



VIEW ROYAL OCP UPDATE

What We Heard

Phase 2 Consultation Report

MARCH 2022



Contents

- EXECUTIVE SUMMARY 3
- ABOUT THIS REPORT 4
- WHO PARTICIPATED? 4
 - Online Workshops 4
 - Online Survey 4
- OVERARCHING THEMES 5
- WORKSHOP SUMMARY 6
- ONLINE SURVEY SUMMARY 8
 - How We Grow 8
 - Important Growth Considerations 10
 - Transportation 15
- APPENDICES 16



Executive Summary

The Town of View Royal started updating their Official Community Plan (OCP) in 2021. Part of the OCP update process included engaging with community members and stakeholders on desired directions in areas that are designated to receive future growth.

Phase 2 consultation took place between January and February 2022 and focused on the neighbourhood nodes, community corridors and gateways, that are designated to accommodate future housing, support jobs, provide services, allow citizens to move and grow in a manner that is consistent with the Town of View Royal's context in the Capital Regional District. The work to update the OCP follows the understanding that future growth is to be accommodated in and around the following areas:

Neighbourhood Nodes

- Helmcken corridor and adjacent neighbourhoods;
- Admirals Road;
- Eagle Creek;
- Hospital;
- Thetis Cove;
- Burnside Corner;
- Arbutus;
- Lakeside Village.

Community Corridors & Gateways

- Harbour-Helmcken Corridor (along Island Hwy between Helmcken and Harbour);
- Western Gateway Corridor (land fronting Island Hwy, in the Wilfert neighbourhood, and stretches from City of Colwood boundary to Parsons Bridge);
- Northern Gateway Corridor (lands along Helmcken Road between Burnside Road and Trans-Canada Highway and a few lots on Watkiss Way on the east side of Helmcken);
- Eastern Gateway Corridor (Admirals Walk, Nelson Square and Canadian Tire centre).

Phase 2 workshop and survey participants were asked to provide their views on the theme of “how we grow”, specifically related to how growth would be accommodated, in terms of design, elements, services, and infrastructure that will best support good fit with the Town of View Royal. Participants were presented with visuals of possible transitions for growth in/around residential neighbourhoods and commercial mixed-use areas.

- Overall, participants supported the concepts of growth transitions and encouraged special attention in the following priority considerations:
- There is support for greater diversity of housing and increases in amenities and neighbourhood services to support increased density;
- Gradual growth that respects existing neighbourhoods and provides transitions that fit with the neighbourhood context, especially new development height and massing;
- Expanded transportation options especially improvements in sidewalks and bike lanes that increase safety in and around the community;
- Desire to reduce vehicular traffic and add measures to prevent congestion in neighbourhoods as development density increases;
- Retaining green spaces and urban tree cover in the Town of View Royal.

About This Report

The ‘What we Heard’ report summarizes the View Royal Official Community Plan (OCP) update phase 2 of community and stakeholder engagement, which took place between January 2022 and February 2022. This phase of public consultation focussed on gathering community members views on design opportunities, housing and transportation to direct the Town of View Royal’s future growth. The consultation included online workshops and online survey. The inputs received through these consultations with community members are summarized in this report.

Who Participated?

Approximately 308 people participated in the second round of engagement for the View Royal OCP update. Community members shared a number of ideas about what types of design considerations they have as they look to the future of the Town 20+ years.

ONLINE WORKSHOPS

A total of 51 people participated in 3 online workshops, which were held January. The workshops were held via zoom, with presentation and online engagement using Mentimeter, for polling. The participants that attended these workshops were:

<i>Online Workshop</i>	<i>Number of Participants</i>
Monday, Jan 31st, 5:30 to 7:00 PM	14
Wednesday, February 2nd, 12:00 to 1:30 PM	17
Wednesday, February 2nd, 7:00 to 8:30PM	20
<i>Total Participants</i>	<i>51</i>

ONLINE SURVEY

308 community members participated in the Phase 2 online survey, which was accessed through the View Royal OCP update webpage from February 7 to February 21, 2022

Overarching Themes

Overall, community members showed support for visual illustrations that communicated approaches for gradual density increases, and how transitions may be effectively realized in a manner that is sensitive to the current character of View Royal's residential, commercial mixed-use neighbourhoods, and along corridors. Many engagement participants took time to provide thoughtful and detailed responses in workshops, surveys and follow up correspondence.

General themes included:

- **Neighborhood Nodes:** The View Royal community showed a high degree of support for the creation of centralized neighborhood nodes. Community members support seeing an increase of density and growth in neighborhood centres and concentrated development areas.
- **Gradual Growth:** There is strong community support for gradual growth transitions that maintain the character of View Royal's existing neighbourhoods.
- **Connectivity:** In View Royal, active and multi-modal connectivity is important to residents. Transportation options could be expanded by increased active transportation infrastructure such as sidewalks and bike lanes, to improve safety and invite more pedestrian and bike-oriented travel in and around the community.
- **Green Space:** For many residents development and growth must be done in a way that retains green space and urban tree cover. Community members value parks and greenspaces and want to ensure they are protected and well maintained.
- **Traffic/congestion:** Many community members would like to see reduced vehicular traffic and added measures put in place to ensure congestion does not occur in neighborhoods as development and density increases. There are significant concerns about regional traffic congestion.
- **Adequate access to amenities:** There is support for a greater diversity of housing than the current dominance of single-family residential homes. Community members would like to see increased access to amenities and neighborhood services, along with more density of housing. It was important to participants that mixed-use and complete communities are realized as density increases.



Workshop Summary

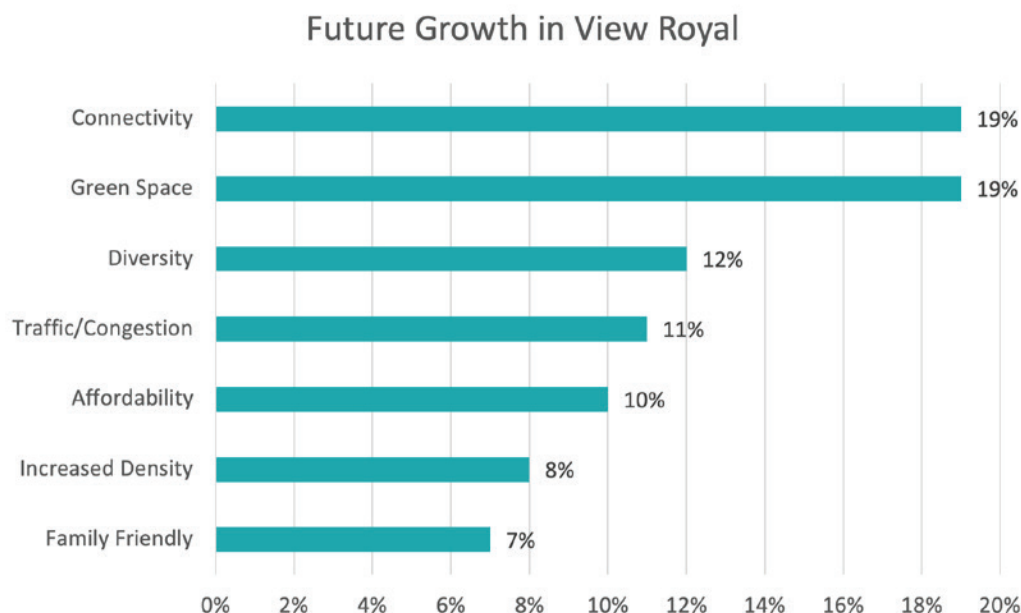
The Workshops were designed for community members to learn and share their input on design options for housing, neighborhood nodes, transportation, economy/employment and future land uses.

Please see Appendix C for detailed workshop responses.

When asked to think ahead to their own and family members' needs in 20 years, workshop participants believed they would need the following options (listed in order of frequency).

- **Downsizing (25%)** - smaller homes, townhouses, apartments.
- **Affordability (14%)** - affordable housing options.
- **Accessibility (12%)** - accessible housing for community members with mobility barriers.
- **Supportive housing (10%)** - for aging community members.
- **Family housing (10%)** - for multi-generational households and new families.
- **No change (10%)** - they intended to stay in their home.
- **Secondary suites (8%)** - to live near family.
- **Proximity to amenities (6%)** - including health care, groceries, and other services.

When asked “when you think of future growth in View Royal, what comes to mind?” participants responded with the following.

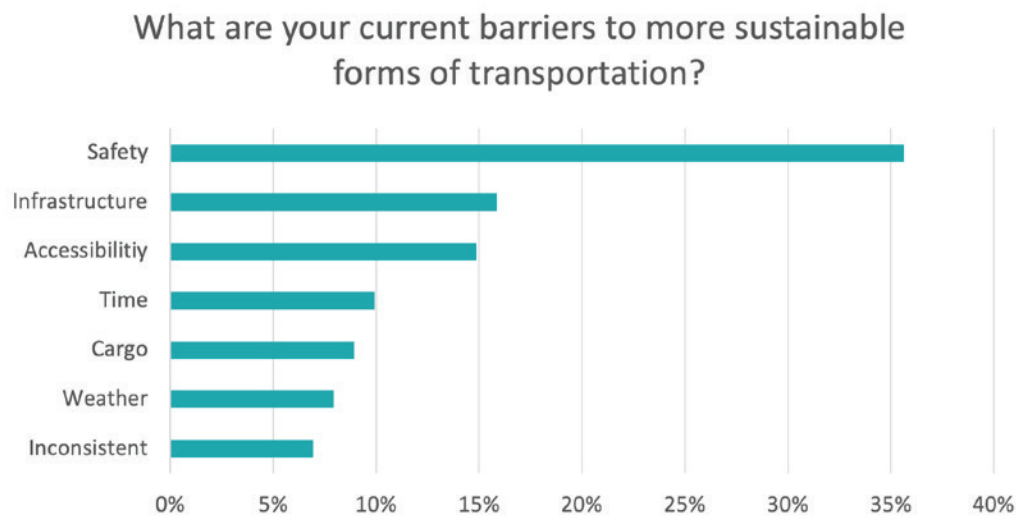


Responses listed in order from most to least frequently mentioned:

- **Connectivity:** increased active transportation infrastructure such as sidewalks and bike lanes.

- **Green Space:** retaining green space/ensuring green space is not lost through development
- **Diversity:** mixed use, many options for housing
- **Traffic/congestion:** concern for traffic and congestion in existing neighborhoods.
- **Affordability:** affordable housing and options
- **Increased Density:** desire for gradual density
- **Family Friendly:** safe, affordable, with community amenities.
- **Other considerations mentioned:** attractive neighborhoods, physical accessibility, and the town centre.

What are your current barriers to more sustainable forms of transportation?



- **Safety:** concern for moving around at night, lack of lighting. In addition, security for personal belongings such as bike security.
- **Infrastructure:** lack of complete or connected sidewalks and bike lanes.
- **Accessibility:** long distances to bus stops, hills, and physical challenges with active transport.
- **Time:** personal vehicles take less time than other options.
- **Cargo:** need to carry children, materials, or pets.
- **Weather:** cold or wet weather.
- **Inconsistent:** transit options are not frequent or predictable.
- **Other considerations mentioned:** comfort and distance

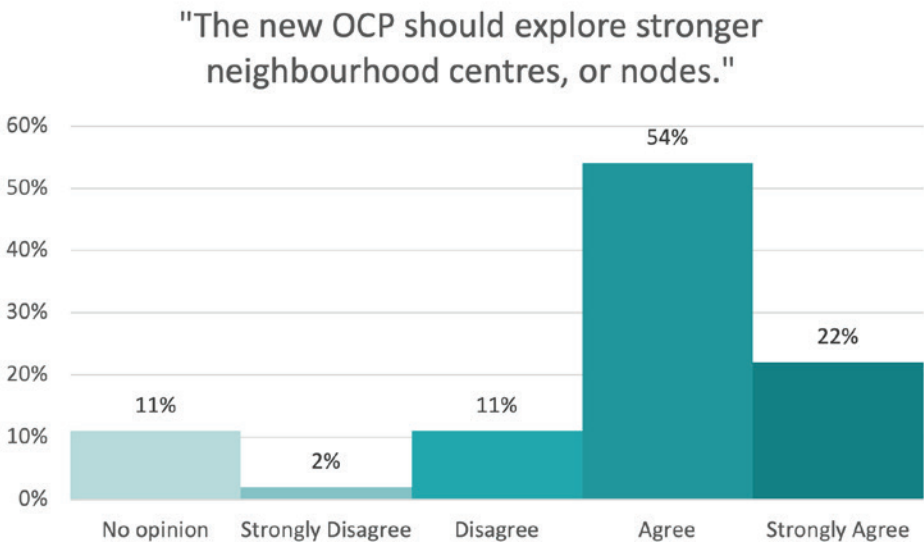
Online Survey Summary

The online survey was designed to gather community input that would be used to guide:

- Development of goals for shaping future directions on housing, neighborhood centres, transportation, economy/employment and future land uses;
- Understanding preferences around future housing choices, neighborhood centres and directing growth.

Please see Appendix D for complete survey results. The following is a summary.

HOW WE GROW



Overwhelmingly (76%), participants supported the exploration of stronger neighborhood centres or nodes.

Traffic and Congestion: Many participants wanted to see centralized density to avoid vehicle congestion in residential neighborhoods.

Housing: Participants showed strongest support for the future development of houses/ townhouses, followed by garden suites and then apartments. While support was relatively high for row houses and townhouses, apartments also received strong support for future housing type.

	← LOW SUPPORT HIGH SUPPORT →				
	Strongly disagree	Disagree	No opinion	Agree	Strongly agree
Garden Suites	9%	13%	3%	47%	29%
Row Houses/ Townhouses	9%	10%	4%	52%	24%
Apartments	17%	20%	7%	42%	14%

Affordability: Many participants saw density as necessary to providing affordable housing in the community.

Community members showed the most support for neighborhood nodes being developed in the Eastern Gateway Corridor and the Western Gateway corridor. There was less support for development density in the Northern Gateway corridor and the least for the Harbour-Helmcken Corridor.

	<div> <div>LOW SUPPORT</div> <div>←</div> <div>→</div> <div>HIGH SUPPORT</div> </div>				
	Strongly disagree	Disagree	No opinion	Agree	Strongly agree
Harbour-Helmcken Corridor	10%	16%	8%	47%	19%
Western Gateway Corridor	2%	8%	8%	56%	25%
Northern Gateway Corridor	6%	14%	6%	53%	22%
Eastern Gateway Corridor	2%	7%	4%	56%	31%

Participants also identified the following areas for future growth (in order of frequency mentioned):

- Waterfront lots – citing there is room for more density
- Six Mile - particularly the commercial area behind the pub
- Lakeside village
- Atkins, particularly Atkins East
- Hospital
- North of VGH at Watkiss
- Fort Victoria
- Christy Point

Participants showed the highest support for diverse and active spaces (such as commercial and mixed use) in Admirals Rd. and Casino Area. Community members showed less support for commercial mixed-use spaces on Island highway/Helmcken Road.

	<div> <div>LOW SUPPORT</div> <div>←</div> <div>→</div> <div>HIGH SUPPORT</div> </div>				
	Strongly disagree	Disagree	No opinion	Agree	Strongly agree
Eagle Creek/Hospital	4%	9%	6%	49%	32%
Admirals Rd.	2%	9%	8%	58%	24%
Island Highway/Helmcken Rd.	9%	21%	5%	43%	22%
Casino Area	2%	14%	6%	42%	37%

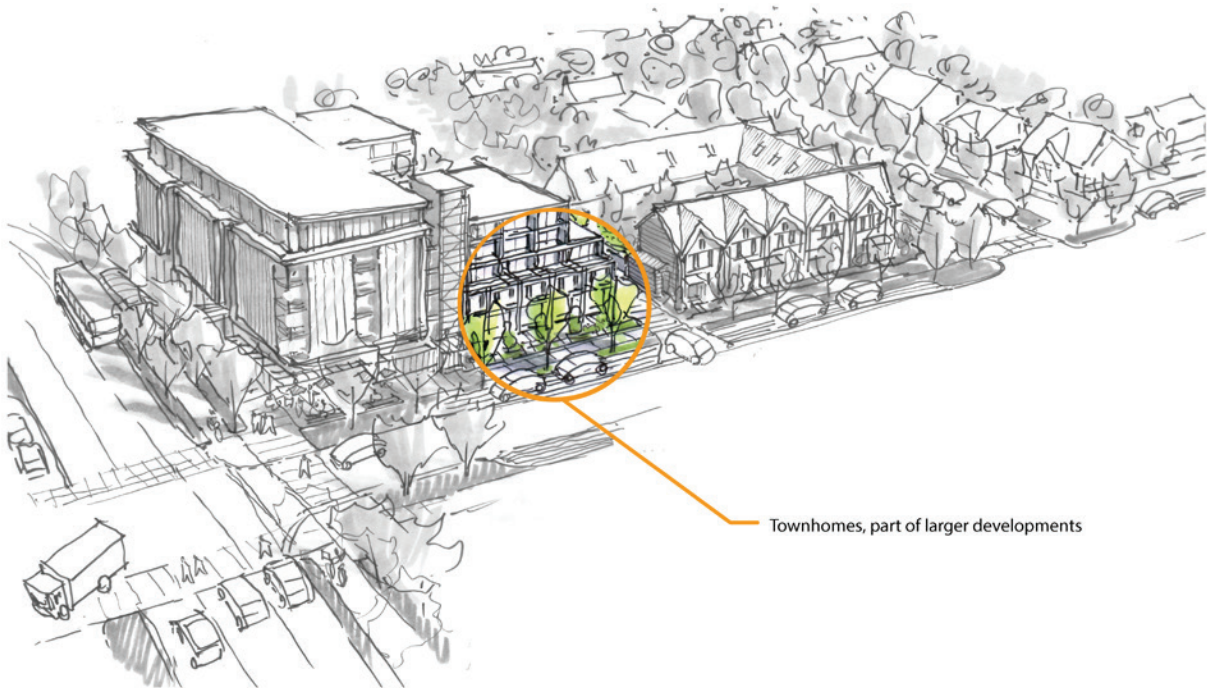
IMPORTANT GROWTH CONSIDERATIONS

The online survey showed the following images (See Appendix B) and asked participants to rate them:

