



Town of View Royal OFFICIAL COMMUNITY PLAN

DRAFT



JUNE 2022

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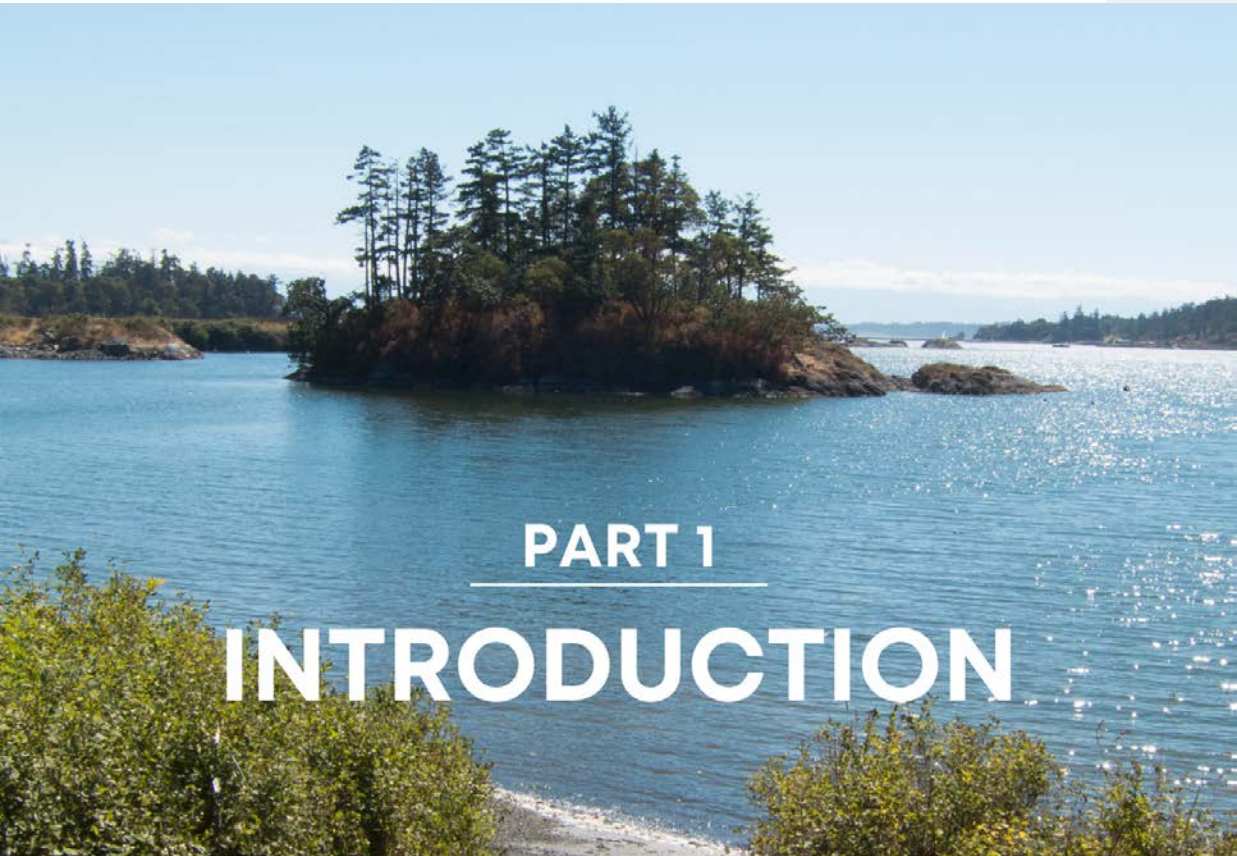
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PART 1

INTRODUCTION

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OVERVIEW

WHAT IS AN OCP AND WHO IS IT FOR?

This Official Community Plan (OCP) is the culmination of a year of work with community members across View Royal. The OCP sets a course of what View Royal will be like in 10 years and beyond, and the steps that will be taken to get there. The OCP also sets the stage for the continued evolution of View Royal, as the community transitions from a suburban community to more urban future that adapts to change and protects what is cherished. This



View Royal Park. Source: J. Davison

plan recognizes that there will be a need to rise to the significant challenges and opportunities of our time and is grounded in realistic climate actions for View Royal's future. A commitment to long-term action is reflected in this plan.

THE OCP INFLUENCES HOW RESIDENTS LIVE, WORK, SHOP, PLAY, ACCESS SERVICES AND MOVE AROUND THE COMMUNITY, AND WITHIN THE REGION. THE OCP REFLECTS VIEW ROYAL'S DESIRED FUTURE DIRECTIONS, AND ITS GREATER REGIONAL CONTEXT IN THE CAPITAL REGION.

The OCP is a bylaw, prepared and adopted by Town of View Royal Council in compliance with the *Local Government Act*. It is a long-range policy plan that guides View Royal's decision-making related to growth and development approvals, as well as other community interests such as housing, transportation, **climate change**¹, and infrastructure. The plan considers that View Royal is expected to be home to 4,000 more residents – from today's population of ~11,000 to ~15,000 - by 2036 (BC Stats Population Projections, 2016).

The OCP is a policy document for the Town of View Royal and is to be implemented by all departments. This plan provides strategic direction for Town Council and staff, who apply the OCP vision and policies to a wide range of municipal decisions such as budgeting, servicing, capital projects, and in the review of land use and development applications and proposals. The OCP builds on the Town's Master Plans and policies to provide higher level strategic direction.

1- Terms in bold are further explained in the glossary of terms.

HOW DOES THE OCP FIT INTO THE TOWN OF VIEW ROYAL PLANS AND REGULATORY TOOLS?

The illustration below summarizes the OCP's context and where it fits in with other plans and regulatory tools:

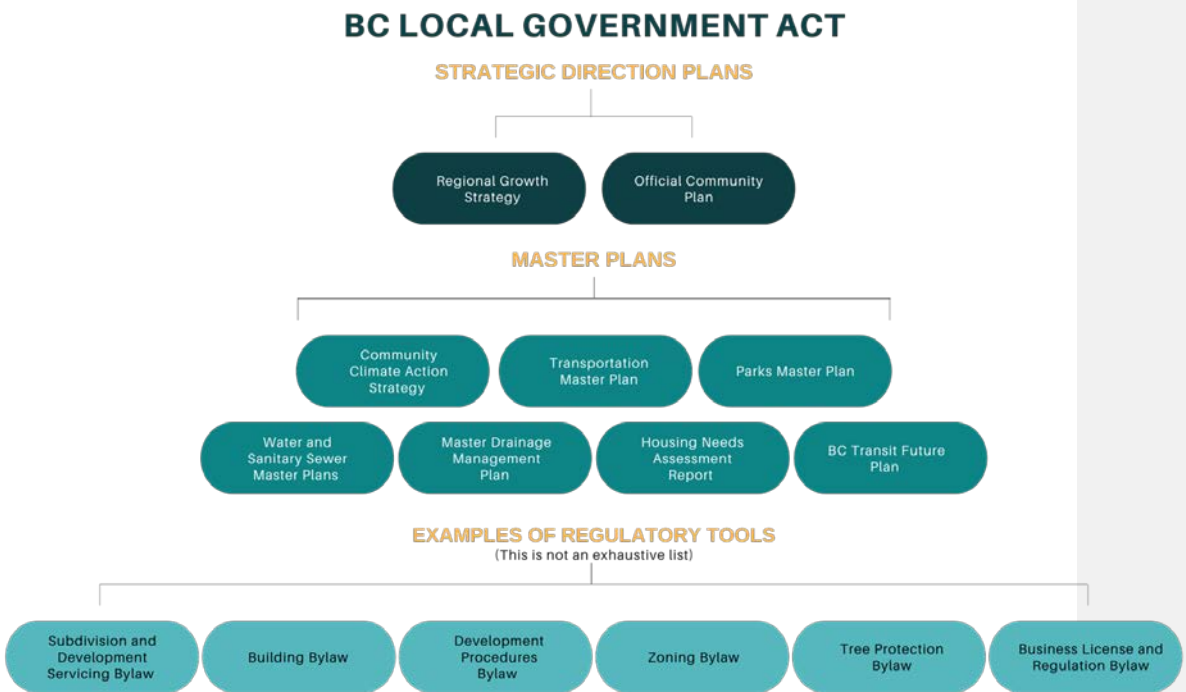


Figure 1: OCP Planning Framework Context Design



CREATING THIS PLAN

The Town of View Royal thanks all who contributed their voices, perspectives, lived experiences, and time to the OCP review process.

The OCP update was featured on the Town of View Royal's website and throughout the review, there were social media posts, advertisements, direct mail, signs at park entrances and notices sent through stakeholder networks.

The OCP review occurred over the course of one year, starting in June 2021. Various adjustments were made in the delivery of the consultations to follow current COVID-19 health protocols.

CREATING THIS PLAN

The Town of View Royal communicated with other levels of government including First Nations, federal, provincial, and regional governments.

2021/2022



SEPT 2021



Topic focused 2-page primers on key issues were prepared to support shared understanding in the public consultations. Primers were posted on View Royal's OCP update website and were included in communications with community members and consultation participants.

Topics included:

- Housing Matters – Housing Needs, Diversity & Density
- Where's the Heart – Placemaking & Design that Connects
- Moving Through & Around – Transportation Matters
- Building Better – Sustainable Economy & Redevelopment
- Nature Connection – Shorelines, Protected Areas
- Preparing for Change – Climate Change, Coastal Adaption Wildfire Interface

From September 12-29, **10** workshops were held in **5** neighbourhoods.

- Admirals Portage
- Harbour/ Firehall
- Helmcken
- Hospital
- Island Hwy/ Casino

OCT/NOV 2021

169 community members participated in Phase 2 online survey, which was accessed through the View Royal OCP update webpage from October 25 to November 12.

During **1-hour walks** with Town planning staff, there were **75** participants and **42** completed worksheets which summarized what they wish to see protected, change and wish for the future of these neighbourhoods.

NOV 2021

29 people participated in **3** online workshops. Between November 8-10, the workshops were held via Zoom with presentation and online engagement using Mentimeter for polling and Mural for map-oriented inputs.



DEC 2021

What we Heard Phase 1 Consultation Report was completed and posted on project website.

The project team met Town of View Royal Advisory Committees: Parks & Recreation and Community Advisory Committee to discuss Phase 1 engagement and seek input on Phase 2 consultation approaches outreach.



ABOUT VIEW ROYAL



This is the homeland of the *ləkwəŋən* speaking peoples, known today as the Esquimalt Nation and Songhees Nation. Their original village sites and later Reserve lands were in Victoria's Inner Harbour, but were "moved" to View Royal in 1911. *Ləkwəŋən* families have gathered and harvested in the area now known as View Royal, since time immemorial, crossing an isthmus, now Portage Park, to harvest seafood in Portage Inlet. *Ləkwəŋən* is the word for "a place to smoke herring" (Source: www.songheesnation.com).

Today, View Royal is a largely residential community of ~11,000 people in the centre-west part of the Capital Region. The Town shares boundaries with several other jurisdictions – Esquimalt Nation and Songhees Nation, Saanich, Langford, Colwood, Highlands (Map 1). The municipality was incorporated in December 1988; previously, it had been an Electoral Area of the Capital Regional District (CRD).

The form and **character** of View Royal has been shaped by a rich variety of ecosystems and natural environments. Today, close to 40% of the Town's land base is parks - the

largest being Thetis Lake and Mill Hill Regional Parks. View Royal has diverse shorelines including the salt-water environment of Esquimalt Harbour and Portage Inlet, the blending of salt and fresh waters in Craigflower and Millstream Creeks and their estuaries, and the freshwater ecosystems of Thetis, Prior and McKenzie Lakes. Terrestrial environments are equally varied, ranging from the moist Douglas Fir Forest habitat to the drier, rockier areas that produce the unique and rich Garry Oak meadows.

The Town is traversed by three major transportation routes – Highway 1 (Trans-Canada Highway), the Island Highway, and the E & N (Esquimalt and Nanaimo) rail line. These routes have significantly impacted the development patterns of View Royal for several decades. View Royal has historically referred to being formed by 8 neighbourhoods, whose boundaries are often defined by natural features and roadways (Map 2).

Urban development in View Royal dates from the 1930's when homes and cottages were built along Esquimalt Harbour and Portage

Inlet. Much of View Royal was developed in the 1960s and 1970s. The lack of sewers postponed development during the late 1980s and early 1990s. In 1998, trunk sewers were extended through View Royal, to Colwood and Langford, as part of a major infrastructure program coordinated through the CRD, with significant federal and provincial funding. The extension of services provided opportunity for new development and redevelopment at higher densities in some parts of View Royal.

Victoria General Hospital is centrally located in View Royal. This regional facility is one of the largest employers on Vancouver Island and accounts for at least one-third of the approximately 4,000 jobs in View Royal. Despite the high number of jobs in View Royal, relatively few people (7.5% of the population) live and work in the Town. This means that most of the working population commutes to other municipalities for their jobs.

The tax base in View Royal is mostly residential. The residential sector accounts for 74% of the municipal tax base. The business sector accounts for 25%.

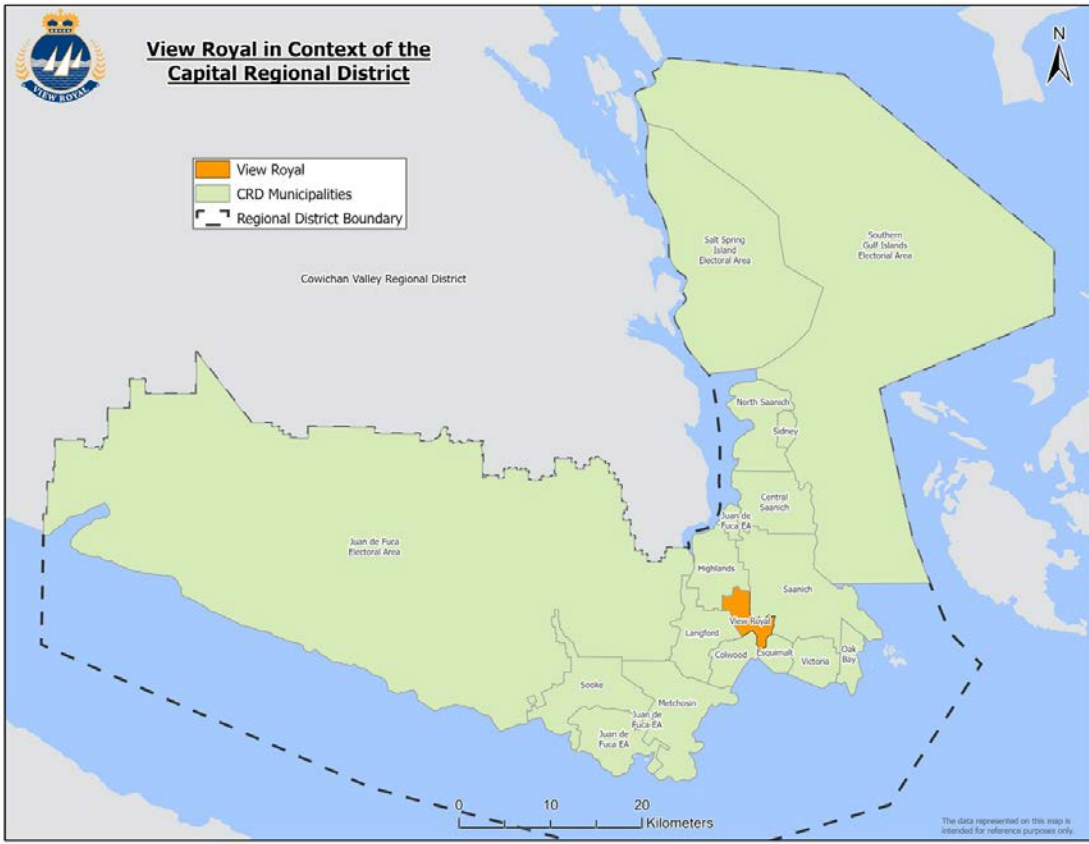
The adoption of the 2011 OCP allowed View Royal to manage substantial residential growth and many of the impacts of being part of a changing region. Like many communities, the Town is facing significant housing pressures due to population growth, a rapidly escalating housing market, and changing demographics.

Although View Royal is identified as part of the regional “Core” – which is expected to experience gradual and moderate growth over the coming decades – it borders the West Shore communities of Colwood and Langford: where most new regional growth has been focused and is anticipated to continue to grow.

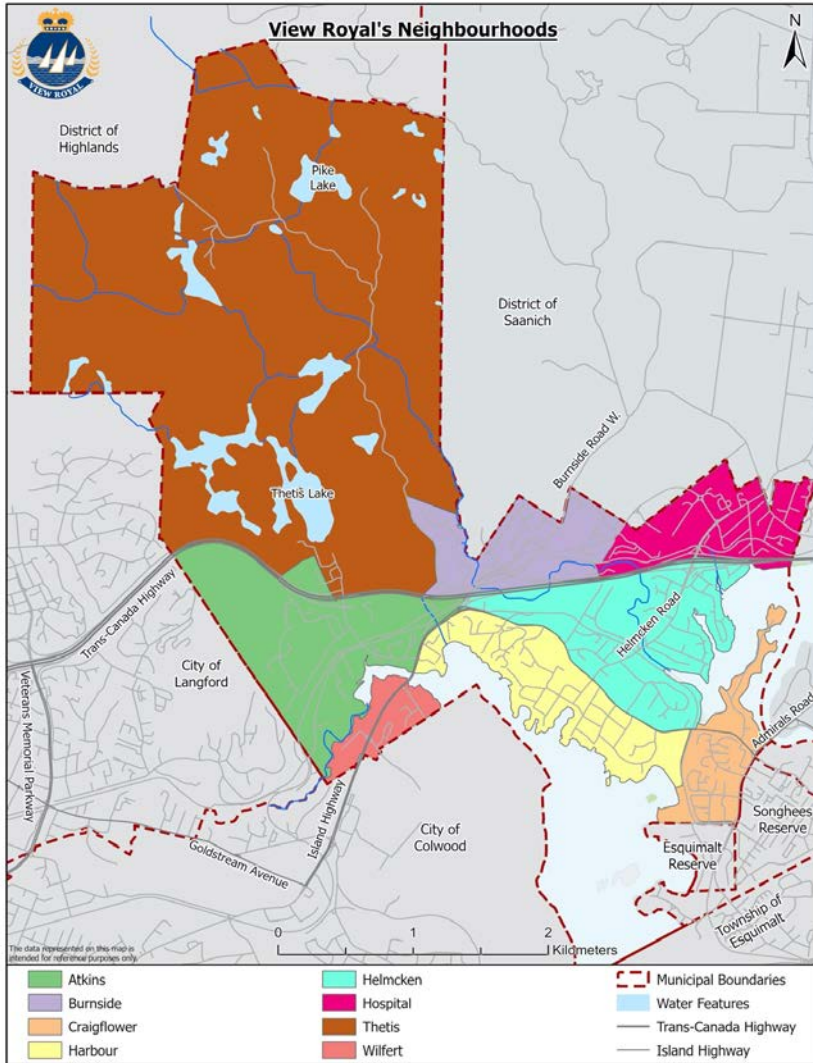


Thetis Lake Park signage. Source: James Davison.

MAP 1: TOWN OF VIEW ROYAL'S LOCATION IN THE CAPITAL REGIONAL DISTRICT



MAP 2: VIEW ROYAL'S NEIGHBOURHOODS



VIEW ROYAL AT A GLANCE

POPULATION, EMPLOYMENT, HOUSING & LAND

Please note: Information in this section is from Statistics Canada, 2016 and 2021; View Royal Housing Needs Assessment 2020; Capital Regional District Projections 2019; BC Stats 2021 and BC Assessment. Statistics Canada released the first of seven schedules of 2021 census data on February 9, 2022 (basic population and dwelling counts). More detailed 2021 census data will be released throughout 2022. This section reflects the most current information available at the time of OCP drafting in May 2022.

POPULATION AND DEMOGRAPHICS

The 2021 census data has View Royal's population at 11,575 people. The Capital Regional District (CRD) estimates that View Royal's population will keep growing over the next 20 years at an average growth rate of 1.9%, estimated using BC Stats data for the CRD.

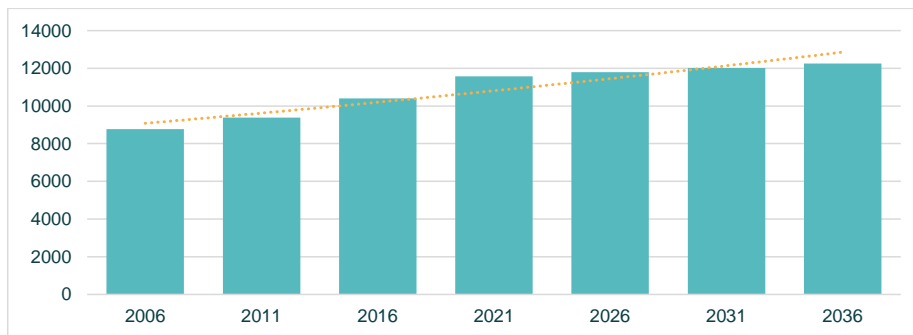
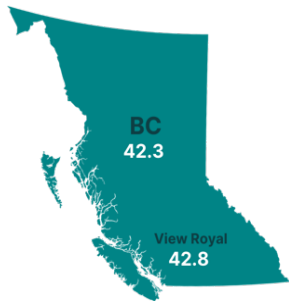


Figure 2: The population in View Royal including Projections (2016-2036). Sources: Statistics Canada 2016, 2021; Capital Regional District 2019.

POPULATION AGE



- Average age of the population in View Royal is 42.8 years old compared to 42.3 in the province.
- The Town of View Royal has an aging population— **projections show that by 2038 over one-third of households in View Royal will be led by adults 65+.**
- Indicates a strong need to continue to support the development of housing that will allow seniors to age in place, including considerations for **accessibility** of homes, access to transit and services, and more compact forms of growth.

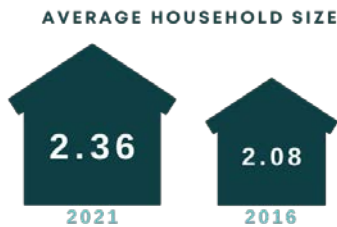
DEMOGRAPHICS

- Approximately 16% of the population has indicated they are immigrants.



- 20% of the population have indicated they are a visible minority, which is significantly lower than the 30% of visible minority populations in BC.
- Of that 20%, 5% have indicated they are First Nations, Inuit, or Métis.

HOUSEHOLD SIZE



- Average household size in View Royal was 2.36 people in 2019 and is expected to decrease to 2.08 people by 2036.
- ½ of new households by 2040 are expected to be non-family households, which is consistent with an aging population that has more single-person households.
- These changes in household size indicate there will be increasing demands for changes in housing type, with 1-to-2-bedroom homes anticipated to be in higher demand.

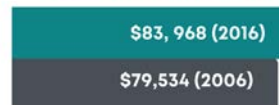
EMPLOYMENT

EMPLOYMENT RATE



- There is a 66% participation rate in the labour force with a total working population in View Royal of 5550.
- 64% of View Royal residents are employed, with an unemployment rate of 3.8% compared to than the province's rate of 6.7% (2016).
- Median household income has increased in View Royal from \$79,534 in 2006 to \$83,968 in 2016, representing a 5.6% increase.

MEDIAN HOUSEHOLD INCOME



HOUSING

- View Royal had 4637 private dwellings in 2019, with an increase of 338 dwellings from 4299 in 2016.

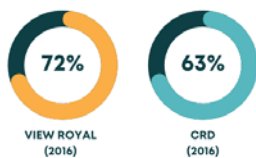
NUMBER OF PRIVATE DWELLINGS



- The Town of View Royal has a high ownership rate of 72% (2016), compared to 63% in the CRD.

- There were an estimated 1,191 renter households in the Town in 2019, accounting for approximately 28% of households.

OWNERSHIP RATE



- There was a shift towards more rental households with an increase of 250 households from 2006 to 2016, an increase of 3%.

- Rental housing is a key area of need for the Town, including purpose-built rental, secondary market rental options (such as **secondary suites**, lock off suites, **carriage houses**), and non-market **affordable** rental housing units.



65+ HOUSEHOLDS

By 2038 over one-third of households in View Royal will be led by adults older than 65.

- The Town has a rental housing availability rate of 0.7%. A healthy vacancy rate is 3-5%, and View Royal's vacancy rate has remained below this since 2013.

- 52% of dwellings are three or more bedrooms; however, only over a third (35%) of all households have three or more people. This indicates that smaller households, particularly older households may be 'over-housed' which can impact the ability to age in place for older seniors.

HOUSING TYPE



40% Single-Detached Homes

- View Royal's dominant housing stock is single-detached homes at 40%. 83% of View Royal's housing stock is **ground-oriented**, meaning that the front doors open to the outdoors rather than to a corridor, which excludes **apartment** buildings.

MEDIAN HOME PRICES BY TYPE



- The increased cost of housing is outpacing income growth in View Royal. Median-earning households are increasingly experiencing issues finding or renting housing in View Royal.

- The median single **detached home** cost in View Royal is \$998,000 and condo/ **townhouse** median price is \$551,000 (2021 BC Assessment).

Note: For further information on housing, refer to the *2020 Housing Needs Assessment*.

LAND

- The land area of View Royal is 16.2 square kilometres, which includes Thetis Lake Regional Park and portions of Esquimalt Harbour and Portage Inlet. Over 40% of the Town land area is protected natural areas or parks.
- The population density was 807.6 people per square kilometre in 2021. View Royal has limited land space to grow. Future development of lands is required to be within the CRD **Urban Containment Boundary**. Undeveloped and un-serviced lands identified in the 2011 OCP have now been mostly developed.
- Future development will largely be redevelopment and **infill** to stay within the urban containment boundary. View Royal is a community in transition, from being a suburban community toward becoming more urban.



Outline of View Royal shown on a map of the region. Source: Capital Regional District Areas Atlas.



COMMUNITY VISION

The following statement sets out the community's aspirations for what type of place View Royal wishes to be in 10 years and beyond. It describes the state of the community that residents wish for View Royal to evolve to in the future. The vision was developed through consultation with the community and is the guiding force behind the policies of this plan.



VIEW ROYAL IS A DYNAMIC AND INCLUSIVE COMMUNITY THAT MANAGES GROWTH, WHILE RETAINING THE CHARM OF ITS NEIGHBOURHOODS.

It is home and workplace to people from all walks of life. Its neighbourhoods are attractive, affordable, **walkable** and safe. Each neighbourhood has an identifiable character and is connected to nearby centres through parks, **greenspaces**, and pedestrian/cyclist-friendly streets. Some **neighbourhood centres** have parks for families to gather and youth to play sports. Others are bustling places with a range of services, **amenities**, businesses, and housing in proximity to vibrant places, that retain the small community feeling.

VIEW ROYAL RECOGNIZES THE IMPACTS OF CLIMATE CHANGE. The Town, developers, residents, and partners respond collectively by advancing energy-efficient buildings, improving sustainable transportation options, and protecting View Royal's urban forests, parks, and shoreline environments. Environmental **stewardship**, thoughtful and careful use of resources – such as alternative energy generation and enhanced waste management – are pursued.

Infill redevelopment, mixed-use developments, increased transit accessibility, and transportation alternative investments will support View Royal in advancing meaningful climate actions.

Getting around safely by foot, bike, bus, and train is convenient and enjoyable, and a viable alternative to car travel. Train, light rail, and other forms of **rapid transit** are supported by development that facilitates ridership and walkability.

THE LOCAL ECONOMY IS DIVERSIFIED AND STRONG, PROVIDING EMPLOYMENT, SHOPPING, AND SERVICE OPTIONS TO LOCAL AND REGIONAL RESIDENTS. The areas around the hospital and the casino continue to evolve to provide local employment and service opportunities.

THE TOWN IS ENDOWED WITH UNIQUE NATURAL ENVIRONMENTS – Thetis Lake Park, Millstream Creek, Craigflower Creek, Esquimalt Harbour and Portage Inlet. The integrity and beauty of these natural amenities are protected and enhanced, while public access to recreation and natural areas is improved. The Town's vast recreation assets are integrated into the community with linked trails and support residents' quality of life.

VIEW ROYAL, IN EMBRACING FISCAL SUSTAINABILITY AND ECONOMIC WELLNESS, "LIVES WITHIN ITS MEANS" AND ADAPTS TO CHANGE. THE COMMUNITY IS HEALTHY, DIVERSE, INNOVATIVE, AND WELL PREPARED TO MEET THE NEEDS OF THE PRESENT AND PLAN FOR FUTURE CHALLENGES AND OPPORTUNITIES.

TEN GOALS EXPAND ON THE VISION AND SET THE FRAMEWORK FOR THE OFFICIAL COMMUNITY PLAN:

- 1 Promote a strong sense of community in all areas and neighbourhoods of the Town and create an enhanced sense of place and identity.
- 2 Create an inclusive community that provides housing, transportation and healthy living options and services, and facilities for families and individuals of diverse backgrounds, cultures, ages, and economic means.
- 3 As the community grows, recognize the unique relationship between the highly valued natural and residential characteristics of View Royal, and maintain these values.
- 4 Confirm View Royal as an environmentally responsible community committed to becoming a more sustainable place, taking meaningful actions to address climate change.
- 5 With humility, continue to build trust, meaningful relations and reconciliation with friends and neighbours, Esquimalt Nation and Songhees Nation.
- 6 Recognize, preserve, and protect the substantial historic and cultural resources in View Royal.
- 7 Ensure that community services and amenities can be provided within the financial means of the municipality and strengthen partnerships with regional service providers to increase local opportunities.
- 8 Identify suitable land areas and development incentives for commercial, institutional, and mixed-use activities as a means of supplying local employment opportunities, broadening the municipal tax base, and promoting View Royal as a business-friendly community.
- 9 Recognize the community's role in the region as a link in major transportation and environmental systems and cooperate with other municipalities and governments to both address regional issues and protect and promote local values and long-term sustainability.
- 10 Ensure all citizens of View Royal have opportunities to be informed and meaningfully involved in planning and decision-making processes.

UNDERSTANDING VIEW ROYAL'S LOW-CARBON FUTURE

The Town of View Royal has joined over 1,500 jurisdictions around the world in declaring a climate emergency. This declaration reflects the urgency of actions needed to address a changing climate that is attributed to human actions. In 2022, View Royal completed a Climate Action Strategy. OCP policies are integrated through a lens of climate actions.

In addition to voluntarily declaring a climate emergency, Provincial legislation – the Local Government (Green Communities) Statutes Amendment Act (Bill 27, 2008) – also requires that each local government establish targets, plans, and strategies to do their part to mitigate climate change.

View Royal's greatest influence over reducing greenhouse gas emissions (GHG) and advancing meaningful climate actions is in influencing municipal infrastructure and waste-management, setting buildings energy efficiency standards, and guiding future land use and transportation choices.

View Royal can reduce its GHG emissions by an estimated 36% below 2007 levels by 2030, and work towards the new long-term target of a reduction of 100% below 2007 levels by 2050. With a focus on View Royal's future buildings and transportation, these ambitious targets can be realized. The following climate action strategies with highest impact will be embedded throughout this OCP's policies.

View Royal is using tools to reduce emissions and vulnerability, while simultaneously seizing opportunities that build community health and well-being.

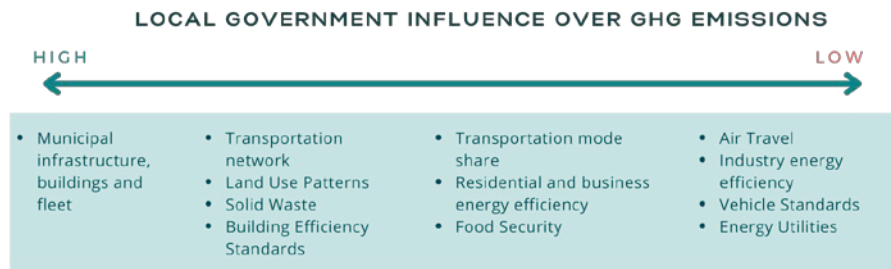


Figure 3 Local Government Influence Over GHG Emissions



HOW WE WORK TOGETHER

REGIONAL CONTEXT STATEMENT

The Capital Regional District (CRD) Regional Growth Strategy (RGS) was adopted March 2018 (Bylaw 4017). The RGS guides decisions on regional issues such as transportation, growth, and settlement patterns. The 2018 RGS provides population projections to the year 2038 and updates policy regarding water servicing, growth management, the environment, infrastructure, housing, community, transportation, and economic development, as well as food systems and climate action. The View Royal Official Community Plan (OCP) must be consistent with the RGS through its vision, goals, objectives, and policies.

As required under Sections 446 and 447 of the *Local Government Act*, the View Royal OCP must include a regional context statement. The RGS regional context statement must describe the specific OCP content that relates to the RGS. This section provides a summary of relevant RGS content that is included in this OCP, to meet statutory requirements. Appendix A – Regional Context Statement Policy Analysis, contains a detailed comparison of the alignment with the RGS growth management policies. This section provides an overview of the relationship between the RGS and this OCP.

ALIGNMENT WITH THE REGIONAL GROWTH STRATEGY

The CRD RGS vision is that,

“In 2038, Capital Regional District residents enjoy a healthy and rewarding quality of life. We have a vital economy, livable communities and steward our environment and natural resources with care. Our choices reflect our commitment to collective action on climate change”.

Within the RGS, the Town of View Royal has a community profile/vision statement described as follows:

“View Royal will have a series of economic centres providing expanded retail, professional financial and convenience services. Single family detached housing will remain the predominant housing form with some provision made for other types of housing. A network of foot and cycle paths will provide neighbourhoods with access to shopping, recreation, and natural open space. Natural amenities associated with shorelines, streams, estuaries, hillsides, and forested areas will be protected.”

Within the RGS, View Royal is identified as a community within the Urban Containment Boundary, and a **node** that should provide for a wide diversity of housing and employment opportunities. Many of the region’s growth management objectives are directly relevant to the Town of View Royal OCP and are shared principles including:

- Significantly reduce community-based greenhouse gas emissions;
- Keep urban settlement compact;
- Protect the integrity of rural communities;
- Protect, conserve and manage ecosystem health;
- Deliver services consistent with RGS objectives;
- Create safe and complete communities;
- Improve housing affordability;
- Increase transportation choice;
- Strengthen the regional economy; and
- Foster a resilient food and agriculture system.

