CRD Regional
Growth
Strategy
Objectives**

**Official Community
Plan Goals
(see section 2.3)**

Policy Sections

Summary of Policy Direction

2.2 - Manage regional infrastructure services sustainably

- Sustainable Service Delivery and Asset Management

8.0 Community Infrastructure and Services

- Contemplates new and upgrades to existing infrastructure systems in a fiscally responsible manner to support compact and sustainable development
- Considers the full lifecycle of infrastructure cost and maintenance
- Outlines considerations for mitigating the adverse impacts of climate change on infrastructure
- Discourages the extension of infrastructure services outside of the Urban Containment Boundary

3.1 - Create safe and complete communities

- Growth Management and Community Character Preservation
- Diverse and Affordable Housing
- Mobility & Connectivity
- Community Well-Being
- Community Safety & Security
- Regional Partnerships

5.1 General Framework and Considerations (Land Use)

- Identifies Mobility Hubs where frequent transit service is desired, along with the concentration of higher density development that provides diverse housing forms and access to employment and daily needs (e.g. places selling food, medical services, schools, recreational amenities, etc.)
- Acknowledges the relationship between land use and transportation, parks and trails, community amenities, servicing infrastructure, and tree canopy coverage
- Outlines opportunities to strengthen physical and social connections between neighbourhoods
- Promotes the application of Universal Access Design principles and guidelines to public space design and improvements

**CRD Regional
Growth
Strategy
Objectives**

**Official Community
Plan Goals
(see section 2.3)**

Policy Sections

Summary of Policy Direction

**3.1 - Create
safe and
complete
communities
(cont.)**

- Growth Management and Community Character Preservation
- Diverse and Affordable Housing
- Mobility & Connectivity
- Community Well-Being
- Community Safety & Security
- Regional Partnerships

6.0 Housing

- Aims to ensure that housing supply is reflective of diverse needs in the community (age, income, household size, ability, etc.) through exploring measures to incentivize and enable the provision of a range of housing types, in terms of both form and tenure

7.0
Transportation
and Mobility

- Seeks to expand mobility options and ensure that sufficient infrastructure (transit stops, bike lanes, sidewalks, etc.) is provided throughout the community, particularly in those areas where population densities are highest such as Mobility Hubs, to improve the ease of getting around the community

8.0 Community
Infrastructure
and Services

- Contemplates how the adverse impacts of climate change on infrastructure will be mitigated to reduce risk to the community resulting from extreme weather events (e.g. flooding)

10.0 Natural
Environment
and Hazards

- Provides guidance for directing new development away from areas prone to hazards to reduce any potential community safety risks

13.0 Community
Well-Being and
Culture

- Outlines opportunities for Town partnerships with other agencies to enhance community safety and directs the update of an Emergency Response Plan for managing local and regional emergencies

**CRD Regional
Growth
Strategy
Objectives**

**Official Community
Plan Goals
(see section 2.3)**

Policy Sections

Summary of Policy Direction

**3.2 - Improve
housing
affordability**

- Diverse & Affordable Housing

Part Two – Land Use

- Supports opportunities to provide diverse housing forms in land use designations where residential uses are permitted within the Urban Containment Boundary

6.0 Housing

- Aims to incorporate accessible and adaptable housing units into multi-unit residential development
- Considers how to best support the provision of below market and supportive housing through density bonusing and inclusionary zoning regulations
- Encourages the development of housing forms that meet the needs of families and seniors
- Considers opportunities to provide, maintain, and secure affordable rental housing stock
- Supports the collaboration and partnerships with other levels of government to deliver affordable housing

**4.1 - Improve
multi-modal
connectivity
and mobility**

- Mobility & Connectivity
- Sustainable Service Delivery and Asset Management

5.1 General Framework and Considerations for Land Use

- Identifies Mobility Hubs intended to absorb growth and provide frequent transit service and access to other alternate modes of transport
- Outlines considerations for new development within Mobility Hubs to ensure that mobility infrastructure is well-integrated within the public realm
- Aims to strengthen connections between neighbourhoods to enhance the travel experience throughout View Royal

**CRD Regional
Growth
Strategy
Objectives**

**Official Community
Plan Goals
(see section 2.3)**

Policy Sections

Summary of Policy Direction

**4.1 - Improve
multi-modal
connectivity
and mobility
(cont.)**

- Mobility & Connectivity
- Sustainable Service Delivery and Asset Management

7.0
Transportation
and Mobility

- Pursues improvements to transit infrastructure to facilitate reliable service and prioritizes such improvements to identified areas in need
- Seeks to eliminate barriers to active transportation by establishing an extensive, separated, and accessible network across View Royal
- Seeks to incorporate mixed-use zoning and transit supporting infrastructure to Mobility Hubs designated for higher densities
- Contemplates transportation demand management and other strategies in partnership with adjacent municipalities for improving the flow of traffic throughout View Royal and reducing congestion
- Aims to create a mode shift from reliance on the private vehicle to alternate modes of transport being the primary way of getting around View Royal to support the Town’s greenhouse gas emissions reduction goals

12.0 Parks,
Trails and
Recreation

- Acknowledges the role of trails in providing opportunities for both leisure and transport
- Encourages enhancing connections between parks, green spaces, recreation facilities, schools, and residential areas to better support walking, cycling, and rolling as primary modes of transport to key destinations

**CRD Regional
Growth
Strategy
Objectives**

**Official Community
Plan Goals
(see section 2.3)**

Policy Sections

Summary of Policy Direction

**5.1 – Realize
the region’s
economic
potential**

- Economic Development
- Reconciliation

5.2 Western Gateway Employment District Corridor Designation

- Acknowledges the strategic location of the Western Gateway as an employment corridor within the CRD and its role as a corridor connecting View Royal to Colwood and other West Shore communities
- Aims to retain the corridor’s existing function as employment lands
- Allows for a range of employment-oriented uses and aims to create conditions for further economic activity through flexible policy that encourages higher densities and a mix of uses

9.0 Economic Development

- Aims to attract new business and industry, particularly those in health services, technology, and tourism
- Supports the retention of existing businesses through further collaboration to address challenges and create conditions that allow for long-term economic success in View Royal
- Identifies the need for a community economic development strategy
- Acknowledges the role of home-based businesses and entrepreneurs in contributing to the local economy

14.0 Reconciliation

- Seeks to establish opportunities to work collaboratively with Songhees and X^wsepsəm Nations on local and regional economic development initiatives

CRD Regional Growth Strategy Objectives	Official Community Plan Goals (see section 2.3)	Policy Sections	Summary of Policy Direction
6.1 – Foster a resilient food and agriculture system	<ul style="list-style-type: none"> Natural Amenities Reconciliation 	5.11 Rural Land Use Designation	<ul style="list-style-type: none"> Designates and protects lands within the Agricultural Land Reserve to encourage agricultural uses that may include the growing and sale of food products
		8.0 Community Infrastructure and Services	<ul style="list-style-type: none"> Supports initiatives and actions in sustainable food waste management (e.g. composting, three-stream waste separation)
		13.0 Community Well-Being and Culture	<ul style="list-style-type: none"> Encourages the development of a food security strategy Discusses opportunities for expansion of urban agriculture permissions Promotes small-scale, healthy, and affordable food retail uses
		14.0 Reconciliation	<ul style="list-style-type: none"> Commits to learning and collaborating with X^wsepsəm and Songhees Nations on Indigenous food systems
7.1 – Significantly reduce community-based greenhouse gas emissions	<ul style="list-style-type: none"> Natural Amenities Climate Action & Resilience Reconciliation 	Part Two – Land Use	<ul style="list-style-type: none"> Establishes land use designations that support a compact built form, alternate modes of transport, and a lower carbon footprint through neighbourhoods that provide residents with their daily needs, reducing the requirement to travel elsewhere in the community or region
		6.0 Housing	<ul style="list-style-type: none"> Supports a variety of housing typologies beyond detached dwelling forms that allow for compact development

**CRD Regional
Growth
Strategy
Objectives**

**Official Community
Plan Goals
(see section 2.3)**

Policy Sections

Summary of Policy Direction

**7.1 -
Significantly
reduce
community-
based
greenhouse
gas
emissions
(cont.)**

- Natural Amenities
- Climate Action & Resilience
- Reconciliation

7.0
Transportation
and Mobility

- Outlines actions to enable increased mode share for active transportation and transit

8.0 Community
Infrastructure
and Services

- Considers the role of natural assets in infrastructure service delivery
- Discusses necessary upgrades to infrastructure systems to enhance climate resiliency

10.0 Natural
Environment
and Hazards

- Aims to protect the public from hazardous areas susceptible to the impacts of climate change
- Acknowledges the importance of urban forests and habitats and aims to preserve these significant features and areas
- Encourages climate-resilient development and infrastructure improvements

CRD Regional Growth Strategy Objectives	Official Community Plan Goals (see section 2.3)	Policy Sections	Summary of Policy Direction
7.1 - Significantly reduce community-based greenhouse gas emissions (cont.)	<ul style="list-style-type: none"> Natural Amenities Climate Action & Resilience Reconciliation 	11.0 Climate Action and Sustainability	<ul style="list-style-type: none"> Commits to 100% reduction in greenhouse gas emissions from 2007 levels by 2050 Identifies opportunities for collaboration with Songhees and Xwsepsem Nations to incorporate Indigenous knowledge into climate action and resilience Contemplates programming and policy that will allow for low carbon buildings, including new housing Encourages the creation of a climate adaptation and mitigation strategy Acknowledges the importance of regional partnerships in achieving climate related goals and collaborating on climate mitigation efforts



Part Five

Development Permit Areas



DEVELOPMENT PERMIT AREAS

Introduction

The *Local Government Act* provides municipalities with the authority to establish a development permitting system. Unless exempted by this Plan or a zoning bylaw, any proposed building and subdivision within a Development Permit Area (DPA), shown on Schedule P, requires a development permit issued by the Town of View Royal. In accordance with the *Local Government Act*, this Plan sets out the special conditions that justify each DPA.

Development permits are one of the most effective legal tools for the protection of environmentally sensitive areas, avoiding development in hazardous conditions, and setting out expectations regarding “form and character” of development. Local governments may designate Development Permit Areas (DPAs) in an OCP. When an area is designated, the local government must describe the special site conditions or objectives that justify the designation, and specify guidelines to achieve those objectives.

This section sets out a number of Development Permit Areas for View Royal, and provides the justification for their designation.

The Town may designate Development Permit Areas under Section 919.1(1) of the *Local Government Act* for the following purposes:

- a. Protection of the natural environment, its ecosystems and biological diversity;
- b. Protection of development from hazardous conditions;
- c. Protection of farming;
- d. Revitalization of an area in which a commercial use is permitted;
- e. Establishment of objectives for the form and character of intensive residential development;
- f. Establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- g. Establishment of objectives to promote energy conservation;
- h. Establishment of objectives to promote water conservation; and
- i. Establishment of objectives to promote the reduction of greenhouse gas emissions.

In order to ensure that the goals and objectives of View Royal regarding new development and natural areas are met, the OCP designates certain areas of the Town as Development Permit Areas as shown on Schedule P.

With respect to guiding form and character of development and promotion of energy conservation, four areas are designated as Development Permit Areas, consistent with the Land Use Designations shown on Schedule L:

- Mixed Residential.
- Neighbourhood Mixed Use.
- Intensive Mixed Use.
- Commercial.

Two Development Permit Areas, as shown on Schedule Q, have also been established for the protection of the natural environment and the protection of development from hazardous conditions:

- Natural Watercourse and Shoreline Areas.
- Sensitive Terrestrial Ecosystem Areas.

Form and Character of Development

DEVELOPMENT PERMIT AREA: INTENSIVE RESIDENTIAL - GARDEN SUITE

Pursuant to Section 488(1) of the Local Government Act, the entire Town is designated Development Permit Area: Intensive Residential - Garden Suite, for the purpose of establishment of objectives for form and character of intensive residential development.

Justification

To provide a range of housing types that meet the housing needs of current and future residents, special consideration is given to the provision of ground-oriented rental units in the form of a garden suite. This form of rental housing serves to:

- Create opportunities for infill housing and a diversity in housing choice;
- Maintain character of existing neighbourhoods while increasing the overall supply of rental housing in the Town;
- Provide an opportunity for homeowners to utilize existing or new accessory building for residential uses as an alternative to secondary suites;
- Provide accommodation for family members or caregivers;
- Provide rental income (mortgage helper) for homeowners; and
- Create opportunities to age in place.

Objectives

The objectives that justify this Development Permit Area designation are to:

- Provide renters with ground-oriented housing as a rental housing option that may be suitable for households with children;
- Achieve attractive infill housing options that exhibit a high quality of architecture and landscaping, enhance neighbourhoods and minimize conflicts with immediate neighbours.
- Promote water and energy conservation, and reduce greenhouse gas emissions.

Exemptions

A Development Permit is not required for:

- Development that is not Intensive Residential – Garden Suite;

- Residential single-family dwellings and their other accessory buildings and structures;
- Residential duplexes and their accessory buildings and structures;
- Commercial, or multi-family residential development;
- The subdivision of land;
- Internal alterations to a garden suite; or
- Minor exterior renovations to a garden suite that would not significantly alter the footprint or character of the building in the opinion of the Director of Development Services.

DESIGN GUIDELINES

Preliminary Site Design and Layout

Intent:

Preliminary site design and layout for garden suites prioritize privacy of neighbours, access to the suite, retention of green space and trees, and focus design on the natural topography of the site.

Guidelines:

- i. The location of the garden suite should minimize opportunities for overlook and shading of adjacent properties.
- ii. Protecting and retaining existing mature trees on subject and adjacent properties should be a key consideration in site design and layout, including associated parking and access areas.
- iii. Minimize hard (impervious) surfacing on a lot.
- iv. Access to the garden suite shall be provided by a minimum 1.0m wide path that is clearly identifiable and provides direct access from the street to the garden suite.
- v. Siting of a garden suite should respond to the natural topography of the lot. Significant excavation and/or retaining walls shall be discouraged.
- vi. A garden suite should be designed to the natural stepping and sections along the natural slope and topography of the land.
- vii. A garden suite should be located to be at least partially visible from the street.

- viii. In the case of corner lots, a garden suite should be directly oriented to the flanking yard of the adjacent public right-of-way. For clarity, the front doors and windows should be directly oriented to the street, and the landscaping should reinforce the garden suite entryway.

Building Design

Intent:

Integration of a garden suite in an established neighbourhood requires careful attention to architectural style and elements of building design. The design should complement the architectural elements of the residential detached dwelling and strive for liveability and comfort for the tenant.

Guidelines – Design and Massing:

- i. High quality architectural expression and the garden suite should relate to the principal building on site in terms of materials, roof form and general architectural expression; however the garden suite should not be a “miniature version” of the principal dwelling.
- ii. High quality and durable exterior finishes should be used to reinforce the residential character of the garden suite.
- iii. On steeply sloping sites, any vertical portion of the garden suite is discouraged from being greater than the prescribed maximum building height.

Guidelines – Windows and lighting

- i. The size and placement of windows should minimize overlook and be sensitive to neighbours’ privacy. Windows should be maximized along those facades oriented to the interior of the site. On corner lots, windows should be oriented to the street.
- ii. Skylights, clerestory windows and obscured glazing are encouraged to minimize privacy impacts.
- iii. Lighting for the garden suite should complement the building and landscape design.
- iv. Lighting should be kept to a minimum necessary for pedestrian safety and visibility. Consideration should be given to the number, location, and style of light fixtures, as well as minimize lighting overspill on adjacent properties.

Guidelines – Entries, Addressing and Mechanical Equipment

- i. Unit entries should be oriented to the street. When this is not practical, entry to the garden suite should be located at the entry to the interior portion of the site.
- ii. Entrances should provide weather protection by recessed or covered entryways.
- iii. A garden suite must be assigned a unique and individual address. An address sign must be located at a clearly visible location from the nearest street frontage.
- iv. External mechanical equipment, such as heat pumps and utility metres should be located on a lot to minimize impacts on adjacent neighbours. External mechanical equipment, such as heat pumps and utility metres should be located on a lot to minimize impacts on adjacent neighbours.

LANDSCAPING AND OUTDOOR AMENITY SPACE

Intent:

High quality landscape design can preserve neighbourhood character and greenspace, maximize privacy, provide permeability and improve liveability. Protection of mature trees is a key element in quality landscape design.

Guidelines – Landscaping

- i. Mature trees and significant vegetation shall be retained where possible.
- ii. Native, pollinator, and drought tolerant trees and plants suitable for the local climate are encouraged. Invasive species are prohibitive.
- iii. Privacy screening, including landscaping and/or fencing is encouraged along interior side and rear lot lines. Chain link fencing is prohibited.
- iv. Flanking yards on corner lots should be designed and treated as the main entrance to the garden suite. Landscaping between the street and outdoor space should be used to define the transition from public to private space.

Guidelines – Outdoor Amenity Space for Tenants

- i. A minimum of 15 m² of semi-private outdoor space should be clearly associated with the garden suite. This may be achieved through plantings, changes in surface materials and grade.
- ii. Hard-surfaced areas are supportable for outdoor amenity space provided that these areas are permeable surface treatment, decorative in nature, and not used as a parking space.

SUSTAINABILITY

Intent

Design that improves the natural environment by promoting water and energy conservation, and rainwater and stormwater management best practices are encouraged.