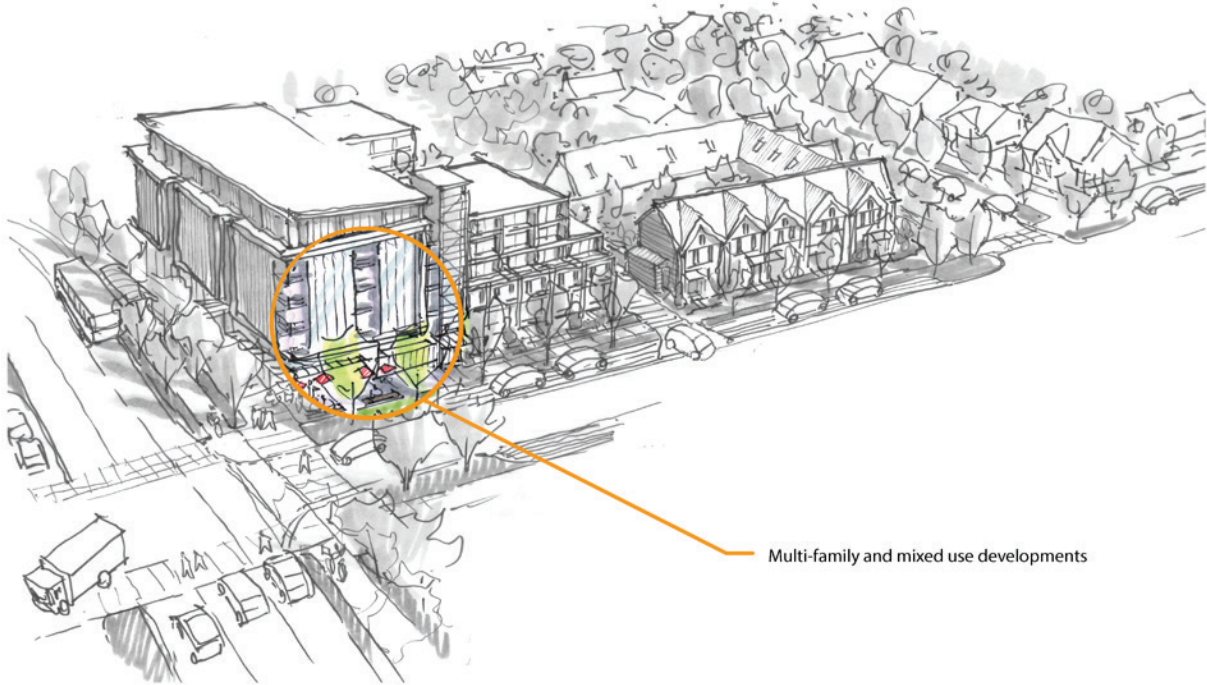




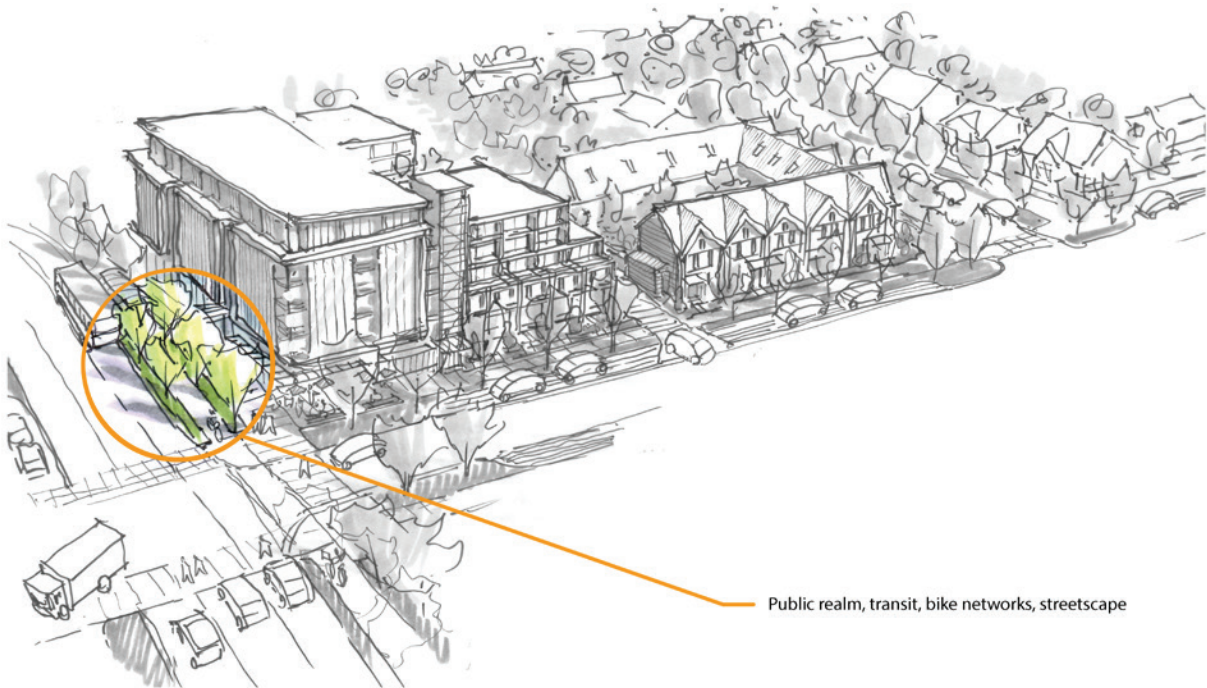
Townhomes, low density developments



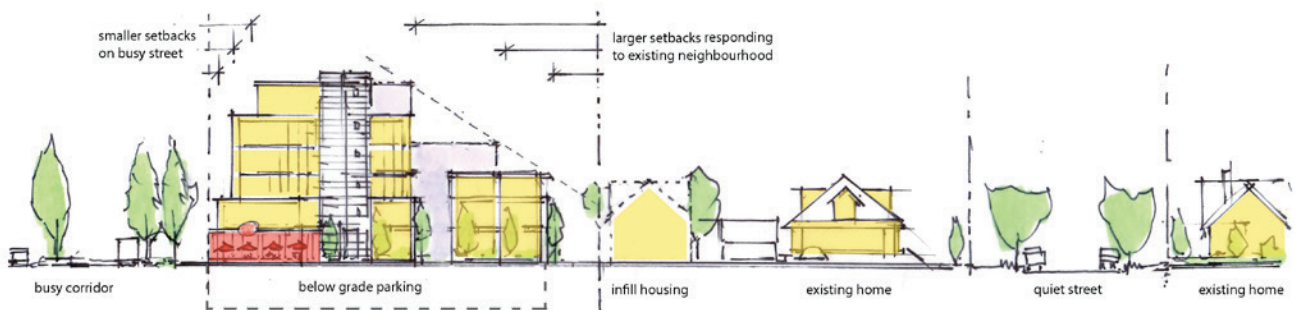
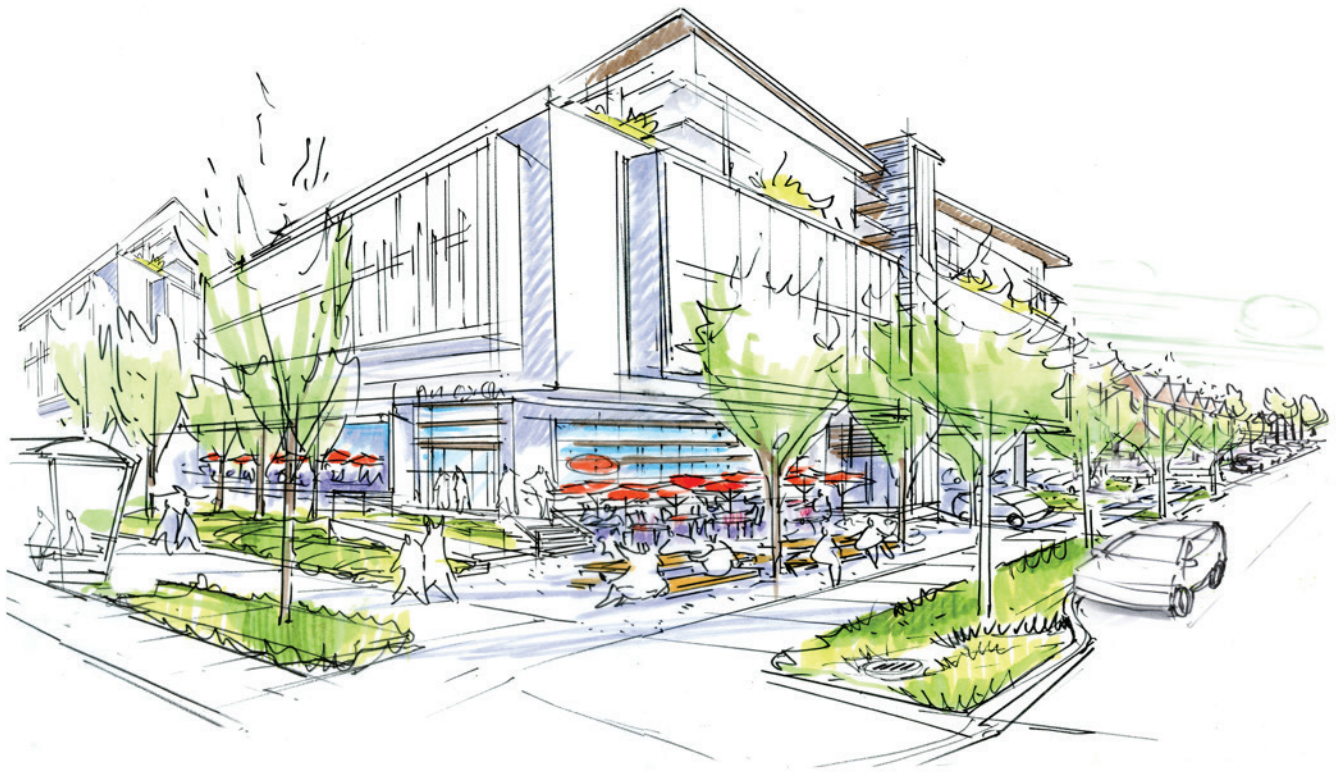
Townhomes, part of larger developments



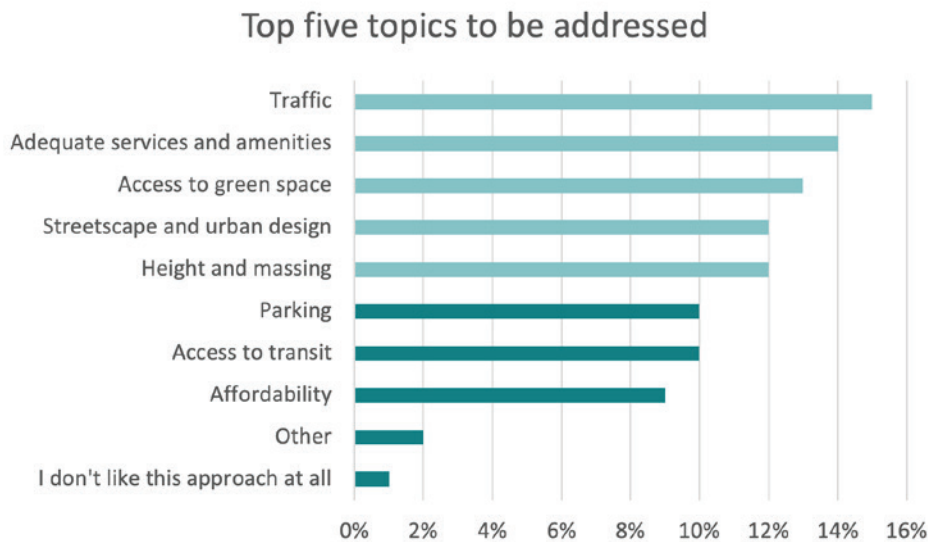
Multi-family and mixed use developments



Public realm, transit, bike networks, streetscape

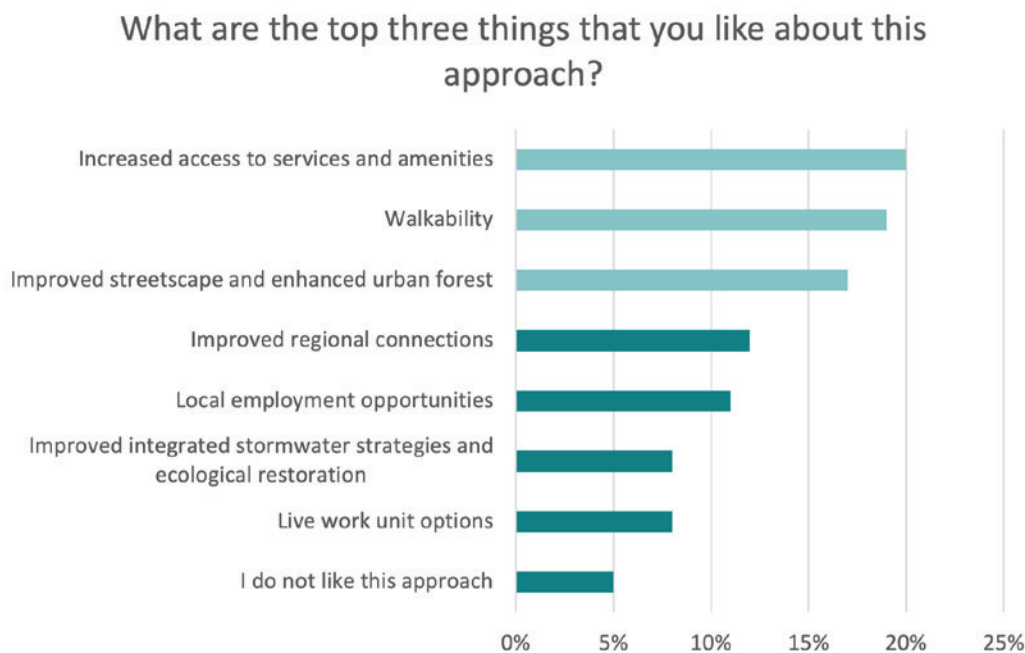


Participants showed high support for gradual transitions in density increases with existing residential neighbourhoods. When asked “which topics should be addressed for this approach to be successful” (choose up to 5), participants responded:



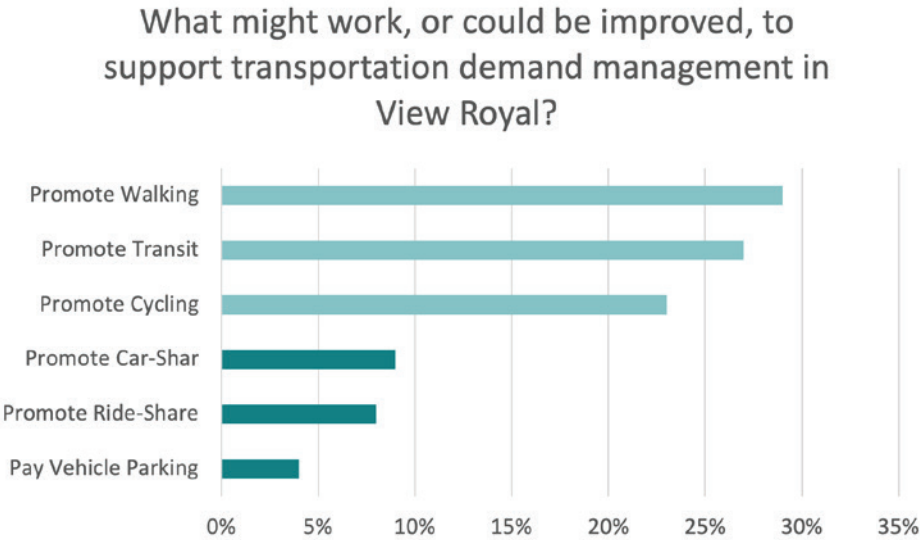
Participants also mentioned that walkability and active transportation, neighborhood feel and safety are important considerations.

There was also high support for mixed use development. The following are the top elements that participants appreciated about this approach to density.



TRANSPORTATION

Connectivity was important to residents, and when asked what could be improved to support transportation in View Royal, participants responded:



What are your current barriers to more sustainable forms of transportation?

The most frequently cited barriers to more sustainable forms of transport were identified as:

- Lack of sidewalks
- Cycling Lanes – incomplete or lacking
- Inconsistent transit
- Physical accessibility
- Cargo
- Weather
- Safety – lack of lighting

Appendices



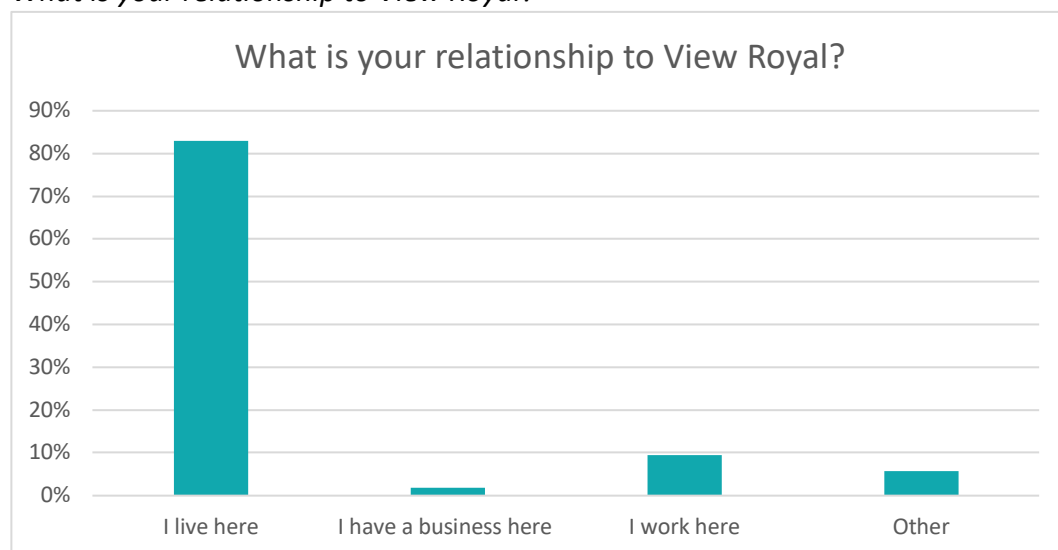
Appendix A Workshop Detailed Responses

Who participated?

