

View Royal 2050: Our Future View

Official Community Plan
DRAFT

VIEW ROYAL 2050
Our Future View

Territorial Acknowledgement

The Town of View Royal humbly acknowledges that it is situated upon the unceded traditional territories of the lək^{w}əŋən (Lekwungen) Peoples, known today as the X^{w}sepsəm (Esquimalt) and Songhees Nations. We honour and respect the history, languages, ceremonies, and culture of the First Nations peoples, including the X^{w}sepsəm 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 lək^{w}əŋən 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 lək^{w}əŋən 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 OFFICIAL COMMUNITY PLAN?

This Official Community Plan 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 guides how the community will grow and respond to key opportunities that arise. The Official Community Plan provides direction for land use decisions and addresses the provision of community services and amenities. This plan will ensure 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 Official Community Plan to ensure consistency in policy direction across documents. This consistency informs decision-making by Town Council and staff, in addition to priority setting during annual strategic planning and budgeting cycles.

The Official Community Plan is intended to serve as a living document that will be amended from time to time and updated every 5 years to remain relevant as the community evolves and grows. The last comprehensive Official Community Plan review and update occurred in 2011 and much has changed globally, regionally, and locally. This Official Community Plan addresses the context of View Royal in the years 2025 and 2026.

LEGISLATIVE REQUIREMENTS

The *Local Government Act* grants local governments in BC the authority to adopt an Official Community Plan. This legislation outlines what must be discussed in an Official Community Plan, 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 develop an Interim Housing Needs Report, to identify the 5- and 20-year housing needs projected for the community over the next 20 years and support a subsequent review and update of their Official Community Plans and zoning bylaws by December 31, 2025 to align with the Interim Housing Needs Report. The Town fulfilled its legislative requirements by adopting three new land use designations, including the Hospital Transit-Oriented Area, Neighbourhood Village, and Small-Scale, Multi-Unit Housing to provide the necessary housing capacity to meet its housing need, and align with zoning bylaw amendments.

The legislation requires that municipalities prepare Housing Needs Reports every five years, and review and update their Official Community Plans and zoning bylaws thereafter. The next Housing Needs Report must be completed by December 31, 2028, and the Official Community Plan and zoning bylaw alignment must be completed in 2030.

SMALL-SCALE, MULTI-UNIT HOUSING AND TRANSIT ORIENTED AREAS AND PUBLIC HEARINGS

In November 2023, the province adopted *Bill 44: Housing Statutes (Residential Development) Amendment Act, 2023* and *Bill 47: Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023* to increase the supply of housing and streamline development approvals.

Under Bills 44 and 47, the province mandated municipalities to update zoning bylaws to permit Small-Scale, Multi-Unit Housing (SSMUH), and designate Transit-Oriented Areas, by June 2024. To satisfy the provincial legislation, the Town amended all existing single-family and duplex zones in the Zoning Bylaw to permit SSMUH, which allows up to 3, 4, or 6 dwelling units, depending on lot size and location in the Town.

The Town also amended the Zoning Bylaw to add a new Transit-Oriented Area designation. The Town's Transit-Oriented Area is located west of the existing Victoria General Hospital Transit Exchange, which is further discussed in Section 5.3. Higher densities are planned to be accommodated to help provide more housing in this area.

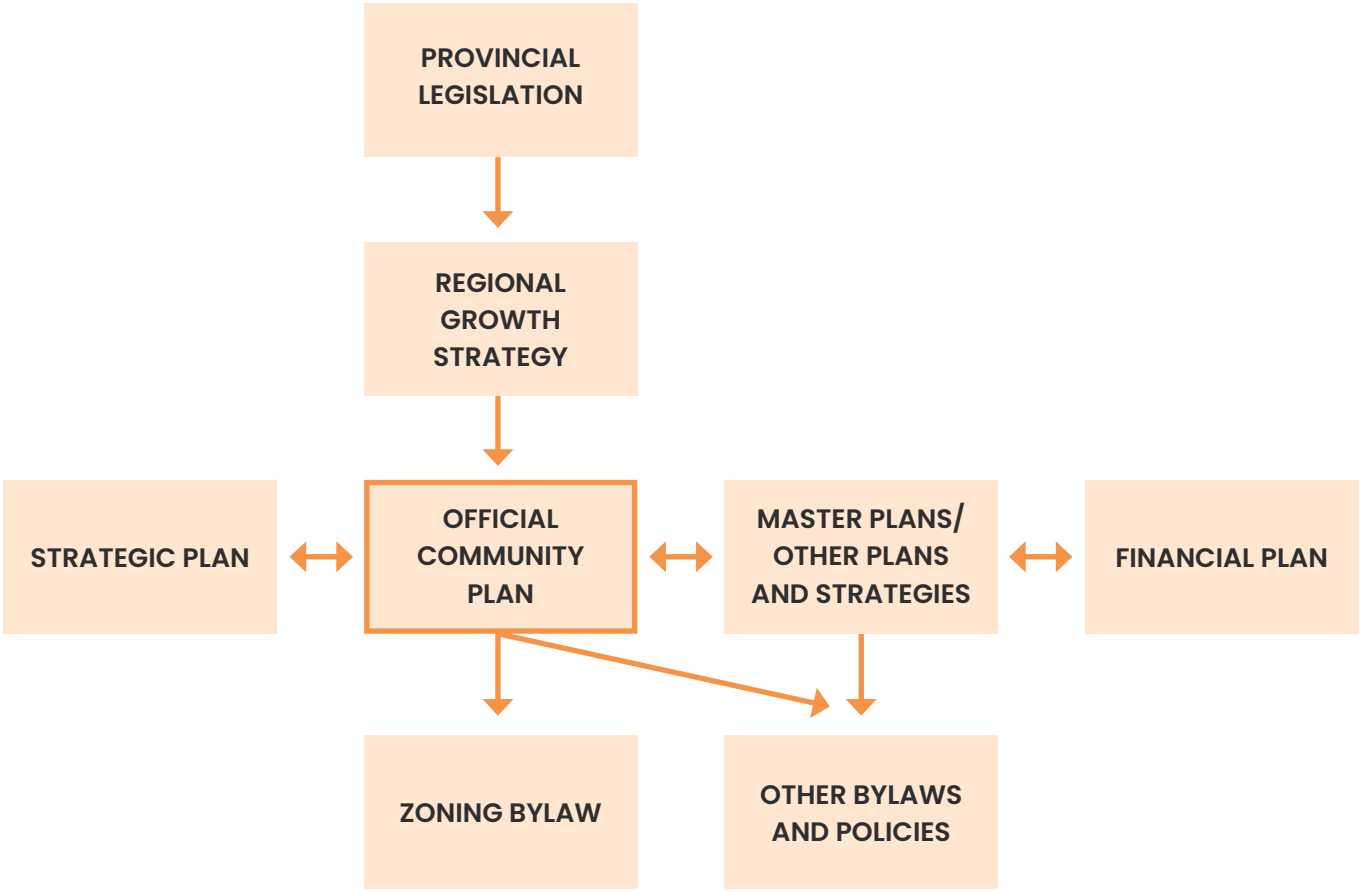
Under Bill 44, a local government must not hold a public hearing on a proposed zoning bylaw if the bylaw is consistent with the Official Community Plan and the sole purpose of the bylaw is to permit a residential development in which at least half of the gross floor area of all buildings and other structures is residential.

HOUSING TARGET ORDER

Since receiving the Housing Target Order in July 2024, the Town has completed two housing target reports, a third will be completed in the summer of 2026 and reviewed by Council in the fall. At this time, the approximate total number of completed units is 499. The Town is on track to complete its housing target order within the five-year period.

REGIONAL PLANNING FRAMEWORK

As a member municipality within the Capital Regional District, View Royal's Official Community Plan 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.



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	PHASE 2	PHASE 3
Vision, Land Use, Housing, & Special Planning Areas	**General Policies, Regional Context Statement, & Action/Implementation Strategy**	**Development Permit Areas & Guidelines**
Jan 2025 to Dec 2025	Oct 2025 to Jul 2026	2026 to 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 key components as part of the standardized Housing Needs Report methodology.

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 Official Community Plan 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



3,452 Unique visitors

181 People on the mailing list

6,681 Views



540 Survey responses

86 Youth survey responses

54 Map comments

199 Social media posts



2,110 Video views





6 Stakeholder emails

12 Subscriber email campaigns



7 OCP Advisory Committee Meetings

17 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 Official Community Plan Advisory Committee to help inform the evolving draft, which is a reflection of the cumulative input received through each stage of engagement.

The draft Official Community Plan reflects five rounds of community engagement, each focused on a different component of the Plan. While participation levels varied between engagement phases, feedback received was considered alongside technical studies, legislative requirements, and Council feedback.

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ENGAGEMENT AT A GLANCE

2024

September:
Staff met with the Esquimalt Nation Executive team

2025

January 13:
Official Community Plan 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:
Official Community Plan Advisory Committee Meeting #2

March 6:
Official Community Plan Business Mixer Workshop

March 7 – April 4:
Community Growth Survey and Social Mapping Activity

March 8:
Community Growth Open House and Workshop

March 12:
Community Growth Open House

March 13:
Community Growth Virtual Workshops (2)

March 26, 28:
Community Growth Engagement Pop-ups

April:
Staff met with Esquimalt Nation Executive team and Councillors

May 5:
Official Community Plan Advisory Committee Meeting #3

June 2:
Official Community Plan Advisory Committee Meeting #4

June 4:
Staff presented on the Official Community Plan to Songhees Chief and Council

July 18 – September 7:
Vision and Goals Survey

August 20:
Vision and Goals Pop-up

August 25:
Official Community Plan 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:
Official Community Plan 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

March 30:
Official Community Plan Review Advisory Committee Meeting - First Draft Official Community Plan Review

March 31:
Special Council Meeting - First Draft Official Community Plan Review

April 7:
Council Meeting - First Draft Official Community Plan Review

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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 foundational 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 Inside View Royal e-newsletter
- 1 newspaper ad
- 1 news releases
- 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 Inside View Royal e-newsletters
- 1 newspaper ad
- 4 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 Inside View Royal e-newsletter
- 1 pop-up event
- 1 news releases





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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 Inside View Royal e-newsletters
- 1 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 Inside View Royal e-newsletters
- 1 newspaper ad
- 1 news releases
- 2 newspaper ads

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

Participants were asked to review and provide feedback on the draft Official Community Plan through an online survey. To make participation flexible and accessible, respondents could choose to answer the full survey or focus only on specific chapters within the draft Official Community Plan. A supporting summary document highlighted the major shifts in the draft document from the previous (2011) Official Community Plan was also made available for participants.

Key Takeaways:

- 1 survey
- The survey respondents expressed strong support for the draft vision statement, goals, and policy objectives, particularly those related to natural amenities, housing, mobility, community well-being, and sustainable service delivery.
- While feedback was generally positive, some respondents raised concerns related to growth management, transportation impacts, and reconciliation, with several participants seeking greater clarity on how policies would be implemented and balanced with community character.

Who Participated:

- 47 survey responses

1.2.2 HOW PEOPLE HEARD:

- 1,035 Engage View Royal project website visits
- 14 Facebook posts, 14 Instagram posts, and 12 Bluesky posts
- 1 town-wide postcard mail-out, sent to approximately 3,500 homes and businesses
- 250 stakeholder emails
- 1 project video
- 1 Inside View Royal e-newsletters
- 2 newspaper ads
- 2 news releases

1.3 HOW TO USE THIS OFFICIAL COMMUNITY PLAN

The primary objective of this Official Community Plan is to establish a clear framework for decision-making to guide 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 vision statement and twelve goals, which are referenced in Section 2.0 of View Royal 2050. When evaluating concepts within the Official Community Plan 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 Official Community Plan.

The Official Community Plan will be interpreted and applied with care by Council, staff, residents, partners and other interest holders in the town. Departure from the plan must demonstrate clear public benefit and support the community's vision and goals for growth and development.

Navigating the Official Community Plan requires consideration of its six parts, descriptions for which are provided below.

Part One The Plan Context

This part encompasses introductory elements of the plan, including what an Official Community Plan is, presentation of the community's vision and goals for the year 2050, discussion on the Town's commitment to ongoing reconciliation and government-to-government relationships with the Xʷsepsəm and Songhees 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 part outlines how View Royal will develop over time and how land may be used. It includes objectives and general policies for growth and development that will be considered as part of the development approvals process. In addition, land use designations are identified and apply to different areas of the community, with each designation providing specific context, intended uses, heights, and densities, and supporting policies that apply.

Part Three Reconciliation

This part outlines objectives and policies that support View Royal's reconciliation and government-to-government relationships efforts with Xʷsepsəm and Songhees Nations and enable the Nation's journeys towards self-determination. Part Three provides objectives and policy direction to support collaboration and long-term partnerships with Xʷsepsəm and Songhees Nations by focusing on strengthening government-to-government relationships, advancing First Nations presence and cultural recognition in the community, and supporting reconciliation in decision-making, land use decisions, land stewardship, and economic development.

Part Four Policies

This part provides high-level direction across a range of topic areas within the scope of a local government through objectives and policies. These are organized by chapters, including Housing, Transportation and Mobility, Community Infrastructure and Services, Economic Development, Natural Environment and Hazards, Climate Action and Sustainability, Parks, Trails, and Recreation, and Community Well-Being and Culture.

Part Five Implementation

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

Part Six Development Permit Areas

This part identifies and designates seven development permit areas in the Town applicable to areas that require special development considerations. The permit areas are split across two development permit area classifications: Form and Character, and Environmental. Development permit guidelines inform the Town in the decision-making process when considering a development permit application. Overall, the intent of development permit areas is to achieve the following:

- Protection of the natural environment, its ecosystems and biological diversity;
- Protection of the public, buildings, and development from hazardous conditions;
- Establishment of objectives for the form and character of garden suite development; and
- Establishment of objectives for the form and character of commercial, industrial or multi-family residential development.



2.0 View Royal 2050

2.1 OVERVIEW

The Official Community Plan'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 are informed by input received from the community as part of engagement undertaken in 2025 and 2026.

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 transportation 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.

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 before-tax 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.

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 transportation and everyday services and amenities.



3. GROWTH MANAGEMENT & COMMUNITY CHARACTER PRESERVATION

Goal: *Allow for context-sensitive, fiscally responsible growth and development throughout the community.*

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, and these attributes are highly valued by the community. New development must ensure these amenities can be appreciated by existing and new residents alike.

4. 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.

5. RECONCILIATION

Goal: *Strengthen government-to-government relationships with the Xʷsepsəm and Songhees Nations to support their efforts towards self-determination and autonomy. Collaborate with both Nations on shared priorities and decision-making that advance reconciliation across Town programs and services.*

View Royal is located on the traditional, ancestral, and unceded territories of the lək̓ʷəŋən speaking peoples. To support community interest in advancing reconciliation efforts and government-to-government relationships, the Town will continue to build relationships with the Xʷsepsəm and Songhees Peoples. Emphasis will be placed on facilitating increased collaboration, supporting the Nations' efforts towards self-determination, celebrating values and culture, and fostering synergies between our 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, grounded in recognition and respect of rights, histories, traditions, cultures, languages, and perspectives of Indigenous Peoples, and commitment to learning from and working in partnership with First Nations*

6. 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.*



7. COMMUNITY SAFETY & SECURITY

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

Community safety and security are achieved when people feel that their needs and quality of life are a priority. It means integrating best practices related to Crime Prevention Through Environmental Design and 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.

8. 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.

> ***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. 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, and become a regional hub for health and medical services adjacent to the Victoria General Hospital.

10. COMMUNITY INPUT AND GOVERNANCE

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

As View Royal grows and evolves, the Town will continue to build capacity and seek feedback and input from all community members, especially from those who have been marginalized or historically underrepresented. 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 THROUGH ASSET MANAGEMENT

Goal: *Manage the Town's assets over their full lifecycle to support long-term, sustainable service delivery that meets community needs.*

The Town provides a wide range of services though the management of engineered and natural assets (e.g. roads, culverts, parks). Recognizing the importance of ensuring equitable and sustainable services for current and future generations, emphasis will be placed on a holistic and systematic approach to asset management that balances service delivery with cost and risk.

> ***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.*



2.4 COMMUNITY TARGETS

Delivering on the View Royal 2050 vision requires steady progress toward clear targets and milestones that support the Town's long-term goals. A number of targets are identified throughout this Official Community Plan to support the achievement of the vision and goals identified in sections 2.2 and 2.3. These targets represent outcomes the Town will seek to achieve through policy, partnerships and advocacy. Tracking the targets can aid Town staff, Council, and the community in keeping apprised of progress towards their achievement.

A summary of this Official Community Plan's targets is provided in this section, which is intended to complement the Action Plan in Section 15.0. Unless otherwise stated, targets are measured from a 2025 baseline. Both sections may guide annual departmental planning, budgeting, and coordination. Progress will be reviewed and reported on at least annually through the Town's strategic priority setting and planning process. Targets and actions may be updated over time to reflect changes in policy or new information.

OUR COMMUNITY TARGETS

1. Achieve 1 unit of below-market housing for every 15 units of market housing constructed in View Royal.
2. Achieve 1 unit of supportive housing for every 44 units of market housing constructed in View Royal.
3. Achieve a minimum replacement of 1:1 for all below-market and affordable rentals that are lost through redevelopment.
4. Achieve a minimum of 30% of units with two bedrooms or more and a minimum of 10% of units with three bedrooms or more in new multi-unit residential developments of four or greater storeys, with the exception of seniors housing, supportive housing and affordable rental housing projects.
5. Achieve 10% of units in all new multi-unit housing developments of four or more storeys to be accessible or adaptable units designed and constructed in accordance with the BC Building Code, or an equivalent standard.
6. Pursue the following mode share targets by the year 2050: 25% walking, cycling and micromobility; 15% public transit; and 60% private vehicle.
7. Achieve 30% canopy coverage by 2045.
8. Work towards a 45% reduction in emissions below 2007 levels by 2030, and a 100% reduction in emissions below 2007 levels by 2050.
9. Achieve a minimum of 5.0 hectares (12.4 acres) of parkland per 1,000 people, residents living within a 400 m radius, or a 5-minute walk of usable park space, excluding regional parks and schools.

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. The following actions 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;*

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 on the Rights of Indigenous People 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 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.*

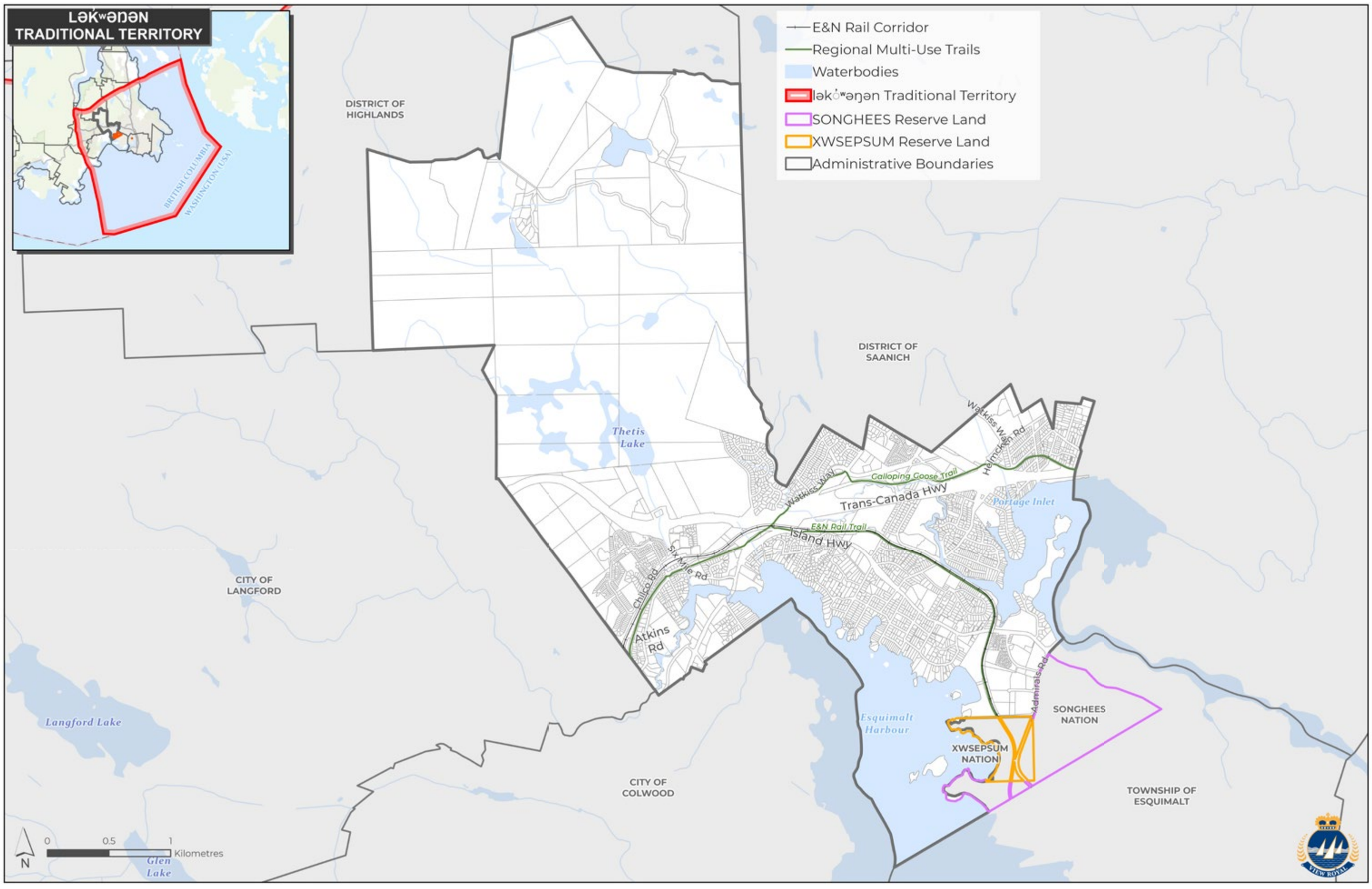


The journey of Truth and Reconciliation for municipalities in relation to the United Nations Declaration on the Rights of Indigenous Peoples adoption and implementation begins after foundational groundwork has been established. View Royal is committed to integrating a reconciliation-centric approach to current and future planning initiatives, as evident in the policy direction threaded throughout this Official Community Plan, and particularly in Part Three which aims to establish a joint vision for reconciliation. The Town aims to take concrete and meaningful actions towards reconciliation and government-to-government relationships, beginning with incremental relationship-building measures.

View Royal is committed to actively supporting economic reconciliation by creating partnerships that advance the Nations' economic interests and capacity, and by encouraging initiatives that promote local economic development led by Xʷsepsəm and Songhees Nations. View Royal is also committed to creating opportunities to collaborate with the Xʷsepsəm and Songhees Nations to ensure municipal planning is grounded in the history, ongoing land stewardship, and enduring presence of the lək̓ʷəŋən Peoples. As stewards of the land, View Royal recognizes its responsibility to protect and sustain the natural environment for future generations, ensuring that decisions made today honour both First Nations and municipal values. The recognition of the Xʷsepsəm and Songhees Nations remains central to View Royal's planning for both the present and the future.

The Xʷsepsəm and Songhees Nations are stewards of both reserve lands and the broader traditional territory, which extends across much of the Greater Victoria area, including what is now known as View Royal, Esquimalt, Langford, Colwood, and Oak Bay, as shown on Figure 1. The Xʷsepsəm and Songhees Nations are actively planning for their communities within current reserve boundaries and through potential acquisition of future lands. Reconciliation acknowledges the Nation's rights to make decisions over their lands, resources, and economic future.

Figure 1. *Lək^{w}əŋən Traditional Territory*



3.2 XʷSEPSƏM NATION TODAY

Xʷsepsəm 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 lək̓ʷəŋən People, with close to half living in the main community on the approximately 19-hectare Esquimalt reserve.

The Nation's connection with the land and resources of its large territory goes back thousands of years. In that time, Xʷsepsəm 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. Xʷsepsəm 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.

Xʷsepsəm 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 Xʷsepsəm 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.

3.3 SONGHEES NATION TODAY

Songhees Nation are a lək̓ʷəŋən 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 Xʷsepsəm 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 Lək̓ʷəŋən 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.



4.0 The History of View Royal

4.1 COLONIAL SETTLEMENT

The early documented history of View Royal began in the 1850s when the Puget Sound Agricultural Company commenced corporate farming along the shores of Esquimalt Harbour. This company was a subsidiary of the Hudson's Bay Company and was responsible for colonizing and settling communities across Vancouver Island under the Royal Charter of Grant from the British Empire. The establishment of agricultural enterprises was a significant shift from the long-established fur trade economy at the time.

The development of Maple Point farm began in 1853 by Mr. Kenneth McKenize. The area was renamed Craigflower Manor and was completed in 1856 with the addition of a sawmill, flour mill, blacksmith shop, brick kiln, slaughterhouse, general store, as well as multiple farm dwellings. Maple Point School, later known as Craigflower Schoolhouse, was completed in 1855 and provided education to those living in Craigflower Country, as well as the surrounding area. The school provided living space for the teacher's family as well as boarders. The Craigflower Schoolhouse remains the oldest surviving school building in Western Canada.

Craigflower Manor is located at 1801 Admirals Road, at the intersection of Admirals Road and Island Highway, and the Craigflower Schoolhouse is located at 2755 Admirals Road, on the Gorge Waterway, within the District of Saanich. Each site is located at opposite ends of the Craigflower Bridge.

Four Mile Pub at 199 Island Highway and the Six Mile Pub at 494 Island Highway are two historic sites, originally operated as 'roadhouses'. The pubs have been serving patrons for over 160 years. Originally built for mail delivery service for stagecoaches along the E&N railway, the sites continue to operate as well-loved local eateries. The Six Mile Pub stands at the site of the former Millstream Mill.

The name View Royal was originally coined circa 1910 by a real estate developer promoting the area's "royal views" of Esquimalt Harbour. At the time, the area was marketed as a getaway destination with seasonal cottages. Urbanization of View Royal started to take off by the 1930s, which saw increased development near Esquimalt Harbour and Portage Inlet.


Four Mile Pub


Six Mile Pub

4.2 PHYSICAL SETTING

View Royal is located on Southern Vancouver Island in the Capital Regional District. It is situated between the West Shore, which includes the District of Sooke, District of Metchosin, City of Colwood, District of Highlands, City of Langford, and the region's core area, comprising the City of Victoria, Township of Esquimalt, Xʷsepsəm Nation, Songhees Nation, District of Oak Bay, and District of 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 gateway within the region, serving as an integral connection point 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.

View Royal is a growing community of over 12,500 people. It is largely residential and 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.

4.3 COMMUNITY TRAITS

Current population (2025): 12,539

Projected population (2050): 21,574

Growth scenario: Medium Growth of 2.2% annually

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 Corridor straddles the View Royal and 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 Road.



Part Two

Land Use

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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

View Royal has a long rural and suburban history, but has transformed into a vibrant community with local and regional services. Most of the land within the Urban Containment Boundary has been developed. Future growth will have to occur through redevelopment and infill of existing lands. There are also land use and density constraints as a result of View Royal's geographical location and limited transportation commuter infrastructure.

Thetis Lake Regional Park is an expansive natural regional recreational amenity located in the north part of View Royal. It provides a buffer between developed areas and the rural areas to the north of Thetis Lake Regional Park. The Thetis Lake area has some existing low-density housing, but it is largely preserved and protected for long-term green space use.