Guidelines

- i. Consider rooftop energy initiatives to reduce stormwater runoff, improve water quality, reduce the urban heat island effect, conserve energy, and prolong the life of the roof membrane, and installations such as:
 - a. solar panels;
 - b. solar hot water heating; and
 - c. green roofs.
- ii. Integrate water conservation into building and landscape design. This may include capturing rainwater from a roof and maximizing permeable surfaces on site.
- iii. Consider stormwater management practices that mimic natural systems. The use of rain gardens, green roofs, bioswales, and landscaping can help to slow and clean rainwater, allowing it to slowly filter back to the natural water table.

PARKING AND ACCESS

Intent

Sufficient and useable site parking is a requirement for garden suites. Driveway and parking space design should consider stormwater and rainwater management, protection of trees and impacts on adjacent properties.

Guidelines

- i. Driveway and parking space design should maximize rainwater infiltration through the use of permeable surfaces such as unit paving blocks, permeable concrete and asphalt, or driveway planting strips.
- ii. Parking for the garden suite can be provided on a shared driveway with the principal building.
- iii. Screening through the use of landscaping, plantings and/or fences shall be used where driveway accesses and parking spaces are located along an interior side lot line.

WASTE AND COMPOST

Intent

Storage of municipal waste and compost containers should consider visual impacts, as well as issues for adjacent neighbours.

Guidelines

- i. A space should be provided for garbage, recycling and compost containers for the garden suite. Containers must be animal proof and should be screened from view.

Where possible, containers should not be stored in rear or interior side yard setbacks.

DEVELOPMENT PERMIT AREA: MIXED RESIDENTIAL

Areas shown as Mixed Residential on Schedule P of the OCP are designated Development Permit Areas as per the *Local Government Act* Section 919.1(1)(e), (f) and (g) for the establishment of objectives and the provision of guidelines for the form and character of multi-unit and small lot intensive residential development in the Town of View Royal.

Justification

Development of single detached dwellings on small lots, new duplexes, townhouses and low-rise apartments in new and established neighbourhoods provides a variety of housing types, styles and costs. This variety ensures people of different ages, income levels and stage of life can find homes in View Royal. Small lot infill and multi-unit housing also serves to:

- Transition between single detached housing and areas of higher density;
- Maintain character of existing neighbourhoods while accommodating population growth;
- Incrementally replace aging housing stock; and
- Efficiently use land in an unobtrusive manner.

Objectives

The objectives of requiring a Development Permit in the areas identified as Mixed Residential are to:

- Create opportunities for higher density housing;
- Ensure small lot single detached housing, duplexes, townhouses and low-rise apartments; complement existing residential areas in terms of building style, visual character and scale;
- Ensure small lot housing, duplexes, townhouses and low-rise apartments contribute to a walkable public realm; and
- Achieve a high standard of design.

Exemptions

In all areas designated Mixed Residential, the following development is exempt from obtaining a Development Permit:

- Internal alterations to a building.
- Subdivision of land where a rezoning application was not required.
- Building additions, external building or site alterations, not exceeding an estimated construction value of \$30,000 which are so similar in their effect on the form and character of development as to not warrant an application in the opinion of the Director of Development Services.

GUIDELINES – DESIGN CHARACTER

- i. Residential buildings should address the public realm and contribute to a positive pedestrian-friendly streetscape.
- ii. The exterior design and finish of new developments should be compatible with, and complementary to, existing housing in the neighbourhood.
- iii. Buildings should express a unified architectural concept that expresses both variation and consistency;
- iv. Materials should be durable and of high quality, reflecting the natural surroundings of View Royal and a “West Coast” design character, and bring in elements of wood, stone and a natural colour palette. Natural materials are preferred.
- v. Building design should promote “eyes on the street” for natural surveillance of the public realm through the provision of entrances, windows, patios, balconies, porches and decks facing public streets and spaces.
- vi. Direct access to private outdoor space, some of it covered, should be provided for all units.
- vii. Ground floor units in townhouses and multi-unit buildings should have individual front doors that are directly accessible and visible from the street. Ground floor units may be raised up to 0.6 metres (two feet) above grade to provide privacy for dwelling units.
- viii. All facades of residential buildings should be well designed, with consistent use of materials, windows, articulation and roof treatments. On corners and at intersections, both public frontages should present a consistent and visually appealing design.
- ix. Residential entrances should be visible from the street and emphasized with architectural detailing, glazing, colour or other defining features. Weather protection should be incorporated into the entrances of multi-unit buildings.
- x. Garage doors should not dominate the front elevation.



Front porches provide “eyes on the street”.

GUIDELINES – PUBLIC AND PEDESTRIAN REALM

The design of public streets, sidewalks and private open spaces should be accessible, safe, comfortable and attractive to pedestrians, cyclists and residents alike, according to the following guidelines:

- Streetscape design should incorporate treatments that enhance the pedestrian experience and create a sense of local identity;

- Streetscape should incorporate a continuous planting of irrigated deciduous street trees on both sides of the street where possible;
- Where possible, corner and bus bulges should be incorporated into the streetscape design to enhance pedestrian crossings and provide space for landscaping and seating;
- Site and building design should incorporate the basic principles of Crime Prevention Through Environmental Design (CPTED).

GUIDELINES – SITING, HEIGHT AND MASSING

- i. Site design should respond to the topography and specific conditions of the site, and retain/work with existing grades and natural features such as rock outcroppings, mature trees and sensitive ecosystems such as Garry Oak meadow, riparian areas and shorelines.
- ii. Residential development should be oriented towards the street, except where natural features (slopes, rocks, vegetation) prevent this configuration.
- iii. Massing and siting of infill housing shall respect established neighbourhood patterns, including setbacks.
- iv. Create visual interest by providing variations in height, rooflines, massing.
- v. Attempt to maintain important public views to natural areas and scenic vistas through careful siting, building design and landscaping.
- vi. Building siting and placement of balconies, decks and windows should limit overlook and shadowing impacts on neighbours.
- vii. Buildings over two-storeys should utilize setbacks and/or terracing above the second level to reduce massing impacts on the street and surrounding neighbours, preserve view corridors and provide visual interest.

GUIDELINES – LANDSCAPING

- i. Retain mature trees and, wherever possible, established vegetation, especially around natural features (e.g. creeks, ponds, slopes and rocky outcroppings) for visual interest and to limit disruption of natural systems.
- ii. Utilize native species wherever possible in site landscaping. Invasive or nuisance species (e.g. English Ivy, Broom) should not be used. Plants should be chosen for seasonal interest and compatibility with the local climate. Large expanses of lawn are not encouraged.
- iii. Space for private or communal gardening and the use of native plants, edible plants, berry bushes and fruit trees in landscaping is encouraged.
- iv. Use a combination of soft and hard landscape elements to create functional and visually appealing private and semi-private outdoor space.

- v. Define the transition from public to private space with hard and/or soft landscape elements such as low hedging, low solid or a combination of permeable/transparent fencing (such as wrought iron above a solid base).
- vi. Landscaping of townhouse and apartment developments should contribute to a pedestrian-friendly streetscape, by providing street trees and other plantings to soften building edges, provide visual interest and establish a sense of pedestrian enclosure.
- vii. Low-rise apartment should consider the inclusion of common gathering areas with age-appropriate features, and sited in such a way as to maximize exposure to sunlight.
- viii. Landscape design strategies should be incorporated that minimize stormwater runoff, and promotes the natural infiltration and cleaning of runoff.
- ix. Landscaping should incorporate an automatic irrigation system.
- x. All landscaping work and plant material shall conform to the most recent edition of the British Columbia Landscape Standard published by the British Columbia Society of Landscape Architects.

GUIDELINES – PARKING, ACCESS AND CIRCULATION

- i. Residential parking for townhouse and low-rise apartments should be located underground wherever possible. Residential surface parking shall be limited to detached and semi-detached dwellings.
- ii. Residential surface parking should incorporate permeable features such as pavers, pervious asphalt or concrete or reinforced paving/grass to increase permeability. Gravel driveways or parking areas are not permitted.
- iii. The visual appeal surface parking areas should enhanced with landscaping, screening and decorative materials.
- iv. Shared driveways are encouraged, where appropriate, to reduce impervious surfaces, preserve existing vegetation, provide larger areas for landscaping and limit the number of driveways crossing public sidewalks.
- v. Access to small lot residential lots should be through the lane, where a lane exists.
- vi. Driveways, pathways and entrances on low-rise apartment sites should be accessible to all residents and visitors.
- vii. Sidewalks should be provided on public streets.
- viii. In apartment developments, sheltered bicycle parking for visitors should be provided at an accessible location near the primary entrance and located so as to ensure passive surveillance.

- ix. Locate and screen off-site parking areas, garbage and recycling storage, vents, meters and transformers so as to minimize their visual impact on the public realm and neighbouring properties.

GUIDELINES – LIGHTING

- i. Building and site lighting should be sufficient to ensure pedestrian and motorist safety.
- ii. Outdoor lighting should be regulated to control the quantity, quality and direction of night lighting. Lighting fixtures that are “dark skies” friendly to limit light pollution at night are encouraged.
- iii. Where pole-mounted lighting is necessary, light standard luminaries shall be no more than 40,000 lumens and mounted on poles no more than 5 metres high.
- iv. Light fixtures should be consistent with the general design character of the building.

GUIDELINES – SAFETY

- i. All developments should be designed for safety and security by incorporating Crime Prevention Through Environmental Design principles and guidelines with particular attention to passive surveillance, good site lines, appropriate lighting, clear definition of private, semi-private and public space, and appropriate access control measures.

GUIDELINES – OTHER

- i. Implementation of “adaptable design standards” in residential development is encouraged to accommodate individuals with mobility challenges, and to facilitate “aging in place”.
- ii. Incorporation of Green Building strategies such as Leadership in Energy and Environmental Design (LEED®) or Built Green standards in the design and construction all buildings is highly encouraged.
- iii. Incorporation of resource and energy efficiency into the siting, design, construction and maintenance of buildings and structures is highly encouraged.
- iv. Where used, all signage should be architecturally compatible with the style, composition, materials, colours and details of the buildings, with no internal illumination, and method of installation hidden.

Variations

- i. Variations to building setbacks, building height, off site works, parking and landscaped requirements may be considered where it can be shown that the variance does not impact substantial compliance with the intent of the guidelines.

DEVELOPMENT PERMIT AREA: NEIGHBOURHOOD MIXED USE

Areas marked Neighbourhood Mixed Use or Neighbourhood Centre on Schedule P of the OCP are designated Development Permit Areas as per the *Local Government Act* Section 919.1(1) (f) and (g) for the establishment of objectives and the provision of guidelines for the form and character of multi-unit residential and commercial development in the Town of View Royal.

Justification

Neighbourhood mixed use areas will provide a central focus for neighbourhoods in View Royal. Offering a mix of residential accommodations and neighbourhood-serving commercial services, these areas will become compact, walkable and cycling –friendly local activity hubs.

Objectives

The objectives of requiring a Development Permit in the areas identified as Neighbourhood Mixed Use or Neighbourhood Centre are to:

- Facilitate the orderly development of Neighbourhood Mixed Use areas and Neighbourhood Centre areas and encourage compatibility in the scale and design character of buildings;
- Establish distinct neighbourhood centres offering a mix of retail services, employment opportunities, and a variety of housing types;
- Ensure neighbourhood centres are pedestrian-oriented and cyclist-friendly; and
- Achieve a high standard of design.

Exemptions

In all areas designated Neighbourhood Mixed Residential Use or Neighbourhood Centre, the following development is exempt from obtaining a Development Permit:

- Subdivision of land where a rezoning was not required.
- Internal alterations to a building.
- Building additions, external building or site alterations, not exceeding an estimated construction value of \$30,000 which are so similar in their effect on the form and character of development as to not warrant an application in the opinion of the Director of Development Services.

GUIDELINES – DESIGN CHARACTER, ALL DEVELOPMENTS

- i. Buildings should address the public realm and contribute to a safe and comfortable pedestrian-friendly streetscape.
- ii. Materials should be of durable, high quality material and should reflect the natural surroundings of View Royal and a “West Coast” design character; bringing in elements of wood, stone and a natural colour palette. Natural materials are preferred.

- iii. Building design should promote “eyes on the street” for natural surveillance of the public realm through the provision of entrances, windows, patios, porches and decks facing public streets and spaces.
- iv. Main entrances should be clearly identified in the streetscape. Entrances may be emphasized with lighting, architectural detailing, colour, special paving, landscaping or other defining features. Weather protection should be incorporated into the entrances of multi-unit buildings.
- v. Long blank walls should be avoided. Public frontages should present a consistent and visually appealing design through use of materials, windows, articulation and roof treatments.
- vi. Unsightly roof elements, including mechanical equipment and vents, should be enclosed by roof parapets or other forms of solid screening.
- vii. Signage should be consistent with the overall design of buildings and should be oriented to pedestrians and cyclists, rather than motorists.
- viii. Design details such as street lighting standards and street furniture should be of a consistent design and contribute to an attractive streetscape.
- ix. Containers for garbage and recycling should be stored in a safe and convenient location and screened from view.

GUIDELINES – DESIGN CHARACTER, COMMERCIAL/RESIDENTIAL MIXED-USE

- i. Incorporate weather protection along public sidewalks with awnings, canopies or other features.
- ii. Developments should include areas for outdoor seating.
- iii. Small, distinctive commercial units are preferred to long, uninterrupted commercial façades.
- iv. Provide distinction between ground floor commercial and upper levels of residential development through variation in materials, massing, architectural detailing or other elements.



Awnings provide weather protection for sidewalks.

GUIDELINES – DESIGN CHARACTER, RESIDENTIAL

- i. Ground floor units in townhouses and low-rise apartments should have individual front doors that are directly accessible and visible from the street. Ground floor units may be raised up to 0.6 metres (two feet) above grade to provide privacy for dwelling units.

- ii. Direct access to private outdoor space, some of it covered, should be provided to as many units as possible.

GUIDELINES – SITING, HEIGHT AND MASSING, ALL DEVELOPMENTS

- i. New developments should respect the scale and general development pattern of the adjacent use.
- ii. Create visual interest by providing variations in height, rooflines and massing.
- iii. Buildings over two-storeys should utilize setbacks and/or terracing above the second level to reduce massing impacts on the street and surrounding neighbours, preserve view corridors and provide visual interest.
- iv. Residential units and balconies should not protrude further than the commercial façade below.
- v. Buildings should be located to maximize sunlight exposure to residential units, balconies and on-site common areas or outdoor seating areas.
- vi. Building siting and placement of balconies, decks and windows should limit overlook and shadowing impact on neighbours.

GUIDELINES – SITING, HEIGHT AND MASSING, COMMERCIAL AND RESIDENTIAL MIXED USE

- i. Buildings should be clustered on key roads and intersections to create a hub of residential density and services that is pedestrian-oriented and in keeping with the scale of the neighbourhood.
- ii. Buildings should be built to the front property line, articulated with generous areas of clear glass windows and doorway entrances set back into retail units.

GUIDELINES – LANDSCAPING, ALL DEVELOPMENTS

- i. Retain mature trees, vegetation and natural features wherever possible.
- ii. Landscaping should contribute to a pedestrian-friendly streetscape and may include street trees, planters, decorative paving, seating, and use of other materials or furniture to add interest and define the pedestrian realm.
- iii. Utilize native species wherever possible in site landscaping. Plants should be chosen for seasonal interest and compatibility with the local climate.
- iv. Drought-tolerant plant species are encouraged.
- v. Landscaping should incorporate an automatic irrigation system.
- vi. A combination of hard and soft landscaping elements should be used to define the transition between public and private space.

- vii. Parking areas visible from streets and adjacent residential buildings should be screened with substantial landscaping. Surface parking areas should incorporate trees in planting islands to increase permeability, provide shade and improve the visual appearance of parking areas.
- viii. Landscape design strategies should be incorporated that minimize stormwater runoff, and promotes the natural infiltration and cleaning of runoff.
- ix. All landscaping work and plant material shall conform to the most recent edition of the British Columbia Landscape Standard published by the British Columbia Society of Landscape Architects.

GUIDELINES – PARKING, ACCESS AND CIRCULATION, ALL DEVELOPMENTS

- i. Provide strong and safe linkages to surrounding parks, trails, schools and other neighbourhood destinations.
- ii. Pedestrian and cycling access routes should be designed to provide easy and convenient access to transit services, cycling routes, trails and sidewalks.
- iii. Sidewalks should be provided on public streets.
- iv. Access and circulation should be safe and convenient for pedestrians and vehicles.
- v. Parking should be accommodated underground wherever possible.
- vi. Surface parking should be limited to short term commercial or residential visitor parking and should be suitably landscaped to screen parking areas from public roads and pedestrian routes.
- vii. Sheltered bicycle parking for visitors should be provided at an accessible location near the primary entrance and located so as to ensure passive surveillance.

GUIDELINES – PARKING, ACCESS AND CIRCULATION, COMMERCIAL AND RESIDENTIAL/COMMERCIAL MIXED-USE

- i. If not accommodated underground, commercial parking should be located behind buildings, wherever possible.
- ii. Servicing and loading areas should be located in a manner that does not negatively impact the pedestrian realm.