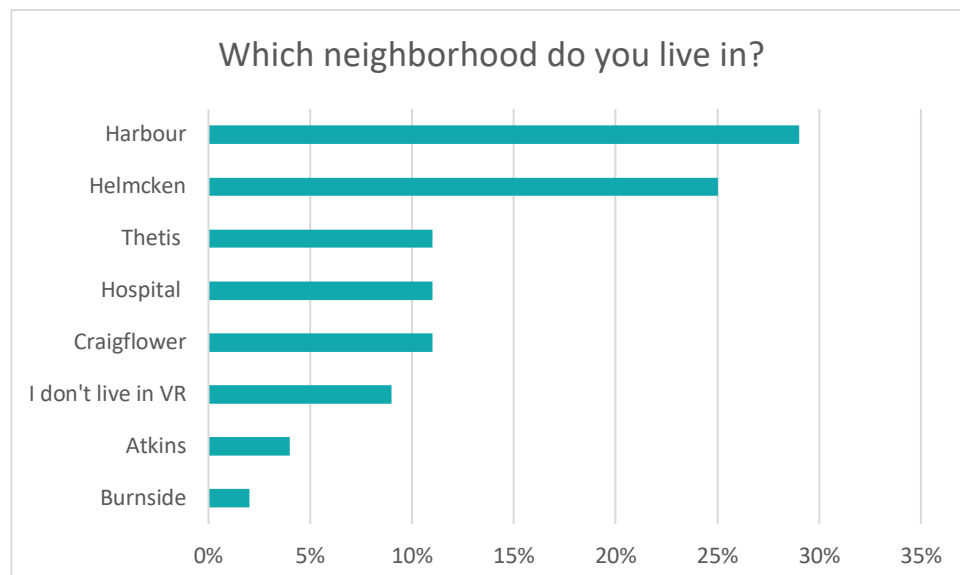
A total of 51 people participated in the second round of View Royal Official Community Plan Conversations.

14 Participants	<i>Monday, January 31st, 5:30 to 7:00 PM</i>
17 Participants	<i>Wednesday, February 2nd, 12:00 to 1:30 PM</i>
20 Participants	<i>Wednesday, February 2nd, 7:00 to 8:30PM</i>

What is your relationship to View Royal?

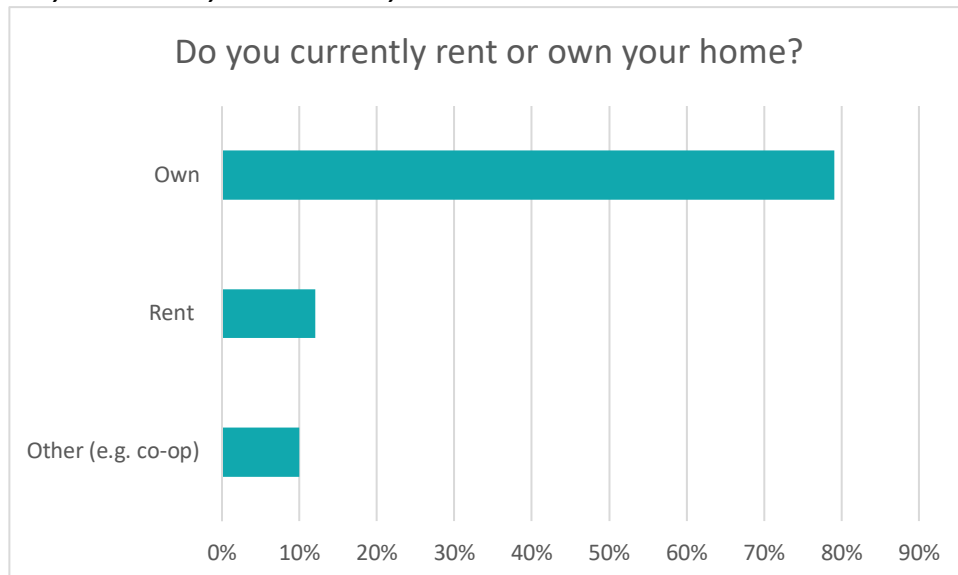


From where?

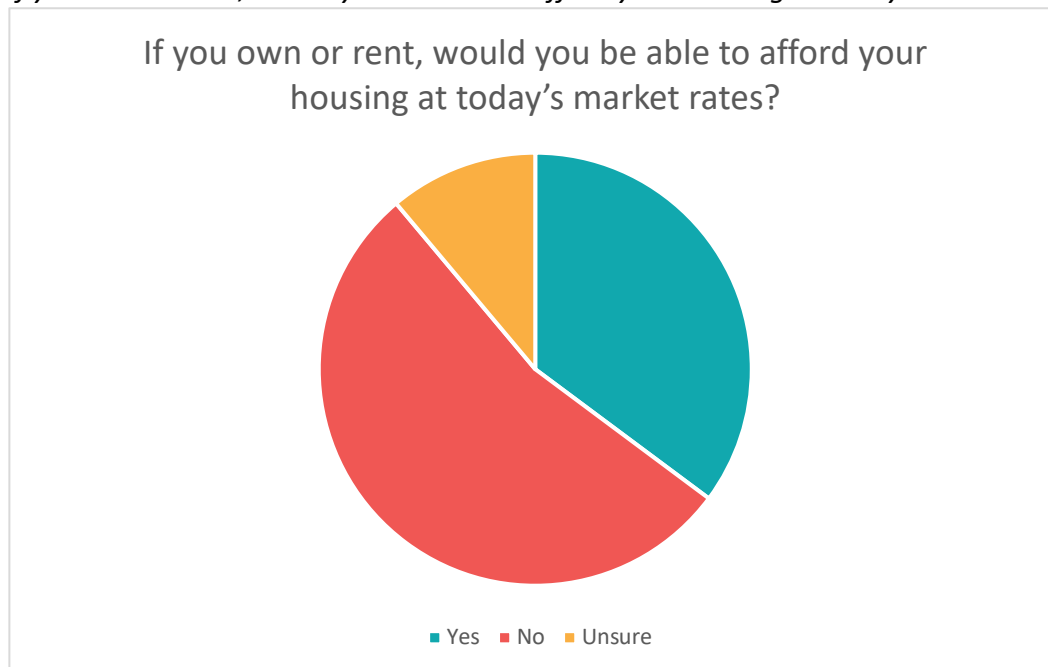


Housing Status and Affordability

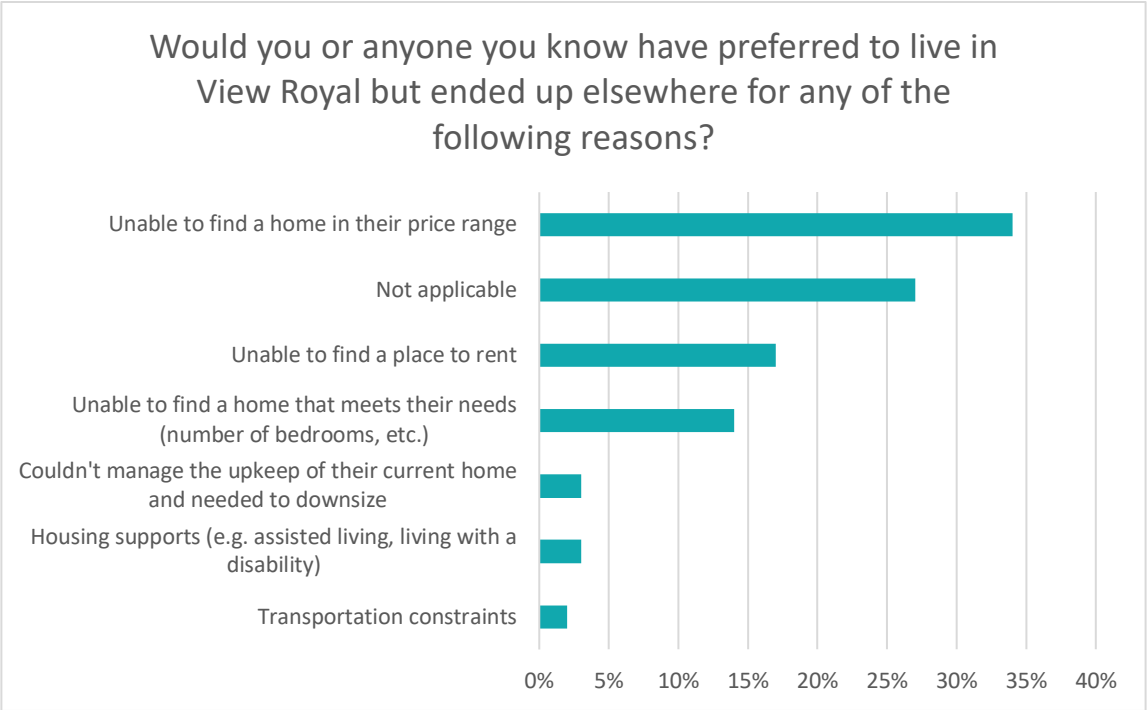
Do you currently rent or own your home?



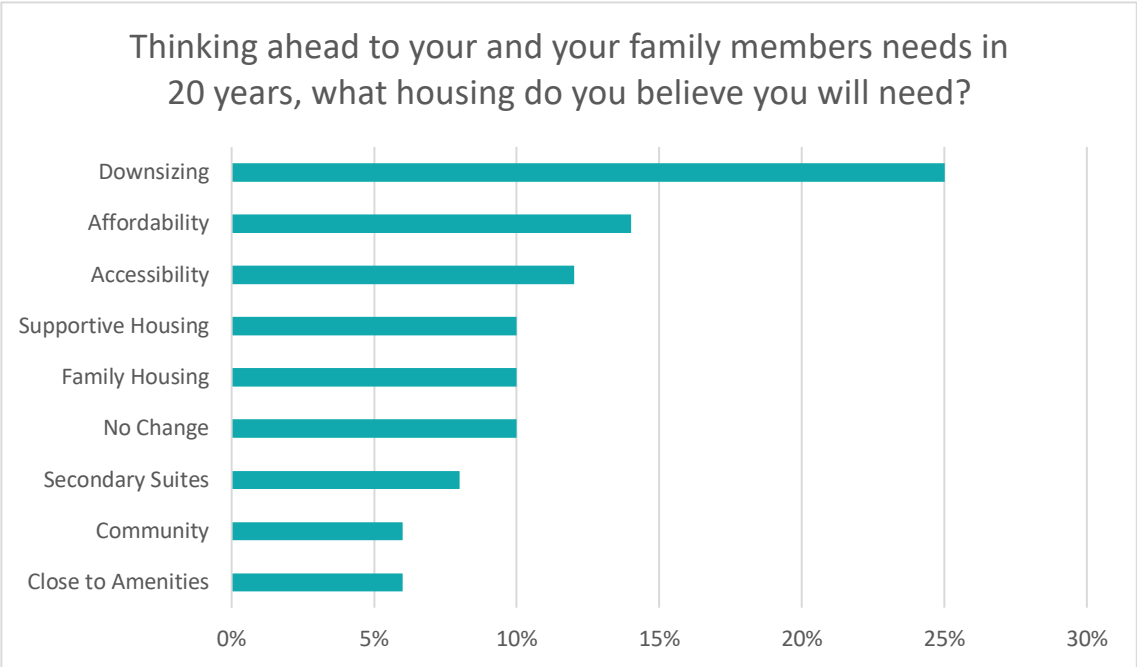
If you own or rent, would you be able to afford your housing at today's market rates?



Would you or anyone you know have preferred to live in View Royal but ended up elsewhere for any of the following reasons?



Thinking ahead to you and your family members' needs in 20 years, what housing do you believe you will need?



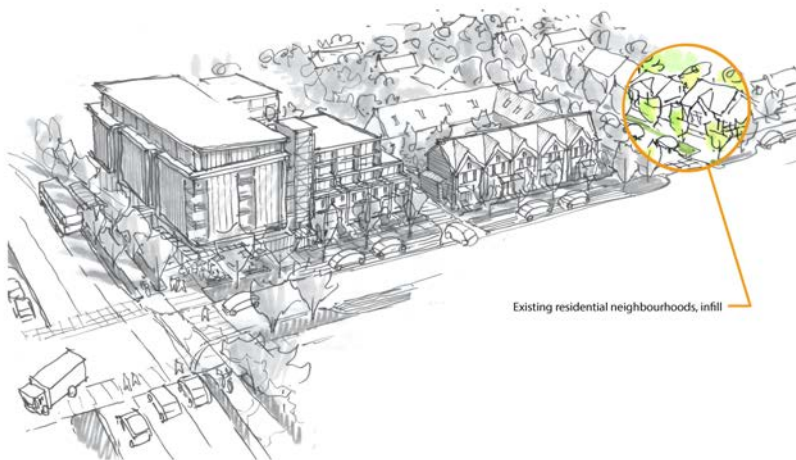
Design Options

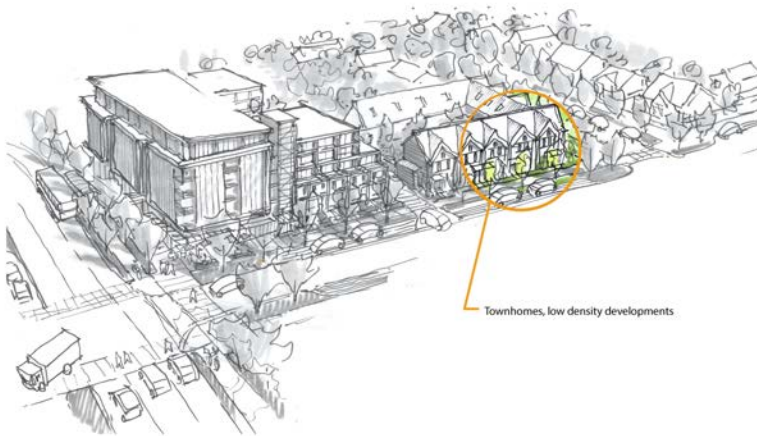
When shown design layouts for neighborhoods that incorporate gradual density into neighborhoods participants were asked the following questions.

How we Grow? Neighbourhood Nodes

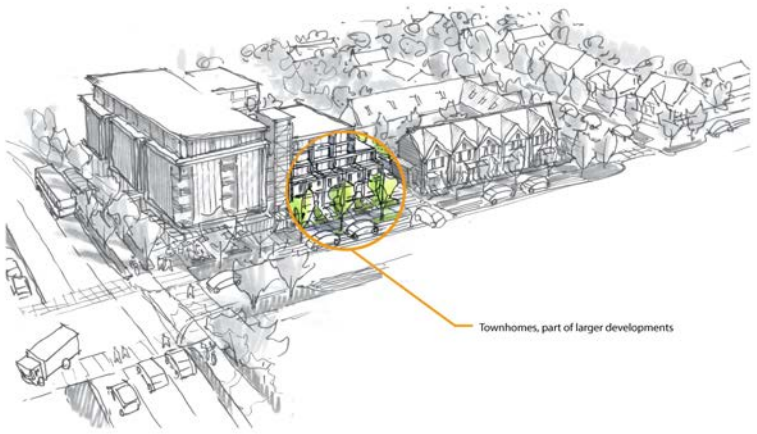
Future growth areas identified in the 2011 OCP include: Helmcken corridor and adjacent neighbourhoods, Admirals Road, Eagle Creek, Hospital and Casino areas. Neighborhood nodes currently designated to receive growth include: Thetis Cove; Hospital; Burnside Corner; Arbutus; Lakeside Village.

The following images illustrate possible future transitions applied to the Helmcken corridor area. The illustrations show how added housing and services could transition and integrate into existing neighbourhoods by focusing density on the corridor and then transitioning to different building forms. Please review the following images and respond to questions related to future transitions:

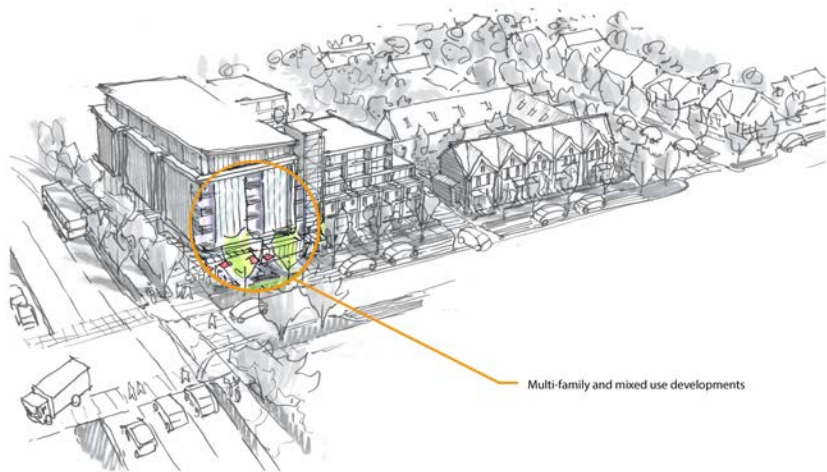




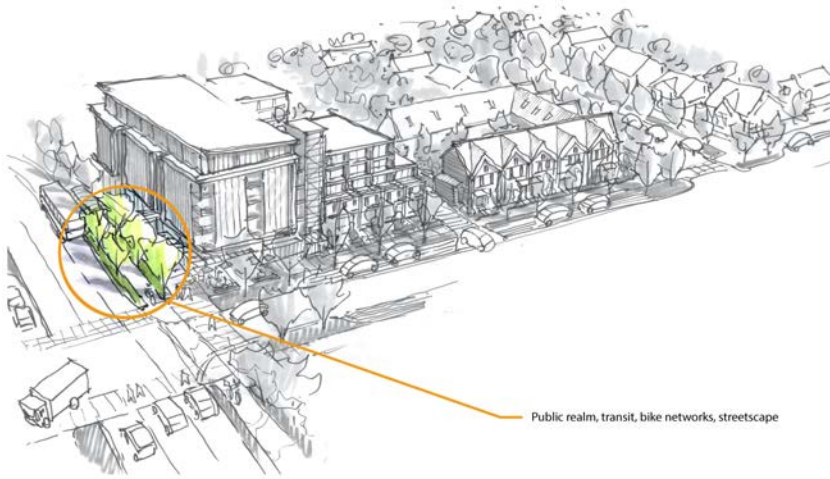
Townhomes, low density developments



Townhomes, part of larger developments

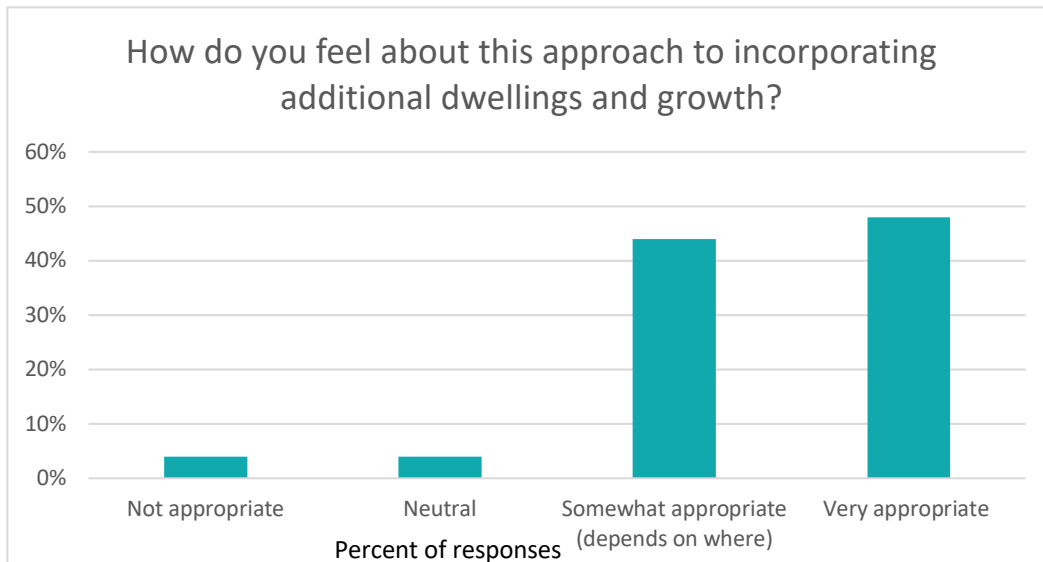


Multi-family and mixed use developments

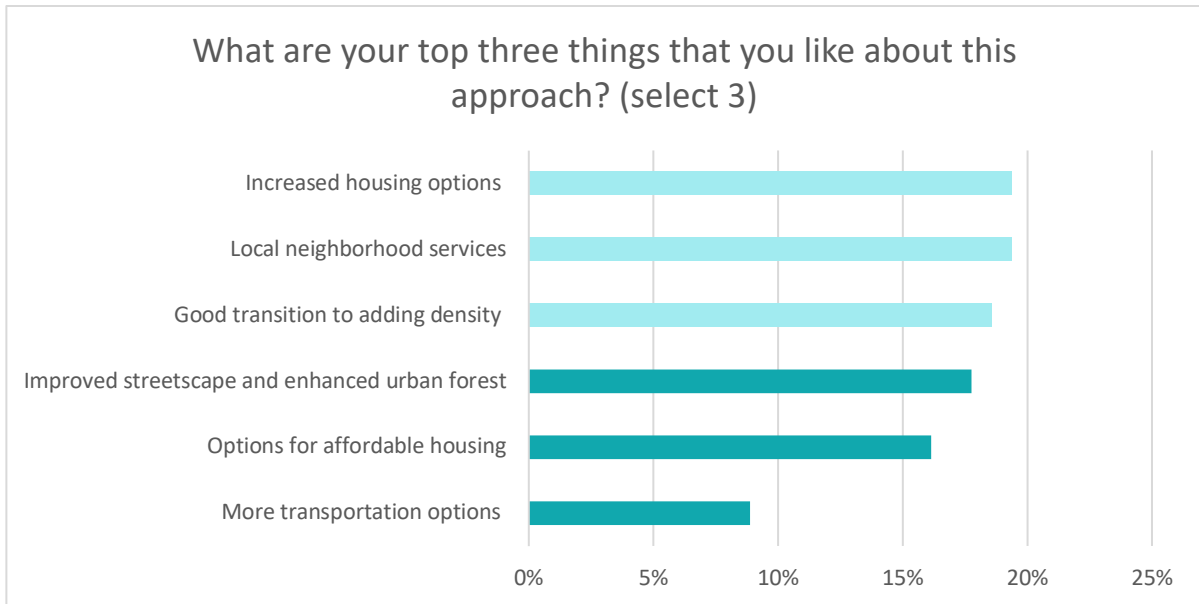


Public realm, transit, bike networks, streetscape

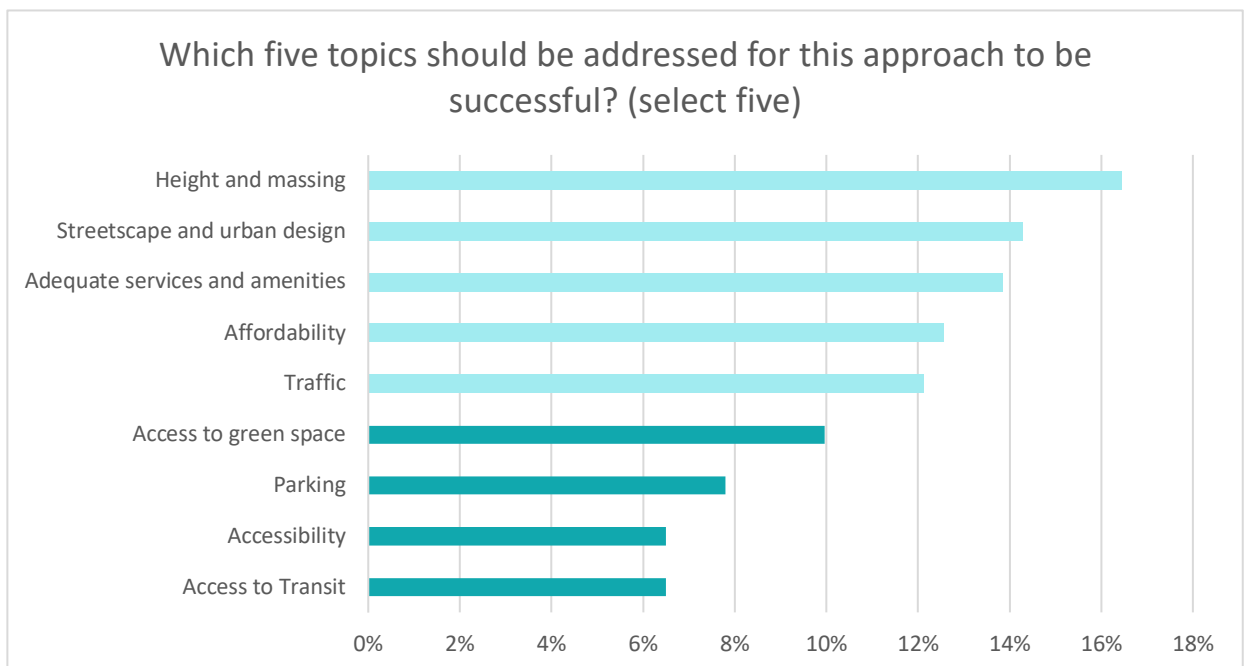




- Overall, 92% of respondents thought this approach was “very appropriate” or “somewhat appropriate”



Note: Light blue bars are the top three most frequently selected options



Note: Light blue bars are the top five most frequently selected options

In this section of the workshop, images are shown to illustrate what future transitions might look like in Mixed Use – Community Corridors designated to receive future growth.

These areas include:

- Harbour-Helmcken Corridor (along Island Hwy between Helmcken and Harbour neighbourhoods)
- Western Gateway Corridor (land fronting Island Hwy, in the Wilfert neighbourhood, and stretches from City of Colwood boundary to Parsons Bridge).

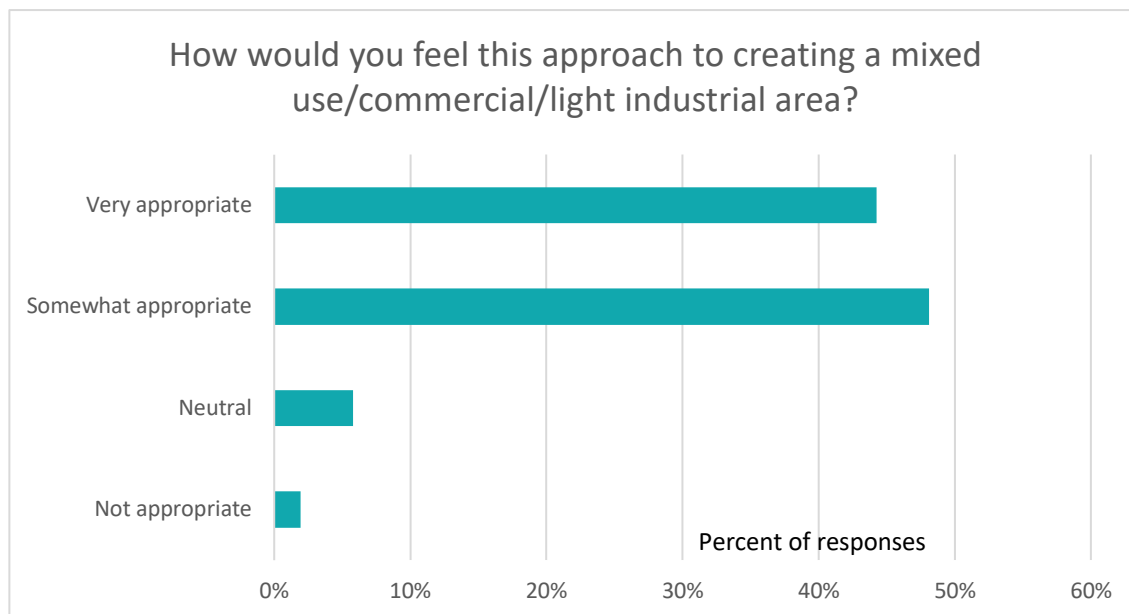
- Northern Gateway Corridor (lands along Helmcken Road between Burnside Road and the Trans-Canada Highway and a few lots on Watkiss Way on the east side of Helmcken intersection).
- Eastern Gateway Corridor (Admirals Walk, Nelson Square and Canadian Tire shopping centres).

The following images illustrate the Island Highway commercial corridor area or Admiral's Road. The aim is to support an economically resilient, local economy with services and places of local employment.

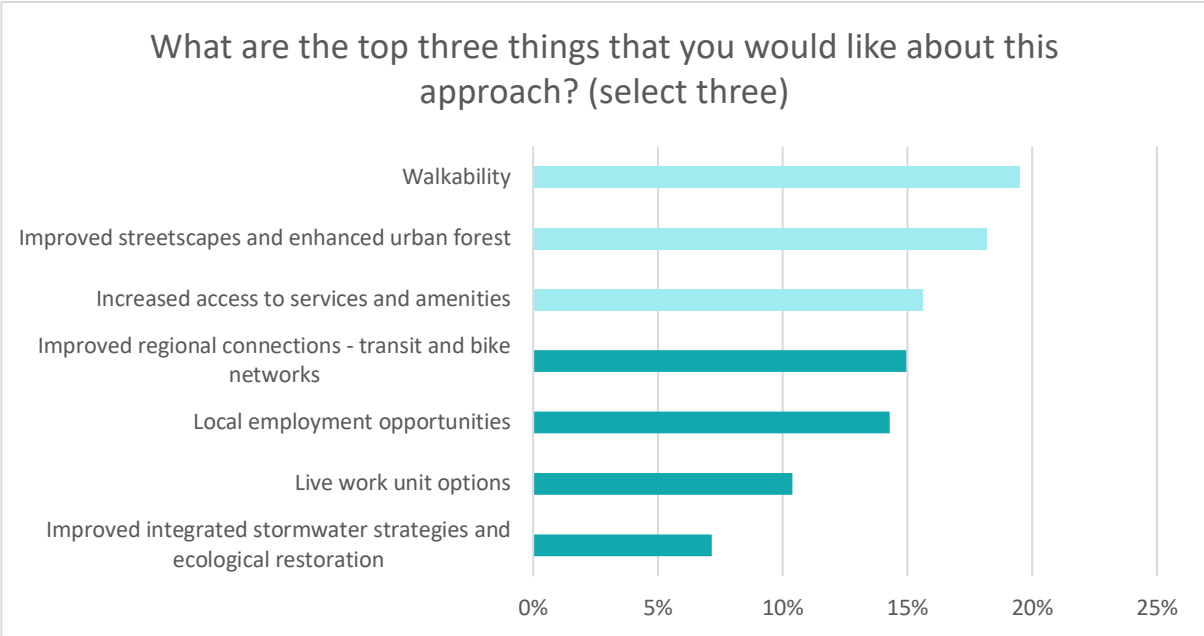
The illustrations show how added mixed use and employment lands may be integrated into existing corridors, which are designated to receive future growth. Please review the images and respond to questions related to future transitions:



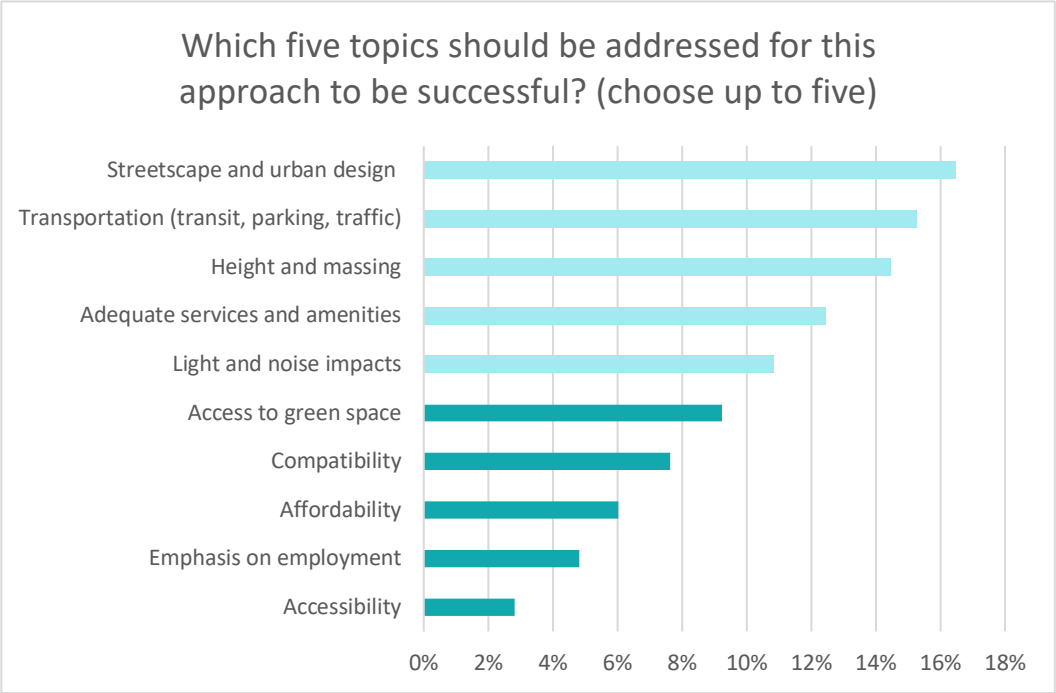




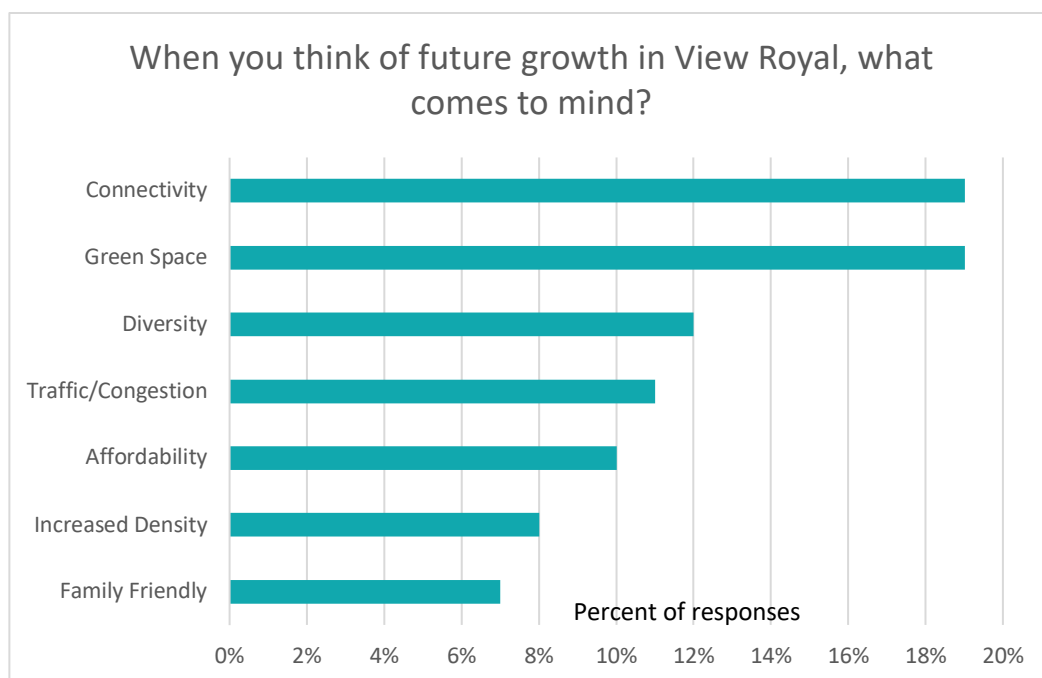
- Overall, 92% of respondents thought that this approach was “very appropriate” or “somewhat appropriate”.



Note: Light blue bars are the top three most frequently selected options



Note: Light blue bars are the top five most frequently selected options



Responses listed in order from most to least frequently mentioned:

Connectivity: increased active transportation infrastructure such as sidewalks and bike lanes.

Green Space: retaining green space/ensuring green space is not lost through development

Diversity: mixed use, many options for housing

Traffic/congestion: concern for traffic and congestion in existing neighborhoods.