The regional principles complement the interrelated OCP growth management related goals of growing within the urban containment boundary. The direction is to focus future growth in neighbourhood centres and **community corridors**, located within the urban containment boundary. The OCP encourages transitions to higher **density** and diversity of housing in **neighbourhood centres** that are supported by transit service and alternative means to get around (walk/bike/scooter). Future growth is also directed along community corridors, where employment areas, services and mixed uses can support living and working in View Royal.

See Appendix A - Regional Context Statement Policy Analysis, for a detailed comparison of the alignment with the RGS growth management policies.



2 | THEMATIC POLICIES

1. LAND USE AND URBAN DESIGN

Community Development Framework; Neighbourhood Centres and Community Corridors

2. TRANSPORTATION AND MOBILITY

Transportation linkages for priority of movement – pedestrian, cycling, transit, and vehicles

3. HOUSING

Neighbourhood centres – directing future residential growth, with services and transit.

4. ECONOMIC DEVELOPMENT

Community corridors – where future businesses opportunities and employment areas will grow.

5. NATURAL ENVIRONMENT, ENERGY AND CLIMATE CHANGE

Ecological assets. Greenhouse gas emission reduction targets and adapting to changing climate.

6. PARKS AND RECREATION

Parks and community gathering places. Access to forests and waterfronts.

7. COMMUNITY INFRASTRUCTURE AND SERVICES

Infrastructure - water, sanitary sewer, drainage, waste management, fire protection and policing.

8. COMMUNITY FACILITIES AND SOCIAL WELL-BEING

Community and heritage resources. Reflecting diversity of cultures, ages, health, and well-being.



1 | Land Use & Urban Design

OVERVIEW

The Land Use and **Urban Design** chapter of the OCP sets out a framework for decision-making on land use and community **placemaking** in View Royal. The chapter establishes objectives, policies and implementing actions for a new approach to development in View Royal that focuses growth and development around **mixed-use** centres, transit, and trails. It also describes preferred outcomes for the scale and character of public and private development, favouring compact and people-friendly design that contributes to an increasingly sustainable and dynamic community.

Note that Section 3: Housing contains future development directions for increased housing diversity. Redevelopment directions for commercial areas and corridors are in the Section 4: Economic Development.

GOALS

- Create an **inclusive** community that provides housing and transportation options and services and facilities for families and individuals of diverse backgrounds, cultures, ages, and economic means.
- Encourage high-quality public space design that supports community gathering and enhances **sense of place** and **identity** throughout View Royal.
- As the community grows, protect the unique relationships between the highly valued natural environments and residential characteristics of View Royal.

VIEW ROYAL TODAY



Image 4 Welland Legacy Park. Source: J. Davison

View Royal's approximate 16.2 square kilometres includes Thetis Lake Regional Park and portions of Esquimalt Harbour and Portage Inlet. Much of the Town is covered in water or protected natural areas. Undeveloped and protected land is concentrated in the north half of the community, outside the region's Urban Containment Boundary. View Royal Park and Portage Park, located in the southern half of View Royal, are two of the community's largest local parks, with over 50 parks and green spaces spread out through View Royal.

View Royal has distinct neighbourhoods with some smaller commercial activity; however, it does not have an identifiable town core. View Royal is located between the City of Victoria and the western communities and has been largely a residential community for those who work elsewhere in the Greater Victoria region. Currently, commercial uses in View Royal are limited to more auto-oriented locations along the Island Highway, Admirals Road, and at major intersections. There are some small



Image 4: Atkins Neighbourhood Road. Source: J. Davison

pockets of neighbourhood services which offer good opportunities to build upon, and corridor commercial uses with potential for further development and infill. There is a limited mix of housing

options like apartments or condos in-and-around existing commercial nodes to attract a broader range of residents and local businesses.

With changing demographics, market conditions, and regional growth, View Royal is beginning to change from a suburban community to a more urban community, which requires thoughtful attention to well-designed buildings and public spaces. View Royal wishes to support sensitive development that fits well with the existing community, and transitions are thoughtfully considered to benefit existing and future residents' needs.

Currently, commercial development is low-intensity and auto-oriented, typified by single-level buildings with large parking areas, often set back or oriented away from the road. Commercial uses are mainly limited to locations along the Island Highway, Admirals Road, and major intersections. View Royal anticipates there will be a shift and redevelopment of these lands along the Island Highway and western gateway of the community to light industrial uses that will serve as important employment lands and take advantage of future investments in bus rapid transit along this corridor.



Image 5 Eagle Creek Village. Source: Blackwood Partners

Unlike many communities in the CRD, View Royal does not have an identifiable commercial town centre or central gathering place for civic and cultural activities. In the long-term, a town centre is desired. However, that may be realized many decades in the future. Within the next decade, View Royal will direct investments to high-quality public spaces and redevelopment to neighbourhood centres, community corridors, and gateways.

Schools, community halls, municipal buildings, and the hospital account for most of the Town's public facilities. Victoria General Hospital is anticipated to physically expand and expand its services in the coming decade. Ideally, the hospital would be co-located with primary care facilities and ancillary medical service providers.

Today most of the developed land in View Royal is designated as residential and can be characterized as suburban neighbourhoods. View Royal has no remaining 'greenfield' sites for development within the Urban Containment Boundary. Future development will be redevelopment and infill of developed lands, or 'brownfield' sites.



Image 6 Source: J. Davison

Pockets of View Royal can be considered “walkable,” but, as a whole community, the Town is not currently well designed for pedestrians. Most of the development is suburban in character and caters to people who get around by car. However, this is changing as more people are drawn to this part of the region, alternative transportation infrastructure is developed, and the Town encourages compact, **sustainable development** and placemaking.



Image 7 Fort Victoria RV Park. Source: J. Davison

View Royal’s adoption of a **secondary suites** bylaw was an initial and important step in responding to the changing planning context. The OCP identifies further steps to move the Town to a more sustainable future.

The area between the Island Highway and the Trans-Canada Highway includes a wide range of suburban housing types, low-intensity strip commercial, local parks, the Galloping Goose Regional Trail, and two schools. Many detached homes and buildings date back to the early- and mid-20th century. There are also several newer residential developments, including townhomes and apartments.

Thetis Lake Regional Park and the Victoria General Hospital dominate the section of View Royal north of the Trans-Canada Highway. The park and adjacent lands provide a large natural recreation area with sparse rural housing. Newer residential **subdivisions** connect along Burnside Road and Watkiss Way. The eastern part of this area includes some undeveloped and small agricultural parcels in the area known as Strawberry Vale. There are several small older homes in this area and limited convenience commercial and community facilities.

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INFILL DEVELOPMENT

Infill Development – or Infill – is a term used to describe new development constructed in an already developed area. Infill can come in different forms, scales, and characters. Placing additional housing units on a residential lot, dividing detached homes into multiple units, building on a vacant lot, redeveloping a surface parking area, and demolishing and replacing an entire shopping mall are all forms of infill.

Infill makes use of existing servicing infrastructure and already disturbed land, reduces development pressure on natural areas, and can support increased walking, biking, and transit use. In View Royal, infill has the added benefit of bringing more people closer to existing and planned mixed-use and commercial centres, increasing the viability and vitality of these important activity hubs. Infill needs to be thoughtfully planned and well designed to be sensitive to existing conditions. Potential impacts on neighbourhood character, traffic safety, and property values are often concerns raised by existing residents, which need careful design considerations to ensure a good neighbourhood fit.



Figure 4 Example of garden suite that can be infilled in existing single-family neighbourhoods. Source: Matthew Thomson Design.



INTEGRATING LAND USE AND TRANSPORTATION

The distribution and form of the built environment are deeply connected to the design of transportation and servicing infrastructure. Just as past development was shaped by suburban streets, View Royal's future development will be dictated by how, where and what type of infrastructure is planned and built.

To become a more sustainable community and reduce greenhouse gas emissions, View Royal must plan land use, infrastructure, and transportation systems together in a manner that is designed to decrease reliance on private vehicle travel and support compact, complete neighbourhoods that are walkable. This means expanding bike and pedestrian facilities; improving/ expanding rapid transit service; locating housing close to jobs and amenities; supporting higher density and mixed-use development; and creating vibrant places that entice people to walk, bike and ride the bus.

In View Royal, there is a unique opportunity to integrate higher land use and transportation at nodes along the main east-west transportation routes – rapid transit along the Trans-Canada Highway and Old Island Highway. See also Section 2, Transportation and Mobility.

COMMUNITY DEVELOPMENT FRAMEWORK



Figure 5 An example of neighbourhood centres transition areas. Illustrating existing residential neighborhoods with added housing diversity and density, within walking distances of services and transit. Source: Matthew Thomson Design

The **Community Vision** lays out a future for View Royal that places the Town on a path to becoming a more sustainable and inclusive community. Key to achieving the Vision is a new framework for community development that promotes compact and walkable places, respects the character of established residential areas, while adding density that accommodates more diverse housing types, revitalizes commercial areas, and protects natural areas, green spaces, and environmental resources. The community development framework brings attention and focus to the transitions between properties and the different building forms and uses.

There are several urban design strategies that can be used when considering new development typologies within recognized **Neighbourhood Centres** and along **Community Corridors**. When implemented correctly, they can effectively integrate the future growth and anticipated density into adjacent existing neighbourhoods with minimal impacts. These strategies can contribute to the community's **livability** with new and improved amenities and services and by enhancing the ecological and **green infrastructure**.

These design strategies range in scale and size starting with infill housing or hidden density. This typology is effective in incorporating small dwelling units into primary

TRANSITION AREAS

A fundamental component of the Community Development Framework is the recognition of areas where land use and design character transition from one type to another.

Transition Areas are seen as desirable and encouraged throughout the framework. They are mostly located along or near major roads in Community Corridors, including transit servicing and mixed-use commercial services, or along Neighbourhood Centres.

homes as **secondary suites** or as separate cottages, lane, or coach homes within a residential lot where the primary home can be retained.

TRANSITION AREAS

Development and improvement in **Transition Areas** must also respond to the unique economic, environmental, and social context of the individual locations and fit within the Community Vision, and therefore is more likely to be implemented with site-specific development proposal or local area planning rather than the zoning bylaw. The OCP Transition Areas are identified on Schedule B Community Development Framework.

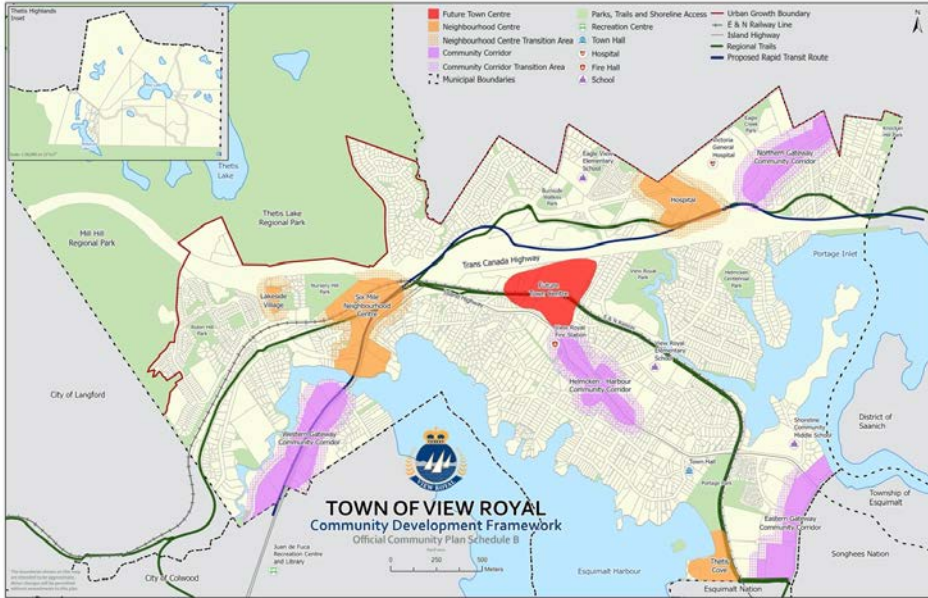
- Lakeside Village
- Eastern Gateway Community Corridor (Admirals)
- Western Gateway Corridor
- 6 Mile Neighbourhood Centre
- Town Centre (Fort Victoria)
- Harbour-Helmcken Community Corridor
- Hospital
- Northern Gateway Corridor
- Thetis Cove

The Community Vision describes View Royal as:

A community of neighbourhoods, with identifiable neighbourhood centres connected by greenspace, trails, and multimodal streets.

The Community Vision also contemplates the development of a community-serving Town Centre and revitalized Community Corridors. Both Neighbourhood Centres and Community Corridors have surrounding Transition areas. Neighbourhood Centres and Community Corridors are the strength of the Community Development Framework. They enable View Royal to continue to grow and flourish despite existing land constraints and lack of greenfield developable lands. They offer an opportunity to promote better urban design and encourages infill developments. Neighbourhood Centres and Community Corridors are listed and described in the following OCP sections and are presented in Schedule B - Community Development Framework.

SCHEDULE B COMMUNITY DEVELOPMENT FRAMEWORK



COMMUNITY DEVELOPMENT FRAMEWORK – NEIGHBOURHOOD CENTRES

Neighbourhood Centres are local-serving mixed-use centres – activity hubs that fit well within the scale and character of their surroundings. These centres support the established residential areas by providing services, shops, and employment opportunities closer to where people live. These centres also allow for more diverse and higher-density housing forms. While the scale and character of the Neighbourhood Centres will be context-driven, each is intended to be a walkable, people-friendly place where neighbours and visitors have opportunities to come together and interact.



Figure 6 An example of a Neighbourhood Centre example with commercial uses on ground floor and residential above.
Source: Matthew Thomson Design

Mixed-use development typologies can accommodate a variety of retail and commercial units located on the ground level and lower floors and positioned with clear visual and physical access from the public realm. Retail units integrated into mixed-use developments provide conveniently located amenities and services that are easily accessed by foot within a neighbourhood and contribute to the important social connections made among community members and visitors to the area. Improvements to the streetscape with small seating terraces attached to a local café, deli, or restaurant and well-placed furnishings under new street trees also help activate the public realm and further build the community's social capacity and livability.

Residential units typically occupy the floors above street level and have a building design setback to diminish the perceived height from adjacent dwellings by stepping the upper floors back. However, residential units can also be located on the street level as townhomes with ground-level access and small gardens or terraces adjacent to and engaging with the public realm. These also help create a 'neighbourly' condition and contribute to the social aspect of a neighbourhood and a sense of safety with 'eyes onto the street.'



Figure 7 An example of higher density residential, with ground level access homes at street frontage. Parking is shown accessible from laneway. Source: Matthew Thomson Design

These urban design strategies are combined with the associated improvements to transportation and social amenities to create more walkable and bikeable neighbourhoods. Along with opportunities to improve the transit infrastructure, made viable by increased density and ridership, there are several recognized benefits supporting the community's overall health and wellness.

Environmental benefits can also be realized as integrated **stormwater** strategies are incorporated, improving water quality within nearby fish bearing watercourses, and additional soil volumes within boulevards that help increase biodiversity and enhance tree canopies. These provide healthy habitats for wildlife as well as enhancing the urban environment for communities, with improved air quality and by helping to reduce seasonal heat island effect.

The OCP identifies four mixed-use Neighbourhood Centres:

- Lakeside Village
- Six Mile
- Hospital
- Thetis Cove

LAKESIDE VILLAGE

The Lakeside Village Neighbourhood Centre is located on the east side of Six Mile Road between Nursery Hill Drive and the Trans-Canada Highway. Uses at Lakeside Village include apartment dwellings and ground-level commercial. The Neighbourhood Centre incorporates a small, walkable activity hub. It provides amenities for the newer residential developments across Six Mile Road and Chilco Road and visitors to Thetis Lake Regional Park.



Two types of Neighbourhood Centres are supported in the OCP, **local-serving** Neighbourhood Centres and a community-serving **Town Centre**. Neighbourhood Centres include areas where there is existing development or active development interest and areas where the Town will encourage more interest and planning.

SIX MILE

The Six Mile Neighbourhood Centre is planned for the Six Mile Neighbourhood in the area between the Trans-Canada Highway and the Island Highway, where the E&N Rail corridor and Galloping Goose Regional Trail cross. One of three regional rapid transit exchanges is planned for this area. A transit-oriented Neighbourhood Centre is envisioned to maximize the benefit of the rapid transit infrastructure to the Six Mile Neighbourhood and the entire View Royal community. This means creating an appealing place for people to come together, live and work rather than simply providing a park-and-ride facility. Uses may include commercial and attached housing designed to support transit and trail use. The Neighbourhood Centre will be oriented to the Island Highway, E&N, and the Galloping Goose.

HOSPITAL

The Hospital Neighbourhood Centre is planned for the lands surrounding the Victoria General Hospital. The lands to the east have developed as Eagle Creek, and lands to the south-east and west are likely to redevelop in the future. New development in this area aims to create and support synergies between the hospital, a planned rapid transit stop, Galloping Goose trail, and existing and future housing. Uses may include attached housing and hospital-related commercial such as offices, accommodations, and restaurants. Improving connections to trails and transit will take precedent over providing facilities for cars. As is the case with the Six Mile Centre, this area is planned to be a vibrant and appealing activity hub rather than a park-and-ride.

THETIS COVE

The province has acquired this site to support its efforts toward Reconciliation with First Nations. While the long-term tenure arrangements have not been settled, the Town acknowledges the site will eventually be under the administration of the Esquimalt Nation. The Town supports Esquimalt Nation in determining the future of this land and encourages development that takes advantage of waterfront views, shoreline access and adjacencies to Portage Park and the E&N Rail Trail. New attached housing and supporting commercial uses will complement and support the Admirals Walk Neighbourhood Centre. The Town has a strong interest in supporting development that will create a new publicly accessible park and waterfront areas for walking, sitting, and gathering.

TOWN CENTRE

There is a desire to plan for a central community gathering place to be the civic and cultural heart of View Royal, however, it is understood that it may take several decades to realize this goal.

The Fort Victoria RV Park site is identified in the OCP as the preferred location for the View Royal Town Centre. The community selected this site for its large land area; central location; and excellent proximity to transportation infrastructure, including the planned regional rapid transit corridor, two regional highways, two regional trails, and the E&N Rail corridor. In articulating a vision for this site, the community has consistently described compact, high-density, **transit-**

oriented development with a diverse mix of residential, commercial, civic, and cultural uses. The community has also expressed the need for the Town Centre to include a great public gathering space, a transit station or exchange, connections to the neighbourhoods in north and south View Royal, and a strong link with View Royal Park.

The OCP goals and policies support the development of the Fort Victoria RV Park as the View Royal Town Centre, if and when, the land becomes available for this use. It is understood that current conditions do not allow for immediate planning but that Town planning decisions will recognize the Community Vision and not preclude the eventual development of the Town Centre.

The Neighbourhood Centres will remain the underpinning of the Community Development Framework and will be pursued as an OCP priority.



Figure 8 Artist rendering of how the View Royal Town Centre could appear. Source: Chow Low Hammond Architects

COMMUNITY DEVELOPMENT FRAMEWORK - COMMUNITY CORRIDORS

The planning context in View Royal is defined by existing roads and **rights-of-ways**. These transportation routes represent both significant planning challenges and opportunities. While the role of major transportation corridors is addressed in Section 2: Transportation and **Mobility** chapter, Community Corridors – major transportation corridors that are change areas or major activity hubs – are described in this section because of the need to plan for land use and transportation in tandem.

Community Corridors have similar roles in the Community Development Framework as Neighbourhood Centres. The major differences are the linear structure of these areas and their inherent relationships to the major arterial roads that they border. Community Corridors function both as centres and destinations and connectors within and between neighbourhoods and Neighbourhood Centres. Moving between the economic and transportation hubs of Community Corridors and Neighbourhood Centres should be thought of as transition areas that allow for greater access to services and employment opportunities.

The OCP identifies four mixed-use Community Corridors:

- Western Gateway Community Corridor
- Northern Gateway Community Corridor
- Helmcken-Harbour Corridor
- Eastern Gateway Community Corridor

The Western Gateway, Northern Gateway and Eastern Gateway Community Corridors are particularly unique in that they serve as major entries into the Town. These corridors also have the potential to draw both local and regional visitors and will need to be planned to accommodate regional access.



Figure 9 'Maker Spaces' or 'Commercial Studios' showing how Commercial Corridors can be integrated within or close to established neighbourhoods by providing retail opportunities. Source: Matthew Thomson Design

The anticipated growth along the Commercial Corridors also requires a degree of urban design and effective planning to ensure the successful integration of commercial services and amenities within, or close to, established neighbourhoods. Fostering a diverse range of co-located retail and light industrial services not only creates a more resilient economic hub, it also provides the required services and amenities within the growing community as well as diverse employment opportunities with View Royal.

Like the Neighborhood Centres, these mixed-use and light industrial developments may evolve from larger auto service oriented light industrial, to neighbourhood retail positioned adjacent to

the street frontages and closer to future transit stops. These future commercial hubs are more walkable with attractive defined street edges, with the opportunity to include space for designated bike network and integrated stormwater management systems.

Like townhomes in the neighborhood nodes, low level, mixed-use models could also be effective as transitional uses between commercial activities and existing residential neighbourhoods. Figure 9 illustrates ground level 'maker spaces or commercial studios' with an associated residential above. These provide a degree of affordability for small upstart businesses as well as a sense of community and level of interest with the diversity of enterprise.

WESTERN GATEWAY COMMUNITY CORRIDOR

The Western Gateway Community Corridor includes all the land fronting the Island Highway in the Wilfert Neighbourhood and stretches from the City of Colwood boundary to Parsons Bridge. This is the western gateway to View Royal and a well-traveled section of the Island Highway. The vision for the Western Gateway Community Corridor includes intensive commercial of a scale appropriate to a major arterial roadway and designed to create an attractive activity hub. Commercial uses may include high tech, research and development, light manufacturing, and offices. Buildings should be planned to relate to and enhance the street-level environment and connect with surrounding residential areas, trails, bike routes and transit.

NORTHERN GATEWAY COMMUNITY CORRIDOR

The Northern Gateway Community Corridor includes the lots fronting Helmcken Road between Burnside Road and the Trans-Canada Highway and a few lots on Watkiss Way on the east side of the Helmcken intersection. The corridor has experienced incremental infill development in the form of higher density housing, and it is anticipated that further redevelopment will continue. A continuation of residential infill will bring more diverse housing closer to the hospital and revitalize underutilized lands. Ancillary commercial and hospital-related uses will also be encouraged as part of mixed-use projects closer to the Trans-Canada Highway and the larger parcels near Watkiss Way.

HELMCKEN-HARBOUR COMMUNITY CORRIDOR

The Helmcken-Harbour Community Corridor is located along the Island Highway between the Helmcken and Harbour neighbourhoods. This section of the Island Highway has historically supported small-format commercial uses combined with a mix of housing. New housing and limited mixed-use development will be encouraged to concentrate around the intersection of Island Highway and Helmcken Road and will be restricted to lots fronting the Island Highway. The area around the intersection is envisioned to be a small, walkable activity hub with supporting residential land uses extending east and west. The character and scale of the Helmcken-Harbour Community Corridor will need to respond to shallow lot sizes, limited parking, and the valued character of adjacent residential areas. This plan envisages the remainder of the properties

outside the Helmcken/Island Highway intersection as a mix of residential types, including townhouses and low-rise apartments.

EASTERN GATEWAY COMMUNITY CORRIDOR

The Eastern Gateway Community Corridor Neighbourhood Centre encompasses the existing Admirals Walk, Nelson Square and Canadian Tire shopping centres. The area is already a busy activity hub in the community and is envisioned to continue as such into the future.

Although the land use pattern is planned to remain the same, there are opportunities to improve this area. These include enhancing its presence as a gateway through public space and streetscape upgrades that improve the area's aesthetic and street-level comfort; stronger and safer pedestrian and cycling connections; and new connections to Thetis Cove. Over time, there may be additional opportunities to redevelop surface parking (below grade to be more land efficient), intensify commercial uses, and add residential uses.

Note: Community Corridors and gateways are further discussed and have associated policies in Section 4 Economic Development

RAILS AND TRAILS

View Royal is fortunate to be connected to the region by multi-use trails and the E&N Rail corridor. These great community amenities provide unique recreation and transportation options for View Royal residents and visitors. The transportation issues and opportunities of these amenities are further discussed in Section 2: Transportation and Mobility.



Figure 10 Example of future development possibility on Island Highway near Casino. Source: Matthew Thomson Design.

LAND USE DESIGNATIONS

View Royal's land use designations are described in this section. The designations identify the broad uses allowed in Town and describe each type's general form and character. Maximum density is expressed as **Floor Space Ratio** or FSR. The corresponding Land Use Designations Map (Schedule A) graphically represents the planned land use pattern and distribution.

RELATIONSHIP TO THE ZONING BYLAW

The OCP establishes an overall vision, framework and distribution pattern for land use and urban design decisions in View Royal. However, the Zoning Bylaw regulates land uses and establishes permitted densities and lot sizes. These two documents work together to guide and regulate long-term change and to implement the community vision.

The previous Land Use Bylaw was repealed and replaced with the 2014 Zoning Bylaw. It is not intended that all regulations of each property and each zone be reviewed against each land use designation in this OCP. Notwithstanding any other provisions of this Plan, any policies concerning zone categories, including permitted uses and densities in this Plan, are, where necessary to achieve consistency, expanded to include the existing regulations under the previous Land Use Bylaw, and all its amendments up to and including its repeal and replacement by the zoning bylaw, including as carried forward.

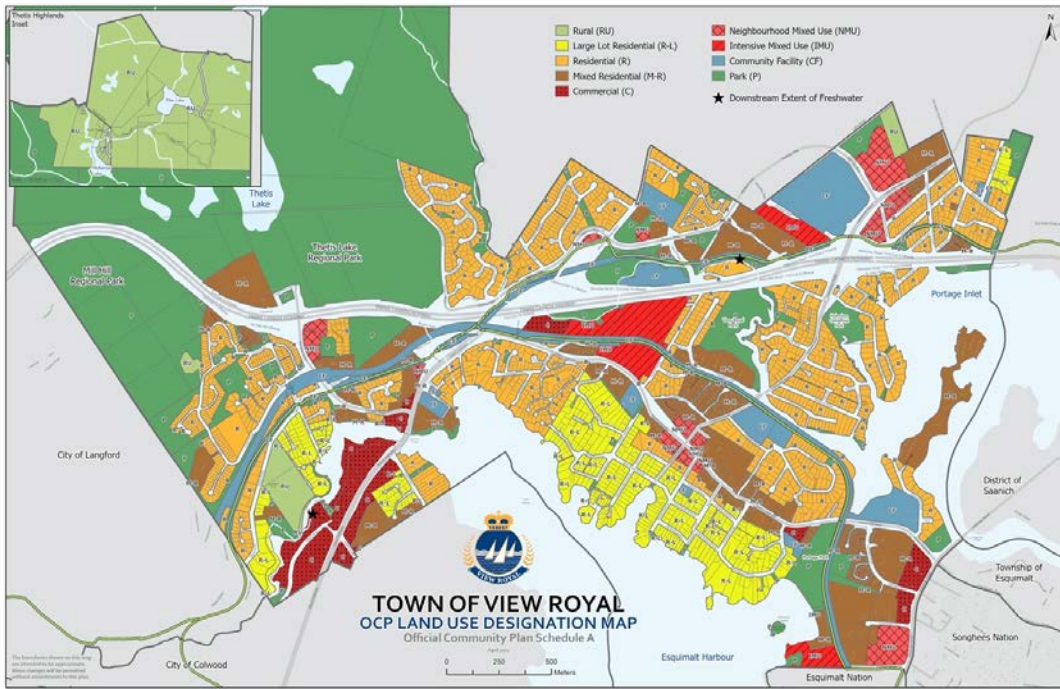
For certainty, this provision is limited to the situation where the existing zoning of a property permits a use, density, or other development regulation different than otherwise identified in this Plan for that property; by virtue of this provision, this Plan incorporates and permits those zoning regulations for that property such that there is no inconsistency with this Plan. However, all subsequent amendments to the zoning bylaw must be consistent with this Plan without recourse to the regulations of the Zoning bylaw and this provision.

FLOOR SPACE RATIO (FSR)

FSR expresses the ratio of built (or buildable) area to land area. The definition of the buildable area varies between jurisdictions but usually includes the development footprint area plus the floor area of upper building levels. The land area is the development site or parcel(s).

FSR indicates the intensity of development and – different from the other density measurements – gives some indication of massing options. This provides both parameters and flexibility for designers and developers. FSR also considers all types of land uses, including residential and commercial – making this measurement method a preferred option in communities seeking to encourage mixed-use and transit-oriented environments.

SCHEDULE A: OFFICIAL COMMUNITY PLAN LAND USE DESIGNATIONS



DENSITY BONUSING AND PHASED DEVELOPMENT AGREEMENTS

In almost all cases, a rezoning application will be required before the FSR envisioned by the OCP can be achieved on a given site). The FSR appropriate for any site will depend on a few factors, including the location in the community, relationship to the neighbourhood, site topography and environmental features. This Plan assumes that in most circumstances, the maximum FSR will only be achieved through community amenity density bonusing or as part of Phased Development Agreements. Provision of community and neighbourhood amenities – such as affordable housing, **parkland development**, public art, community facilities, heritage conservation, and transportation demand management measures –

will allow developments to achieve a higher density and result in additional community benefits.

View Royal has developed a **Community Amenity Contribution policy**, or CAC policy, which is included in Section 3: Housing. This policy enables the continued provision of neighbourhood amenities.

HOW IS FSR CALCULATED?

Amount of built/buildable area = FSR

Land area

EXAMPLE

900 m² buildable area = 1.0 FSR

900 m² site

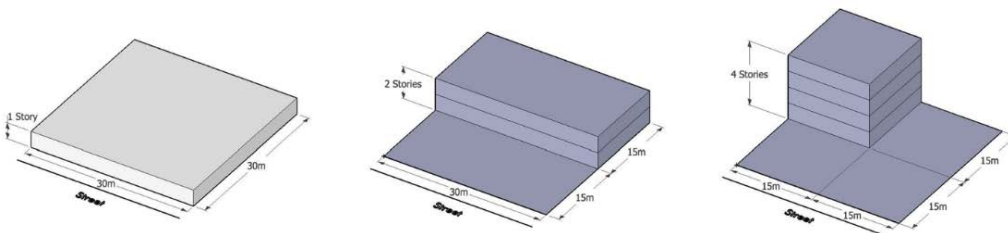
















Figure 11 FSR shown over 1, 2, and 4 storeys.

LAND USE DESIGNATIONS

Note: Allowable density is expressed as a Floor Space Ratio (FSR) for mixed-use and commercial land uses. Density for all land uses will be specified in the Zoning Bylaw. Additional density may be determined for development applications with increased community amenities such as affordable housing, public art, childcare facilities, and park dedication.

LAND USE, FORM & CHARACTER	EXAMPLES		
<p>Large-Lot Residential</p> <ul style="list-style-type: none"> • Detached Homes • Large Lots and Yards • Up to 40% lot coverage 			
<p>Residential</p> <ul style="list-style-type: none"> • Predominantly Detached Houses and Townhouses • Up to FSR 1.25 permitted for appropriate infill 			
<p>Mixed Residential</p> <ul style="list-style-type: none"> • Small Lot Detached Houses, Townhouses and Low-Rise Apartments • Up to 1.4 FSR • Up to 1.6 FSR for Apartment Dwellings 			
<p>Neighbourhood Mixed-Use</p> <ul style="list-style-type: none"> • Commercial with Townhouses and Low-Rise Apartments • Up to 2.0 FSR 			

<p>Neighbourhood Centre</p> <ul style="list-style-type: none"> Commercial with Apartments Up to 3.0 FSR 		
<p>Intensive Mixed-Use</p> <ul style="list-style-type: none"> Commercial with Townhouses and Low-Rise Apartments Up to 2.5 FSR 		 <p>Commented [KL2]: Replace with higher res</p>
<p>Commercial</p> <ul style="list-style-type: none"> Retail, Office, Technology and Service Commercial Up to 2.5 FSR 		
<p>Park, Open Space, Recreation</p> <ul style="list-style-type: none"> Local and Regional Parks and Trails Protected Natural Areas and Open Space 		
<p>Community Facility</p> <ul style="list-style-type: none"> Government Buildings & Publicly Owned Facilities, including Schools Community Centres 		

Rural

- Agricultural, Recreation and Large Lot Residential
1 unit per 10 hectares



Comprehensive Development Areas (CDAs)

- Areas with unique Comprehensive Development Designations



COMMUNITY-WIDE OBJECTIVES AND POLICIES

The following section sets forward the Town's community-wide Land Use and Urban Design objectives and policies for the Town to pursue to implement these portions of the OCP.

OBJECTIVE LU1

Create a more complete and sustainable community by directing most new growth into compact neighbourhood nodes, corridors and mixed-use centres connected by excellent, multimodal transportation infrastructure.

POLICIES

LU 1.1 Neighbourhood Centres

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

LU 1.2 Connected Centres

Ensure each neighbourhood centre is served and connected to the surrounding area by a range of transportation choices, including transit and bike and pedestrian pathways. Similarly, ensure that residential densities at neighbourhood centres support the viability of transit, bike, and pedestrian travel modes.

LU 1.3 North-South Connections

Provide stronger pedestrian and cycling connections across the Trans-Canada Highway to improve access and create a unified sense of identity between View Royal's north and south neighbourhoods.

LU 1.4 Diversity of Forms and Uses

Support a variety of residential housing forms and commercial services within 400m, 10-minute walking distances to encourage socio-economic diversity and provide for the diverse needs of youth, families, and an aging population.

LU 1.5 Land Use Designations

The OCP establishes the following land use designations, as mapped on Schedule A and visually depicted on the accompanying photos:

- **Commercial** – a range of commercial uses including retail, office, technology, and services up to a maximum Floor Space Ratio of 2.5.

- **Intensive Mixed-Use** – Commercial uses with townhouses and low-rise apartments up to a maximum Floor Space Ratio of 2.5
- **Neighbourhood Mixed-Use** – Commercial uses with townhouses and low-rise apartments up to a maximum Floor Space Ratio of 2.0.
- **Mixed Residential** – detached homes on small lots, townhouses, and low-rise apartments. Up to a maximum Floor Space Ratio of 1.4 for townhouses; up to a maximum Floor Space Ratio of 1.6 for apartments.
- **Residential** – predominantly detached homes and townhouses, up to a maximum Floor Space Ratio of 1.25.
- **Large Lot Residential** – detached homes on large lots, up to 40% lot coverage.
- **Rural** – agricultural, recreation and large lot residential up to a density of one unit per 10 hectares.
- **Parks, Open Space, Recreation** – local and regional parks and trails; public assembly uses, indoor recreation, protected natural areas and open space.
- **Community Facility** – government buildings and publicly owned facilities, including schools.