GUIDELINES – LIGHTING, ALL DEVELOPMENTS

- i. Building and site lighting should be sufficient to ensure pedestrian and vehicle safety.
- ii. Outdoor lighting should be regulated to control the quantity, quality and direction of night lighting. Lighting fixtures that are “dark skies” friendly to limit light pollution at night are encouraged.
- iii. Light fixtures should be consistent with the general design character of the building.

- iv. Street lighting standards should be pedestrian scale, while providing sufficient light for automobile traffic.
- v. Street light standards should be consistent with street furniture and garbage/recycling receptacles.
- vi. Outdoor electrical outlets should be provided at regular intervals to facilitate the installation of seasonal/decorative outdoor lighting.
- vii. Where pole mounted lighting is necessary, light standard luminaries should be no more than 40,000 lumens and mounted on poles no more than 5 metres high.

GUIDELINES – SAFETY

- i. All developments should be designed for safety and security by incorporating Crime Prevention Through Environmental Design principles and guidelines with particular attention to passive surveillance, good site lines, appropriate lighting, clear definition of private, semi-private and public space, and appropriate access control measures.

GUIDELINES – OTHER

- i. Implementation of “adaptable design standards” in residential development is encouraged to accommodate individuals with mobility challenges, and to facilitate “aging in place”.
- ii. Incorporation of Green Building strategies such as Leadership in Energy and Environmental Design (LEED®) and Built Green standards in the design and construction all buildings is highly encouraged.
- iii. Incorporation of resource and energy efficiency into the siting, design, construction and maintenance of buildings and structures is highly encouraged.

Variances

- i. Variances to building setbacks, building height, parking and landscape requirements may be considered where it can be shown that the variance does not impact substantial compliance with the intent of the guidelines.
- ii. Variances for parking standards may be considered where the request for such variances are supported by a satisfactory study prepared for the Town of View Royal by a qualified professional.”

DEVELOPMENT PERMIT AREA: INTENSIVE MIXED-USE

Areas shown as Intensive Mixed-Use on Schedule P of the OCP are designated Development Permit Areas as per the *Local Government Act* Section 919.1(1) (d) and (f) for the establishment of objectives and the provision of guidelines for the form and character of multi-unit residential and commercial development in the Town of View Royal.

Justification

The Intensive Mixed Use designation includes provision for commercial with townhouses and low-rise apartments and will be found in three key locations around View Royal. The Intensive Mixed-Use areas will provide a mix of residential, commercial services and public amenities in a compact manner.

Detailed Design Guidelines should be developed for individual sites within the areas designated Intensive Mixed Use on Schedule L of this OCP, including the area identified as “Fort Victoria” on Schedule K: Community Development Framework.

Objectives

The objectives of requiring a Development Permit in the areas identified as Intensive Mixed-Use are to:

- Facilitate the orderly development of Intensive Mixed-Use areas and encourage consistency in the scale and design character.
- Promote development that concentrates residential density and commercial activity into an attractive, pedestrian oriented environment.
- Achieve a high standard of design.

Exemptions

In all areas designated Intensive Mixed-Use, the following development is exempt from obtaining a Development Permit:

- Internal alterations to a building.
- Building additions, external building or site alterations, not exceeding an estimated construction value of \$30,000 which are so similar in their effect on the form and character of development as to not warrant an application in the opinion of the Director of Development Services.

GUIDELINES – DESIGN CHARACTER, ALL DEVELOPMENTS

- i. Buildings should address the public realm and contribute to a safe and comfortable pedestrian-friendly streetscape.
- ii. Materials should be durable, high quality and should reflect the natural surroundings of View Royal and a “West Coast” design character; bringing in elements of wood, stone and a natural colour palette. Natural materials are preferred.

- iii. Building design should promote “eyes on the street” for natural surveillance of the public realm through the provision of entrances, windows, patios, porches and decks facing public streets and spaces.
- iv. Main entrances should be clearly visible to vehicles and pedestrians. Entrances may be emphasized with lighting, architectural detailing, colour, special paving, landscaping or other defining features. Weather protection should be incorporated into the entrances of multi-unit buildings.
- v. Long blank walls should be avoided. All visible frontages should present a consistent and visually appealing design through use of materials, fenestration, articulation, roof treatments and landscaping.
- vi. Unsightly roof elements, including mechanical equipment and vents, should be enclosed by roof parapets or other forms of solid screening.
- vii. Signage should be consistent with the overall design of buildings and should be oriented to pedestrians and cyclists, rather than motorists.
- viii. Design details such as street lighting standards and street furniture should be of a consistent design and contribute to an attractive streetscape.
- ix. Containers for garbage and recycling should be stored in a safe and convenient location and screened from view.

GUIDELINES – DESIGN CHARACTER, ALL DEVELOPMENTS

- i. Commercial/Residential mixed-use buildings should be clustered on key roads and intersections to create a hub of residential density and services that is pedestrian-oriented and neighbourhood scale.
- ii. Incorporate weather protection along public sidewalks with awnings, canopies or other features.
- iii. Small, distinctive commercial units are preferred to long, uninterrupted commercial façades.
- iv. Provide distinction between ground floor commercial and upper levels of residential development through variation in materials, massing, architectural detailing or other elements.
- v. Developments are encouraged to provide outdoor plazas and open spaces to serve as gathering places for residents, visitors and employees. Plazas and open spaces should include various opportunities for seating and



Townhouses with individual front doors raised above grade offer privacy.

incorporate substantial hard and soft landscaping. Additional elements such as pergolas, trellises, public art and water features are encouraged.

- vi. In addition to outdoor plazas and open spaces, there should be one primary gathering place in each individual Intensive Mixed-Use area.

GUIDELINES – DESIGN CHARACTER, RESIDENTIAL

- i. Ground floor units in townhouses and low-rise apartments should have individual front doors that are directly accessible and visible from the street. Ground floor units may be raised up to 0.6 metres (two feet) above grade to provide privacy for dwelling units.
- ii. Residential units should be oriented to overlook adjacent parks, plazas and other public open spaces.
- iii. Direct access to private outdoor space, some of covered, should be provided to as many units as possible.

GUIDELINES – SITING, HEIGHT AND MASSING, ALL DEVELOPMENTS

- i. New developments should respect the scale and general development pattern of adjacent land uses.
- ii. Create visual interest by providing variations in height, rooflines and massing.
- iii. Buildings should be located to maximize sunlight exposure to residential units, balconies and on-site common areas or outdoor seating areas.
- iv. Use terraced designs to preserve public views, where they exist.

GUIDELINES – SITING, HEIGHT AND MASSING, COMMERCIAL/RESIDENTIAL MIXED-USE

- i. Commercial units should be built to the front property line, articulated with generous areas of clear glass windows and doorway entrances set back into retail units.
- ii. Residential units and balconies should not protrude further than the commercial façade below.

GUIDELINES – LANDSCAPING, ALL DEVELOPMENTS

- i. Retain mature trees, vegetation and natural features wherever possible.
- ii. Landscaping should contribute to a pedestrian-friendly streetscape and may include street trees, planters, decorative paving, seating, and use of other materials or furniture to add interest and define the pedestrian realm.
- iii. Utilize native species wherever possible in site landscaping. Plants should be chosen for seasonal interest and compatibility with the local climate.
- iv. Drought-tolerant plant species are encouraged.
- v. Landscaping should incorporate an automatic irrigation system.

- vi. A combination of hard and soft landscaping elements should be used to define the transition between public and private space.
- vii. Parking areas visible from streets and adjacent residential buildings should be screened with substantial landscaping. Surface parking areas should incorporate trees in planting islands to increase permeability and provide shade.
- viii. Landscape design strategies should be incorporated that minimize stormwater runoff, and promotes the natural infiltration and cleaning of runoff.
- ix. All landscaping work and plant material shall conform to the most recent edition of the British Columbia Landscape Standard published by the British Columbia Society of Landscape Architects.

GUIDELINES – PARKING, ACCESS AND CIRCULATION, ALL DEVELOPMENTS

- i. Provide strong and safe linkages to surrounding parks, trails, schools and other neighbourhood destinations.
- ii. Pedestrian and cycling access routes should be designed to provide easy and convenient access to transit services, cycling routes, trails and sidewalks.
- iii. Sidewalks should be provided on public streets.
- iv. Access and circulation should be safe and convenient for pedestrians, cyclists, people with reduced mobility and vehicles.
- v. Parking should be accommodated underground wherever possible.
- vi. On-site surface parking should be limited to short term commercial or residential visitor parking and should be suitably landscaped to screen parking areas from public roads and pedestrian routes.
- vii. On-site surface parking should incorporate permeable features such as pavers, pervious asphalt or pervious concrete to increase permeability and natural infiltration.
- viii. Traffic calming measures, such as curb bump-outs, landscaped boulevards, street trees, street parking and raised or textured pedestrian crossings should be incorporated into internal circulation systems.
- ix. Sheltered bicycle parking for visitors should be provided at an accessible location near the primary entrance and located so as to ensure passive surveillance.



Traffic calming measures.

GUIDELINES – PARKING, ACCESS AND CIRCULATION, COMMERCIAL/ RESIDENTIAL MIXED-USE

- i. If not accommodated underground, commercial parking should be located behind buildings, wherever possible.
- ii. Servicing and loading areas should be located in a manner that does not negatively impact the pedestrian realm.

GUIDELINES – LIGHTING, ALL DEVELOPMENTS

- i. Building and site lighting should be sufficient to ensure pedestrian and vehicle safety.
- ii. Outdoor lighting should be regulated to control the quantity, quality and direction of night lighting. Lighting fixtures that are “dark skies” friendly to limit light pollution at night are encouraged.
- iii. Lighting fixtures should be consistent with the general design character of the building.
- iv. Street lighting standards should be pedestrian scale, while providing sufficient light for automobile traffic.
- v. Street lighting standards should be consistent with street furniture and garbage/recycling containers.
- viii. Outdoor electrical outlets should be provided at regular intervals to facilitate the installation of seasonal/decorative outdoor lighting.
- ix. Where pole mounted lighting is necessary, light standard luminaries should be no more than 40,000 lumens and mounted on poles no more than 5 metres high.

GUIDELINES – SAFETY

- i. All developments should be designed for safety and security by incorporating Crime Prevention Through Environmental Design principles and guidelines with particular attention to passive surveillance, good site lines, appropriate lighting, clear definition of private, semi-private and public space, and appropriate access control measures.

GUIDELINES – OTHER

- i. Implementation of “adaptable design standards” in residential development is encouraged to accommodate individuals who are physically-challenged and to facilitate “aging in place”.
- ii. Incorporation of Green Building strategies such as Leadership in Energy and Environmental Design (LEED®) and Built Green standards in the design and construction all buildings is highly encouraged.
- iii. Incorporation of resource and energy efficiency into the siting, design, construction and maintenance of buildings and structures is highly encouraged.

DEVELOPMENT PERMIT AREA: COMMERCIAL

Areas shown as Commercial on Schedule P of the OCP are designated Development Permit Areas as per the *Local Government Act* Section 919.1(1) (d) and (f) for the establishment of objectives and the provision of guidelines for the form and character of commercial development including: retail; office; technology; and service commercial in the Town of View Royal.

Justification

Commercial development includes retail, office, technology and service commercial. These uses provide services and employment opportunities for View Royal residents and contribute to a sustainable local economy. Much of View Royal's commercial development is located in key gateway locations and should have a distinct and consistent character.

Objectives

The objectives of requiring a Development Permit in the areas identified as Commercial are to:

- Facilitate the orderly development of commercial areas and encourage consistency in the scale and design character.
- Ensure development is pedestrian-oriented.
- Promote the revitalization of key commercial gateways in View Royal.
- Achieve a high standard of design.

Exemptions

In all areas designated Commercial the following development is exempt from obtaining a Development Permit:

- A proposed development is limited to subdivision.
- Internal alterations to a building.
- Building additions, external building or site alterations, not exceeding an estimated construction value of \$30,000, which are so similar in their effect on the form and character of development as to not warrant an application in the opinion of the Director of Development Services.

GUIDELINES – DESIGN CHARACTER

- i. Buildings should address the public realm and contribute to a safe and comfortable pedestrian-friendly streetscape.
- ii. Materials should be durable, high quality and should reflect the natural surroundings of View Royal and a “West Coast” design character;



Emphasized entrance.

bringing in elements of wood, stone and a natural colour palette. Natural materials are preferred.

- iii. Main entrances should be clearly visible from streets and internal vehicle and pedestrian circulation routes. Entrances may be emphasized with lighting, architectural detailing, colour, special paving, landscaping or other defining features. Weather protection should be provided at entrances.
- iv. Long blank walls should be avoided. Public frontages should present a consistent and visually appealing design through use of materials, windows, articulation and roof treatments.
- v. Unsightly roof elements, including mechanical equipment and vents, should be enclosed by roof parapets or other forms of solid screening.
- vi. Signage should be consistent with the overall design of the building.
- vii. Design details such as street light standards and street furniture should be of a consistent design and contribute to an attractive streetscape.
- viii. Containers for garbage and recycling should be stored in a safe and convenient location and screened from view.
- ix. Commercial units should incorporate substantial amounts of glazing along pedestrian routes.
- x. Developments are encouraged to provide outdoor plazas to serve as gathering places for employees and patrons. Plazas should include various opportunities for seating and incorporate substantial landscaping. Additional elements such as pergolas, trellises, public art and water features are encouraged.
- xi. Identify appropriate areas for gateway features and provide features that express the natural, heritage, cultural or economic identity of View Royal.

GUIDELINES – SITING, HEIGHT AND MASSING

- i. Buildings should be positioned to frame public streets and internal circulation routes.
- ii. New developments should respect the scale and general development pattern of adjacent land uses.
- iii. Create visual interest by providing variations in height, rooflines and massing.
- iv. Buildings should be oriented to maximize sunlight exposure on pedestrian routes and public plazas.

GUIDELINES – LANDSCAPING

- i. Retain mature trees, vegetation and natural features wherever possible.
- ii. Landscaping should contribute to a pedestrian-friendly streetscape and may include street trees, planters, decorative paving, seating, and use of other materials or furniture to add interest and define the pedestrian realm.
- iii. Utilize native species wherever possible in site landscaping. Plants should be chosen for seasonal interest and compatibility with the local climate.
- iv. Drought-tolerant plant species are encouraged.
- v. Landscaping should incorporate an automatic irrigation system.
- vi. Tree species of sufficient height and canopy spread should be used to provide shade and improve the visual appearance of parking areas.
- vii. Buffers between commercial and residential uses
- viii. Landscape design strategies should be incorporated that minimize stormwater runoff, and promotes the natural infiltration and cleaning of runoff
- ix. All landscaping work and plant material shall conform to the most recent edition of the British Columbia Landscape Standard published by the British Columbia Society of Landscape Architects.



Pedestrian-friendly streetscape.

GUIDELINES – PARKING, ACCESS AND CIRCULATION

- i. Provide strong and safe linkages to surrounding parks, trails, schools and other local destinations.
- ii. Pedestrian and cycling access routes should be designed to provide easy and convenient access to transit services, cycling routes, trails and sidewalks.
- iii. Access and circulation should be safe and convenient for pedestrians, cyclists, people with reduced mobility and vehicles.
- iv. Provide safe and direct pedestrian access from parking areas to building entrances.
- v. Pedestrian routes and crossing areas should be defined with textured paving materials, patterns and/or colour.
- vi. Parking should be located underground, wherever possible.
- vii. Surface parking areas should be located behind buildings or in internal parking courts, and should incorporate substantial landscaping and trees in planting islands to increase permeability, provide shade and improve the visual appearance of parking areas.

- viii. On-site surface parking should incorporate permeable features such as pavers, pervious asphalt or pervious concrete to increase permeability and natural infiltration.
- ix. Servicing and loading areas should be located in a manner that does not negatively impact the pedestrian realm.
- x. Sheltered bicycle parking for visitors should be provided at an accessible location near the primary entrance and located so as to ensure passive surveillance.

GUIDELINES – LIGHTING

- i. Building and site lighting should be sufficient to ensure pedestrian and vehicle safety.
- ii. Outdoor lighting should be regulated to control the quantity, quality and direction of night lighting. Lighting fixtures that are “dark skies” friendly to limit light pollution at night are encouraged.
- iii. On-site lighting standards should be pedestrian scale, while providing sufficient light for automobile traffic.
- iv. Lighting standards should be consistent with street furniture and garbage/recycling containers.
- v. Outdoor electrical outlets should be provided at regular intervals to facilitate the installation of seasonal/decorative outdoor lighting.
- vi. Where pole mounted lighting is necessary, light standard luminaries should be no more than 40,000 lumens and mounted on poles no more than 5 metres high.

GUIDELINES – SAFETY

- i. All developments should be designed for safety and security by incorporating Crime Prevention Through Environmental Design principles and guidelines with particular attention to passive surveillance, good site lines, appropriate lighting, clear definition of private, semi-private and public space, and appropriate access control measures.

GUIDELINES – OTHER

- i. Incorporation of Green Building strategies such as Leadership in Energy and Environmental Design (LEED®) and Built Green standards in the design and construction all buildings is highly encouraged.
- ii. Incorporation of resource and energy efficiency into the siting, design, construction and maintenance of buildings and structures is highly encouraged.

Variances

- i. Variances to building setbacks, building height, parking and landscape requirements may be considered where it can be shown that the variance does not impact substantial compliance with the intent of the guidelines.

- ii. Variances for parking standards may be considered where the request for such variances are supported by a satisfactory study prepared for the Town of View Royal by a qualified professional.