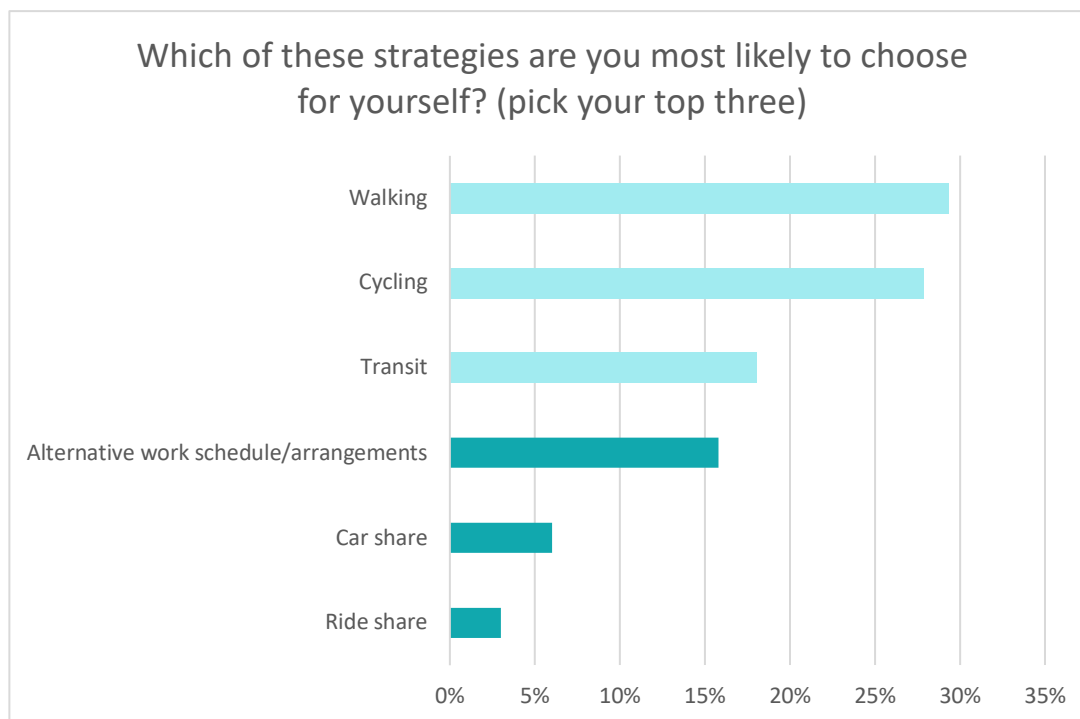
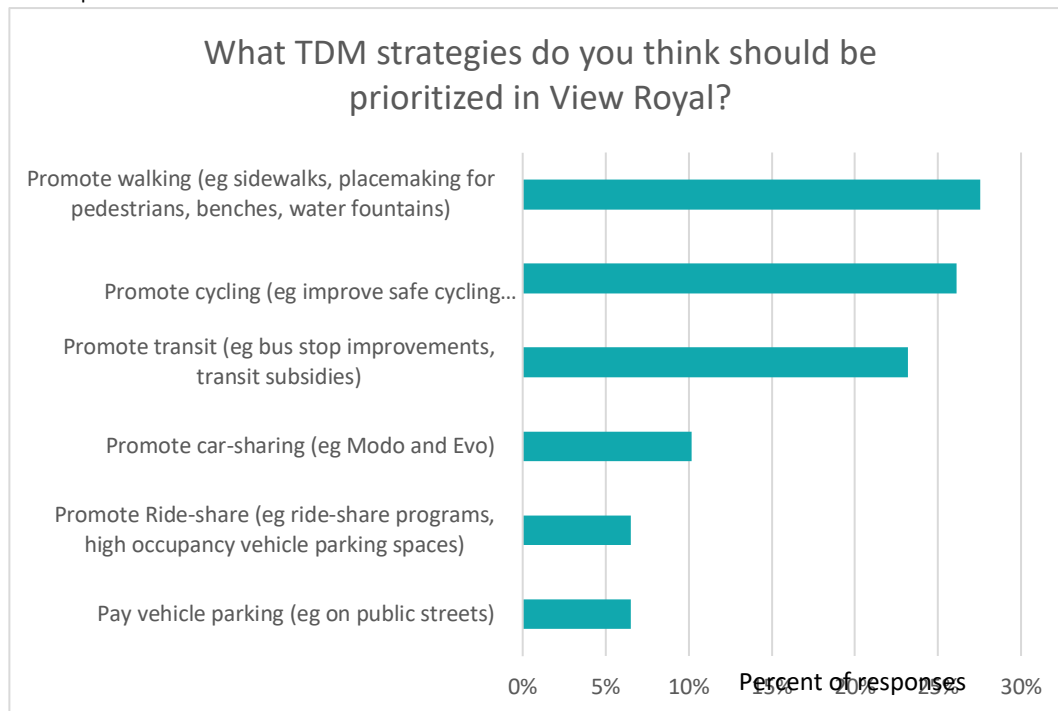
Affordability: affordable housing and options

Increased Density: desire for gradual density

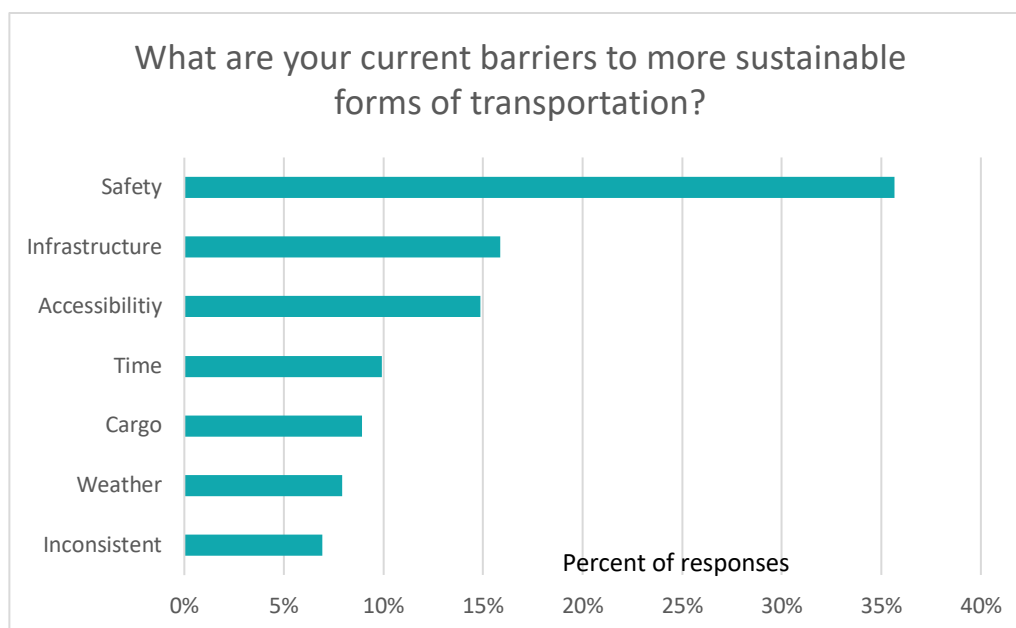
Family Friendly: safe, affordable, with community amenities.

Other considerations mentioned: attractive neighborhoods, physical accessibility, and the town centre.

Transportation



Note: Light blue bars are the top three most frequently selected options



Safety: concern for moving around at night, lack of lighting. In addition, security for personal belongings such as bike security.

Infrastructure: lack of complete or connected sidewalks and bike lanes.

Accessibility: long distances to bus stops, hills, and physical challenges with active transport.

Time: personal vehicles take less time than other options.

Cargo: need to carry children, materials, or pets.

Weather: cold or wet weather.

Inconsistent: transit options are not frequent or predictable.

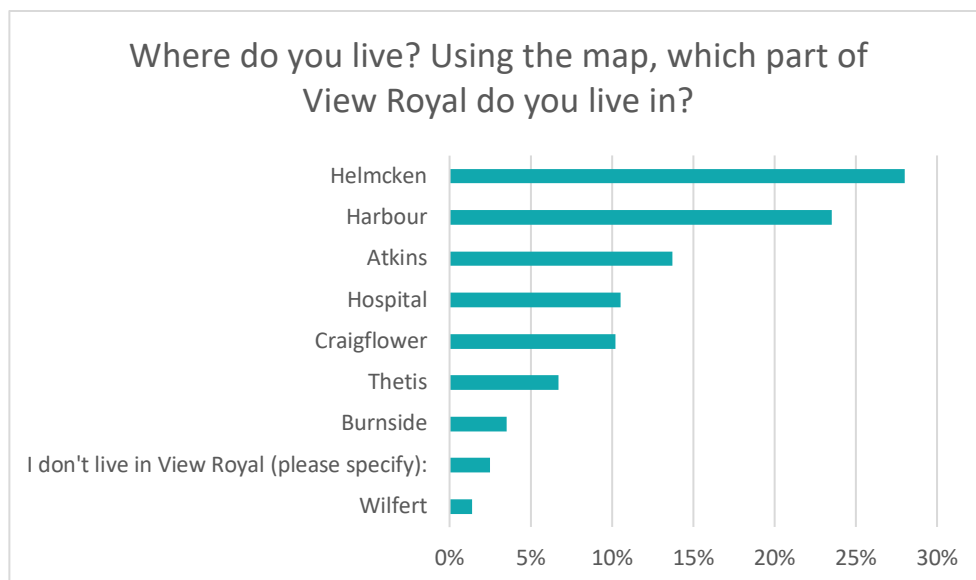
Other considerations mentioned: comfort and distance

Appendix B: Online Survey Detailed Responses

Participants

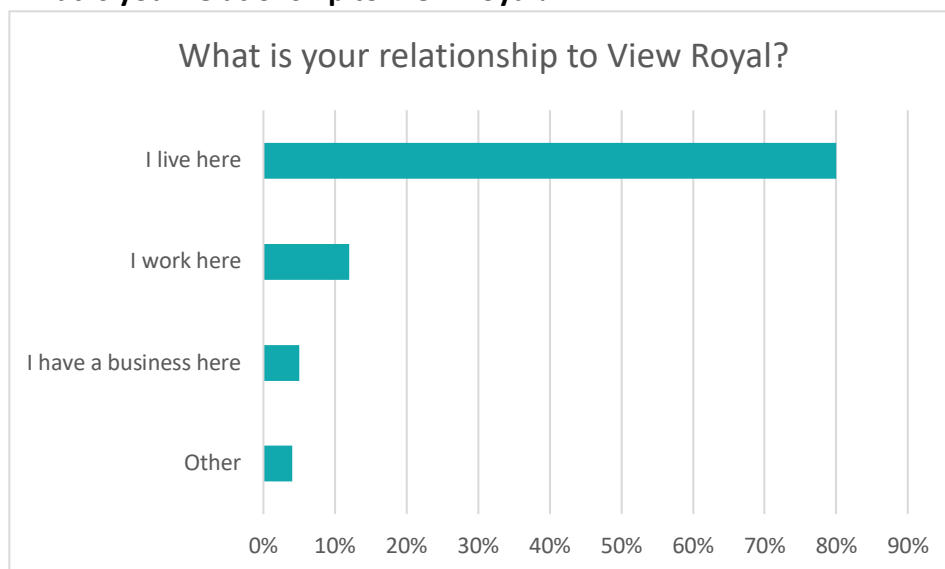
A total of 308 people participated in the second survey for the View Royal Official Community Plan.

Locations of Participants

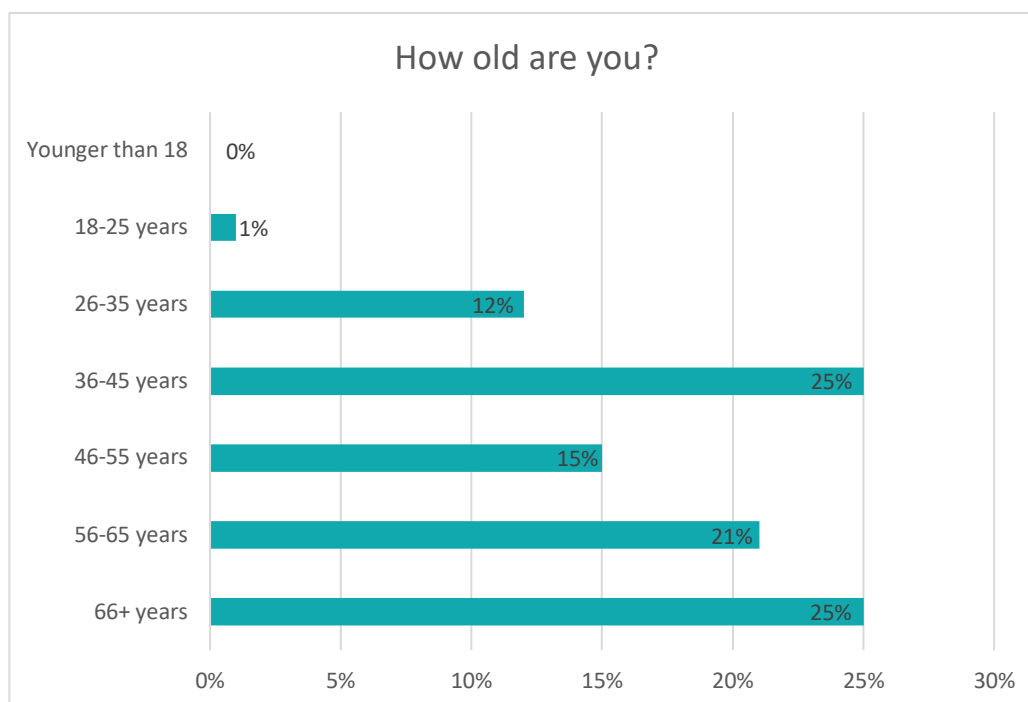


Those who did not live in View Royal lived in surrounding areas such as Saanich, or else owned property or were planning to move to View Royal in the near future.

What is your relationship to View Royal?

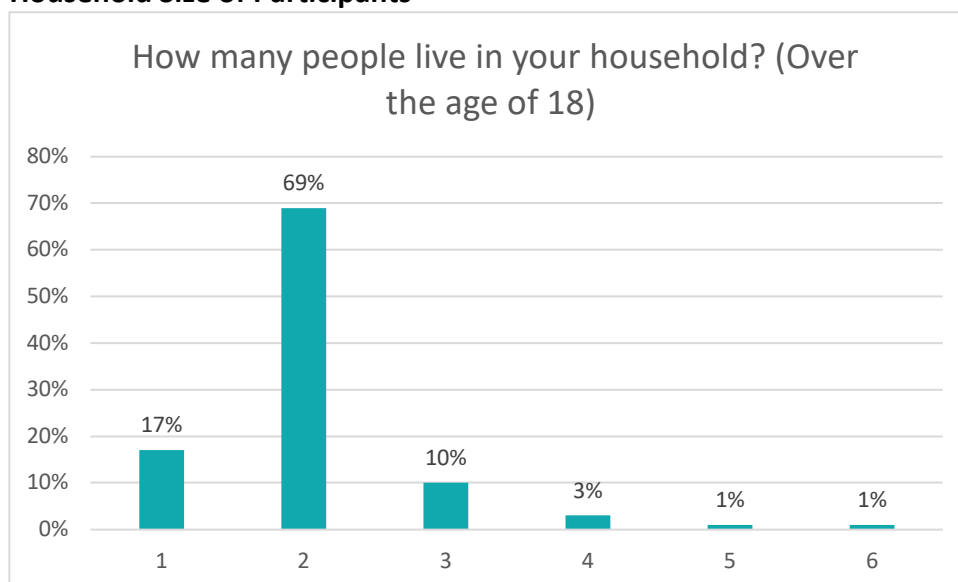


Age of Participants

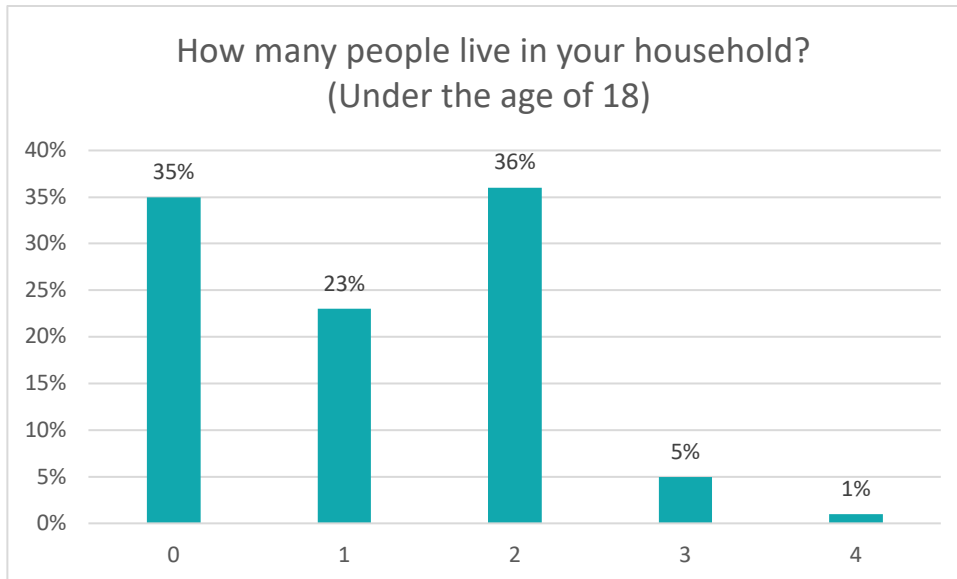


Most respondents were either between the ages of 36 and 45 or 66+ years, this said there was good representation of all age groups above the age of 25.

Household Size of Participants



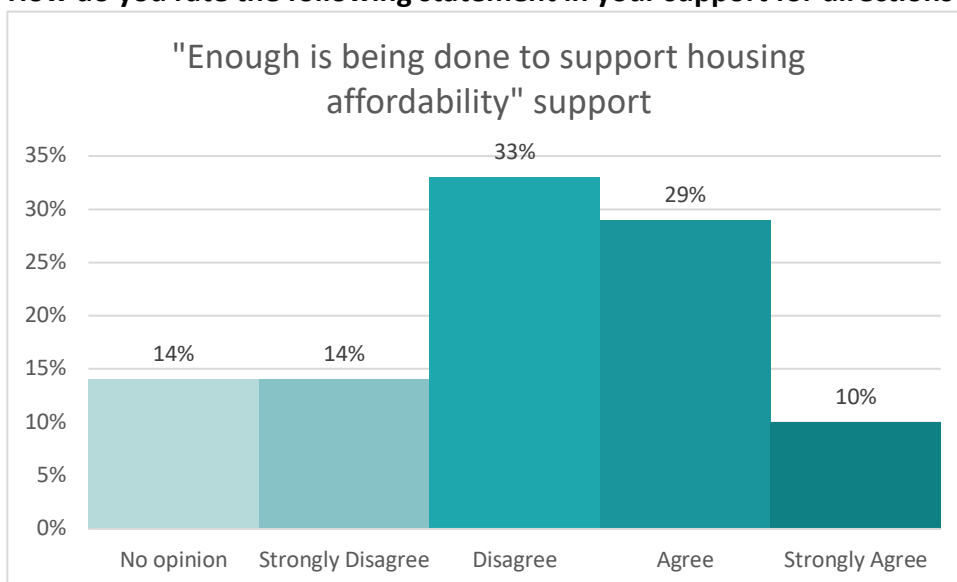
The majority (67%) of respondents had two residents over the age of 18.



Participants' households ranged between 0-2 residents under the age of 18.

Housing

How do you rate the following statement in your support for directions related to housing?