LU 1.6 Community Amenities

Foster the provision of community and neighbourhood amenities associated with new development through the development of amenity density bonus provision in the zoning bylaw or through negotiated Phase Development Agreements.

LU 1.7 Density

Density (lot size) at the site level will be determined through the Zoning Bylaw.

LU 1.8 Temporary Use Permits

Temporary Use Permits will be considered on a case-by-case basis throughout the Town.

OBJECTIVE LU2

Preserve the valued ambiance, scale, and character of established residential neighbourhoods while enhancing connections between neighbourhoods and to mixed-use centres.

POLICIES

LU 2.1 Residential Character

Protect the character of established residential areas located outside the mixed-use centres by maintaining development standards through Form and Character Development Permit Areas (See Part 3).

LU 2.2 Connected Neighbourhoods

Strengthen connections between existing residential neighbourhoods and the mixed-use centres through urban design, public space improvements, pedestrian, bike, and transit supportive facilities.

LU 2.3 Targeted Residential Infill

Encourage residential infill as a means of providing greater housing options and addressing the demand for ground-oriented family housing.

Infill should be designed to integrate into the existing neighbourhood and should adhere to Infill Guidelines to be developed by the Town following the adoption of this plan.

LU 2.4 Garden Suites and Detached Secondary Suites

Consider allowing garden suites and detached secondary suites on residential properties that are greater than 350m² in size.

LU 2.5 Water and Shoreline

Recognize View Royal's watercourses and marine waterfronts as character-defining elements of the community. Work to increase public access to the water at road ends and parks, and to protect waterfront habitat and ecosystems. Encourage landowners to naturalize and restore the ecological function of disturbed shorelines.

OBJECTIVE LU3

Support the development of a new community-serving Town Centre as the economic, cultural, and civic heart of View Royal.

POLICIES

LU 3.1 Town Centre Site

Recognize the Fort Victoria RV Park site as the community's preferred location for a new Town Centre.

LU 3.2 Town Centre Vision

Explore options for realizing the Town Centre vision if-and-when the preferred site becomes available for this use. Any options considered for the site should be consistent with the Community Vision and include the following elements:

- Compact, medium to high density, transit-oriented development that capitalizes on its proximity to regional transportation infrastructure, including the E&N Trail, Galloping Goose Trail, Trans-Canada Highway, and bus rapid transit route.
- A central public gathering place.
- A mix of residential, commercial, and civic/public uses, including a range of attached housing forms and shops and services.
- Strong connections to View Royal Park and the north and south neighbourhoods.
- A potential transit station.

LU 3.3 Town Centre Master Plan and Community Consultation

Ensure a Town Centre master plan is developed in consultation with the community in advance of any rezoning of the preferred site. The master plan should specify the use, density, form and character of development, and address infrastructure, servicing, and phasing issues.

OBJECTIVE LU4

Support high-quality development and design that creates safe, dynamic, and sustainable places for people to meet their daily needs and enjoy life, providing a strong sense of place and identity for View Royal.

POLICIES

LU 4.1 Form and Character Development Permit Areas

Establish Form and Character **Development Permit Areas** for areas designated as Residential, Mixed Residential, Neighbourhood Mixed-use, Intensive Mixed-use, and Commercial (See Part 3).

LU 4.2 Support Walking, Cycling, and Transit

Encourage higher density and mixed-use development at neighbourhood centres and along major transit corridors to promote walkability, cycling and transit use. Support higher residential density, commercial intensity and reduced parking requirements in areas well served by transit.

LU 4.3 Complete Streets

Promote “**complete streets**” that provide safe and attractive pedestrian and cycling amenities and are well connected to adjacent areas. Examples of pedestrian and cycling amenities include street trees and landscaping; wide sidewalks with comfortable building enclosure; street furnishings and pedestrian scale lighting; fenestration with transparent glazing; bike racks; and weather protection.

LU 4.4 Connected Community

Invest in complete streets with highest priority community connections to public facilities, including regional trails, the E&N trail and Galloping Goose, schools, community halls, municipal buildings, and the hospital.

LU 4.5 High-quality Development

Promote high-quality design, planning, construction and maintenance of public and private development and infrastructure projects.

LU 4.6 Street-oriented Buildings

Encourage street-oriented buildings where practical in terms of physical terrain and street configuration.

LU 4.7 Place-based Community Development

Apply a place-based approach to community development that responds to the unique social, cultural, and environmental characteristics of each area of the Town. This applies particularly to development in the mixed-use areas. Land use and urban design decisions in these areas should build on the existing characteristics of the neighbourhoods and address the needs of current and future area residents.

LU 4.8 Public Gathering Places and Outdoor Markets

Support public and outdoor markets in the Eastern Gateway Community Corridor, the Northern Gateway Community Corridor and the future Town Centre site through streamlined permitting and reduced parking requirements.

LU 4.9 Community-wide Standards

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

LU 4.10 Universal Design

Apply **universal design** principles and guidelines to public space design and improvements.

LU 4.11 Reuse of Historic Buildings, Structures and Sites

Support reuses and **retrofitting** of historically significant buildings, structures, and sites.

LU 4.12 Nuisance

Require light and noise mitigation to be incorporated into the design of new buildings to prevent conflicts, discomfort, and nuisance, especially along major transportation routes.

LU 4.13 Crime Prevention Through Environmental Design

Integrate **Crime Prevention Through Environmental Design** (CPTED) principles and best practices into all design guidelines.

LU 4.14 Sustainable Structures and Buildings

Encourage the design and construction of sustainable and environmentally responsible structures and buildings that reduce demand for services, create less waste, make efficient use of resources, and create healthier living environments.



OBJECTIVE LU5

Protect and enhance natural features and resources and parks.

POLICIES

LU5.1 Conservation Designations

Maintain all protected natural areas through existing conservation and park designations and the establishment and enforcement of **Environmentally Sensitive Areas** Development Permit Areas (See Part 3).

LU5.2 Sustainable Development Patterns

Direct new growth away from environmentally sensitive areas and promote sustainable development patterns and building forms that result in more efficient use of limited land.

LU5.3 Green Infrastructure

Promote “green” infrastructure and building systems to create a more sustainable built environment and reduce adverse impacts on natural systems and resources. Plan for adaptability by ensuring new buildings and infrastructure can be easily retrofitted over time.

LU5.4 Urban Containment Boundary

Maintain the Urban Containment Boundary (UCB) and continue to direct urban development and improvements to occur within the boundary.

LU5.5 Subdivision of Waterfront Property

Closely regulate the subdivision of waterfront lots to protect the integrity of the shoreline, aquatic environments, and ecologically sensitive areas.

NEIGHBOURHOOD OBJECTIVES AND POLICIES

The following are the neighbourhood-specific land use and urban design objectives and policies.

ATKINS NEIGHBOURHOOD

OBJECTIVE LU6

Support the Atkins Neighbourhood in becoming a complete and inclusive neighbourhood with a wide range of complementary uses and amenities, and dynamic mixed-use centres.

POLICIES

LU6.1 Mill Hill Residential Area

Continue to support the completion of developments planned for the Mill Hill Residential Area. New development proposals should be consistent with the land use designations for the area and connect with the 6 Mile neighbourhood node.

HARBOUR NEIGHBOURHOOD

OBJECTIVE LU7

Preserve the residential scale and character of the Harbour Neighbourhood while accommodating new housing options, shops, and amenities closer to where people live.

POLICIES

LU7.1 Harbour-Helmcken Community Corridor

Support the development of the Harbour-Helmcken Community Corridor along the portion of the Island Highway located between Burnett Road and Beaumont Avenue.

The Community Corridor area includes lots fronting the Island Highway and some adjoining lots on the north and south side of the Island Highway. Limited mixed-use intensification and public space improvement should be concentrated at the Helmcken Intersection, with residential uses occupying the other portions of the corridor.

Development in the Harbour-Helmcken Community Corridor should be carefully reviewed to consider the following:

- Mixed-use intensities appropriate for the corridor's lot sizes and adjacent residential areas. Commercial uses should be neighbourhood-serving and limited to properties located near the Helmcken Intersection.
- Circulation, access, and parking.
- Right-of-way conditions and pedestrian safety, including connections across the Island Highway and Helmcken Road.
- Placemaking and the quality of the built environment.
- Strong and safe connections to surrounding residential areas, the waterfront, Helmcken Road, View Royal Elementary School, and the planned Town Centre.
- Opportunities to consolidate and rezone lots fronting the Island Highway to higher residential densities.
- The Harbour-Helmcken Community Corridor should be planned to complement and not compete with the future Town Centre. Planning decisions in the Harbour and Helmcken neighbourhoods should recognize the community's aspiration for the development of the Town Centre and ensure that land use planning in other areas does not inhibit the eventual development of the Fort Victoria site. Development outside the Community Corridor shall be discouraged.

HELMCKEN NEIGHBOURHOOD

OBJECTIVE LU8

Support the revitalization of the Helmcken Neighbourhood through the creation of vibrant mixed-use areas and improved community connections and amenities, while preserving the scale and character of existing residential areas.

POLICIES

LU8.1 Integrated Planning Approach

Encourage an integrated approach to planning in the Helmcken Neighbourhood that recognizes and relates the significant opportunities planned for the neighbourhood, including:

- Harbour-Helmcken Community Corridor mixed-use area.

- View Royal Town Centre.
- View Royal Park improvements.
- E&N Rail Trail and the possibility of commuter rail on this corridor.
- Stronger pedestrian and cycling connections across the Trans-Canada Highway.
- New initiatives in the Helmcken Neighbourhood should be planned to connect and interrelate with the neighbourhood's residential areas, View Royal School, Centennial Park, and other adjacent neighbourhoods.

LU8.2 View Royal Park

Recognize View Royal Park as an important community-gathering place, and support ongoing implementation of the View Royal Park Master Plan and connections to this public amenity.

LU8.3 Portage Inlet

Continue to pursue improved public access to Portage Inlet.

HOSPITAL NEIGHBOURHOOD

OBJECTIVE LU9

Support the revitalization of the Hospital Neighbourhood through the development of vibrant mixed-use areas, and improved community connections and amenities.

POLICIES

LU9.1 Northern Gateway Community Corridor

Support developing the Northern Gateway Community Corridor mixed-use area along Helmcken Road south of Burnside Road.

The Community Corridor will be predominantly mixed residential with ancillary commercial permitted near, and south of, Watkiss Way. New development will be focused on lots fronting Helmcken Road. Infill development on adjacent lots in the transition area will be considered on a case-by-case basis.

Development in the Northern Gateway Community Corridor should be carefully reviewed to consider the following:

- Uses and densities that benefit from the Corridor's proximity to the Victoria General Hospital and the planned regional rapid transit stop. Attached housing, including townhomes and apartments, should be encouraged throughout the Corridor. Ground level commercial uses should be

encouraged on the large parcel at the northwest corner of Helmcken Road and Watkiss Way and the southeast corner of Helmcken Road and Chancellor Avenue. Acceptable commercial uses include medical offices and related facilities, small format retail, restaurants, food stores, and accommodations. Unacceptable uses include big box retail and wholesale outlets.

- Access and circulation.
- Quality of the built environment.
- **Wayfinding** and placemaking elements that reinforce the Hospital Neighbourhood as the northern gateway to View Royal and create a strong sense of place in the area surrounding the hospital and leading into the southern areas of the Town.
- Connections to the planned hospital rapid transit stop, Galloping Goose Regional Trail, Trans-Canada Highway and established residential area east of Helmcken Road.

LU9.2 Hospital Neighbourhood Centre

Explore possibilities for developing a transit-oriented Hospital Neighbourhood Centre on the land immediately west of the Victoria General Hospital and abutting the planned regional rapid transit stop.

Development in the Hospital Neighbourhood Centre should be carefully reviewed to consider the following:

- Uses and development forms that benefit from and support the Victoria General Hospital.
- Potential economic development opportunities that exist in proximity to the hospital.
- Appropriate land uses and densities for supporting transit use.
- Location and design of parking facilities to minimize surface parking and promote a safe and enjoyable pedestrian environment.
- Access and circulation.
- Logistical and engineering issues related to the transit stop and right-of-way.
- Quality of the built environment.
- Connections to planned hospital rapid transit stop, Galloping Goose Regional Trail, Trans-Canada Highway and established residential area east of Helmcken Road.
- Potential noise, light, smell, and nuisance issues related to the site's proximity to VGH, the laundry facility and the Trans-Canada Highway.

THETIS NEIGHBOURHOOD

OBJECTIVE LU10

Preserve the recreational and environmental integrity of Thetis Lake Regional Park and adjoining natural areas.

POLICIES

LU10.1 Thetis Lake Regional Park

Continue to support the preservation of Thetis Lake Regional Park as an important recreational amenity and significant natural resource.

Support planning initiatives that:

Improve local and regional access and connections to the park.

Expand the park boundaries.

Enhance the recreational amenities within the park without compromising critical habitat or sensitive species.

LU10.2 Urban Containment Boundary

Support the intentions of the regional Urban Containment Boundary and View Royal's Urban Containment Boundary by promoting conservation and discouraging development in the natural and rural areas north of Thetis Lake Regional Park.

Any new development proposed for north of Thetis Lake Regional Park should be carefully reviewed to consider the following:

- How it fits within the Regional Growth Strategy and the Development Framework set out in the OCP.
- Potential impacts on the natural environment.
- Infrastructure and servicing costs and impacts.
- Uses and densities appropriate for a service and access limited area.
- Opportunities for rural uses such as agriculture.
- Conservation easements and park land dedication.
- Public access to lakes, **streams**, creeks, and lookouts.

WILFERT NEIGHBOURHOOD

OBJECTIVE LU11

Support the revitalization of the Wilfert Neighbourhood and View Royal's western gateway through land use intensification and improvements along the Island Highway.

POLICIES

LU11.1 Western Gateway Community Corridor

Support the development of the Western Gateway Community Corridor as a high intensity mixed-use area, with an emphasis on commercial uses and high-quality urban design.

Development in the Western Gateway Community Corridor should be carefully reviewed to consider the following:

- High intensity commercial and mixed uses that support an attractive street-level environment and **multimodal** transportation.
- Quality of the built environment.
- Quantity and location of parking to ensure that street frontages are people-friendly and designed for the comfort of those arriving by foot, bike, and transit, as well as by car. Specifically, buildings should be designed closer the Island Highway and include sidewalk entries. Parking should be located behind the building, away from the Island Highway, or in underground garages and parking structures.
- Housing densities and design that are compatible with high intensity commercial development.
- Adjacencies and interfaces with Millstream Creek, trails and established residential areas.
- Roadway, sidewalk, and other public space enhancements that will create a safe and enjoyable street-level environment, and a sense of place and continuity along the Community Corridor.
- Increasing parkland along Millstream Creek and providing pedestrian connections.



2 | Transportation & Mobility

OVERVIEW

Transportation is one of the major contributors to greenhouse gas emissions (GHG) in View Royal. View Royal can effectively reduce its GHG emissions and meet ambitious targets by advancing actions that will support alternative ways of getting around and electrifying transportation. This chapter sets out goals, objectives, policies and implementing actions for developing a multi-modal transportation system in View Royal to support compact and sustainable development, provide greater transportation choice, and reduce car use and greenhouse gas emissions (GHGs).

GOALS

- Confirm View Royal as an environmentally responsible community committed to taking action to reduce greenhouse gas emissions from transportation.
- Create an inclusive community that provides housing and transportation options, services and facilities for families and individuals of diverse backgrounds, cultures, ages, and economic means.
- Recognize the regional role of the community as a link in major transportation and environmental systems and cooperate with other municipalities and governments to address regional issues while also protecting local values and promoting long-term sustainability.

VIEW ROYAL TODAY

In the past, View Royal functioned as a suburb of Victoria. Today, residents often must travel long distances by car to go to work and to access goods, services, and other amenities. The Town's proximity to regional trails and transit provides excellent opportunities for connected, active, and multi-modal transportation. There is an opportunity for View Royal to provide more transportation options that better accommodate community needs and support community wellbeing. View Royal's Transportation Master Plan prioritizes pedestrian, **active transportation**, and public transit, with private vehicles as the lowest priority. Objectives, policies, and actions in this section support an intentional shift toward investing in a low carbon future.



8

Casino Area Intersection, Source: J. Davison

EXISTING TRANSPORTATION INFRASTRUCTURE

View Royal's location between the region's Urban Core and West Shore communities has resulted in the Town being well served by transportation infrastructure. The Town boasts good access to regional trails, transit routes, the E&N railway corridor, highways, and arterial and local roads.

WALKING AND CYCLING

Over the past decade, View Royal has made significant progress in developing continuous and safe pedestrian and bicycle routes within and through the community. This includes introducing **traffic calming** improvements on busy roads, improving crossings near schools, providing new sidewalks, creating trail connections, and adding bike lanes on commuter routes. Despite this progress and the Town's ongoing work to enhance the

safety and comfort of cyclists and pedestrians through prioritized improvements, many neighbourhoods in View Royal are yet to have adequate connections. The lack of a safe and inviting connection across the Trans-Canada Highway causes fragmentation that affects the entire community. The Casino Highway Improvement Project and Island Highway Improvement Project have closed some significant gaps in cycling infrastructure in the Town.

REGIONAL TRAILS

The Galloping Goose Trail and several regional bike routes connect View Royal locally and regionally. These routes are widely used by bike commuters and for recreation purposes. The Galloping Goose extends east-west through View Royal via Colwood from Sooke and connects to Victoria and the Peninsula trails that extend past Sidney. Another regional trail, the E&N Rail Trail, connects View Royal on the East and West. In addition to the E&N trail, the CRD adopted a Regional Pedestrian & Cycling Master Plan (PCMP) in 2016.

BUS AND RAPID TRANSIT

Several bus routes provide transit service in View Royal, which is expanding. The Town works with BC Transit to plan appropriate bus routes and bus stop locations. BC Transit also provides feedback on anticipated service needs and routing for proposed developments in View Royal. A goal of BC Transit is to ensure that transit stops are spaced along a transit corridor at appropriate intervals between 300m – 500m (about a 10-minute walk). The existing transit stops provide excellent coverage based on these parameters.

In response to BC Transit's long-term Transit Future Plan in 2014-15, transit services made seasonal service changes. The new program increases service to tourism destinations, improves system reliability, and reduced post-secondary and secondary school services. Changes were also made to Route 53 - Colwood / Langford via Atkins Road based on community input.

E&N CORRIDOR

The existence of the E&N railway corridor presents a unique opportunity to connect multiple communities in the CRD and Vancouver Island. The corridor runs from Victoria, through the West Shore, all the way to Courtenay, connecting southern Vancouver Island with up-island communities. View Royal is one of the many communities that advocates for preserving the E&N corridor to accommodate future transportation options that could carry passengers travelling for employment, education, shopping, and excursion purposes. Although there is currently no formal planning or funding for this project, View Royal joins communities such as Langford and Colwood in identifying commuter rail service on the E&N as a part of its long-term vision. The Town will continue to lobby other levels of government to make commuter rail a regional priority.

MAJOR ROADS

The Town is traversed by two major east-west roads – Highway 1 (Trans-Canada Highway) and the Island Highway. While residents of View Royal travel on these roads, most users live beyond the Town's boundaries. These two high-volume highways have separated View Royal's neighbourhoods from each other. In particular, the Trans-Canada Highway

separates neighbourhoods to the north of the highway from those to the south. On weekdays, “rush hour” traffic begins piling up on the Island Highway. This daily gridlock dramatically slows down local access to homes and businesses and creates significant noise, air, and visual impacts.

Other major roads in View Royal include Admirals, Helmcken Road, Six Mile Road, Watkiss Way and Burnside Road. All these roads experience high volumes of traffic at peak times. Some are busy for most of the

day. Traffic and noise generated by these roadways often detract from the ambience of adjacent neighbourhoods or inhibit comfortable social interactions on the bordering sidewalks and properties. Like the Island Highway and Trans-Canada Highway, major roads can be barriers between and within neighbourhoods. View Royal will continue to prioritize the needs of residents and local businesses over the needs of commuter traffic.

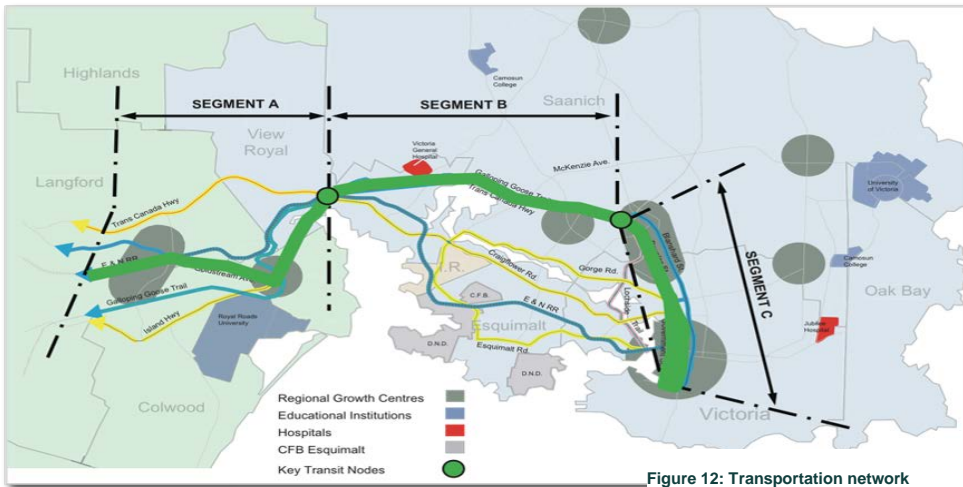


Figure 12: Transportation network

MAJOR TRANSPORTATION ROUTES

Major Roads

- Trans-Canada Highway (Highway 1)
- Watkiss Way
- Burnside Road
- Six Mile Road
- Helmcken Road
- Admirals Road

Regional Trails

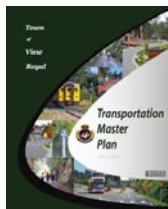
- Galloping Goose Trail
- E & N Rail Trail

Rapid Transit and Commuter Rail

- Regional Rapid Transit Alignment (Planned)
- E & N Rail Alignment (Future Opportunity)

TRANSPORTATION PLANS

TRANSPORTATION MASTER PLAN

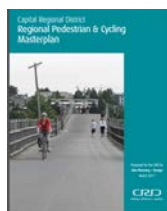


The View Royal Transportation Master Plan was adopted in 2016 to guide transportation decisions and investments in the Town. The Master Plan includes an analysis of existing conditions, recommendations for improvements and implementation strategies. Overall, the Master Plan establishes a strong direction to prioritize walking, biking, and transit; reduce automobile dependency; and improve safety and comfort on local roadways.

Recommendations in the Master Plan include:

- Improving bike and pedestrian infrastructure.
- Working with BC Transit to improve transit service through View Royal.
- Encouraging the development of zoning bylaws that promote mixed-use, transit-oriented development. Exploring possible diversion routes to support calm and efficient traffic through View Royal.

CRD TRANSPORTATION PLANS



The TravelChoices Strategy was adopted by the CRD as the region's long-range transportation planning framework. The Strategy aims to promote a balanced, sustainable, and affordable transportation system and achieve the goals and targets identified by the Regional Growth Strategy (RGS).

The Strategy's broad vision is to "significantly increase the proportion of people walking, cycling, using transit, ride-sharing or using other alternatives to driving alone." More specific elements of the strategy seek to:

- Integrate land use and transportation policies.
- Enhance alternatives to driving alone.
- Manage transportation systems.
- Manage transportation investments.

In 2016, the CRD developed a Regional Pedestrian and Cycling Master Plan. The Plan builds on the RGS and sets out specific priorities for improvements to the regional pedestrian and cycling networks. View Royal will continue to partner in regional transportation investments.

PLANNING FOR CHANGE

Transportation planning is entering a new era. The wide-reaching and long-term impacts of transportation decisions are better understood, and communities actively seek new solutions to their transport and mobility needs. Instead of being limited by a primary goal of moving people and goods as efficiently as possible, planners, engineers and communities are now working within the context of climate change and reducing GHG emissions. View Royal is supportive of non-motorized and electric options, other transportation modes, investment in safer walkways/ streets, and promotion of healthy lifestyles.

Sustainable transportation planning is closely tied to land use. Sustainable settlement patterns are designed for proximity to where people live, work and play, which reduces the need for private automobiles to get around. In turn, land use decisions today should ensure that new development is directed to areas well-served by transportation infrastructure and that population densities provide the ridership numbers required to make transit service financially viable. This is especially important in areas surrounding transit stops.

Concentrating new growth in the neighbourhood centres and community corridors will reduce the need to travel long distances and provide population densities necessary for further investments in frequent transit service. Targeted infill development will support transportation improvements in established neighbourhoods. The Transportation Master Plan supports planning land use in harmony with transportation and sets out strategies for improving transit, cycling, and walking networks. View Royal's Active Transportation Network Plan and Community Climate Action Strategy will guide a viable, multimodal transportation system that will meet the evolving needs of residents, businesses, and visitors.

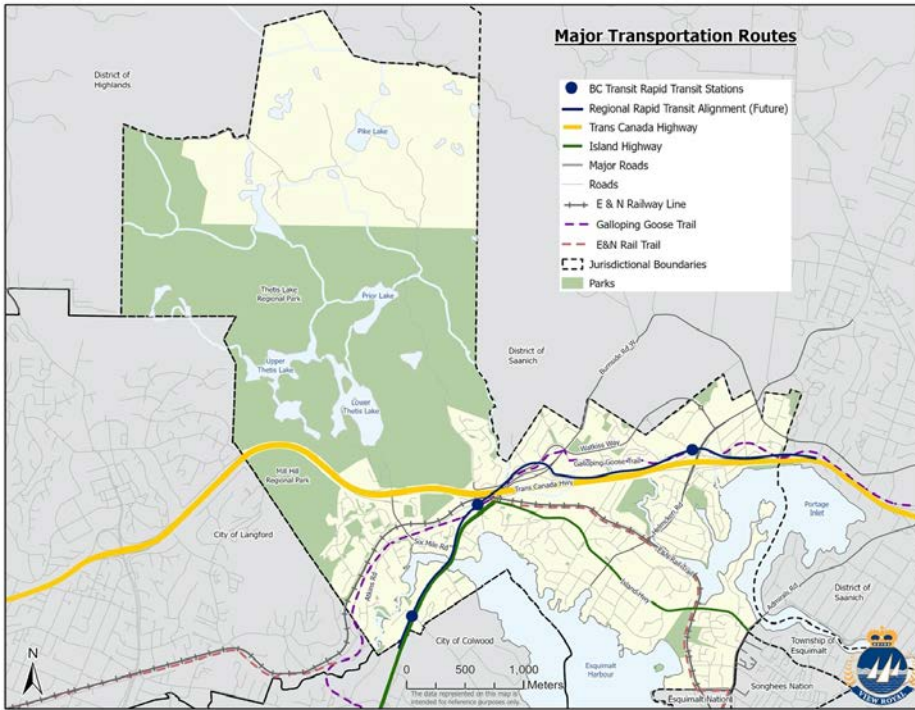


Bike path, Source: James Davison

MAP: CYCLING LANES AND SIDEWALK NETWORK



MAP 5: MAJOR TRANSPORTATION ROUTES



OBJECTIVES AND POLICIES

The following are objectives and policies for directing transportation decisions in View Royal. The content in this section should be reviewed alongside the recommendations and implementation strategies contained in the Transportation Master Plan and Active Transportation Network Plan. These policies are also closely linked to policies contained in other OCP sections, including Chapter 1: Land Use & Urban Design, Chapter 3: Housing and Chapter 4: Economic Development.

OBJECTIVE TR1

Recognize walking, cycling and transit as priority modes of transportation in View Royal. Support the expansion of these transportation networks as a means of reducing dependency on car travel and associated greenhouse gas emissions and promoting a healthy, walkable community.

POLICIES

TR1.1 Multimodal Transportation System

Support and encourage the development of View Royal's pedestrian, cycling, and public transit networks as part of an interconnected multimodal transportation system.

Roads within View Royal shall be viewed as a "community resource" for the benefit of all, not just motor vehicle users. New measures to enhance opportunities for walking and cycling will increase their appeal, convenience, and safety for all residents. Walking, cycling, bus transit, and other alternatives to the motor vehicle will be integrated into the Town's regulations, plans, budgets, programs, and operations.

TR1.2 Pedestrian Improvements

Enhance pedestrian access and movement through the development of a system of sidewalks, multi-use trails and pedestrian paths integrated with public transit in all areas. Improvements should be carried out according to the Active Transportation Network Plan.

TR1.3 Cycling Infrastructure

Promote cycling for commuting, personal transport, and recreation purposes through improvements to infrastructure and facilities as identified in the Active Transportation Network Plan.

The inclusion of bicycle parking areas and facilities such as showers, lockers, and change rooms shall be encouraged at commercial, institutional, public, recreational, and multi-family residential development sites.

TR1.4 Transit Services

Promote transit use as a viable alternative to car travel. Advocate for increased transit service and options to meet the diverse needs of the community, including youth, working adults, seniors, and people with mobility challenges. Continue to work with BC Transit to improve the level of service to View Royal's neighbourhoods, particularly in the Thetis Vale area.

TR1.5 Rapid Transit

Work cooperatively with BC Transit and other stakeholders to develop and implement a rapid transit corridor that will link View Royal to Victoria and the West Shore communities. Ensure that the corridor includes stops in View Royal and that planning for those locations considers land uses and amenities necessary to support mixed-use development and fit within the Vision of the OCP.

Rapid transit stops and stations should be planned and designed to enhance the local area and function as transportation hubs – well connected to other trails, transit routes and roadways. Extensive surface parking lots and “park-and-ride” facilities without activity-generating amenities and land uses are not supported.

Advocate for the preservation of the rail corridor as a transportation corridor. If provincial and federal funding is made available, support the reinstatement of rail service on this corridor.

TR1.6 Trail System

Support the development of a comprehensive multiple-use trail system in View Royal. This includes continued improvements to the Galloping Goose Trail and local trails and the development of the E&N Rail Trail.

Trails should be planned and developed in accordance with regional plans, the Active Transportation Network Plan and a parks and trail master plan. Considerations for trail planning include:

- Meeting the needs of a variety of users through regional multiple-use trails as well as local connectors, footpaths, and nature trails.
- Ensuring trails provide safe connections to destinations such as parks, schools, neighbourhoods, amenity areas and other trails.
- Securing land dedications or statutory right-of-ways from private owners at the time of subdivision or development, in order to create high-quality pedestrian and cycling-friendly neighbourhoods.
- Utilizing surplus road or railway rights-of-way.

- Co-operating with community organizations, non-profit organizations, and other public agencies.
- Ensuring that development does not preclude the use of former railroad rights-of-way or easements as transportation or recreation corridors.
- Ensuring consistency with existing and planned trails in adjacent municipalities.

TR1.7 Transportation Demand Management

Encourage Transportation Demand Management (TDM) measures for new developments and existing areas that could benefit from TDM, particularly large employers and multi-family residential development. TDM plans and strategies should include education, incentives and disincentives, and travel options to support walking, cycling, **ridesharing**, and transit, and reduce single-occupancy vehicle trips and private car ownership.

Consider decreasing parking requirements for development proposals that incorporate site-specific TDM strategies, and that can demonstrate a decrease in the demand for car travel and an increase in the use of other travel options.

TR1.8 Greenways

Continue to support the implementation of a “**greenways** system” to provide alternative ways to navigate the Town’s neighbourhoods and connect to regional greenways networks.

TR1.9 Wayfinding

Work to improve wayfinding systems (signage and other methods) to connect active transportation networks and encourage the use of View Royal’s trails, greenways, major cycling corridors and shared-use paths.

TR1.10 Small Boat Launch

Support non-motorized water transportation in View Royal. Investigate opportunities to expand infrastructure for canoes, kayaks and small boats in Esquimalt Harbour and Portage Inlet. This includes identifying and pursuing opportunities for providing public boat launches, docks, and associated facilities.

OBJECTIVE TR2

Plan transportation infrastructure to support a more compact and sustainable settlement pattern. Ensure Neighbourhood Centres, Community Corridors, neighbourhoods, parks and public facilities, and the future Town Centre site is well connected through pedestrian, bike, and transit networks.

POLICIES

TR2.1 Land Use and Transportation

Ensure all transportation planning supports the development of the Neighbourhood Centres and Community Corridors as compact, walkable places. These areas should function as neighbourhood transportation hubs where local travel routes connect, and many transportation modes can be accessed.

TR2.2 Access to Services

Prioritize new local pedestrian, cycling and transit improvements to enhance access to Neighbourhood Centres, Community Corridors, parks, shopping areas, schools, and residential areas with higher population densities.

TR2.3 Connecting Neighbourhoods

Support the development of improved north-south connections in View Royal to better link neighbourhoods on either side of the Trans-Canada Highway and Island Highway, enhance the Town's sense of identity, and create safe connections for pedestrians and cyclists. In exploring new or improved connections, the Town should consider locations that maximize access to View Royal Park and other recreation areas, Neighbourhood Centres, Community Corridors, the future Town Centre site, rapid transit stops, and existing and planned trails and transit routes.

TR2.4 Connecting to the Juan de Fuca Recreation Complex

Improve multimodal connections and wayfinding between View Royal and the Juan de Fuca Recreation Complex.

TR2.5 Development Density Near Transit

Focus new development, particularly within 400 metres of existing transit service.

TR2.6 Mixed Use Density Near Transit

Allow for a mix of commercial, residential, and institutional uses within 400 metres of existing or planned frequent transit network or rapid transit network. Locate new

affordable housing in neighbourhood centres and community corridors, adjacent to transit services.

OBJECTIVE TR3

Ensure that transportation in and through View Royal is safe, comfortable, and efficient, and that negative impacts on local residents and businesses are minimized.

POLICIES

TR3.1 **Transportation Master Plan & Active Transportation Network Plan**

Support the safe and efficient movement of vehicles, cyclists, and pedestrians throughout View Royal in accordance with the priorities and strategies established in the Transportation Master Plan and Active Transportation Network Plan.

TR3.2 **Minimize Neighbourhood Traffic**

Continue to prioritize local needs in the development of a regional transportation system that serves the travelling public and minimizes the negative impacts of through traffic on View Royal neighbourhoods. Prioritize resident needs over commuter traffic.