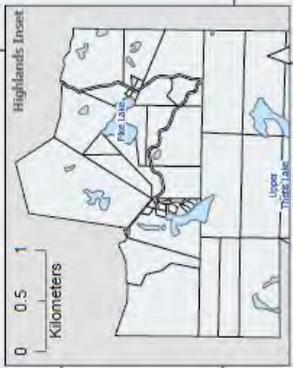


TOWN OF VIEW ROYAL

Schedule P Form and Character Development Permit Areas



- Legend**
- Commercial (C)
 - Intensive Mixed-Use (IMU)
 - Mixed Residential (M-R)
 - Neighbourhood Mixed-Use (NMU)
 - Parcel Boundaries



This map is for informational purposes only and should not be used for legal or financial decisions. View Royal is not responsible for any errors or omissions in this map.

Environmental Protection & Natural Hazard Development Permit Areas

This section of the OCP discusses the environmental protection areas in the Town of View Royal. All areas identified on Schedule N as being environmentally sensitive are hereby designated as Development Permit Areas, and as Development Approval Information Areas, for the purpose of protecting the natural environment, its ecosystems and biological diversity from development.

DEVELOPMENT PERMIT AREA:

NATURAL WATERCOURSE AND SHORELINE AREAS

Areas outlined in blue on Schedule Q: Environmental Protection and Natural Hazard Development Permit Areas are designated as Development Permit Areas as per the *Local Government Act* Section 919.1(1) (a) for the establishment of objectives and the provision of guidelines for the purpose of protecting the natural environment, its ecosystems and biological diversity from development and section 919.1(1) (b) for the protection from hazardous conditions development on steep slopes or flood prone areas. The Development Permit Area includes all land within 30 metres of the natural boundary of streams and similar watercourses or within 30 metres of the top of bank of a ravine containing a watercourse, in each case as defined in the Riparian Areas Regulation, and all those upland and foreshore areas above and below and within 15 metres of the natural boundary of the sea, and Schedule Q shall be interpreted in that manner.

Natural watercourses and shoreline areas include Esquimalt Harbour, Portage Inlet, Craigflower Creek and Millstream Creek.

Riparian areas and shorelines are important for their ecological value and contribution to the physical and cultural identity of View Royal. These areas support a rich diversity of flora and fauna and are integral elements of greater local and regional environmental systems. Unnecessarily disturbing these sensitive environments may harm their vitality and the ecological services they provide. This Development Permit Area has been established to ensure that the ecological value of sensitive watercourse and shoreline areas have been considered prior to development, and that measures will be taken to limit or avoid damage to these ecosystems. To the fullest extent possible all shorelines and riparian zones should be kept in a natural state and restored if they have been disturbed by development intrusions or public activity.

Owners of land within this Development Permit Area must not do any of the following without first obtaining a development Permit in accordance with the guidelines for this Development Permit Area:

- Alter lands, including soil disturbing activities and removing or altering vegetation;
- Subdivide lands; or
- Construct or alter a building or structure.

Objectives

The objectives of requiring a Development Permit in the areas identified as Natural Watercourse and Shoreline Areas are to:

- Plan and regulate new development in a manner that preserves and protects the physical and ecological integrity of shorelines and watercourses.
- Protect endangered species and ecosystems.
- Guard against erosion and avoid damage to public property.
- Ensure public safety.
- Balance development opportunities with ecological conservation.
- To ensure compliance with the Riparian Area Regulations.
- To foster Development that follows recognized best management practices (BMPs) such as outlined in the B.C. Ministry of Environment's *Develop with Care* manual and related publications.

Exemptions

The following do not require a development permit:

- Repair, maintenance, alteration or reconstruction of existing legally or legally non-conforming sited buildings, structures or utilities provided there is no alteration of undisturbed land or vegetation.
- Emergency repairs to existing structures and public walkways where a potential safety hazard exists.
- Removal of trees deemed to be hazardous by a qualified arborist that threaten the immediate safety of life and buildings.
- Removal of hazardous trees with a valid Tree Alteration and Cutting Permit.
- Small-scale removal by hand (10m² or less) of invasive species or noxious weeds.
- Larger-scale removal of invasive species or noxious weeds in accordance with a vegetation management plan prepared by a Registered Professional Biologist or other qualified professional.
- Within an existing landscaped area that is outside of a Streamside Protection and Enhancement Area, the placement of impermanent structures, such as benches, tables and garden ornaments and the gardening and yard maintenance activities, such as lawn mowing, tree and shrub pruning, vegetation planning and minor soil disturbances that do not alter the contours of the land.

- The construction of a small accessory building, such as a pump house, gazebo, garden shed or playhouse, if all the following apply:
 - The building is located within an existing landscaped area;
 - No native trees are removed;
 - The building is located outside of a Streamside Protection and Enhancement Area, or a minimum of 10 metres from the high water mark of the ocean; and
 - The total area of small accessory buildings is less than 10m².
- Municipal public works, undertaken or authorized by the Town of View Royal.
- Park and works services, undertaken or authorized by the Town of View Royal, the Province of BC or the Capital Regional District.
- Emergency actions required to prevent, control or reduce an immediate threat to human life, the natural environment or public or private property including:
 - Forest fire, flood, and erosion protection works;
 - Protection, repair or replacement of public utilities;
 - Clearing of an obstruction from a bridge, culvert, dock, wharf or stream;
 - Bridge repairs; and
 - Removal of hazardous trees.

GUIDELINES – GENERAL

- i. Development in freshwater riparian areas – e.g. adjacent to streams, lakes, wetlands and other freshwater watercourses – must comply with the requirements of the Riparian Area Regulations.
- ii. Development of riparian and shoreline areas should be limited and not negatively impact the ecological health of the immediate area or impede public access.
- iii. Retention of existing healthy riparian and shoreline vegetation should be maximized with any paths, structures or other constructed areas sited to minimize impact on trees and sensitive areas.
- iv. Restoration of riparian and shoreline vegetation and habitat, including removal of invasive species, is encouraged for all properties within this Development Permit Area. Development should result in a net increase in native vegetation in almost all circumstances including trees, shrubs and grasses.
- v. For shoreline areas heavily impacted by previous development, target the restoration of ecologically appropriate vegetation for an average 15m wide (minimum 5 m) shoreline zone over 50% of the shore length.
- vi. Riparian and shoreline area development should sensitively manage storm water, focusing on infiltration and release of storm water in ways and quantities that mimics natural patterns, avoids scouring and erosion and results in storm water free from pollutants.

- vii. Shoreline protection measures should be limited to those necessary to prevent damage to existing structures or established uses on adjacent upland.
- viii. In the design of new developments or re-development, the use of soft engineered and innovative alternatives to stabilizing shorelines and preventing erosion, such as bioengineering rather than traditional hard engineered measures should be used. In general, the harder the construction measure, the greater the impact on shoreline process, including sediment transport, geomorphology and biological functions. Hard" measures refer to those with solid, hard surfaces, such as concrete bulkheads, while "soft" structural measures rely on less rigid materials, such as biotechnical vegetation measures or beach enhancement. There is a range of measures varying from soft to hard that include:
 - Vegetation enhancement.
 - Upland drainage control.
 - Biotechnical measures.
 - Beach enhancement.
 - Anchor trees.
 - Gravel placement.
 - Rock (rip rap) revetments.
 - Gabions.
 - Concrete groins.
 - Retaining walls or bulkheads.
- v. Where hard measures can conclusively be shown to be the only means of effectively preventing erosion, they should be designed in consultation with a registered professional biologist, qualified environmental professionals and professional engineers, as appropriate.
- vi. The preservation and enhancement of native trees and shrub clusters that overhang the waters edge is strongly encouraged as these provide shade, protection and feeding habitat for fish and wildlife.
- vii. Any new public pathways or public access should be designed and constructed in consultation with a registered professional biologist or qualified environmental professional, as appropriate, and the Town of View Royal Parks Department.

GUIDELINES – CONSTRUCTION OF NEW AND REPLACEMENT OF EXISTING DOCKS AND BOAT LAUNCH FACILITIES

- i. Docks and wharves should ensure that public access along the shore is maintained, and should serve multiple users as much as possible rather than one dock per property.
- ii. Design, size and location of docks and wharves should not limit opportunities for water access for neighbouring private properties.
- iii. Private docks and wharves should be designed to provide access to the water and seasonal boating opportunities, rather than sized to facilitate year round moorage of boats.

- iv. Docks and wharves should be sited to avoid impacts on sensitive ecosystems such as eelgrass beds, fish habitat, and natural processes such as currents and littoral drift.
- v. Docks should be constructed in a manner that permits the free flow of water beneath. Supports should be located on a hard substrate.
- vi. Floating docks should not rest on the bottom at any time and a minimal, moveable ramp should be utilized to connect the dock with the shore rather than a fixed wharf or pier.
- vii. Piers and pilings and floating docks are preferred over solid-core piers.
- viii. Docks should be constructed of stable materials that will not degrade over time. The use of unenclosed plastic foam or the use of creosote treated pilings is strongly discouraged.

GUIDELINES - SPECIFIC OCEAN SHORELINE TYPES

Rocky Shores consist primarily of rock platform, and may include steep cliffs or shelves overlain with beach veneer of boulders, gravel or rubble. While shore protection measures are generally not required on rocky shores as the bedrock provides adequate protection from erosion the following guidelines apply:

- i. Ensure that a minimum 15-metre setback for new buildings and structures, additions to existing buildings and structures or the placement and removal of fill is maintained.
- ii. A setback of less than 15-metres may be considered if it is supported by a report by a qualified coastal professional (for geotechnical and coastal process considerations) and a registered professional biologist (for biological/environmental considerations) and satisfies all of the guidelines associated with this development permit area.
- iii. Due to the inherently stable nature of this type of shoreline, applications for shore protection measures will generally not be accepted unless evidence is provided by a qualified coastal professional that there is a substantial risk of damage or loss of structures.

Beach Shores may consist of broad silty/sandy beaches or gravely/blocky rubble beaches or mixed rock with beach sediment, and may be classified as either a drift-sector or pocket beach. With this type of shoreline, the following guidelines apply:

- i. Ensure that a minimum 15-metre setback for new buildings and structures, additions to existing buildings and structures, or the placement and removal of fill is maintained.
- ii. Where shore protection measures are necessary, make use of “beach nourishment” designs, which add appropriately sized material to the upper beach, creating a natural beach slope and beach armour.
- iii. Use of seawalls and rip rap embankments are generally not acceptable except when no alternative shore protection design is possible.

Marsh Shores include both mudflat and delta areas, and are generally highly sensitive and productive natural areas. The intertidal (foreshore) zone in this area is typically dynamic,

changing in response to large stream flows and storm events. Though dynamic, the shore zone in these areas is generally accreting rather than eroding. It is important to allow sufficient space to allow these natural sediment processes to occur. With this type of shoreline, the following guidelines apply:

- i. Provide a property-specific assessment with respect to building setbacks and shore protection designs, as stream sediment processes are important and will vary from site to site.
- ii. Dredging or filling of marsh shore should not be permitted.
- iii. Use of marsh shore areas should be limited to park or conservation uses that do not require structural intrusions.
- iv. Where shore protection measures are necessary, make use of “beach nourishment” designs, which add appropriately sized material to the upper beach, creating a natural beach slope and beach armour.
- v. Sea walls and rip rap embankments should not be used to protect these shoreline areas.

GUIDELINES FOR DEVELOPMENT APPLICATIONS

- i. Development applications shall include an impact assessment report, following recognized best-management practices, prepared by a registered professional biologist with the following information:
 - Detailed identification of all environmentally sensitive areas within the site;
 - Criteria used to define the boundaries of ESAs;
 - Inventory of significant fish species, red and blue list species, sensitive ecosystems wildlife trees and related habitat classification within the site;
 - Impact statement describing effects of the proposed development on natural conditions;
 - Recommendations for mitigating habitat degradation, including management of sedimentation and erosion, stabilization and re-vegetation of degraded or impacted areas, identification of areas that should remain free of development or be subject to special conditions, and recommendations as to any rearrangement of proposed development activities on the site that would be beneficial to the protection of ESAs
 - Guidelines for mitigating habitat degradation, including limits of proposed leave strips and buffer zones.
 - Recommended development permit conditions under s. 920(7) of the Local Government Act, to be considered by the Town in issuing a development permit, including any recommendations regarding the timing and sequence of development activities and the monitoring of those activities by the professional biologist

- ii. In relation to watercourse areas, the impact assessment report shall be prepared by a qualified environmental professional in accordance with the assessment methods for riparian area assessments prescribed under the Riparian Areas Regulation and shall provide the information listed in the previous guideline.
- iii. Where development is within this Development Permit Area, design details of proposed mitigating measures are to be provided in an environmental management plan prepared by qualified project consultants with the assistance of a registered professional biologist. Minimizing sedimentation and erosion, stabilizing and re-vegetating impacted areas, and monitoring requirements must also be addressed in the management plan.
- iv. Where development is within this Development Permit Area, a storm water management plan must be prepared by a qualified engineer in consultation with a registered professional biologist.
- v. Where steep or unstable slopes exist or there is risk of flooding, a report from a geotechnical engineer must be provided.
- vi. Design details for all shoreline works must be submitted by qualified engineer.

DEVELOPMENT PERMIT AREA: SENSITIVE TERRESTRIAL ECOSYSTEMS

Those lands, as shown on Schedule Q (3), are designated as a Development Permit Area for the protection of the natural environment and protection of development from hazardous conditions in accordance with the Section 919(1)(a) and (b) of the *Local Government Act*.

Justification

These areas of View Royal consist of both large areas and small pockets of high value ecosystems beyond the boundaries of the Natural Watercourse and Shoreline Development Permit Area. These sensitive terrestrial features include remnants of terrestrial herbaceous, Garry Oak woodland and older forest ecosystems as well as relatively mature second growth forest with important natural and wildlife habitat values. It is in these areas where examples of threatened and endangered species are mostly to be found in View Royal.

- The area adjacent to Mill Hill and Thetis Lake Regional Park is also a “wildland/urban interface” area and includes steep slopes, which results in greater hazards to development that must be understood and managed.

Owners of land within this Development Permit Area must not do any of the following without first obtaining a development Permit in accordance with the guidelines for this Development Permit Area:

- Alter lands, including soil disturbing activities and removing or altering vegetation;
- Subdivide lands; or
- Construct or alter a building or structure.

Objectives

The objectives of requiring a Development Permit in the areas identified as Sensitive Terrestrial Ecosystem Development Permit Area are to:

- Plan and regulate new development in a manner that preserves and protects the physical and ecological integrity of sensitive ecosystems.
- Protect endangered species and ecosystems.
- Cluster development away from the most sensitive ecological areas.
- Ensure public safety.
- Minimize the threat of wildland fires and damage to property and public injury as a result of wildland fires.
- Balance development opportunities with ecological conservation.
- To foster Development that follows recognized best management practices (BMPs) such as outlined in the B.C. Ministry of Environment’s *Develop with Care* manual and related publications.

Exemptions

The following do not require a development permit:

- Repair, maintenance, alteration or reconstruction of existing legally or legally non-conforming sited buildings, structures or utilities provided there is no alteration of undisturbed land or vegetation.
- Development, upon submission to the Director of Development Services of a written statement from a professional biologist with relevant experience confirming the absence of a sensitive ecosystem within the area that would be affected by the proposed work.
- Emergency repairs to existing structures and public walkways where a potential safety hazard exists.
- Construction of a fence so long as no native trees are removed and the disturbance of native vegetation is restricted to 0.5 metres on either side of the fence.
- Removal of trees, deemed to be hazardous by a qualified arborist, that threaten the immediate safety of life and buildings.
- Removal of hazardous trees with a valid Tree Alteration and Cutting Permit.
- Repair and maintenance of existing roads, driveways, paths and trails, provided there is no expansion of the width or length of the road, driveway, path or trail, and no creation of additional impervious surfacing, including paving, asphaltting or similar surfacing.
- Small-scale removal by hand (10m² or less) of invasive species or noxious weeds.
- Larger-scale removal of invasive species or noxious weeds in accordance with a vegetation management plan prepared by a registered professional biologist, with appropriate relevant experience.
- Gardening and yard maintenance activities within an existing landscaped area, such as lawn mowing, tree and shrub pruning, vegetation planting and minor soil disturbance that do not alter the general contours of the land.
- Forest harvesting and related activities that comply with the *Private Managed Forest Land Act* on properties assessed as Managed Forest under the *BC Assessment Act*.
- Within an existing landscaped area that is outside of a Streamside Protection and Enhancement Area, the placement of impermanent structures, such as benches, tables and garden ornaments and the gardening and yard maintenance activities, such as lawn mowing, tree and shrub pruning, vegetation planning and minor soil disturbances that do not alter the contours of the land.
- Municipal public works, undertaken or authorized by the Town of View Royal.
- Park and works services, undertaken or authorized by the Town of View Royal, the Province of BC or the Capital Regional District.

- The construction of a small accessory building such as a pump house, gazebo, garden shed or play house if all the following apply:
 - The building is located within an existing landscaped area;
 - No native trees are removed;
 - The building is outside of a Streamside Protection and Enhancement Area, or a minimum of 10 metres from the high water mark of the ocean; and
 - The total area of small accessory buildings is less than 10 m².
- Emergency actions required to prevent, control or reduce an immediate threat to human life, the natural environment or public or private property including:
 - Forest fire, flood, and erosion protection works;
 - Protection, repair or replacement of public utilities;
 - Clearing of an obstruction from a bridge, culvert, dock, wharf or stream;
 - Bridge repairs; and
 - Removal of hazardous trees.