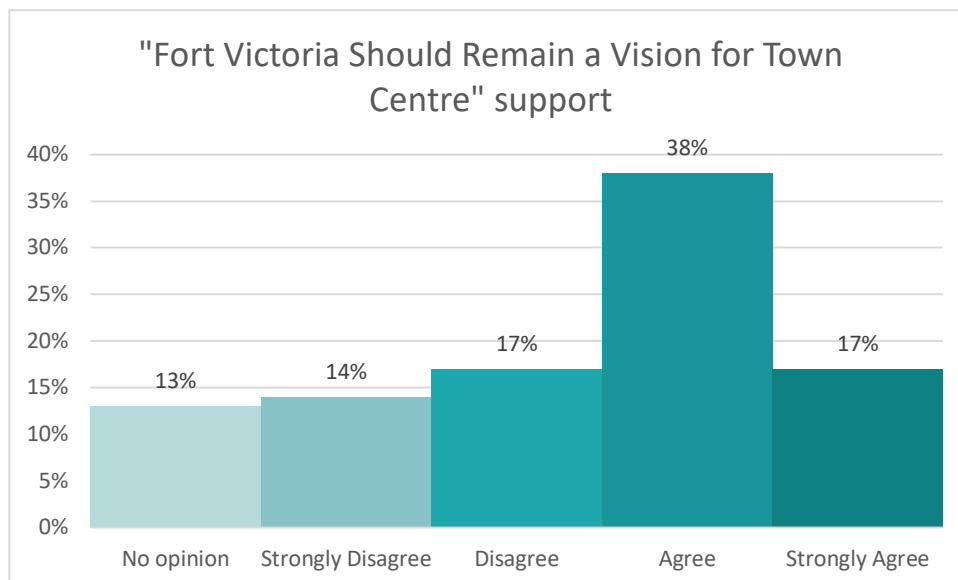


Community members would like to see more being done about housing affordability in View Royal, with 47% of respondents "disagreeing" or "strongly disagreeing" with the statement that "enough is being done to support housing affordability".

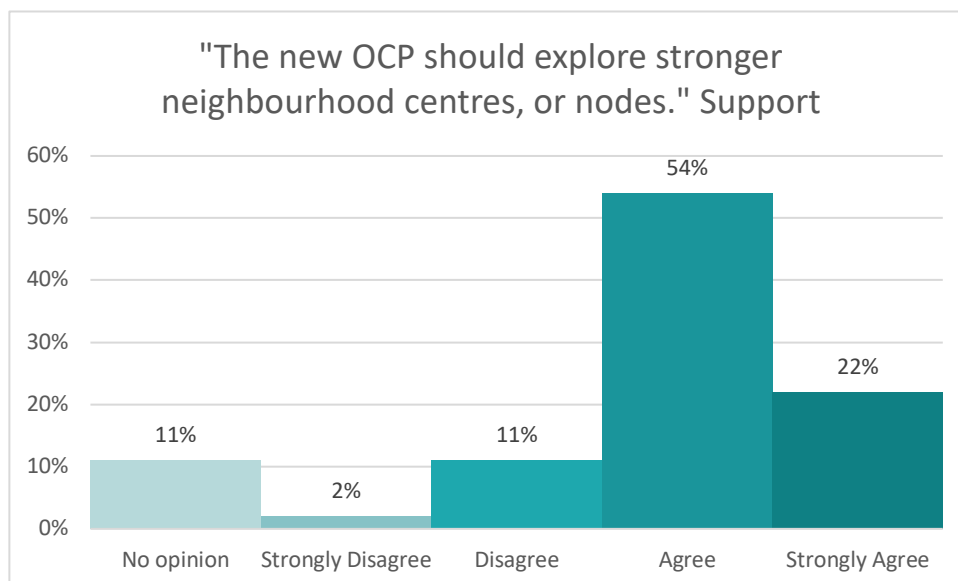
Neighborhood Centres and Growth

How do you rate these statements about your support for directions related to land use and urban design?

The 2011 OCP Identified a future View Royal Town Centre at the Fort Victoria RV Park site, when the land becomes available. A future vision for Town Centre should remain at Fort Victoria.



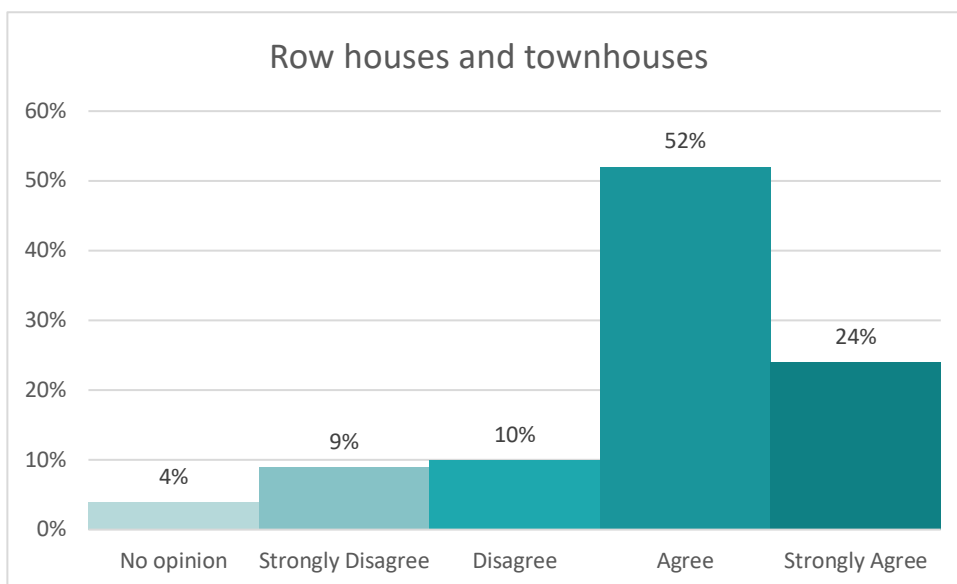
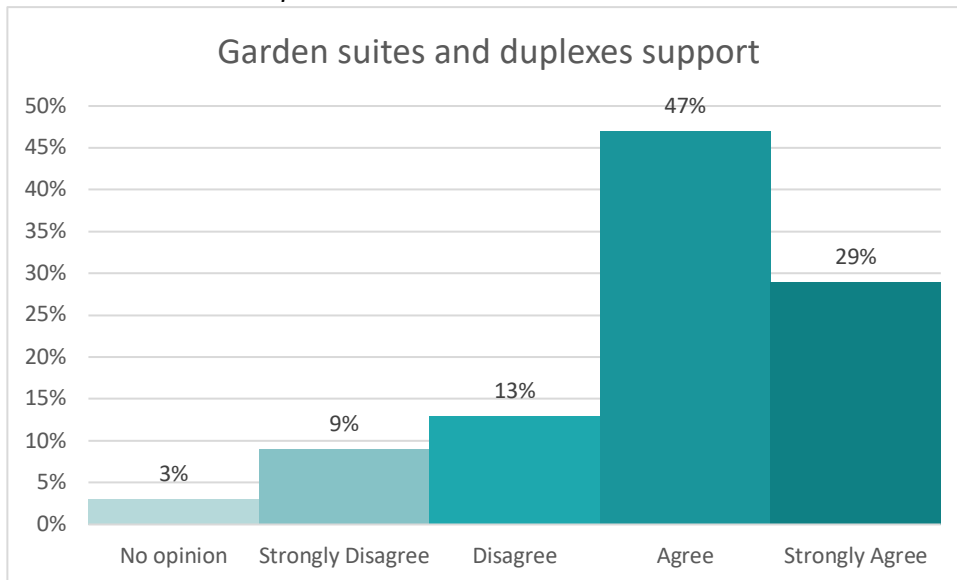
Overall, most participants (55%) were supportive of the Fort Victoria RV Park site remaining the future View Royal Town Centre site while 31% of participants showed low support.

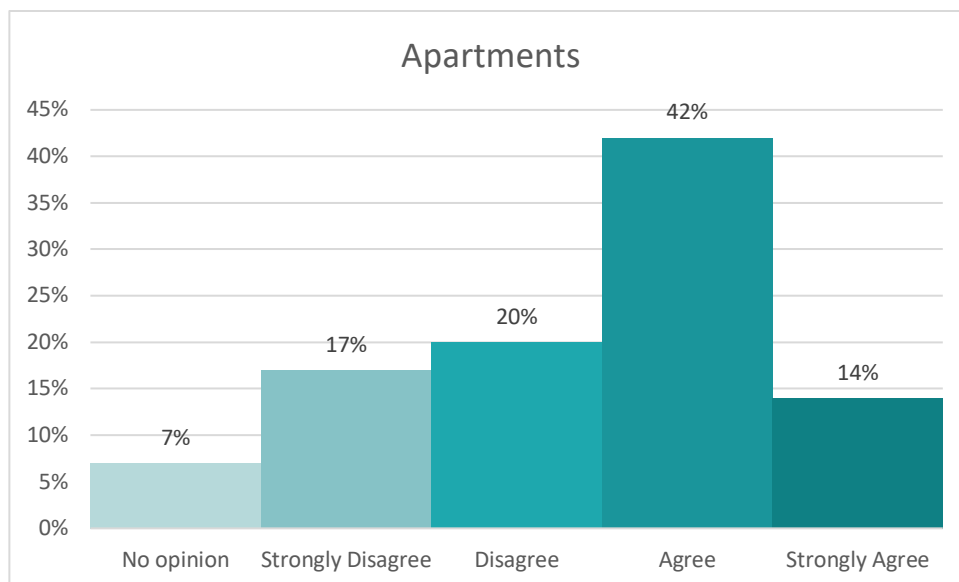


Overwhelmingly (76%), participants supported the exploration of stronger neighborhood centres or nodes.

It is important that the next OCP explores introducing transitional density into detached residential neighbourhoods including:

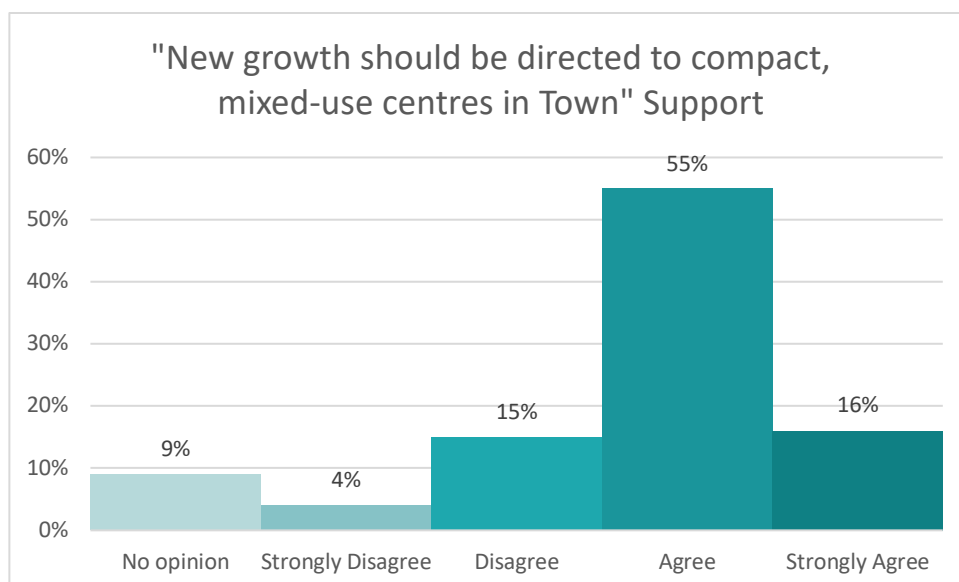
Garden suites and duplexes





Participants showed strongest support for houses/townhouses, followed by garden suites and then apartments – which were more spread.

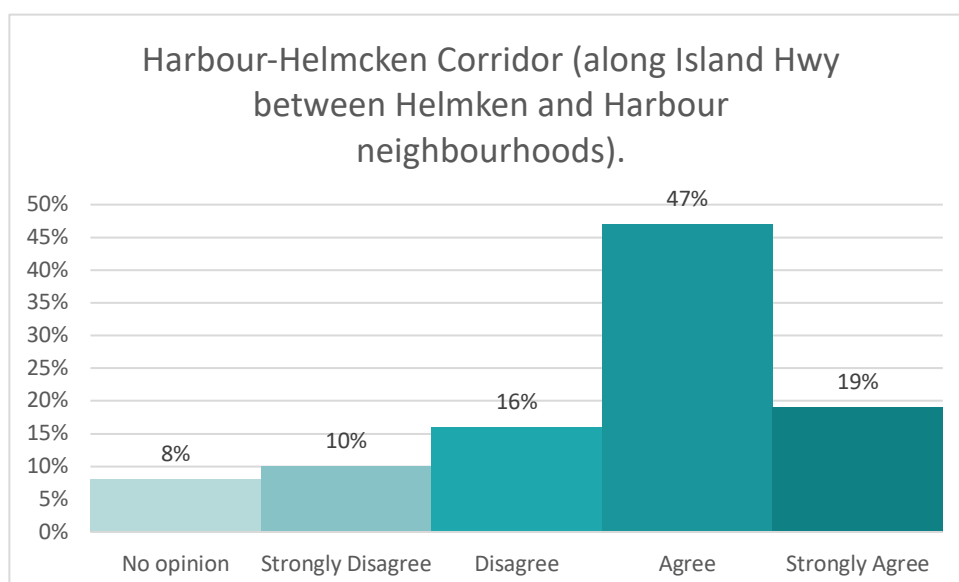
	Low support		No opinion	High support	
	Strongly disagree	Disagree		Agree	Strongly agree
Garden Suites	9%	13%	3%	47%	29%
Row Houses/ Townhouses	9%	10%	4%	52%	24%
Apartments	17%	20%	7%	42%	14%



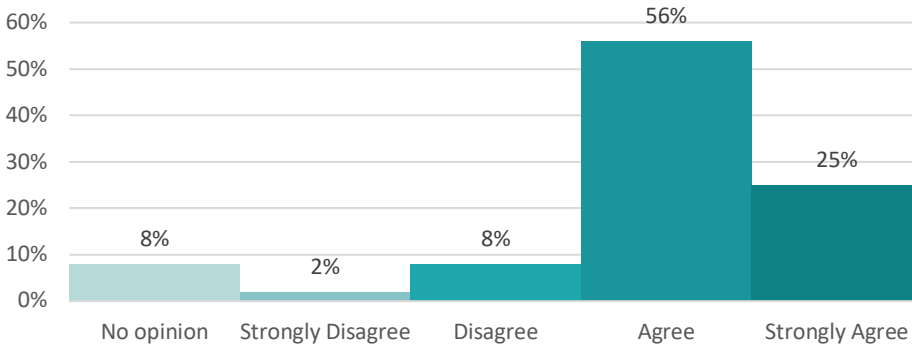
Most participants (71%) agreed that new growth should be directed to compact and mixed use centres in View Royal.

Focus Areas of Growth and Development

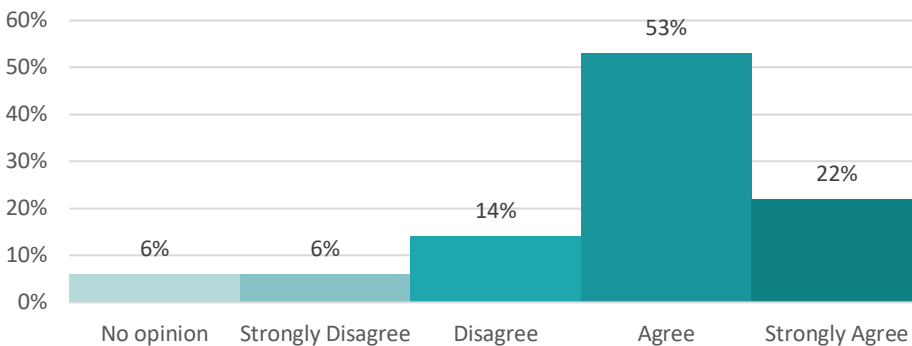
The OCP currently identifies four areas for mixed-use community corridors. These are major transportation corridors that are designated to be the focus for major activities, services and future development. Do you support future growth and development being focused close to these corridors?



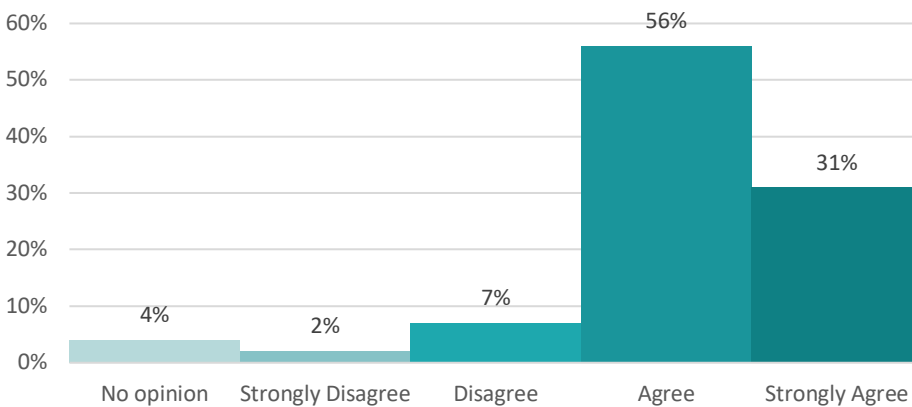
Western Gateway Corridor (land fronting Island Hwy, in the Wilfert neighbourhood, and stretches from City of Colwood boundary to Parsons Bridge).



Northern Gateway Corridor (lands along Helmcken Road between Brunside Road and the Trans-Canada Highway and a few lots on Watkiss Way on the east side of Helmcken intersection).



Eastern Gateway Corridor (Admirals Walk, Nelson Square and Canadian Tire shopping centres).



Community members showed the most support for neighborhood nodes being developed in the Eastern Gateway Corridor and the Western Gateway corridor. There was less support for development in the Northern Gateway corridor and the least for the Harbour-Helmcken Corridor.