Higher residential density and commercial activity in View Royal are currently concentrated along Island Highway, Admirals Road, Helmcken Road and at key intersections. These areas are referred to as corridors (as shown on Map 3) and provide the potential for further infill development and opportunities for enhancement as there are many underutilized parcels of land that could accommodate residential and commercial growth near transit and active transportation infrastructure.

In recent years, commercial and institutional development along with multi-unit residential development have steadily increased, highlighting the growing demand for businesses and services in View Royal. For example, the opening of Eagle Creek Village in 2016 has encouraged further development of the Victoria General Hospital area as an important node with mixed-use, providing key commercial, office, retail, restaurant, healthcare, and other related services. The regional significance of this area was recognized through the designation of the Hospital Transit-Oriented Area (see Section 5.3) in 2024.

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 and regional services and amenities.

***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 vision for View Royal is to provide more commercial space, amenities, and services to a growing community in the form of mixed-use development focused along the five major corridors (as shown on Map 3, Section 8.0), including Admirals Road, Helmcken Road, Island Highway from Admirals Road to Atkins Road, Watkiss Way, and the Western Gateway Corridor portion of Island Highway from Atkins Road to the Colwood border. The intersection of Helmcken Road and Island Highway, Six-Mile Road and Island Highway, and Watkiss Way and Helmcken Road have the opportunity to be established as walkable areas providing neighbourhood level, mixed-use amenities and services.

The following Official Community Plan 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

5.1.2 OBJECTIVES

1. **Spaces for Sustainable, Compact, and High-Density Development**
   Create a more complete, walkable, and sustainable community by directing most new growth to the corridors and mobility hubs which focus on mixed-use, transit-oriented development and urban 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 access connections between neighbourhoods and mobility hubs.

5. **Manage Development and the Natural Environment**
   Manage development to protect, preserve, and enhance the natural environment, parks, trails, and waterbodies and recognize these spaces as vital physical features that define the Town.

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 nodes, mobility hubs, and corridors.

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;

   vii) Hotel development; or

   viii) Advance overall Official Community Plan objectives.

C. Strengthen connections between existing residential neighbourhoods, nodes, 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.).

D. Integrate existing neighbourhood characteristics into the design of new developments to acknowledge the unique social, cultural, and environmental characteristics of the town.

E. Encourage the development of public gathering places such as parks, plazas, and landscaped seating areas near activity-generating uses, including nodes, corridors, and mobility hubs.

F. Developments of four storeys or greater should incorporate commercial or public use space.

G. Do not support rezoning or bylaw variances that would facilitate the subdivision of waterfront lots in order to protect the integrity of the shoreline, aquatic environments, and ecologically sensitive areas.

H. Do not support aggregate extraction activities within Town boundaries. Aggregate materials should be sourced from neighbouring regional communities to meet development needs, given the non-existence of aggregate extraction operations within View Royal.

I. Explore the viability of density bonusing for the Hospital Transit-Oriented Area and Western Gateway Corridor to determine building heights and density that are viable for development. Findings could be integrated into the Zoning Bylaw and Official Community Plan.

J. Where transportation infrastructure and services are not keeping pace with population and employment growth, the Town may advocate for transportation investment and capacity improvements before significant additional growth is accommodated.

K. Apply Universal Design principles and guidelines for accessibility when designing public space and improvements.

L. Maintain the Urban Containment Boundary by continuing to direct urban development and improvements to areas within the boundary, thereby preserving agricultural land, natural areas, and rural character.

M. Integrate community safety principles and best practices into design guidelines, such as the Crime Prevention Through Environmental Design framework or equivalent. This includes:

    i) Increasing visual permeability of areas such as building entrances, stairwells, building facades, playgrounds, etc. through the strategic use of windows, fencing material, and landscaping;

    ii) Orienting driveways and paths towards building entrances and windows;

    iii) Lighting pathways and other areas where opportunities for natural surveillance exist;

    iv) Developing public spaces in ways that encourage activity and natural surveillance, including sidewalk patios, seating areas, dynamic spaces that accommodate community uses (such as markets, festivals, placemaking projects, etc.), and other amenities;

    v) Landscaping to provide a natural barrier between conflicting uses and clear definition of spaces;

    vi) Providing clear signage, pavement markers, and other visual cues to provide clear direction for transitional spaces between public, semi-public, and private spaces; and

    vii) Opportunities for placemaking through street art and festivals.

5.1.4 CORRIDOR POLICIES

A. Establish the corridors as shown on Map 3 as main thoroughfares that serve local residents and those travelling through the community to other areas of the region. This can be achieved by supporting applications for development along corridors that provide:

   i) a mix of local- and regional-serving amenities and businesses;

   ii) maximum permitted housing densities established through applicable land use designations outlined in Sections 5.2 to 5.13 of this Part;

   iii) infrastructure that allows for walkable connections between the corridor and surrounding neighbourhoods;

   iv) support for increased frequency of transit service through the concentration of employment and housing densities; and

   v) strong public realm design elements that support walkability, such as public gathering space, landscaping, seating, and lighting features, amongst others.

5.1.5 MOBILITY HUB POLICIES

A. Establish the Atkins Neighbourhood Village and the Hospital Transit-Oriented Area as View Royal's mobility hubs, as shown on Map 4, to create conditions for the following:

   i) Centralized access to a range of services and amenities;

   ii) Convenient access to transportation services such as bus stops, cycling routes, local and regional multi-use trails, bike parking, car share options, amongst others;

   iii) Increased accessibility, safety, and comfort for everyone by ensuring inclusion of wide sidewalks, pedestrian-friendly road crossings, increased connections, accessible parking, accessible building access, and passenger loading areas;

   iv) Encourage and support local economic development; and

   v) Integrated public spaces and amenities into site design such as landscaping features, trees, outdoor amenity spaces, public art, and seating elements.

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

C. The public realm component of new development in mobility hubs should be designed in a manner that allows for strong pedestrian, cycling, rolling, and transit connections to other existing and new development within the same mobility hub. Proposals that strengthen connections between the two mobility hubs will be supported.

5.1.6 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. Where growth is planned, consider financial tools to collect funds for community amenities such as community centres, recreation facilities, libraries, childcare facilities, landmarks, and public spaces.

C. Collaborate with the Xʷsepsəm and Songhees Nation on land use and development opportunities that are mutually beneficial, and explore land use directions that further advance the Official Community Plan, long-term reconciliation, and meets the needs of the Xʷsepsəm and Songhees Nations.

D. Maintain alignment of the Development Cost Charges Bylaw with market trends, and ensure the costs of providing infrastructure services associated with community growth are recovered.

E. Where heritage, archeological or cultural assets that may be significant to the Town, Xʷsepsəm or Songhees Nations are potentially impacted by redevelopment, require applicants to protect, rehabilitate, restore, and/or formally designate these assets, as appropriate on a case-by-case basis and in collaboration with the Town and/or First Nations, by securing commitment through tools such as a covenant on title, or other protocols.

F. 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 features of significance.

G. Explore opportunities to establish a standard for required professional reporting requirements for development applications.

H. 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 would aid the Town in its evaluation.

I. Notwithstanding the permitted building heights (i.e. number of storeys) within the Land Use Designations, consideration for increased building heights for rezoning and amendments to the Official Community Plan may be considered where proposed developments would achieve one or more of the following:

   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, parks, or community facilities.

J. 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.

K. Where redevelopment is considered, the built form should respect the natural topography and ecology integrity of the site, including but not limited to, natural contours, rocky outcrops and bluffs, environmentally sensitive areas, and other natural areas.

L. To ensure new development is thoughtfully integrated into existing neighbourhoods, consider developing Infill Design Guidelines.

M. Development should strive to assemble properties in a manner that:

i) Facilitates a desirable and replicable pattern of development that supports livability and enables neighbouring sites to develop to an equal standard;

ii) Accommodates desired housing types and forms, including a mix of unit sizes; and

iii) Enables high-quality built forms, landscaping, and tree planting, and contributes to the public realm.



MAP 1: LAND USE



- E&N Rail Corridor
- Regional Multi-Use Trails
- Urban Containment Boundary

Land Use Designation

- Western Gateway Employment District Corridor
- Hospital Transit Oriented Area
- Neighbourhood Village
- Neighbourhood Centre
- Commercial
- Intensive Mixed Use
- Neighbourhood Mixed Use
- Mixed Residential
- Small-Scale Multi-Unit Housing
- Residential
- Large Lot Residential
- Rural
- Community Facility
- Park
- Thetis Cove Special Planning Area
- Waterbodies
- Administrative Boundaries

DISTRICT OF SAANICH
CITY OF LANGFORD
CITY OF COLWOOD
TOWNSHIP OF ESQUIMALT
SONGHEES NATION
XWSEPSUM NATION

Thetis Lake
Portage Inlet
Esquimalt Harbour

Trans-Canada Hwy
Island Hwy
Watkiss Way
Helmcken Rd
Galloping Goose Trail
E&N Rail Trail
Six Mile Rd
Chilco Rd
Atkins Rd
Admirals Rd

N
0
250
500
Metres

Density *describes the amount of people, jobs, housing units, commercial units, or industrial 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 6 storeys*
- *High-density – buildings with heights 7 storeys or greater*

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.*

5.1.7 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	Uses include a mix of flexible and adaptable building forms that support a range of employment functions suitable for commercial, light industrial, arts and culture, and tourist accommodations. The following uses are supported: • Commercial space in the form of retail, restaurants, visitor accommodations, artist studios, and offices; • Light industrial space that includes distribution, repair, light manufacture, technology, and processing; and • Research, innovation and technology uses.	• Up to 6 storeys • Up to 2.5 FSR
Hospital Transit-Oriented Area	Uses include a mix of residential (e.g. apartments), commercial (e.g. visitor accommodations, restaurants, retail, office), institutional (e.g. hospital), and civic uses (e.g. daycares, libraries, public gathering and amenity spaces).	• Up to 10 storeys • Up to 3.5 FSR

	Designation	Description	Maximum Height/Density
	Neighbourhood Village	Uses include mixed-use buildings, such as multi-unit housing, community care facility, and community serving commercial and civic uses (e.g., daycares, libraries, public gathering and amenity spaces). This designation also supports schools, offices, restaurants, retail, grocery stores, and community spaces.	• Up to 6 storeys • Up to 2.5 FSR
	Neighbourhood Centre	Uses include small-scale mixed-use development, including apartments with community-serving commercial and civic uses, such as daycares, schools, libraries, offices, restaurants, retail, small grocery stores, and community spaces.	• Up to 6 storeys • Up to 3.0 FSR
	Commercial	Uses include a variety of commercial uses, including retail, offices, technology, services, and restaurants.	• Up to 4 storeys • Up to 2.5 FSR
	Intensive 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, restaurants, medical offices, offices, and civic uses (e.g. daycares, libraries, public gathering and amenity spaces).	• Up to 4 storeys • Up to 2.5 FSR
	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 offices, offices, civic uses (e.g. daycares, libraries, public gathering and amenity spaces).	• Up to 3 storeys • Up to 1.5 FSR

Designation	Description	Maximum Height/Density
Mixed Residential	Uses include detached and attached dwellings, such as single detached, duplexes, secondary suites, garden suites, rowhouses, townhouses, houseplexes, and apartments.	• Up to 3 storeys /1.25 FSR • Up to 4 storeys/1.6 FSR for apartments
Small-Scale Multi-Unit Housing	Uses include detached and attached dwellings, such as single detached, duplexes, secondary suites, garden suites, rowhouses, townhouses, houseplexes, and apartments.	• Up to 3 storeys • Up to a maximum of 6 dwelling units
Residential	Uses include single-detached and attached dwellings, duplexes, rowhouses, townhouses, houseplexes that are accessed via separate entrances at the ground level, secondary suites, and garden suites.	• Up to 2.5 storeys • Up to 0.6 FSR for appropriate infill
Large Lot Residential	Uses include detached homes on large lots and yards.	• Up to 2.5 storeys
Rural	Uses include single-detached dwellings on large rural lots, as well as recreation, and agriculture.	• Up to 2 storeys • Up to 1 unit per 10 hectares permitted
Community Facility	Uses include 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, water and sewer treatment plants and facilities, and schools.	Varies

	Designation	Description	Maximum Height/Density
	Parks, Trails and Open Space	Uses include a mix of active and passive parks, trails, natural and green spaces, and outdoor recreation facilities.	N/A
	Thetis Cove Special Planning Area	This land use designation has been created with the expectation that this land will be transferred to Xʷsepsəm Nation within the lifespan of this Official Community Plan. Administration of this process will be led by the Province of British Columbia.	N/A



Photo Credit: John Newcombe

5.2 WESTERN GATEWAY EMPLOYMENT DISTRICT CORRIDOR DESIGNATION

5.2.1 CONTEXT

The Western Gateway Corridor is made up of four distinct land use designations, including the Western Gateway Employment District Corridor, as shown on Map 1. This land use designation is strategically located along the corridor to create a future employment hub that attracts investment and enhances services and amenities in the community and region.

The Western Gateway Employment District Corridor land use designation supports medium-density commercial and light industrial land uses located along the Island Highway from the Colwood border to the south of Parsons Bridge, as shown on Map 1. It is View Royal's vision that this corridor will transform into a medium-density employment hub for the Town, the West Shore, and the broader region.

In addition, this corridor will support the Atkins Neighbourhood Village located to the north, as shown on Map 4. The corridor will also support future transportation investment and surrounding residential areas by providing an abundance of employment opportunities, services, and amenities.

Employment opportunities facilitated through a mix of light industrial, commercial, arts and culture, and hospitality uses are encouraged. As discussed in Section 10.0, the Town aims to support new and existing businesses in the research, technology and innovation sectors, as well as those that support tourism and the healthcare industry, such as hotels, research labs, and biomedical services, amongst others. Given the Town's central location within the region and existing healthcare assets such as the Victoria General Hospital, such investment opportunities would be highly supported in the Western Gateway Employment District Corridor.

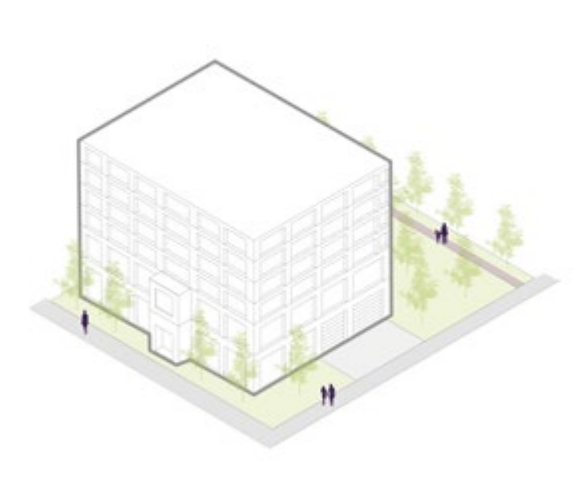
Development in the corridor is intended to support pedestrian-oriented activity, encourage non-auto-oriented travel, and increase connections to the Millstream Creek greenway, as well as access to the nearby public waterfront along Millstream Creek and Esquimalt Harbour. Urban design that supports a 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 transportation and mobility objectives outlined in Section 8.0.

5.2.2 PERMITTED HEIGHTS AND DENSITIES

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

i) Building heights up to 6 storeys

ii) Maximum density of 2.5 Floor Space Ratio



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 Western Gateway Employment District 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.



The Western Gateway Corridor has two components: an employment district and a neighbourhood village. The employment district applies to lands located along Island Highway between Parsons Bridge and the Colwood border. The illustration above depicts what this area could look like with mixed commercial - industrial development. In the illustration below, a future mobility hub is shown within the Atkins Neighbourhood Village. The illustration shows a mixed-use building connected to transit stops and the Galloping Goose trail just off Island Highway, and apartment buildings on the north side of the trail.



5.2.3 POLICIES

A. Collaborate with the City of Colwood to establish the Western Gateway Corridor as a regional employment hub, that prioritizes economic development and attracts 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 a high-quality urban design. Development in the Western Gateway Employment District Corridor land use designation should aim to achieve:

   i) A mix of employment uses including office, retail, hotel, research labs, community/ civic use, arts and culture, and light industrial (e.g. light manufacturing and processing of goods, distribution).

   ii) Integration of entertainment, arts and culture uses in the Atkins Mobility Hub.

   iii) Strong public realm design and a pedestrian-friendly streetscape that is designed to attract visitors to the area through orienting buildings towards the street, locating parking underground, below-grade, and behind the building and using landscaping features such as plantings, street trees, and seating to welcome 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.

   iv) Compatibility with nearby residential development through thoughtful design and landscape buffers, where appropriate.

   v) Long-term protection of Millstream Creek and the shoreline by dedicating park land for green space and / or recreational trails wherever possible.

   vi) Enhanced economic development opportunities for the Town, particularly local businesses and investments in emerging industries.

C. Enable the provision and viability of light industrial development by establishing greater 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 floors, 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 on Map 4. To comply with *Bill 47*: *Housing Statues (Transit-Oriented Areas) Amendment Act*, the Hospital Transit-Oriented Area designation has been applied to lands within 200 metres of the Hospital Transit-Oriented Area's prescribed bus exchange.

The hospital is expected to expand its services and construct new buildings in the coming decade, ideally co-locating with primary care facilities and ancillary medical service providers. Higher density residential uses in the form of apartments have started developing in recent years and are planned to continue to be built along Watkiss Way, Hospital Way, and Erskine Lane to provide more housing, support the expanding demand for 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. The service connects Victoria, View Royal, Colwood, and Langford on a single route, providing rapid bus service within the region. There is potential to expand frequent transit service and provide additional rapid transit service if the parcels 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 because it is located near the Helmcken Park and Ride, Galloping Goose Regional Trail, and Highway 1. Helmcken Road is another key corridor, which connects neighbourhoods in View Royal and the neighbouring District of Saanich.

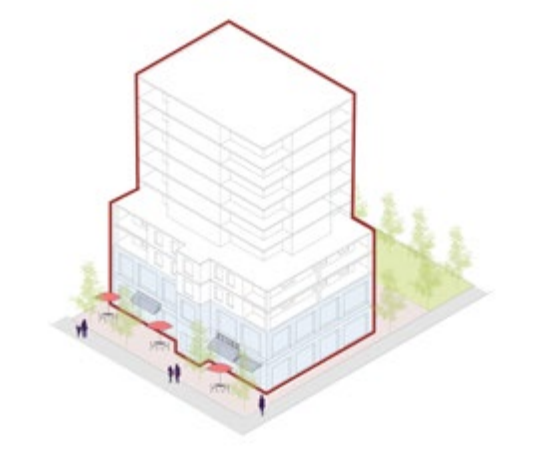
The Hospital Transit-Oriented Area is envisioned as a vibrant, high-density mixed-use community that integrates residential, tourist accommodation, medical, and commercial spaces to support the Victoria General Hospital and regional rapid transit system. Transit, cycling, and walking are envisioned to be the primary modes of transportation in this area to encourage active transportation connections, enhance the public realm, and create a safe, walkable, 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) Building heights up to 10 storeys

   ii) Maximum density of up to 3.5 Floor Space Ratio



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 10-storey building comprising of commercial and ancillary medical offices on the first four storeys to augment the nearby Victoria General Hospital and how residential space on the upper storeys could support greater transit service and animate the street.

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 Victoria General Hospital.

   ii) A regional health hub with facilities that provide comprehensive care across all stages of life.

   iii) Provide a mix of housing types and tenures to diversify the housing stock, including opportunities for family-friendly, senior, below-market and affordable housing options.

   iv) Diverse employment and commercial services that strengthen the local economy and support or complement existing local businesses and services.

   v) Rapid and frequent transit service routes.

   vi) Ground floor commercial space that activates the streetscape and public realm.

   vii) Underground or sub-surface parking facilities that promote a safe and enjoyable pedestrian environment.

   viii) A high-quality streetscape and public realm to accommodate people gathering, socializing, and recreating including plazas, playgrounds, greenspace, or other off-street public spaces.

   ix) Improved access and traffic circulation within the area.

   x) Construction of, or partnership with the Town to provide, active transportation infrastructure to connect new development to the Victoria General Hospital Transit Exchange, Victoria General Hospital, Galloping Goose Regional Trail, Eagle Creek Village, and the established residential area southeast of Helmcken Road.

Rapid Transit and Frequent Transit are two types of transit service.

	Service Type	Frequency
Rapid Transit	Routes are designed to move large volumes of passengers between major destinations and stop less often than Frequent Transit service.	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.
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.	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 Neighbourhood Village and Hospital Mobility Hubs to create density conditions that support rapid and frequent transit service, as shown on Map 4. 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 stores, community care facilities, and community spaces.

To comply with the *Bill 47: Housing Statues (Transit-Oriented Areas) Amendment Act*, the Neighbourhood Village designation has been applied to lands within 201 - 400 metres of the Hospital Transit-Oriented Area's prescribed bus exchange. 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 Official Community Plan.

5.4.2 PERMITTED HEIGHTS AND DENSITIES

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

   i) Building heights up to 6 storeys

   ii) Maximum density of up to 2.5 Floor Space Ratio



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. Enable better transit service and connections of mobility hubs through increased densities and public realm design.

B. Create walkable and safe linkages to the surrounding neighbourhoods, parks, and trails at the following locations:

   i) The Neighbourhood Village designated area within the Western Gateway Corridor, between the Atkins Neighbourhood Village, Parsons Bridge, and Price Bay Road.

   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.

C. Prioritize medium-density, mixed-use development in the Neighbourhood Village and promote the village designation as vibrant hubs that aims to provide, or create conditions for the following:

i) Provide a mix of housing types and tenures to diversify the housing stock, including opportunities for family-friendly, senior, below-market and affordable housing options.

ii) Diverse local-serving commercial uses that strengthen the local economy and support or complement existing local businesses and services.

iii) Ground floor commercial space that activates the streetscape and public realm.

iv) Incorporate community spaces that support arts, culture and recreation opportunities for residents and visitors.

v) Underground or sub-surface parking facilities that promote a safe and enjoyable pedestrian environment.

vi) A high-quality streetscape and public realm to accommodate people gathering including outdoor seating, plazas, or other off-street public spaces.

5.5 NEIGHBOURHOOD CENTRE DESIGNATION

5.5.1 CONTEXT

The Neighbourhood Centre designation currently applies to a single parcel at the intersection of Island Highway and Helmcken Road, as shown on Map 1. This designation allows medium-density, mixed-use development to serve local neighbourhood needs. It also encourages walkability by providing multi-unit housing forms and community-serving commercial and civic uses with active street frontages.

5.5.2 PERMITTED HEIGHTS AND DENSITIES

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

i) Building heights up to 6 storeys

ii) Maximum density of up to 3.0 Floor Space Ratio





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 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 6-storey building to make the intersection of Island Highway and Helmcken Road a walkable neighbourhood destination.

5.5.3 POLICIES

A. Encourage mixed-use residential and commercial development at the intersection of the Island Highway and Helmcken Road to support greater transit service and mobility, and to provide greater access to services that meet the daily needs of residents in 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) Opportunities to establish connections across Island Highway and Helmcken Road to enhance pedestrian safety.

   ii) Pedestrian-friendly street frontages that accommodate people arriving by all modes.

   iii) Strong and safe connections to surrounding residential areas, the waterfront, Helmcken Road, and View Royal Elementary School.

iv) High-quality architecture, landscaping and public realm that enhances the neighbourhood context.

v) Underground or sub-surface parking facilities that promote a safe and enjoyable pedestrian environment.

5.6 COMMERCIAL DESIGNATION

5.6.1 CONTEXT

The lands designated Commercial are primarily located along the Admirals Road and Island Highway Corridors, as shown on Map 1. The designation permits a variety of commercial uses, including retail, office, technology, services, and restaurants. Lands in the Commercial designation should help create more local jobs as View Royal grows, while providing services and amenities to residents.

PERMITTED HEIGHTS AND DENSITIES

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

i) Building heights up to 4 storeys

ii) Maximum density of up to 2.5 Floor Space Ratio



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 commercial lot. 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 spaces for café or restaurant and retail shops to activate the street, while the upper floors provide office spaces to support a variety of employment and sectors.

5.6.2 POLICIES

A. Promote development of commercial lands along the Admirals Road Corridor 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 a strong pedestrian-oriented streetscape. 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 Island Highway, in collaboration with Xʷsepsəm and Songhees Nations, to create a safe, walkable, and enjoyable pedestrian environment, and to reinforce the development of this area as the Admirals Road Corridor. 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

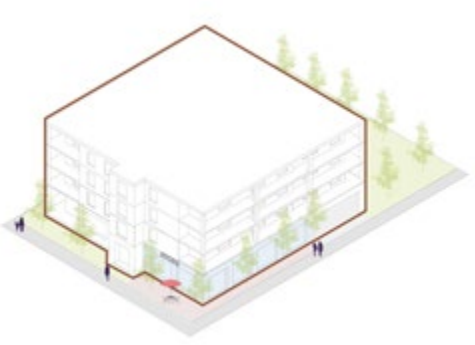
The lands designated Intensive Mixed Use are located throughout View Royal, including the Fort Victoria RV Park, the Western Gateway Corridor, and near the Atkins Mobility Hub, as shown on Map 1. This designation is intended to provide low-rise mixed-use development in the form of townhouses and low-rise apartments, designed to provide ground floor commercial space and upper floors designated for residential dwellings.

5.7.2 PERMITTED HEIGHTS AND DENSITIES

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

i) Building heights up to 4 storeys

ii) Maximum density of up to 2.5 Floor Space Ratio



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 connections 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 accommodate people arriving by all modes of transportation.

   ii) Strong and safe connections to surrounding residential areas, the Western Gateway Corridor, the Atkins Mobility Hub, the local and regional multi-use trails, and Island Highway.

   iii) High-quality architecture, landscaping and public realm that enhances the neighbourhood context.

5.8 NEIGHBOURHOOD MIXED USE DESIGNATION

5.8.1 CONTEXT

The lands designated Neighbourhood Mixed Use 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 on Map 1. This designation supports the development of corridors and mobility hubs with low-rise multi-unit residential and commercial uses serviced by active and public transportation infrastructure. As View Royal grows, mixed-use development will be crucial for creating a walkable community where residents can easily access daily needs such as work, education, childcare, recreation, and health services without passenger vehicles.

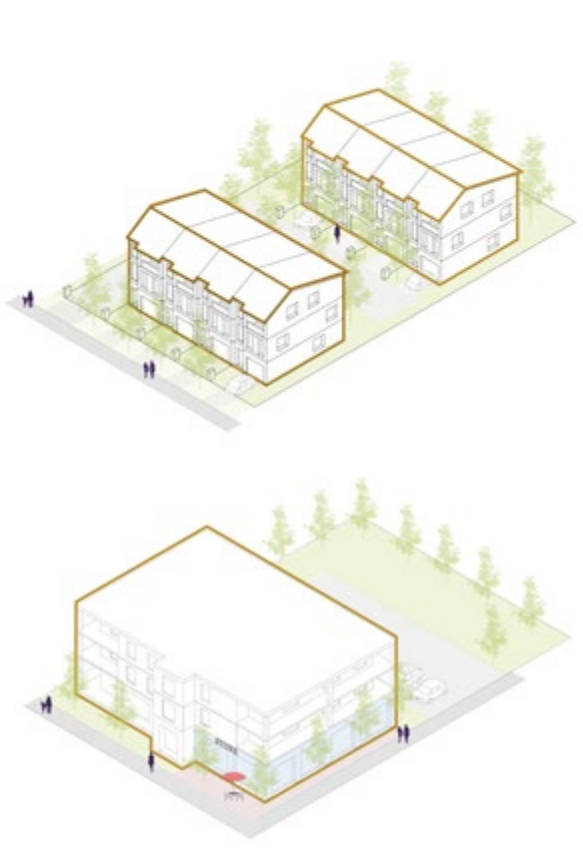
The proximity of the Neighbourhood Mixed Use area at Eagle Creek Village to the Hospital Transit-Oriented Area will support the View Royal's vision of a vibrant mixed-use transit-supported mobility hub. It is acknowledged that most of Eagle Creek Village and Lakeside Village are built out at this time (the two commercial centres were constructed in the late 2010s), reducing the likelihood of redevelopment within the lifespan of this Official Community Plan.