GUIDELINES – GENERAL

The following guidelines apply to all development permit applications in all Sensitive Terrestrial Ecosystem Development Permit Areas:

- i. Identify critical areas containing important, rare or fragile sensitive ecosystems or habitat.
- ii. Avoid locating development in areas containing important, rare or fragile sensitive ecosystems or habitat where reasonable alternative sites exist.
- iii. The area cleared and disturbed for development should be minimized.
- iv. Fewer, but larger, undisturbed areas should be retained, rather than small or isolated undisturbed areas.
- v. Buildings and associated infrastructure should be sited with sufficient undisturbed space around significant mature or established trees to protect root systems.
- vi. Undeveloped buffer areas should be retained around sensitive ecosystems, features or habitat where feasible. Buffer areas should be of sufficient width to limit access by invasive plants.
- vii. Natural features should be retained through incorporation into the design of the development. In particular, unique or special natural features such as native grasses, rare plants, unique land forms, rock outcroppings, mature trees, spits and dunes should be protected.

- viii. Connections and corridors should be maintained to provide continuity between sensitive ecosystems and important habitat.
- ix. Use of drought resistant and native plants in landscaping is encouraged.
- x. The planting or introduction of non-native plants should be avoided.
- xi. Avoid the introduction of invasive species.
- xii. Soil removal or deposit within or adjacent to a sensitive ecosystems or habitat should be avoided.
- xiii. Alteration of natural drainage systems in ways that increase or decrease the amount of water available to a sensitive ecosystem should be avoided.
- xiv. Septic fields should be located in such a manner to avoid the possibility of polluting sensitive ecosystems or habitat.
- xv. Driveways and other accesses should be limited to the number required for safe access, with shared driveway access where feasible. Driveway lengths and widths should be limited to the minimum necessary. If possible, the use of impervious surfaces should be discouraged.
- xvi. The permit conditions may include:
 - Construction of permanent or temporary fencing around sensitive features;
 - Fencing, flagging and posting of notices during construction;
 - Limits on blasting in sensitive areas;
 - Limits on construction timing;
 - Provision of works to maintain or restore the quantity or quality of water reaching environmentally sensitive areas or habitat;
 - Restoration or enhancement of disturbed sensitive ecosystems and habitat; and
 - Registration of restrictive covenants.

GUIDELINES –WILDLAND/URBAN INTERFACE AND STEEP SLOPE AREAS

- i. Building and site design should seek to minimize fire risk in the Town of View Royal Community Wildfire Protection Plan area.
- ii. Development in wildland/urban interface areas should follow BC FireSmart principles with specific consideration given to the following:
 - Use tile, steel or other non-combustible material for roofing. Include closed-in soffits.
 - Keep roofing clear of combustible material accumulation.
 - Use siding materials such as stucco, steel, aluminum or cementitious material.
 - Avoid decks and porches, or construct with non-combustible material. Alternatively, build using wood materials with underside fully enclosed.
 - Underground wiring should be installed for power supply to the building or structure. If overhead wires, avoid physical contact with adjacent trees.
 - Ensure availability of water for entire building, exterior and roof.
 - Ensure vehicle access to adjacent forest land. Avoid dead-end access roads with no turn-around provision.
 - Establishing a 10 metre fuel free zone around buildings and, where landscaped, planted with lawn or native fire resistant species and irrigated. Remove coniferous trees within 10 metres of buildings.
- iii. Development should avoid siting on steep slopes wherever possible.
- iv. Where steep slopes cannot be avoid development should seek to minimize alteration of existing topography through excavation and blasting and employ building designs that work with existing topography.
- v. All development on or adjacent to steep slopes must be certified safe by a geotechnical engineer.

GUIDELINES FOR DEVELOPMENT APPLICATIONS

- i. Development applications shall include an impact assessment report prepared by a registered professional biologist with the following information:
 - Detailed identification of all environmentally sensitive areas within the site.
 - Criteria used to define the boundaries of ESAs.
 - Inventory of red and blue list species and ecosystems and sensitive ecosystems within the site.
 - Impact statement describing effects of the proposed development on natural conditions.
 - Guidelines for mitigating habitat degradation, including limits of proposed no development zones and buffer areas.

- ii. Where development is in proximity to this environmentally sensitive area, design details of proposed mitigating measures are to be provided in an environmental management plan prepared by qualified project consultants with the assistance of a registered professional biologist. Minimizing sedimentation and erosion, stabilizing and re-vegetating impacted areas, and monitoring requirements must also be addressed in the management plan.
- iii. Where development will encroach on this Development Permit Area, a storm water management plan must be prepared by a qualified engineer in consultation with a registered professional biologist.
- iv. Where steep or unstable slopes exist or there is risk of flooding, a report from a geotechnical engineer must be provided.
- v. Where required by the Riparian Area Regulations, the completion and submittal of a Riparian Area Assessment Report.
- vi. In the area north of Thetis Lake Regional Park and the lands in the vicinity of Mill Hill Regional Park, a Wildland/Urban Interface Fire Smart risk assessment and management plan must be provided.

Variances

The Town may consider variances to siting or size regulations where the variance could result in enhanced protection of an environmentally sensitive area.

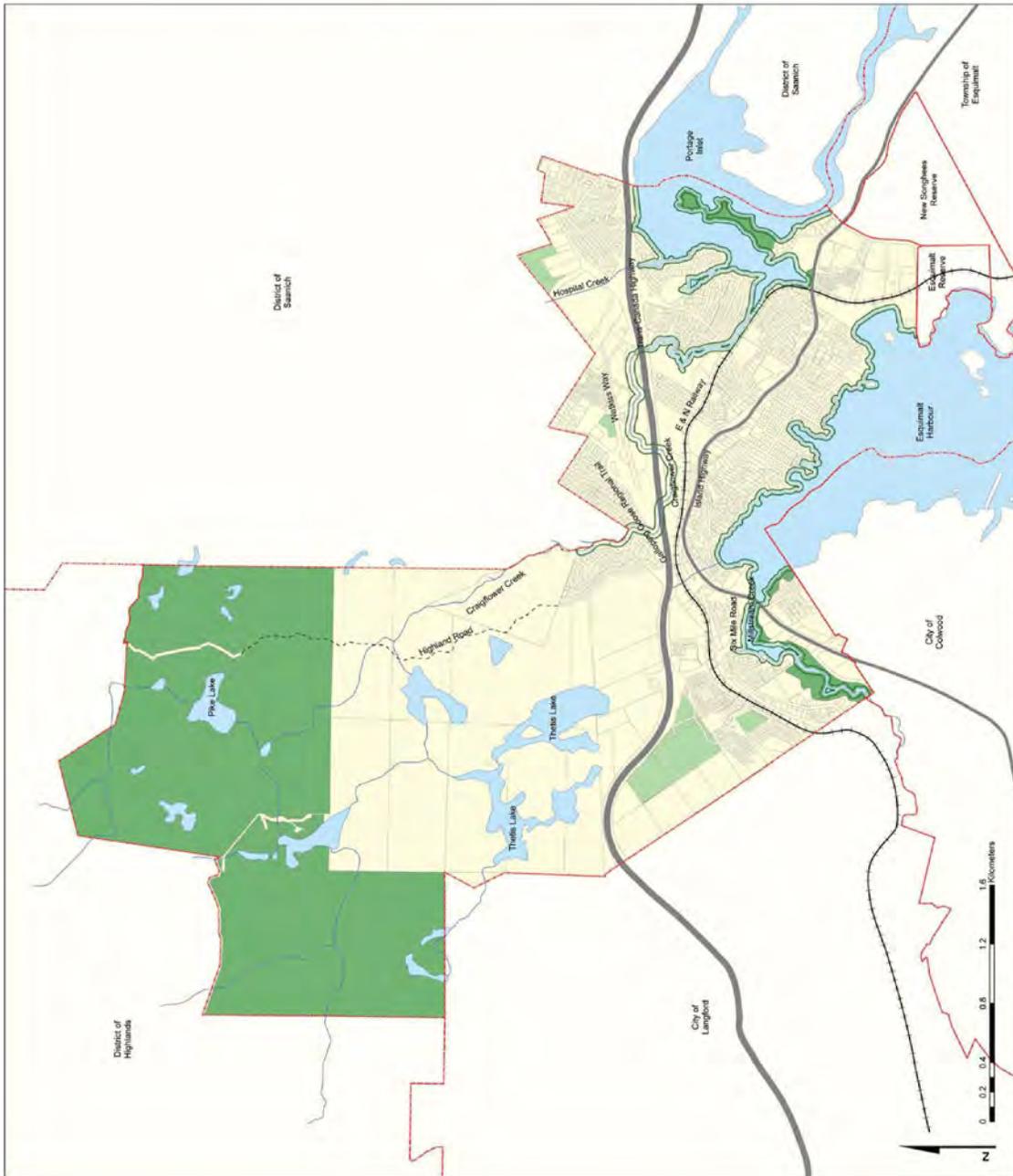
Schedule Q Environmental Protection and Natural Hazard Development Permit Areas

- Terrestrial Sensitive Ecosystem and Natural Watercourse and Shoreline Development Permit Area
 - Terrestrial Sensitive Ecosystem Development Permit Area
 - Natural Watercourse and Shoreline Development Permit Area
- For details on the extent of these Development Permit Areas, refer to page 106.

- Municipal Boundaries
- Property Boundaries
- Water Features

Major Transportation Routes

- Trans-Canada Highway
- Island Highway
- E & N Railway



Source: Geography Division, Statistics Canada; Boundary File, 2000 Census 95-100-VIEWROYAL. Other data supplied by the Capital Regional District and the Town of View Royal. Note: For graphical reference only, data accuracy pending verification. April 7, 2011



Glossary

Glossary

Accessibility	The ability to access goods, services, places, people, or housing. In the context of transportation, accessibility is the ability to access transportation choices and easily get around without prohibitive mental, physical, or financial barriers.
Active Transportation	A means of transport in which one uses their own power to travel from one place to another. This includes walking, cycling, and rolling.
Adaptive Ecosystem Management	Involves a continuously evolving method of natural resource management that plans, implements, monitors, researches, evaluates, and incorporates new approaches to respond to the changing conditions of the environment to best protect its long-term integrity.
Affordable Housing	means housing that costs less than 30% of a household's gross before-tax income.
Age-Friendly Housing	Housing designs and typologies that allow residents to age-in-place and enable residents to live and remain in their community through changes in lifestyle and income.
Aging In Place	Refers to the ability for individuals or groups of people to grow older without having to change their place of residence and/or community.
Agricultural Land Reserve	Lands that are classified, protected, and regulated under the <i>Agricultural Land Commission Act</i> .
Apartment	Refers to a residential building containing three or more self-contained dwelling units. Dwelling units within the building share a common entry access and may be separated from one another vertically and/or horizontally.
Asset Management	An integrated approach to planning, operating, and maintaining physical infrastructure and amenities, such as roads, sewer systems, and treatment facilities, amongst others.
Attached Dwellings	A building used or designed with a minimum of two self-contained dwelling units with at-grade access. Common examples include a single detached dwelling with a secondary suite, duplexes, and triplexes.

Attainable Housing	Means housing types that suit the need of a household in terms of size and type of housing, as well as subsequent housing costs that are community-specific.
BC Energy and Zero Carbon Step Codes	The BC Energy Step Code establishes the performance requirements for energy efficiency in new buildings. The BC Zero Carbon Step Code complements the BC Energy Step Code by setting the emission reduction targets for new buildings.
Blue Space	Refers to areas where watercourses are the predominant features. These spaces are key areas to support recreation, economic development, civic uses, environmental protection, and overall community health and well-being.
Calls to Action	The 94 actionable recommended steps that resulted from the Truth and Reconciliation Commission research into the impact of the Indian Residential School system on Indigenous Peoples. The 94 Calls to Action are policy recommendations that speak to all sectors of Canadian society.
Civic	Relates to the Town of View Royal, its administration, areas of influence, and public entities (i.e. schools).
Climate Change	The long-term change in the average weather patterns that a given region experiences, including average temperature, precipitation and wind patterns. It involves changes in the variability or average state of the atmosphere over durations ranging from decades to millions of years. These changes can be caused by dynamic processes on Earth (ocean processes, volcanoes), external forces including variations in sunlight intensity, and, more recently, by human activities.
Climate Change Adaptation	Adjustments to processes, practices, and structures to moderate damages associated with climate change.
Climate Change Mitigation	Avoiding and reducing emissions and stabilizing the levels of heat-trapping greenhouse gas emissions in the atmosphere to slow the effects of climate change.
Colonization	The process by which European settlers and the Canadian Government sought to establish control, seize land, and impose European language, religion, and legal systems in place of Indigenous ways of life.

Core Housing Need	Households that are required to spend at least 30% of their gross before-tax income on adequate housing, with no alternative options.
Corridors	Major transportation routes where increased development density is generally encouraged to maximize accessibility for vehicles, public transit, and pedestrians. In View Royal, key corridors include Admirals Road, Helmcken Road, Island Highway, and the Western Gateway Employment District Corridor.
Declaration on the Rights of Indigenous Peoples Act (DRIPA) / Declaration Act	An act passed in 2019 in British Columbia that mandates the provincial government to bring provincial laws into alignment with the United Nations Declaration on the Rights of Indigenous Peoples and establishes the United Nations Declaration on the Rights of Indigenous Peoples as the province's framework for reconciliation.
Decolonization / Decolonizing	The process of examining the colonial assumptions, narratives, and beliefs, deconstructing and dismantling the colonial ideology, and reshaping structures to reflect other worldviews.
Density	Refers to the number of residential units allowed within one legal parcel based on its land area.
Detached Dwelling / Detached House	A building consisting of one dwelling unit, or two dwelling units if one of them is a Secondary Suite.
Development Cost Charges	Means a levy applied by a municipality to new development to offset the long-term cost of providing new or extended infrastructure services to the community.
Drinking Water Protection Act	Provincial legislation that covers all water systems other than single-family dwellings (and systems excluded through the regulation) in the province that sets out the requirements for drinking water operators and suppliers to ensure the provision of safe drinking water to communities.
Duplexes	Refers to two attached, ground-oriented dwelling units.
Dwelling Unit	Refers to one or more rooms which constitute a self-contained residential unit that is used or intended to be used by one household for living and sleeping purposes and includes only one room equipped for the preparation of food and at least one bathroom.

Environmentally Sensitive Area	Ecosystems and/or habitats that provide high value to the natural environment through their ability to support biodiversity, animal and plant species, and natural systems such as purifying the air and water. These areas may also house rare ecosystems, habitats for species at risk, or areas easily disturbed by human activity.
Equity	Equity involves creating a fair distribution of opportunities, power, and resources regardless of age, ability, gender, culture or background. This takes into account an understanding of the historically different social, political and environmental conditions that have shaped power structures and created barriers for individuals and communities to cultivate an environment that places everyone on the same level.
Equity-Deserving People	Refers to those who often face discrimination or other forms of systemic disadvantage. They include, but are not necessarily limited to, persons of colour, persons with disabilities, people with low incomes, youth, Indigenous peoples, 2SLGBTQIA+ individuals, and women.
FireSmart	A provincial initiative aimed at reducing the risk of wildfire damage to homes, communities, and forests. This may involve embedding FireSmart principles into home and area management or participating in the FireSmart program.
Floor Space Ratio	Floor Space Ratio or FSR is the maximum allowable density expressed as the ratio of built (or buildable) area to land area.
Food Security	Means that all community members, regardless of age, ability, gender, culture or background, have equitable access to food that is affordable, culturally preferable, nutritious and safe.
Frequent Transit Routes	Transit routes that provide high-density areas with a convenient, reliable and frequent 15-minute or better service, 7:00 a.m. to 7:00 p.m., Monday through Friday, as defined by BC Transit.
Garden Suite	A legal, detached, ground-oriented rental suite located in the backyard of a property with a single-family home as its primary use.
Green Infrastructure	Natural and semi-natural engineered systems that support with managing drainage. Examples include green roofs, permeable pavements, and rain gardens, amongst others.

Green Space	Means any area that should be maintained in perpetuity because of its environmental, educational, scientific, recreational, or aesthetic qualities and may include trails, parks, reserves, natural forests, wetlands, and any other land set aside for such a purpose through agreement between the Town of View Royal and the property owner.
Greenhouse Gas Emissions (GHG)	Refers to gases present in the atmosphere, which reduce the Earth's loss of heat into space and therefore contribute to global temperatures through the greenhouse effect. Greenhouse gases are essential to maintaining the temperature of the Earth, however, an excess of greenhouse gases can raise the temperature of a planet to uninhabitable levels.
Greenways	Linear green spaces that connect natural areas and communities, associated with watercourses, trails, and transportation routes, which provide wildlife habitat and increase recreational opportunities.
Ground-Oriented Housing	A residential unit with direct access to ground-level outdoor space, such as a townhouse or duplex.
Heritage	A broad concept that touches on a wide range of places and experiences, including tangible, physical remnants of the past as well as society's intangible values, beliefs, customs, and traditions. Heritage is flexible and responds to diversity and accessibility to ensure that all forms of heritage are celebrated in the community.
Heritage Conservation Act	Provincial legislation that encourages and enables the protection and conservation of sites with historical, cultural and/or archaeological value in British Columbia. Most of the archeological sites in British Columbia are of Indigenous origin. Altering these protected sites without a permit is prohibited under the <i>Heritage Conservation Act</i> .
Heritage Register	A list of properties in a local government that have heritage value due to their historical, cultural, or architectural significance.