	Low support Strongly disagree	Disagree	No opinion	Agree	High support Strongly agree
Harbour-Helmcken Corridor	10%	16%	8%	47%	19%
Western Gateway	2%	8%	8%	56%	25%
Northern Gateway Corridor	6%	14%	6%	53%	22%
Eastern Gateway Corridor	2%	7%	4%	56%	31%

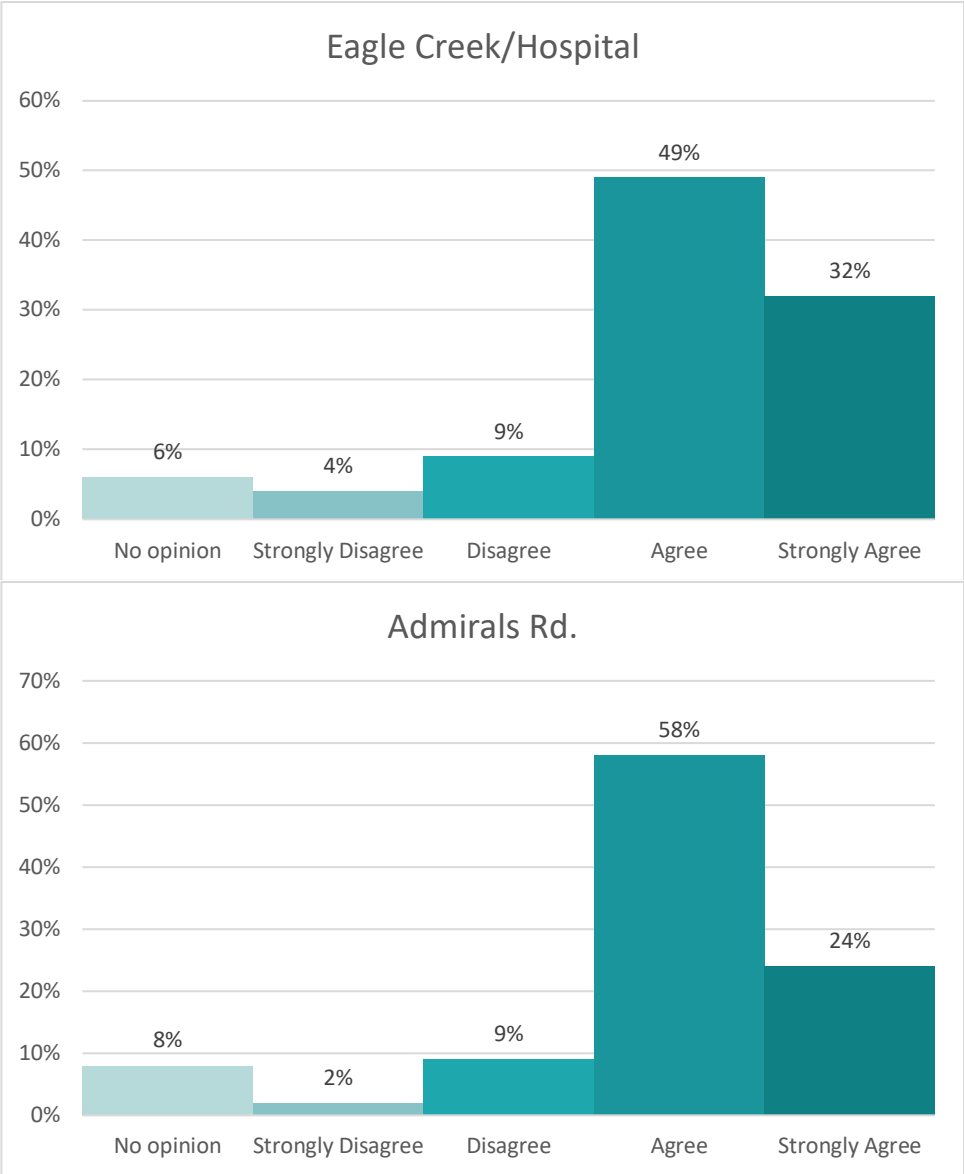
Participants also identified the following areas for future growth (in order of frequency mentioned):

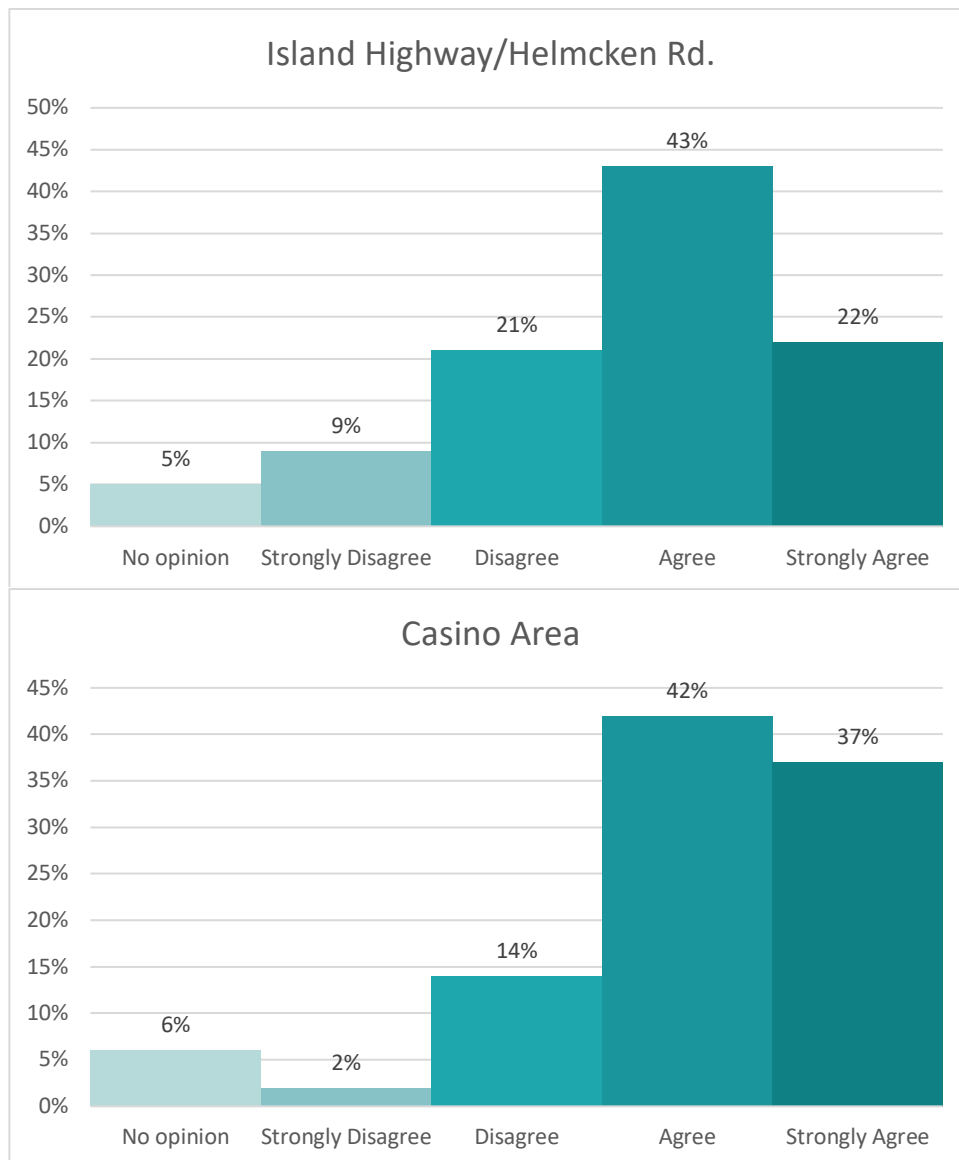
- Waterfront lots – room for more density.
- Six Mile particularly the commercial area behind the pub.
- Lakeside village
- Atkins, particularly Atkins East
- Hospital
- North of VGH at Watkiss
- Fort Victoria
- Christy Point.

Additional Comments centered around traffic, active transportation, retaining green space and tree cover, and prioritizing mixed use and infill.

Diverse and Active Spaces

What existing neighbourhood centres or commercial areas should we explore creating a more diversified and active places (i.e., with a mix of commercial uses, including office uses, housing and other community amenities)?



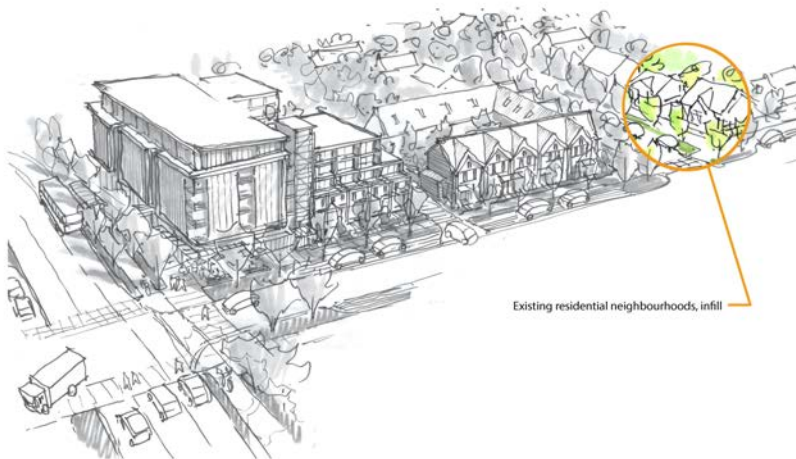


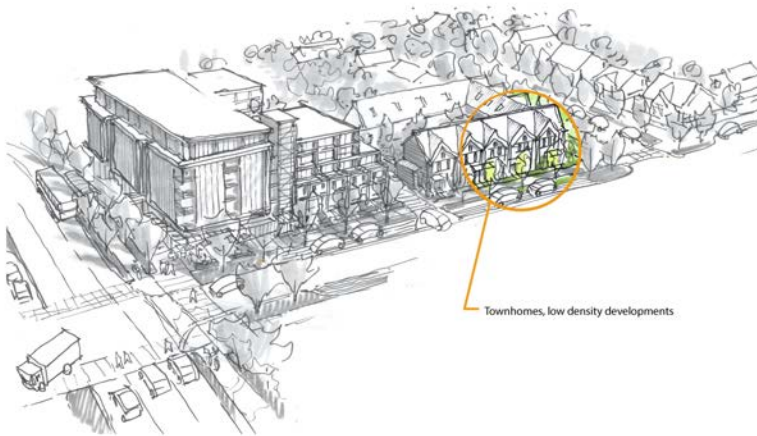
Participants showed the highest support for diverse and active spaces (such as commercial and mixed use) in Admirals Rd. and Casino Area. Community members showed less support for these spaces on Island highway/Helmcken Road.

	Low support		No opinion	High support	
	Strongly disagree	Disagree		Agree	Strongly agree
Eagle Creek/Hospital	4%	9%	6%	49%	32%
Admirals Rd.	2%	9%	8%	58%	24%
Island Highway/Helmcken Rd.	9%	21%	5%	43%	22%
Casino Area	2%	14%	6%	42%	37%

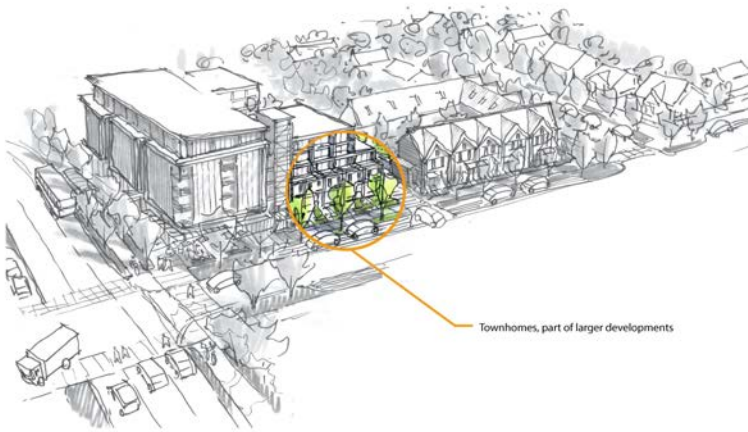
Neighbourhood Nodes

In this section of the survey, images are shown to illustrate what future growth transitions could look like in residential neighborhoods designated to receive growth. Future growth areas identified in the 2011 OCP include: Helmcken corridor and adjacent neighbourhoods, Admirals Road, Eagle Creek, Hospital and Casino areas. Neighborhood nodes currently designated to receive growth include: Thetis Cove; Hospital; Burnside; Arbutus; Lakeside Village.

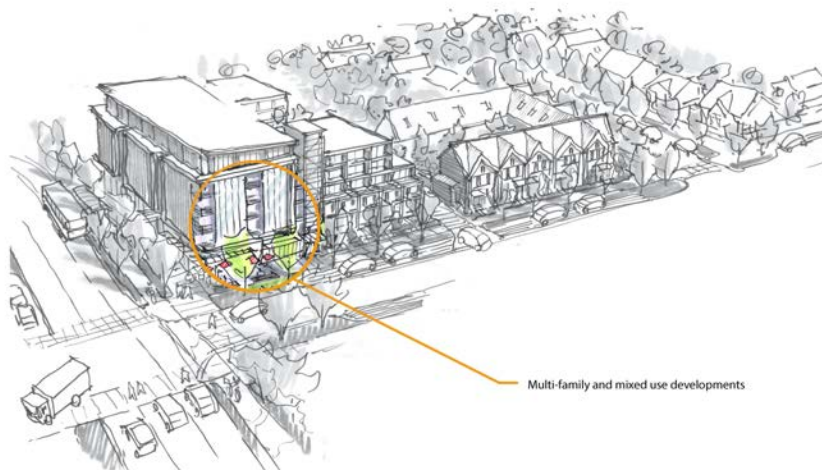




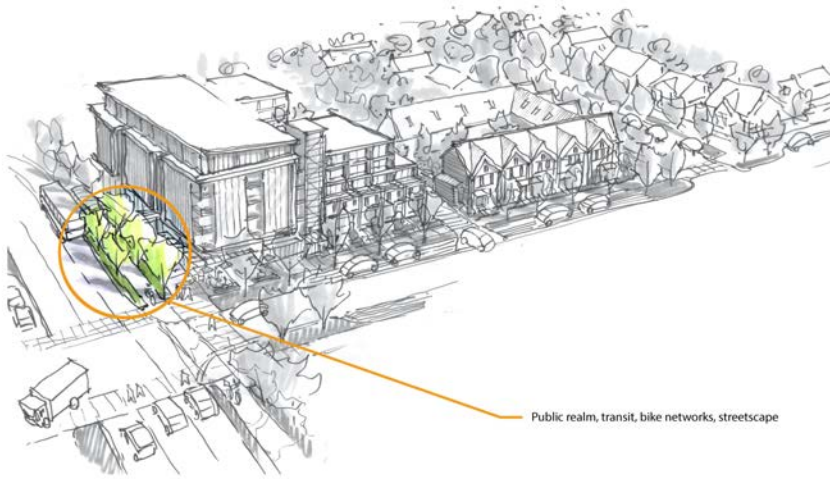
Townhomes, low density developments



Townhomes, part of larger developments



Multi-family and mixed use developments

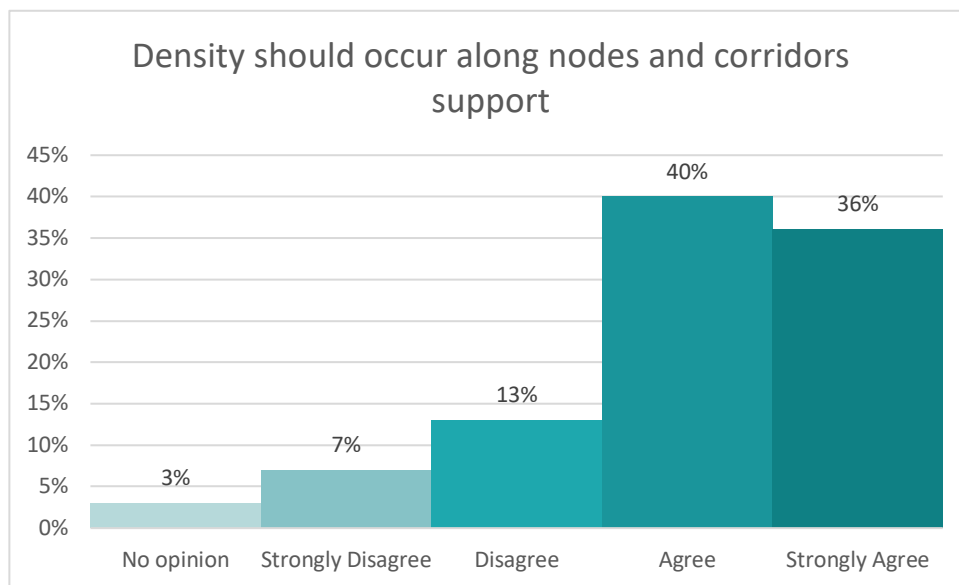


Public realm, transit, bike networks, streetscape



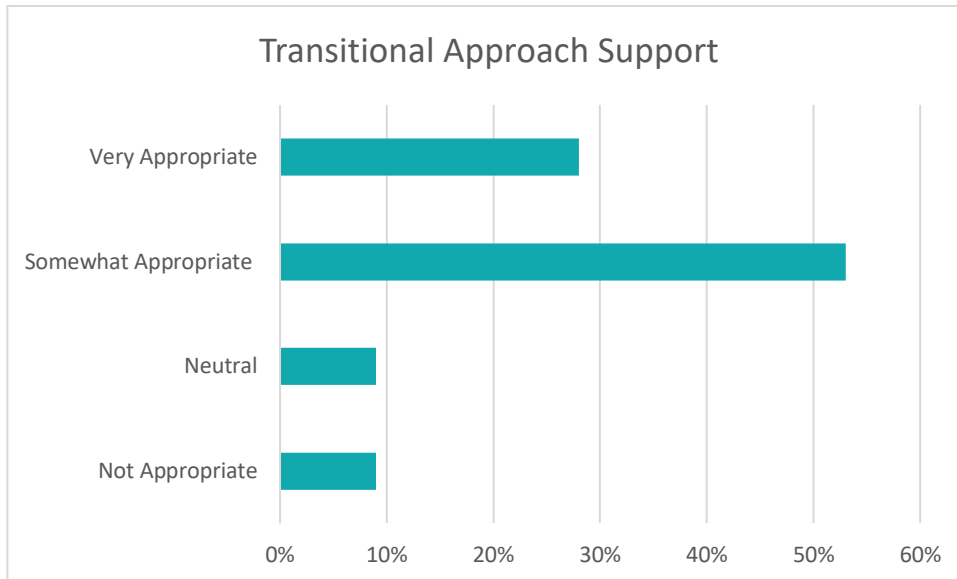


New higher-density residential development should be focused along nodes and corridors, and traditional detached neighbourhoods should remain low-density (as they are now).

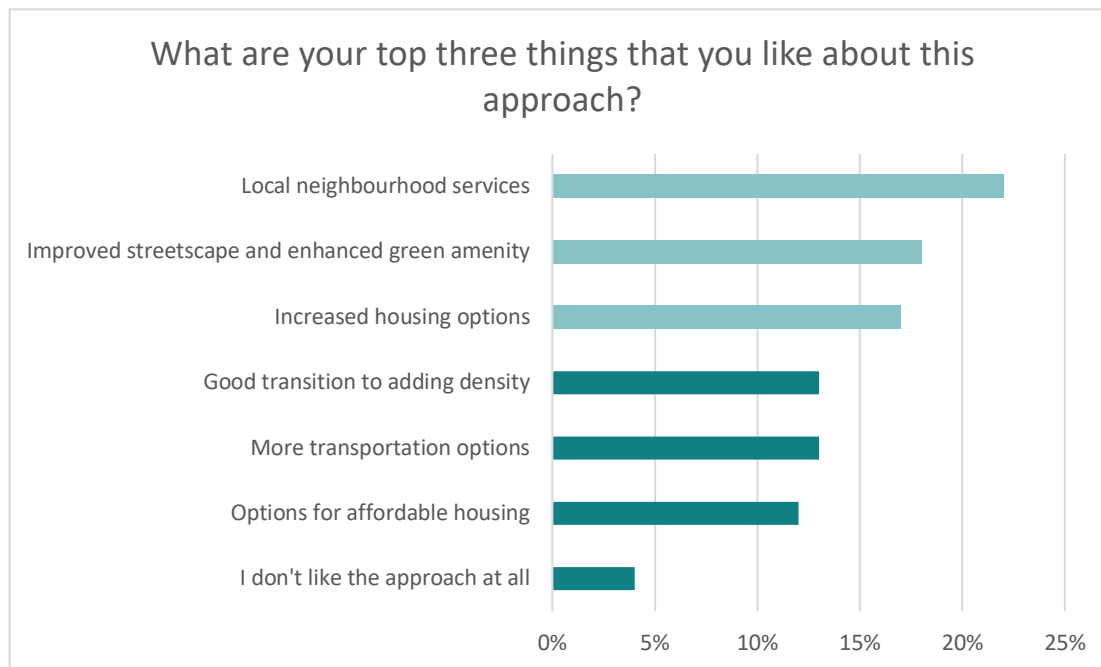


There is strong support (76%) for higher density to be focused along nodes and corridors.