5.8.2 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 1.5 Floor Space Ratio



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 near the intersection of Island Highway and Helmcken Road 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 accommodate people arriving by all modes.

   iii) Strong and safe connections to surrounding residential areas, the waterfront, Helmcken Road, and View Royal Elementary School.

   iv) High-quality architecture, landscaping and public realm that enhances the neighbourhood context.



The concept shown here combines local-serving ground floor commercial uses with apartments 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 lands designated Mixed Residential are primarily located along Island Highway, Christie Point, to the west of Admirals Corridor, and in several other areas. This designation permits detached and attached dwellings, such as small-lots, duplexes, secondary suites, garden suites, rowhouses, townhouses, houseplexes, and apartments. Its purpose is to increase housing choices along key corridors and in areas where services and amenities are concentrated. Medium density development in these areas will help improve mobility, including access to non-automobile transportation options, especially near the Atkins Mobility Hub.

5.9.2 PERMITTED HEIGHTS AND DENSITIES

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

i) Building heights up to 3 storeys/Maximum density of up to 1.25 Floor Space Ratio

ii) Building heights up to 4 storeys/Maximum density of up to 1.6 Floor Space Ratio for apartments



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. The second example illustrates a 4-storey apartment building with a Floor Space Ratio of 1.6.



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 small 3-storey townhome development.

5.9.3 POLICIES

A. Support a variety of housing options, including opportunities for infill and gentle density in the form of duplexes, secondary suites, garden suites, rowhouses, townhouses, houseplexes, and apartments in 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 Island Highway and Helmcken Road.

   ii) Pedestrian-friendly street frontages that accommodate people arriving by all modes of transportation.

   iii) Strong and safe connections to surrounding residential areas, the waterfront, Helmcken Road, and View Royal Elementary School.

   iv) High-quality architecture, landscaping and public realm that enhances the neighbourhood context.

5.10 SMALL-SCALE MULTI-UNIT HOUSING DESIGNATION

5.10.1 CONTEXT

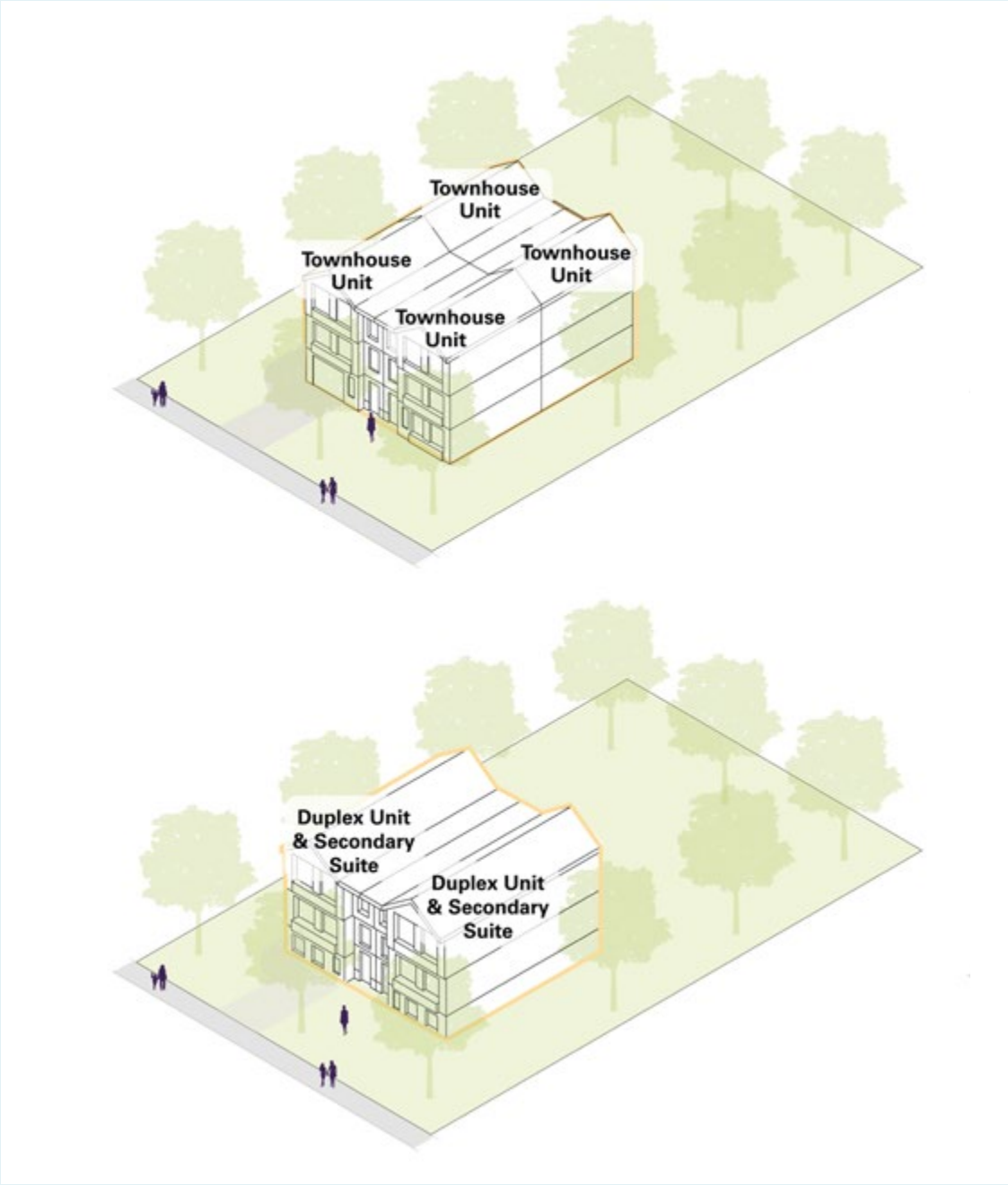
The Small-Scale, Multi-Unit Housing designation supports a variety of housing types in established residential neighbourhoods including detached and attached dwellings, duplexes, secondary suites, garden suites, rowhouses, townhouses, houseplexes, and apartments up to three storeys in height. This designation has been established to align with the province's *Bill 44: Housing Statutes (Residential Development) Amendment Act* and applies in many of the established low-density residential neighbourhoods in the community. Small-Scale, Multi-Unit Housing offer greater housing choice and improve attainability. It is anticipated that Small-Scale, Multi-Unit Housing will be a key factor in 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 4 dwelling units or 6 dwelling units for parcels within 400m of a Prescribed Transit Stop



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 four townhouse units; the second example is a duplex with each unit containing a secondary suite.



The third example is a single-detached dwelling with a secondary suite and a garden suite; the fourth is a houseplex with four units.

5.10.3 POLICIES

A. New development should contribute to and enhance the residential form and character of the surrounding neighbourhood.

B. Protect and enhance the tree canopy and preserve natural features.

C. Strengthen connections between existing residential neighbourhoods and mixed-use developments, such as those included in View Royal's mobility hubs and corridors (as shown on Maps 3 and 4), through urban design, public space improvements, and pedestrian, bike, and transit supportive facilities.

D. When reviewing applications for infill developments, adhere to the redevelopment policies outlined in Section 5.1.6.

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

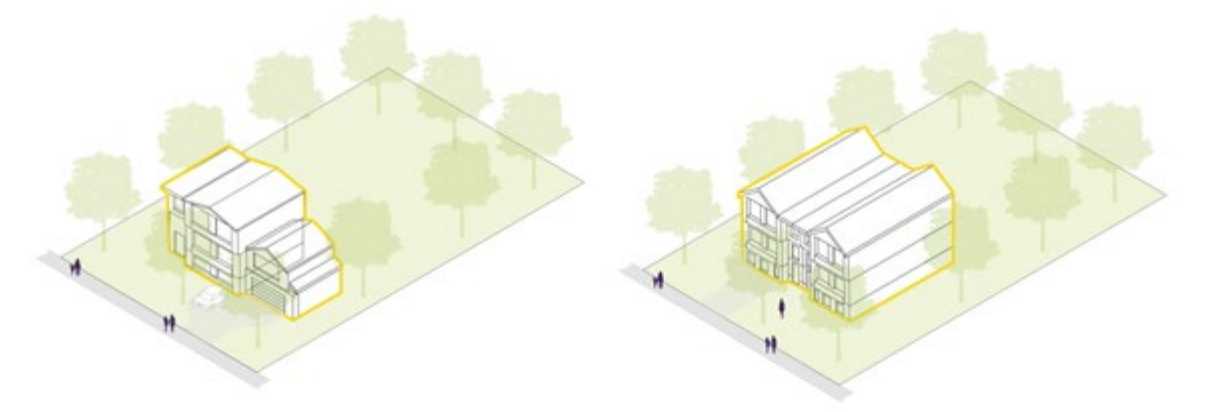
The Residential designation has been applied to parcels that do not meet provincial legislative criteria for Small-Scale Multi-Unit Housing, as shown on Map 1. This designation supports development of single detached dwellings, secondary suites, garden suites, duplexes, rowhouses, and townhouses that are accessed via separate entrances at the ground level.

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 dwelling 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 dwelling with a separate secondary suite entrance provided on the side of the house, that would suit 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 the following: single detached dwellings, duplexes, secondary suites, and garden suites.

B. New development should contribute to and enhance the residential form and character of the surrounding neighbourhood.

C. Strengthen connections between existing residential neighbourhoods and mixed-use developments, such as those included in View Royal's mobility hubs and corridors (as shown on Maps 3 and 4), through urban design, public space improvements, pedestrian, bike, and transit supportive facilities.

D. Protect and enhance the tree canopy and preserve natural features.

E. When reviewing applications for infill developments, adhere to the redevelopment policies outlined in Section 5.1.6.

5.12 LARGE LOT RESIDENTIAL DESIGNATION

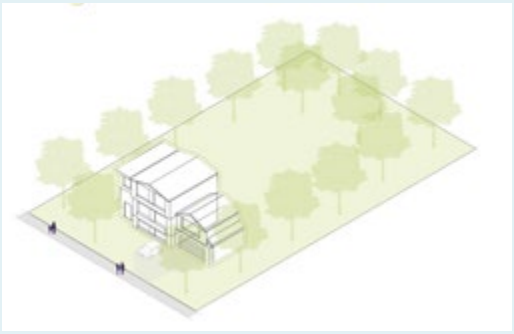
5.12.1 CONTEXT

The lands designated Large Lot Residential are large lots located within established neighbourhoods, as shown on Map 1. These lots consist of detached dwellings. Limited redevelopment is anticipated for these parcels.

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



The image provides an example of building massing on a large residential lot, permitting up to 2.5 storeys.

5.12.3 POLICIES

A. Support detached dwellings and secondary suites in existing residential neighbourhoods.

B. Protect and enhance the tree canopy and preserve natural features.

C. New development should be designed in a way that complements the existing surrounding neighbourhood.

5.13 RURAL DESIGNATION

5.13.1 CONTEXT

The lands designated Rural are primarily located north of Thetis Lake Regional Park outside the Urban Containment Boundary, with the exception of two parcels on Atkins Road, as shown on Map 1. These lands are used for agriculture, recreation, or for large lot residential uses. There is limited servicing available to parcels 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



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.

5.13.3 POLICIES

A. Support the retention of rural lands north of Thetis Lake Regional Park by maintaining the Urban Containment Boundary.

B. Maintain farming, agriculture, and low-density residential as the primary land use on rural lands, to preserve the rural character of the area.

5.14 COMMUNITY FACILITY DESIGNATION

5.14.1 CONTEXT

The Community Facility designation has been applied to lands with existing government buildings and publicly-owned facilities providing a range of civic and institutional services and uses, 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.

The Town's prominent community facilities include the following:

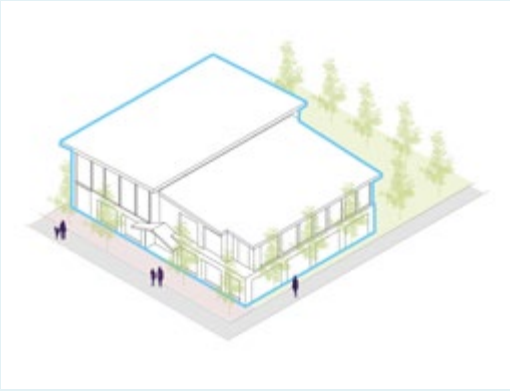
- Town Hall and Public Safety Building on Island Highway;
- Three schools, including Shoreline Community Middle School, View Royal Elementary, and Eagle View Elementary;
- Three community centres, including the Strawberry Vale Community Club, View Royal Community Association, and Victoria Scottish Community Centre;
- Victoria General Hospital;
- Capital Regional District's Infrastructure and Water Services building on Island Highway; and
- Two existing park and ride facilities located in the Atkins Neighbourhood Village and on Helmcken Road.

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.



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.

B. Retain existing Community Facility parcels and seek opportunities to expand and consolidate parcels 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 people of all mobility levels.

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. Where redevelopment is being considered on Community Facility designated land:

   i) Prioritize the retention of community or non-profit ownership of the property.

   ii) Support the use of the site for non-profit rental housing or non-market housing where the development can also provide a community facility, commercial uses, or other compatible uses.

5.15 PARKS, TRAILS AND OPEN SPACE DESIGNATION

5.15.1 CONTEXT

The lands designated Parks, Trails, and Open Space have been applied to active and passive parks, trails, natural conservation areas, green spaces, waterfront areas, and outdoor recreation facilities, as shown on Map 1. Parks, trails, and open spaces provide opportunities to facilitate walkable connections to key areas within the community, including mobility hubs.

The Parks, Trails, and Open Space designation has also been applied to the Provincial Agricultural Land Reserve parcels, which are intended for long-term farm use to support the local economy and food security. As shown on Map 2, the Agricultural Land Reserve applies to the following areas:

- Chilco Park;
- Little Road unnamed park;
- Trans Canada Highway and Atkins Neighbourhood Village road right-of-way at Burnside Road West;
- View Royal Park; and
- Marler Park and 4 neighbouring parcels.

The Town may consider excluding these parcels from the Agricultural Land Reserve in the 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, an 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 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.

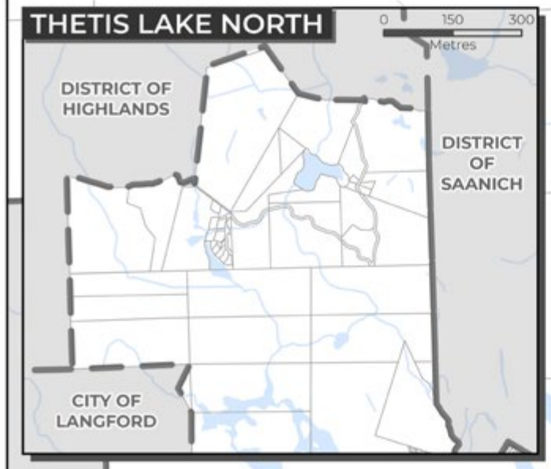
D. Collaborate with Capital Regional District and the View Royal FireSmart Program to develop and implement strategies to mitigate the risk of wildfires within Thetis Lake and Mill Hill Regional Parks.

E. Improve local and regional access and connections to Thetis Lake and Mill Hill Regional Parks from surrounding neighbourhoods.

F. Collaborate with the Capital Regional District to expand regional park boundaries where appropriate.

G. Ensure that current and future use of land designated as Agricultural Land Reserve is compliant with Agricultural Land Commission legislation and regulations.

MAP 2 - AGRICULTURAL LAND RESERVE LANDS



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

Prior Lake
Thetis Lake
DISTRICT OF SAANICH
Watkiss Way
Helmcken Rd
Galloping Goose Trail
Trans-Canada Hwy
Portage Inlet
Trans-Canada Hwy
Six Mile Rd
Island Hwy
E&N Rail Trail
Chilco Rd
Atkins Rd
Island Hwy
Helmcken Rd
CITY OF LANGFORD
Island Hwy
TOWNSHIP OF ESQUIMALT
CITY OF COLWOOD
Esquimalt Harbour
Admirals Rd
SONGHEES NATION
XWSEPSUM NATION

N
0
250
500
Metres

5.16 THETIS COVE SPECIAL PLANNING AREA DESIGNATION

5.16.1 CONTEXT

The land designated as Thetis Cove Special Planning Area, as shown on Map 1, is located in the area known as Thetis Cove. This land is adjacent to the Xʷsepsəm Nation Reserve. The Province purchased the land to transfer to the Xʷsepsəm Nation as part of the negotiations at the Recognition of Indigenous Rights and Self-Determination table. The transfer of land is likely to occur within the lifespan of this Official Community Plan.

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 Xʷsepsəm and Songhees Nations to return the land to Xʷsepsəm Nation to advance reconciliation efforts.

B. Review the Town's boundary following the transfer of the lands to Xʷsepsəm Nation.





Part Three

Reconciliation

6.0 Reconciliation 77

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6.0 Reconciliation

6.1 CONTEXT

View Royal approaches reconciliation as a long-term priority grounded in relationship-building, learning, collaboration, accountability, and action. The Town recognizes the impacts of colonization on the community as it is today and acknowledging the injustices experienced by the First Nations 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 Xʷsepsəm and Songhees Nations.

Given the influence of Official Community Plans 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 Xʷsepsəm and Songhees Nations so that community planning and priorities reflect the enduring presence and stewardship of the lək̓ʷəŋən Peoples. Through a reconciliation, collaboration and relationship-building lens, the Town worked with the advisors representing Xʷsepsəm and Songhees Nations on the review and update of the Official Community Plan. Both Nations provided comments on many aspects of the Official Community Plan to strengthen the objectives and policies and guide the Town on important matters related to self-determination, culture, land stewardship, and economic development.

The following Official Community Plan Goals may be achieved through the objectives and policy direction provided in this section:

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

6.2 OBJECTIVES

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

Build respectful, government-to-government relationships with the Xʷsepsəm and Songhees Nations, and integrate reconciliation frameworks into View Royal's community planning initiatives, particularly for decisions impacting the Nations' interests and self-determination goals.

6.2.2 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.

6.3 POLICIES

6.3.1 GENERAL

A. Identify a joint vision for reconciliation in View Royal in partnership with the Xʷsepsəm and Songhees Nations.

B. Continue to develop and implement existing Memorandums of Understanding and/or protocol agreements with the Xʷsepsəm and Songhees Nations around shared commitments.

6.3.2 COMMITMENT TO CULTURAL AWARENESS AND LEARNING

A. Work with Xʷsepsəm and Songhees Nations to identify and deliver appropriate public education and reconciliation programming for View Royal residents and staff.

B. Respect Indigenous data governance and sovereignty including through application of principles for ownership, control, access, and possession of data principles, and collaborate with Xʷsepsəm and Songhees Nations on municipally based data gathering.

6.3.3 ADVANCING RECONCILIATION IN LAND USE DECISIONS

A. Proactively engage, and collaborate meaningfully and respectfully, with Xʷsepsəm and Songhees Nations on land use initiatives and decisions by which they may be affected to respect rights recognition and shared decision-making.

B. Best efforts to follow procedures and protocols for respectful engagement and consultation as outlined by Xʷsepsəm and Songhees Nations referrals processes.

C. Support economic reconciliation with lək̓ʷəŋən Peoples by collaborating on land use and development projects led by Xʷsepsəm and Songhees Nations.

D. Consider the impact of land use decisions to the long-term needs of the Xʷsepsəm and Songhees Nations to help ensure land use directions support and advance reconciliation efforts.

E. Promote awareness of the responsibility of the Town and property owners to protect archeological sites and artifacts, including those of Indigenous significance, and encourage compliance under the Heritage Conservation Act.

6.3.4 UNDERSTANDING INDIGENOUS LAND AND WATER MANAGEMENT

A. Work with Xʷsepsəm and Songhees Nations to learn about Indigenous land and water stewardship practices, values, and rights.

B. Work actively with Xʷsepsəm and Songhees Nations to integrate Indigenous knowledge systems with Western science for land and water stewardship initiatives, such as habitat restoration, culturally informed ecological management, resilient food systems, and conservation of natural assets.

6.3.5 SUPPORTING ECONOMIC RECONCILIATION AND RIGHT TO SELF-DETERMINATION

A. Collaborate with Xʷsepsəm 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.

B. Support Indigenous-led economic initiatives through locally-forged business partnerships with Xʷsepsəm and Songhees Nations and support Indigenous business development and Indigenous development corporations.

6.3.6 CELEBRATING INDIGENOUS IDENTITY WITHIN VIEW ROYAL

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



Part Four

Policies

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8.0 Transportation and Mobility 88

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14.0 Community Well-Being and Culture 145

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7.0 Housing

7.1 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 availability 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 and found that 0.9% of owner households and 7.81% of renter households are in extreme core housing need in 2021.

A total of 842 dwelling units are necessary to address extreme core housing need, persons experiencing homelessness, suppressed household formation, anticipated growth, rental vacancy rate adjustment, and local demand in View Royal by 2026, and a total of 2,889 dwelling units are need by 2041. The Interim Housing Needs Report estimates that the total number of Extreme Core Housing Need dwelling units needed by 2041 is 174, this is approximately 12 new units per year between 2026 and 2041. Considering the lifetime of this Official Community Plan extends beyond the year 2041 to 2050, a total of 4,189 units may be

*A household is said to be in **extreme core housing need** if its housing falls below at least one of the adequacy, affordability or suitability standards and it would have to spend 50% or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable (meets all three housing standards)*

***Suppressed household formation** is said to be new households that would have been formed but are not due to a lack of attainable options. The persons who would have formed these households include, but are not limited to, many adults living with family members or roommates and individuals wishing to leave unsafe or unstable environments but cannot due to a lack of places to go.*

***Rental vacancy rate adjustment** adds surplus rental units to restore local vacancy rates to levels representing a healthy and well-functioning rental housing market. Typically, rates between 3% and 5% are considered healthy vacancy rates.*

necessary to meet long-term housing needs in the community, based on findings identified in the Interim Housing Needs Report. Section 16.3 of the Community Profile in Appendix A summarizes View Royal's residential development trends, population projections and housing needs.

With little vacant land remaining within the Urban Containment Boundary, most new residential development will occur through the 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 secondary and garden suites, duplexes, houseplexes, rowhouses, and townhouses. The development of new detached dwellings that occupy a smaller building footprint may also be viable to fill housing gaps and address community needs.

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

The following Official Community Plan Goals may be achieved through the objectives and 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.*



7.2 OBJECTIVES

7.2.1 HOUSING DIVERSITY AND SUPPLY

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

7.2.2 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 and changes in individual lifestyle, income, and health.

7.2.3 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.

7.2.4 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 residents, including families, seniors, people with diverse abilities, physical disabilities, and low-income households.

7.2.5 HOUSING PARTNERSHIPS

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

7.3 POLICIES

7.3.1 GENERAL

A. Continue to 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. Research what forms of amenity space are needed and desired to create strong, socially connected communities and explore how the Zoning Bylaw may implement amenity space requirements in multi-unit residential developments.

7.3.2 HOUSING SUPPLY

A. Continue to consider opportunities to facilitate an increase in housing supply by streamlining development approval and permitting processes.

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.

C. Review annual housing starts data to identify and track progress towards housing goals, and to find opportunities to increase housing supply.

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.



7.3.3 AFFORDABLE AND RENTAL HOUSING

A. Support the attainment of affordable housing in View Royal by achieving a minimum of 1 unit of below-market housing for every 15 units of market housing, and 1 unit of supportive housing for every 44 units of market housing being built in the Town.

B. Undertake financial feasibility analyses to identify if density bonusing and inclusionary zoning are viable tools to utilize in the Zoning Bylaw to increase affordable market and non-market rental housing supply.

C. Collect 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.

D. Protect below-market and affordable rentals where redevelopment of existing ground-oriented rental and cooperative housing units are proposed by considering how to retain rental units of the same quantity, size, and where possible, maintain the equivalent monthly rental rate for tenants. Achieve a minimum replacement of 1:1 for all below-market and affordable rentals that are lost through redevelopment.

E. Where the redevelopment of an existing cooperative housing site is considered, an increase in residential density will be supported only if additional cooperative housing units are provided.

F. Continue to review the Town's Tenant Assistance Policy to ensure it is designed to mitigate the loss of existing affordable units and protect tenants who are displaced during the redevelopment or renovation of older rental buildings.

G. Investigate additional 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.



7.3.4 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 childcare facilities, schools, and parks.

C. Promote ground-oriented, family-friendly housing within neighbourhoods close to schools and amenities.

7.3.5 ACCESSIBILITY IN HOUSING

A. Incorporate Universal Design principles in the design of common and amenity spaces, such as entryways, hallways, stairwells, patios, and multi-purpose rooms, amongst others.

B. Achieve 10% of units in all new multi-unit housing developments of four or more storeys to be accessible or 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 wherever possible.



7.3.6 COORDINATION AND PARTNERSHIPS

A. Strengthen partnerships to deliver more affordable housing and supportive housing.

B. Build community capacity to support the development of affordable housing, for example by connecting non-profits with funding streams, land opportunities, and market developers for potential partnerships.

C. Work together with housing agencies, stakeholders, and senior levels of government to identify sites and collaborate, where possible, on the provision of supportive housing projects with social and mental health support.

D. Continue annual financial contributions to the Regional Housing Trust Fund, administered by the Capital Region Housing Corporation, to support the acquisition, development, and retention of housing that is affordable to households with low or moderate incomes.

E. 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.









8.0 Transportation and Mobility

8.1 CONTEXT

The transportation and mobility choices existing within a community define how community members can 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, Galloping Goose Regional Trail, E&N Rail Trail, and BC Transit's bus routes including the 95 Blink Rapid Bus, number 14 (Vic General / UVic), and number 40 (UVic/Dockyard via McKenzie-Admirals) traverse View Royal and provide connections to key destinations within adjacent communities and beyond.

Within View Royal, there are five key corridors along which amenities and services are concentrated, as shown on Map 3: Island Highway, Admirals Road, Helmcken Road, Watkiss Way, and the Western Gateway Corridor. These corridors serve key transportation functions in their ability to move goods and people within the Town and provide connections to neighbouring communities. It is anticipated that higher levels of density will be concentrated along these corridors to enable alternate modes of transportation beyond the private car and to ensure that residents can easily access the services and amenities they need daily near their home. The foundation for this is embedded within the Official Community Plan'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 4, these are located at the site of the provincially designated Hospital Transit-Oriented Area, which comprises the existing Victoria General Hospital Transit Exchange and the Atkins Neighbourhood Village. 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. BC Transit is updating the Victoria Regional Transit Plan to address network design priorities and infrastructure and service improvements. A bus rapid transit route already serves the Atkins Mobility Hub, and additional connections may be identified for the Hospital Transit-Oriented Area and Atkins Mobility Hub, as shown on Map 4, once BC Transit

***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.*

has adopted the Victoria Regional Transit Plan. Increased densities are permitted in and around these mobility hubs to promote alternate modes of transportation through enhanced public realm design that creates a pedestrian-friendly environment and provides connections to key active transportation infrastructure such as trails.