High-Tech Uses	Industries in the North American Industry Classification System that BC Stats classifies as being high technology. These uses are generally less-polluting industrial production and industrial service industries that rely on advanced technology like aerospace, computing, telecommunications, pharmaceuticals, and medical manufacturing.
Home-Based Business	Businesses for gain or support clearly secondary to the principal residential use of a property, but do not include occupations that may be permitted as principal uses of a property, or which are secondary to principal non-residential uses of a property (e.g., agricultural use on land zoned to allow agriculture as a principal use is not a home occupation).
House-plex	Attached housing with four or more dwelling units in one building.
Housing Needs Report	Municipal reports, required by provincial legislation, that support a community in better comprehending the current and future housing needs. Housing needs are identified by identifying existing and projected gaps in housing supply by collecting and analyzing quantitative and qualitative information about local demographics, household incomes, housing stock, and other factors.
Housing Needs Report Method	<p>The methodology that local governments use to calculate the total number of housing units needed over 5 and 20 years. The six components of the method include:</p> <ol style="list-style-type: none"> 1. Supply of units to reduce extreme core housing need (those paying more than 50% of income for housing); 2. Supply of units to reduce homelessness; 3. Supply of units to address suppressed household formation; 4. Supply of units needed to meet household growth over the next 5 or 20 years; 5. Supply of units needed to meet at least a 3% vacancy rate; and; 6. Supply of units needed to meet local demand. This component is only included for municipalities.

Housing Statutes (Transit-Oriented Areas) Amendment Act	Provincial legislation adopted in 2023 that mandates municipalities to designate areas within 800 metres of a rapid transit station and 400 metres of a bus exchange as transit-oriented development areas where local governments are required to ensure minimum levels of density, remove restrictive parking minimums, and consider guidance and details in the Provincial Policy Manual.
Infill	A land use planning concept that involves the redevelopment of existing developed sites, generally to increase the density of the lot by revitalizing underused lands. The type of infill will depend on the lot location, but may include typologies such as Small Scale Multi Unit Housing developments, larger scale residential developments, mixed-use buildings, and office buildings.
Inflow and Infiltration	Rainwater and groundwater that gets into sanitary sewer pipes through holes, cracks, leaks, or improper connections. Inflow and infiltration impact sewer performance and increase treatment costs.
International Association of Public Participation	Commonly referred to as IAP2, a global standard for how organizations and governments can meaningfully engage and include all people and groups in the decision-making process.
Land Use Designation	Policies that reflect spatially defined areas established through the Official Community Plan and include permitted uses and development densities.
Local Government Act	Legislation enacted by the Province to establish, give powers to and regulate local governments; this includes regulation and guidance on OCPs.
Lot	Means any parcel, block or other area in which land is held or into which it is subdivided whether under the <i>Land Title Act</i> or the Bare Land Strata Regulations under the <i>Strata Property Act</i> and includes a water lot, but does not include a phase subdivision boundary.
Lived and Living Experience	The experiences of people on whom a social issue or combination of issues has had a direct impact, such as people who have experienced or are experiencing mental illness, substance use and addiction.

Memorandum Of Understanding	A formal yet non-binding agreement that outlines the intention between two or more parties to create a roadmap for collaboration and future legally binding agreements.
Micro-Mobility	Refers to transportation via a small, typically electric, lightweight device that allows for individual human transport, such as scooters, hoverboards, bicycles, and skateboards.
Mixed-Use	A development typology that accommodates a variety of uses with clear and convenient connections to the public realm. Mixed-use developments typically have retail, commercial, civic, or industrial uses located on the ground level and lower floors, and residential or office units occupying the upper floors. Mixed-use developments provide conveniently located amenities and services accessed by multi-modal transit within a neighbourhood.
Mobility Hub	A strategic location offering access or connections to multiple modes of transport, including transit, cycling, walking, rolling, and private vehicles. These hubs are usually central to concentrations of medium- to high-density development.
Mode Share	The proportion of travellers using a particular type of transportation to get around, such as walking, cycling, transit, rolling, ride share, or private vehicles.
Multi-Model Transportation / Multi-Modal Network	The provision and accommodation of a variety of transportation modes, including, but not limited to, walking, rolling, cycling, transit, and vehicle usage in moving about the community.
Natural Amenities	Place-based attributes created by the environment that provide local benefits, such as forests and watercourses.
Natural Area	Areas within the urban and rural landscapes that contain native species, ecological areas, or habitat features to support biodiversity.
Natural Asset	Natural resources, ecosystems and their services that support the health and well-being of the community. May include trees that prevent erosion and provide shade, or a wetland that provides important habitat for species at risk.

Natural Hazards	Atmospheric, hydrologic, seismic, volcanic and wildfire phenomena that, because of their location, severity, and frequency, have the potential to seriously affect society.
Net Zero	The objective to emit no greenhouse gas emissions or to offset emissions, such as through carbon capture, to prevent further increase GHG levels in the atmosphere.
Nodes	Refers to community focal points, such as intersections or transit hubs, that act as key centers of activity. They typically include higher-density, mixed-use areas that are community-focused, provide services and amenities, and enhance transit service.
Non-Market Housing	Housing designed for independent living by single persons or families who cannot afford to pay the prevailing market rent or who have needs that are not being met by the market, and where the housing units are owned and operated by a government agency or a not-for-profit society.
Non-Motorized Vessels	Refers to lower-impact vessels on the water that are propelled either by human power (i.e. a kayak, canoe, or paddleboard) or other vessels without a motor like a sailboat.
Open Space	See Green Space.
Ownership, Control, Access, and Possession (OCAP)	Principles that establish First Nations' exclusive ownership, control, and collective rights to data sovereignty. These principles establish how First Nations' data and information will be collected, stored, interpreted, used, and shared.
Public Realm	The areas accessible to all members of the public, regardless of income or social status or income. These spaces can include right of ways, parks, public plazas, libraries, community centres, waterways, and foreshores.
Purpose Built Rental Housing	Multiple dwelling unit buildings with the intent of the units being rented in the private market and not sold to private owners.
Qualified Environmental Professional	A worker licensed or registered in good standing with a professional organization in one of the following categories: an agrologist, applied technologist or technician, professional biologist, professional engineer, professional forester, professional geoscientist, or registered forest technologist.

Rapid Transit Routes	Fast, frequent and reliable service between areas of highest demand in the region, with buses expected to arrive at least every 15 minutes between 7:00 a.m. and 10:00 p.m. every day of the week, as defined by BC Transit.
Reconciliation	The ongoing process of establishing and maintaining mutually respectful relationships between Indigenous and non-Indigenous peoples.
Riparian Area	A transitional zone between upland and freshwater ecosystems. The vegetation it supports is in contact with the stream or is sufficiently close to have a major influence on the total ecological character and functional processes of the stream.
Riparian Area Protection Regulation	Provincial regulation that calls on local governments to protect riparian areas on lots subject to development by ensuring that a Qualified Environmental Professional conducts a science-based assessment of proposed activities.
Secondary Suite	Refers to a secondary and subordinate dwelling unit that is entirely contained within, and is subordinate to, a detached dwelling.
Short-Term Rental	Refers to accommodation, often advertised online for tourists, provided to the public on a host's property for a period of less than 90 consecutive days. These rentals do not include accommodation that was intended to be provided for 90 days or longer.
Small-Scale Multi-Unit Housing	Includes detached homes, duplexes, house plexes, townhouses, garden suites, and secondary suites.
Supportive Housing	<p>A specific type of social housing that provides on-site supports and services to residents to maintain housing stability. Some supports and services may be delivered through on-site staff or outreach programming. Supportive Housing primarily assists the community with housing for:</p> <ul style="list-style-type: none"> • persons who are unhoused or at risk of becoming unhoused; • persons who have faced barriers to housing, such as struggling with mental illness or substance use; and/or • seniors or persons with disabilities or others who require services not available in other forms of housing.

Species At Risk	Legally protected wildlife under the federal <i>Species at Risk Act</i> that outlines actions to ensure that a species does not go extinct. Areas known to have species of risk require extra assessment to ensure that the proposed development does not affect the protection of the species.
Transit-Oriented Area / Transit-Oriented Development	Refers to high-density mixed-use development clustered around a transit station or stop designed to encourage transit use. The Province of British Columbia legislates municipalities to designate Transit-Oriented Development / Areas within 800 metres of a rapid transit station (e.g. SkyTrain station) and 400 metres of a bus exchange.
Transportation Demand Management	Comprises strategies that seek to improve the movement of people and goods, reduce dependence on the private car, and encourage travel via modes of alternate transport, such as transit, cycling, walking, rolling, and car share. Common desired outcomes of implementing transportation demand management strategies are reduced traffic congestion, lowered demand for parking, and cleaner air.
Truth and Reconciliation Commission	The Truth and Reconciliation Commission of Canada informed Canadians about the significant impacts of Indian Residential Schools, documented the truth of Survivors, their families and communities, and prepared several reports, including 94 Calls to Action that shape how Canada, the provinces, and local communities can contribute to supporting and addressing the historical harms and wrongdoings put onto Indigenous peoples.
Townhouse	Ground-oriented side-by-side homes with a private outdoor amenity space at ground level that can be either in a stacked or row house form, designed to be compatible with the surrounding built environment.
Unceded	Refers to how the lands of View Royal were taken from Indigenous Peoples without their consent, and that the Town today is on land that was never given up to the Crown through a treaty of agreement.

United Nations Declaration on the Rights of Indigenous Peoples	A declaration adopted in 2007 by the United Nations General Assembly that recognizes and respects the human rights of Indigenous peoples worldwide and provides a roadmap to advance lasting reconciliation with Indigenous peoples.
Universal Access Design	Ensures that the built environment is designed in a manner that is accessible to most people, regardless of their ability to move around within a space.
Urban Containment Boundary	Refers to the regulated boundary established by the Capital Regional District that defines the area for growth and sets aside land to be protected from most forms of development.
Urban Forest	All trees and woody area vegetation, with View Royal, including those in parks, forests, along streets, in public and private yards, and in other natural areas.
Watercourses	Refers to bodies of flowing water, such as rivers, creeks, lakes, ditches, and springs.
Watershed	A defined drainage and runoff area that contributes water to a particular body of water.
West Shore	Refers to the communities within the Capital Regional District located to the west of the City of Victoria, including Langford, Colwood, Highlands, Metchosin, and View Royal.
Wildlife Corridor	A designated area that aims to maintain or restore ecological connectivity by allowing species to move and natural processes to flow across the landscape.

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Attachment 3



FACILITATOR SUMMARY REPORT

Official Community Plan Review and Update: Western Gateway Corridor Concept Review Special Council Meeting – February 24, 2026

Submitted by:
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Tavola Strategy Group Ltd.
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March 2026

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OVERVIEW

Purpose

The purpose of this report is to summarize the facilitated workshop held with Council on February 24, 2026, which was convened as part of a Town of View Royal Special Council Meeting. The session was designed to provide Council with an opportunity to review and provide input on the proposed Western Gateway Corridor to inform preparation of the first draft of the Official Community Plan (OCP). The meeting was open to the public and members of the OCP Advisory Committee were invited to attend in-person or online.



The Western Gateway corridor is located along Island Highway between the Colwood border and the Atkins Interchange in View Royal, British Columbia. It is an important connection between neighbourhoods, businesses, parks, and major transportation routes, including the Blink RapidBus line and the Galloping Goose Trail.

Background

At the February 17, 2026 Town of View Royal Council Meeting, Council ratified the following motion:

- **THAT** the Committee recommend to Council that a Special Council Meeting be held to gather Council's input on the Western Gateway Corridor prior to the preparation of a draft OCP;
- **AND THAT** the OCP Advisory Committee be invited to attend the meeting;
- **AND FURTHER THAT** the meeting include a facilitated workshop at a cost not to exceed \$5,000.

A workshop at the View Royal Town Hall was scheduled for Tuesday, February 24, 2026, in response to this direction and was structured to support a focused, solutions oriented review of the proposed Western Gateway Corridor land use concept.

Katie Hamilton from Tavola Strategy Group was retained to facilitate the session.

Workshop Objectives

The session was designed to support Council's informed review of the proposal through the following objectives:

1. Provide an overview of the 2011 OCP land use designation for the Western Gateway area.
2. Present the proposed land use designations for the Western Gateway Corridor, including:
 - *land uses, building heights, densities and associated map changes*
3. Identify key differences between the 2011 OCP and the proposed land use concept.
4. Provide additional technical detail, including:
 - *land use and density analysis*
 - *transportation considerations*
 - *environmental protection elements*

To focus the discussion on areas requiring policy clarity, Council was advised at the outset of the meeting that the discussion was designed to garner Council's feedback on the following:

1. What elements of the proposal feel supportable?
2. Where do you have concerns or hesitation?
3. Are there any issues you feel require more analysis or consideration?

Council was reminded that facilitation would enable Councillors to seek clarity about the proposed Western Gateway Corridor concept through facilitated questions and comments, and any specific direction to staff would be invited by Mayor Tobias through a formal Council motion at the end of the end of the meeting.

Staff Presentation

Leanne Taylor, Director of Development Services, and Stirling Scory, Senior Planner, delivered a comprehensive presentation to ground the workshop discussion in shared technical understanding of the proposed Western Gateway Corridor Concept. The overview presentation included a summary of the 2011 OCP land use designation for the Western Gateway area, the proposed land use designations, including intended uses, building heights, densities, and related map changes, and the key differences between the existing 2011 OCP and the proposed concept. Staff also provided additional technical detail related to land use and density considerations, transportation, and environmental protection.

The staff presentation is included in this report as an [Appendix](#).

SUMMARY OF COUNCIL DISCUSSION

This summary is not intended to serve as the official minutes of the meeting. It reflects the facilitator's notes and captures the key themes and discussion points shared by Council during the session. Formal minutes from the meeting are available at www.viewroyal.ca.

Overall reaction to proposed Western Gateway Corridor Concept

FACILITATOR posed the following questions to Council:

1. **What stands out to you most in the proposed Western Gateway scenario?**
2. **What feels like the strongest or most compelling part of this approach?**
3. **Is there anything in the scenario that surprised you or raises questions for you?**

High-level themes that emerged:

- Several Councillors expressed overall support for the direction of the Western Gateway proposal
- Council sought clarity on a variety of topics:
 - Height, massing, specific land uses [e.g. institutional, daycare, community facilities, transit-oriented areas, parks]
 - Long term transportation implications [e.g. commercial vehicle access, interior roads]
 - 1720 Wilfert Road, Atkins Interchange and land south of Parsons Bridge.
 - Financial and servicing implications of different land uses, including the potential higher tax revenue of proposed *light industrial uses and increased demand on municipal services*.
- Staff clarified how different land use designations would guide residential, commercial, and mixed use development; how height would be determined through future development applications; and how provincial legislation may influence future density.

Detailed discussion:

COUNCILLOR BROWN – Liked the Mixed-Use Neighbourhood land use designation but was surprised to see no institutional uses or schools considered for the area.

COUNCILLOR LEMON – Agreed with Councillor Brown, the land use must include space for community facilities considered in public participation period [e.g. faith, civic, institutional, tourist accomodation].

Staff confirmed the land-uses would support the desired uses by the public and Council.

COUNCILLOR LEMON – Does not want a “canyon” that people drive through. There is concern that the buildings will be too tall and that the buildings will not be set back from the street far enough.

COUNCILLOR MATTSON – Likes the proposed land use and cited that the proposal clarifies and removes worry previously held for the area. Overall pleased with the proposal.

COUNCILLOR MATTSON – Could staff clarify if a hotel use is permitted?

Staff confirmed a hotel use could operate in both the Western Gateway Employment District Corridor and Neighbourhood Village land use designations.

COUNCILLOR MATTSON – How did staff determine 6 storeys was preferred, instead of 4. What was staff's rationale?

Staff clarified that it is up to 6 storeys, and that 6 storeys is not as of right approval. Staff, the applicant, and Council would work together to determine through development application process, via rezoning, if 6 storeys was suitable for the area. Council would have decision making authority over this. Council was reminded that development standards now require 6 storeys of wood frame construction to be economical viable, and anything smaller is not going to work. We will not see applications without variances. Staff also confirmed that where greater height is desired beyond 6 storeys, a minimum of 15 storeys is required for steel and construction to be viable. Staff clarified anything less would not be viable. Staff clarified that concerns with height, massing, building design, and site design are all addressed through the development permit process, via Form and Character Development Permit Area guidelines.

COUNCILLOR MATTSON – Noted concern that if say up to 6 storeys, we must do 6 storeys.

Staff clarified that up to six storeys does not mean that six storeys is required, it provides an option. Staff asked Council to recall the application process and reminded them that applications are reviewed by staff and Council and at that time are determined if 6 storeys is suitable for growth.

COUNCILLOR MATTSON – Asked if there was a possibility to split the amount of storeys between different uses with the possibility of having a 6-storey building split whereby, 4 storeys would be commercial, office, or industrial use, and 2 storeys would be residential. Possibility to do 4 commercial/office/industry plus residential.