TR3.3 **Commuter Traffic**

Encourage regional commuter and truck traffic to use TransCanada Highway 1 to minimize impacts on local neighbourhoods. Prioritize resident needs over commuter traffic.

TR3.4 **Accessible Transportation**

Apply transportation design and servicing standards that support universal access and allow people of all mobility levels to use sidewalks, trails, and transit. Prioritize accessibility improvements in locations with higher concentrations of young children, seniors and people with disabilities and places where residents go to access essential goods and services.

TR3.5 **Safe Routes to Schools and Parks**

Support and prioritize safety improvements on roads, walking and biking routes adjacent to schools and parks.

Encourage the school district and parent associations to develop and periodically update safe route-to-school plans in consultation with the Town.

TR3.6 Traffic Calming

Incorporate traffic calming techniques and controls in road design to ensure safe and non-congested roadways while facilitating ease of movement for pedestrians, vehicles, and bicycles.

Monitor traffic calming interventions to ensure effectiveness over time.

TR3.7 Beautify Streets

Beautify the appearance of the major transportation corridors in conjunction with traffic calming.

TR3.8 Neighbourhood Streets

Ensure that roads, pathways, and trails are designed to contribute to neighbourhood character and livability. Roads, pathways, and trails should be designed to support day-to-day social interactions and increase the sense of community within and between neighbourhoods.

TR3.9 Sound Attenuation

Address existing and potential traffic noise impact and ensure noise mitigation is considered in new developments.

TR3.10 Community Engagement

Encourage the involvement of residents in both identifying transportation issues and finding solutions.

TR3.11 Encourage Environmentally Friendly Transportation

Encourage more environmentally friendly vehicular alternatives to **single-occupancy vehicles** and private car ownership. This includes encouraging vanpooling, **carpooling**, and ridesharing; car co-ops; and high efficiency or clean energy vehicles, e-bikes and scooters. Invest in active transportation connections through neighbourhoods.

TR3.12 Electric Vehicle Infrastructure

Continue to support current infrastructure and expand the network to serve plug-in electric or hybrid vehicles, ebikes and scooters.

TR3.13 Electrification in new developments

Require new development to include vehicle and bicycle parking electrification as part of their TDM offerings.



TR3.14 Car-Share

Encourage new development to include car-share as part of their Transportation Demand Management strategy. TDM strategies, such as developer-provided car-share vehicles and dedicated car-share parking spaces, may be used to reduce vehicle parking requirements at the time of rezoning.

TR3.14 Transit Passes

Encourage new development to include transit passes for residents as part of their Transportation Demand Management strategy. TDM strategies, such as transit passes for residents for a minimum period of 5 years from the date of occupancy, may be used to reduce vehicle parking requirements at the time of rezoning.





3 | Housing

OVERVIEW

This chapter identifies the Town's priorities for residential development that promote increased housing choice and planning for an inclusive community with diverse lifestyles and housing needs.

Many View Royal residents are struggling with a current housing situation that is not meeting their needs. Rapidly rising costs of housing, land, and construction, along with a growing population and changing demographics, are all factors in this topic. View Royal's population is aging, resulting in smaller household sizes. Older residents often prefer the option of staying in their community and moving to a smaller home to support their good health, connections, and independence. Housing that is both affordable and spacious enough for families is also a challenge. Inadequate housing and homelessness continue to increase and is a risk for more residents. View Royal will need a greater diversity of housing types and sizes with market and **non-market** housing to support residents' essential needs.

Note that redevelopment directions for commercial mixed-use neighbourhoods are discussed in Chapter 4: Economic Development. Building energy efficiency is discussed in Chapter 5: Natural Environment, Energy, and Climate Change.

GOALS

- Create an inclusive community that provides housing and transportation options, services and facilities for families and individuals of diverse backgrounds, cultures, ages, and economic means.
- As the community grows and changes, protect the unique relationships between the highly valued natural environments and residential characteristics of View Royal.

VIEW ROYAL TODAY

There is little vacant land remaining within the Urban Containment Boundary for new development. Residential growth will need to be accommodated through redevelopment in transition areas and targeted infill housing in existing neighbourhoods. This is discussed in the Land Use and Urban Design section.

An inclusive community that suits the diverse housing needs of View Royal includes a range of housing options. Growth, affordability, and aging factor into View Royal's housing needs. The 2020 Housing Needs Assessment Report outlined the context for housing in View Royal.



HIGHLIGHTS

- View Royal's population grew faster between 2006 and 2016 than other communities in the Capital Regional District.
- View Royal has an aging demographic and increasing median age, which means supporting age-appropriate housing, housing that accommodates younger people, and supporting “**aging-in-place**” design considerations.
- Increases in housing costs have been outpacing the increase in household incomes, which has resulted in fewer families (in particular, younger families just starting out) being able to afford housing in View Royal.
- Single-family (detached residential) homes are the primary form of housing in View Royal.
- More affordable housing, including options like **duplexes**, triplexes, townhomes, **garden suites** and larger apartments that help serve the needs of older residents looking to downsize (1–2-bedroom homes) and younger families (3+ bedrooms) are needed.
- The **rental vacancy rate** is low in View Royal, which means there is a shortage of available rental housing to meet demand.
- While a significant number of new rental units have been built over the past several years, there is a large proportion of renters in secondary suites, indicating a demand and need for additional purpose-built rental housing (e.g. for students, seniors, families).
- The number of both owner and renter households spending 30% or more of their income on housing increased between 2006 and 2016.
- Households making the median income cannot afford the average single-detached home in View Royal.
- The private housing market is not able to provide housing for a significant portion of View Royal's residents, and more are at risk of unsustainable housing and homelessness. There is a need for more than 200 non-market rental units, as well as supportive and **emergency housing** in View Royal.

PLANNING TO MEET OUR HOUSING NEEDS



View Royal proposed rental development. Source: Times Colonist.

The OCP consultation confirmed public support for more varieties of housing incorporated in neighbourhoods across View Royal. Future directions to meet View Royal’s housing needs include:

- Increasing the diversity of housing options in View Royal, including new types of housing identified as “**missing middle**” (e.g., townhomes, apartments).
- Support housing to meet the needs of various ages, family types and incomes, including smaller 1–2-bedroom market units, purpose-built rental, townhomes, carriage homes, garden suites and **supportive housing** for specific demographics (e.g., seniors and families).
- Support sensitive and strategic infill development within existing neighbourhoods that maintains the character, scale, and livability of place.
- Ensure new housing options and infill development is in areas that are within walking distance to services, transportation options (e.g., transit, bike routes, trails), attention to quality design of public spaces with furnishings and shelter, to support more vibrant, healthy neighbourhoods.
- Diverse housing options, including new types of housing identified as “missing middle.”
- Housing that supports the needs of various ages, family types and incomes.
- Infill development that fits existing neighbourhoods, maintaining the character and livability of place.
- New housing that is in areas that are walking distances to services and transportation options and that support vibrant neighbourhoods.

HOUSING CHOICE

Participants in the OCP consultation identified the need to expand the quantity and range of housing options to support a diverse population and ensure residents can remain in the community as their housing needs change. Participants requested increased housing choices for young families, seniors, and low-income households. Each of these groups has varying housing needs. For example, ground-oriented housing near schools and parks may be attractive to young families, while smaller apartment units located near shops and transit, may better suit smaller households, who can have the option to walk or bike rather than use vehicles.



Approved multi-building residential development on Erskine Lane. Source: Saanich News.

GROUND-ORIENTED HOUSING

In supporting greater housing choice, it is important for the Town to recognize the continued demand for ground-oriented, family housing. This represents the largest forecasted demand for View Royal and the surrounding municipalities. The demand for ground-oriented housing can be addressed through the inclusion of townhouses and stacked units in the transition areas and new infill housing in existing residential neighbourhoods. Infill housing may include small lot detached houses, carriage houses, duplex and multiplex houses, and secondary suites.

HOUSING AFFORDABILITY

In View Royal, rapidly escalating land and building costs have made much of the existing housing stock unavailable for many segments of the population. Over time, this can result in a community where young families, students, young adults, and seniors cannot afford to live. To ensure that View Royal is a diverse and inclusive place for both existing and future residents, the Town should use its legislative powers to increase the supply of affordable rental and ownership units in all neighbourhoods.

Accomplishing this will require the Town to be creative, develop partnerships and explore options that have demonstrated success in View Royal or elsewhere. These may include density bonuses, permitting incentives, encouragement of compact housing forms, alternative tenures (**cooperative** rental and ownership housing, life lease, etc.), and non-market projects. This topic is also discussed, with associated policies contained in the Economic Development section.



Affordable Housing – The OCP applies a broad interpretation as to what constitutes “affordable housing”. There are three factors that directly impact housing affordability in every community – the price of housing, household income and, for aspiring homeowners, the costs of borrowing. Typically, households who spend less than 30% of their gross incomes on housing have “affordable housing”. Households that do not have a choice and must spend 30% or more of their gross incomes for suitable, adequate housing are considered in “core housing need”.

The 2016 Census indicated that 35% of renters and 19% of homeowners of View Royal residents spent more than 30% of their gross income on housing in View Royal.

LIVABILITY AND SUSTAINABILITY



Image 13 Aerial view of View Royal Neighbourhood.
Source: Realtor.com

Two fundamental components of View Royal's Community Vision are preserving the character, form, and scale of established residential areas and take action on reducing emissions by investing in energy-efficient **low carbon buildings** and transportation systems. These aspirations can be met in relation to housing through well-designed redevelopment and infill. This is further discussed in the Land Use and Urban Design section.

By directing higher density residential development into the mixed-use transition areas, the Town will support the creation of activity hubs that place housing close to amenities, jobs, and transit, reducing the need to drive and increasing opportunities for community interaction.

Targeted infill in established residential areas will provide much-needed grounded-oriented housing without compromising the prevailing character and scale of the neighbourhoods or consuming land outside the Urban Containment Boundary. Infill development will also support the viability of the Neighbourhood Centres by increasing the number of local customers and the municipal tax base required to fund public amenities.

OBJECTIVES AND POLICIES

The following section sets forward the Town's objectives and policies for improving housing choice and accommodating the changing housing needs of residents in View Royal.

OBJECTIVE HS1A

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

POLICIES

HS1.0 Innovative Approaches

Support innovative approaches to creating affordable housing, including market rental, cooperative housing and other forms of shared ownership, mixed market and non-market projects, and **public-private partnerships**.

OBJECTIVE HS1B

Work toward an increase in the housing supply that is affordable to young families and encourages existing residents to remain in the community as their lifestyles and income levels change.

POLICIES

HS1.1 Range of Housing Types

Ensure the policies of this Plan and the regulations of the Zoning Bylaw support a range of housing, including detached homes, garden suites, small lot subdivisions, apartments, townhouses, secondary suites, and other typologies that meet the housing needs of current and future residents.

HS1.2 Ground-Oriented Units

Special consideration will be given to the provision of ground-oriented units to accommodate the continued demand for family housing. Increasing the number of garden suites, townhomes, small lot detached houses, and other housing forms with ground-level entries is essential to realizing the Town's Vision.

HS1.3 Family housing in New Developments

Require that a diversity of housing types and unit sizes be provided in all new residential developments and rezoning applications. The Town strongly encourages designs that provide 10% of units suitable for families (3 bedrooms or greater in size).

HS1.4 Aging in Place

Encourage appropriate housing – both market and non-market – for seniors to allow residents to age-in-place within the View Royal community. This includes promoting the development of 10% of units designed to meet accessible and adaptable standards for those with mobility aids.

HS1.5 Contribute to Regional Affordable Housing Funding

Continue annual financial contribution to the Regional Housing Trust Fund, administered by the Capital Regional District Housing Secretariat, in support of the Fund's ongoing initiatives to provide capital grants for "bricks and mortar" in the acquisition, development and retention of housing that is affordable to households with low or moderate incomes.

HS1.6 Housing Amenity Contributions

Consider below-market rental units as priority amenities when negotiating Community Amenity Contributions in rezoning applications for multi-residential projects.

OBJECTIVE HS2

Protect tenants and properties from rental conversion – Applications for converting existing occupied multi-residential rental buildings to strata ownership require Council approval when rental vacancy rates, as provided by Canada Mortgage and Housing Corporation for Greater Victoria, are at 4% or lower for a period of two consecutive years.

POLICIES

HS 2.1 Redevelopment of Affordable Housing

Where redevelopment of existing affordable housing (i.e., older housing stock) forms part of an application for rezoning and subdivision, the applicant will work with the Town in the preparation of a plan to mitigate the loss of existing affordable units, as well as a plan to address the potential compensation to existing tenants to minimize the loss of affordable housing stock.

OBJECTIVE HS3

Market Rental Housing Protection – Support the regeneration or redevelopment of older ground-oriented rental and cooperative housing developments by considering higher density redevelopment proposals on these sites if the same number, size, and tenure of units is maintained on-site and the general rent level is identified.

POLICIES

HS3.1 Housing Agreements for Rezonings

During consideration of rezoning applications for new strata-title developments of four units or more, continue to promote housing agreements and covenants that ensure opportunity for the use of all units as rental units within strata bylaws.

HS3.2 Residential Upgrades and Rehabilitation

Encourage senior governments to continue programs to assist landlords with residential upgrades and rehabilitation to upgrade the existing rental housing stock.

HS3.3 Rental Unit Development Programs

Advocate to senior levels of government to review taxation-related barriers and disincentives and establish programs to promote and facilitate the development of new private sector rental units.

HS3.4 Increase Rental Housing Choice

Continue to maintain policies and regulations that increase rental housing choice, such as residential secondary suites, garden suites and forms of shared accommodation.

HS3.5 Residential Rental Tenure Zoning

Consider use of Residential Rental Tenure Zoning to protect existing and proposed rental housing stock where a rezoning application for rental tenure is considered.

HS3.6 Short-Term Rentals

Ensure short-term rental (STR) accommodation or residential guest accommodations limit the negative impact on the long-term rental housing supply. Limit allowable STRs to host operators that meet principal residency requirement.

HS3.7 Regeneration of Non-Market Housing

Support the provision of incentives for applications for regeneration or new development by non-market housing providers. Such incentives as a time-limited

tax exemption, reduced parking requirements, and processing priority could be considered.

HS3.8 Partnerships

Develop partnerships and cooperate with other levels of government, non-market housing providers and faith-based organizations, foundations, the real estate community, and other community resources to facilitate the development of affordable and special needs housing in View Royal.

Explore the use of surplus land as an incentive for developing affordable housing through partnerships.

HS3.9 Affordability Through Design

Promote “affordability through design” by encouraging housing forms that are less expensive to build and maintain, such as small lot subdivisions, townhomes, **multi-unit** houses, stacked units, apartments, and secondary suites.

HS3.10 Housing Programs and Incentives

Advocate for senior government funding for affordable housing projects and initiatives.

HS 3.11 Regional Coordination

Strengthen partnerships to deliver more affordable housing specifically, but not limited to:

Regional partnerships with neighbouring jurisdictions, the Capital Regional District, and where there is interest and opportunity, Esquimalt Nation, Songhees Nation to collaborate with housing providers on the regional coordination of supportive housing.

Where there is interest, and as appropriate, partner with Esquimalt Nation and Songhees Nation, and other Indigenous partners on the delivery of non or below-market housing projects for Indigenous residents.

Build capacity to support the development of affordable housing, including by connecting non-profits with funding streams, land opportunities and market developers.

OBJECTIVE HS4

Promote a more sustainable settlement pattern by encouraging the location of new compact housing near amenities, services, and transit in the transition areas and within existing residential areas inside the Urban Containment Boundary as targeted infill development.

POLICIES

HS4.1 Neighbourhood Centres Housing

Promote the location of higher density housing in the mixed-use transition areas to bring people closer to transit, shops, and services, create vibrant activity hubs and reduce the need for car travel. New housing should respond to housing needs not currently met in the community. This includes housing for young adults, young families, and seniors.

HS4.2 Infill Housing

Consider targeted infill housing within established residential areas to provide new ground-oriented housing, with a focus on providing new family-oriented housing close to parks, schools, and other community amenities.

Establish a set of criteria to guide where and when infill housing will be considered and support applications that meet the criteria on a case-by-case basis.

HS 4.3 Garden Suites, Detached Secondary Suites

Consider allowing garden suites or detached secondary suites on residential properties that are greater than 600m² in size.



4 | Economic Development

OVERVIEW

A strong local economy is important to View Royal's future, given the critical relationship between economic development and land use, community well-being, and opportunities for climate action. Over the past several years, View Royal has focused on the development of existing commercial nodes and the creation of new ones to provide a range of mixed-use services for residents in localized areas. The global economy has shifted, which has led to changes and potential new opportunities for View Royal's local economy. This chapter focuses on the redevelopment of currently under-utilized lands in View Royal's designated **growth areas**, along corridors and gateways that will expand commercial, light industrial, office, hotel, and employment opportunities. Complete communities are designed to support residents to live, work, shop, and recreate within short travel distances that are pedestrian or cycling-friendly and support viable transit with good service connections and frequency. Moreover, complete communities can lead to less reliance on single-occupancy vehicles and, as a result, can reduce GHG emissions.

Note, redevelopment directions for residential neighbourhood nodes and increased housing diversity are contained in Section 3: Housing.

GOALS

- Encourage economic development in View Royal.
- Provide suitable land and incentives for commercial, institutional, and mixed-use activities as a means of supplying local employment opportunities, broadening the municipal tax base, and promoting View Royal as a business-friendly community.

VIEW ROYAL TODAY



A SUSTAINABLE ECONOMY

View Royal is home to over 350 businesses, ranging from **home-based** occupations to large commercial operations that employ hundreds of people. A land economics study completed in 2021 estimated that View Royal has about 400,000 square feet of existing retail and service space. Of this, approximately 85% is occupied by local oriented retail and service businesses, while the remaining 15% is occupied by regional-oriented retail and service businesses. View Royal's retail and service sector has grown by an average of 12,000 square feet per year between 2001 and 2019. Future growth projections for the retail and service sector indicate this floorspace inventory could increase by 229,000 square feet (lower scenario) to 370,000 square feet (higher scenario) between 2019 and 2040, if suitable sites are available. Over two-thirds of this retail growth is projected to be locally oriented.

View Royal has 147,000 square feet of existing office space, with roughly half being medical related and the remainder consisting of real estate and other professional services. Future office growth projections indicate this floorspace inventory could increase by between 113,000 square feet (lower scenario) and 225,000 square feet (higher scenario) between 2019 and 2040. View Royal does not currently have significant hotels or motels; however, lands near the Casino would support such uses.

The OCP envisions a robust and diversified economy that supports local employment opportunities and outlines several priorities for the local economy. These have been supported by actions in our Strategic Plan 2019-2022.

KEY ACTIONS

- Continue to grow and improve relationships with the business community to build a business-friendly reputation (e.g. annual business mixer, Island-wide mobile business license, online business license applications).
- Support home-based businesses that are compatible with residential uses throughout View Royal as a means of providing alternative employment options, reducing commutes, and providing more services locally.
- Support existing businesses in the community, especially those located in designated mixed-use centres and community corridors that provide jobs suited to the resident labour force.
- Encourage new businesses to locate in existing commercial areas and the mixed-use centres.
- Provide suitable land and incentives for commercial, institutional, and mixed-use developments to increase local employment opportunities, broaden the municipal tax base, and promote View Royal as a business-friendly community.

A SUSTAINABLE ECONOMY is vital to the quality of life enjoyed by View Royal's residents, labour force and visitors. How this economy changes in the coming years will affect many facets of the community, such as the types of jobs available for residents, local business and shopping opportunities, municipal revenues and services, the ability to move people and goods throughout the community, and the form and character of the built environment.



Eagle Creek Development

As part of promoting sustainability, the Town will encourage businesses that:

- create job opportunities suited to local residents;
- help strengthen the municipal tax base;
- provide goods and services that meet local needs;
- can be mixed with or placed in close proximity to housing; and
- do not adversely impact the natural environment.

The OCP does not allow for heavy industrial development because of topography and constrained land supply.

LOCAL EMPLOYMENT OPPORTUNITIES

Creating more jobs locally benefits View Royal by providing more choices for residents to work in their own community rather than having to commute elsewhere in the region. It also keeps more income in the community to support local businesses.

The Regional Growth Strategy has set a jobs-to-population ratio target of 0.36 for the urban West Shore to help achieve the strategy's goals. View Royal's ratio in 2020 was 0.45, meaning that it is well ahead of the target ratio for the sub-region. However, as the Town continues to add residents, it will also have to find ways to add employment to ensure that its jobs-to-population ratio remains strong. The challenge will not be just to increase the number of jobs but to ensure that the types of employment opportunities available are suited to the skills of View Royal's resident labour force.

Creating more jobs also means that an appropriate supply of land must be made available for employment generating uses. View Royal has virtually no industrial land base, so there will be continued heavy reliance on commercial activities, such as retail, business and personal services, and institutional activities, such as health and education, to generate many of the new jobs. Home-based businesses will also be an important part of the community's economy as it grows.

From an economic development perspective, a priority will be to encourage existing View Royal businesses to grow and prosper to create quality jobs and make efficient use of the community's limited land base.

THE TAX BASE

Diversifying and strengthening the tax base is one of View Royal's sustainability objectives. Residential property values have increased rapidly in recent years. From 2017 to 2021, residential assessments increased by 39%, more rapidly than all other assessment classes. In 2021, the residential property class comprised over 90% of View Royal's taxable assessment. Due to different mill rates by property class, 71% of property taxes in 2021 came from the residential sector (Class 1). Nearly all the remainder came from businesses in Class 6 (27%). By attracting more commercial and mixed-use development, the Town will diversify the municipal tax base.



Elements Casino. Source: J. Davidson.

POPULATION GROWTH AND ECONOMIC DEVELOPMENT

There is a strong link between population growth and economic development. View Royal needs more residents if it wishes to support more businesses, especially the types of businesses that are attracted to mixed-use neighbourhoods and town centres. Given the limited supply of developable residential land in View Royal, the Town's future housing needs to include a larger share of compact single detached lots and ground-oriented multi-family development to accommodate more people and enhance affordability. These denser housing forms will also allow more people to live within walking distance of commercial and community services.

Light industrial, office and commercial redevelopment will provide essential employment lands. Redevelopment of designated growth areas, including neighbourhood nodes and corridors, is critical to achieving denser housing forms and more businesses being accommodated in View Royal.



Elements Casino. Source: J. Davidson.

DEVELOPMENT INCENTIVES

A land economics study indicated potential strategies where the viability of redevelopment can be enhanced in desired areas, including the Town Centre, Hospital precinct, Island Highway corridor and mixed-use areas. The study recommended a review of parking requirements and providing targeted densities for specific areas and land designations. A tool to assist in that process would be a bonus density policy for targeted areas. Through the rezoning process, the objective would be to provide a bonus density in desired areas in return for the developer contributing to affordable housing in the community. View Royal has twin objectives of providing an incentive for new development and generating revenue from that new development for community amenities and to enhance housing affordability. There is a trade-off between enhancing the viability of a development site and generating funds for affordable housing



Children's park. Source: Jess Zeorb.

and community amenities. Both cannot be maximized. View Royal currently has a Community Amenity Contributions policy with target rates for cash amenities, an objective of receiving 50% of the land lift from large developments through rezoning, and assistance to the Capital Regional District Housing Trust Fund. A bonus density policy should be structured to complement the existing Community Amenity Contributions policy.

KEY AREAS OF ECONOMIC ACTIVITY

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A significant share of the new commercial development will be mixed-use developments that include a residential component. This will not only make more efficient use of the Town's limited land base but also bring people, jobs, and services closer together.

There are several properties that are currently under-utilized, and View Royal anticipates a shift and replacement to higher commercial, light industrial, office redevelopment along the Island Highway, particularly in the Western Gateway corridor (in Wilfert). The Helmcken-Harbour corridor will see increased residential development and some opportunities for neighbourhood services near the intersection of Island Highway and Helmcken Road. The Eastern Gateway Corridor will also see shifts in residential form on the corridor and on the lands designated for neighbourhood mixed-use. The Hospital neighbourhood, particularly along Helmcken Road, is ideally suited to redevelopment, with an expansion of the hospital, ancillary medical service providers and services that support this large employment area.



Busy street market. Source: Dane Deaner.

OBJECTIVES AND POLICIES

The objectives and policies in this section set forward the Town's Economic Development objectives and policies for creating a more economically diverse and sustainable community.

OBJECTIVE ED1

To support commercial and institutional development that serves the needs of residents and visitors to the community, including retail, professional, financial, education, health, accommodation, and other services.

POLICIES

ED1.1 **Mixed-Use**

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

ED1.2 **Existing Businesses**

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

ED1.3 **New Businesses**

Pursue opportunities to attract new businesses to View Royal that meet the community's economic development and land use goals and objectives, with priority given to development that provides more than a livable wage and allows residents to live and work in View Royal.

ED 1.4 **Home-Based Businesses**

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

OBJECTIVE ED2

Redevelopment Incentives.

POLICIES

ED 2.1 Off-street Parking Reductions with TDM Report

Reduced off-street parking requirements will be considered for development applications with provision of a Transportation Demand Management (TDM) report prepared by a **qualified professional**. TDM strategies that advance a more pedestrian-friendly environment are encouraged. Strategies including, but not limited to synergies between land uses with different demand peaks, enhanced sidewalk and public space furnishings, developer-provided transit stop enhancements, end of trip bike facilities, car-share vehicles, and dedicated car-share parking spaces, may be used to significantly reduce vehicle parking requirements at the time of development application review.

ED 2.2 Desired Redevelopment Areas

Encourage redevelopment of lands designated as community corridors, neighbourhood centres and Town Centre, with their associated potential expansion areas.

ED 2.3 Density Bonus Policy

Consider a density bonus policy with the objective of providing an incentive for redevelopment in targeted areas. The bonus density would be provided to make viable or enhance the viability of a development site. In return, the developer would contribute to affordable housing in the community. Implementation would take place through the rezoning process.

ED 2.4 Redevelopment Incentive for Island Highway Corridor (Western Gateway)

The Island Highway Corridor offers a variety of different opportunities for redevelopment, and the following will be pursued:

- Designate properties for a mix of employment accommodating uses including office, retail, and hotel as well as light industrial.
- Encourage mixed office and light industrial development (stacked industrial) along Island Highway corridor in the Wilfert neighbourhood, as it offers large potential redevelopment sites with good vehicular access.
- Encourage development applications with densities of 2.0 FSR.

- Encourage parking located behind new buildings with the building oriented to the street to help create a more walkable, pedestrian-friendly environment. Any new commercial development with surface parking should be planned so that the surface parking can be redeveloped for higher density uses with underground parking over the longer term.

ED 2.5 Redevelopment Incentive for Helmcken-Harbour Corridor

The Helmcken-Harbour Corridor offers a variety of different opportunities for redevelopment, and the following will be pursued:

- Designate properties for a mix of employment accommodating uses, including office, retail, and neighbourhood services.
- Properties fronting on Helmcken Road near Chancellor Avenue/Watkiss Way (across from the Eagle Creek) in the Northern Gateway Community Corridor should be considered for development at minimum densities in the range of 2.0 FSR to 3.0 FSR.
- Encourage parking located behind new buildings with the building oriented to the street to help create a more walkable, pedestrian-friendly environment. Any new commercial development with surface parking should be planned so that the surface parking can be redeveloped for higher density uses with underground parking over the longer term.
- Properties that are identified by the Town for multifamily residential development should be considered for development at densities of 1.6 FSR and up to 2.0 FSR, where significant amenities or affordable housing are provided.

ED 2.6 Redevelopment Incentive for Admirals Road Corridor (Eastern Gateway)

The eastern gateway and Admirals Road corridor offer a variety of opportunities for redevelopment, and the following will be pursued:

- Designate properties for a mix of employment accommodating uses, including office, retail, and mixed-use residential.
- Commercial and residential mixed-use development is supported.
- Public realm improvements, cycling and pedestrian infrastructure and connections to the Songhees Nation and Esquimalt Nation.

- Properties that are identified for commercial may include residential development on upper floors, and densities up to 2.5 FSR would be considered where significant amenities or affordable housing are provided.

ED 2.7 Redevelopment Incentive for Hospital neighbourhood, along Helmcken Road

Encourage redevelopment of vacant properties along Hospital Way adjacent to Victoria General Hospital.

Development at densities between 2.0 FSR to 3.0 FSR is encouraged.

Properties that are identified for multifamily residential development in the Hospital precinct should be considered for development at densities of 1.6 FSR to 2.0 FSR.

Portions of these properties should be considered for office development to create an opportunity for additional medical-related office space. Apartment development is encouraged above office spaces.

Encourage parking located behind new buildings with the building oriented to the street to help create a more walkable, pedestrian-friendly environment. Any new commercial development with surface parking should be planned so that the surface parking can be redeveloped for higher density uses with underground parking over the longer term.

ED 2.8 Redevelopment Incentive for Town Centre

Redevelopment of the planned Town Centre is a long-term desired direction designed to encourage and designate lands for redevelopment with a mix of apartment, retail and service, and mixed-use development.

Properties will be considered for development at densities in the range of 2.0 FSR to 3.0 FSR.

Encourage a range of public spaces and a walkable, pedestrian-friendly environment. Any new development should prioritize pedestrian and cycling mobility.

Making strong connections to the E&N transportation corridor is encouraged.

OBJECTIVE ED3

To provide commercial development that meets daily shopping needs in proximity to residential areas.

POLICIES

ED 3.1 Daily Shopping

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

OBJECTIVE ED4

To encourage commercial and mixed-use development that generates employment opportunities for local residents and helps strengthen View Royal's tax base.

ED4.1 Local Employees

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



5 | Natural Environment, Energy, & Climate Change

OVERVIEW

View Royal has an abundance of natural amenities, including Thetis Lake, Millstream Creek, Craigflower Creek, Esquimalt Harbour, and Portage Inlet. Our natural environment enhances the health of the community, provides valued recreational opportunities to residents and visitors, and supports diverse ecosystems. The rich variety of saltwater, freshwater, and terrestrial ecosystems in View Royal provide for an abundance of species, including those that are threatened or endangered. It is critical that we ensure the protection of these ecologically sensitive areas and work to maintain the integrity of our natural amenities for many reasons, including reducing the impacts of climate change.

Natural spaces are also integral to community health and the quality of life in View Royal. As View Royal's population continues to grow, protecting natural environments and increasing public access to natural amenities is vital. With ongoing development and climate change, we know that environmental stewardship will become both more important but also more challenging. Policies and actions can help View Royal plan for and adapt to unavoidable sea level rise while also working to maintain access to the shoreline and stewarding **critical coastal habitats**. We recognize the need for tree protection and the importance of growing our urban tree canopy to help mitigate summer heat, better manage urban stormwater, and help mitigate greenhouse gas emissions. View Royal will continue to provide and improve access to nature for the health and well-being of View Royal residents and visitors.

Policies can help to reduce building emissions and energy bills. The greatest energy and emissions reductions can be made by switching building space heating systems to heat pumps, electrifying water heaters, and retrofitting older homes and new multifamily homes that are higher energy efficiency performance. Combined efforts will make buildings more comfortable, ensure better air quality and lower energy costs, contribute to climate action goals, and provide a diversity of housing. 'Greening' new and existing buildings also benefit long-term affordability and local economic opportunities. In addition, employment is generated from retrofitting local buildings, improving energy efficiency, and updating systems.

GOALS

- As the community grows, recognize the unique relationship between the highly valued natural and residential characteristics of View Royal, and maintain these values.
- Confirm View Royal as an environmentally responsible community committed to becoming a more sustainable place, conserving the natural environment, and building resilience for climate change impacts.
- Recognize the regional role of View Royal's environmental systems and cooperate with neighbouring municipalities and governments to address regional issues while protecting the environment, local values and promoting long-term sustainability.



Image 14 Craigflower Creek, Source: J Davison

VIEW ROYAL TODAY



Image 15 Craigflower Creek. J Davison

View Royal residents recognize the need to protect the integrity of the natural environment and the health of ecosystems. Locals also cherish the local natural setting for its recreational opportunities and aesthetic beauty – two of View Royal's defining features.

Environmental conservation and stewardship have become even of greater importance to local, regional, and global communities due to continued threats to the natural environment by climate change, development, and human settlement activities. Tree conservation, supported by View Royal's tree protection bylaw (2022), is one component of stewardship. Trees play an important role in improving the land's capacity to adapt to climate change, storing carbon, moderating local climates, and providing wildlife habitat.

The natural environment factors into every facet of how we plan and manage developed areas. Initiatives by the Province of British Columbia, the CRD, the Town of View Royal and environmental groups aim to educate the public, increase the amount of protected habitat; and promote land use, transportation, servicing, consumption, and waste management practices that have less impact on the natural environment and human health.

Development Permit Areas play an important role in preserving terrestrial, freshwater, and coastal environments. Development Permits for environmentally sensitive areas establish conditions that minimize development impacts on ecosystems, rare or endangered plants and animals, and fisheries and wildlife resources.

VIEW ROYAL'S ECOSYSTEMS

Biodiversity depends upon the conservation of ecosystems, which support habitats for all flora and fauna. The environment of View Royal is home to a rich variety of ecosystems. Marine systems occupy the salt waters of Esquimalt Harbour and Portage Inlet and their long **foreshores** and shorelines. A blending of salt and freshwater ecosystems occurs in Craigflower and Millstream Creeks and in their estuaries. Freshwater systems are found in Thetis, Prior, Pike and McKenzie Lakes, and they intermingle with terrestrial ecosystems on the lakeside foreshores and along the shorelines and riparian zones of the rivers. Terrestrial ecosystems are equally varied. The land rises from foreshores to the slopes of Mill Hill, Scafe Hill, and Knockan Hill, where rocky outcrops and cliffs stand watch over marshlands and meadows. The Coastal Douglas Fir is the primary terrestrial ecosystem in the Town. It is one of the smallest ecological zones in BC but supports one of the most abundant and diverse ranges.