> ***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 Neighbourhood Village located adjacent to Island Hwy and the Galloping Goose trail.*

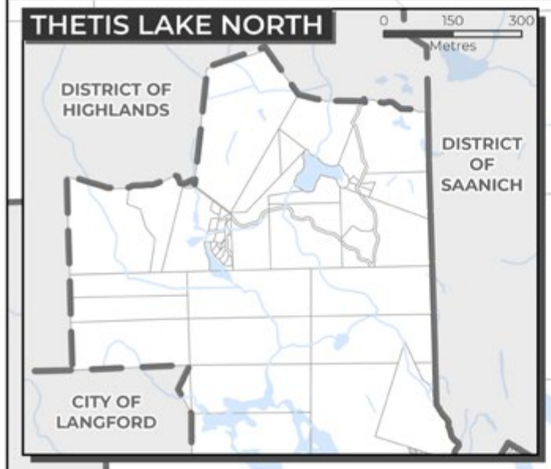
Decisions regarding the location, intensity, and timing of growth directly influence travel demand, congestions, infrastructure costs, accessibility, and community livability. The Town recognizes that regional transportation planning has identified increasing pressure on key transportation corridors and growing communities throughout the Capital Region. Growth patterns, transportation networks, transit performance, and infrastructure capacity are closely interconnected and should be planned together. The Town supports growth that is aligned with available and planned transportation infrastructure and services. Furthermore, the Town considers transportation capacity, transit service levels, active transportation connectivity, emergency access, and regional mobility performance to be important factors in determining the pace, scale, and location of future growth. Expectations regarding future growth should be informed by the delivery of provincial, regional, and local transportation infrastructure.

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 by creating alternative modes for a smoother travel experience. In addition, reduced reliance on the automobile yields reduced greenhouse gas emissions, cleaner air, and a healthier community.

The following Official Community Plan Goals may be achieved through the objectives and policy direction provided in this section:

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

MAP 3 - CORRIDORS



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

Corridors

Admirals Rd
Helmcken Rd
Island Hwy
Watkiss Way
Western Gateway

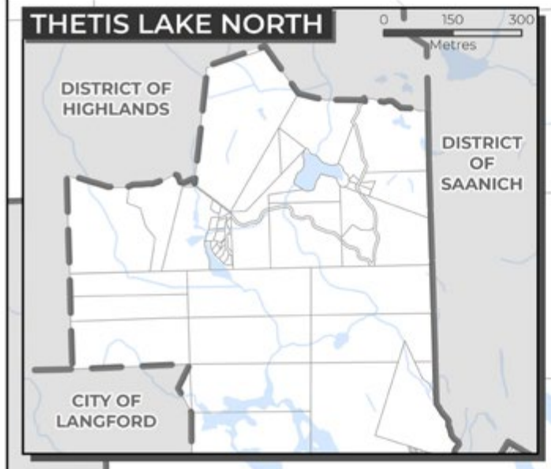
Prior Lake
Thetis Lake
Portage Inlet
Esquimalt Harbour

DISTRICT OF SAANICH
CITY OF LANGFORD
CITY OF COLWOOD
TOWNSHIP OF ESQUIMALT
SONGHEES NATION
XWSEPSUM NATION

Watkiss Way
Galloping Goose Trail
Trans-Canada Hwy
Helmcken Rd
Six Mile Rd
Chilco Rd
Atkins Rd
Island Hwy
E&N Rail Trail
Admirals Rd

N
0
250
500
Metres

MAP 4 - MOBILITY



- Victoria General Hospital Transit Exchange
- 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

Prior Lake
Thetis Lake
DISTRICT OF SAANICH
Hospital Mobility Hub
Watkiss Way
Helmcken Rd
Galloping Goose Trail
Trans-Canada Hwy
Portage Inlet
Atkins Mobility Hub
Trans-Canada Hwy
Six Mile Rd
Island Hwy
E&N Rail Trail
Chilco Rd
Atkins Rd
Island Hwy
Helmcken Rd
Island Hwy
CITY OF LANGFORD
CITY OF COLWOOD
Esquimalt Harbour
TOWNSHIP OF ESQUIMALT
SONGHEES NATION
XWSEPSUM NATION
Admirals Rd
0
250
500
Metres
N

8.2 OBJECTIVES

Transportation in all forms connects people and places, and plays a significant role in residents' daily lives, getting to work, school, or accessing recreational amenities. View Royal's transportation network also advances the Official Community Plan's objectives for economic development, climate action, housing affordability, and community equity.

8.2.1 BUILDING A CONNECTED MULTIMODAL COMMUNITY

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

8.2.2 STRENGTHEN TRANSPORTATION CONNECTIONS AND REGIONAL DESTINATIONS

Strengthen transit and active transportation connections to key regional destinations to and from View Royal by collaborating with BC Transit, neighbouring municipalities and regional partners to improve multi-modal connections to parks, regional trails, schools, commercial and institutional centres, the Canadian Forces Base Esquimalt, Victoria General Hospital, University of Victoria, and the West Shore communities.



8.2.3 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, reliably, and comfortably throughout the community regardless of their mode of travel.

8.2.4 REGIONAL TRAFFIC AND RESIDENT AND BUSINESS NEEDS

Recognize the unique challenge that View Royal faces as a connection point between Victoria's urban core, the Saanich Peninsula communities, and the West Shore, and continue to prioritize the needs of residents and businesses to move around the Town and mitigate the traffic congestion impacts of regional commuters. Continue to support and encourage programs that will achieve the Town's mode-share targets and place a greater emphasis on walking, cycling, and transit, over private vehicles.

8.2.5 AFFORDABLE, EQUITABLE TRANSPORTATION OPTIONS

Continue to support and encourage programs and tactics that will help 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.

8.2.6 CLIMATE ACTION THROUGH TRANSPORTATION CHOICE

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

8.3 POLICIES

8.3.1 GENERAL

A. To support safe and reliable multi-modal systems for the movement of people throughout View Royal, in accordance with the priorities and strategies established in the Transportation Master Plan (2016) and Active Transportation Network Plan (2023), priorities for 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

B. To improve overall transportation efficiency and ensure that local roads remain available for emergency vehicles, service delivery, school buses and transit in the community, encourage commuter traffic to utilize regional rapid transit corridors, including Island Highway and Trans-Canada Highway.

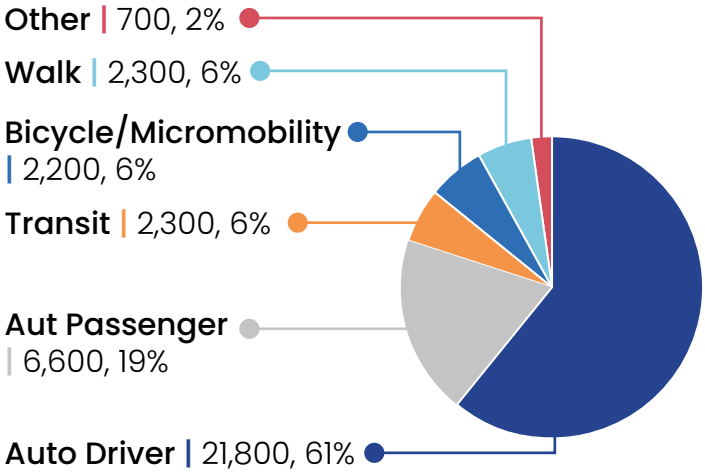
C. Pursue the following mode share targets by 2050:[19]

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

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.*

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 Xʷsepsəm 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.



19 2022 mode share is based on data contained in the CRD Origin Destination Household Travel Survey and represents known travel mode share as of 2022. 2050 mode share targets were identified inline with provincial mode share targets and the Town's own policy directions to support sustainable transportation options, including a stated target in the Active Transportation Network Plan of 25% of all trips to work and school by active transportation and the Victoria Regional Transit Commission target of 15% of all trips by public transit.

8.3.2 ACCESSIBILITY AND INCLUSIVITY

A. Apply Universal 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 to essential goods and services.

8.3.3 TRANSIT

A. Collaborate with BC Transit and neighbouring local governments to establish safe, accessible and high-quality transit service. Service improvement and expansion should prioritize areas of high ridership potential, as discussed in Part Two and shown on Map 4, which include mobility hubs and other areas with high employment and resident population density.

B. Work with BC Transit to encourage pedestrian-friendly bus stops and stations that provide seating, shade trees, plantings, weather protection, lighting, signage, and accessible paths to and from the stop, wherever possible.

C. 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 to provincial corridors.

8.3.4 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 5, 6, and 7), improves key intersections along transportation routes to support safe and reliable travel, and provides end-of-trip facilities.

B. Separate active transportation users from vehicle 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, as shown on Map 4, 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. Design active transportation services and infrastructure to support safety, comfort and access at all times, including mitigating against the impacts of weather.

F. Advocate for trail widening, 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 of transportation.

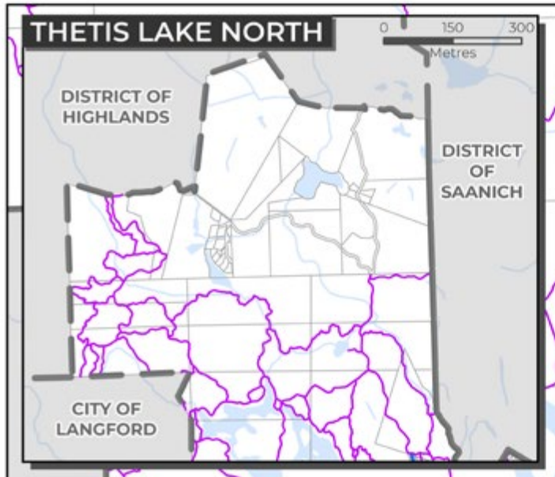
G. Provide accessible wayfinding within View Royal to connect residents to active transportation networks and encourage the use of View Royal's active transportation corridors.

H. Collaborate with neighbouring municipalities and regional authorities to align active transportation networks and develop safe and comfortable inter-community active transportation connections.

I. Develop infrastructure and programs that encourage active travel for students, parents, and staff.



MAP 5 - EXISTING ACTIVE TRANSPORTATION NETWORK

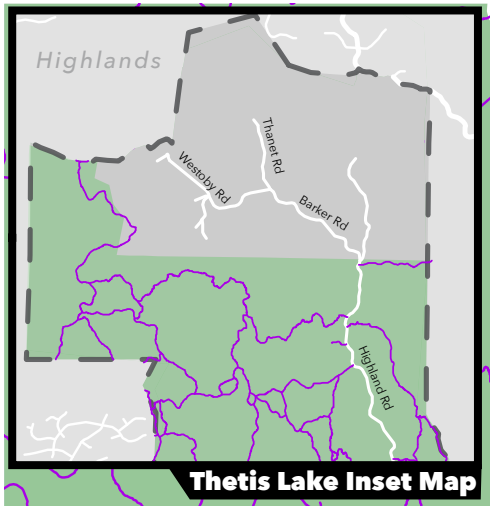


- Pedestrian Overpass
- Trail Overpass
- Local Trails
- Sidewalks
- Bicycle Lanes
- Regional Multi-Use Trails
- E&N Rail Corridor
- Waterbodies
- Administrative Boundaries

Prior Lake
Thetis Lake
DISTRICT OF SAANICH
Watkiss Way
Helmcken Rd
Galloping Goose Trail
Trans-Canada Hwy
Portage Inlet
E&N Rail Trail
Island Hwy
Six Mile Rd
Chilco Rd
Atkins Rd
CITY OF LANGFORD
CITY OF COLWOOD
Esquimalt Harbour
TOWNSHIP OF ESQUIMALT
SONGHEES NATION
XWSEPSUM NATION
Admirals Rd
VIEW ROYAL

N
0
250
500
Metres

MAP 6 – FUTURE PEDESTRIAN NETWORK



Thetis Lake Inset Map

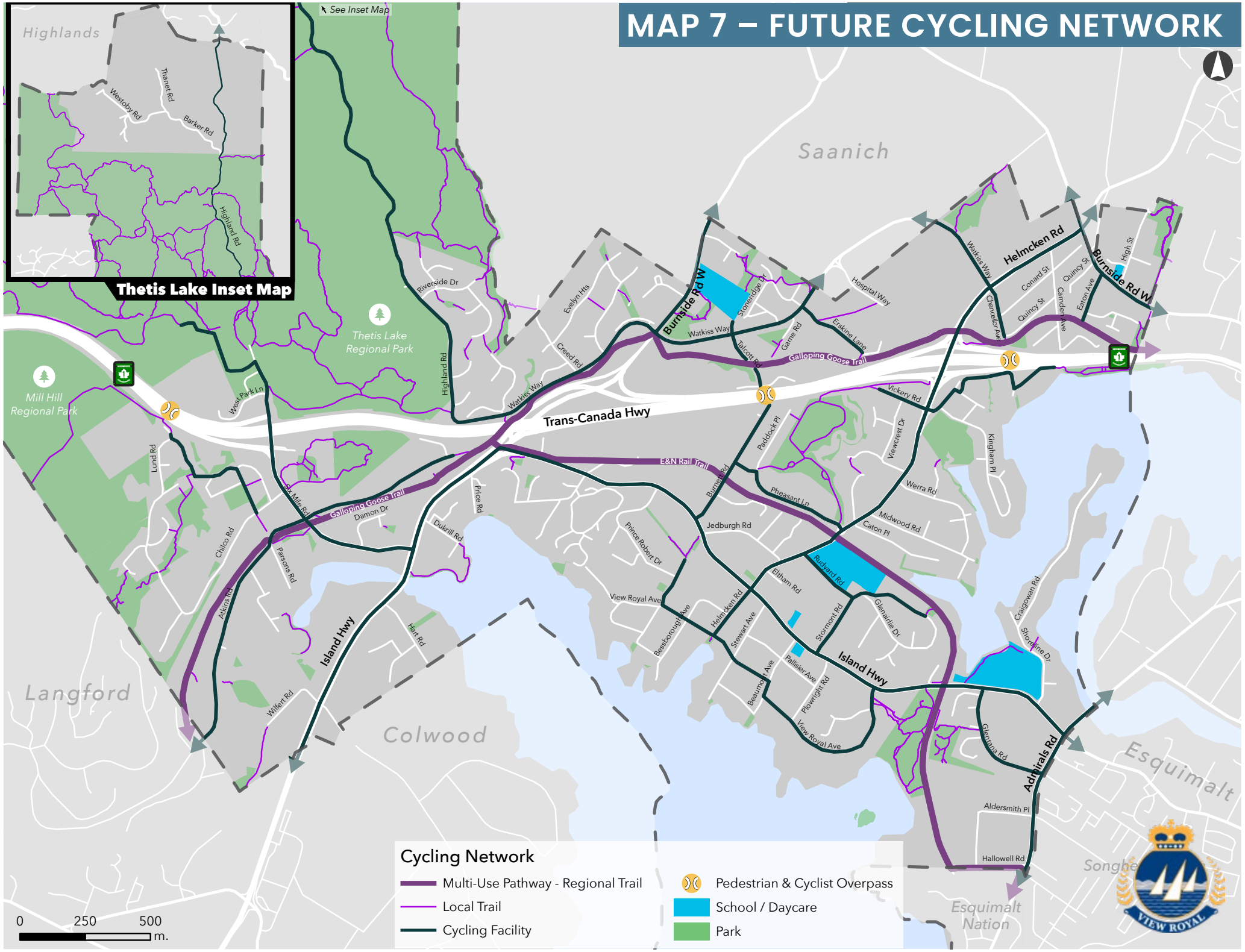
Saanich
Langford
Colwood
Esquimalt
Esquimalt Nation
Songhees
Thetis Lake Regional Park
Mill Hill Regional Park
Trans-Canada Hwy
Island Hwy
Galloping Goose Trail
E&N Rail Trail
Burnside Rd W
Helmcken Rd
Admirals Rd
Riverside Dr
Evelyn Hts
Creed Rd
Watkiss Way
Highland Rd
West Park Ln
Lund Rd
Atkins Rd
Parsons Rd
Chilco Rd
Wilfert Rd
Hart Rd
Dukrill Rd
Price Rd
Damon Dr
Jedburgh Rd
Prince Robert Dr
View Royal Ave
Bessborough Ave
Stewart Ave
Beaumont Ave
Plowright Rd
Fallisier Ave
Elthan Rd
Rudyard Rd
Stormont Rd
Glenallie Dr
Helmcken Rd
Stonehenge Dr
Tallcott Rd
Game Rd
Erskine Lane
Hospital Way
Vickery Rd
Paddock Pl
Viewcrest Dr
Burnett Rd
Pheasant Ln
Werra Rd
Midwood Rd
Caton Pl
Kingham Pl
Craigflower Rd
Shorecline Dr
Glentrance Rd
Aldersmith Pl
Hallowell Rd
Conard St
Quincy St
Eaton Ave
Camden Ave
Chesterton Ave
Watkiss Way
High St

Pedestrian Network

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

0 250 500 m.

VIEW ROYAL


MAP 7 – FUTURE CYCLING NETWORK
See Inset Map
Thetis Lake Inset Map
Highlands
Thanet Rd
Westoby Rd
Barker Rd
Highland Rd
Saanich
Thetis Lake Regional Park
Mill Hill Regional Park
Riverside Dr
Highland Rd
Creed Rd
Evelyn Hts
Watkiss Way
Burnside Rd W
Stoneridge Dr
Hospital Way
Talcott Rd
Game Rd
Etkine Lane
Galloping Goose Trail
Trans-Canada Hwy
Helmcken Rd
Watkiss Way
Chancellor Ave
Conard St
Quincy St
Camden Ave
Eaton Ave
High St
Burnside Rd W
Vickery Rd
Paddock Pl
Viewcrest Dr
Kingham Pl
Werra Rd
Midwood Rd
Caton Pl
Pheasant Ln
Burnett Rd
E&N Rail Trail
Jedburgh Rd
Prince Robert Dr
Price Rd
Dukrill Rd
Damon Dr
Six Mile Rd
West Park Ln
Lund Rd
Chilco Rd
Parsons Rd
Atkins Rd
Island Hwy
Hart Rd
Wilfert Rd
Langford
Colwood
View Royal Ave
Bessborough Ave
Helmcken Rd
Stewart Ave
Beaumont Ave
Pallisier Ave
Plowright Rd
Eltham Rd
Rudyard Rd
Stormont Rd
Glenairle Dr
Island Hwy
Craigowan Rd
Shoreline Dr
Glentana Rd
Admirals Rd
Aldersmith Pl
Hallowell Rd
Esquimalt
Songhees
Esquimalt Nation
VIEW ROYAL
Cycling Network
Multi-Use Pathway - Regional Trail
Local Trail
Cycling Facility
Pedestrian & Cyclist Overpass
School / Daycare
Park
0
250
500
m.

8.3.5 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 reliable movement for people walking, cycling, and driving on View Royal streets.

D. Plan, design, and maintain streets in View Royal according to the street network classifications as shown on Map 8 and as described below:

   i) **Highway** - Major corridors serving regional and inter-regional trips. Highways are under British Columbia Ministry of Transportation & Transit jurisdiction.

   ii) **Arterial** – Streets that support View Royal residents make 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 residents' needs over regional traffic and minimize the negative impacts of through traffic on View Royal neighbourhoods and Xʷsepsəm and Songhees Nations.

F. Continue to address traffic congestion in View Royal, including collaborating with Xʷsepsəm and Songhees Nations and 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 BC Transit to mitigate the impact of provincial transportation corridors and regional travel on the Town's transportation network.

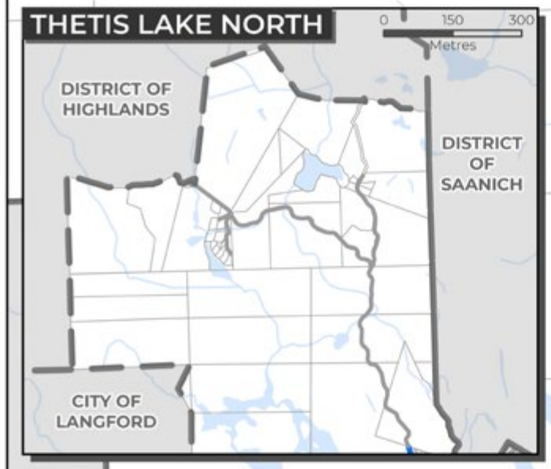
H. Support designated goods movement and prioritize emergency service corridors to ensure safe and efficient movement of these vehicles within the transportation network.

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 designation, as shown 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.



MAP 8 - STREET CLASSIFICATION



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

Street Classification

Arterial
Collector
Local
MoTT Arterial
MoTT Collector
MoTT Highway

Prior Lake
Thetis Lake
DISTRICT OF SAANICH
Watkiss Way
Helmcken Rd
Galloping Goose Trail
Trans-Canada Hwy
Portage Inlet
Watkiss Way
Trans-Canada Hwy
Six Mile Rd
E&N Rail Trail
Island Hwy
Chilco Rd
Atkins Rd
Island Hwy
Island Hwy
Helmcken Rd
Island Hwy
CITY OF LANGFORD
CITY OF COLWOOD
Esquimalt Harbour
TOWNSHIP OF ESQUIMALT
Admirals Rd
SONGHEES NATION
XWSEPSUM NATION
VIEW ROYAL

N
0
250
500
Metres

8.3.6 REGIONAL TRANSPORTATION

A. Continue to collaborate with Xʷsepsəm and Songhees Nations, Island Corridor Foundation, Capital Regional District, municipal partners, and senior levels of government to establish a vision for the future use of the E&N corridor.

B. Advocate and explore opportunities to support the Reconciliation Corridor Initiative for regional light rail transit through collaboration with Xʷsepsəm and Songhees Nations, the Island Corridor Foundation, Capital Regional District, the Province, and neighbouring municipalities.

C. Support the Capital Regional District's Regional Transportation Service and due consideration of key corridors and priorities in View Royal as part of the Regional Multi-modal Network.

D. Continue to work with the Capital Regional District, neighbouring municipalities, BC Transit, the Province, First Nations and other partners to support integrated land use and transportation planning that maintains mobility, supports economic activity, and enhance community livability.

8.3.7 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 space requirements for residential, commercial, industrial, and institutional uses.

C. Ensure that commercial and light industrial uses provide parking and loading spaces that support the functional needs of businesses.

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 use of the Town's public curb spaces with consideration of different demands, 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.



9.0 Community Infrastructure and Services

9.1 CONTEXT

The Town owns and maintains infrastructure, such as sewers, bridges, and buildings, to provide environmental, recreational, transportation, and protection services. Certain services are provided through third-party service providers, such as road and drain maintenance, and curbside waste and organics collection, including lawn and garden waste drop-off services. View Royal's potable water supply is provided by the Capital Regional District. Transportation, and parks, trails, and recreation are discussed in their own unique sections (Sections 8.0 and 13.0, respectively).

The Town seeks to provide infrastructure and services to meet the needs of the population and plan for the long-term sustainable delivery of these services that are impacted by both climate change and development on these systems as the community grows. Community members have expressed a desire to see infrastructure and assets provided and maintained in a manner that is both environmentally and fiscally responsible.

SEWER SYSTEM

The Town's sewer system, as shown on Map 9, comprises a number of pump stations that are electronically monitored. Some lands are located lower than the gravity sewer system, so grinder pumps are located on these properties. The pump stations all work together to pump sewage waste towards the Capital Regional District Sewer Trunk System, ultimately discharging into Craigflower Pump Station and subsequently to the Macaulay Point Pump Station 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, 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 10, is largely comprised of manholes and drain mains, open ditches, and culverts that drain by gravity 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, as part of the Juan de Fuca Water Distribution System. 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 do not have community water service. 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 11. These mains carry water from the Sooke Reservoir to the Town, and the jurisdictions located beyond.

SOLID WASTE

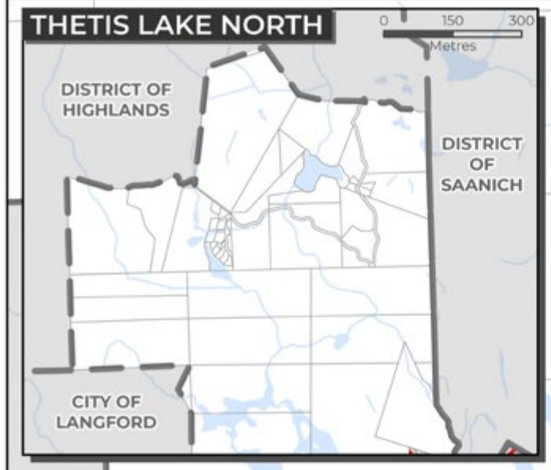
Residential garbage and household organic waste excluding that from large multi-unit residential developments is collected on a weekly basis by a company contracted by the Town to provide this service. Waste classified as garbage is disposed of at the Hartland Landfill, operated and owned by the Capital 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.

The following Official Community Plan Goals may be achieved through the objectives and policy direction provided in this section:

- Growth Management & Community Character Preservation
- Natural Amenities
- Climate Action and Resilience
- Regional Partnerships
- Sustainable Service Delivery through Asset Management



MAP 9 - SEWER SERVICING SYSTEM



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

Prior Lake
Thetis Lake
DISTRICT OF SAANICH
Watkiss Way
Helmcken Rd
Galloping Goose Trail
Trans-Canada Hwy
Portage Inlet
E&N Rail Trail
Island Hwy
Six Mile Rd
Chilco Rd
Atkins Rd
CITY OF LANGFORD
CITY OF COLWOOD
Esquimalt Harbour
TOWNSHIP OF ESQUIMALT
SONGHEES NATION
XWSEPSUM NATION
Admirals Rd
VIEW ROYAL

N
0
250
500
Metres

MAP 10 - STORMWATER SERVICING SYSTEM

THETIS LAKE NORTH

0 150 300
Metres

DISTRICT OF HIGHLANDS

DISTRICT OF SAANICH

CITY OF LANGFORD

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

Prior Lake

Thetis Lake

DISTRICT OF SAANICH

Watkiss Way

Helmcken Rd

Galloping Goose Trail

Trans-Canada Hwy

Portage Inlet

Trans-Canada Hwy

Six Mile Rd

Island Hwy

E&N Rail Trail

Chilco Rd

Atkins Rd

Island Hwy

Island Hwy

Helmcken Rd

Island Hwy

CITY OF LANGFORD

CITY OF COLWOOD

Esquimalt Harbour

TOWNSHIP OF ESQUIMALT

SONGHEES NATION

Admirals Rd

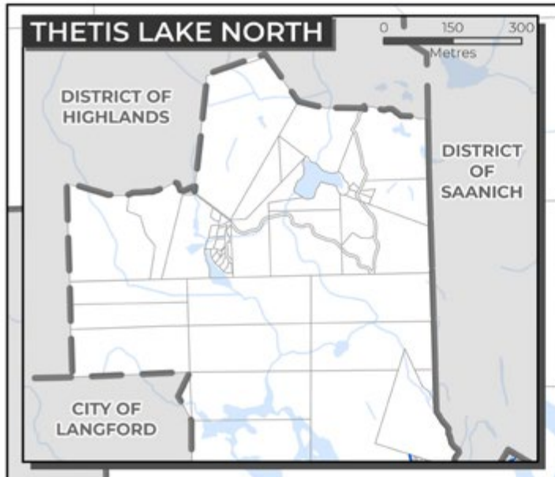
XWSEPSUM NATION

N

0 250 500
Metres

MAP 11 - WATER SERVICING SYSTEM

Note: The water servicing system shown on this map is owned, operated, and maintained by the Capital Regional District. Any development cost charges (DCCs) collected for water distribution are administered by the Capital Regional District.