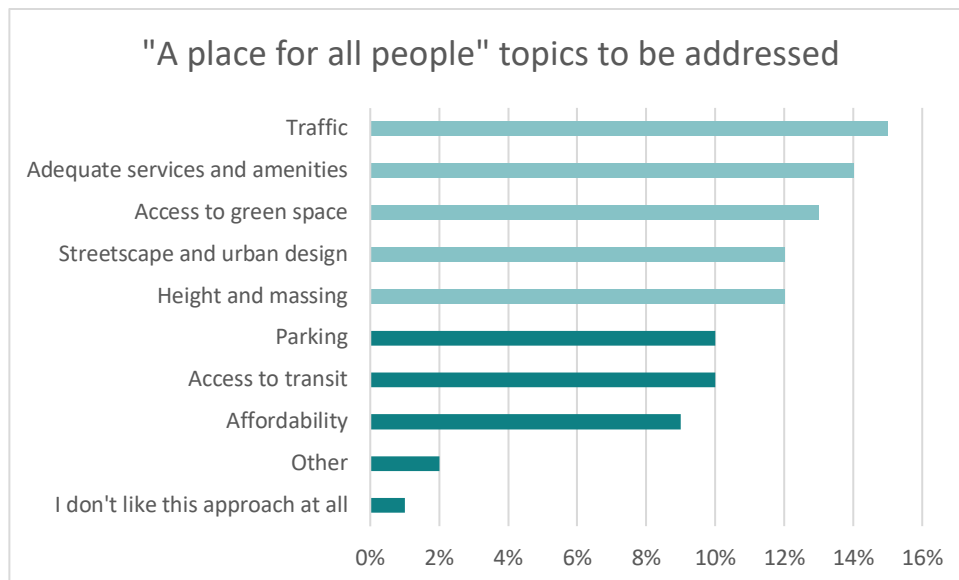
How do you feel about the transitional approach to incorporating additional dwellings, services and growth in neighbourhood nodes that are already designated in the OCP to receive additional growth (including Helmcken Corridor and adjacent neighbourhoods)



There was strong support for gradual and transitional growth in neighborhood nodes. When asked the top three things they would like about a gradual approach and densification, community members responded:



A place for all people View Royal is a dynamic and inclusive community that manages growth, while retaining the charm of its traditional neighbourhoods. It is home and workplace to people from all walks of life. Please rate your support for this statement



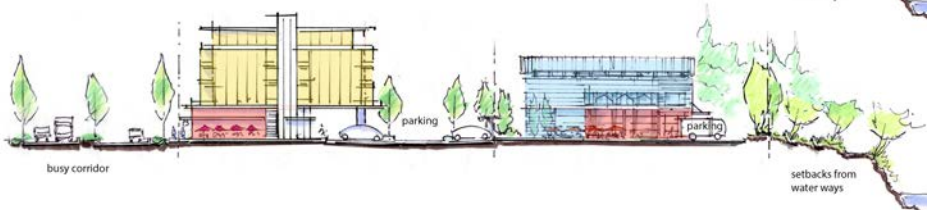
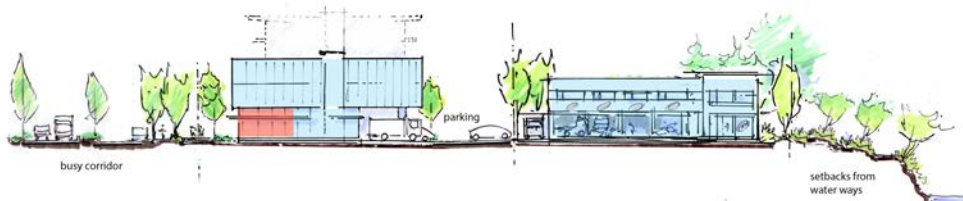
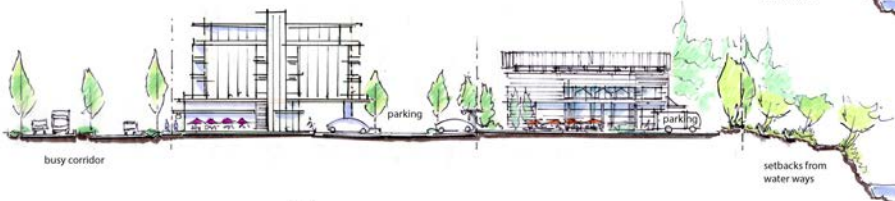
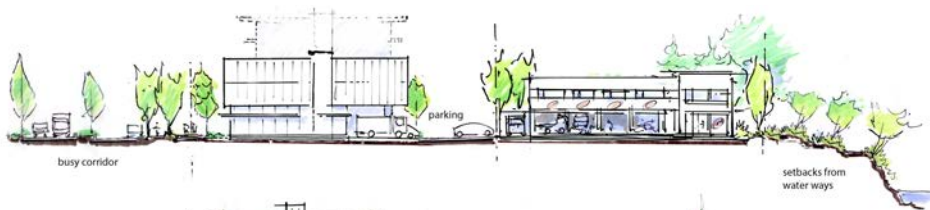
Others mentioned...walkability and active transportation, neighborhood feel and safety.

Mixed Use – Community Corridors

The areas identified for growth include:

- Harbour-Helmcken Corridor (along Island Hwy between Helmken and Harbour neighbourhoods)
- Western Gateway Corridor (land fronting Island Hwy, in the Wilfert neighbourhood, and stretches from City of Colwood boundary to Parsons Bridge).
- Northern Gateway Corridor (lands along Helmcken Road between Brunside Road and the Trans-Canada Highway and a few lots on Watkiss Way on the east side of Helmken intersection).
- Eastern Gateway Corridor (Admirals Walk, Nelson Square and Canadian Tire shopping centres).

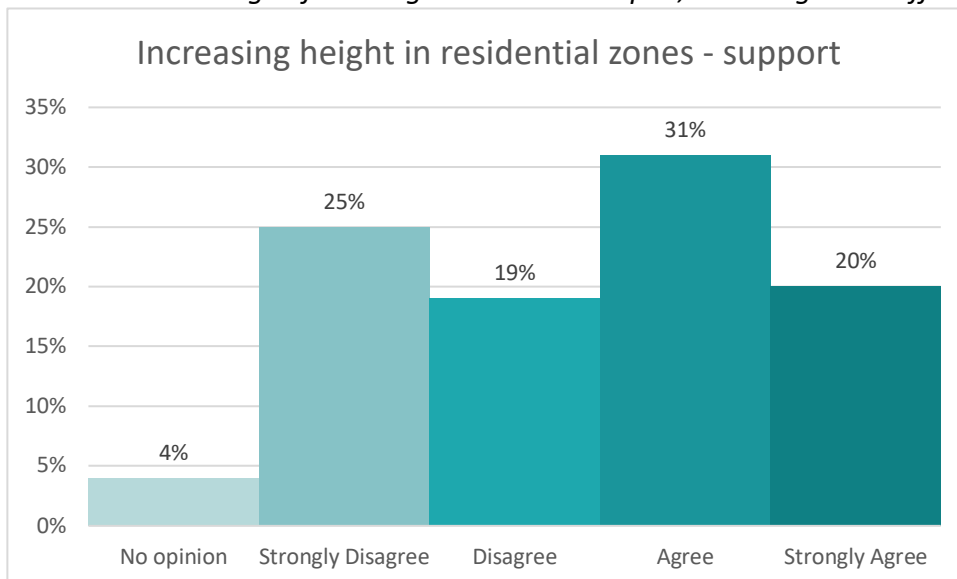
The following images illustrate the Island Highway commercial corridor area or Admiral's Road. The aim is to support an economically resilient, local economy with services and places of local employment.





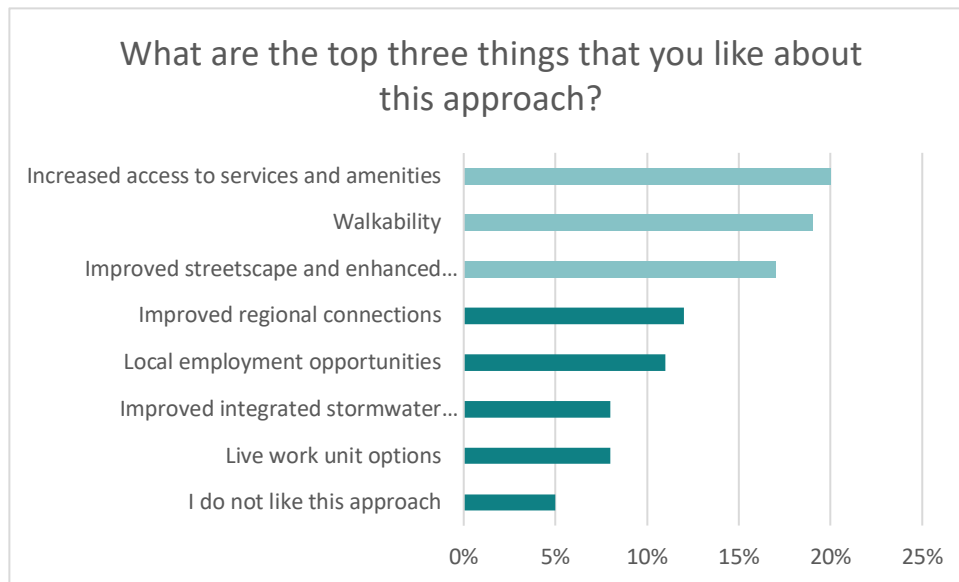
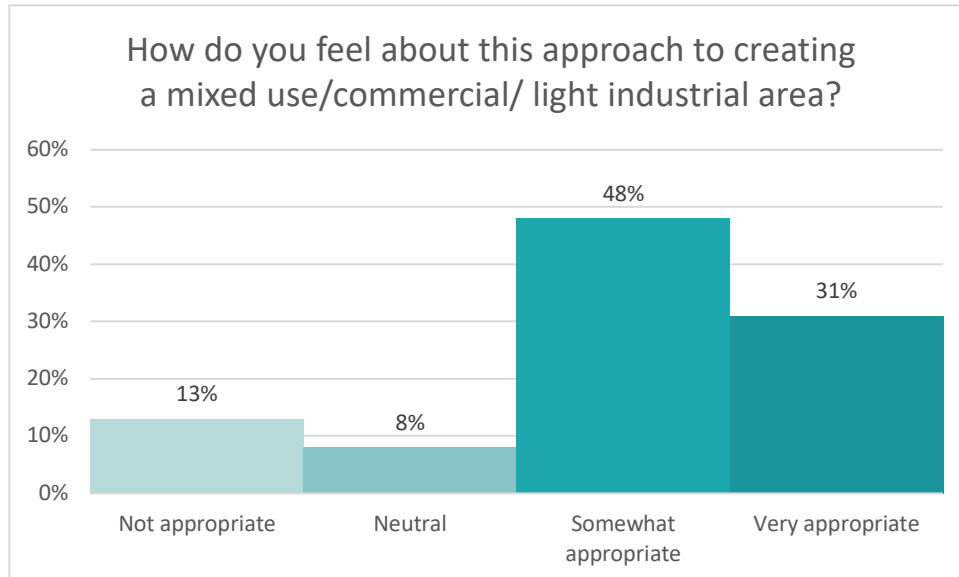
The illustrations show how added mixed use and employment lands may be integrated into existing corridors, which are designated to receive future growth. Please review the images and respond to questions related to future transitions:

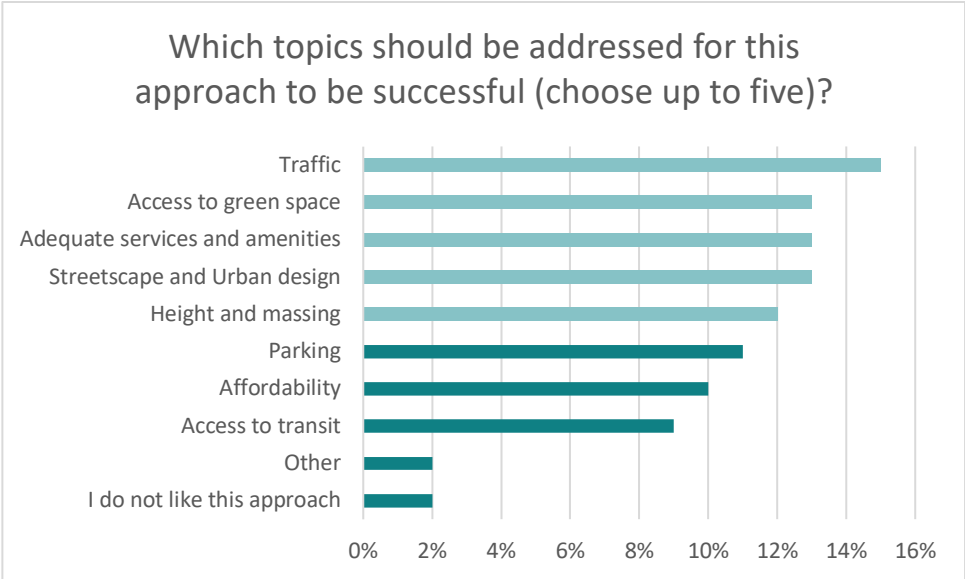
Building heights of residential zones within designated growth areas, could be increased, if it means a wider range of housing could be developed, including more affordable housing.



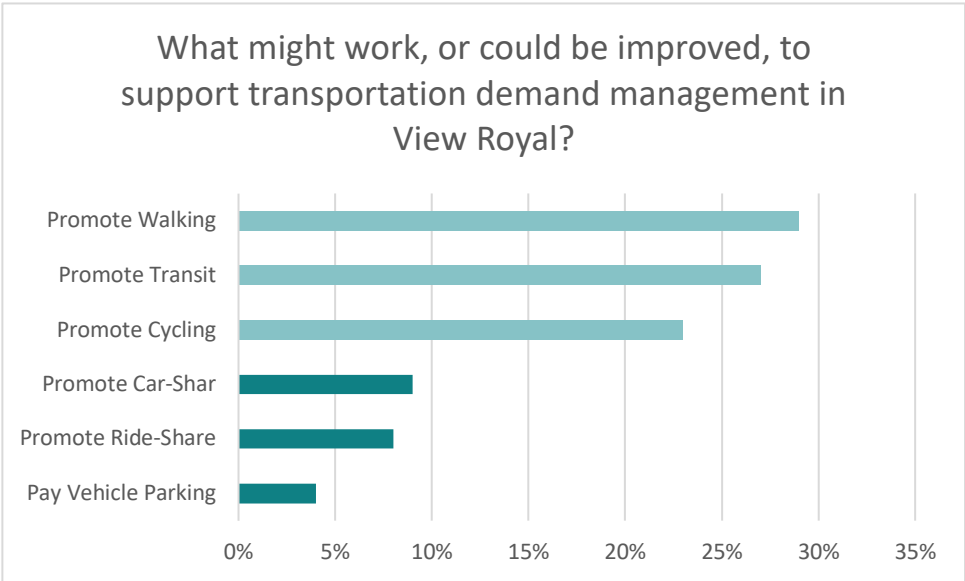
There is mixed support for increasing heights in residential zones, with most comments relating to a community feel and fear for congestion.

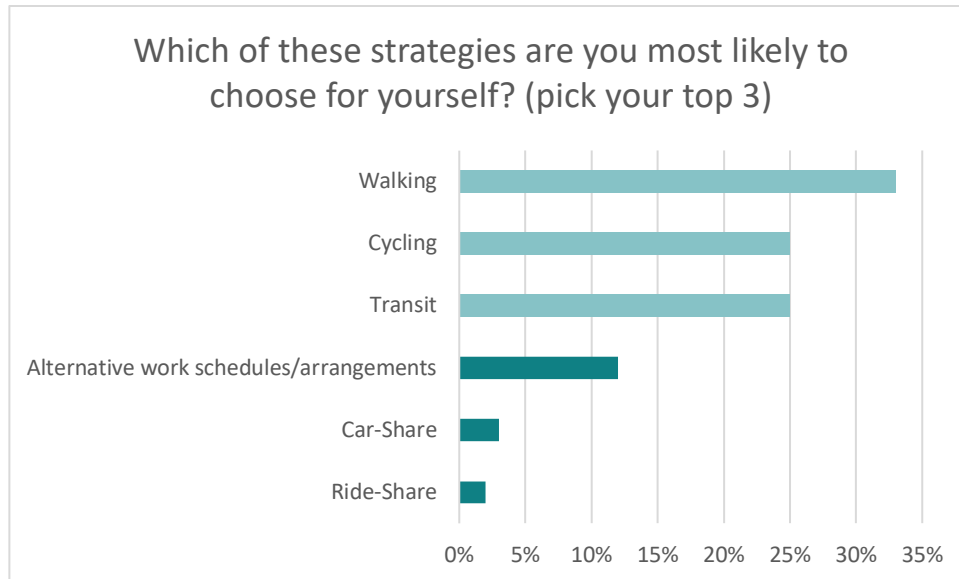
Comments: Traffic and transportation needs to accommodate, need to maintain community feel and quiet, slow growth, mixed use with local and small businesses.





Transportation





What are your current barriers to more sustainable forms of transportation?

The most mentioned barriers in order of frequency are:

- Lack of sidewalks
- Cycling Lanes – incomplete or lacking
- Inconsistent transit
- Physical accessibility
- Cargo
- Weather
- Safety – lack of lighting



Document prepared with the assistance of:
EcoPlan International
208-131 Water Street
Vancouver, BC V6B 4M3
www.ecoplan.ca