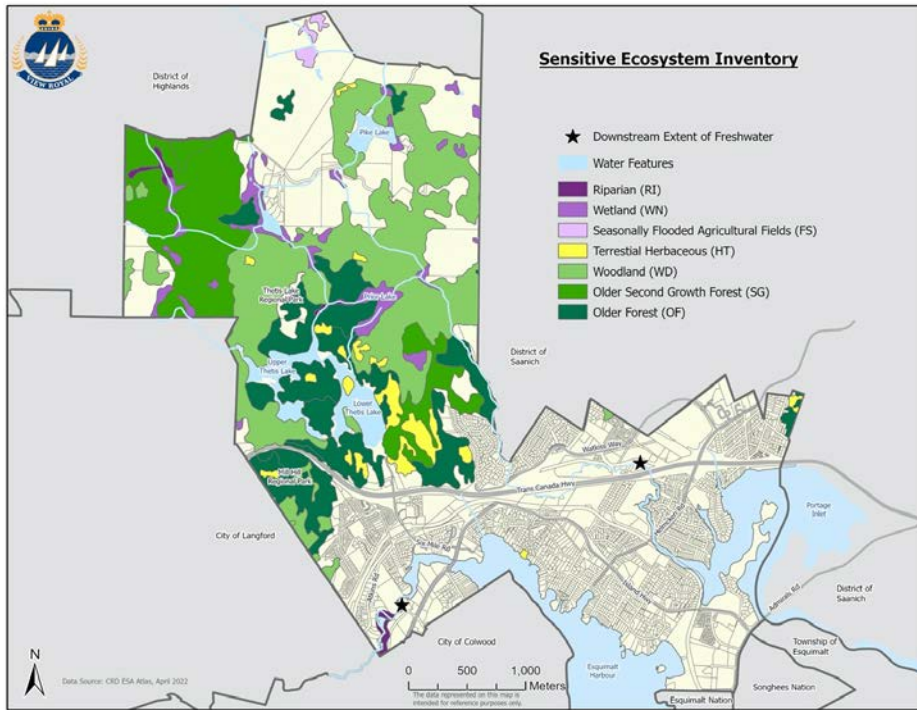
These ecosystems range from the Douglas fir forest habitat to dry, open outcroppings and slopes that support the rare and rich Garry Oak Meadows, where rare and endangered species live.

Portions of both the Gorge Waterway and Esquimalt Harbour regional **watersheds** occupy an area in View Royal. Other important watersheds include Craigflower Creek, Millstream Creek and Hospital Creek.



Craigflower Creek Source: J. Davison

MAP 6: SENSITIVE ECOSYSTEM INVENTORY



CLIMATE CHANGE

As a signatory to the BC Climate Action Charter, View Royal is one of over 170 local BC governments committed to becoming a carbon-neutral and sustainable community. View Royal's greatest influence over reducing greenhouse gas emissions (GHG) and advancing meaningful climate actions is through influencing municipal infrastructure and waste management, setting buildings energy efficiency standards, and guiding future land use and transportation choices. Low carbon actions for future land use, buildings and transportation are included in this OCP.

Climate change is here, and actions will be required to respond to real impacts. With air quality impacts from wildfires, record temperatures, and rising sea levels, the Town of View Royal is now experiencing the impacts of climate change.

Recognizing the growing challenge, View Royal joined nearly 1,500 jurisdictions worldwide in declaring a climate emergency and View Royal is committed to implementing its Community Climate Action Strategy. Now, more than ever before, residents understand the link between human activity and climate change and that our future sustainability and prosperity depend on the decisions we make in the near term.

WHAT ARE THE RISKS?

SEA LEVEL RISE AND STORM SURGE – With higher sea levels and more intense and frequent severe weather episodes, coastal **storm surge** is a major issue for View Royal and large areas of the region. Coastal portions of Craigflower, Harbour, and Helmcken neighbourhoods are particularly at risk from **sea-level rise** and coastal flooding. Municipal infrastructure is also at risk.

WILDFIRE – climate change is raising forest fire risk in the region, and developments close to forested areas, known as “wildland/urban interfaces,” need to be **FireSmart** to protect buildings and the surrounding trees from fire risk.

CHANGING CLIMATE—climate change is having an impact on weather, particularly temperatures and precipitation events. We can expect drier summers with more uncomfortably warm days and more extreme precipitation events in the winter months.



Firefighters from View Royal, Colwood and CRD as well as B.C. Forest Service battling a forest fire in Thetis Lake Park Source: P. Hurst

NATURAL ENVIRONMENT OBJECTIVES AND POLICIES

This section provides specific objectives and policies to guide Town decision-making related to the natural environment and natural hazards.

OBJECTIVE NE1

Environmental Conservation – Conserve and protect the Town’s sensitive and unique natural ecosystems to ensure the long-term sustainability of the natural environment.

POLICIES

NE1.1 Environmental Conservation

Ensure the long-term health and sustainability of important terrestrial, aquatic and riparian ecosystems, species of concern, and Environmentally Sensitive Areas (ESAs). Protection and conservation strategies may include:

- Development Permit designations.
- Negotiations at the time of rezoning for park land dedication.
- Public land acquisition at the time of subdivision.
- Permissive tax exemptions.
- Transfer of development rights (TDRs.)

NE1.2 Environmentally Sensitive Areas Development Permit Areas

Designate ESAs as Development Permit Areas (DPAs) on public and private land for the purpose of protecting representative and special ecosystems and restricting development within **natural hazard** areas. Proposed development in these areas must identify ecosystems and plant and animal species of concern and take one or more measures to ensure their protection. Measures to protect ESAs may include:

- Designation as a natural park with special management criteria.
- Dedication as a private land trust for conservation purposes.
- Actions that promote energy efficiency and climate **adaptation** and **mitigation**.

NE1.3 Scientific Data

ESAs and other environmental information and mapping should be based on the best available scientific data. Municipal environmental policies and programs

should be regularly reviewed and updated to incorporate new and proven scientific data and best practice

NE1.4 Aquatic and Riparian Resources and Ecosystems

Ensure the protection of aquatic habitat, riparian ecosystems, and marine waterfronts. Protection and conservation strategies should follow current **Riparian Areas** Regulations. Most land altering activities, including subdivision, building construction, major landscaping works and native species removal, on waterfront properties and properties with natural watercourses will require a Development Permit (See Part 3.).

NE1.5 Native Trees and Vegetation

Encourage the protection of native trees and vegetation in natural and developed areas.

Promote the retention and restoration of native habitat.

Actively promote the removal of invasive trees and plants, and the use of native species in private and public landscaping through education, incentives, and regulations.

Encourage the use of native trees and plants species in all municipal landscaping and public works projects. Exceptions may be allowed for seasonal projects, such as hanging baskets and targeted annual gardens.

Enforce the provisions of Town's Tree Protection bylaw. A permit is required for cutting down or altering trees of specific species and size.

NE1.6 Urban Forest

Maintain a healthy urban forest by encouraging the retention of trees and ecological features, promoting tree coverage expansion, and enhancing wildlife biodiversity.

NE1.7 Nature Corridors

Ensure natural areas, parks and open spaces are connected to facilitate the movement of wildlife and greater biodiversity.

Support the protection of nature corridors to connect natural habitat areas in conjunction with initiatives by the Provincial Capital Commission and Capital Regional District.

NE1.8 Watershed Planning

Work cooperatively with the CRD, other municipalities and organizations to protect local and regional watersheds. Support and implement watershed plans established for Millstream Creek, Hospital Creek and Craigflower Creek.

NE1.9 Community Stewardship

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 will be encouraged:

- Habitat restoration and monitoring.
- Community gardens.
- Recycling and composting.
- Greenspace and farmland conservation.
- Water, energy and natural resource conservation, and pollution reduction.
- Habitat clean-up days.
- Carpooling programs and car alternative transportation campaigns.

NE1.10 Public Education

Work with other municipalities and levels of governments, local community groups, schools, and environmental organizations to develop and disseminate environmental conservation and community stewardship information to the public.

OBJECTIVE NE2

Achieve a balance between the living biological environment and the non-living built form of the community.

POLICIES

NE2.1 Human-Nature Interface

Minimize the impact of development and human activity on ESAs and other ecological areas through careful planning at interfaces. Planning considerations should include:

- Limiting human and dog access and activities with potentially detrimental impacts.
- Encouraging lower intensity uses, such as park, and rural uses along interface areas in lands north of Thetis Lake.
- Requiring development and infrastructure projects in interface areas to adhere to ecologically sensitive design standards.

- Providing educational information and signage to advise the public of habitat and wildlife concerns, the ecological significance of ESAs, regulations, or other relevant information.
- Incorporating FireSmart Wildland/Urban interface management strategies.
- Promoting bird and pollinator friendly design in buildings and landscapes.
- Discouraging herbicides and pesticides.

NE2.2 Access to Nature

Encourage interaction between residents and the Town's natural environment, including riversides and seashores, by providing defined access opportunities that protect native vegetation and do not harm the health of ecosystems. Develop standards for construction of trails and access installation to ensure avoidance and mitigation of harmful impacts on the natural environment.

NE2.3 Ecological Development

Consider **ecological development** in planning decisions. Planning considerations for ecological development should include:

- Protecting open space and greenspace.
- Mitigating the detrimental impacts of urban development and infrastructure on ecological features.
- Protecting and enhancing the verges and boulevards of roads as natural spaces, providing shade, shelter, texture and colour, and habitat.
- Planting hedgerows and groves of trees along roadways to absorb noise and the effects of pollution.
- Encourage the planting of native species that are drought tolerant
- Building design and glass treatment that prevents bird collisions and fatality.
- Maintaining important public views to natural areas and scenic vistas.
- Enhancing low impact development standards, rainwater retention and best practices for stormwater management.
- Continuing to locate and eliminate cross-connections between storm and sanitary sewer infrastructure.
- Encouraging the use of **renewable** energy sources and low carbon energy sources.

NE2.4 Environmental Impacts

Consider the natural limitations of the land when assessing the type and intensity of proposals for development in View Royal. Enact and enforce environmental impact assessment standards for the Town in concert with federal, provincial, and regional governmental agencies, and ensure the proper undertaking and supervision of environmental reviews.

NE2.5 Ecologically Sensitive and Energy Efficient Design

Ensure that all private and public building and infrastructure projects support environmental enhancement practices and the policies contained in this OCP. Encourage development proposals that design “with the land” and employ best practices for ecological sensitivity and energy efficiency. Planning and design considerations should include:

- Integration of natural features and topography into the planning and design.
- Measures to maximize the amount of greenspace and reduce the development footprint.
- Protection of soil and vegetation during construction.
- Use of native landscaping.
- Energy and water efficient building design.
- Bio-retention, alternative energy, and best practices for reducing energy needs, and promoting resource conservation, onsite **wastewater** management and natural systems.
- Measures to minimize impermeable surface areas.
- Measures to avoid **light pollution** from artificial lighting and mitigate noise from development, transportation, and other human-generated sources.
- Restriction of utilities to underground corridors wherever possible.

NE2.6 Environmental Inventories

Development application packages should include a complete environmental inventory of existing vegetation, wildlife, topography, soils, and drainage. The resulting detailed understanding of natural factors will provide the basis for comprehensive planning.

NE2.7 Stormwater Discharge

Ensure that the discharge of stormwater does not negatively impact adjacent water quality and that there is no increase in stormwater discharges because of new development. Encourage innovative design techniques that maximize groundwater recharge. Ensure that stormwater management designs for new development take

the changing climate in BC into account. Consider the use of covenants to ensure that stormwater management facilities on private properties are regularly maintained.

NE2.8 Ecosystem Restoration

Ensure that **ecosystems** degraded by construction, drainage, enclosure, contamination, and invasive or introduced plant species are restored to the capacity to sustain themselves indefinitely.

NE2.9 Development Approval Information Bylaw

Adopt a development approval information bylaw to ensure that applicable studies and relevant information are provided to the Town to evaluate the impact of a development proposal. A wide range of development approval information may be required when the development proposal requires Zoning amendment, development permit or temporary use permit.

NE2.10 Amenity Zoning and Density Bonusing

Consider the use of amenity zoning and density bonusing in exchange for environmental protection and **restoration**. The concept of “amenity zoning”, represented by the clustering of development on parcels to free up greenspace, shall be fully supported in conjunction with the use of parkland dedication to permanently prevent intrusions into such greenspace. Amenity zoning may be applied to detached, single-family homes on downsized, clustered lots and is not restricted to multiple-family residential development. Through the zoning bylaw, a landowner may be entitled to a higher development density than generally allowed in return for the provision of public amenities, such as parks and trails.

NE2.11 Comprehensive Development Zoning

Comprehensive Development zoning may be required in areas that require special care in dealing with difficult terrain, preservation of natural features and access challenges. Due regard should be given to maintaining special natural characteristics.

NE2.12 Urban Containment Boundary

Maintain an Urban Containment Boundary to preserve greenspace and habitat outside of the Boundary and encourage more sustainable development settlement patterns within the boundary.



NE2.13 Pesticides and Integrated Pest Management Strategy

Encourage the use of Integrated Pest Management (IPM) to minimize the non-essential use of pesticides on both public and private lands within View Royal to the benefit of environmental and human health.

NE2.14 Chemical Pesticides

Support regional effort to closely regulate or ban the cosmetic use of chemical herbicides and pesticides. Ensure that regulations enforced in View Royal are based on the best available scientific data.

NE2.15 Resource Areas

Work with higher levels of government to identify, map and regulate **resource areas** in View Royal. Support limited and sustainably managed resource extraction, agriculture, and related uses north of Thetis Lake Regional Park. Ensure that such uses do not threaten the long-term integrity of the natural environment. There are no known sand or gravel resources within the Town.

OBJECTIVE NE3

Identify natural hazardous areas, and closely regulate any development in these areas to ensure public safety and protect the natural environment.

POLICIES

NE3.1 Natural Hazardous Areas Development Permit Areas

Identify, map, and designate natural hazardous areas as DPAs (See Part 3.). Any application to subdivide, build or alter an existing building may require a Development Permit. This includes areas susceptible to sea level rise, major storm events, overland flooding and wildfires, and lands with **steep slopes** of more than a 20% grade.

NE3.2 Steep Slopes

Establish and enforce criteria for development and infrastructure projects on steep slopes. Requirements may include:

Geotechnical assessments and, subsequently, covenants to be registered to title that indicate that the land may be used safely, subject to conditions contained in the geotechnical report.

Specified measures to avoid or remediate the hazard(s) and ensure the protection of surrounding lands and properties. These may include protection of special natural features such as rock outcrops, ridges, and cliffs; restricted removal of soil and rock; minimized disturbance of vegetation; prohibited filling or dumping; and stabilizing slopes with native plants and other erosion prevention strategies.

NE3.3 Wildfires

Develop strategies to prevent and reduce wildfires. This includes the integration of FireSmart principles for vegetation management, the development of defensible space, community firebreaks, and building and landscaping standing standards into Town policies and bylaws.

NE3.4 Natural Disasters

Work with other levels of government to identify areas susceptible to impacts from natural disasters, such as tsunamis and earthquakes. Integrate best practices for regulating development in these areas to reduce or avoid threats to human life, property, and the natural environment.

ENERGY AND CLIMATE CHANGE OBJECTIVES AND POLICIES

This section provides specific objectives and policies for addressing planning issues related to climate change, setting Greenhouse Gas Emissions reduction targets, and promoting energy efficiency.

OBJECTIVE NE4

Plan for climate change mitigation, adaption, and leadership.

POLICIES

NE4.1 Reduction of Greenhouse Gas Emissions (GHG)

Work with other municipalities and levels of government, public agencies, and organizations to reduce GHG emissions through land use, building energy efficiency and transportation planning; infrastructure design; water and energy conservation; **solid waste** management; and green procurements.

NE4.2 Community Greenhouse Gas Emissions Reduction Targets

Achieve or exceed the provincial targets for community wide GHG emissions from 2007 levels. The baseline figures for these targets are derived from the BC Ministry of the Environment's Community Energy and Greenhouse Gas Emissions Inventory (CEEI) for View Royal.

- 45% reduction in emissions below 2007 levels by 2030
- 100% reduction in emissions below 2007 levels by 2050

NE4.3 Sector-specific Greenhouse Gas Emissions Reduction Targets

Endeavour to meet or exceed a community-wide 45% reduction of on-road transportation and building source GHG emissions from 2007 levels by 2030.

NE4.4 Corporate Energy and Emissions Strategy

Update the View Royal's Corporate Energy and Emissions Strategy and include corporate GHG targets.

NE4.5 Corporation Carbon Neutrality

Reduce GHG emissions caused by Town of View Royal operations, transport, facilities, and waste, and continue purchase offsets to pursue **carbon neutrality**.

NE4.6 Energy Efficiency

Promote greater energy efficiency in new development and through the retrofit of existing buildings and infrastructure. Strategies for encouraging best practices include:

- Consider advancing adoption of steps 4 and 5 of the **BC Energy Step Code** to implement higher energy efficiency requirements for all new construction.
- Encouraging residential rezoning applications to meet or exceed BuiltGreen® "Gold", EnerGuide 80 or an equivalent certification for energy efficiency.
- Encouraging low carbon energy systems in buildings.
- Updating municipal bylaws, regulations, and guidelines to encourage energy efficiency and climate change mitigation.
- Supporting the development of local renewable energy production and energy conservation techniques.

NE4.7 Adaptation

Work with other public agencies to identify and plan for the long-term impacts of climate change. This includes developing adaptation strategies to manage impacts caused by sea-level rise, increased fire risk, altered seasonal temperatures and precipitation, air pollution and waterborne contaminants.

NE4.8 Alternative Transportation

In accordance with other sections of this plan, encourage the use of car alternative transportation and support the reduced dependence on private vehicle travel.

NE4.9 Public Education

Gather, develop, and disseminate information on climate change, GHG emissions reduction, and energy conservation and efficiency. This information should be made available to municipal staff, development and building professionals, and community members to increase the shared understanding of these matters and promote sustainable planning.





6 | Parks & Recreation

OVERVIEW

Parks and recreation are defining characteristics of View Royal. Recreation spaces constitute a significant portion of the Town's land and support an active lifestyle close to nature. View Royal's natural environment enhances the health of the community, provides valued recreational opportunities to residents and visitors, and supports diverse ecosystems. More accessible and adaptive parks and recreation spaces enhance the well-being of the community. The protection and expansion of existing parks the Town makes have significant impacts on the future well-being of the community and environment and contribute to a thriving economy by attracting visitors and supporting eco-tourism.

Protecting the diversity of the natural environment, creating accessible and connected parks and recreation spaces, and keeping the community involved throughout all require more engaged approaches. The benefits of parks and recreation spaces are threatened by ongoing development, growth, and climate change. Development and growth could reduce the abundance of parks and recreation spaces. Projected sea level rise, storms and fire may impact the health of critical coastal habitats. Connecting people to natural spaces and fostering a healthy natural environment alongside these threats requires adaptation and preparing for change.

GOALS

- Confirm View Royal as an environmentally responsible community committed to sustainability and planning for climate change.
- Design and maintain parks and recreational spaces to encourage residents of all ages and abilities to enjoy a healthy, active lifestyle.
- As the community grows, recognize the unique relationship between the highly valued natural and residential characteristics of View Royal, and maintain these values.
- Ensure that community services and amenities can be provided within the financial means of the municipality and strengthen partnerships with regional service providers to increase local opportunities.

VIEW ROYAL TODAY

Information for this section was obtained from the View Royal Parks Master Plan, 2017.



Galloping Goose Trail. Source: James Davison.

As a community, View Royal is well served by parks and recreation resources. More than 50 parks and water accesses account for approximately 40% of the municipality's land base. The largest among these is Thetis Lake Regional Park. Over 540 hectares of the 835-hectare park are situated in View Royal. In addition to providing many unique recreation opportunities to local and regional residents, the park also serves to protect environmentally sensitive areas and natural features. The largest local park is the 6.6-hectare (16.3 acres) View Royal Park. Indoor and more structured recreation facilities are largely provided to residents through the Juan de Fuca Recreation Centre, located just outside of View Royal in Colwood. View Royal is one of six jurisdictions that contribute funds to the recreation centre. Residents can access a multitude of facilities

and activities including an arena, pool, gym and studio space, sports fields and courts, community and seniors meeting rooms, curling, and a nine-hole golf course. Other recreation facilities frequented by View Royal residents include local schools and the Pearkes Recreation Centre (in the District of Saanich).

The 55-km Galloping Goose Trail is a regional recreation and commuter trail running east-west through the Town, connecting View Royal to Victoria and other communities. The E&N Rail Trail stretches from Langford through Esquimalt and is currently under construction to further expand it. These long multi-use trails are supported by a local trail system that includes a variety of pedestrian and cycling routes.

REGIONAL PARKS

Two regional parks lie within the Town's boundaries – Thetis Lake Regional Park in the northwest and Mill Hill Regional Park in the west. Thetis Lake Regional Park, established in 1993, encompasses 835 ha of land in View Royal, Highlands, and Saanich, with the vast majority of this located in View Royal. The park contains extensive ecosystems, freshwater lakes, beaches, picnic areas, and hiking trails. Mill Hill Regional Park includes 61 hectares of land in View Royal and Langford, with about 22 ha in View Royal. This park is known for its Garry Oak forests and herbaceous

ecosystems and provides hiking trails and expansive viewpoints.

While the regional parks are managed and maintained by the CRD, methods of incorporating these significant areas into View Royal's recreation system should be considered, with special attention to providing access and connections from other parks, trails, and neighbourhoods. It is important to make these parks accessible to View Royal residents, including those who live in the eastern sections of Town.



Thetis Lake Park. Source J. Davison

MAP : PARKS AND TRAILS



Despite having many exceptional parks, trails, natural areas and other recreation resources, the Town is confronted with challenges in meeting the recreation needs of local residents. The 2017 Parks Master Plan plans to address many of these planning issues including:



Image 19 Victoria General Hospital Source: C. Marshall

UNDERSERVED NEIGHBOURHOODS. The distribution of parkland in View Royal is not equal throughout the Town. Several neighbourhoods lack sufficient park space and/or access to types of recreation facilities. The Hospital and Harbour neighbourhoods are underserved with parks and are physically isolated from parks located south of the Trans-Canada Highway and in the northwest portion of the Town. Some neighbourhoods have an adequate amount of parkland but do not have park amenities or facilities designed to meet the needs of local residents. For example, some

neighbourhoods are without play areas for small children or recreation features suitable for older youth.

UNDERSERVED DEMOGRAPHIC GROUPS. On average, View Royal has a higher percentage of youth and families than elsewhere in the CRD. However, very few recreation spaces have been designed specifically for teenagers and several neighbourhoods continue to be underserved by play areas for young children. View Royal is also home to many older adults and seniors with their own unique health and recreation needs.

CONNECTIVITY. Fragmentation due to the Trans-Canada Highway, Island Highway, and watercourses makes accessing nearby parks difficult for many residents. Residents in the eastern portion of the Town have the additional challenge of overcoming longer distances to access the regional parks and the Juan de Fuca Recreation Centre. Some gaps in the trail system still exist that further isolate areas and obstruct non-vehicular transportation alternatives.



Bike Pump Track, View Royal Park. Source: James Davison

ECOLOGICAL CONNECTIVITY is also a planning issue within View Royal recreation spaces. Parks and trails provide important habitat for plant species and wildlife. Natural connections between these spaces should be maintained to provide wildlife corridors, support biodiversity, and ensure the overall integrity of the natural environment.



Thetis Cove, Source: J. Newcomb

SHORELINE AND WATER ACCESS. Most lands along Millstream and Craigflower Creeks and the shores of Portage Inlet and Esquimalt Harbour are under private ownership. Several of the existing publicly owned accesses are undeveloped, located in inaccessible locations, or do not provide amenities that encourage park use. However, these watercourses and shoreline areas are valuable open space resources for the community. Some of these accesses have potential to be utilized in a manner that protects the fragile waterfront ecosystems, while providing public access to the shoreline.

LAUNCH FACILITIES. The Town is served by a non-motorized launch facility accessed off Shoreline Drive that allow residents and visitors to launch and land their kayaks, canoes, and small boats. A canoe and kayak launch is also available at the end of Stewart Avenue.

COMMUNITY GATHERING PLACE. COVID-19 has highlighted the need for large, sheltered, outdoor public spaces for hosting both small gatherings and community events, festivals, farmers markets that bring together broad sections of the community. View Royal Park, Centennial Park and Portage Park were all mentioned as existing public spaces that could be better designed to facilitate large gatherings and special events. Future opportunities for this type of public space are desired to be distributed throughout the community and the future Town Centre.

WASHROOM FACILITIES. View Royal parks and public spaces are currently underserved by public washroom facilities.

FISCAL SUSTAINABILITY. Developing parks and recreation facilities, and providing amenities and upkeep is resource intensive. The Town will need to look for funding and partnership opportunities and set investment priorities to maintain high standards expected by the community.



Portage Park, Source: J. Newcomb

PARK CLASSIFICATIONS

To acquire parks and open space through the development and subdivision process, the demand for park space has been classified according to the eight types of parks. Each of the five types of parks has a different function and serves a different user group. It is important that all neighbourhoods have access to the various types of parks, and that there are pedestrian pathways and natural open space linkages between the parks.



Source: James Davison.

TOWN PARK

Large parks with a variety of active recreational facilities that serve the entire population of the municipality. They also provide passive recreation areas, often with special natural features. View Royal Park is an example of this type of park.

COMMUNITY PARK

Generally large parks providing passive and active recreation options, with a range of amenities of interest to the entire community. These spaces may also contain significant environmental features.

NEIGHBOURHOOD PARK

These are generally smaller in area than community parks and respond to the open space and recreation needs of local residents. Amenities include passive and active recreation uses, along with significant open space

NEIGHBOURHOOD GREENSPACE

These are small, open spaces in residential areas, some offering playground equipment intended for use by local residents. Ideally, all residents have access to a Neighbourhood Greenspace within ½ kilometre walking distance from their home.

NATURAL GREENSPACE

These areas protect natural systems and preserve sensitive ecosystems. Recreational use is limited to passive enjoyment and pedestrian trails.

SHORELINE ACCESS

There are several parks that provide waterfront access, as well as a network of shoreline access points that are in some cases undeveloped or inaccessible to residents.

REGIONAL PARK

These parks are managed by the CRD and provide recreational facilities for View Royal residents, citizens of surrounding municipalities, and visitors to the area. These regional parks generally focus on the connection between humans and nature.

LINEAR PARK

Linear parks play a role in providing connections between park spaces, as well as providing for walking, hiking, and biking opportunities.

PUBLIC SCHOOL

Schools have an important role in providing learning and recreation space to local students during school hours, and community access to sports fields and playgrounds on weekends and evenings. The three public schools in View Royal are owned and maintained by the Greater Victoria School District.

SPECIAL PURPOSE AREAS

These areas include points of historical and cultural interest that are of special interest in the Town. Examples of these special purpose areas include Craigflower Manor and the Hart Road Lime Kiln.



Source: James Davison.

TRAIL CLASSIFICATIONS

Four types of trails and trail connections compose the trail network in View Royal.

MULTI-USE TRAIL

Multi-use trails are pathways suitable for both walking and cycling. These trails are separate from roads and adjacent land uses. These paths are generally wider than the other pedestrian facilities (sidewalks, trails), and are part of a larger system that connects to significant destinations. Multi-use trails are used by local residents, visitors, and tourists for recreation and commuting.

WALKING/HIKING TRAIL

Walking/hiking trails provide pedestrian access within parks, natural areas, and neighbourhoods. Walking/hiking trails can vary in width and generally follow the natural contours of the land. These trails provide recreational opportunities and alternative travel options.



Source: James Davison.

SIDEWALK

While sidewalks are not trails in a traditional sense, they play a key role in View Royal's overall pedestrian network. They are separated from vehicular lanes by boulevards and/or curbs, are surfaced with concrete or asphalt. They can connect trails and can run along road rights-of-way without encroaching on private property.

SHARED ROADWAY

Shared roadways are routes that incorporate pedestrian and/or cycling movement with vehicular traffic. There are two types:

- Quiet residential or rural roads that provide pleasant cycling and walking opportunities.
- Highways that have wide paved and maintained shoulders, used especially by cyclists.

PARKS, RECREATION AND TRAIL PLANNING

In 2017, the Town completed a Parks Master Plan intended to guide parks and trails development over a ten-year period. This plan contains a significant amount of information regarding current conditions, community needs and parks trends, and recommends a vision, improvement opportunities and implementation process for enhancing community's park and trail system.



The vision outlined in the Master Plan is as follows:

“The parks system is integral to the unique spirit of place of view royal. The park system supports and enhances the health of the community for residents, wildlife, and ecosystems. Maintaining opportunities to connect people to nature and recreation through strategic investment and management is vital to maintaining the high quality of life in view royal.”

The Parks Master Plan also established several priorities to guide enhancements and improvements:

ECOLOGICAL DIVERSITY & HABITAT CONSERVATION. Move beyond preservation of natural systems, to rehabilitation and enhancement.

WATER. Emphasize water as a defining feature of the community.

LINEAR LINKAGES. Link the Town's natural and recreation resources to form a complete greenspace network. Spaces for Everyone. Provide a variety of open spaces are needed to suit people of different ages, activity levels, abilities, and interests, including washrooms.

SUSTAINABILITY. Ensure ecologically and physical sustainability – that the Town can maintain a high standard of service delivery as the community grows.

HERITAGE. Incorporate View Royal's rich history into park planning and design.

EQUITABILITY. Locate and service parks so that all residents may benefit from nearby outdoor greenspace.

Other important parks and trails planning documents include the 2018 Regional Growth Strategy, and the Capital Regional District Community Green Map (2016). The Regional District Community Green Map identifies Thetis Lake Regional Park, and Mill Hill Regional Park as significant greenspaces already protected. It suggests that significant greenspaces not currently protected are found in the lands north of Thetis Lake Regional Park. It points out blue spaces that require protection, including the mouth of Millstream Creek, the creek itself, Portage Inlet and Craigflower Creek.

OBJECTIVES AND POLICIES

The objectives and policies in this section will guide Town planning decisions related to parks and recreation.

OBJECTIVE PR1

Provide a variety of parks and recreation amenities that meet the diverse social and recreational needs of current and future residents.

POLICIES

PR1.1 Neighbourhood Greenspace

Provide each neighbourhood with easily accessible greenspace to meet the social and recreational needs of local residents.

Prioritize parkland acquisition and improvements in neighbourhoods with an identified shortage of greenspace, such as the Hospital and Harbour Neighbourhoods, or where current parks lack amenities necessary for meeting residents' needs. Special attention should be given to underserved demographic groups, such as children and teenagers, and other groups with unique recreation and access needs.

PR1.2 Accessibility

Remove barriers and improve access, including ease of access for seniors, people with disabilities and small children, to all parks, recreational facilities, public waterfront areas, viewpoints, and greenways while remaining sensitive to the preservation of natural habitat areas.

Support the incorporation of universal design standards into all parks and recreation facilities, including outdoor play areas for children.

PR1.3 Youth Recreation

Increase the number of recreation opportunities for youth throughout View Royal. Encourage the development of new facilities as well and improvements to existing assets. Potential improvements may include:

- Additional playing fields, basketball courts, and active outdoor recreational facilities.
- New mountain bike trails.
- A skateboard or bike park.
- Additional play equipment, including climbing walls.

- Beach and shoreline facilities.
- Interactive water features, swimming facilities or waterpark.
- Asphalt hockey or lacrosse court.

Youth oriented facilities should be prioritized in neighbourhoods with high percentages of young families and/or where a school is located, such as the Helmcken, Craigflower and Atkins neighbourhoods. Facilities intended for teen use should be planned to be accessible via transit.

PR1.4 Parkland Standard

As a broad guideline, use a minimum standard of 5.0 hectares (10 acres) of parkland per 1,000 people, and neighbourhood/community parks at a ratio of one hectare (2 acres) for each 1,000 people, excluding regional parks and schools, while considering other significant factors affecting acquisition.

PR1.5 Parkland and Recreation Facilities Acquisition and Development

Consider and use the following methods and strategies to acquire, improve and maintain parks and recreation facilities that meet the needs of current and future residents:

- Depending on the circumstances, at the time of subdivision of land, either acquire parkland of an amount and in a location acceptable to the Town or secure an amount that equals the market value of the land (Section 941, **Local Government Act**). Acquire parkland or secure an amount that equals market value with the subdivision of land.
- Acquire parkland or recreational facilities in exchange for rezoning for higher density.
- Acquire park improvements or recreational facilities in partnerships with other organizations and levels of government. This may include providing Town-owned land as an incentive for external investments.
- Strengthen partnerships with organizations and governments for park improvements.

PR1.6 Neighbourhood Priorities

The type of park or greenspace to be acquired through any of the methods and strategies set out in Policy PR1.5 should be defined in response to ecological, social, and recreational priorities for each neighbourhood and in accordance with PR1.1.

PR1.7 Minimum size at Time of Subdivision

In relation to the parkland dedication, at the time of subdivision the minimum area must be 1,000 (contiguous) square metres in a location suitable to the Town. If this is not achievable, cash in lieu of land will be required by the Town.

PR1.8 Juan de Fuca Recreation Centre

Continue to support the Town's inter-municipal facility sharing agreement for the Juan de Fuca Recreation Centre. Explore options for increasing local benefits from this partnership.

PR1.9 Facility Sharing and Partnerships

Consider cost sharing recreational facilities on an inter-municipal basis when:

- It is not economical for the Town to independently develop and manage recreational facilities.
- It is determined to be in the overall best interests of the Town.

PR1.10 Sustainable Investments

Ensure that recreation investments are sustainability over the long-term and that the Town can maintain high quality parks and facilities.

PR1.11 Safety and Crime Prevention

Support the safety and comfort of parks and recreation facility users by employing best practices for crime prevention, play equipment safety, natural, and active surveillance, and public awareness information.

OBJECTIVE PR2

Create an integrated network of parks and trails that facilitate connectivity between Neighbourhood Centres, Community Corridors, neighbourhoods, recreation areas, and schools.

POLICIES

PR2.1 Connectivity

Encourage improved connections between parks, greenspaces, recreation facilities, schools and residential areas via linear parks, public trails, transit, and sidewalk connections. Support the establishment of multi-use corridors that connect neighbourhoods with other areas of the Town and the regional trail system.

Recognize that improved connections to parks and recreation facilities will better integrate these assets into the community, increase the walkability of the Town and promote healthy lifestyles. Also recognize that parks themselves can serve as connectors and links between neighbourhoods and residential areas. Ensure Park entries and pathways are designed to connect and benefit all adjacent areas.

PR 2.2 Improve Access to parks

Develop a parking and transportation strategy for Community Parks that limits intrusions into residential areas, and explores options for alternative transportation

PR2.3 Connect Major Facilities

On a town-wide basis, prioritize improving connections to the Juan de Fuca Recreation Centre, Thetis Lake Regional Park, and View Royal Park so that all residents have access to and a sense of ownership of these public assets.

PR 2.4 Connect People with places and Nature

Implement the View Royal Wayfinding Strategy in parks.

OBJECTIVE PR3

Increase public access to the water and shoreline to provide all residents opportunities to enjoy these natural features.