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

Prior Lake
Thetis Lake
DISTRICT OF SAANICH
Watkiss Way
Helmcken Rd
Galloping Goose Trail
Trans-Canada Hwy
Portage Inlet
Trans-Canada Hwy
E&N Rail Trail
Island Hwy
Six Mile Rd
Chilco Rd
Atkins Rd
Island Hwy
Island Hwy
Helmcken Rd
Island Hwy
Admirals Rd
CITY OF LANGFORD
CITY OF COLWOOD
Esquimalt Harbour
TOWNSHIP OF ESQUIMALT
SONGHEES NATION
XWSEPSUM NATION

N
0
250
500
Metres

9.2 OBJECTIVES

9.2.1 SUSTAINABLE INFRASTRUCTURE

Ensure that infrastructure investment and renewal decisions are guided by the Town's *Asset Management Policy No. 1600-025* and long-term financial plan. To maximize best value and service delivery of the Town's critical assets, align asset management programs, policies, and plan with the requisite funding and resources.

9.2.2 FISCAL RESPONSIBILITY AND DECISION MAKING

Ensure that infrastructure and service delivery are planned, funded and implemented in a fiscally responsible manner through evidence-based decision-making, long-term financial planning, and sustainable funding strategies that balance service outcomes, risks, affordability and the interests of current and future generations.

9.2.3 SERVICE DELIVERY

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

9.2.4 INFRASTRUCTURE INVESTMENT, GROWTH, AND COORDINATION

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

9.2.5 NATURAL ENVIRONMENT

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

9.2.6 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.

9.3 POLICIES

9.3.1 GROWTH MANAGEMENT AND DEVELOPMENT

A. Plan new and upgraded infrastructure and services to support compact and sustainable development, and prioritize investments that support existing and new housing, employment, and civic uses.

B. Ensure infrastructure systems (water, wastewater, and sewer) with adequate capacity are in place or provided as part of a development. Infrastructure upgrades should be planned for and installed through municipal finance initiatives.

C. Ensure that extension of infrastructure services in areas outside the Urban Containment Boundary or for developments that do not conform 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:

   i) Stormwater management

   ii) Watershed systems and functions

   iii) Inflow and infiltration reduction

   iv) Opportunities to integrate parks, greenways, natural systems, and tree canopy improvements

   v) Transportation safety, pedestrian, cyclist, and transit connections.

E. Exercise the Town's legislative authority to obtain road dedications for sustainable transportation infrastructure as a condition of a building permit.



9.3.2 INFRASTRUCTURE INVESTMENT

A. Use the Town's master plans and Asset Management Plans as guides to identify future infrastructure priorities and upgrades, and understand required reserve contributions for long term service demand and delivery.

B. Prioritize infrastructure and services investments that best address local needs and maximize community benefits.

C. Ensure that the cost of infrastructure investments is equitably borne by those that benefit from the provision of the service; with the cost of new or upgraded systems being funded by the developments that trigger them or benefitting property owners.

9.3.3 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 Town's engineering specifications including the latest Master Municipal Construction Documents so that all infrastructure in View Royal is being constructed to a standard that aligns with best engineering practices.

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, ensure proper functionality, and reduce the risk of critical failures.

E. Continue to explore strategies and solutions to understand and reduce the inflow and infiltration of stormwater into the sanitary sewer system.

> ***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.*

9.3.4 INFRASTRUCTURE FOR A HEALTHY ENVIRONMENT

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

B. Continue to incorporate climate change factors into the Subdivision and Development Servicing Bylaw to ensure that both onsite and offsite infrastructure considers the effects of climate change.

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

D. 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.

E. Support stormwater management practices that emphasize infiltration and detention, where possible, to minimize the negative effects (e.g. erosion, sediments, and contaminants) of stormwater discharge into Portage Inlet, Gorge Waterway, Esquimalt Harbour, Craigflower Creek, Hospital Creek, Millstream Creek and other natural watercourses and water bodies.

F. Consider stricter source control measures and potential upgrades to reduce runoff from private property to mitigate downstream drainage impacts.

G. 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.

H. 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 (such as using treated water for irrigation), and dual piping systems.

9.3.5 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 sent to 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 in community gardens.

C. Support regional initiatives to reduce construction waste and encourage sustainable waste reduction.

D. Consider opportunities to collaborate with the Capital Regional District and waste collection service providers to improve waste and organics collection for multi-unit residential developments with more than four dwelling units.

10.0 Economic Development

10.1 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 the broader region. These businesses also provide the community with key services that are necessary for everyday life. The Town is aiming to collaborate with Destination Greater Victoria, West Shore Chamber of Commerce, Xʷsepsəm and Songhees Nations, local businesses, recreation providers, and the broader community 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 and assets that contribute to a strong local economy, and that can be leveraged further to grow the economic standing of the Town. This includes its central location within the Capital Regional District and prime access to major transportation routes such as the Trans-Canada Highway, the regional Island Highway, the Galloping Goose Regional Trail, and the E & N Rail Trail, as well as high-quality local parks and proximity to significant regional parks like Thetis Lake. In addition, View Royal is home to 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 greatest density in the community and future 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 Two - Land Use aims to establish further conditions that will support new and existing businesses in View Royal by 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, provide residents with access to the services they need within close proximity to their home.

The objectives and policies in this section aim to support economic development in View Royal by attracting new investment in the community and supporting existing businesses.

The following Official Community Plan Goals may be achieved through the objectives and policy direction provided in this section:

- Economic Development
- Regional Partnerships

10.2 OBJECTIVES

10.2.1 LOCAL INVESTMENT AND ECONOMIC GROWTH

Continue to create conditions that attract local investment and economic growth in the Town, particularly within the Town's higher 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.

10.2.2 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.

10.2.3 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, the health sector, new businesses, and arts and culture.

10.2.4 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.

10.2.5 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.

10.2.6 RECREATIONAL TOURISM

Consider opportunities to support recreational tourism and economic development that capitalize 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.

10.2.7 PARTNERSHIPS

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

10.3 POLICIES

10.3.1 STRENGTHENING THE LOCAL ECONOMY

A. Engage Xʷsepsəm and Songhees Nations, South Island Prosperity Partnership, Capital Regional District, neighbouring municipalities, the local business community, and related stakeholders to identify the economic vision for View Royal and the broader community as an important regional player.

B. Explore economic development partnerships with Xʷsepsəm and Songhees Nations that further advance sustainable initiatives and economic prosperity, remove barriers, and are mutually beneficial.

C. Continue to collaborate with Destination Greater Victoria to attract hotel and business investment, leverage the Town's existing assets, and support and market View Royal as a tourist destination within the region.

D. Collaborate with the West Shore Chamber of Commerce to identify opportunities to better support new and existing businesses, and expand economic development opportunities within the Town.



E. 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.

F. Leverage View Royal's existing community assets and destinations, including Portage Park, Thetis Lake Regional Park, the Galloping Goose and E & N trails, Victoria General Hospital and medical services, as well as the Town's regional location along the Trans-Canada Highway, its proximity to the West Shore, and regional destinations such as Royal Roads University, to generate new economic and tourism opportunities for View Royal and the broader region.

G. 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 the provision of medical offices, pharmacies, research labs, and related services.

H. Continue to liaise with the local business community to understand how the Town can better support local businesses, and strategically respond to emerging business sectors in the region.

I. Identify opportunities to streamline processing times for business licenses, particularly for small or locally owned businesses.

J. Concentrate growth and economic investment along the Town's corridors as shown on Map 3, while leveraging transportation infrastructure improvements to drive job and housing creation, and improve accessibility.

K. 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, as shown 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.

L. Explore opportunities and partnerships to attract hotel development and other accommodation uses to View Royal.



M. 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 to service both the healthcare sector and broader visitor market.

N. Support neighbourhood-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.

O. Support home-based businesses in rural areas that fit with the character of the neighbourhood.

P. Explore ways to better support high-tech uses in View Royal.









11.0 Natural Environment and Hazards

11.1 CONTEXT

The natural environment is interconnected with how View Royal approaches growth, its character and identity, and its long-term stewardship and sustainability objectives. Maintaining, restoring, and expanding healthy ecosystems provides important ecosystem services, including clean air, shade for cooling, natural drainage systems, and erosion mitigation, alongside opportunities for people to connect with nature.

View Royal comprises a diverse array of marine, freshwater, and terrestrial ecosystems and habitats, as shown on Map 12 Environmentally Sensitive Areas. Marine ecosystems comprise 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, as shown on Map 13.



In addition to providing habitat for many species, the natural environment also poses some natural hazards such as flooding, tsunamis, steep slopes exceeding 30%, as shown on Map 14, 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 because of a natural hazard are subject to the Development Permit Area Guidelines included in Part 6 of this Official Community Plan. This includes restrictions to development in areas where slopes are equal to or greater than 30%[20], as shown on Map 14, and where flooding or slope instability may occur. 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 13 and 14 of the Official Community Plan 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 12 and 13 are designated as parkland as shown on Map 15. The reduction of greenhouse gas emissions, expanded upon in Section 12, and other air pollutants are also essential to maintaining a healthy environment in View Royal and advancing community-wide sustainability for years to come.



20 Restrictions to development in areas where slopes are equal to or greater than 30% is best engineering practice to avoid unsafe development and public safety risks.

It is 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 a 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 importance 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.

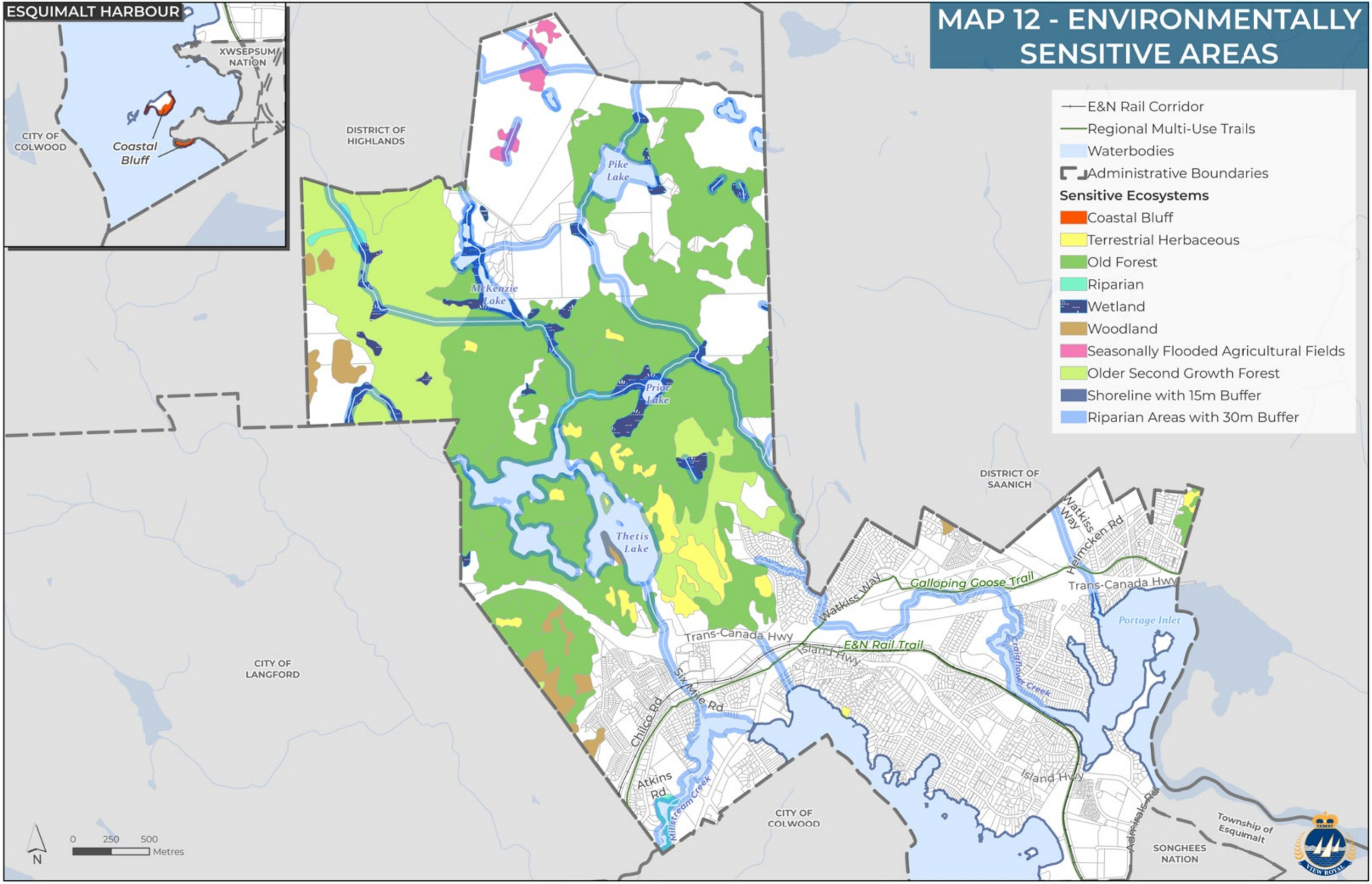
The following Official Community Plan Goals may be achieved through the objectives and policy direction provided in this section:

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

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*

MAP 12 - ENVIRONMENTALLY SENSITIVE AREAS



MAP 13 - SPECIES AT RISK

ESQUIMALT HARBOUR

SONGHEES NATION

Esquimalt Harbour

CT OF
ANDS

Pike Lake

McKenzie Lake

Prior Lake

Thetis Lake

CITY OF LANGFORD

DISTRICT OF SAANICH

CITY OF COLWOOD

SONGHEES NATION

Township of Esquimalt

Esquimalt Harbour

Watkiss Way

Galloping Goose Trail

Trans-Canada Hwy

Portage Inlet

Creigflower Creek

Helmcken Rd

E&N Rail Trail

Island Hwy

Six Mile Rd

Chilco Rd

Atkins Rd

Millstream Creek

Admirals Rd

N

0 250 500 Metres

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

Species at Risk Habitats

- Howell's Violet
- Blue-grey Taildropper
- 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 Triteleia
- 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

MAP 14 - STEEP SLOPES

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

THETIS LAKE NORTH
0 150 300
Metres
DISTRICT OF HIGHLANDS
DISTRICT OF SAANICH
CITY OF LANGFORD

Prior Lake
Thetis Lake
DISTRICT OF SAANICH
Watkiss Way
Helmcken Rd
Galloping Goose Trail
Trans-Canada Hwy
Portage Inlet
Trans-Canada Hwy
Six Mile Rd
Island Hwy
E&N Rail Trail
Island Hwy
Helmcken Rd
Island Hwy
Admirals Rd
CITY OF LANGFORD
Atkins Rd
Island Hwy
CITY OF COLWOOD
Esquimalt Harbour
TOWNSHIP OF ESQUIMALT
SONGHEES NATION
XWSEPSUM NATION

N
0 250 500
Metres

11.2 OBJECTIVES

11.2.1 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.

11.2.2 PUBLIC SAFETY AND HAZARDS

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

11.2.3 TERRESTRIAL AREAS, NATURAL SHORELINES AND WATERCOURSES

Protect and restore 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.

11.2.4 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.

11.2.5 FIRST NATIONS LAND STEWARDSHIP

Collaborate with the Xʷsepsəm and Songhees Nations to incorporate Indigenous knowledge and perspectives into environmental planning, actively support and engage in the stewardship of their traditional territories, and formally acknowledge cultural heritage values, including archaeological and culturally significant sites.

11.3 POLICIES

11.3.1 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; and

   iv) Tree planting programs.

B. Collaborate with the federal and provincial governments, the Capital Regional District, other municipalities, Xʷsepsəm and Songhees 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.

11.3.2 ENVIRONMENTAL PROTECTION AND RESTORATION

A. Develop strategies to protect and conserve the long-term health and sustainability of important terrestrial, aquatic, and riparian ecosystems, species of concern, and environmentally sensitive areas as shown on Maps 12 and 13. Protection and conservation strategies may include:

   i) Development Permit Area designations;

   ii) Parkland acquisition at the time of subdivision or rezoning; and

   iii) Application of Section 219 covenants to prohibit development.

B. Prioritize land acquisitions and/or granting of 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 6 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, Xʷsepsəm and Songhees Nations, and local organizations to protect, restore and enhance the natural environment in View Royal.

J. Partner with Xʷsepsəm and Songhees Nations to learn and incorporate Indigenous stewardship practices into View Royal's environmental restoration and conservation efforts.

K. Explore opportunities to limit pet access and activities that have detrimental impacts on environmentally sensitive areas and natural areas.

L. 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.

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

N. 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.



11.3.3 HABITAT PROTECTION AND ENHANCEMENT

A. Identify opportunities to establish new, and protect existing, nature and 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. Where development is proposed and an existing wildlife habitat area is present on a site, an application must demonstrate how the area will be enhanced or how a net benefit will be added to the site through development. Supporting documentation from a Qualified Environmental Professional demonstrating the improvement is required.

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

11.3.4 WATERSHEDS

A. Work collaboratively with the Capital Regional District, neighbouring municipalities, Xʷsepsəm and Songhees 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 channelled watercourses and culverts, where possible.

11.3.5 URBAN FOREST

A. Pursue the protection and enhancement of View Royal's urban forest in alignment with the Urban Forest Strategy (2025) while maintaining public safety and mitigating risks from natural hazards, including wildfires.

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 (2025) and the Tree Protection Bylaw.

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

11.3.6 VEGETATION AND LANDSCAPING

A. Protect existing and plant new climate adaptive native plants and trees in alignment with the Tree Protection Bylaw, Urban Forest Strategy (2025), 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 and educate the community about their responsibility to remove invasive species on their property.

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.

E. Integrate the use of FireSmart Landscaping practices including promoting the use of fire-resistive plants and trees, and avoiding the use of highly flammable vegetation.

11.3.7 NATURAL HAZARDS RISK MITIGATION AND EMERGENCY RESPONSE PRACTICES

A. Continue to designate lands susceptible to natural hazards (e.g. wildfire, tsunamis, floods, steep slopes greater than 30%), as Development Permit Areas to protect the public and development from potential threats to safety.

B. Consider integrating FireSmart principles into Town policies, regulations, and practices.

C. Utilize FireSmart practices for new development, as described in the FireSmart Residential Development Guide and FireSmart Home Development Guide.

D. Support the FireSmart Education Program and FireSmart Library Program with local schools.

E. Review and implement recommendations from the Community Wildfire Resiliency Plan.

F. Continue to assess, monitor and educate on vegetation structure ignition, and where possible, continue to reduce risk to homes within the community.

G. Improve urban resilience to wildfire threats through programming, educational opportunities, and adaptive design.

H. Work to 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, tsunamis, landslides, wildfires, or earthquakes.

I. Consider the provincial Flood Hazard Area Land Use Management Guidelines in the preparation of land use planning policies, regulations, and bylaws, where subdivision and development in flood-prone areas are proposed.

J. When considering land use and planning decisions where a concentration of high-value or high population density uses are proposed or exist, consider a 2.0m global sea level rise (approximately 200 years) relative to the year 2000 sea level.

K. Protect public safety from risks posed by development on steep slopes and in or near flood hazard areas.

L. Identify flood-prone areas as special planning areas with tailored flood plain construction levels, policies for risk mitigation, infrastructure adaptation and emergency preparedness.

M. Promote climate-resilient development by encouraging elevation of structures, use of non-combustible and flood-resistant materials, and incorporation of green infrastructure.

N. Support managed retreat or land use transition in areas where long-term flood risk is incompatible with continued development.

O. 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.

P. 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.

Q. Continue to promote and educate residents on the use of WestShore Alert to notify residents of natural hazards such as flooding, tsunamis, landslides, wildfires, earthquakes, and major storm events.

Managed retreat *is the strategic relocation of people and structures, often accompanied by ecological restoration and a permanent change in land use in support of decreasing the vulnerability to natural hazards and flooding in light of climatic shifts due to climate change.*

Land use transition *refers to the gradual change of land use from one use to another over time in support of an intended outcome, such as ecological and hazard resilience.*

12.0 Climate Action and Sustainability

12.1 CONTEXT

The impacts of climate change are evident in View Royal through unprecedented events that are occurring more frequently, such as wildfire smoke, extreme heat, and localized flooding. In response, the Town declared a climate emergency on March 5, 2019, to stress the importance of the situation at hand. Since that time, the Town has worked collaboratively on climate initiatives, including a Community Climate Action Strategy, but further work is required to position the town as a local climate leader in the future. As a signatory to the BC Climate Action Charter in 2007, the Town is committed to becoming a carbon-neutral and climate-resilient community.

Climate change impacts underscore the need to proactively adapt and mitigate the effects of climate change. Municipal decisions regarding land use, development, transportation, infrastructure, and waste management significantly impact greenhouse gas emissions and the impacts are cumulative. By acknowledging these long-term climate impacts, the Town can make choices and take actions to help move the community towards climate sustainability by reducing greenhouse gas emissions and being prepared for future conditions.

Climate change is intertwined with all aspects of the community, making it one of the prominent themes in the Official Community Plan. This section outlines the objectives and policies to guide the Town's efforts in climate change awareness, mitigation, and sustainability.

The following Official Community Plan Goals may be achieved through the objectives and policy direction provided in this section:

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

12.2 OBJECTIVES

12.2.1 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.

12.2.2 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.

12.2.3 COASTAL CLIMATE ADAPTATION AND RESILIENCE

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.

12.2.4 CLIMATE CONSCIOUS DEVELOPMENT

Approach development through a low-carbon climate lens that prioritizes climate resiliency, sustainable development, reduces greenhouse gas emissions related to transportation, land use, building, and service delivery.

12.2.5 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.

12.2.6 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 comprehensive actions related to all facets of climate change mitigation, adaptation, and resilience.



12.3 POLICIES

12.3.1 TAKING ACTION

A. Continue the Town's commitment as a signatory to the 2007 BC Climate Charter.

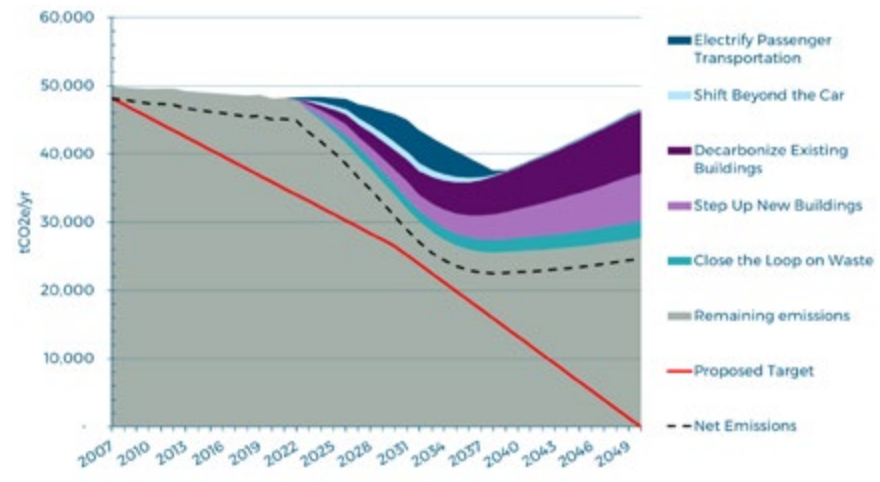
B. Continue to understand the impacts and effects of climate change in recognition of the Town's declaration of a climate emergency and identify opportunities to develop climate actions in strategic plans to work towards carbon neutrality.

12.3.2 REDUCTION OF GREENHOUSE GAS EMISSIONS

A. Work towards achieving the provincial targets for community-wide greenhouse gas emissions including a 45% reduction in emissions below 2007 levels by 2030, and a 100% reduction in emissions below 2007 levels by 2050.

B. Collaborate with other municipalities in the Capital Regional District, senior levels of government, public agencies, and organizations to reduce greenhouse gas emissions through initiatives related to land use, building energy efficiency and transportation planning, infrastructure design, water and energy conservation, solid waste management, and green procurement of goods and services.

View Royal Emissions by Sector-Fully Implemented Climate Action Strategy



Note: net emissions include all sources and sinks. Natural lands within the municipal boundary help absorb carbon dioxide.

By implementing the Community Climate Action Strategy, View Royal can reduce its emissions by an estimated 36% below 2007 levels by 2030 and work towards a 100% decrease by 2050.

C. Advocate to senior levels of government to support View Royal's climate goals and targets, and 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 greenhouse gas 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. Research a "buy-clean" procurement policy that prioritizes the purchase of low- and no-carbon materials and products for the Town.

G. Continue to support the Community Climate Action Strategy's recommended initiatives to reduce greenhouse gas emissions, including the following:

   i) Encourage active and accessible transportation and transit;

   ii) Accelerate the adoption of zero-emissions vehicles;

   iii) Enhance energy efficiency and low carbon heating in new buildings;

   iv) Support deep energy retrofits and fuel switching for buildings; and

   v) Divert organics from the landfill and capture value from waste.

12.3.3 BUILT ENVIRONMENT

A. Explore options to incorporate sustainability considerations into the 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 adopting policies and programs to encourage decarbonization of existing buildings, such as 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.*



12.3.4 INFORMATION AND EDUCATION

A. Support climate change education and identify opportunities to collaborate with youth on climate change planning and action through local youth organizations and school programs.

12.3.5 CLIMATE ADAPTATION

A. Continue to work with neighbouring municipalities, the Capital Regional District, and Xʷsepsəm and Songhees 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. Continue to develop and implement new regulations and policies to protect and enhance public safety 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) Supporting the View Royal FireSmart Program;

   iii) Integrating FireSmart principles into the Town's bylaws and policies; and



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, natural hazards, and climate change.

E. Explore opportunities to create a Climate Adaptation and Mitigation Strategy with the Xʷsepsəm and Songhees Nations to integrate traditional knowledge of land stewardship into climate action policy and decision-making, identify local and regional climate action, and partner on the implementation of these actions together.

F. Review and update to the Community Heat Resilience Plan to enhance the Town's preparedness for extreme heat events.

G. Explore the development of a Comprehensive Sea Level Rise Adaptation Plan to guide the long-term resilience of View Royal by:

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. Determine how the findings of the Coastal Hazard Mapping and Risk Assessment Report will be integrated into Town regulations and policies to proactively address the risk of sea level rise and coastal flooding in View Royal.



13.0 Parks, Trails, and Recreation

13.1 CONTEXT

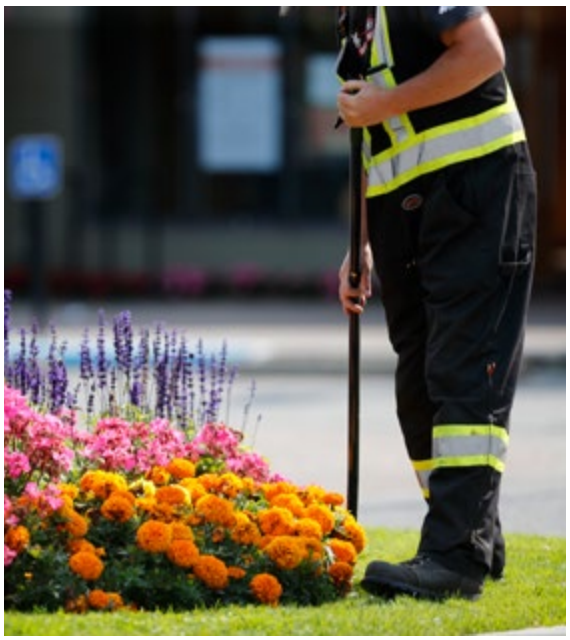
Parks, trails, and recreation spaces offer opportunities for play, exploration, exercise, and connection. For View Royal residents, access to green space and recreation is an essential part of daily life. The Town's parks, green spaces, trails, and waterfront all contribute to the community's appeal and are key features of the Town. These amenities encourage active lifestyles, support local ecosystems, and provide recreational options that benefit both locals and visitors.