Staff confirmed that residential uses are not considered in the Western Gateway Employment District Corridor south of Parsons Bridge, it is strictly for commercial and light industrial uses. Approximately 95% of the Town is residential, Council should consider the preservation of these lands for commercial and light industrial uses and preserve their development potential. The Neighbourhood Village land use designation would consider a mix of commercial and residential uses.

COUNCILLOR MATTSON – Asked if there are opportunities for residential in the Western Gateway Employment District Corridor. Is there any possibility?

Staff cited the challenges in doing so, but that there may be a small chance of having housing provided through an agency or provider, such as a housing provider, but cited challenges administratively in doing this. Staff reiterated the challenge of doing 6-storey wood frame development and clarified that splitting a development into 2 storeys each of commercial, light industrial, and residential use would not be viable for developers, and that staff are not aware of any local examples of such a development existing.

MAYOR TOBIAS – Expressed support for the overall Western Gateway concept but wanted to know if the proposed land uses would permit defense software/manufacturing as a possible business use.

Staff clarified that the Official Community Plan does not get into that level of detail but could be further refined in the Zoning Bylaw.

MAYOR TOBIAS – The Mayor wanted clarification of whether a performing arts centre (community centre) could be added to a building, specifically, if an interested party wanted to build a performing arts centre and then place a hotel on top and it was 15 storeys, would this be allowed?

Staff confirmed that this height would trigger an OCP amendment (subject to Council's review), but that an interested applicant could apply.

MAYOR TOBIAS – Asked if staff could confirm whether or not the area next to the Atkins Interchange (being the area of land next to Island Highway between Atkins Road and the Trans-Canada Highway) is currently a Transit-Oriented Area [TOA] (designated by the Province through Bill 47).

Staff confirmed that the area is not currently designated as a Transit-Oriented Area (TOA).

MAYOR TOBIAS – asked how much flexibility the Town will have in planning this area before the Province dictates how the lands will be developed (through legislation).

Staff confirmed that the lands would be regulated by Bill 47 and provincial legislation would specify height and density, but that the use would remain flexible.

MAYOR TOBIAS – Noted that development of the area would place greater demand on service needs. He noted more people will move from outside the community, and that the likelihood of local residents is likely low.

MAYOR TOBIAS – Asked staff to confirm what the tax implications are between industrial and commercial and residential uses and what this means for this area if designated for commercial versus light industrial use.

Staff noted that the light industrial tax rate is approximately four times greater than residential tax rate values.

COUNCILLOR ROGERS – Questioned why the height was 6 storeys across the entire area and noted that revisions and tweaking to the height would need to be made to have more height.

COUNCILLOR ROGERS – Asked staff to confirm what the current density is for the Western Gateway.

Staff confirmed that the existing density is 2.5:1 and the height is 4 storeys for the Commercial land use designation in the Western Gateway Corridor, under the 2011 OCP.

COUNCILLOR ROGERS – Provided feedback on the Atkins Interchange and potential for a Transit-Oriented Area designation and felt that the area should be designated.

COUNCILLOR ROGERS – Requested that staff provide clarity on where walkable, shopping areas are in the Western Gateway Corridor.

Staff clarified that the Neighbourhood Village land use designation would be ideal to support shopping and walkability. Staff also noted that the Atkins Interchange is not a glorified park and ride, the OCP will provide land use capable of supporting broad range of uses. Staff noted that Council has provided conflicting feedback on the desired height and density for the area.

COUNCILLOR ROGERS – Expressed interest in a Provincial lobby to get a Bill 47 Transit-Oriented Area in the Atkins Interchange.

COUNCILLOR ROGERS – Requested that staff provide clarity on how the Western Gateway Corridor, particularly the area south of Parson's Bridge, facilitates the movement of goods and services, and access to these sites.

Staff clarified for Council that Councillor Rogers was likely referring to the proposed interior road

connection identified in the 2008 Transportation Master Plan. Staff noted that such a connection would severely impact the developability of the lands. The connection is not considered in the OCP update.

COUNCILLOR ROGERS – Requested that further details on the movement of goods and services, and site access be provided. The Councillor expressed concern over the access of commercial vehicles particularly and site design.

COUNCILLOR ROGERS – Liked the innovative approach, and likes the mix of land uses, but would have liked to have light industrial concepts from Victoria and the lower mainland area to help visualize what these areas could look like for Council.

COUNCILLOR LEMON – Would like a different colour option used for 1720 Wilfert Road. Asked staff to clarify why this property was commercial [noted in red].

COUNCILLOR MATTSON – Requested clarity on whether the Wilfert Road site (1720 Wilfert) would permit daycare and asked if daycare is a commercial use.

COUNCILLOR MATTSON – Asked how the 30-metre buffer is determined.

Staff explained that the 30-metre buffer is calculated by survey and is taken by bird's eye view.

COUNCILLOR ROGERS – Noted that slope failure for the Millstream area is likely, and that the area is very sensitive. The Councillor also stated that geotechnical assessments are important for the area.

COUNCILLOR ROGERS – Asked staff how many employees would the scenarios generate for these areas.

Staff noted they have not conducted an analysis to determine this number.

COUNCILLOR ROGERS – Suggested that staff work with Prospera Group to provide this information.

MAYOR TOBIAS – Asked why park land was missing in Scenario 3, from the presentation and agenda package.

Staff clarified that the park land was not part of the 2011 land use designation, and that it was only added in Scenarios 1 and 2 for consideration as a future land use.

MAYOR TOBIAS – Asked staff to clarify if the Park land use designations would permit trails.

Staff clarified that this land use does not mean trails necessarily, as it depends on the site, and will ultimately be determined through the Parks and Trails Master Plan.

COUNCILLOR BROWN – Asked if staff had considered the road extension from the City of Colwood to the Town of View Royal, via the Wilfert Road extension.

COUNCILLOR MATTSON – Stated that it is really important to tell public we are not taking their property and turning it into park.

Staff clarified that the intent of the land use designations is not to overregulate, and that the Park land use designations follow the Environmental Development Permit Area. Staff also clarified that the land use designations are not intended to expropriate lands, and that park land would not be formerly established until the time of an application.

COUNCILLOR ROGERS – Noted that a developer had come to Council a year ago about to discuss the development potential of Hart Road.

COUNCILLOR ROGERS – Asked staff to provide an explanation for how the parking requirements

for the Western Gateway Corridor (via the Land Analysis shared in the agenda and Council package) were calculated. How did staff determine 16,000 spaces are required?

Staff clarified that the land analysis referenced is a high-level analysis completed to provide information for discussion purposes, and that the calculations were based on current parking requirements in the Zoning Bylaw. The current parking requirements were calculated roughly by the gross floor area but is not indicative of what may be needed or wanted in the future, and it does not consider site context, constraints, permit requirements, or variances. This only represents a highest density scenario.

COUNCILLOR MATTSOON – Stated if Council were to receive a 15-storey proposal, and Council really liked it, Council would not turn it down.

COUNCILLOR ROGERS – Disagreed with this statement, stating that not every Council would allow this, and that staff may not allow this. The Councillor expressed concerns with access.

FACILITATOR - Asked Council whether there was any additional clarity needed before moving to specific topics of land-use, transportation and environmental protection, as it relates to the Western Corridor Gateway concept. Council was comfortable moving forward with discussion by topic.

Land-Use and Density

FACILITATOR posed the following questions to Council:

- 1. What aspects of the scenario feel well aligned with your vision for the corridor as a thriving employment hub?**
- 2. What parts of the proposed scenario create the uses [e.g. commercial, hotel, residential etc.] you want to see in the Western Gateway?**
- 3. Are there any refinements needed to strengthen the land-use or density within this scenario?**

High-level themes that emerged:

- Councillors discussed future land use and density in the Western Gateway Corridor, focusing on how proposed designations can support a mix of homes, jobs, services, and potential future rail opportunities.
- The importance of land uses that complement nearby neighbourhoods and create attractive public spaces was emphasized.
- The suitability of specific sites, particularly 1720 Wilfert Road, given environmental sensitivities, slope conditions, and existing zoning was raised.
- Staff confirmed that the draft land use designations aim to balance mixed use development with environmental protection, protect potential rail opportunities, and support the area evolving into a vibrant, accessible district over time.

Detailed discussion:

MAYOR TOBIAS – Expressed concern with two areas. First, the Transit Area. The Mayor requested that staff clarify if an applicant would need industrial zoning for the rail tracks. Second, would the OCP land use designation impact the rail corridor/ What about all the owners?

Staff confirmed there are multiple owners, and that the blue land use shows the CRD Galloping Goose Trail. The OCP will have policies that support rail corridor development.

MAYOR TOBIAS – Expressed concern over the challenges and considerations for next door neighbours, and that the uses here should complement neighbourhood.

MAYOR TOBIAS - Asked if there could be a potential rail stop in the Neighbourhood Village land use designation that would support restaurants and shopping in View Royal?

Staff confirmed that yes, this would be possible, and that the Neighbourhood Village land use designation would facilitate opportunities for people to live and work, and could also be a destination. The Neighbourhood Village land use would facilitate these uses.

COUNCILLOR MATTSON – Is really pleased with what he sees. Lot of issues that we have heard will be addressed. Only potential issue is the bottom half of commercial. Would like to see Wilfert parcel changed that could be something that permits residential.

COUNCILLOR BROWN – Likes the idea of linear parks. Especially those along water. Building corridor up, regardless of what is there would like to see rooftop amenities (gardens, playing areas, soccer). Would like to see lots of trees.

COUNCILLOR LEMON – Likes the proposed draft land use designations. Feels comfortable. Loves the possibility of entertainment and dining around the train stop in the future. Felt that the “red blob” (1720 Wilfert Road) seems random. Make it mixed residential. Consider impacts as well (to the environment).

MAYOR TOBIAS – Asked staff to clarify what Council would have to do to change the proposed land use designation for the Wilfert Road parcel (1720 Wilfert Road).

Staff clarified that the current land use designation (in the 2011 OCP) for 1720 Wilfert Road is Neighbourhood Mixed Use. This site has limitations for development, including a Sensitive Environmental Development Permit Area., and that on-site considerations would need to be factored in, including parking requirements, retaining walls, etc. Staff suggested that the existing land use designation be retained, or that if there was a desire for residential Intensive Mixed Use land use designation could be considered. Council was reminded that their focus should not be on a single parcel, rather the compatibility of uses and vision for the area as a whole. Considerations for a site design is not solely up for staff and is reviewed at Development Permit stage. Staff asked Council to think about whether Council wanted to permit residential use on the site (1720 Wilfert Road), or if their preference was to focus on commercial use only.

MAYOR TOBIAS – Requested clarification from staff and asked if the property was designated Neighbourhood Mixed Use (current 2011 OCP land use designation), would this permit daycare and residential use?

Staff confirmed that the Neighbourhood Mixed Use would allow both daycare and residential uses and further clarified that the site must be mixed-use (commercial and residential). Staff asked Council to consider whether more commercial density was desired for the area. If so, staff suggestion to Council was to consider designating the subject property (1720 Wilfert Road) the new Western Gateway Employment District Corridor land use designation. In doing so, residential use would not be permitted.

COUNCILLOR ROGERS – Stated that the site (1720 Wilfert Road) is an environmentally sensitive area with known slope issues.

COUNCILLOR ROGERS – Suggested that the property (1720 Wilfert Road) be split designated, where the southern portion of the property be designated Park and green space. The Councillor expressed concern over the use of the site, saying the Town has been sued in the past over similar issues. Expressed concern over build out and use and noted the parcel should be a park.

COUNCILLOR MATTSON – Requested staff clarify what the current zoning of the parcel (1720 Wilfert Road) is.

Staff confirmed that the current Zoning for the site (1720 Wilfert Road) is C7 – Business Park Commercial.

COUNCILLOR ROGERS – Asked staff if they could explain why there are properties designated Intensive Mixed Use along Price Road, next to residential properties.

Staff clarified that the intent would be that persons living here could make use of multi-modal forms of transportation, the details of which would be covered in a future Transportation Master Plan. Staff also explained that the Intensive Mixed Use land use designation is a lower density than the proposed Neighbourhood Village Designation, and would provide a buffer, while still providing density and mixed-use development in this identified growth area. Staff went on to say that the area is a known challenge area, containing bedrock, which may make development challenging.

COUNCILLOR ROGERS – Critiqued staff's land use analysis and asked if 2.3 people per unit was too high, particularly for small studio and one-bedroom units.

COUNCILLOR BROWN – Asked whether zoning be permitted for dog parks.

Staff confirmed that these site-specific uses will be addressed via a zoning application, and that the OCP is a high-level document. The OCP should not be overly prescriptive, otherwise the Town would not receive unique applications.

FACILITATOR - Asked Council whether there was any additional information or refinements needed to strengthen the land-use or density within this scenario. None were noted.

Transportation

FACILITATOR posed the following questions to Council:

- 1. What aspects of the scenario feel well aligned with your vision for transportation within the corridor?**
- 2. Are there any refinements needed to strengthen the scenario?**

High-level themes that emerged:

- The importance of infrastructure and stakeholder coordination as the area grows were noted.
- Some concerns about long-term traffic capacity, access points, and regional constraints such as the 6 Mile bridge were raised, noting that new development may increase demand on local streets.

Detailed Discussion:

MAYOR TOBIAS – Noted the important convergence of trail/Atkins/Trans-Canada Highway and potential for light rail. Commented that the Atkins area will become increasingly important as legislation is developed, and that because of this the infrastructure required needs to be in place and the stakeholders involved need to be invited. To make this area successful, the Town needs to have the appropriate infrastructure.

MAYOR TOBIAS – Commented that the Town has relied on Casino revenue in the past, and that moving forward, the Town may need to shift its reliance, there may come a day where maybe the casino is not there in the future. Noted the contributions the Casino has provided over the years and its help, but that the Town should prepare that something might change.

COUNCILLOR ROGERS – Commented that people are not going to get out of cars and that this area is not an area only serviced by bus transportation. Hopefully this area is reducing the minutes for people to get to services. Dubious that art centre is viable. The 6-mile bridge is a constraint. Questioned how we as a region are going to address this. Buses need to time service. All that commercial development is going to have to come out of two lights. We need a major street configuration to permit traffic. If we have density, need to permit access. Noted concern with Price Road and Western Gateway Corridor Plan.

FACILITATOR asked Council whether there were any refinements needed at this time to strengthen transportation within the scenario presented. None were noted.

Environmental Protection

FACILITATOR posed the following questions to Council:

- 1. How does the scenario support your environmental protection and climate objectives?**
- 2. Are there any refinements needed to strengthen the environmental protection and climate measures within the proposed scenario?**

High-level themes that emerged:

- Council discussed opportunities to protect the environment in the Western Gateway Corridor, including stormwater management, ensuring slope stability, expanding green space, and safeguarding sensitive areas such as Millstream Creek.
- Staff noted that existing development permit guidelines and provincial regulations provide environmental protections and that future updates to the Official Community Plan and development guidelines will strengthen these requirements as the area redevelops.

Detailed Discussion:

MAYOR TOBIAS – Asked staff to clarify how stormwater runoff is managed and observed that the area has steep elevations and observed further that Langford is seeing foam in their water. Expressed concern for the area, and industrial uses, and wants the Town to consider stormwater management in the area.

Staff confirmed that the Town has development permit guidelines that address sediment erosion and runoff, and further regulations are provided in the Subdivision and Development Bylaw. Staff clarified that applications are submitted to the Province for review and compliance with regulations and Acts.

COUNCILLOR BROWN – Expressed interest in seeing more green space on site. Green space on top of buildings. Considering natural asset inventory for budget, need to think about green space in designing these areas.

COUNCILLOR ROGERS – Expressed concern with slope stability and requested that staff provide slope stability information, contours, and soil make ups. Asked staff if the Town would be including information on past failures?

Staff clarified that applicants are required to provide information to satisfy geotechnical requirements and reminded Council that once this phase of the Official Community Plan review and update concludes, staff will begin undertaking a review of the development permit area guidelines.

COUNCILLOR ROGERS – Asked staff to clarify how a landscaped area is allowed to be altered.

Staff confirmed that alteration of a landscaped area is subject to Development Permit Area permit requirements. Staff look at each parcel on a case-by-case basis and sometimes will ask that applicants provide supporting documentation and reports prepared by geotechnical engineers at the development permit or building permit stage. The tool that Council desires is the development permit area designation and legislation.

COUNCILLOR MATTSON – Noted that the Western Gateway Corridor is currently a sea of cement, and asked staff how we would go about making this area greener.

Staff stated that the area would become increasingly more green as the land redevelops.

COUNCILLOR BROWN – Commented that Saint John's Newfoundland has very aesthetically pleasing buildings and would like to see the use of colours and hardy plank building styles, and the staggering of buildings.

COUNCILLOR ROGERS – Stated that the Millstream Creek area is an estuary.

Staff confirmed that the Millstream Creek area is captured under the streamside protection areas via the province, and that a 30-metre protection area applies.

FACILITATOR asked Council whether there were any refinements needed to the environmental protection measures within the concept. None were noted.

Council indicated there was no further information required and was comfortable moving to Public Question Period.

PUBLIC QUESTION PERIOD

Prior to Council considering any motions related to the Western Gateway Corridor Concept, members of the public online and present in Council Chambers were invited by the Mayor to ask questions and share their thoughts on the Western Gateway Corridor Concept.