POLICIES

PR3.1 Water and Shoreline Access

Develop public accesses, identified in the Parks Master Plan, to the water, beach, shoreline areas and significant viewpoints. Planning considerations for development of water and shoreline accesses include:

- Avoiding or minimizing ecological impacts. This may necessitate excluding people and dogs from vegetated shoreline buffers.
- Ensuring safety, convenience, accessibility, and good wayfinding.
- Prioritizing accesses in areas where access is currently most limited or where the greatest public benefit can be achieved.
- Creating connections to other parks and trails.
- Flood construction level that considers both Sea Level Rise and tsunami risk.

Design for road ends shall include:

- Chain link fencing to delineate private property, implementation of best practices for shoreline restoration.
- Addition of seating areas.
- Not permit off-leash areas
- Consideration of landscaping to remove invasive species and encourage native habitat

PR3.2 Waterfront Development Sites

In reviewing development proposals for waterfront sites, encourage new public water and shoreline accesses, parks, and boat launches depending on current Flood Hazard Land Management Guidelines to allow for sea level rise to year 2100.

PR3.3 Public Boat Launches

Support the establishment of public launches for non-motorized boats at public waterfront access points. Opportunities for new public launches should be pursued at sites currently owned by the municipality as well as other sites. Boat launch planning should occur in consultation with local residents.

PR3.4 Non-motorized Public Boat Launch

Consider development of a non-motorized launch site for canoes and kayaks at the Portage Inlet Linear Park

OBJECTIVE PR4

Identify and develop spaces for large, outdoor events, festivals, farmers markets and other community gatherings.

POLICIES

PR4.1 View Royal Park

Support investment in View Royal Park as the primary town park. In addition to providing for a range of recreation activities that will attract a broad section of the community, ensure that there is sufficient space and amenities to facilitate large community gatherings such as festivals and group picnics.

PR4.2 Social Gathering Places

Support the development of rain and sun protected outdoor social gathering places in larger parks and public areas and as part of large development proposals.

PR4.3 Public Washrooms

As a guideline, View Royal will work toward providing public washrooms at all Town and Community Parks and will partner with CRD Parks to advance this objective in regional parks.

PR 4.4 Parks Programming

Encourage Westshore Parks and Recreation to program a range of events and activities in appropriate parks over the summer months.

OBJECTIVE PR5

Protect and restore ecologically sensitive areas and features within the parks and trail system to ensure the integrity of the natural environment, maintain the natural setting, and preserve these features for the appreciation of future generations.

POLICIES

PR5.1 Green and Blue Spaces

Acquire, develop, manage, and preserve various forms of green/blue spaces in suitable locations throughout the Town that meet the needs of both present and future View Royal residents.

PR5.2 Environmentally Sensitive Areas

Continue to identify and review Environmentally Sensitive Areas (ESA) to ensure that these areas are adequately protected within Development Permit Areas (DPA). Periodically update DPA guidelines to respond to new scientific information and incorporate best practices.

PR5.3 Ecologically Sensitive Planning and Design

Support ecologically sensitive park/trail planning and design. Planning consideration to include:

- Maintaining biodiversity and natural features.

- Designing with natural networks and systems. This includes respecting existing terrain and drainage patterns and identifying the least intrusive approaches to facilitating recreation needs.
- Providing a context for learning and understanding the natural systems within the Town.

PR5.4 Sound Parks Management and Construction Practices

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 professional consultation.

PR5.5 Parks and Environmental Health

Recognize and support parks as contributors to the environmental health of View Royal and the region through stormwater management, riparian area protection, climate change adaptation and mitigation, increased shade, and CO2 sinks.

PR5.6 Parks and Population Health

Recognize and support parks as contributors to the overall health and well-being of View Royal and regional residents by providing opportunities for fitness and passive enjoyment.

PR5.7 Integrate Parks and Recreation Planning

Ensure Park and recreation planning is integrated with broader Town planning efforts, land use and transportation decisions, and public realm planning and design.

PR5.8 Invasive Species Removal and Habitat Restoration

Support the rehabilitation of areas degraded by invasive plants and species, and the restoration of native vegetation. When possible, employ preventative measures to protect native habitat within View Royal parks.

PR 5.9 Support and Enhance the Health of Ecosystems

Encourage the CRD to update Sensitive Ecosystem Mapping.



OBJECTIVE PR6

Implement recommendations from the Parks Master Plan.

POLICIES

PR 6.1 Maintain and Improve Existing Parks

Build on the existing Amenity List that specifies a range of infrastructure and actions unique to neighborhoods needs and wants (for example, benches, trees, and bike racks) to inform annual capital plan priorities and to encourage involvement from individuals and groups.

PR 6.2 Provide Diverse and Inclusive Recreational Opportunities

Maintain View Royal Park as the primary focal point of the parks system, including additional site furnishings, improved riparian areas, playground upgrades and a community gathering space.

Emphasize the historical and cultural significance of Portage Park and other parks. Add interpretive improvements to the park documenting First Nation's history and early European settlement in the area.



7 | Community Infrastructure & Services

OVERVIEW

Decisions made today about View Royal's infrastructure and services will affect its performance both fiscally and in meeting the climate actions. Better connected, **compact neighbourhoods** are more cost-effective to service and maintain long term. The servicing and infrastructure investments the Town makes have far-reaching impacts on the community's future well-being and fiscally responsible management.

Distributing water, treating wastewater, and collecting and treating solid waste all require more energy-efficient approaches. Climate change impacts threaten the reliable functioning of this complex network of infrastructure in View Royal. Projected decreases in precipitation and snowfall may reduce water supplies in the coming years. Increased risks of flooding, storm surges, saltwater ingress, extended drought conditions, and more frequent and severe rainfall events are anticipated to strain municipal infrastructure systems. These changes require planning for adaptation and resiliency.

GOALS

- Confirm View Royal as an environmentally responsible community committed to becoming a more sustainable place and planning for global climate change.
- Ensure that community services and amenities can be provided within the financial means of the municipality and strengthen partnerships with regional service providers to increase local opportunities.
- Recognize the regional role of the community as a link in major transportation and environmental systems and cooperate with other municipalities and other governments to address regional issues while also protecting local values and promoting long-term sustainability.

VIEW ROYAL TODAY



View Royal bike track. Source: View Royal.

Today, the vast majority of residents and businesses are located inside the Urban Containment Boundary and are connected to urban infrastructure and services. These include urban sanitary sewer, potable water and drainage systems, garbage, composting and recycling collection. A major challenge for the Town is continuing to provide the high-quality infrastructure and services the community expects in a fiscally sustainable manner. The Town also needs to identify and pursue opportunities to incorporate environmentally sustainable technologies

and service delivery methods into its established systems. Since the Capital Regional District (CRD) provides many of the community services in View Royal, it will be necessary for the Town to collaborate with the CRD and other agencies in addressing these challenges.

Residents also have access to two library systems and a variety of other community services and opportunities that support social health and community wellbeing.

WATER SYSTEM



Source: Justin Meckes

View Royal is connected to the regional water distribution system. The system is owned, operated, and maintained by the CRD Water Department. Residents and businesses in the Town are on metered water services and receive direct billing from CRD for water consumption. The CRD installs fire hydrants at locations requested by the View Royal Fire Department. The cost of installing hydrants is borne by the CRD (most often paid for by new developments). The costs of maintenance, amortization of capital costs, and water consumed are included in the retail water rates.

Water distribution mains to the majority of the Town provide sufficient quantities of potable water for current commercial, institutional and domestic uses, as well as for fire protection purposes. Areas outside the Urban Containment Boundary, in the Thetis neighbourhood, have more limited water service. Several properties rely on alternative sources for both consumable water and fire protection.

Four Water supply (transmission) mains do exist within View Royal. Contrary to the water distribution system, these supply mains carry bulk water from the Sooke Reservoir to the Capital Region. As these supply mains pass through View Royal to service the other Municipalities in the Capital Region, View Royal must be aware of the location of these systems prior to construction activities to avoid disrupting this regional system.

SEWER SYSTEM

View Royal's sewer system consists of approximately 50 kilometres of pipeline and 17 pump



CRD Wastewater Treatment Plant. Source: Victoria News.

stations, which are electronically monitored on a continual basis. In addition to the Town managed system, there are also privately managed sewer grinder pumps on properties that are lower than the gravity sewer system. All domestic sewage is eventually pumped from the Craigflower Pump Station on Shoreline Drive to McCauley Point in Esquimalt. These last two components of the system are operated and maintained by the CRD. View Royal's Sanitary Plan

outlines the desired upgrades to the sanitary sewer system with a detailed renewal program.

The CRD's Environmental Services Department has a Regional Source Control program aimed at reducing the amount of contaminants discharged into sanitary sewer systems. The program accompanies the CRD's Sewer Use Bylaw, which specifies the types of wastes that are prohibited or restricted for discharge into the sanitary sewer systems. The purpose of these initiatives is to ensure the functionality of the system and protect human and environmental health.

The existing sewer system is adequate for the existing residential and commercial development within the Urban Containment Boundary. However, sewer system upgrading is required for any substantial development or redevelopment to occur.

DRAINAGE SYSTEM

For much of View Royal, stormwater management is addressed through **open ditches**, culverts, and driveway culverts that drain to either Craigflower or Millstream Creeks or directly into the Esquimalt Harbour or Portage Inlet.

The open ditch drainage system has provided reasonable protection against local flooding; however, this may change due to a changing climate. For example, Provincial Flood Hazard Area Land Use Management Guidelines recommend planning for a Global Sea Level Rise of 0.5m by 2050, 1.0m by 2100 and 2.0m by 2200. Mitigation and adaptation strategies for existing municipal services and other infrastructure vulnerable to Sea Level Rise and storm surge impacts will be needed.

The Town's Master Drainage Plan was developed with consideration of climate change effects, including increased frequency, duration and intensity of storm events and flooding. The Town of View Royal has an aggressive fifteen-year drainage program and has been working systematically to improve the quality of stormwater that reaches Esquimalt Harbour and Portage Inlet. This includes major investments in **bioswales** and treatment wetlands associated with road improvement projects. In addition, all new development is required to develop a stormwater management plan that addresses stormwater quality and volume issues. This includes both on and off-site strategies and a range of solutions from small rain gardens to **infiltration systems**, roadside bioswales, and large, constructed wetlands.



Bioswale. Source: Capital Regional District.

GARBAGE, COMPOSTING, AND RECYCLING COLLECTION

The Town contracts a company to collect residential garbage and household food waste on a weekly basis. These two waste streams are collected in separate colour-coded containers supplied to each household by the company. Residential garbage is disposed of at the Hartland Road Landfill, which is owned and operated by the CRD. Food waste is taken to a composting facility.



Hartland Road Landfill. Source: Capital Regional District.

The Canteen Composting Facility in Esquimalt is available to View Royal residents free of charge at the gate. Lawn and garden waste is also collected three times per year at the curbside. Weekly curbside recycling is offered to all View Royal residents through the CRD Environmental Services Branch. The CRD also operates a recycling program for condos and apartments.

FIRE PROTECTION

The Town of View Royal has a Fire Department with seven full-time staff and thirty part-time firefighters. In addition to responding to fire and rescue-related incidents, the Fire Department provides fire prevention and education, emergency response and life-saving services, code inspections and enforcement, and it participates in regional emergency and safety initiatives.



Firefighters. Source: Marc Kleen

The Fire Department works cooperatively with other municipal departments and adjacent municipalities through mutual and automatic aid to ensure the best available coverage for all area residents and businesses.

TOWN OF VIEW ROYAL EMERGENCY PROGRAM

The View Royal Emergency Program comprises Town staff and dedicated volunteers who serve their community to prepare, respond, and recover from emergencies and disasters that may affect our municipality. It is a dynamic organization run by the View Royal Fire Rescue staff itself in

order to meet provincial mandates, comply with the British Columbia Emergency Management System (BCEMS), and the current needs of its residents, businesses and infrastructure. The View Royal Emergency Program encompasses the following areas:

- Emergency Support Services (ESS)
- Neighborhood Emergency Preparedness Programs (NEPP)
- Emergency Radio Communication
- Emergency Operations Centre
- Public Education
- Staff and Volunteer Training

The Emergency Management staff maintains and manages emergency plans, emergency supplies and equipment, Emergency Operations Centre (EOC) and Emergency Reception Centres. We coordinate and facilitate training for staff and volunteers and host emergency preparedness workshops for the public. We are active in regional initiatives and a member of the Local Government Emergency Program Advisory Committee (LGE PAC) and the Regional Emergency Program Advisory Committee (REPAC).

View Royal's Emergency Program works closely with Emergency Management BC (EMBC) and the Federal department, Public Safety and Emergency Preparedness Canada (PSEPC). The Emergency Program also includes Emergency Support Services (ESS). ESS is a community-based provincial emergency response program providing short-term assistance to people forced to leave their homes because of fire, floods, earthquakes, or other emergencies. This assistance includes food, lodging, clothing, emotional support, and family reunification. The ESS provides relief for small to large groups of people for up to seventy-two hours.

POLICE PROTECTION



West Shore RCMP. Source: Times Columnist.

The Town of View Royal is serviced by the West Shore Royal Canadian Mounted Police (RCMP) detachment located at 698 Atkins Avenue in Langford. The detachment provides policing services to four other municipalities including the Cities of Langford and Colwood and the Districts of Metchosin and Highlands. West

Shore RCMP also serves the Songhees and Esquimalt Nations and portions of the Malahat. West Shore RCMP has approximately one-hundred and three regular members and more than fifty support staff under the supervision of the Officer in Charge, a Superintendent. The detachment provides 24-hour police service covered by five General Duty Watches and averages more than

25,000 files each year. West Shore RCMP also comprises several specialized units, such as the Police Dog Services, Bike Unit, Uniformed Gang Enforcement Team, Indigenous Policing Services, Serious Crime Unit, Traffic Services, Community Policing Section, Crime Reduction Unit, Drug & Organized Crime Unit, and Special Victim's Unit.

In addition to the regular policing services provided by West Shore RCMP, the detachment is also dedicated to various community-based services and programs administered by over fifty volunteers. These services and programs include Keep in Touch, Restorative Justice, Speed Watch, Victim Services referrals, Community Policing Advisory Committee, and the Auxiliary Constable program.



OBJECTIVES AND POLICIES

This section contains the Town's objectives and policies related to providing and maintaining community infrastructure and services in View Royal.

OBJECTIVE IS1

Coordinate infrastructure and services with land use planning – Ensure that infrastructure and services investments are planned to coincide with the community Vision and long-term land-use planning priorities. This includes supporting compact development near existing infrastructure and protecting natural areas and ecosystems.

POLICIES

IS1.1 Resilience

Ensure that infrastructure and services are resilient to the risks and impacts of climate change and disasters.

IS1.2 Sustainable Development Pattern

Plan new infrastructure and services to support compact and sustainable development. Prioritize investments that support new housing, commercial and facility development within the planned Town Centre, Neighbourhood Centres, and Community Corridor areas.

Extension into un-serviced areas will only be built in tandem with new development and will be financed by development projects. Extension of services in areas outside the Urban Containment Boundary or for developments that are not in conformance with the policies of this plan will not be supported.

IS1.3 Adequate and Appropriate Infrastructure

Ensure that development will only occur if appropriate infrastructure systems (water, wastewater, and sewer) and standards are in place and designed to the satisfaction of the Town. Work with developers and regional agencies to ensure adequate systems that promote conservation and expand only as necessary to accomplish goals and policies within this plan.

The presence of adequate infrastructure is not in itself a justification for development.

IS1.4 Servicing Standards

Municipal infrastructure projects follow the Master Municipal Construction Documents (MMCD) and aim to advance green infrastructure practices.

IS1.5 **New Development**

Ensure that developments utilize best practices for infrastructure design, operations, and maintenance. Developers will be required to meet the Town's standards and should be encouraged to incorporate innovative strategies, such as:

- On-site stormwater management and surface stormwater treatment.
- Net-zero **runoff** policy, with raw land as starting measuring point.
- Underground services.
- Water conservation and wastewater reduction.
- Use of **pervious surfaces** and permeable landscaping materials.



Vegetated and hard pervious ground treatments reduce stormwater runoff

IS1.6 **Comprehensive Drainage Studies**

Require comprehensive drainage studies that include drainage improvement recommendations and implementation procedures for all major developments.

IS1.7 **Curbs and Gutters**

Curbs and gutters will be required for new development in all commercial, mixed residential and mixed-use areas. The Town may adjust this requirement if a development proposal includes alternative approaches to stormwater management that support sustainable development, protect the natural environment, and are designed and implemented to the satisfaction of the Town.

IS1.8 **On-site Sewage Disposal**

Require strict adherence to the Vancouver Island Health Authority and Ministry of Environment guidelines for on-site sewage disposal and private wells in areas not served by the Town's sewer system.

IS1.9 Emergency Access

Require developments to make adequate provision for emergency vehicle access and manoeuvrability and ensure that the infrastructure necessary to support fire protection activities is in place.

IS1.10 Fire Protection

Ensure fire protection is an important element in site and building design, with the view to shifting the burden of fire suppression to the developer and property owner.

IS1.11 Coordinate Public Projects

Plan new infrastructure in conjunction with roads, community facilities, parks, and other public spaces. Planning considerations should include:

- Stormwater management.
- Watershed issues.
- Integration of parks, greenways, and natural systems.
- Pedestrian, cyclist, and transit connectivity.

OBJECTIVE IS2

Environmental sustainability and protection – Preserving the integrity of the natural environment and protecting human health should be a major determinant in all infrastructure and services decisions. Ensure that new growth is balanced with the capacity of natural systems.

POLICIES

IS2.1 Environmentally Sensitive Design

Ensure that infrastructure and services are designed and located to be sensitive to surrounding land uses and reduce or eliminate run-off and adverse impacts on the natural environment. Design considerations should include:

- High energy efficiency building retrofits and new construction
- Utilizing natural features and systems such as trees, vegetation, and riparian areas for natural stormwater absorption and treatment
- Mimicking and incorporating natural systems
- Strategies to minimize the amount of stormwater entering the sewer system
- Sustainable approaches to wastewater management, such as site-specific wastewater infrastructure for private developments



- Utilizing pervious surfaces on driveways, parking lots and access roads
- **Xeriscaping**, infiltration basins, and green roofs as a means of reducing stormwater runoff and the heat island effect.

IS2.2 Green Infrastructure

Expand green infrastructure systems throughout the Town.

Green infrastructure includes existing natural watercourses and drainage systems, engineered bioswales and groundwater recharge areas, green roofs, permeable surfaces, etc.

IS2.3 Sustainable Standards

Establish sustainable infrastructure standards for the Town of View Royal that incorporate innovative technologies and green infrastructure and ensure long-term resiliency and stability of services.

IS2.4 Water Conservation

Support strategies and develop incentives for reducing water consumption and wastewater generation. Strategies could include rainwater collection, greywater reuse (Including treated water for irrigation purposes) and dual piping systems.

IS2.5 Safe Water Supply

Work with the CRD and other agencies to protect the drinking water supply and prevent water contamination.

IS2.6 Stormwater Discharge

Ensure that the discharge of stormwater does not negatively impact adjacent water quality. Diverted stormwater collection and discharge systems require provision for grease, oil, hydrocarbon, and sedimentation removal facilities and ongoing maintenance of these facilities. Such systems shall be engineered to the satisfaction of the Town.

Where a net benefit for fish habitat can be demonstrated, the Town may consider proposals from applicants to enhance fish habitat, including in-stream works or the creation of wetland areas, as part of alternative design options for development projects. These projects may be subject to approval from applicable provincial and federal government authorities.

IS2.7 Infiltration and Detention

Support stormwater management practices that emphasize infiltration and detention to minimize the effect of stormwater discharge into Esquimalt Harbour, Craigflower Creek, Millstream Creek and other natural watercourses.



IS2.8 Siltation Prevention

Ensure construction and other human activities are carried out to minimize siltation effects.

IS2.9 Waste Reuse

Recognize waste as a viable resource. Work with the CRD, other agencies and businesses to develop strategies to reuse solid waste, liquid waste and wastewater generated in View Royal.

IS2.10 Systems Longevity

Facilitate adequate operation and maintenance programs in order to maximize the life of infrastructure systems, reduce the frequency of replacement, and ensure proper functionality.

OBJECTIVE IS3

Fiscal sustainability— Ensure infrastructure and services are planned within the financial means of the Town and that investments continue to meet the high standards expected by the community.

POLICIES

IS3.1 Prioritize Investments

Prioritize infrastructure and services investments throughout the Town to best address local needs and maximize community benefit.

IS3.2 New Development Costs

Require that the cost of system upgrades to accommodate new development be borne by developers.

IS3.3 Local Improvements

Encourage the use of **local improvements** financing for systems upgrades and improvements in residential areas.

“Local Improvements” refers to those works and services that directly benefit a local area or neighbourhood and not necessarily the community at large. Property owners may petition Council to undertake local improvements, whereupon Council would determine an appropriate proportionate sharing of the cost (e.g., 100% local area, 60% - 40%, etc.).

OBJECTIVE IS4

Solid waste management – Reduce the amount of solid waste entering the landfill from View Royal.

POLICIES

IS4.1 Waste Separation

Continue to work with the Capital Regional District and the private sector to maintain three-stream waste separation systems (garbage, recycling, composting) as a means of reducing the amount of solid waste reaching the landfill. Ensure that all collection programs are convenient and well-promoted to increase participation at the unit level, building level, in businesses and public institutions.

IS4.2 Household Food Waste Collection

Explore the expansion of the household food waste collection program to condos and apartments.

IS4.3 On-site Composting

Support small-scale composting on appropriate residential properties and in community gardens.

IS4.4 Construction Waste

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

OBJECTIVE IS5

Protective services—Maintain a high level of protective services presence and programs in View Royal to ensure community safety and security.

POLICIES

IS5.1 Safety and Policing

Coordinate directly with the West Shore RCMP on safety and policing matters. Enhance the community's sense of safety, security, and confidence in its police service by ensuring that:

- Emergency calls and complaints are consistently handled in an appropriate professional manner.

- Traffic control and the response to traffic accidents are as effective as possible.
- Bylaw enforcement is consistently carried out.
- Citizen participation in crime prevention activities is improved.
- The principles of Crime Prevention Through Environmental Design (CPTED) are systematically applied to ongoing and future development in View Royal.

IS5.2 Fire Protection

Maintain a composite Fire Department comprised of career and part-time firefighters. Continue the Fire Department's commitment to providing the highest level of life and property safety with caring professionalism through effective training in the delivery of fire prevention, control, rescue, and public education services.

Enhance the delivery of fire protection services through a well-coordinated approach to infrastructure improvements and review of development projects.

IS5.3 Comprehensive Emergency Plan

Enhance disaster preparedness through the ongoing review and implementation of a comprehensive emergency plan.

IS5.4 Sea-level Rise and Flood Planning

Plan for the safety of people and property in the occurrence of major flood events:

- Require assessment of minimum flood construction elevation by a qualified professional for new waterfront developments.
- Identify flood-prone areas and discourage development within floodplains.
- Require buildings located in areas susceptible to flooding to be adequately flood-proofed.
- Collaborate with adjacent municipalities to establish a routing strategy for major storm events.
- Coordinate flood planning with the CRD and other agencies.
- Establish Development Permit area guidelines for flood-prone areas that follow current Flood Hazard Land Management Guidelines for all new developments, subdivisions, and zoning to allow for sea-level rise to the year 2200.



8 | Community Facilities & Social Wellbeing

OVERVIEW

This chapter addresses community, cultural, and heritage resources in View Royal and establishes goals, objectives, policies and implementing actions for protecting these resources and better integrating them as assets into the community's social and physical landscape.

The chapter also includes general statements related to well-being. Community facilities support social connections and increase **community resilience**, mental and physical health, and connection to place. Through its authority to plan and make decisions within its jurisdiction, the Town will have a significant influence on social and community well-being. The Town can also support the efforts of other governments, public agencies, and service providers in a collective effort to work towards social sustainability.

GOALS

- Honouring and building relationships with the Esquimalt Nation and Songhees Nation in the spirit of Reconciliation.
- Identify, preserve, and protect the historic and cultural sites in View Royal.
- Provide or facilitate community services and facilities that meet the needs of View Royal's residents of all ages, abilities, and cultural backgrounds.
- Enhance the quality of life for the full diversity of View Royal residents.
- Identify ways to better engage youth and families.
- Promote a strong sense of community in all areas and neighbourhoods of the Town and create an enhanced sense of place and identity throughout.

COMMUNITY WELL-BEING

Communities are much more than buildings, parks, and infrastructure. The character of a community is directly related to the “quality of life” and “social, mental and physical well-being” experienced by its residents. Community well-being is reflected in the achievement of:

- Personal and public health.
- Satisfaction of basic material needs such as access to water, food and shelter.
- Economic security and opportunity.
- Protection from violence, threat, abuse, and discrimination.
- Reduced vulnerability to the effects of climate change.
- Mobility and ease of access for all ages and abilities.
- Sense of identification, belonging and connections to the past.
- Availability of choices and self-determination.
- Active participation in decision-making in community life and larger societal processes.
- Access to knowledge and personal skill development.



The Town of View Royal has not traditionally taken a proactive role in identifying and addressing residents' social needs. Policy leadership and funding have generally been done by social, health and educational providers. The Community Social Planning Council has undertaken considerable community-based research on matters related to the quality of life and social inequities. However, as View Royal continues to grow, its demographic make-up changes, and the resources of other levels of government become more

constrained, the Town recognizes that it can make a positive contribution to addressing social issues and concerns.

A diverse community is a vibrant community, and View Royal is welcoming to all. 2016 Census data of View Royal shows that approximately 20% of the resident population is visibly ethnically diverse, with 4.4% Indigenous population and 15.9% visible minorities or new immigrants. Of that 15.9%, approximately 40% identify as South Asian, 19% as Chinese, and 9.5% as Black. Different population groups have different opportunities and needs in their communities, and the Town recognizes the importance of being inclusive in supporting diverse needs. Equity, diversity, and inclusion are key considerations for the Town of View Royal because traditional planning practices

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have resulted in policies, programs, and regulations that can disproportionately impact and stymie the progress of some groups of people, thereby affecting their health, safety, and wellbeing. The OCP strives to ensure that equity considerations are embedded throughout and are specifically highlighted in this chapter.

As is the case throughout the region and Canada, the population in View Royal is expected, on average, to become older. An aging population also creates demands for health and social services that serve seniors effectively. Similarly, the Town recognizes the specific needs of persons with disabilities, both visible and not. The OCP planning process identified the need to accommodate View Royal residents of all ages and abilities to age in place and have equitable access to services and opportunities for recreation, wellbeing, and quality of life.

From a jurisdictional perspective, the role that View Royal has will focus on facilitation, advocacy, and information exchange. Of relevance are matters related to accessibility for persons with visible and invisible disabilities, childcare, family support, access to health care, life-long education, literacy, and food security. A number of these matters in this section are also referenced in other parts of the Plan. This involves recognizing and accommodating all our resident's transportation and mobility needs, housing choices and recreation abilities and interests.



Community gardening. Source: Centre for Disease Control.

HERITAGE

The story of View Royal can be traced back and retained through the tangible and intangible acts of storytelling, writing, photography, acts of celebration and festivals, our physical and natural structures.

ləkʷəŋən¹ peoples, known today as the Esquimalt Nation and Songhees Nation and that their historic connections to these lands continue to this day. Their presence in View Royal goes back to time immemorial, and the Town's colonial history can be traced back to the 1850s.

The Town has a rich history, with specific links to well-known historic points, including the Hudson Bay Company, the Royal Navy, and the presence of industries like lumber, farming and agriculture, and hospitality. Today, limited lands in View Royal are rural, farmed or designated within **Agricultural Land Reserve**.

View Royal is home to some of the oldest buildings in the Capital Region 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 as part of their

obligations in settling on Vancouver Island. As Victoria grew in population, people built seasonal cottages along the Town's shoreline for getaways. Many of these historic structures remain and have been converted into year-round residence.



1 Craigflower Manor, Source: BC Heritage Branch

¹ ləkʷəŋən (anglicized le-KWUNG-gen) means "House of smoked herring" which speaks to the abundant seafood resources in the area, with rich clam beds and schools of herring passing through to be harvested on the Gorge waterway.

CULTURAL RESOURCES

Cultural resources in View Royal include local schools, daycares, places of worship, public art and streetscaping, local events and celebrations, community groups, and arts and sports organizations.

Schools and daycares play a vital role in the community. They provide essential education for youth, social and educational enrichment opportunities, recreation spaces, and community meeting and gathering places. Shoreline Community Middle School, Eagle View Elementary School and View Royal Elementary School are located within the Town's boundaries. High schools in Colwood, Saanich and Esquimalt also serve local students. Since the 2011 OCP, View Royal has had several large daycares open to support the families who reside here.

The Town of View Royal is a member of the Greater Victoria Public Library (GVPL). This membership allows View Royal residents free access to all the GVPL branches, the closest of which is located at the Juan de Fuca Recreation Centre



Greater Victoria Public Library. Source: GVPL.

Complex in Colwood. In addition, the Town has its own reading centre. The View Royal Reading Room is free to all View Royal residents and offers a circulating collection for all ages of over 15,000 materials. The Reading Room participates in the provincial inter-library loan system, allowing patrons to request and borrow books from any library in British Columbia.

Cultural resources include visual and performing arts, and heritage resources. The Craigflower Manor Site has been re-activated as a cultural resource site and is recognized as a National Historic Site of Canada. View Royal has a thriving arts community, with visual and performing arts being central to many in their day-to-day lives. The Town is a full participant in the Capital Regional District Arts Service, which provides operating and project grants to the 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. View Royal also holds festivals like the Light Up View Royal, the Highland games and Canada Day celebrations held at the Craigflower Manor. The Town collaborates with neighbouring municipalities for other celebrations and important dates.

OBJECTIVES AND POLICIES

The objectives and policies in this section provide a long-range framework for protecting heritage resources, promoting heritage conservation, meeting community and social needs, involving youth, and supporting and strengthening View Royal's cultural assets.

OBJECTIVE CH1

Identify and protect significant cultural and heritage resources.

POLICIES

CH1.1 Municipal Heritage Register

Continue to identify and add heritage properties to the Town's Heritage Register.

CH1.2 Protection of Heritage Structures and Sites

Encourage the protection, restoration and upkeep of heritage structures and sites in View Royal to support the long-term sustainability of these assets.

CH 1.3 View Royal Community Archives

Continue to promote the View Royal Community Archives as an important local heritage resource. Encourage volunteerism, grants, and donations as other mechanisms for maintaining the Archives.

CH1.4 Heritage Organizations

Develop and strengthen relationships with heritage organizations in the region to support the research of heritage matters in View Royal.

CH1.5 Archaeological Sites Referrals

Continue to refer development applications on or adjacent to archaeological sites to the B.C. Archaeology Branch.

CH1.6 Temporary Protection

Consider establishing temporary protection of property having potential heritage significance when alterations or redevelopment are proposed for such a property that has not been designated for protection. The temporary protection of the property should be carried out in accordance with the Heritage Act for the specific purpose of determining if the property should be designated as a heritage property.

CH1.7 Heritage Revitalization Agreements

Consider adopting a bylaw authorizing a Heritage Revitalization Agreement (HRA) as a means of approving the redevelopment of a heritage property. The goals of enabling an HRA include:

- Ensuring the protection of heritage features
- Supplementing or varying existing bylaws
- Providing incentives for heritage conservation and innovation reuse of a heritage property
- Establishing and enforcing the term of heritage conservation

OBJECTIVE CH2

Integrate View Royal's cultural heritage and cultural assets into the social and physical landscape of the Town to communicate the community's past, strengthen its sense of place, and increase public awareness.

POLICIES

CH2.1 Public Education and Awareness

Support increased public education and awareness of the Town's history and culture, including local First Nations history and culture. This may include educational campaigns and exhibits, collaborations with local schools, installations of historical plaques or markers, permanent displays, and specific events or meetings.

CH2.2 Adaptive Reuse

Encourage adaptive reuse of heritage buildings. Work with the development community and owners of heritage buildings to find innovative solutions that will permit change while minimizing the impact on heritage values and finding uses that recognize the existing cultural function of heritage buildings.

CH2.3 Culture and Heritage Integration

Support the integration of heritage and cultural features into the public realm as landmarks and points of interest. Encourage planning and design that responds to local heritage features and includes cultural expressions.

CH2.4 Design Compatibility

Consider design compatibility of proposed developments adjacent to sites containing buildings or features identified as having heritage significance.

CH2.5 Local First Nations

Advocate for and be welcoming to respectful integration of local First Nations culture through relationship building and participation of Songhees Nation and Esquimalt Nation community members through the participation of Songhees Nation and Esquimalt Nation peoples in cultural exchange, like public art initiatives, public meetings, and local celebrations.

OBJECTIVE CH3

To facilitate, advocate and share information on community needs, equity, diversity and inclusion, and emerging social issues.

POLICIES

CH3.1 Collaboration

Encourage a coordinated approach to the identification of community needs and responses to these needs through collaboration with government and non-profit social agencies/organizations, as well as with View Royal's policing agency, the West Shore RCMP.

CH3.2 Communication

Communicate and collaborate regularly with a full range of public and non-profit providers of health and social services, including early childhood educators and those working as support workers in caregiving roles.

CH3.3 Capacity Building

As time and resources permit, assist in building community capacity among community groups in relation to social and community needs.

CH3.4 Equity, Diversity, and Inclusion

Seek input from **equity-priority** and under-represented groups on how they would like to participate in engagement processes safely and comfortably; create an engagement strategy accordingly.

View Royal will consider the use of a range of formal and informal citizen and stakeholder advisory bodies such as but not limited to standing and select committees of Council, task forces, citizen assemblies, review panels and advisory councils.

CH3.5 Advocacy Positions

Advocate to other levels of government in relation to local social needs and issues. In an advocacy role, the Town will ensure that its position is supported by thoroughly documented research, whether undertaken by the Town or others.

CH3.6 Access to Government Programs

Assist residents of View Royal to access grants or funding from other levels of government in relation to social needs by providing access to current information at the Town Hall, in newsletters, and on the Town's website.

CH3.7 Crime and Harm Prevention Initiatives

Support community-based and agency initiatives to prevent crime and reduce potential harm to individuals. Advocate for the continuation and promotion of RCMP community-outreach programs, including drug awareness and other programs offered through elementary schools, neighbourhood watch, speed watch, and the "Keep in Touch" program for seniors living alone.

OBJECTIVE CH4

Lands supporting traditional foods are protected, and traditional practices are celebrated.