The community boasts a wide range of regional parks and trails, including Thetis Lake Regional Park, Mill Hill Regional Park, the Galloping Goose Regional Trail, and E&N Trail. Furthermore, there are many local parks, such as View Royal Park, Portage Park, Helmcken Park, Centennial Park, Chilco Park, and Nursery Hill Park, to name a few. The Town provides recreation services to residents as one of the municipal members of the West Shore Parks & Recreation Society, which owns and operates the Juan de Fuca Recreation Centre located in Colwood. Through partnerships, View Royal residents also enjoy access to other recreation facilities in the region. View Royal's public schools also function as community programming spaces. These amenities are shown on Map 15.

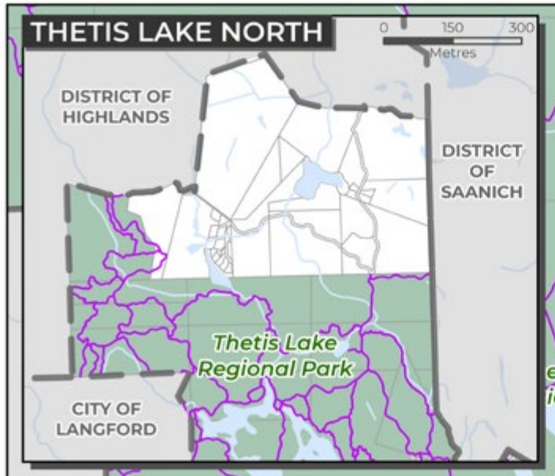
The objectives and policies outlined in this section aim to further implement the vision established in the Parks Master Plan, as well as provide guidance for new priorities relating to parkland acquisition and improvements, trails, and recreation, with a forward-looking lens as the community grows over the lifespan of this Official Community Plan.

The following Official Community Plan Goals may be achieved through the objectives and 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

Prior Lake
Thetis Lake
DISTRICT OF SAANICH
Eagle Creek Park
Watkiss Way
Knockan Hill Park
Strawberry Vale Community Hall
Victoria General Hospital
Eagle View Elementary
Helmcken Rd
Galloping Goose Trail
Trans-Canada Hwy
Portage Inlet
Mill Hill Park
Nursery Hill Park
Six Mile Rd
Island Hwy
E&N Rail Trail
View Royal Park
Helmcken Centennial Park
Protective Services Building
View Royal Elementary
Chilco Rd
Atkins Rd
View Royal Community Hall
Shoreline Middle School
Victoria Scottish Community Centre
Town Hall
Portage Park
CITY OF LANGFORD
CITY OF COLWOOD
Esquimalt Harbour
TOWNSHIP OF ESQUIMALT
SONGHEES NATION
XWSEPSUM NATION
Admirals Rd

Disclaimer. *There may be some local trails missing on Map 15 due to limited GIS data. This map will be updated following a comprehensive assessment and GIS mapping of all parks and trails in the town as part of the new Parks and Trails Master Plan.*

0 250 500 Metres

N

13.2 OBJECTIVES

13.2.1 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.

13.2.2 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.

13.2.3 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.

13.2.4 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.

13.2.5 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.



13.3 POLICIES

13.3.1 GENERAL

A. 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.

B. 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.

C. Continue to identify and understand gaps in the Town's parks, trails, and recreation offerings, and consider opportunities to enhance these amenities so that they are more adequate, usable, and accessible for all residents.

D. Aim to achieve a minimum of 5.0 hectares (12.4 acres) of parkland per 1,000 people, residents living within a 400m radius, or a 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.

E. Continue to explore opportunities to remove barriers and improve access for people of all abilities to parks, recreational facilities, public waterfront areas, viewpoints, and greenways while remaining sensitive to the preservation of natural habitat areas.

F. Support the safety and comfort of parks and recreation facility users by applying design principles and practices that address crime prevention in public spaces.



13.3.2 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 land size, location, access, topography, presence of any hazardous conditions, treed areas, native ecosystem integrity, historic contamination risk and liability, cultural significance, and maintenance requirements to determine if the proposed parkland is appropriate for Town ownership.

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.

D. In reviewing development proposals for waterfront sites, encourage new public water and shoreline accesses, parks, and boat launches with consideration to current Flood Hazard Land Use Management Guidelines that recommend preparing for a 2.0m global sea level rise (approximately 200 years) relative to the year 2000 sea level.

13.3.3 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 to a high standard 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.

D. Explore opportunities to provide weather-protection infrastructure in public parks and gathering spaces, including shade and rain coverage features.

E. Prioritize parkland improvements where green space is not readily available, and in areas 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, as well as through collaboration with the Xʷsepsəm and Songhees Nations.





13.3.4 RECREATION

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, community organizations, and other users 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.

D. Enhance recreation amenities within parks without compromising critical habitat or sensitive species.

E. Work with the Canadian Forces Base Esquimalt to develop and implement signage promoting safe boating practices in Esquimalt Harbour.

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

13.3.5 IMPROVING CONNECTIONS BETWEEN PARKS AND RECREATION FACILITIES

A. Ensure all community members have equitable access to parks, green spaces, recreation facilities, schools and residential areas by enhancing linear parks, public trails, active transportation corridors, transit opportunities, and sidewalk connections.



13.3.6 PARKS AND THE NATURAL ENVIRONMENT

A. Preserve and restore environmentally sensitive areas within parks wherever possible.

B. Acknowledge the role that natural assets such as trees and wetlands play in providing ecosystem services, stormwater management, temperature regulation, and climate resilience in View Royal parks by maintaining and enhancing these natural assets.

C. Explore opportunities to educate the community on natural systems that exist 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 professional.

E. Rehabilitate areas affected by invasive plants and species using 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 and structures to avoid and mitigate harmful impacts on the natural environment.

14.0 Community Well-Being and Culture

14.1 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 Xʷsepsəm and Songhees Nations and other partners in 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 plays a key role in facilitating healthcare services for local and regional residents alike, and generally supports expanding 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 and community facilities, as shown on 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 13.0) 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 vital to ensure 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. The Town's demographic data indicates that there is a growing aging population, based on the last Census period (2021), which means meaningful steps must be taken now to support the needs of residents to age in place in the future. A more complete overview of the Town's demographics is available for review in the Community Profile in Appendix A.



COMMUNITY CULTURE

View Royal's heritage resources, arts and cultural spaces, creative sector, and community organizations 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 & Culture Support 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 Xʷsepsəm and Songhees 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.



FIRE PROTECTION

The Department operates out of the Town's Public Safety Building located on Island Highway, and it is comprised of a mix of career and paid on call part time fire fighters. The department is responsible for fire-related incidents and emergency response, fire prevention and inspections, disaster responses, training, and public education. The Fire Department has joint-agreements with neighbouring municipalities, including Langford, Colwood, and Esquimalt to provide fire and emergency management coverage and reliable service for residents and businesses in the area. In addition, the Fire Department provides fire emergency response as well as emergency disaster management for the Xʷsepsəm and Songhees Nation.

POLICE SERVICE

The Town of View Royal is policed by the West Shore Royal Canadian Mounted Police Detachment, located in Langford. The West Shore Royal Canadian Mounted Police also serve the City of Langford, City of Colwood, District of Metchosin, District of Highlands, and the Xʷsepsəm and Songhees Nations. To ensure the Royal Canadian Mounted Police have the space required to serve the West Shore's growing population over the next 25 years, the ownership group (consisting of Langford, Colwood and View Royal) have embarked on an expansion of the facility.

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 Official Community Plan Goals may be achieved through the objectives and policy direction provided in this section:

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

14.2 OBJECTIVES

14.2.1 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 Xʷsepsəm and Songhees Nations.

14.2.2 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 Xʷsepsəm and Songhees Nations and neighbouring municipalities is encouraged.

14.2.3 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.

14.2.4 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.

14.2.5 COMMUNITY SAFETY AND SUPPORT

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

14.2.6 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.

14.2.7 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.

14.3 POLICIES

14.3.1 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 preserving and celebrating key heritage values.

D. Recognize the role of the View Royal Community Archives as an important resource for local history by advancing and encouraging volunteerism, grants, material donations, and collaborating with the Xʷsepsəm and Songhees 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 Xʷsepsəm and Songhees 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 and enhancement of 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 local First Nations art to be included in the design and construction of new development.



14.3.2 ARTS AND CULTURE

A. Continue to advocate for the development of a West Shore arts and culture facility to service the West Shore communities.

B. Support maker spaces, art, and production studios in the Western Gateway Corridor.

C. Create community and cultural spaces that promote health and well-being, social belonging, and creativity.

14.3.3 LOCAL GOVERNANCE AND CIVIC ENGAGEMENT

A. Continue to implement the Community Engagement Strategy, applying International Association of Public Participation principles and an equity-focused approach to engagement that seeks participation from all demographic and socioeconomic groups, with particular focus on elevating the voices of equity-deserving peoples.

> *The International Association of Public Participation is a global organization that instills best practices of public participation amongst entities in service of the public interest. The Town has endorsed* ***International Association of Public Participation'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 volunteer opportunities, including standing committees, within the Town.

F. Explore opportunities and actions to strengthen civic engagement, especially among underrepresented community members, by building their capacity and knowledge of municipal processes to foster diverse involvement in Town initiatives.

14.3.4 SUPPORTING YOUTH AND SENIOR POPULATIONS

A. Encourage diverse, quality, accessible and affordable daycare programs, including early childhood daycare, preschool, and out-of-school care spaces through partnerships, coordination, advocacy to senior governments and ongoing supportive land use policies and regulations.

B. Investigate opportunities to provide childcare spaces as a public amenity in new development, preferably near schools, parks, transit and other amenities.

C. 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.

D. 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.

E. Undertake efforts to understand how the Town can partner with community organizations, public agencies, and the Province to better accommodate an aging population.

F. Ensure that the interests of seniors are appropriately integrated in Town initiatives, events, and activities. This could include support services, housing that facilitates aging in place, and engaging with and supporting caregivers who assist seniors.

14.3.5 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. Increase the number of medical practitioners to support the needs of View Royal residents.

C. Continue to advocate for and support community-based and public agency initiatives to prevent crime and reduce potential harm to individuals, such as Block Watch, school, and Royal Canadian Mounted Police community-outreach programs.

D. Ensure the Town is equipped to respond to any local and regional states of emergency.

E. Continue to coordinate policing matters with the West Shore Royal Canadian Mounted Police.

F. Collaborate with Xʷsepsəm Nation to regularly review the Memorandum of Understanding between View Royal and Xʷsepsəm Nation for Protective Services to support continuous and appropriate fire and emergency service provision.

G. Enhance community knowledge of fire prevention and life safety measures.

14.3.6 CREATING AN INCLUSIVE COMMUNITY

A. Improve wayfinding 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 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, such as barrier free access, lighting, and seating, 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 community access to meeting and gathering 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.

14.3.7 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.



14.3.8 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 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. Continue to work with non-profit organizations to manage and maintain the existing community gardens within the town.

F. Collaborate with Xʷsepsəm and Songhees Nations to identify, protect, and restore lands and waters in support of gathering and harvesting traditional foods.

G. Engage and collaborate with Xʷsepsəm and Songhees 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.

H. Engage and collaborate with the Xʷsepsəm and Songhees Nations to celebrate and bring awareness to traditional foods through collaboration in festivals, markets, and other appropriate events.



Part Five

Implementation

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15.0 Integrated Action Plan

15.1 CONTEXT

To support the implementation of the View Royal Official Community Plan, an Integrated Action Plan will accompany the Official Community Plan as a supporting document. The Integrated Action Plan translates policies from Parts Two, Three and Four 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, helping advance View Royal's vision to the year 2050.

The Integrated Action Plan will assist the Town in ongoing strategic planning efforts, as its actions span all departments. Regular use and updates of the Integrated Action Plan will support collaboration and the identification of aligned opportunities across the organization.

15.2 PLAN MONITORING AND EVALUATION

As the Official Community Plan is intended to guide View Royal towards 2050, it will require continual review and updates to remain current, respond to changing community needs, and continue to guide planning decisions effectively. 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 given to:

- 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;
- 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 list of actions in the Integrated Action Plan 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 Official Community Plan outside of the 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 ensure they align with the intent of the Plan and support the community's long-term vision.

16.0 Regional Context Statement

16.1 CONTEXT

The Capital Regional District's Regional Growth Strategy was adopted in 2018 and provides a framework for regional social, economic, and environmental objectives to enhance the quality of life within the region. As a member municipality within the Capital Regional District, 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, its Official Community Plan must, under sections 446 and 447 of the *Local Government Act*, include a regional context statement describing the relationship of the document with the regional growth strategy. This section of the Official Community Plan comprises the Regional Context Statement and outlines how the land use designations, policies, and growth management framework 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

Capital Regional District Regional Growth Strategy Objectives	Official Community Plan Goals (see Section 2.3)	Policy Sections	Summary of Policy Direction
1.1 - Keep urban settlement compact	• Growth Management & Community Character Preservation • Sustainable service delivery through asset management • Natural Amenities	Part Two – Land Use	• Enable 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	• Natural Amenities • Growth Management and Community Character Preservation	5.13 Rural Designation 11.0 Natural Environment and Hazards	• 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

Capital Regional District 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	5.15 Parks Trails and Open Space	• Designates important ecosystems for protection and preservation, such as watercourses, shorelines, and terrestrial habitats located in both local and regional parks
		11.0 Natural Environment and Hazards	• 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
		13.0 Parks, Trails and Recreation	• 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

Capital Regional District 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 through Asset Management	9.0 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

Capital Regional District 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	• 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 • Advocates for transportation and capacity improvements to support additional growth. • Outlines opportunities to strengthen physical and social connections between neighbourhoods • Promotes the application of Universal Design principles and guidelines to public spaces and improvements

Capital Regional District 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	7.0 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
		8.0 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
		9.0 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)
		11.0 Natural Environment and Hazards	• Provides guidance for directing new development away from areas prone to hazards to reduce any potential community safety risks
		14.0 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

Capital Regional District 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
		7.0 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

Capital Regional District 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	• Mobility & Connectivity • Sustainable Service Delivery through 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

Capital Regional District 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 through Asset Management	8.0 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, the Province, BC Transit and First Nations for improving the flow of traffic throughout View Royal, reducing congestion, maintaining mobility, supporting economic activity, and enhancing community livability • Aims to reduce reliance on the private vehicle by supporting alternate modes of transport • Expects that future growth would be informed by realistic assumptions regarding the delivery of provincial, regional, and local transportation infrastructure

Capital Regional District Regional Growth Strategy Objectives	Official Community Plan Goals (see Section 2.3)	Policy Sections	Summary of Policy Direction
		13.0 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
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 Corridor as an employment hub within the Capital Regional District 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
		Part Three - Reconciliation	• Seeks to establish opportunities to work collaboratively with Xʷsepsəm and Songhees Nations on local and regional economic development initiatives

Capital Regional District Regional Growth Strategy Objectives	Official Community Plan Goals (see Section 2.3)	Policy Sections	Summary of Policy Direction
		10.0 Economic Development	• Aims to attract new business and industry, particularly those in health services, technology, and tourism by directing the Town to undertake supporting studies and consider policy and regulatory changes that can expand permissions for desirable economic growth. • 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

Capital Regional District 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	• Natural Amenities • Reconciliation	5.11 Rural Land Use Designation	• Designates and protects rural lands to encourage farming and agriculture as a predominant use
		Part Three - Reconciliation	• Commits to learning and collaborating with Xʷsepsəm and Songhees Nations on Indigenous food systems
		9.0 Community Infrastructure and Services	• Supports initiatives and actions in sustainable food waste management (e.g. composting, three-stream waste separation)
		14.0 Community Well-Being and Culture	• Encourages the development of a food security strategy • Discusses opportunities for collaboration with with Xʷsepsəm and Songhees Nations on cultivating, gathering, and harvesting traditional foods • Promotes small-scale, healthy, and affordable food retail uses
7.1 - Significantly reduce community-based greenhouse gas emissions	• Natural Amenities • Climate Action & Resilience • Reconciliation	Part Two - Land Use	• 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

Capital Regional District Regional Growth Strategy Objectives	Official Community Plan Goals (see Section 2.3)	Policy Sections	Summary of Policy Direction
		7.0 Housing	• Supports a variety of housing typologies beyond detached dwelling forms that allow for compact development
		8.0 Transportation and Mobility	• Outlines actions to enable increased mode share for active transportation and transit
		9.0 Community Infrastructure and Services	• Considers the role of natural assets in infrastructure service delivery • Discusses necessary upgrades to infrastructure systems to enhance climate resiliency
		11.0 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

Capital Regional District Regional Growth Strategy Objectives	Official Community Plan Goals (see Section 2.3)	Policy Sections	Summary of Policy Direction
	• Natural Amenities • Climate Action & Resilience • Reconciliation	12.0 Climate Action and Sustainability	• Commits to 100% reduction in community greenhouse gas emissions from 2007 levels by 2050 • Identifies opportunities for collaboration with Xʷsepsəm and Songhees 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

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Part Six

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 m^2 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.



Front porches provide "eyes on the street".

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.

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.

Variances

i. Variances 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 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 streetcscape.

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 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 streetcscape.

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.



Pedestrian-friendly streetscape.

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.

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 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

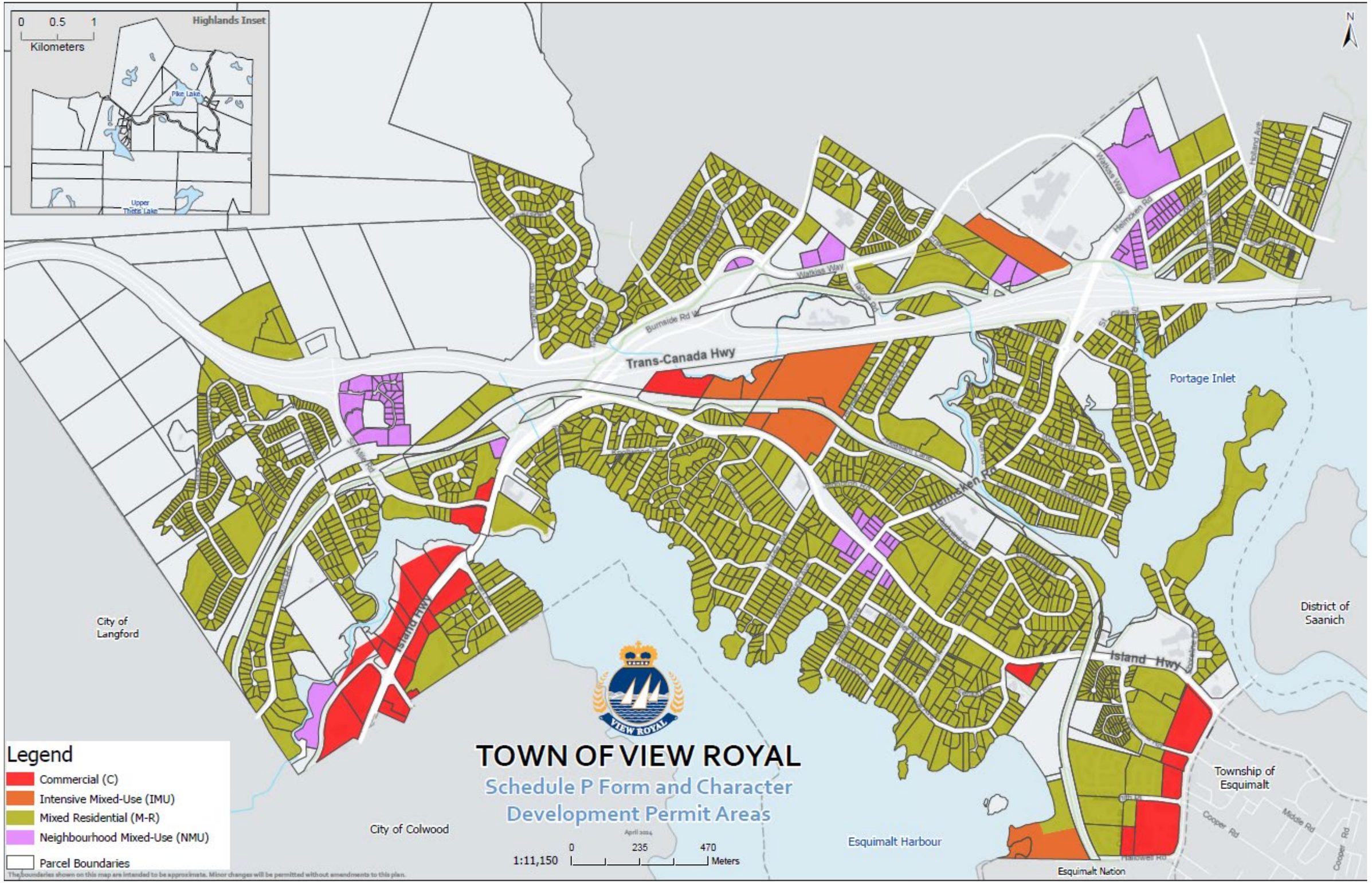
i. Incorporation of Green Building strategies such as Leadership in Energy and Environmental Design (LEED®) and Built Green standards in the design and construction all buildings is highly encouraged.

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.


0 0.5 1
Kilometers
Highlands Inset
Pike Lake
Upper Thetis Lake
N
Trans-Canada Hwy
Burnside Rd
Watkiss Way
Helmcken Rd
Holland Ave
Portage Inlet
Island Hwy
City of Langford
City of Colwood
District of Saanich
Township of Esquimalt
Esquimalt Harbour
Esquimalt Nation
Cooper Rd
Middle Rd
Legend
Commercial (C)
Intensive Mixed-Use (IMU)
Mixed Residential (M-R)
Neighbourhood Mixed-Use (NMU)
Parcel Boundaries
The boundaries shown on this map are intended to be approximate. Minor changes will be permitted without amendments to this plan.
TOWN OF VIEW ROYAL
Schedule P Form and Character Development Permit Areas
April 2024
1:11,150
0 235 470
Meters

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 (10m^2 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 10m^2.
- 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 that 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 alterative 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, asphalting or similar surfacing.
- Small-scale removal by hand (10m^2 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 m^2.
- 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.

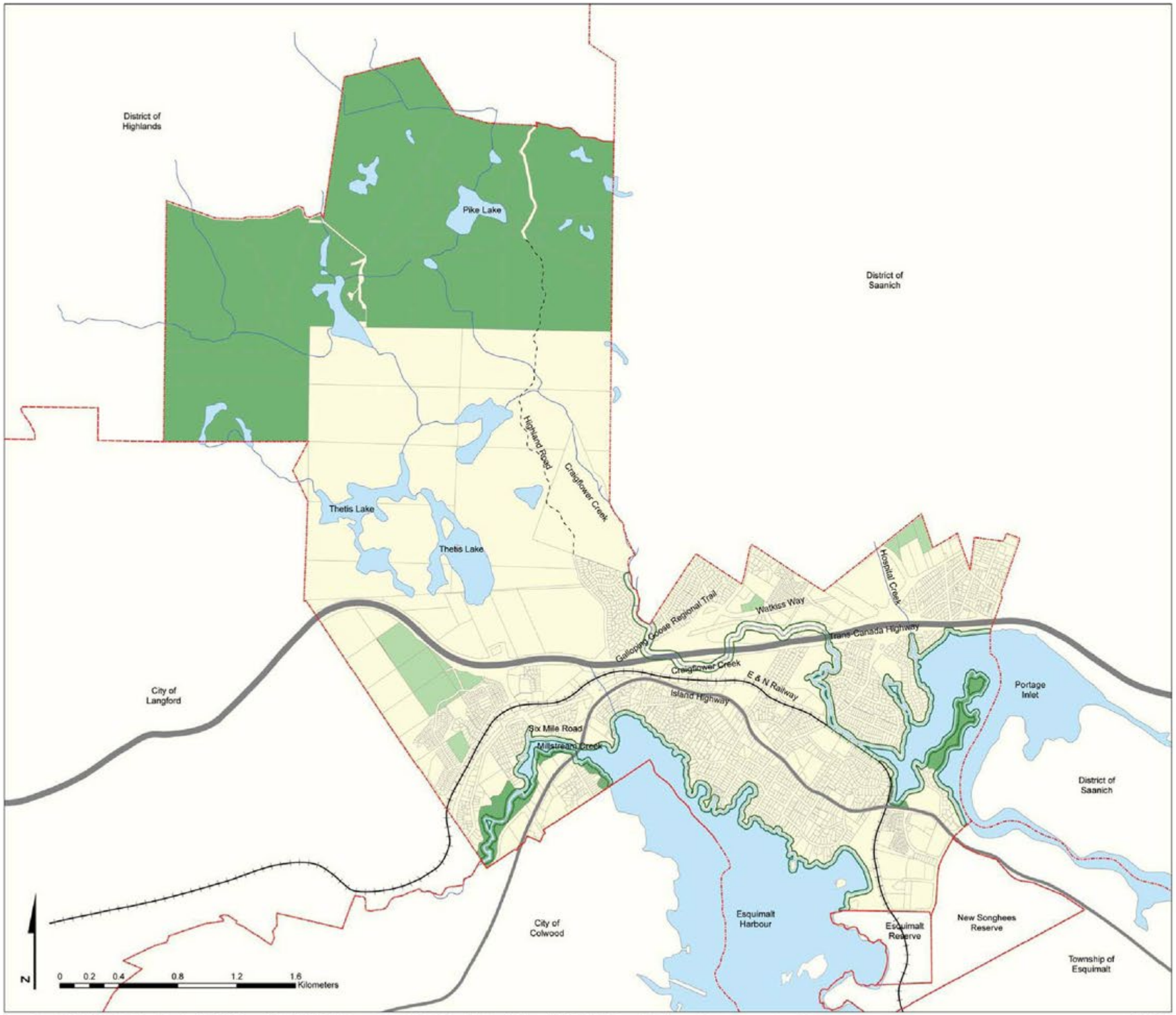
vi. In the area north of Thetis Lake Regional Park and the lands in the vicinity of Mill Hill Regional Park, a Wildland/Urban Interface Fire Smart risk assessment and management plan must be provided.

Variances

The Town may consider variances to siting or size regulations where the variance could result in enhanced protection of an environmentally sensitive area.

VIEW ROYAL ocpreview 2010

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 166.

Municipal Boundaries

Property Boundaries

Water Features

Major Transportation Routes

Trans-Canada Highway

Island Highway

E & N Railway

Source: Geography Division, Statistics Canada, Boundary Files, 2006 Census 92-160-XWE/XWF. 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

CITY SPACES
Planning | Project Management | Applied Research

VIEW ROYAL



Appendix A

Community Profile

COMMUNITY PROFILE

RESOURCES

The following data sources were referenced to develop View Royal's Community Profile:

1. Statistics Canada

Statistics Canada Census data was used to develop the tables and information throughout this profile in areas including housing, employment, income, and household and dwelling characteristics. The View Royal information was consulted, along with the information available for the Greater Victoria Census Metropolitan Area, and British Columbia. Where appropriate, comparisons are made between these geographies throughout this section. The following Census years were consulted in this section:

- ***Statistics Canada, 2021 Census of Population***
- ***Statistics Canada, 2016 Census of Population***

2. British Columbia Statistics

Provincial statistics curated and reported by British Columbia Statisticss were also referenced to support with the development of population projections. Note that projections provided by British Columbia Statistics change regularly, and may differ from when the projections were first referenced.

- ***British Columbia Statistics, Population Estimates & Projections for British Columbia***

Note that the projections scenarios were largely derived from Statistics Canada data. The initial 2025 population used for each scenario is taken from the British Columbia Statistics projection for that year.

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. British Columbia Statistics estimates that the total population in 2025 was 12,539 residents, which would be an increase of 8.3% from the 2021 Census.[1]

1 A comparison of the 2021 Census and 2024 BC Stats population estimates indicates that the Town's population is increasing.