High-level themes that emerged:

- Residents shared a range of views on the proposed land uses, including concerns about building height, need for more green space in this Corridor, and interest in both better understanding and expanding the Neighbourhood Village concept.
- Comments noted the need for light industrial uses to not impact nearby streams, and the need for transportation and infrastructure to keep pace with growth.
- The opportunity for new amenities and destinations was noted [e.g. hotel, parks and greenspace, transportation].

Detailed Discussion

RESIDENT – Prefers the medium growth option, including the variety it offers. Emphasized need for a broad urban planning approach, e.g. Dockside Green in Victoria. Likes the idea of rapid transit and rail. Expressed concern with having 6-storey building within the Neighbourhood Village land use designation concept.

RESIDENT – Stated support for the proposed land uses north of Parsons Bridge, and that the area south of the bridge appears to stay the same. They would like to see the Neighbourhood Village along this area as well (south of Parsons Bridge). They expressed concern over the proposed industrial uses and environmental impacts. They noted there is no proposed green space around the Neighbourhood Village area. They like the idea of this area being a transit corridor and community use.

MAYOR TOBIAS – Asked staff to clarify what is considered to be light manufacturing. The Town won't see car manufacturing?

Staff indicated this is a possibility but not likely given the size. More likely to see food production products [e.g. jam or hummus] or high tech. Another possibility is warehousing to store products or processing microchips. All of these uses would need to be enclosed, without any outside storage. Fumes and noises are not going to impact surrounding neighbourhood.

MAYOR TOBIAS – Asked staff to confirm that residential uses are not permitted in the proposed Western Gateway Employment District Corridor.

Staff confirmed that the Mayor was correct, and said that the development of the Corridor also considers the potential for growth in the neighbouring City of Colwood growth area (Triangle Lands) along Island Highway and Goldstream.

RESIDENT – Expressed their interest in the second “medium growth” option. Overall, they like the concept of the Neighbourhood Village. Green spaces and spaces for people need to be provided. They hope that transportation and infrastructure can keep pace with growth. Stated that the Town has a lot of seniors and young families in this community and everyone cannot take transit. The Town needs to be mindful of the varying transportation needs of the community.

RESIDENT – Expressed their support for the proposed Western Gateway Corridor land use map and added that the Town needs a hotel in the area.

COUNCIL MOTION

Following Public Question Period, Mayor Tobias invited Council motions related to the Western Corridor Gateway concept to inform preparation of the draft Official Community Plan.

Council Discussion:

MAYOR TOBIAS – Asked staff to clarify that the proposed Western Gateway Corridor land use designations (Western Gateway Employment District Corridor and Neighbourhood Village) permit a hotel anywhere.

Staff confirmed that the proposed land use designations would support a hotel use, and the existing zones would permit this (no rezoning is required).

MAYOR TOBIAS – Asked if staff would like to have a motion.

Staff clarified that a motion is only needed if a specific change was requested. Staff stated that staff have heard that extending the Western Gateway Employment District Corridor land use to the Wilfert Road site (1720 Wilfert Road) is desired. Do not need to have specific motion.

COUNCILLOR MATTSON – We want to have split between residential and commercial use on site (1720 Wilfert Road).

Staff clarified for Council that the current zoning does not permit residential use, but that the land use designation does.

COUNCILLOR MATTSON – Stated that he would like to see the second bump as residential.

Staff requested that Council provide a motion for the land use change for the Wilfert Road property.

COUNCILLOR ROGERS – Noted confusion about the possibility of commercial use in the Intensive Mixed Use land use designation. He requested that staff bring back information for Council, and that this be written information to consider implications for the different designations of this site.

MAYOR TOBIAS – Reminded Council they do not have time to do this and that they are on a tight timeline.

Staff suggested that the motion be to retain the existing 2011 OCP land use designation, being the Neighbourhood Mixed Use, and not change the land use to commercial, as shown in the proposed land use map presented to Council this evening.

Council passed the following motion:

Moved By: Councillor Lemon

Seconded By: Councillor Mattson

C-27-26

THAT the proposed Commercial land use designation for the parcel on Wilfert Road be changed to Neighbourhood Mixed-Use, consistent with the existing 2011 Official Community Plan land use designation.

NEXT STEPS

Tavola Strategy Group committed to producing a Facilitator Summary Report and staff would prepare the first draft of the Official Community Plan for public consultation, including the Council direction from the February 24th workshop.

APPENDIX

Presentation Slides



Western Gateway Corridor

**Official Community Plan Update
Review of Draft Western Gateway Corridor
Scenario**

Special Council Meeting – February 24, 2026



Western Gateway Corridor

Council Motion

At the February 17, 2026, Council Meeting, Council ratified the following motion:

THAT the Committee recommend to Council that a Special Council meeting be held to gather Council's input on the Western Gateway Corridor prior to the preparation of a draft Official Community Plan (OCP);

AND THAT the OCP Advisory Committee be invited to attend the meeting;

AND FURTHER THAT the meeting include a facilitated workshop at a cost not to exceed \$5,000.

Special Council Meeting – February 24, 2026



Purpose of Discussion

Provide Council with an opportunity to review and provide input on the proposed Western Gateway Corridor to inform the first draft of the Official Community Plan.

Special Council Meeting – February 24, 2026



Objectives of Technical Presentation

- Provide an overview of the 2011 OCP land use designation.
- Present the proposed land use designations for the Western Gateway Corridor, including uses, heights and densities, and associated map changes.
- Identify key differences between the 2011 OCP and the proposed plan.
- Provide additional technical detail on land use and density, transportation and environmental protection.

Special Council Meeting – February 24, 2026



What we are looking for from Council tonight

1. What elements of the proposal feel supportable?
2. Where do you have concerns or hesitation?
3. Are there any issues you feel require more analysis or consideration?

Specific direction on Western Gateway Corridor scenario must be brought forward as a Council motion, following discussion.

Special Council Meeting – February 24, 2026



Outcomes from Tonight's Discussion

1. Facilitator summary report
2. Revised Western Gateway Corridor scenario as per Council's motion

Special Council Meeting – February 24, 2026



Spirit of Engagement

- Welcome a diversity of perspective
- Stay curious, not judgmental
- Honour our time together
- Build upon each other's ideas
- Aim for direction, not perfection

Special Council Meeting – February 24, 2026



OCP Background and Context

- An Official Community Plan (OCP) is a bylaw that is a reflection of community values and guides decisions on land use, housing, transportation, parks, environmental stewardship, economic development, etc.
- An OCP must contain statements and map designations to meet 20-year housing needs, along with an outline of present and proposed land uses, greenhouse gas targets, and more.

Special Council Meeting – February 24, 2026



OCP Western Gateway Corridor



Council expressed an interest in exploring the Western Gateway further as part of the OCP review and update, during the June 10, 2025, Council meeting.

Desired outcomes:

- Explore the potential for this area to become an employment hub.
- Consider a mix of commercial, tourist accommodation, some light industrial, and residential uses.

Special Council Meeting – February 24, 2026



Engagement on Western Gateway Corridor

Vision and Guiding Principles Survey: January 24 – February 18, 2025

- Completion of broad value and vision questions, plus a mapping exercise.

Business Mixer Workshop: March 6, 2025

- Explore the opportunities and challenges for business growth in View Royal.

Community Growth Survey: March 7 – April 4, 2025

- Explore interest and supportability of density and growth in existing corridors and neighbourhood centres, as well as land use (commercial and industrial vs residential) interest in the Western Gateway.

Western Gateway Corridor Engagement: October 7 – November 21, 2025

- Explored broad visioning questions and priority improvement areas, along with three land use scenarios.
 - Western Gateway Corridor Survey - October 7 – November 21, 2025
 - Community Workshop - October 18, 2025
 - Open Houses - October 18 and 22, 2025
 - Focus Group: Business & Landowner Workshop – October 21, 2025

Special Council Meeting – February 24, 2026



Western Gateway Scenarios Review (October 7 – November 21 Engagement)



Scenario 1: High Growth

Potential Growth and Development*:

- Residential Units: 2,200 [up to 5,375]
- Population: 5,100 [up to 12,300]
- Commercial Floor Area: 238,500 m2
- Light Industrial Floor Area: 160,400 m2

Analysis Assumptions*

The potential growth scenario assumes that each parcel will be redeveloped and will be built to the maximum potential density. In addition, the scenarios do not consider on-site constraints, such as site and soil conditions, environmental setbacks, or permit requirements.



Western Gateway Scenarios Review (October 7 – November 21 Engagement)



Scenario 2: Medium Growth

Potential Growth and Development*:

- Residential Units: 1,700 [up to 3,800]
- Population: 3,900 [up to 8,700]
- Commercial Floor Area: 204,000 m2
- Light Industrial Floor Area: 155,000 m2

Analysis Assumptions*

The potential growth scenario assumes that each parcel will be redeveloped and will be built to the maximum potential density. In addition, the scenarios do not consider on-site constraints, such as site and soil conditions, environmental setbacks, or permit requirements.



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Scenario 3: Low Growth (Existing 2011 OCP)

Potential Growth and Development*:

- Residential Units: 1,400 [up to 2,200]
- Population: 3,300 [up to 5,075]
- Commercial Floor Area: 311,000 m2
- Light Industrial Floor Area: 0 m2

Analysis Assumptions*

The potential growth scenario assumes that each parcel will be redeveloped and will be built to the maximum potential density. In addition, the scenarios do not consider on-site constraints, such as site and soil conditions, environmental setbacks, or permit requirements.



Preferred Scenario: Engagement Feedback

- 100 total responses were provided to indicate the preferred scenario.
 - 39% of respondents preferred Scenario 2 (Medium Growth)
 - 27% of respondents preferred Scenario 1 (High Growth)
 - 17% of respondents preferred a hybrid of scenarios.
 - 14% of respondents preferred Scenario 3 (Low Growth – 2011 OCP land uses)



2011 OCP Land Use Map



- Mixed Residential (MR)
- Neighbourhood Mixed Use (NMU)
- Small Scale, Multi Unit Housing (SSMUH)
- Residential (R)
- Commercial (C)
- Community Facility (CF)
- Park (P)
- Water
- E&N Rail Corridor

Potential Land Use Capacity*:

- Total Retail Area: 311,000 m2
- Total Industrial Area: 0 m2
- Total Residential Area: 132,000 m2
- Total Residential Units: 2,200
- Total Population: 5,075

Analysis Assumptions*
 The potential growth scenario assumes that each parcel will be redeveloped and will be built to the maximum potential density. In addition, the scenarios do not consider on-site constraints, such as site and soil conditions, environmental setbacks, or permit requirements.



Proposed Land Use Map

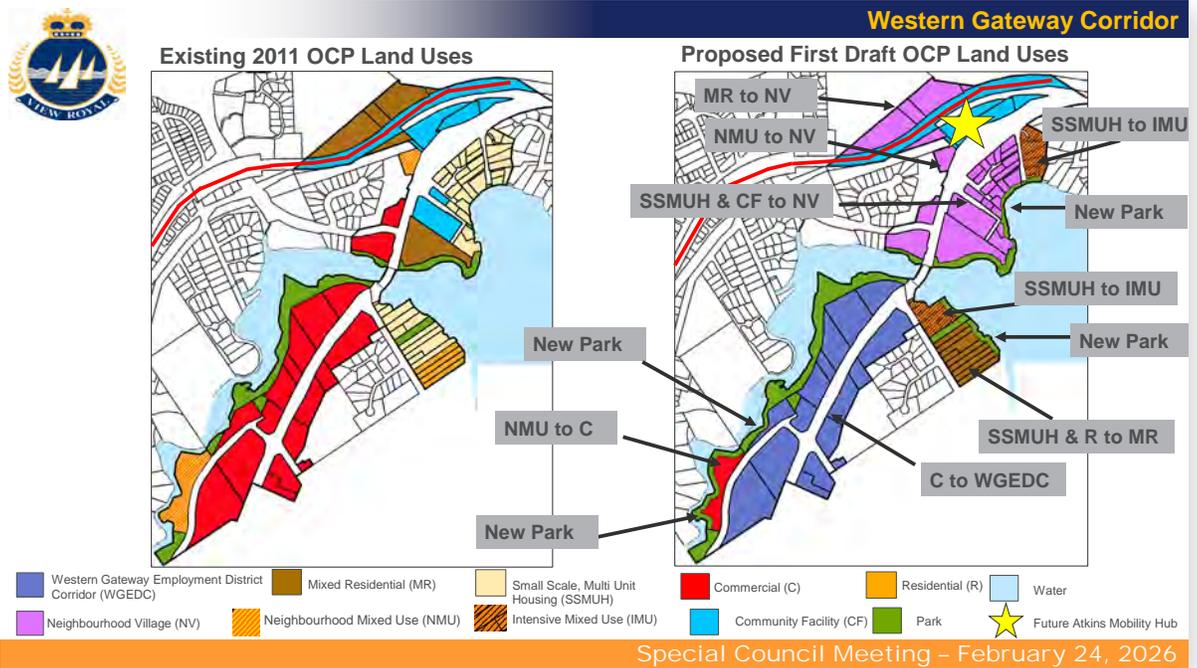


- Western Gateway Employment District Corridor (WGEDC)
- Neighbourhood Village (NV)
- Mixed Residential (MR)
- Intensive Mixed Use (NMU)
- Commercial (C)
- Community Facility (CF)
- Park (P)
- Water
- Future Atkins Mobility Hub
- E&N Rail Corridor

Potential Land Use Capacity*:

- Total Retail Area: 225,000 m2
- Total Industrial Area: 152,000 m2
- Total Residential Area: 259,000 m2
- Total Residential Units: 4,480
- Total Population: 10,310

Analysis Assumptions*
 The potential growth scenario assumes that each parcel will be redeveloped and will be built to the maximum potential density. In addition, the scenarios do not consider on-site constraints, such as site and soil conditions, environmental setbacks, or permit requirements.



Western Gateway Corridor		
	Existing WGC 2011 OCP Land Use Designations	Proposed WGC Land Use Designations
Small-Scale, Multi-Unit Housing	Detached and Attached Dwellings, including Duplex, Secondary Suite, Garden Suite, Rowhouse, Townhouse, Houseplex, and Apartments. <ul style="list-style-type: none"> Up to 3 storeys Up to 3 or 4 units, or up to 6 units if within 400 m of a prescribed transit stop 	No change.
Residential	Detached Houses and Townhouses <ul style="list-style-type: none"> Up to 2.5 storeys Max floor space ratio .6 permitted for appropriate infill 	No Change.
Mixed Residential	Small lot Detached Houses, Townhouses and Low-rise Apartments <ul style="list-style-type: none"> Up to 3 storeys and 1.25:1 floor space ratio Up to 4 storeys and 1.6:1 floor space ratio for apartments 	No change.
Neighbourhood Mixed Use	Commercial with Townhouses and Low-rise apartments. <ul style="list-style-type: none"> Up to 3 storeys 1.5:1 floor space ratio 	No change.
Intensive Mixed Use	Commercial with Townhouses and Low-rise apartments. <ul style="list-style-type: none"> Up to 3 Storeys and 1.25 floor space ratio Up to 4 storeys and 1.6 floor space ratio for Apartments 	No change.
Commercial	Retail, Office, Technology and Services. <ul style="list-style-type: none"> Up to 4 Storeys 2.5:1 floor space ratio 	No change.
Western Gateway Employment District Corridor	N/A	Commercial, arts and cultural uses, tourist accommodations, including light industrial uses (such as manufacturing, processing, warehousing, and technology). <ul style="list-style-type: none"> Up to 6 storeys 2.5:1 floor space ratio
Neighbourhood Village	N/A	Small-scale, mixed use developments that support multi-unit housing, commercial, and civic uses. <ul style="list-style-type: none"> Up to 6 storeys 2.5:1 floor space ratio



Existing Environmental Protections: Development Permit Areas



- Two existing Development Permit Areas that protect natural areas, within the 2011 OCP:
- Natural Watercourse and Shoreline Area, applies 15 up shore from ocean.
 - Sensitive Terrestrial Ecosystems Area, applies 30 m from bank of stream/river.



Road Network Map





Initial Reactions to Proposed Scenario

1. What stands out to you most in the proposed Western Gateway scenario?
2. What feels like the strongest or most compelling part of this approach?
3. Is there anything in the scenario that surprised you or raises questions for you?

Special Council Meeting – February 24, 2026



Focused Areas of Discussion

1. Land-use and Density
2. Transportation
3. Environmental Protection

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Focus Area – Land-use and Density

1. What aspects of the scenario feel well-aligned with your vision for the corridor as a thriving employment hub?
2. What parts of the proposed scenario create the uses [e.g. commercial, hotel, residential etc.] you want to see in the Western Gateway?
3. Are there any refinements needed to strengthen the land-use or density within this scenario?

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Focus Area – Transportation

1. What aspects of the scenario feel well-aligned with your vision for transportation within the corridor?
2. Are there any refinements needed to strengthen the scenario?

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Focus Area – Environmental Protection

1. How does the scenario support your environmental protection and climate objectives?
2. Are there any refinements needed to strengthen the environmental protection and climate measures within the proposed scenario?

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Council Discussion

1. Overall, what elements of the Western Corridor scenario feel supportable to you?
2. Where do you have concerns or unease?
3. Are there any issues you feel require more analysis or consideration is needed?

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