POLICIES

CH4.1 Traditional Foods

Collaborate with Ləkʷəŋən peoples to identify, protect, and restore lands and waters in support of gathering and harvesting traditional foods

CH4.2 Traditional Plants

Engage and collaborate with knowledge-keepers, where there is interest, to develop Indigenous gardens and harvesting areas that focus on the cultivation of culturally important species of plants for food, ceremony and medicine and include public education and awareness opportunities.

CH4.3 Celebrating Foods

Look for opportunities to collaborate with the Songhees Nation and Esquimalt Nation to celebrate traditional foods through collaboration in festivals, markets, and other appropriate events.

OBJECTIVE CH5

To facilitate the creation of dedicated space for community needs.

POLICIES

CH5.1 Child Care Spaces

Work with other agencies to promote and encourage larger employers to provide on-site space for community childcare and before and after school care.

CH5.2 Community Meeting Spaces

Consider the development of a policy to require new commercial, business, and larger multi-unit residential development to provide common meeting space areas for use by the local community and/or areas to be used by public and non-profit service providers.

CH5.3 Public Markets

Support the development of farmers and artisan markets to support local access to food and support of the local economy

OBJECTIVE CH6

To provide youth with access to facilities, programs and other opportunities that help to encourage a life-long interest in community, social and civic issues.

POLICIES

CH6.1 Engaging Schools

Continue to involve the administrations of View Royal Elementary, Eagle View Elementary and Shoreline Community Secondary schools in the Town's planning initiatives.

CH6.2 Hospital

Engage with the Victoria General Hospital in future planning for expanded care services, ancillary services, and facilities redevelopment.

CH6.3 Consider Needs of Youth

Ensure that the interests of youth are fully considered in Town-initiated planning initiatives, events, and activities.

CH6.4 Youth Recreation and Leadership

As a municipal member of West Shore Parks and Recreation, continue to support opportunities for youth to be involved in leadership roles in recreational and leisure activities.

OBJECTIVE CH7

To be an inclusive community that values all people through facilitating equitable access to facilities, programs, and other opportunities to support their ongoing involvement in community, social, and civic issues.

POLICIES

CH7.1 Consider Needs of Seniors

Ensure that the interests of seniors are fully considered in Town-initiated planning initiatives, events, and activities, including support services and housing that facilitates aging in place

CH7.2 Promote Social Connectedness for All

Provide sufficient, high-quality public spaces, recreation spaces, gathering spaces and amenities to support all ages and abilities to gather, age in place, and meet the specific needs of seniors and people with disabilities. This includes providing public washrooms, seating areas, and drinking fountains.

CH7.3 Engaging with Caregivers

Seek out opportunities for engaging with and supporting caregivers, including those working in assisted living, long-term care, and live-in caregivers. Search for opportunities to include them in future planning.

CH7.4 Physical, Emotional, and Mental Wellbeing

The Town will continue to seek out and provide equitable access to a broad range of inclusivity measures in the public realm that supports the mental and physical health of residents of all ages and abilities. This includes people with visible or invisible disabilities.



CH7.5 Accessible Recreation

As a municipal member of the West Shore Parks and Recreation, continue to support opportunities for accessible recreation and leisure opportunities.

OBJECTIVE CH8

Support cultural activities, events, and expressions that contribute to a positive social environment, public education, greater cultural understanding and a stronger sense of local identity and pride.

POLICIES

CH8.1 Public Gathering Places

Encourage the development and enhancement of public gathering places that can be used for social and cultural events and activities. These may be purpose-built spaces as well as multi-use spaces, such as plazas, parks, community halls, schools, outdoor performance areas, waterfront areas and streets.

CH8.2 Community and Cultural Organizations

Support community and cultural organizations that operate in View Royal and local cultural events and activities such as annual celebrations, fairs and festivals, outdoor markets, and arts and sports events.

CH8.3 Public Art

Increase the amount of public art throughout View Royal. Support the integration of public art into public and private development, transportation, and infrastructure projects.

OBJECTIVE CH9

Support the physical and social well-being of residents through access to affordable, healthy, and local food.

POLICIES

CH9.1 Healthy Food

Encourage the establishment of small-scale healthy food retail options such as both year-round and seasonal farmers markets, small to mid-size grocery stores, mobile food vendors, bakeries and restaurants within the Town, neighbourhood nodes, corridors, and Town Centre.

CH9.2 Urban Agriculture

Encourage and integrate opportunities for urban agriculture (including community gardens, small plot farming, greenhouses, and gardening to support pollinators and foraging) on municipal lands, park spaces and vacant lands. Support priority access to these gardens for View Royal residents who otherwise don't have access to a garden.

CH9.3 Food Production in Multi-family housing

Encourage the provision of gardens and other food production spaces for the use of residents in new multi-family residential housing, as guided in the Development Permit Area Guidelines.

OBJECTIVE CH10

Public schools—Ensure the long-term presence and function of public schools in View Royal to meet the educational, social, and cultural needs of the community.

POLICIES

CH10.1 Public Schools

Recognize public schools as important community gathering places, community education centres, and cultural activity spaces in View Royal. 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.

CH10.2 School Planning

Work collaboratively with the School District to plan facility upgrades, school development projects, and the long-term use of surplus facilities or land.

Support the continued operation of the existing public schools in View Royal, and work with the School District to assess and plan for future needs.

CH10.3 Community Resilience

Support and build neighbourhood capacity in strengthening social connections, climate action, and community resilience through neighbourhood-driven initiatives based on **asset-based community development** approaches.



PART 3

DEVELOPMENT PERMIT AREAS

1. JUSTIFICATION AND AUTHORITY

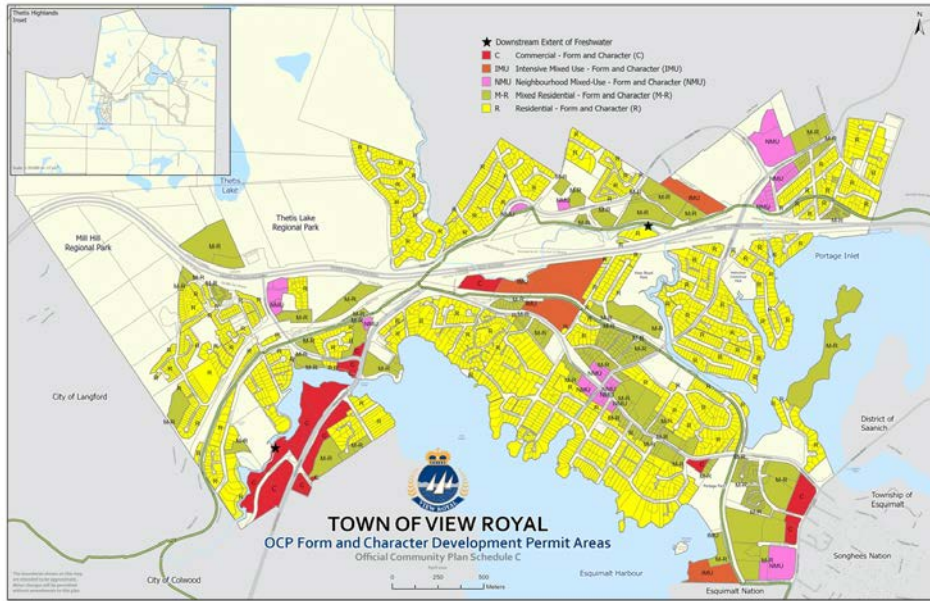
2. FORM & CHARACTER OF DEVELOPMENT

- Mixed Residential
- Intensive Residential
- Neighbourhood Mixed Use
- Intensive Mixed Use

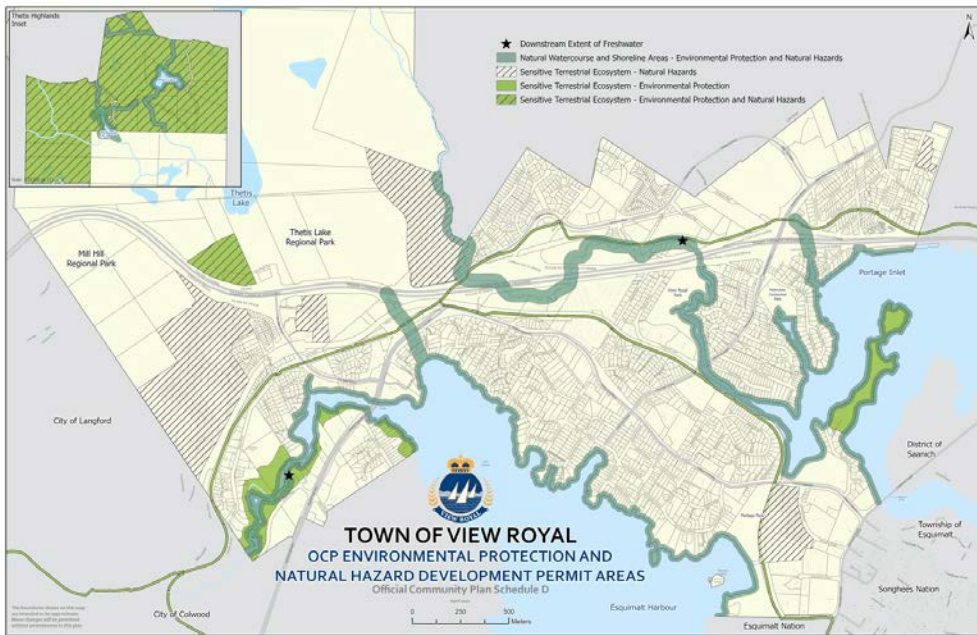
3. ENVIRONMENTAL PROTECTION & NATURAL HAZARD DEVELOPMENT PERMIT AREAS

- Natural Watercourse & Shoreline Access
- Sensitive Terrestrial Ecosystems
- Natural Hazard Wildfire Interface

SCHEDULE C FORM & CHARACTER DEVELOPMENT PERMIT AREAS



**SCHEDULE D ENVIRONMENTAL PROTECTION AND NATURAL HAZARD
DEVELOPMENT PERMIT AREAS**



JUSTIFICATION AND AUTHORITY

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 C or D, 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 488 (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. in relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region;
- h. Establishment of objectives to promote energy conservation;
- i. Establishment of objectives to promote water conservation; and
- j. Establishment of objectives to promote the reduction of greenhouse gas emissions.

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 Schedules C and D.

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 A:

- Residential
- Mixed Residential
- Neighbourhood Mixed Use
- Intensive Mixed Use
- Commercial

Two Development Permit Areas, as shown on Schedule D, 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
- Natural Hazard Wildfire Interface

FORM AND CHARACTER OF DEVELOPMENT

GENERAL GUIDELINES

General Guidelines apply to all Areas shown as Mixed Residential, Intensive Residential, Neighbourhood Mixed Residential Use, Neighbourhood Centre, Intensive Mixed Use, and Commercial on Schedule C of the OCP as designated Development Permit Areas as per the *Local Government Act* Section 488(1)(e), (f), (h), (i) and (j) for the establishment of objectives and the provision of guidelines for the form and character, water and energy conservation and reduction of GHG emissions.

EXEMPTIONS

In all areas designated Mixed Residential, Neighbourhood Mixed Residential Use, Neighbourhood Centre, Intensive Mixed Use, or Commercial, 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 \$75,000 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.
- Detached residential buildings on lots greater than 360m².

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.

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 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. Provide sufficient topsoil to promote well-rooted landscaping that requires less irrigation and stays green longer during drought conditions.

- iv. Plant trees and remove trees selectively to maximize passive solar gain, natural ventilation and natural cooling, and increase the entry of natural light into buildings.
- v. Plant trees and other vegetation around buildings to act as windbreaks against cold winter winds, and to direct cooling summer breezes.
- vi. Where possible, enhance the natural green network by increasing the quantity, density and diversity of trees.
- vii. Where applicable, plant trees in trenches rather than in large underground containers so trees live longer and grow larger as they mature.
- viii. Landscape design that emphasizes water conservation or “xeriscape” principles is strongly encouraged. This includes working with existing site elements and drainage, soil improvement, appropriate plant selection (drought tolerant, hardy flowers and shrubs), minimizing lawn area, efficient irrigation, and adequate mulching.
- ix. Space for private or communal gardening and the use of native plants, edible plants, berry bushes and fruit trees in landscaping is encouraged.
- x. Use a combination of soft and hard landscape elements to create functional and visually appealing private and semi-private outdoor space.
- xi. Location, height and spacing of retaining walls and fencing should refer to section 4.8 of the Town of View Royal Zoning Bylaw No. 900, 2014.
- xii. Use permeable or porous paving materials and/or light-coloured reflective paving materials (e.g., white asphalt, concrete made with white cement mixtures, light- coloured pavers) for sidewalks, driveways, roads, and parking lots.
- xiii. Limit impervious paving and/or dark-coloured absorptive materials for sidewalks, driveways, roads, and parking areas.
- xiv. 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).
- xv. Landscaping of townhouse and apartment developments should contribute to a pedestrian-friendly streetscape and used as a buffer between different uses, using street trees and other plantings to soften building edges, provide visual interest, transition, and establish a sense of pedestrian enclosure.
- xvi. 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.
- xvii. Where applicable, 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.

- xviii. Landscape design strategies should be incorporated that minimize stormwater runoff and promotes the natural infiltration and cleaning of runoff.
- xix. Landscaping should incorporate an automatic irrigation system.
- xx. Tree species of sufficient height and canopy spread should be used to provide shade and improve the visual appearance of parking areas.
- xxi. 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.
- xxii. Landscape design strategies should incorporate stormwater retention and infiltration areas to achieve a net zero site runoff from pre-development levels.
- xxiii. Use of naturalized ponds, bioswales or rain gardens to collect, store and/or attenuate the flow of rainwater and potentially re-use rainwater to irrigate non-edible plants and landscaping is encouraged.
- xxiv. 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 – LIGHTING

- i. Building and site lighting should be sufficient to ensure pedestrian and motorist safety.
- ii. Lighting fixtures that are “dark skies” friendly to limit light pollution at night are strongly encouraged. This includes fixtures that control the quantity, quality, and direction of night lighting.
- iii. Identify and light only areas where and when lighting is needed to meet safety purposes (e.g., parking lot, doorways, walkways, signage).
- iv. Limit light “trespass”, lighting that crosses property lines. Light levels at the property line should not exceed 0.1 footcandles (fc) adjacent to business properties, and 0.05 fc at residential property boundaries.
- v. Landscape and safety lighting should be “fully shielded” and directed downwards with “zero upright” using professionally recommended type of light fixtures.
- vi. Sign lighting mounted above the sign is encouraged. Lighting should be aimed so that light falls entirely on the sign and positioned so that the light source (bulb) is not visible from any point off the property or into the roadway to reduce glare. No more than 200 lumens is necessary for good visibility.
- vii. A compact fluorescent (2700K or less) or High-Pressure Sodium lighting is recommended unless the light is motion sensor activated, in which case LED, incandescent, or the instant

start compact fluorescent bulbs can be used. Metal Halide (due to its higher costs, energy use, impact on the environment, and greater contribution to "sky glow") is discouraged, as well as LED light sources rated over 2300 Kelvin.

- viii. Automatic controls that turn off lights (or sections of lights) when not needed are strongly encouraged.
- ix. 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.
- x. Light fixtures should be consistent with the general design character of the building.
- xi. Use energy-efficient lighting or solar powered lighting exterior for walkways, driveways, entryways and general exterior lighting.
- xii. Where applicable, street lighting standards should be pedestrian scale, while providing sufficient light for automobile traffic.
- xiii. Where applicable, street light standards should be consistent with street furniture and garbage/ recycling receptacles.
- xiv. Where applicable, outdoor electrical outlets should be provided at regular intervals to facilitate the installation of seasonal/decorative outdoor lighting.

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. Incorporate of **Green Building** strategies such as Leadership in Energy and Environmental Design (**LEED®**), Build Green® standards or Passive House Canada standards in the design and construction all buildings are highly encouraged.
- iii. Use of on-site renewable energy generation systems to supply electricity, heating and cooling energy to buildings and other structures, water pumps, sewage pumps and/or charging stations for electric vehicles is encouraged.

- iv. Incorporation of resource and energy efficiency into the siting, design, construction and maintenance of buildings and structures is highly encouraged.
- v. Incorporation of best practices for “bird friendly” building design is strongly encouraged to help reduce bird deaths caused by collisions with buildings at mature tree height, or up to the fourth floor of the building, whichever is highest.
- vi. Increase the visibility of window glass. This includes consideration for the type and extent of glass on the building façade, recessed windows, balconies and awnings and visual markers.
- vii. Apply visual markers to the exterior of glass surfaces with gaps between markers no greater than 5cm vertically or 10cm horizontally and interrupt reflective glass by increasing density of external visual markers, use of adapted fenestration patterns, external blinds, shutters, sunshades, grilles, louvers, or artwork.
- viii. Design corner windows, glass walkways, glass railings and other similar features to reduce the appearance of clear passage to sky or vegetation.
- ix. Dampening reflections through the use of canopies or sunshades to cover windows at ground level and the use of screens, drapes, or blinds to increase the opacity of clear glass are encouraged.
- x. Ventilation grates and drains should have openings no larger than 2 by 2 cm or 1 by 4 cm to ensure that birds cannot be trapped within and all ends of all open pipes, large and small, must be capped so that birds do not become entrapped when investigating these openings for nesting opportunities.
- xi. 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.

DEVELOPMENT PERMIT AREA: MIXED RESIDENTIAL

Areas shown as Mixed Residential on Schedule C of the OCP are designated Development Permit Areas as per the *Local Government Act* Section 488(1)(e), (f) for the establishment of objectives and the provision of guidelines for the form and character of multi-unit residential development in the Town of View Royal.

JUSTIFICATION

Development of duplexes, multi-plex townhouses and low-rise apartments on existing multi-family sites and along key transportation corridors 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. It 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 along busy corridors and within existing multi-family designated sites, with minimal the impact on the adjacent established single detached housing neighbourhoods;
- Ensure duplexes, multi-plex, townhouses and low-rise apartments; complement existing residential areas in terms of building style, visual character and scale;
- Ensure duplexes, multi-plex, townhouses and low-rise apartments contribute to a walkable public realm, and;
- Achieve a high standard of design.

GUIDELINES – DESIGN CHARACTER

- Residential buildings should address the public realm, contribute to a positive pedestrian-friendly streetscape, and provide “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.
- The exterior design and finish of new developments should be compatible with, and complementary to, existing housing in the neighbourhood.
- 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.
- On corners and at intersections, both public frontages should address the street and present a consistent design and use of materials, windows, articulation, and roof treatments.
- Ground floor units in townhouses and multi-unit buildings should have individual front doors that are directly accessible and 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. Ground floor units may be raised up to 0.6 metres (two feet) above grade to provide privacy for dwelling units.
- Direct access to private outdoor space, some of it covered, should be provided for all units.



Front porches with "eyes on the streets"

Commented [KL5]: Need caption

- vii. Screening of mechanical equipment, vents, etc. on roof or inside yards is strongly encouraged.
- viii. Garage doors should not dominate the front elevation.
- ix. Development should fit with the neighbourhood character in building design, landscape design, and site design that respects the surrounding context.

GUIDELINES – SITING 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. Where feasible, orient buildings to maximize winter solar gain and summer cooling.
- iv. New development that abuts existing detached residential houses, duplexes, townhouses, and low-rise apartments should transition between the two using a variety of means such as rooflines, building heights, building materials and landscaping.
- v. Create visual interest by providing variations in height, rooflines, massing.
- vi. Attempt to maintain important public views to natural areas and scenic vistas through careful siting, building design and landscaping.
- vii. Building siting and placement of balconies, decks and windows should limit overlook and shadowing impacts on neighbours.
- viii. 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.
- ix. Attempt to maintain important public views to natural areas and scenic vistas through careful siting, building design and landscaping.



Parking should be located on the side or rear.

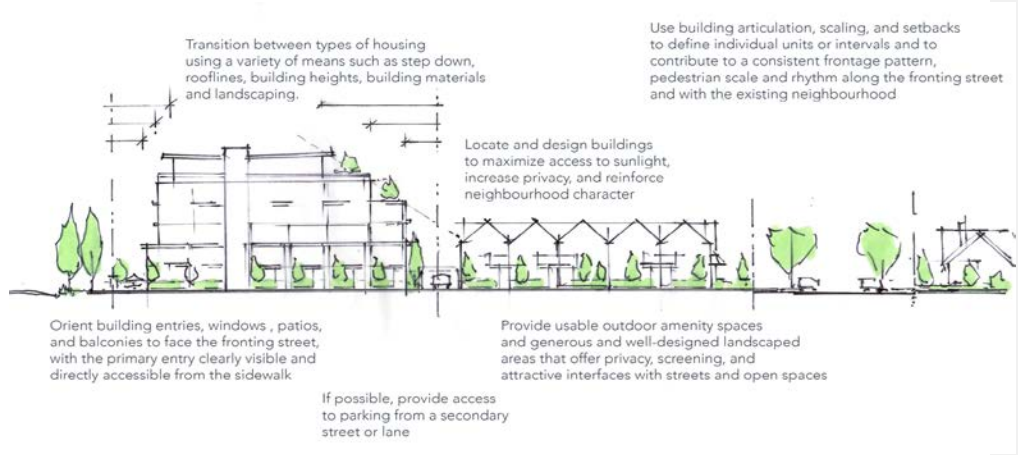
GUIDELINES – PARKING, ACCESS, AND CIRCULATION

- i. Residential parking for townhouse and low-rise apartments should be located to the rear of the development or 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. To enhance visual appeal, surface parking areas should include landscaping, screening, and decorative materials.
- iv. Shared driveways are encouraged, with specific conditions, where the number of entrance points to a street must be minimized, 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. Underground parking should be designed and setback 3 meters from lot lines to facilitate the successful planting and development of mature trees.
- 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.



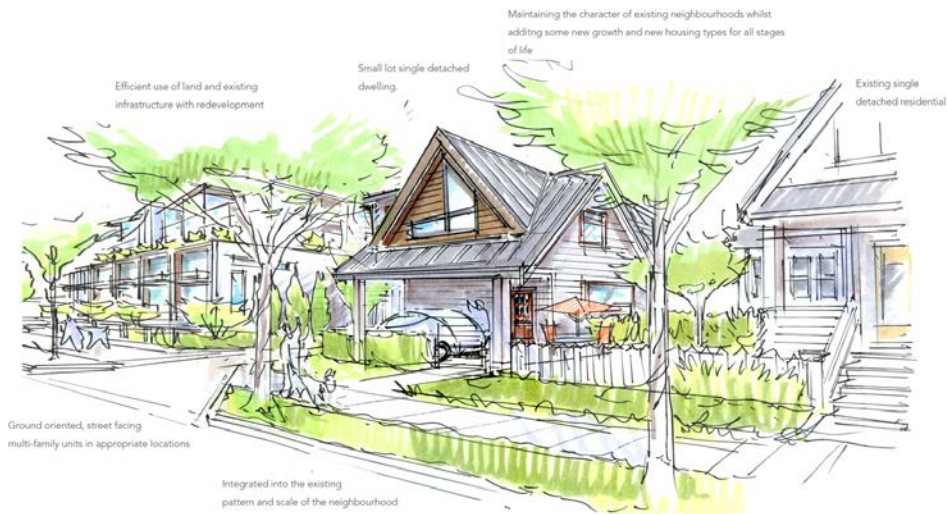
Locate and screen garbage and recycling areas.

- ix. Locate and screen off-site parking areas, garbage and recycling storage, vents, meters, and transformers to minimize their visual impact on the public realm and neighbouring properties.



DEVELOPMENT PERMIT AREA: INTENSIVE RESIDENTIAL

Areas shown as Intensive Residential on Schedule A of the OCP are designated Development Permit Areas as per the *Local Government Act* Section 488(1)(e)(f) for the establishment of objectives and the provision of guidelines for the form and character of small lot intensive and ground oriented multi-family residential development in the Town of View Royal.



JUSTIFICATION

Development of single detached dwellings on small lots, carriage homes, duplexes, ground oriented multi-family, such as triplex, fourplex and courtyard housing, and townhouses in new and established residential neighbourhoods provides a variety of housing types, styles, and costs. This variety ensures people of different ages, income levels and stages of life can find homes in View Royal. It also serves to:

- Sensitively integrate new residential infill into existing neighbourhoods with predominantly single detached residential housing;
- Maintain character of existing neighbourhoods while accommodating some additional population growth;
- Incrementally replace aging housing stock, and;
- Efficiently use land and existing infrastructure in an unobtrusive manner.

OBJECTIVES

The objectives of requiring a Development Permit in the areas identified as Intensive Residential are to:

- Create opportunities to gently increase density with minimal impact on established neighbourhoods;
- Ensure small lot single detached housing, carriage homes, duplexes, ground oriented multi-family, and townhouses; complement existing residential areas in terms of building style, visual character and scale;
- Ensure small lot single detached housing, carriage homes, duplexes, ground oriented multi-family, and townhouses contribute to a walkable public realm, and;
- Achieve a high standard of design.

GUIDELINES – DESIGN CHARACTER

- x. Residential buildings should address the public realm, contribute to a positive pedestrian-friendly streetscape, and provide “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.
- xi. The exterior design and finish of new developments should be compatible with, and complementary to, existing housing in the neighbourhood.
- xii. 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.
- xiii. On corners and at intersections, both public frontages should address the street and present a consistent design and use of materials, windows, articulation, and roof treatments.
- xiv. Ground-oriented multi-family and townhouses should have individual front doors that are directly accessible and 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. Ground floor units may be raised up to 0.6 metres (two feet) above grade to provide privacy for dwelling units.



Street facing, side by side duplex, maintaining mature trees on the lot

- xv. Entrances to carriage homes should have direct pedestrian access from the street with a minimum 1-metre-wide pathway to access the unit. Where rear lanes exist, parking and access will be provided via the laneway. Doors and windows should be located to provide 'eyes on the lane' for security.
- xvi. Direct access to private outdoor space, some of it covered, should be provided for all units.
- xvii. For carriage homes, access to private outdoor space should be provided as a patio, deck or a balcony. If on a balcony or deck, this open space should be no less than 5 square metres. If at grade, the open space should be no less than 10 square metres.
- xviii. For carriage homes, upper-level decks, windows, balconies, and decks should be placed to reduce overlook on neighbouring properties.
- xix. Screening of mechanical equipment, vents, etc. on roof or inside yards is strongly encouraged.
- xx. Garage doors should not dominate the front elevation.
- xxi. Development should fit with the neighbourhood character in building design, landscape design, and site design that respects the surrounding context.

GUIDELINES – SITING 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 small lot single detached, carriage homes and ground-oriented multi-family housing shall respect established neighbourhood patterns, including setbacks.
- iv. Duplexes should be located side by side, or where located on a corner, front both streets. Exceptions may be made at the discretion of the Director of Planning.
- v. Carriage homes are accessory to the principal use of a property and should be located to the rear of the principal dwelling. Exceptions may be made where a property borders a waterbody or is irregular in shape.
- vi. Where feasible, orient buildings to maximize winter solar gain and summer cooling.
- vii. Where new development abuts existing detached residential houses, duplexes, and townhouses, it should transition between the two using a variety of means such as rooflines, building heights, building materials and landscaping, with the goal to sensitively fit into the existing neighbourhood scale and pattern.

- viii. The design, siting and orientation of a carriage homes should reflect that of a secondary unit. Carriage homes should be smaller than and complement the scale, mass, built form and character of the principal dwelling unit.
- ix. Minimum separation between a principal building and a carriage house must be at least 4 metres.
- x. A minor variance to the maximum height requirement may be considered for carriage homes, if it can be shown that increasing the height of a carriage house will not negatively impact overall neighbourhood character, create overlook to other properties, or impact potential views from adjacent properties.
- xi. Create visual interest by providing variations in height, rooflines, massing.
- xii. Attempt to maintain important public views to natural areas and scenic vistas through careful siting, building design and landscaping.
- xiii. Carriage house orientation should maximize view opportunities while ensuring that view impacts on adjacent residential properties are minimized.
- xiv. Siting and placement of balconies, decks and windows should limit overlook and shadowing impacts on neighbours. Carriage homes should be positioned and scaled to minimize the impact of shadows on adjacent developed properties.

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GUIDELINES – PARKING, ACCESS, AND CIRCULATION

- i. Parking should be located to the rear of the development 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. To enhance visual appeal, surface parking areas should include landscaping, screening, and decorative materials.
- iv. Shared driveways are encouraged, with specific conditions, where the number of entrance points to a street must be minimized, to reduce impervious surfaces, preserve existing vegetation, provide larger areas for landscaping, and limit the number of driveways crossing public sidewalks.



Tandem parking and shared driveways, with the garage inset to reduce the size and appearance.

- v. Access to small lot residential lots should be through the lane, where a lane exists.
- vi. 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.
- vii. Carriage houses should be provided with their own storage and collection areas for garbage and recycling, which should be sited away from the primary entrance of both the principal building and carriage home as well as screened from public views.



A corner carriage home compliments the principal dwelling, provides private outdoor space and minimizes overlook to other nearby properties.

DEVELOPMENT PERMIT AREA: NEIGHBOURHOOD MIXED RESIDENTIAL USE

Areas marked Neighbourhood Mixed Use or Neighbourhood Centre on Schedule C of the OCP are designated Development Permit Areas as per the *Local Government Act* Section 488(1) (e) 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

Neighbourhood mixed use areas will provide a central focus for neighbourhoods in View Royal. Offering a mix of residential, including detached residential, duplexes, multi-plex, townhouses, low-rise apartments, and mixed use residential with 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.

GUIDELINES – DESIGN CHARACTER, ALL DEVELOPMENTS

- i. Buildings should address the public realm and 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 thereby contributing 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. 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.
- iv. Buildings should provide a sensitive transition to neighbouring properties by stepping down massing to create a more comfortable scale transition while providing reasonable side and rear lot setbacks.
- 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. Required roof elements, including mechanical equipment and vents, should be enclosed by roof parapets or other forms of solid screening.
- vii. Signage should be designed to be consistent with the overall architectural style, scale and materials.
- viii. Signs should be integrated into the detailing of the building, but subordinate to the overall building composition.
- ix. Signs should be visible from the street without being visually obtrusive. Signs should be designed so that the size, location, and information is oriented to pedestrians and cyclists, rather than motorists.

- x. Signs should add to the interest of the building and respect the historic character of the area, and not create visual clutter.
- xi. Design details such as street lighting standards and street furniture should be of a consistent design and contribute to an attractive streetscape.
- xii. 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.

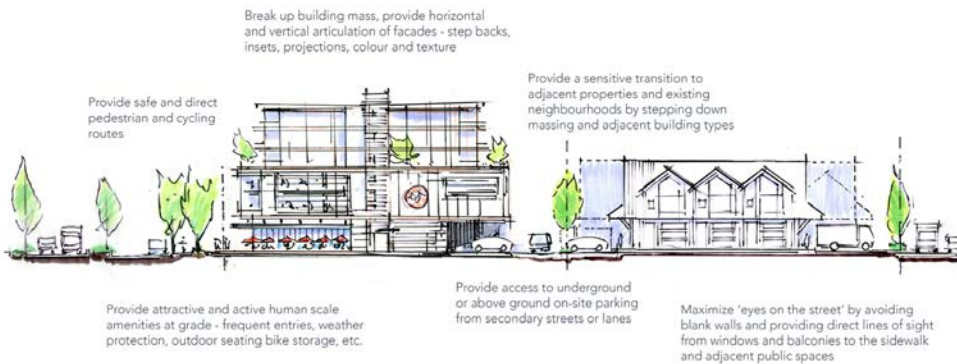
GUIDELINES – DESIGN CHARACTER, RESIDENTIAL

- 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 winter solar gain and summer cooling 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 – PARKING, ACCESS AND CIRCULATION, ALL DEVELOPMENTS

- i. Provide strong and safe linkages to surrounding parks, green corridors, trails, schools and other neighbourhood destinations and to encourage alternative modes of transportation.

- ii. Provide easy and convenient connections to transit services, neighbourhoods, commercial centres, cycling routes, sidewalks, trails, and other amenities, including existing green spaces and natural areas.
- iii. Access and circulation should be safe and convenient for pedestrians, cyclists, and vehicles.
- iv. Parking should be accommodated underground wherever possible.
- v. Surface parking should be limited to short term commercial or residential visitor parking and should be located to the rear of the building and suitably landscaped to screen parking areas from public roads and pedestrian routes.
- vi. Accessible and special needs parking should be adjacent to the primary entrance and ensure passive surveillance.
- 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.
- viii. Provision of infrastructure that promotes the use of alternative transportation is encouraged.

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.

DEVELOPMENT PERMIT AREA: INTENSIVE MIXED-USE

Areas shown as Intensive Mixed-Use on Schedule C of the OCP are designated Development Permit Areas as per the *Local Government Act* Section 488(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 C of this OCP.

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.

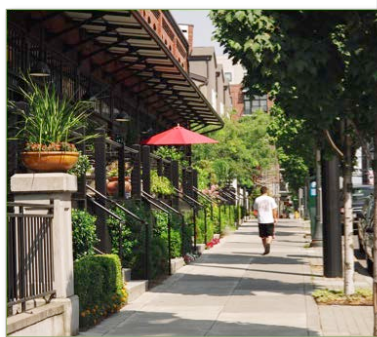
GUIDELINES – DESIGN CHARACTER, ALL DEVELOPMENTS

- i. Buildings should address the public realm and 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 thereby contributing 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. 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.
- iv. Long blank walls and faux windows should be avoided. All visible frontages should present a consistent and visually appealing design through use of materials, fenestration, articulation, roof treatments and landscaping.
- 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 designed to be consistent with the overall architectural style, scale and materials.
- vii. Signs should be integrated into the detailing of the building, but subordinate to the overall building composition.
- viii. Signs should be visible from the street without being visually obtrusive. Signs should be designed so that the size, location and information is oriented to pedestrians and cyclists, rather than motorists.
- ix. Signs should add to the interest of the building and respect the historic character of the area, and not create visual clutter.

- x. Design details such as street lighting standards and street furniture should be of a consistent design and contribute to an attractive streetscape.
- xi. 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. 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 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.