Table A1. *Census Population (Totals) in View Royal, Greater Victoria, and British Columbia*[2]

	View Royal	Greater Victoria (CMA)[3]	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 A1 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.

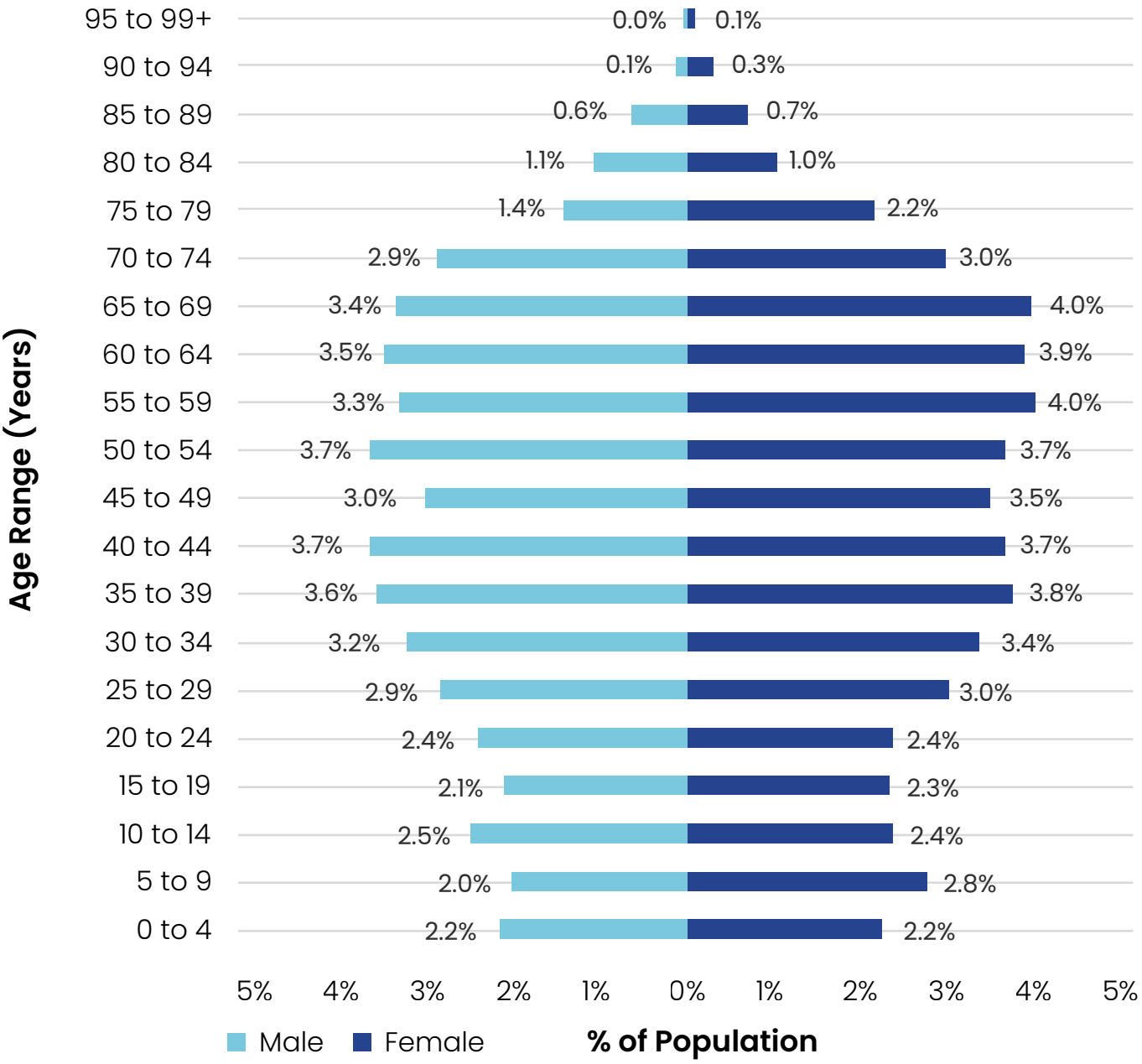
The majority of the population in the 55+ age cohort is those aged 55-74, representing 28% of View Royal's population. Those in the 75 years and older cohort represent another 8% of the population. The growth of the 55-74 cohort is evident between Census years (2016 and 2021), given that View Royal's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

2 Information sourced from the population totals provided in the Statistics Canada. 2021 Census of Population for View Royal, the Greater Victoria Census Metropolitan Area, and British Columbia.

3 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)

As a result, both View Royal 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.[4]

Figure A1. *Population Distribution in View Royal (2021)*[5]



4 The Town's population pyramid indicates that the Town has a growing aging population, which may require additional community and health care services, and other senior housing options to support aging-in-place.

5 Information sourced from the age characteristic information provided in the Statistics Canada. 2021 Census of Population for View Royal.

HOUSEHOLDS

The average household size decreased from 2.4 persons to 2.3 persons between 2016 and 2021, and an increase from 4,150 private households in 2016 to 4,915 private households in 2021 (a 18.4% increase). The number of persons in private households also increased, from 9,910 to 11,260 (a 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.[6]

As noted in Table A2 below, View Royal's average household size aligns closely with that of the region.

Table A2. *Household Sizes in View Royal and Greater Victoria (2021)*[7]

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

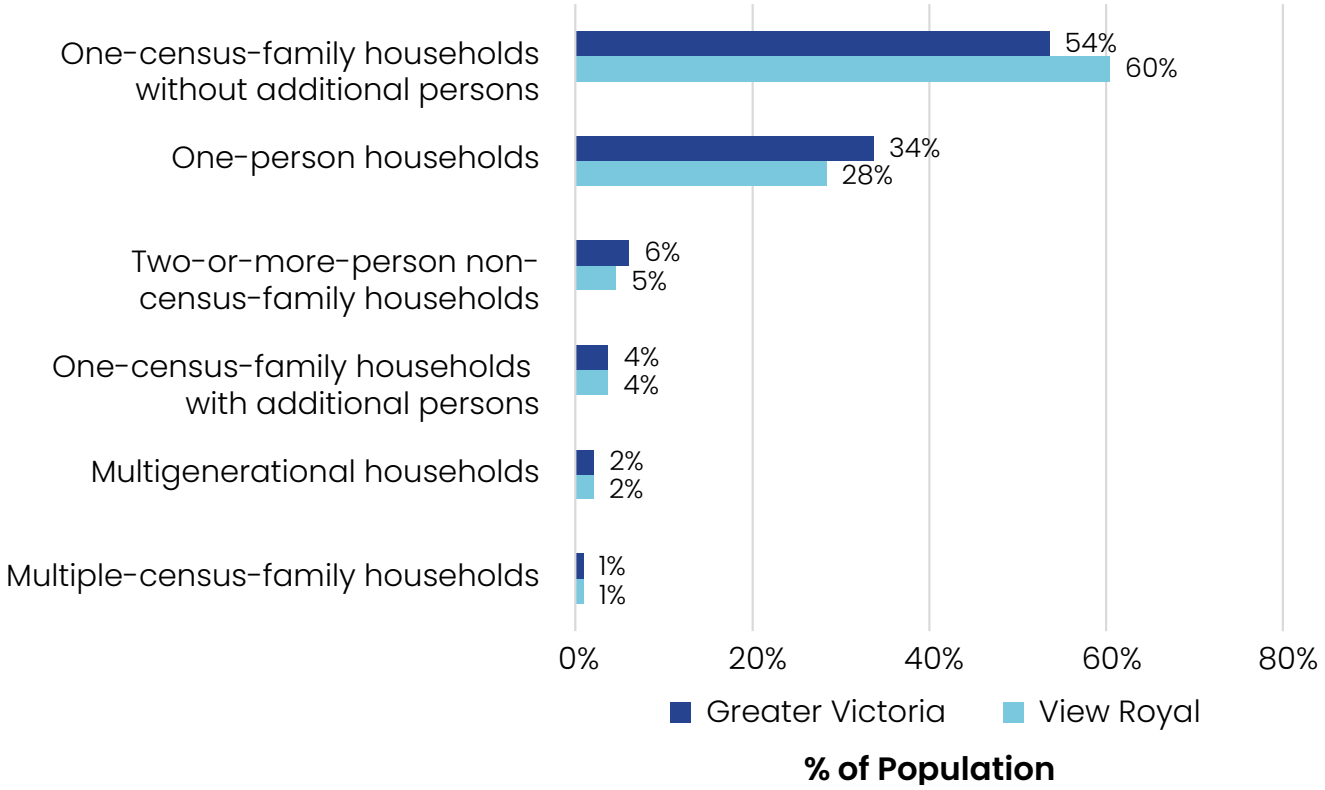
As indicated in Figure A2 below, the most common household type in View Royal is one-census-family[8] households without additional persons (60%), largely comprising of couple-family households without children. The next largest household type grouping is one-person households (28%).

6 An increase in single-persons in View Royal is likely the result of an aging population and can be explained by mortality of existing two-person households transitioning to one-person households. Further explanations could be linked to an increasing number of young persons leaving households for school or employment opportunities outside of the community. A decrease in household size could also be explained by the decrease in youth in the Town, between the ages 0 to 9, indicating that there is a decrease in births in the community or a decrease of young families moving to the community, or a combination of both factors.

7 Information sourced from the household and dwelling characteristics provided in the Statistics Canada. 2021 Census of Population for View Royal and the Greater Victoria Census Metropolitan Area.

8 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 A2. *Household Compositions in View Royal and Greater Victoria (2021)*[9]



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.[10] This is similar to the regional citizenship rate of 92.8%, with 55.7% of the total population being third generation or more. This is down slightly from the 2016 Census, where approximately 95.7% of View Royal residents were Canadian Citizens, and only 58.7% of residents identified as being third generation.[11]

9 Information sourced from household and dwelling characteristics provided in the Statistics Canada. 2021 Census of Population for View Royal and the Greater Victoria Census Metropolitan Area.

10 Based on a 25% sample size.

11 Generally, this trend could be a result of an increase in immigration in the urban centre.

Table A3. *Citizenship in View Royal and Greater Victoria (2021)*[12]

		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%

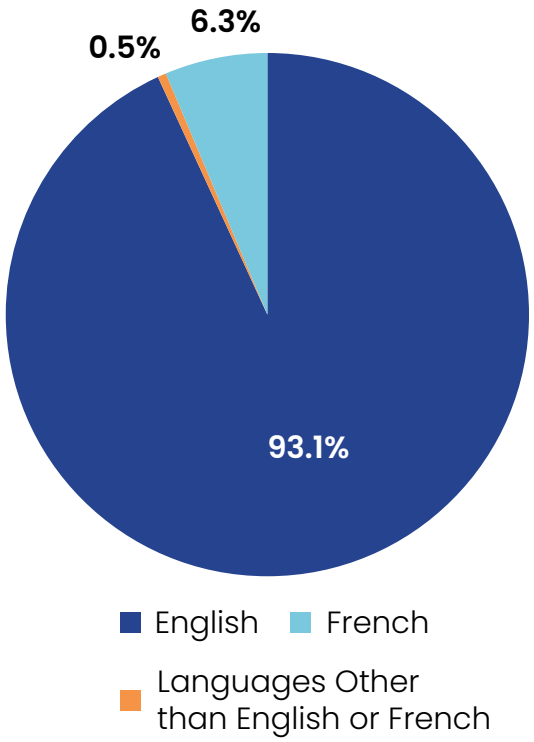
In the 2021 Census, View Royal residents reported European, East and South Asian, Indigenous North American, and non-Indigenous North American ethnic or cultural ancestries. The most highly reported ancestries were of European origins, including English (3455 instances), Scottish (2615 instances), and 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.[13] The most prominent non-official languages include Punjabi, Spanish, Mandarin, Cantonese, and Vietnamese.

Figure A3. *Languages Spoken at Home (View Royal)*[14]



12 Information sourced from immigration status characteristics from the Statistics Canada. 2021 Census of Population for View Royal and the Greater Victoria Census Metropolitan Area.

13 English and French are Canada's two official languages and share equal rights and privileges in Canada. Despite being a second official language, French is not commonly spoken outside Quebec, which is the only Canadian province where French is the sole official language, or in New Brunswick, which is Canada's only constitutionally recognized bilingual province.

14 Information sourced from the language characteristics from the Statistics Canada. 2021 Census of Population for View Royal.

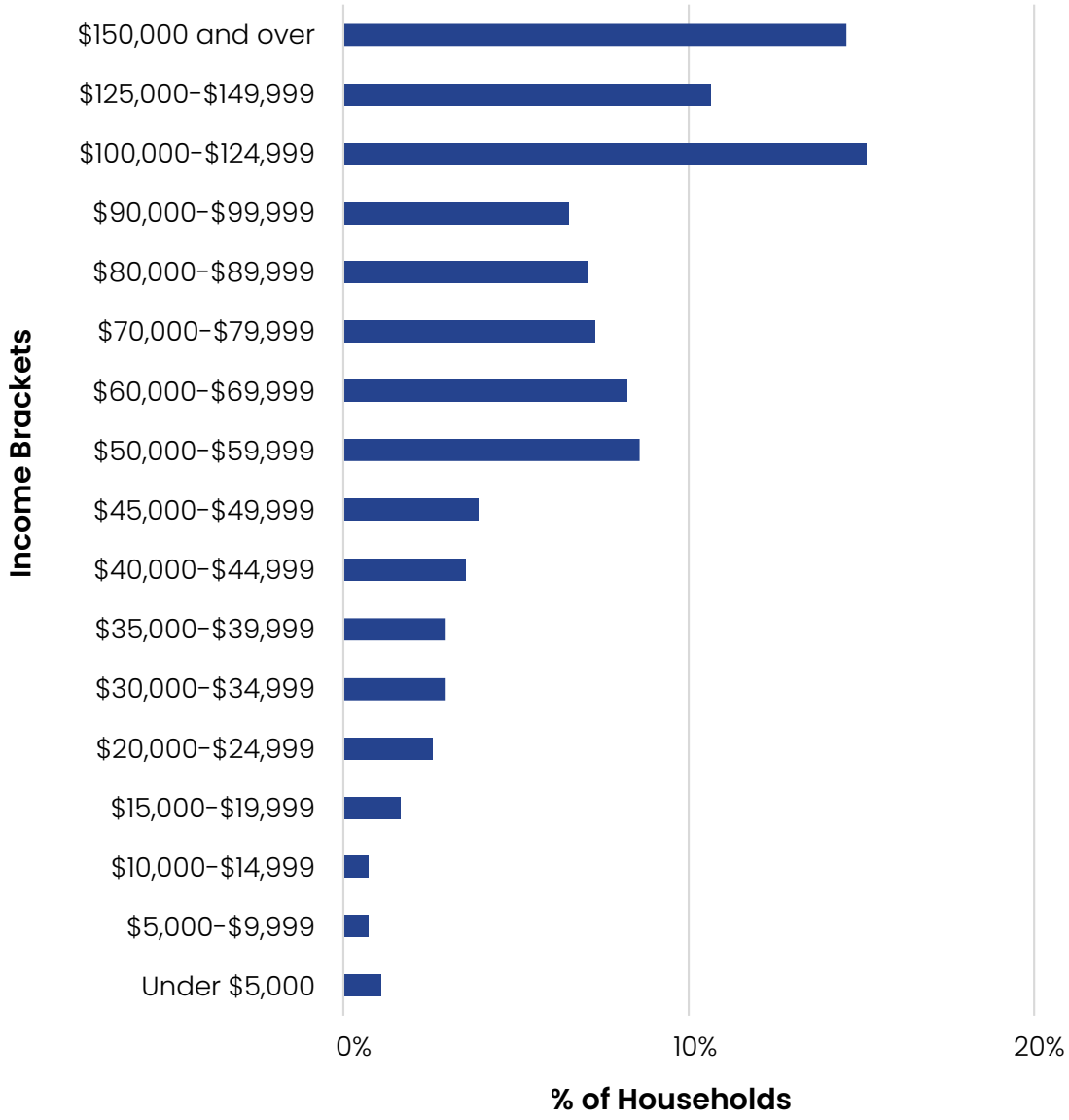
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ECONOMIC PROFILE

Income

Based on 2020 Census income data,[15] 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.[16]

Figure A4. *Household Income (2020, After Tax) in View Royal*[17]



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

16 Understanding household incomes can support the creation of policies to provide housing, services and amenities to meet the needs of low income households in the community.

17 Information sourced from the household income data provided in the Statistics Canada. 2021 Census of Population for View Royal.

The average gross income of View Royal households in 2020 was $111,400, with an average after-tax household income of $94,800. This average is influenced by the 48.6% of View Royal 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, with an average after-tax household income of $89,600. This 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 A4. *Average and Median Gross Incomes in View Royal, Greater Victoria, and British Columbia (2021)*[18]

	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

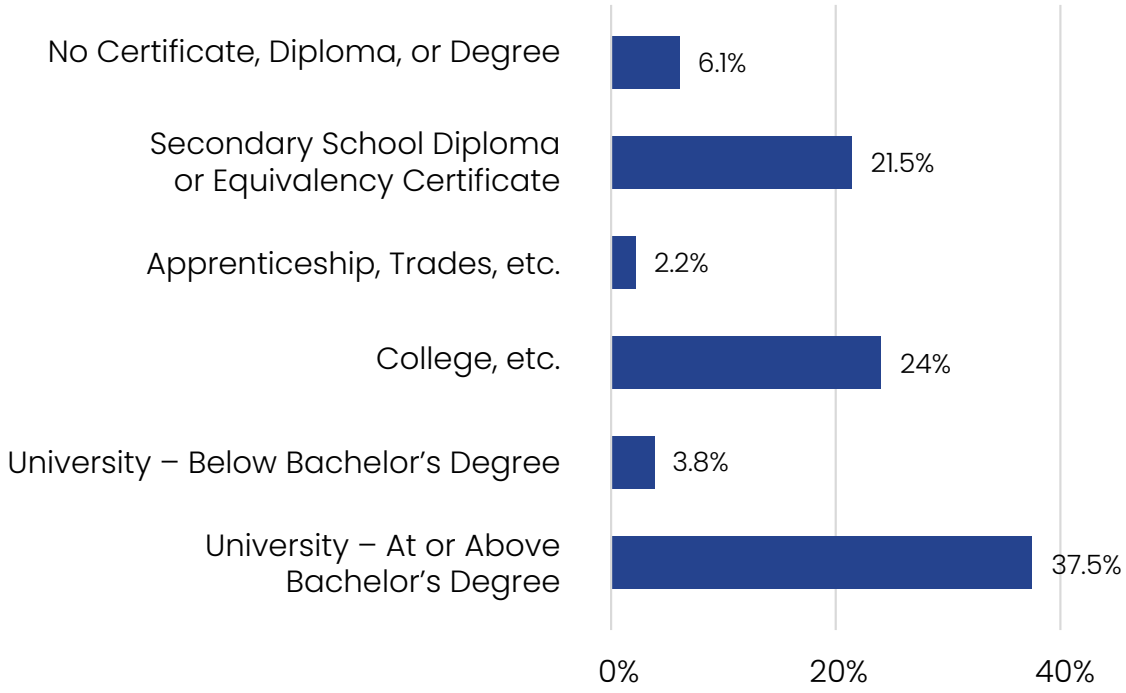
Of residents aged 25 to 64 years in View Royal, over two-thirds (72.4%) have obtained a post-secondary certificate, diploma, or degree. As shown in Table A5 below, 67.5% of residents aged 25 to 64 years have completed post-secondary level education. Nearly all (92.3%) of residents aged 25 to 64 in View Royal 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.

18 Information sourced from the household income data provided in the Statistics Canada. 2021 Census of Population for View Royal, the Greater Victoria Census Metropolitan Area, and British Columbia.

Table A5. *Secondary (High) School Diploma Holders in View Royal (2021)*[19]

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)	6,265	-
No High School Diploma or Equivalency Certificate	485	7.7%
With High School Diploma or Equivalency Certificate	5,780	92.3%

Figure A5. *Highest Certificate, Diploma, or Degree in View Royal*[20]



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%). View Royal's unemployment rate also trends lower than Greater Victoria's (3.6%, compared to 4.4% regionally).

19 Information sourced from the education characteristics provided in the Statistics Canada. 2021 Census of Population for View Royal.

20 Information sourced from the education characteristics provided in the Statistics Canada. 2021 Census of Population for View Royal.

Table A6. *Labour Force Status, View Royal Residents (2021)*[21]

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 in the 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 A7. *Place of Work, View Royal Residents (2021)*[22]

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

21 Information sourced from the employment characteristics provided in the Statistics Canada. 2021 Census of Population for View Royal and the Greater Victoria Census Metropolitan Area.

22 Information sourced from the employment characteristics provided in the Statistics Canada. 2021 Census of Population for View Royal and the Greater Victoria Census Metropolitan Area.

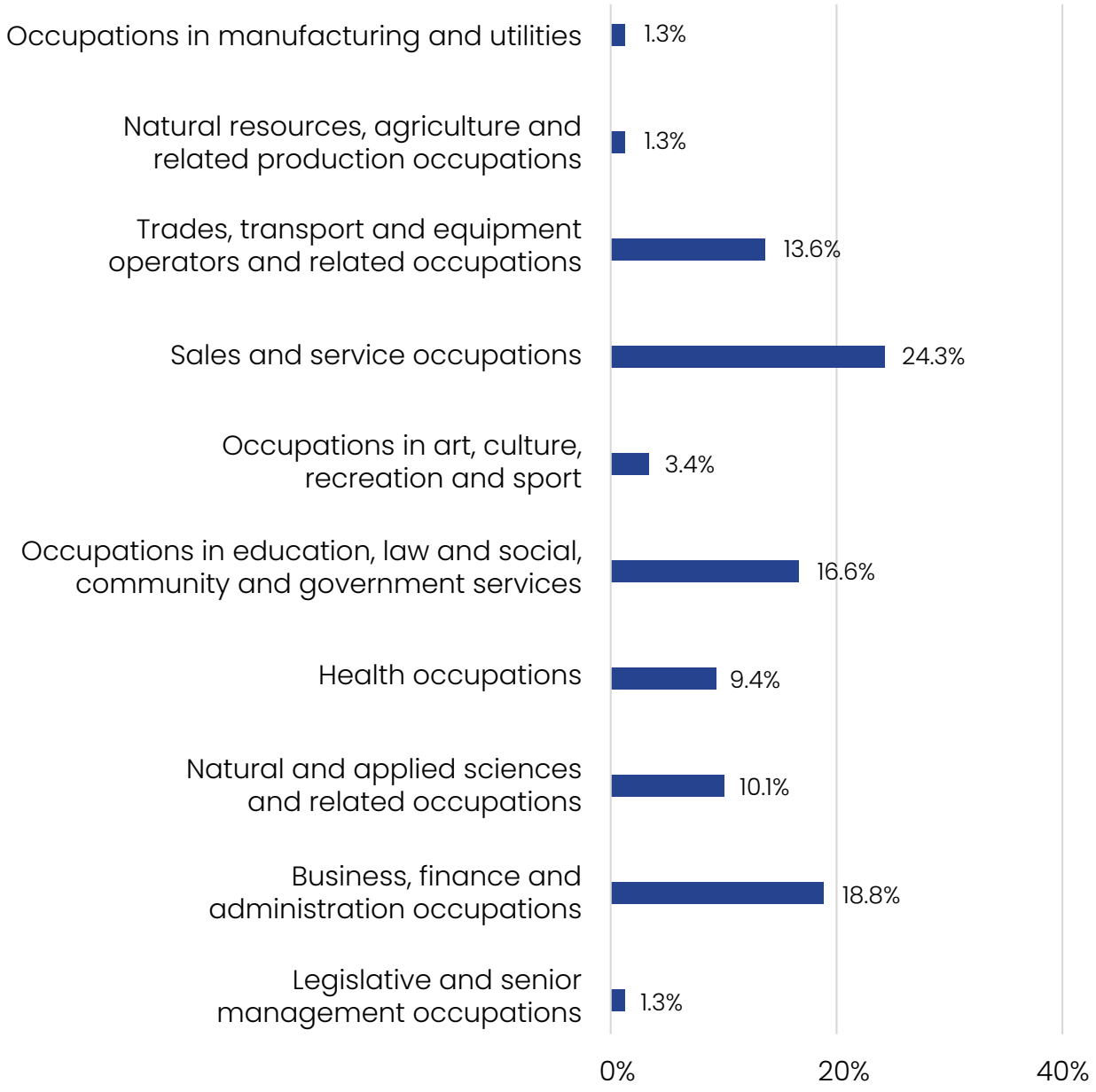
Industry

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 A6. *Proportion of the Population per Industry (2021)*[23]



23 Information sourced from the employment characteristics provided in the Statistics Canada. 2021 Census of Population for View Royal.

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

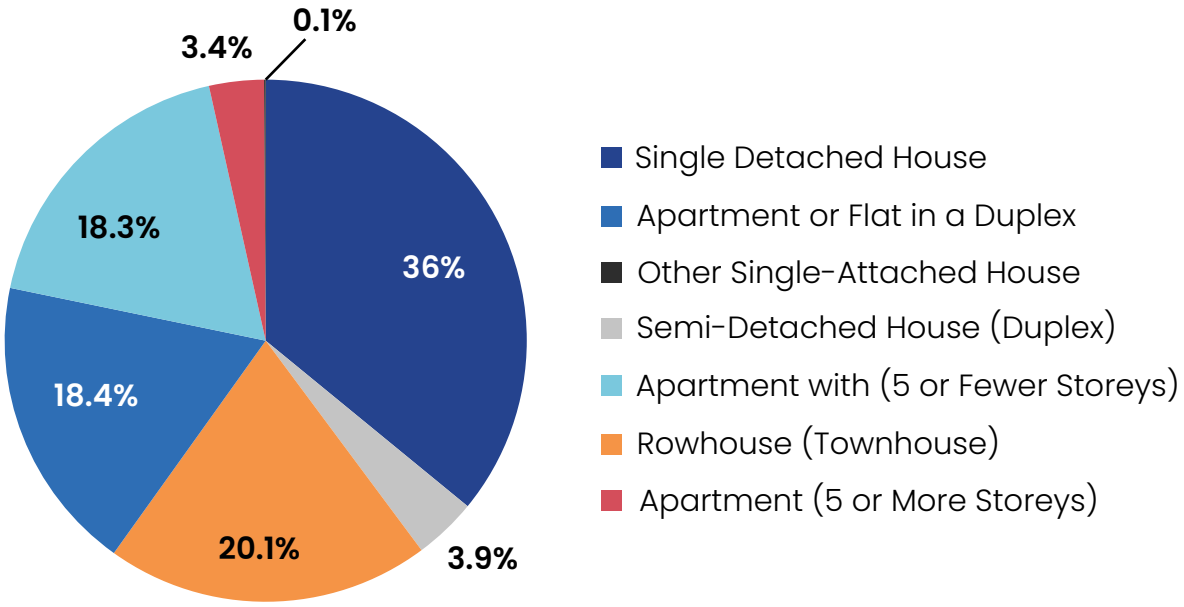
Dwelling Typologies

In View Royal, over one-third (36%) of the population resides in a single-detached house. The next most common housing typology is 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 duplex)[24] 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.

24 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 A7. *Percentage of Population per Dwelling Type (2021)*[25]



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 $1,600, which is similar to the average monthly shelter costs of $1,698. The median value of dwellings was reported as $800,000 and the average value was noted as $848,000.

The remaining one-third of View Royal'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 are $1,560 and the average monthly shelter costs are $1,578.

25 Information sourced from the household and dwelling characteristics provided in the Statistics Canada. 2021 Census of Population for View Royal.

16.3 COMMUNITY GROWTH

REFERENCES

The following data sources were used to prepare information on View Royal's development trends, population projections, and housing needs:

1. Town of View Royal Data

Available building and development permit data from the Town's Development Services department was reviewed and referenced throughout the Community Profile to provide a high-level understanding of View Royal's current development context. Data from 2010 to 2024 was reviewed for both residential and non-residential permits.

This data informed the availability of new housing units to meet short-term demand, as well as a high-level exploration of future development trends in View Royal.

2. British Columbia Statistics

British Columbia Statistics' population projections were used to prepare View Royal's population projections, with the current 2025 population projection of 12,539 used as a starting point for each of the three growth scenarios (low, medium, and high).

3. Statistics Canada

Information from the following Census years were used to inform the development of the low, medium, and high-growth population growth scenarios included in this section:

- Statistics Canada, 2021 Census of Population
- Statistics Canada, 2016 Census of Population
- Statistics Canada, 2011 Census of Population
- Statistics Canada, 2006 Census of Population
- Statistics Canada, 2001 Census of Population

Each of these Census years was used to determine population growth in View Royal over a 20-year period from 2001 to 2021.

Statistics Canada information was also used to develop much of the Community Profile, including the supplementary tables on areas such as housing, income, and employment.

4. Housing Needs Report

To understand View Royal's housing needs, information from the Housing Needs Report (September 2024) was used alongside available development permit data to determine the number of units required to meet housing demand.

Where possible, data from the report was extrapolated to align with the Official Community Plan's 2050 time horizon.

5. Non-Residential Commercial Demand Studies

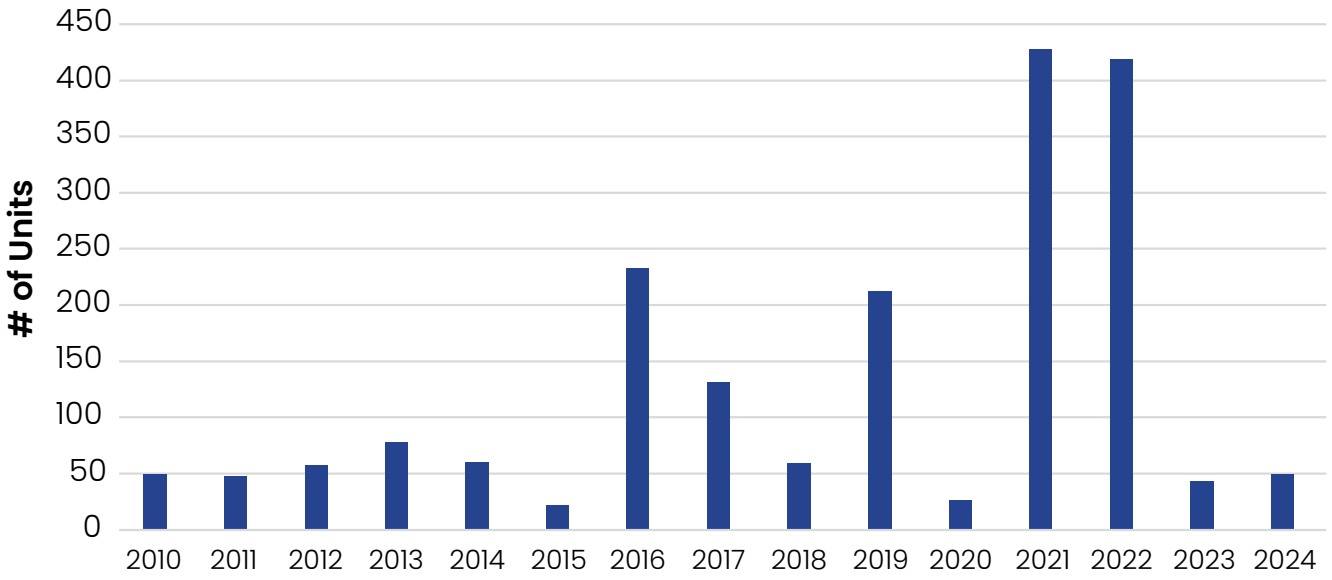
Two studies were conducted on locally-oriented retail and service space demand projections for View Royal. The first, completed in 2021, was updated in 2024 to reflect changes in market conditions. These sections in the Community Profile focus primarily on commercial uses, such as retail and office space.

Industrial and institutional development trends were forecasted using available View Royal permit data.

DEVELOPMENT TRENDS

The following section reviews View Royal'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, View Royal saw the highest number of applications, where a total of 428 and 419 units were permitted via development permit, 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 View Royal over the next few years.

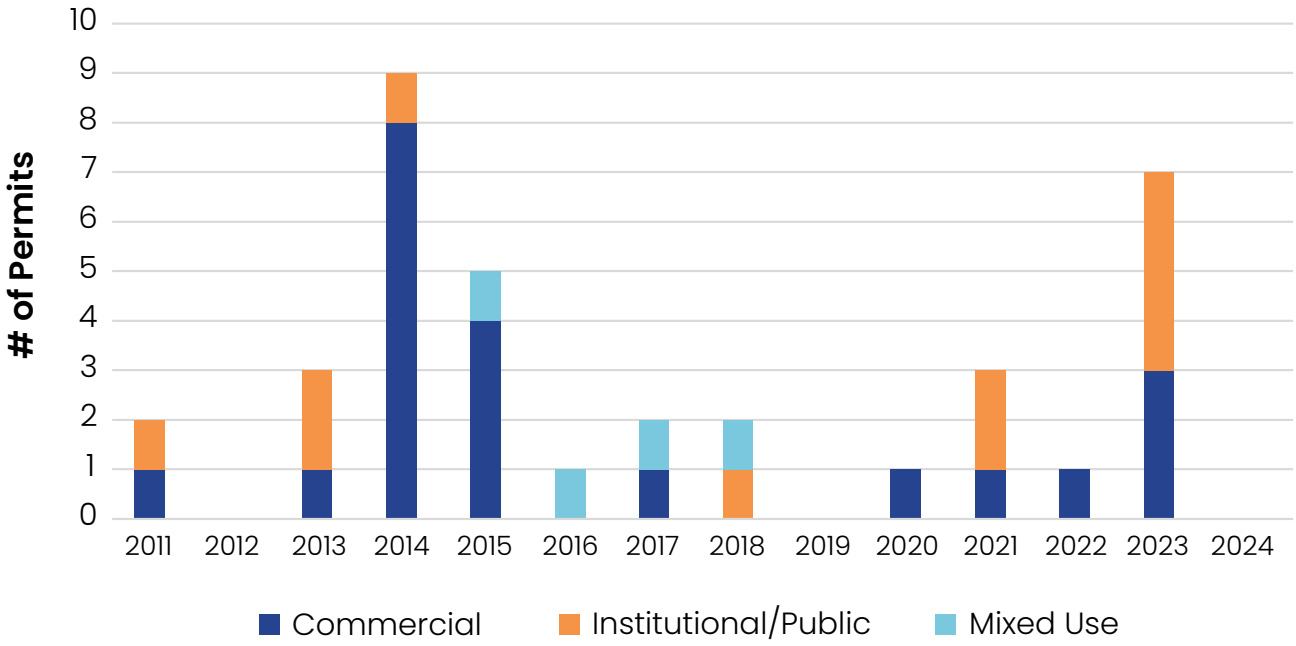
Figure A8. *Residential Units Permitted Yearly (Development Permits)*[26]



26 Information from the Town's available building and development permit data between 2010-2024 (Town of View Royal, Development Permit Data 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.[27]

Figure A9. *Non-Residential Building Permits by Year and Type*[28]



POPULATION PROJECTIONS

Table A8 below outlines the low, medium, and high population growth scenarios for View Royal. The low growth scenario was prepared using projection data available from British Columbia Statistics. The medium and high growth scenarios were based on available population data from British Columbia Statistics and the 2001, 2006, 2011, 2016, and 2021 Censuses, and aligned to match growth trends across these Census years.[29] Other references included View Royal's 2024 Interim Housing Needs Report, which forecasts the

27 The Town's 2011 Official Community Plan did not include a land use designation that supported industrial use.

28 Information from the Town's available building and development permit data between 2010-2024 (Town of View Royal, Development Permit Data 2010-2024),

29 The British Columbia Statistics population projection model 'grows' the population by taking the latest base year estimate by forecasting births, deaths, and migration by age. The forecast is based on past trends. This was used to calculate the 'low growth' scenario. Comparatively, the 'medium growth' and 'high growth' scenarios considered both a combination of British Columbia Statistics data and 2021 Census data (which was aligned with information from the 2001, 2006, 2011, and 2016 Censuses), and the Interim Housing Needs report to develop a growth projection. The medium and high growth scenarios provide a more robust and accurate model of potential growth as it factors in more than just births, deaths, and migration, but also consider housing needs in the community and historical growth rates.

projected number of units needed to meet household growth. Regional growth rates from the Interim Housing Needs Report 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 Official Community Plan, 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 21,574people in the year 2050.

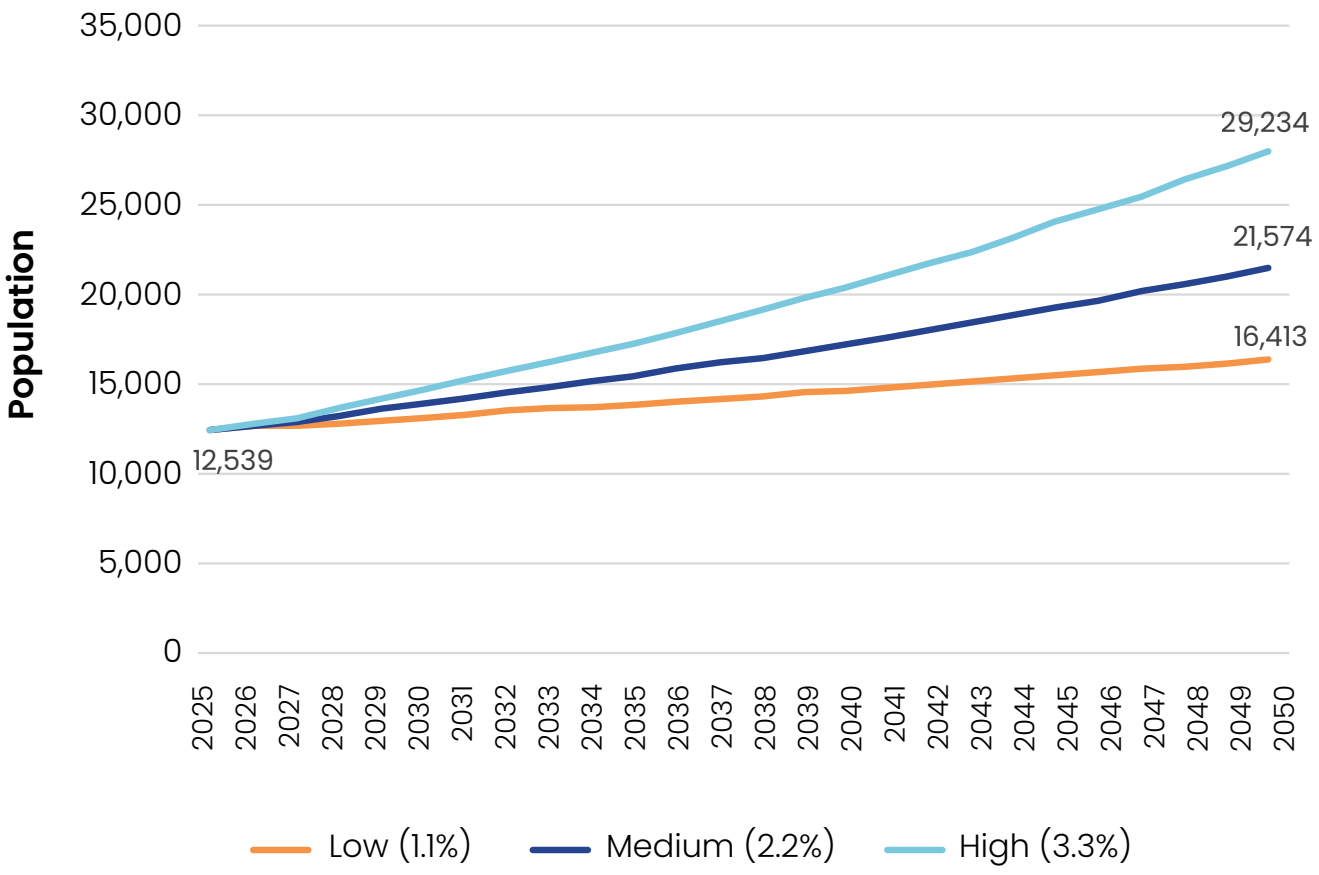
Table A8. *Population Projections (2025-2050)*[30]

Year	Low (1.1%)	Medium (2.2%)	High (3.3%)
2025	12,539	12,539	12,539
2026	12,675	12,814	12,953
2027	12,812	13,095	13,380
2028	12,951	13,383	13,822
2029	13,091	13,676	14,278
2030	13,233	13,976	14,749
2031	13,376	14,283	15,236
2032	13,521	14,596	15,739
2033	13,667	14,917	16,258
2034	13,815	15,244	16,794
2035	13,965	15,579	17,349
2036	14,116	15,920	17,921
2037	14,269	16,270	18,513
2038	14,423	16,627	19,123
2039	14,580	16,992	19,755
2040	14,737	17,364	20,406
2041	14,897	17,745	21,080

30 Initial population projection data sourced from British Columbia Statistics (initial 2025 population projection).

Year	Low (1.1%)	Medium (2.2%)	High (3.3%)
2042	15,058	18,135	21,776
2043	15,221	18,533	22,494
2044	15,386	18,939	23,236
2045	15,553	19,355	24,003
2046	15,721	19,780	24,795
2047	15,891	20,214	25,614
2048	16,063	20,657	26,459
2049	16,237	21,110	27,332
2050	16,413	21,574	28,234

Figure A10. *Population Growth Projections*[31]



31 Data sourced from Table 1, more information on the population projections methodology is described above.

HOUSING NEEDS

Extreme 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 considered to be in extreme core housing need if it is spending over 50% of their before-tax household income on shelter costs.

Table A9 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 A9. *Number and Proportion of Owner and Renter Households in Extreme Core Housing Need*[32]

Total Households	2021 Households	Average Extreme Core Housing Need Rate	Households in Extreme Core Housing Need
Owners	3,315	N/A	N/A
Owners with a Mortgage		0.90%	30.00
Renters	1,600	9.02%	144.4
Total New Units to Meet Extreme Core Housing Need – 20 Years			174.4

Housing Supply: Units Required to Meet Housing Needs

Housing Needs: 2026 AND 2041

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.

32 Information sourced from: Town of View Royal, *Housing Needs Assessment Report & Interim Housing Needs Report* (Link: Housing Needs Assessment Report & Interim Housing Needs Report).

Table A10 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 A10. *New Units Needed to Meet Anticipated 20-Year Household Growth Needs*[33]

Growth Scenarios	Regional Growth Rate	Households		New Units
		2021	2041	
Local Household Growth	N/A	4,915	7,198	2,283
Regionally Based Household Growth	37.6%	4,915	6,761.5	1,846.5
Scenario Average				2,064.8
Total New Units to Meet Household Growth Needs – 20 Years				2,064.8

The above information informs the summary of new units in Table A11 (the total from Table A10 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 A11. *Total Number of New Units Needed in the Short- and Long-Term*[34]

Housing Need Component	5 Year Need (2026)	20 Year Need (2041)	29 Year Need (2050)
Extreme Core Housing Need	43.59	174.36	252.8
Persons Experiencing Homelessness	28.32	56.65	82.1
Suppressed Household Formation	35.56	142.24	206.2
Anticipated Growth	621.66	2,064.76	2993.9
Rental Vacancy Rate Adjustment	11.57	46.28	67.0
Additional Local Demand	101.11	404.44	586.3

33 Information sourced from: Town of View Royal, *Housing Needs Assessment Report & Interim Housing Needs Report* (Link: Housing Needs Assessment Report & Interim Housing Needs Report).

34 Information sourced from: Town of View Royal, Housing Needs Assessment Report & Interim Housing Needs Report (Link: Housing Needs Assessment Report & Interim Housing Needs Report).

Housing Need Component	5 Year Need (2026)	20 Year Need (2041)	29 Year Need (2050)
Total New Units – 5 Years	842		
Total New Units – 20 Years		2,889	
Total New Units – 29 Years			4,189

The Interim Housing Needs Report was completed in September 2024. As of November 2024, a total of 706 new dwelling units are expected to be completed by the end of 2026, which includes 471 rental units and 235 strata units. At that time, two multi-unit buildings totalling 158 dwelling units were partially occupied. When all are summed together, a total of 864 new units are anticipated to be completed by the end of 2026, therefore supporting the Town in meeting its short-term housing need of 842 units (as noted in Table A11 above).

Housing Needs In 2050

Using Table A11 as a reference point, the Interim Housing Needs Report identifies a need for 842 units over 5 years (to 2026) and 2,889 units over 20 years (to 2041). Since the Interim Housing Needs Report timeframe does not align with the Official Community Plan horizon to 2050, these figures were adjusted to estimate housing needs over the longer period.

To do this, the 20-year total of 2,889 units was converted into an average annual housing demand by dividing by 20. This annual rate was then applied to different time periods to align with Official Community Plan milestones:

- **29 years (2021–2050)**: used to estimate total housing needs to 2050, resulting in an additional 4,189 units beyond the Interim Housing Needs Report timeframe.
- **10 years (2041–2050)**: used to isolate the additional housing need beyond 2041, resulting in 1,300 units required in addition to the 2,889 units already identified for 2021–2041.

A housing capacity analysis completed for View Royal showed the projected uptake of small-scale multi-unit housing alone will be insufficient to meet long-term housing needs in View Royal by 2050; it is estimated that 2,580-2,703 units will be introduced through these legislative changes. Additional action is necessary to create favourable conditions to address View Royal's forecasted long-term housing need.

Based on the projected uptake of small-scale multi-unit housing developments in View Royal, housing developments currently under construction, and the selection of test site scenarios from land economics studies completed in 2025 with high development potential and higher permitted densities than what is permitted in the 2011 Official Community Plan and Zoning Bylaw No. 900, it is estimated that approximately 5,366 new dwelling units will be constructed in View Royal over the next 25 years.

If this holds true, View Royal will meet and exceed its projected long-term housing need of 4,189 units. Further discussion on the type of housing (market vs. affordable rental housing) is provided in the following sections.

Note that these numbers are subject to fluctuations based on evolving market conditions, policy decisions, global economic changes, and unforeseen circumstances that could impact housing needs and development trends.

Affordable Rental Housing Need

Three types of affordable rental housing are needed in View Royal to meet the housing need identified in Table A11 and the housing targets issued by the Province in 2024:[35] below-market, market, and supportive. A breakdown of the number of units required for each housing type by the year 2029 (the timeframe identified in the Province's housing targets) and the year 2050 (the life span of this Official Community Plan), is provided in Table A12 below. This breakdown assumes the following based on the classifications of housing need as discussed in the Interim Housing Needs Report:

- Those experiencing Extreme Core Housing Need require below-market rental housing
- Those experiencing homelessness require supportive housing

The Interim Housing Needs Report does not clearly dictate a number of new affordable market rental units that may be required.

Table A12. *Affordable Rental Housing Need by Type for the Years 2029 and 2050*

Rental Housing Type	2029	2050
Below-Market	185	252
Market	236	N/A
Supportive	11	82

Approximately 9 below-market units and 3 supportive housing units are needed per year to meet View Royal's need for these types of housing by the year 2050.

Market Housing Need

Based on the data provided in Table A11, approximately 3,852 market rental or ownership units are needed in View Royal by the year 2050. This equates to ~133 units per year.

35 Information sourced from Province of British Columbia Housing Unit Breakdown as Guidance for the Town of View Royal

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 area,[36] 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 Table A13 and Table A14 below.

36 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 A13. *Local Oriented Retail/Service Demand Projections - Lower Scenario*[37]

	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050	2025-2050
View Royal Projected Supportable Local Oriented Retail Floor Space Growth (square feet)	13,500	17,500	17,000	15,000	17,500	80,500
View Royal Projected Subregional Orientated Retail Floor Space Growth (square feet)	11,000	10,900	7,100	5,450	10,750	45,200
View Royal Projected Total Retail/Service Floor Space Growth (square feet)	24,500	28,400	24,100	20,450	28,250	125,700
Average Projected Yearly Retail/Service Growth Per Time Period (square feet)	4,900	5,680	4,820	4,090	5,650	5,028
	2025	2030	2035	2040	2045	2050
View Royal Supportable Retail/Service Floorspace (square feet)	528,950	553,300	581,700	605,800	626,250	654,500



37 Information sourced from: Town of View Royal, *Official Community Plan Land Economics Memo* (April 14, 2025).

Table A14. *Local Oriented Retail/Service Demand Projections - Higher Scenario*[38]

	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050	2025-2050
View Royal Projected Supportable Local Orientated Retail Floor Space Growth (square feet)	20,250	26,250	25,500	22,500	26,250	120,750
View Royal Projected Subregional Orientated Retail Floor Space Growth (square feet)	22,000	21,800	14,200	10,900	21,500	90,400
View Royal Projected Total Retail/Service Floor Space Growth (square feet)	42,250	48,050	39,700	33,400	47,750	211,150
Average Projected Yearly Retail/Service Growth Per Time Period (square feet)	8,450	9,610	7,940	6,680	9,550	8,446
	2025	2030	2035	2040	2045	2050
View Royal Supportable Retail/Service Floorspace (square feet)	528,950	571,200	619,250	658,950	692,350	740,100



38 Information sourced from: Town of View Royal, *Official Community Plan Land Economics Memo* (April 14, 2025).

The projections show that the supportable total retail and service floorspace in View Royal could increase by about 125,700 square feet (11,678 square metres) and 211,150 square feet (19,616 square metres) 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 a more modest growth rate thereafter to 2050. Based on this information, two projection scenarios were prepared:

- **Lower Growth Scenario** (Table A15): Suburban office growth share is 33%, with View Royal's remaining at 7.7% (as it was in 2001)—both figures are consistent between 2025 and 2050.
- **Higher Growth Scenario** (Table A16): 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 square metres) 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 A15. *Office Space Projections, Lower Growth Scenario*[39]

Average Annual Office Development (square feet)	2019-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050
Greater Victoria	135,000	135,000	135,000	135,000	135,000	135,000
Suburban Office Market Share	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Suburban Office Market	44,000	44,000	44,000	44,000	44,000	44,000
View Royal Share	0.0%	7.7%	7.7%	7.7%	7.7%	7.7%
View Royal	-	3,400	3,400	3,400	3,400	3,400

39 Information sourced from: Town of View Royal, *Official Community Plan Land Economics Memo* (April 14, 2025).

Projected Total Office Floorspace	2019	2025	2030	2035	2040	2045	2050
Greater Victoria[40]	12,898,405	13,708,405	14,383,405	15,058,405	15,733,405	16,408,405	17,082,405
Suburban Office Market Share	35.3%	35.1%	35.0%	34.9%	34.8%	34.7%	34.6%
Suburban Office Market[41]	4,551,601	4,815,601	5,035,601	5,255,601	5,475,601	5,695,601	5,915,601
View Royal Share	3.2%	3.1%	3.3%	3.4%	3.6%	3.8%	3.9%
View Royal	146,910	146,910	163,910	180,910	197,910	214,910	231,910
View Royal Growth from 2025 (square feet)	n/a	-	17,000	34,000	51,000	68,000	85,000



40 British Columbia Assessment

41 The suburban office market is the Greater Victoria office market, excluding the City of Victoria

Table A16. *Office Space Projections, Higher Growth Scenario*[42]

Average Annual Office Development (square feet)	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[43]	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[44]	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 (square feet)	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 square metres) to 127,000 square feet (11,799 square metres) 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).

42 Information sourced from: Town of View Royal, *Official Community Plan Land Economics Memo* (April 14, 2025).

43 British Columbia Assessment

44 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, Town regulations, and the current market conditions for industrial development in View Royal, it is anticipated that there will be little to no growth in industrial land uses if the current conditions remain.

Accommodations in this Official Community Plan have been made to enhance the permissiveness of light industrial uses within the Western Gateway Employment District Corridor designation, as outlined in section 5.2. If approximately 30% of the developable area of parcels with this land use designation are built out for industrial purposes within the lifespan of this plan, approximately 862,819 square feet (80,158 square metres) of industrial development could be added to View Royal.

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 square metres) of institutional development constructed in the Town each year, or an estimated total of 200,112 square feet (18,591 square metres) of new institutional development over a 25-year period. Examples of potential institutional developments include new or expanded hospital facilities, medical offices or clinics, BC Transit facilities, public utility and service buildings, and educational facilities.



Glossary

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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 *Agricultural Land Commission Act*.
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	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.
Below-Market Housing	Homes offered at rates set below the market rate. These homes are typically intended to serve households with low-to-moderate incomes who do not qualify for subsidized housing.
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.
Bike facility	A bike facility is a broad term for any physical infrastructure, pavement marking, or street provision designated to accommodate or encourage bicycling. These facilities range from protected lanes to secure parking, and their primary goals are to improve cyclist safety and comfort.
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	The amount of people, jobs, housing units, commercial units, or industrial units within a defined area. Building height and Floor Space Ratio are common measures of density.
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.
Extreme Core Housing Need	A household is said to be in extreme core housing need if its housing falls below at least one of the adequacy, affordability, or suitability standards and it would have to spend 50% or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable.
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 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	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 *Heritage Conservation Act.*
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	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: 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; 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.
Land Use Transition	Refers to the gradual change of land use from one use to another over time in support of an intended outcome, such as ecological and hazard resilience.
Local Government Act	Legislation enacted by the province to establish, give powers to and regulate local governments; this includes regulation and guidance on Official Community Plans.
Lot	Means any parcel, block or other area in which land is held or the extent to which it is subdivided whether under the Land Title Act or the Bare Land Strata Regulations under the Strata Property Act 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.
Managed Retreat	The strategic relocation of people and structures, often accompanied by ecological restoration and a permanent change in land use in support of decreasing the vulnerability to natural hazards and flooding in light of climatic shifts due to climate change.
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.
Prescribed Bus Stop	Determined by transit frequency and timing and is considered to be a prescribed bus stop if it is served by at least one bus route that is scheduled to stop at least every 15 minutes, on average, between the hours of: • 7am and 7pm, Monday to Friday, and • 10am and 6pm on Saturdays and Sundays, as defined by the Provincial Policy Manual & Site Standards for Small-Scale, Multi-Unit Housing.
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, grounded in recognition and respect of rights, histories, traditions, cultures, languages, and perspectives of Indigenous Peoples, and commitment to learning from and working in partnership with First Nations.
Rental Vacancy Rate Adjustment	Rental Vacancy Rate Adjustment adds surplus rental units to restore local vacancy rates to levels representing a healthy and well-functioning rental housing market. Typically, rates between 3% and 5% are considered healthy vacancy rates.
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.
Section 219 Covenant	A charge registered against the title of a property in favour of the municipality to impose an obligation on the property owner, as per the provisions of Section 219 of the *Land Title Act*.
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	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: • 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.
Suppressed Household Formation	New households that would have been formed but are not due to a lack of attainable options. The persons who would have formed these households include, but are not limited to, many adults living with family members or roommates and individuals wishing to leave unsafe or unstable environments but cannot due to a lack of places to go.
Species At Risk	Legally protected wildlife under the federal *Species at Risk Act* 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.
Zoning Bylaw	Refers to the Town of View Royal Zoning Bylaw, as amended from time to time.


VIEW ROYAL