Townhouses with individual front doors raised

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 winter solar gain and summer cooling 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 – PARKING, ACCESS AND CIRCULATION, ALL DEVELOPMENTS

- i. Provide easy, safe, and convenient walking and cycling connections to transit services, neighbourhoods, commercial centres, schools, cycling routes, sidewalks, trails and other amenities, including existing parks, green spaces and natural areas.
- ii. Provision of infrastructure that promotes the use of alternative transportation is encouraged.
- iii. Sidewalks should be provided on public streets.
- iv. Access and circulation should be safe and convenient for pedestrians, cyclists, and people with reduced mobility as a priority, and then vehicles.
- v. Sheltered bicycle parking, including space for cargo bikes and bike trailers, should be provided at an accessible location near the primary entrance and located so as to ensure passive surveillance.
- vi. Accessible and special needs parking should be located adjacent to the primary entrance and ensure passive surveillance.
- vii. Parking should be accommodated underground wherever possible.
- viii. 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.

- ix. On-site surface parking should incorporate permeable features such as pavers, pervious asphalt, or pervious concrete to increase permeability and natural infiltration.
- x. 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.



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.

DEVELOPMENT PERMIT AREA: COMMERCIAL

Areas shown as Commercial on Schedule C 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, mixed use, 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, 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 and faux windows 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 designed to be consistent with the overall architectural style, scale, and materials.
- vii. Signs should be integrated into the detailing of the building, but subordinate to the overall building composition.



Commercial that contributes to a pedestrian friendly streetscape, visible entrance, transparent frontage,

- viii. Signs should be visible from the street without being visually obtrusive. Signs should be designed so that the size, location, and information is oriented to pedestrians and cyclists, rather than motorists.
- ix. Signs should add to the interest of the building and respect the historic character of the area, and not create visual clutter.
- x. Design details such as street light standards and street furniture should be of a consistent design and contribute to an attractive streetscape.
- xi. Containers for garbage and recycling should be stored in a safe and convenient location and screened from view.
- xii. Commercial units should incorporate substantial amounts of glazing along pedestrian routes.
- xiii. 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.
- xiv. Identify appropriate areas for gateway features and provide features that express the natural, heritage, cultural or economic identity of View Royal.

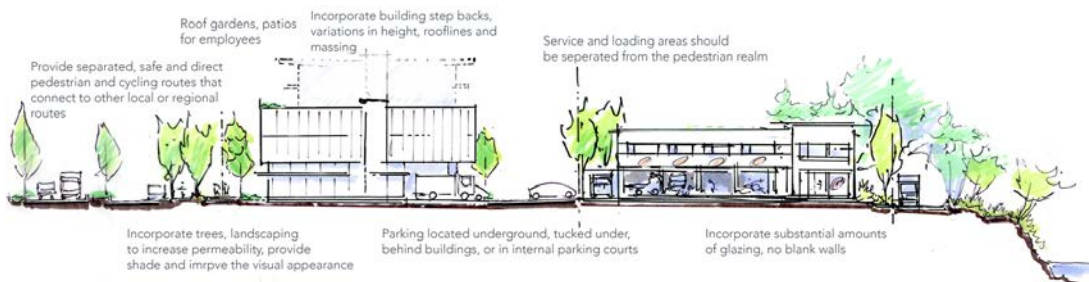
GUIDELINES – SITING, HEIGHT, AND MASSING

- 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 winter solar gain and summer cooling on pedestrian routes and public plazas.

GUIDELINES – PARKING, ACCESS, AND CIRCULATION

- i. Provide strong and safe linkages to surrounding parks, green corridors, trails, schools, and other neighbourhood destinations and to encourage alternative modes of transportation.
- ii. Provide easy and convenient connections to transit services, neighbourhoods, commercial centres, cycling routes, sidewalks, trails, and other amenities, including existing green spaces and natural areas.
- 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.
- xi.



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 D as being environmentally sensitive are hereby designated as Development Permit Areas, and as Development Approval Information Areas, for the purpose of flood hazard protection, fire protection and protection of the natural environment, its ecosystems and biological diversity from development.

DEVELOPMENT PERMIT AREA: NATURAL WATERCOURSE AND SHORELINE AREAS

Areas outlined in blue on Schedule D: Environmental Protection and Natural Hazard Development Permit Areas are designated as Development Permit Areas as per the Local Government Act Section 488(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 488(1) (b) for the protection from hazardous conditions development on steep slopes or flood prone areas.

The Development Permit Area aims to address the requirements of the Riparian Areas Protection Regulation (RAPR) under the Riparian Areas Protection Act and Provincial Flood Hazard Area Land Use Management Guidelines which are based on anticipated Sea Level Rise of 0.5 m by 2050 and 1.0 m by 2022. It includes all land designated within a flood hazard area and 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 D shall be interpreted in that manner.

Natural watercourses and shoreline areas include Esquimalt Harbour, Portage Inlet, Craigflower Creek and Millstream Creek. Guidelines also include requirements for private dock development for the federally controlled portion of Esquimalt Harbour.

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 cause an increased risk in flooding or harm their vitality and the ecological services they provide.

This Development Permit Area has been established to:

- Reduce or prevent injury, human trauma, and loss of life, and to minimize property damage during flooding events
- 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, clearing 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.
- Repair or replacement of an existing dock for which there is no change in form and size.
- Emergency repairs to existing structures and public walkways where a potential safety hazard exists.

- Removal of trees deemed to be hazardous by a qualified arborist that threaten the immediate safety of life and buildings.
- Removal of hazardous trees with a valid Tree Alteration and Cutting Permit.
- Small-scale removal by hand (10m² or less) of invasive species.
- Larger-scale removal of invasive species in accordance with a vegetation management plan prepared by a Registered Professional Biologist or other qualified professional.
- Within an existing landscaped area that is outside of a Streamside Protection and Enhancement Area, the placement of impermanent structures, such as benches, tables and garden ornaments and the gardening and yard maintenance activities, such as lawn mowing, tree and shrub pruning, vegetation planning and minor soil disturbances that do not alter the contours of the land.
- The construction of a small **accessory** building, such as a pump house, gazebo, garden shed or playhouse, if all the following apply:
 - The building is located within an existing landscaped area;
 - No native trees are removed;
 - The building is located outside of a Streamside Protection and Enhancement Area, or a minimum of 10 metres from the high-water mark of the ocean; and
 - The total area of small accessory buildings is less than 10m².
- A one-time minor expansion of the existing building footprint such as the lesser of 20 m² or 25% of the building footprint.
- 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 riparian and shoreline areas should ensure the natural (pre-development) hydrological cycle is maintained after development.
- ii. Development in riparian and shoreline areas where there is a risk of flood hazard should be aligned with the Provincial *Flood Hazard Area Land Use Management Guidelines (2018)*.
- iii. Development should avoid or reduce the number of stream crossings to minimize impacts on aquatic habitats and keep the number of shoreline access points to a minimum.
- iv. 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 and the Provincial Flood Hazard Area Land Use Management Guidelines.
- v. Development of riparian and shoreline areas should be limited and not negatively impact the ecological health of the immediate area or impede public access.
- vi. Development should be located well away from floodplains and allow natural flooding cycles to occur so that flood-dependent ecosystems can persist.
- vii. 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.
- viii. Restoration of riparian and shoreline vegetation and habitat, including removal of invasive species, is encouraged for all properties within this Development Permit Area.
- ix. Development should result in a net increase in native vegetation in almost all circumstances including native trees, shrubs, such as willows, Red-osier Dogwood, and Hardhack, and grasses to stabilize banks and prevent bank erosion.
- x. Fence riparian buffers to discourage access by people and pets.
- xi. 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.
- xii. 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.
- xiii. Do not fill or drain permanent or seasonally wet areas, as these are important breeding habitat for amphibians. Further guidelines on maintaining amphibian habitat are found in *Guidelines for Amphibian and Reptile Conservation during Urban and Rural Land Development in British Columbia (2014)*.

- xiv. Shoreline protection measures should be limited to those necessary to prevent damage to existing structures or established uses on adjacent upland.
- xv. 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.
- xvi. 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.
- xvii. 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.
- xviii. 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.
- xix. All development should be aligned with requirements outlined in the Provincial *Flood Hazard Area Land Use Management Guidelines (2018)*.

GUIDELINES – CONSTRUCTION OF NEW AND REPLACEMENT OF EXISTING DOCKS AND BOAT LAUNCH FACILITIES

- i. Private docks and associated structures are intended for private moorage only and should consist of only one dock per property. Sharing a dock with adjoining waterfront properties or multiple users is permitted and encouraged.
- ii. Private docks should be oriented in a logical and unobtrusive manner which takes into account shoreline navigation, prevailing wind, tidal action, water depth and shoreline topography.
- iii. Docks and wharves should ensure that public access along the shore is maintained.
- iv. Design, size and location of docks and wharves should not limit opportunities for water access for neighbouring private properties.
- v. Should remain sensitive to views and impacts on neighbours and public viewpoints such as parks and roadways.
- vi. Not obstruct or impede pedestrian access along the foreshore unless reasonable alternative means of passage are made available (e.g., stairs over a dock or ramp).
- vii. Not unduly interfere with the navigation of the foreshore or of deep-water channels, particularly in coves and other narrow water bodies.
- viii. 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.
- ix. 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.
- x. Docks should be constructed in a manner that permits the free flow of water beneath. Supports should be located on a hard substrate.
- xi. Be constructed and maintained to current best practices for marine structures.
- xii. Private docks are allowed small storage, to a maximum height of 1.5m.
- xiii. 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.
- xiv. Piers and pilings and floating docks are preferred over solid-core piers.
- xv. 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 (which are toxic and harm fish populations) is strongly discouraged.
- xvi. Be lit with appropriate, directional lighting where lighting is required, which does not impact the character of the neighbourhood or unduly affect the use and enjoyment of adjacent properties or of the foreshore.

- xvii. Have ramps up to 1.6m in width and floats up to 12m in length that together extend not more than 25m from the natural boundary, only varying with careful consideration of the scale and shoreline conditions of the property they serve.

GUIDELINES - SPECIFIC OCEAN SHORELINE TYPES

Rocky shores consist primarily of rock platform and may include steep cliffs or shelves overlain with beach veneer of boulders, gravel, or rubble. While shore protection measures are generally not required on rocky shores as the bedrock provides adequate protection from erosion the following guidelines apply:

- i. Ensure that a minimum 15-metre setback for new buildings and structures, additions to existing buildings and structures or the placement and removal of fill is maintained.
- ii. A setback of less than 15-metres may be considered if it is supported by a report by a qualified coastal professional (for geotechnical and coastal process considerations) and a registered professional biologist (for biological/environmental considerations) and satisfies all of the guidelines associated with this development permit area.
- iii. Due to the inherently stable nature of this type of shoreline, applications for shore protection measures will generally not be accepted unless evidence is provided by a qualified coastal professional that there is a substantial risk of damage or loss of structures.

Beach shores may consist of broad silty/sandy beaches or gravely/blocky rubble beaches or mixed rock with beach sediment and may be classified as either a drift-sector or pocket beach. With this type of shoreline, the following guidelines apply:

- i. Ensure that a minimum 15-metre setback for new buildings and structures, additions to existing buildings and structures, or the placement and removal of fill is maintained.
- ii. Where shore protection measures are necessary, make use of “beach nourishment” designs, which add appropriately sized material to the upper beach, creating a natural beach slope and beach armour.
- iii. Use of seawalls and rip rap embankments are generally not acceptable except when no alternative shore protection design is possible.

Marsh shores include both mudflat and delta areas and are generally highly sensitive and productive natural areas. The intertidal (foreshore) zone in this area is typically dynamic, changing in response to large stream flows and storm events. Though dynamic, the shore zone in these areas is generally accreting rather than eroding. It is important to allow sufficient space to allow these natural sediment processes to occur. With this type of shoreline, the following guidelines apply:

- i. Provide a property-specific assessment with respect to building setbacks and shore protection designs, as stream sediment processes are important and will vary from site to site.

- ii. Dredging or filling of marsh shore should not be permitted.
- iii. Use of marsh shore areas should be limited to park or conservation uses that do not require structural intrusions.
- iv. Where shore protection measures are necessary, make use of “beach nourishment” designs, which add appropriately sized material to the upper beach, creating a natural beach slope and beach armour.
- v. Sea walls and rip rap embankments should not be used to protect these shoreline areas.

GUIDELINES FOR DEVELOPMENT APPLICATIONS

- i. Development applications shall include an impact assessment report, following recognized best-management practices, prepared by a registered professional biologist with the following information:
 - Detailed identification of all environmentally sensitive areas within the site;
 - Criteria used to define the boundaries of ESAs;
 - Inventory of significant fish species, red and blue list species, sensitive ecosystems wildlife trees and related habitat classification within the site;
 - Impact statement describing effects of the proposed development on natural conditions;
 - Recommendations for mitigating habitat degradation, including management of sedimentation and erosion, stabilization and re-vegetation of degraded or impacted areas, identification of areas that should remain free of development or be subject to special conditions, and recommendations as to any rearrangement of proposed development activities on the site that would be beneficial to the protection of ESAs Guidelines for mitigating habitat degradation, including limits of proposed leave strips and buffer zones.
 - Recommended development permit conditions under s. 920(7) of the *Local Government Act*, to be considered by the Town in issuing a development permit, including any recommendations regarding the timing and sequence of development activities and the monitoring of those activities by the professional biologist.
- ii. In relation to watercourse areas, the impact assessment report shall be prepared by a qualified environmental professional in accordance with the assessment methods for riparian area assessments prescribed under the Riparian Areas Regulation and shall provide the information listed in the previous guideline.
- iii. Where development is within this Development Permit Area, design details of proposed mitigating measures are to be provided in an environmental management plan prepared by qualified project consultants with the assistance of a registered professional biologist.

Minimizing sedimentation and erosion, stabilizing and re-vegetating impacted areas, and monitoring requirements must also be addressed in the management plan.

- iv. Where development is within this Development Permit Area, a storm water management plan must be prepared by a qualified engineer in consultation with a registered professional biologist.
- v. Where steep or unstable slopes exist or there is risk of flooding, a report from a geotechnical engineer must be provided.
- vi. Design details for all shoreline works must be submitted by qualified engineer.

FEDERAL REQUIREMENTS OF ALL DOCK APPLICATIONS

TRANSPORT CANADA MINOR WORKS EXEMPTIONS (if these are met, an application to Transport Canada is not required):

- Proposed works at least 5m from adjacent property boundaries and property line extensions;
- Proposed works are at least 10m from any dock, boathouse, or other structure that is in, on or over navigable waters;
- Extremity of the proposed works that is furthest from the land is at least 30m away from any navigation channel (note: there are no Transport Canada navigation channels within the View Royal portion of Esquimalt Harbour).
- Proposed works do not extend further in, on or over the navigable waters than adjacent docks;
- Proposed works are not associated with any other proposed works, such as launch ramps, breakwaters, landfill, dredging and marinas;
- Proposed works are not used for float planes or other aircraft equipped with floats.

DF WORKING NEAR WATER REQUIREMENTS

- DFO requires that fish habitat be protected through their Aquatic Affects Assessment process for dock construction in a marine environment.
- DFO requirements will include, but may not be limited to, consideration of:
 - Filling/dredging below natural boundary;
 - Spawning and nursery periods, and construction away from water whenever possible;
 - Sensitive marine environments such as eelgrass and kelp beds.

DEPARTMENT OF NATIOANL DEFENSE LICENSE OF OCCUPATION

A License of Occupation (\$250/year fee) must be obtained from CFB Esquimalt for permission to use Federal Crown land for marine structures.



DEVELOPMENT PERMIT AREA: SENSITIVE TERRESTRIAL ECOSYSTEMS

Those lands, as shown on Schedule D, are designated as a Development Permit Area for the protection of the natural environment in accordance with the Section 488(1)(a) 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.
- All “wildland/urban interface” areas.
- Lands north of Thetis Lake Regional Park, in particular areas that are at a higher risk for wildfire.

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.
- 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 Qualified Environmental Professional (e.g., RPBio) with relevant experience confirming the absence of a sensitive ecosystem within the area that would be affected by the proposed work.
- Emergency repairs to existing structures and public walkways where a potential safety hazard exists.
- Construction of a fence so long as no native trees are removed, and the disturbance of native vegetation is restricted to 0.5 metres on either side of the fence.
- Removal of trees, deemed to be hazardous by a qualified arborist, that threaten the immediate safety of life and buildings.
- Removal of hazardous trees with a valid Tree Alteration and Cutting Permit.
- Repair and maintenance of existing roads, driveways, paths, and trails, provided there is no expansion of the width or length of the road, driveway, path or trail, and no creation of additional impervious surfacing, including paving, asphaltting or similar surfacing.
- Small-scale removal by hand (10m² or less) of invasive species or noxious weeds.
- Larger-scale removal of invasive species or noxious weeds in accordance with a vegetation management plan prepared by a registered professional biologist, with appropriate relevant experience.
- Gardening and yard maintenance activities within an existing landscaped area, such as lawn mowing, tree and shrub pruning, vegetation planting and minor soil disturbance that do not alter the general contours of the land.
- Forest harvesting and related activities that comply with the *Private Managed Forest Land Act* on properties assessed as Managed Forest under the *BC Assessment Act*.
- Within an existing landscaped area that is outside of a Streamside Protection and Enhancement Area, the placement of impermanent structures, such as benches, tables

and garden ornaments and the gardening and yard maintenance activities, such as lawn mowing, tree and shrub pruning, vegetation planning and minor soil disturbances that do not alter the contours of the land.

- Municipal public works, undertaken or authorized by the Town of View Royal.
- Park and works services, undertaken or authorized by the Town of View Royal, the Province of BC or the Capital Regional District.
- The construction of a small accessory building such as a pump house, gazebo, garden shed or playhouse if all the following apply:
 - The building is located within an existing landscaped area;
 - No native trees are removed;
 - The building is outside of a Streamside Protection and Enhancement Area, or a minimum of 10 metres from the high-water mark of the ocean; and
 - The total area of small accessory buildings is less than 10 m².
 - Emergency actions required to prevent, control, or reduce an immediate threat to human life, the natural environment or public or private property including:
 - Forest fire, flood, and erosion protection works;
 - Protection, repair or replacement of public utilities;
 - Clearing of an obstruction from a bridge, culvert, dock, wharf or stream;
 - Bridge repairs; and
 - Removal of hazardous trees.

GUIDELINES – GENERAL

The following guidelines apply to all development permit applications in all Sensitive Terrestrial Ecosystem Development Permit Areas:

- i. Identify critical areas containing important, rare, or fragile sensitive ecosystems or habitat.
- ii. Avoid locating development in areas containing important, rare or fragile sensitive ecosystems or habitat where reasonable alternative sites exist.
- iii. The area cleared and disturbed for development should be minimized.
- iv. Fewer, but larger, undisturbed areas should be retained, rather than small or isolated undisturbed areas.

- v. Buildings and associated infrastructure should be sited with sufficient undisturbed space around significant mature or established trees to protect root systems.
- vi. Undeveloped buffer areas should be retained around sensitive ecosystems, features or habitat where feasible. Buffer areas should be of sufficient width to limit access by invasive plants.
- vii. Natural features should be retained through incorporation into the design of the development. In particular, unique or special natural features such as native grasses, rare plants, unique land forms, rock outcroppings, mature trees, spits and dunes should be protected.
- viii. Connections and corridors should be maintained to provide continuity between sensitive ecosystems and important habitat.
- ix. Use of drought resistant and native plants in landscaping is encouraged.
- x. The planting or introduction of non-native or invasive plants should be avoided.
- xi. Soil removal or deposit within or adjacent to a sensitive ecosystems or habitat should be avoided.
- xii. Alteration of natural drainage systems in ways that increase or decrease the amount of water available to a sensitive ecosystem should be avoided.
- xiii. Septic fields should be located in such a manner to avoid the possibility of polluting sensitive ecosystems or habitat.
- xiv. 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.
- xv. 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 FOR DEVELOPMENT APPLICATIONS

xvi. 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.

xvii. 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.

xviii. 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.

xix. Where steep or unstable slopes exist or there is risk of flooding, a report from a geotechnical engineer must be provided.

xx. Where required by the Riparian Area Regulations, the completion and submittal of a Riparian Area Assessment Report.

xxi. 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.

DEVELOPMENT PERMIT AREA: NATURAL HAZARAD FIRE INTERFACE ZONE

Those lands, as shown on Schedule D, are designated as a Development Permit Area for protection of development from natural hazards in accordance with the Section 488(1)(b) of the Local Government Act.

JUSTIFICATION

Our changing climate is continuing to increase the threat of wildfires each year. The threat of fire to residents of View Royal ranks among the most likely and dangerous types of emergencies. Fire in a residential, commercial, or institutional building could result in property damage and injury, especially in areas of higher density. In particular, residential areas directly adjacent to parkland, at the “wildland/urban interface”, are at highest risk.

OBJECTIVES

The objectives of requiring a Development Permit in the areas identified as the Natural Hazard Wildlife Interface Zone Development Permit Area are to:

- Minimize the threat of wildland fires and damage to property and public injury as a result of wildland fires;
- protect valuable parkland in View Royal;
- proactively manage conditions affecting potential fire behaviour, thereby increasing the probability of successful fire suppression and containment, and minimize adverse impacts, and;
- increase future resiliency and conserve the visual and ecological assets of parkland areas within View Royal for the benefit of present and future generations.

GUIDELINES – GENERAL

- i. Building and site design should seek to minimize fire risk in the ` of View Royal Community Wildfire Protection Plan area.
- ii. Applicants may be required to provide a fire risk assessment report prepared by a qualified professional.
- iii. Development at the wildland/urban and associated accessory buildings and structures should be located away from any contiguous undeveloped forested areas or areas containing hazardous forest fuel types or accumulations, as is reasonably possible or feasible.
- iv. 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 or fire-retardant 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 fire resistive decking materials, such as solid composite decking materials, or wood materials with underside fully enclosed.
 - All eaves, attics, roof vents and openings under floors should be screened to prevent the accumulation of combustible material, using 3mm, non-combustible wire mesh, and vent assemblies should use fire shutters or baffles;
 - All windows should be tempered or double-glazed to reduce heat and protect against wind and debris that can break windows and allow fire to enter the building or structure;
 - 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.
- v. The following landscape and service conditions should be required in respect of subject development in, or within 10 metres of, a wildland/urban interface area:
- Establish a 10 metre fuel free zone around buildings, eliminate fuel and combustible debris, where landscaped, planted with lawn or native fire resistant species and irrigated.
 - Firebreaks should be designed and installed, which may be in the form of cleared land, roads, or utility right-of-ways;
 - Wildfire risk mitigation and landscaping should be designed and installed to protect, conserve and enhance natural features of the site and adjacent ecosystems in accordance with the Town of View Royal bylaws;
 - If removal of trees or vegetation is deemed necessary by a qualified professional for the purpose of reducing wildfire risk, Town approval is required and replacement trees or vegetation may be required.
- vi. Development should avoid siting on steep slopes wherever possible, to minimize the risk of debris flow or slides.

- vii. Where steep slopes cannot be avoided, development should seek to minimize alteration of existing topography through excavation and blasting and employ building designs that work with existing topography.
- viii. All development on or adjacent to steep slopes must be certified safe by a geotechnical engineer.



GLOSSARY OF TERMS

A

Accessibility refers to 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.

Accessory Dwelling Unit See Secondary Suite.

Active Transportation refers to a means of transportation in which one uses their own power to get from one place to another.

Affordable Housing means housing where the rent or mortgage plus taxes is 30 percent or less of a household's gross annual income. However, an individual's and community's housing needs are diverse and change over time. Affordability of housing also considers the availability and accessibility to the type of housing that an individual needs at a particular time in their life.

Agricultural Land Reserve refers to Agricultural land designated as an agricultural land reserve under the BC Agricultural Land Commission Act.

Aging-in-place means that an individual or group of people grows older without having to change their place of residence and/or community.

Amenities mean items that add to the physical, aesthetic, or functional appeal of a particular site, neighbourhood, or the community in general.

Asset-Based-Community Development ABCD emphasizes strengths, connections, citizen leadership, and individual gifts in approaching community change.

B

BC Building Energy Step Code is a performance-based regulation that requires that enhanced energy efficiency standards, or steps, be met over time. By 2032, all new construction in BC will be required to be net zero ready. Net zero buildings produce as much clean energy as they consume and are highly efficient.

Bed and Breakfast means the provision of sleeping accommodation, toilet facilities and a breakfast meal to paying guests as a home occupation.

Bioswale refers to a vegetated area used to retain and filter stormwater runoff.

Building Code of British Columbia is the legislation that regulates buildings standards in the Province of British Columbia.

C

Community Amenity Contribution Policy (CAC policy) which enables the provision of community amenities by a development proponent as voluntarily agreed to with the Town.

Carbon Neutral refers to achieving a balance between the amount of greenhouse gas emissions being produced and the amount of clean-energy or environmental rehabilitation projects being undertaken to offset those emissions.

Carpooling refers to an arrangement in which a group of people commute together by car also.

Carriage Houses refers to a legal, detached, ground-oriented rental suite located in the backyard of a property with a single-family home as its primary use.

Character refers to the distinct quality and appearance of a building or place that comes from a unique mix of defining physical and social attributes.

Climate Change refers to any long-term significant change in the average weather that a given region experiences. Average weather may include 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 process on Earth (ocean processes, volcanoes), external forces including variations in sunlight intensity, and more recently by human activities.

Climate Change Adaptation refers to adjustments to processes, practices, and structures to moderate damages associated with climate change.

Climate Change Mitigation refers to avoiding and reducing emissions and stabilizing the levels of heat-trapping greenhouse gases in the atmosphere to slow the effects of climate change.

Critical Coastal Habitat refers to specific areas on the coast that are occupied by species that are essential to conservation.

Community Water System means a water system improvement district or water user's community under the Water Act, a water utility under the Water Utility Act, a water system local service provided by a regional district, a water system specified area provided by a municipality, or any other private water distribution system that serves five or more parcels that is constructed in accordance with Design Guidelines for Rural Residential Community Water systems as published by the Province of British Columbia.

Community Corridors refers to major transportation corridors that are change areas or major activity hubs.

Community Vision refers to an image of a community's future.

Compact Neighbourhood refers to areas with higher-density development in which a variety of land uses are located such that residents and workers are within walking distance of many destinations.

Community Resilience refers to a measure of a sustained ability of a community to utilize available resources to respond to, withstand, and recover from adverse situations. It includes but is not limited to public health and emergency preparedness, climate adaptation, infrastructure protection, and economic recovery.

Complete Streets are streets that are safe for all users, regardless of age, ability, income, race, ethnicity, or mode of travel.

Co-operative Housing refers to a type of residential housing option that is actually a corporation whereby the owners do not own their units outright.

Crime Prevention through Environmental Design (CPTED) refers to a series of design interventions and strategies for reducing opportunities for crime and empowering legitimate users to feel ownership over both public and private space.

D

Density refers to the number of residential dwelling units allowed within one legal parcel based on its land area. In this Plan, all densities are net of roads, parks, utilities, and other non-residential, but complementary uses.

Density Transfer means the concept of transferring the right to create new parcels through subdivision of land from one location to another either within one property or between two properties, with the transfer registered on titles. The process involves the affected property owners' negotiating an agreement to transfer the right of development in principle and then applying for a rezoning to implement the transfer.

Development Cost Charge means a levy applied by a municipality to new development to offset the long-term cost of providing new or extended services to the community.

Development Permit Area refers to area designated pursuant to the *Local Government Act* where approval of a development permit is required before a building permit can be issued or a subdivision is approved with specified exemptions.

District Energy System refers to centralizing the production of heating or cooling for a neighbourhood or community.

Dwelling Unit means 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.

E

Ecological Development is development that embeds and values ecological health.

Ecosystem A complete system of living organisms interacting with the soil, land, water, and nutrients that make up their environment. An ecosystem is the home of living things, including

humans. It can be any size, but it always functions as a whole unit. Ecosystems are commonly described according to the major type of vegetation, for example, an old-growth forest or a grassland ecosystem.

Eco-Tourism refers to tourism directed toward natural environments, intended to support conservation efforts, and observe wildlife.

Emergency Housing refers to facilities which are designed to meet the immediate needs of an unhoused population. Such short-term emergency housing types may target specific sub-populations, including women, families, youth, or Aboriginal persons, for instance.

Energy Efficiency refers to using less energy to perform the same activities.

Environmental Restoration refers to initiatives that promote ecosystem recovery following damage, degradation, or destruction.

Environmentally Sensitive Area (ESAs). A term often used loosely to mean a site or area that has environmental attributes worthy of retention or special care. ESAs are important in the management of all landscapes and their functioning condition. ESAs range in size from small patches to extensive landscape features. They can include rare or common habitats, plants, and animals. ESAs require special management attention to protect fish and wildlife resources and other implicit natural systems or processes. They have also been broadly defined to include other scenic, historic, or cultural values, and may also include hazard lands.

Equity-priority groups are people who often face discrimination or other forms of systemic disadvantage. They include, but are not necessarily limited to, persons of colour, persons with disabilities, Indigenous peoples, 2SLGBTQIAP individuals and women.

F

Fire-Smart refers to living with and managing for wildfire in your area and on your property.

Floor Space Ratio expresses the ratio of built (or buildable) area to land area.

Foreshore refers to the part of a shore between high- and low-water marks, or between the water and cultivated or developed land.

G

Garden Suite See Carriage Houses.

Green Building refers to a systems approach to building design and construction that uses techniques that minimize environmental impacts and reduce ongoing energy consumption while contributing to the health and productivity of its occupants.

Greenfield Sites refers to a site which has not previously been built on.

Greenhouse Gas (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. Current levels of CO₂ are approximately 100 ppm higher than during pre-industrial times. Greenhouse gases include water vapour, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulphur hexafluoride (SF₆) and ozone (O₃).

Green Infrastructure refers to the natural vegetation, soils, and bioengineered solutions that collectively provide a broad array of products and services for healthy living. Natural areas such as forests, wetlands and floodplains, and engineered systems like green roofs and rain gardens conserve natural resources and mitigate negative environmental effects, benefiting both people and wildlife.

Greenspace means any area that should be maintained in perpetuity because of its environmental, educational, scientific, recreational, or aesthetic qualities and may include trails, parks, reserves, natural forest, wetlands, and any other land set aside for such a purpose through agreement between the Town of View Royal and the property owner.

Greenway refers to linear greenspace corridors that connect natural areas and communities, associated with watercourses, trails, and transportation routes, which provide wildlife habitat and increase recreational opportunities.

Ground-oriented Housing means a residential unit with direct access to ground level outdoor space.

Growth Areas refers to an area designated for development with higher density.

H

Home Based Business means any business for gain or support clearly secondary to the principal residential use of a property but does not include occupations which 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).

I

Identity, See Sense-of-place.

Inclusive refers to services, programs, or infrastructure that welcomes individuals of all abilities, ages, genders, sexualities, ethnicities, socio-economic-statuses, etc.

Infill Development or Infill is new development within an already developed area.

Infiltration System refers to a device or practice that is designed specifically to encourage the entry and movement of surface water into or through underlying soil.

Intermittent or Seasonal Stream means a stream in contact with groundwater that flows only at certain times of the year, such as when the ground water table is high, and/or when it receives water from springs or from some surface source. The stream ceases to flow above the streambed when losses from evaporation or seepage exceed the available streamflow.

L

LEED® refers to the Leadership in Energy Efficient Design certification program that supports the design and development of energy efficient and ecologically sustainable buildings and neighbourhoods.

Light Pollution refers to brightening of the night sky caused by streetlights and other artificial sources, which has a disruptive effect on natural cycles and inhibits the observation of stars and planets.

Livability refers to the overall quality of life experienced in a given space. This might be a building, street, neighbourhood, an entire community, or a larger spatial area. Places that are considered to be livable are desirable because of their ease of mobility, access to amenities, aesthetic appeal and healthy lifestyle options.

Local Government Act is legislation enacted in British Columbia to establish, give powers to and regulate local governments. The Act provides regulation and guidance of the development and use of an Official Community Plan.

Local Improvements refers to those works and services that directly benefit a local area or neighbourhood and not necessarily the community at large.

Low Carbon Buildings refers to buildings designed and constructed to release very little or no carbon at all during their lifetime.

M

Missing Middle Housing refers to a range of house-scale buildings with multiple units—compatible in scale and form with detached single-family homes—located in a walkable neighborhood. While the ‘missing middle’ refers to a range of housing types, the popularity of the term has grown alongside the housing challenges facing middle-income households.

Mixed-use means development that combines two or more types of development: residential, commercial or community facility.

Mobility refers to the ability to move and travel easily.

Multimodal Transportation means the provision and accommodation of a variety of transportation modes including, but not limited to, walking, cycling and transit.

Multi-unit Dwelling means any building containing more than three (3) or more dwelling units.

N

Natural boundary means the visible high water mark of any lake, river, stream, ocean, or other body of water where the presence and action of the water are so common and usual and so long continued in all ordinary years as to make upon the soil of the bed of the lake, river, stream, ocean or other body of water a character distinct from that of the banks thereof, in respect to vegetation, as well as in respect to the nature of the soil itself (Section 1, BC Land Act).

Natural Hazard Area refers to vulnerable areas characterized according to natural hazards (all atmospheric, hydrologic, seismic, volcanic and wildfire phenomena that, because of their location, severity, and frequency, have the potential to seriously affect society).

Neighbourhood Centres refers to a place for local people to access a range of community services.

Node refers to an area with mixed-use development, similar to a centre.

Non-Market Housing refers to housing designed for independent living by single persons or families who cannot afford to pay market rents 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.

O

Open Ditch Drainage refers to a channel constructed to collect excess water and to conduct it to a safe outlet.

P

Parkland Development refers to the work required to ensure lands are suitable for development for park and other public recreation purposes.

Permanent Stream means a stream that flows continuously throughout the year.

Pervious Surface refers to a surface that allows the percolation of water into the underlying soil.

Placemaking refers to public space building that derives from community.

Public-Private-Partnership refers to collaboration between a government agency and a private-sector company that can be used to finance, build, and operate projects, such as public transportation networks, parks, and convention centers.

Qualified Professional refers to an applied scientist or technologist specializing in a particular applied science or technology including ecology, agronomy, biology, chemistry, engineering, geology, or hydrogeology. A Qualified Professional must be a registered member of the appropriate professional organization in BC, adhere to that organization's Code of Ethics and is subject to disciplinary action by that organization.

R

Rapid Transit Service refers to a form of high-speed urban passenger transportation such as a subway or elevated railroad system.

RUCSPA refers to the Regional Urban Containment Servicing Provision Area boundary established in the Regional Growth Strategy marking the limit between a defined urban containment and servicing provision area and other areas such as rural and resource area, where such urban growth is discouraged.

Renewable Resource refers to natural resources that can be replenished within the natural environment.

Rental Vacancy Rate refers to the percentage of all available (vacant) units in a rental property.

Residential, Apartment means a building divided into not less than three dwelling units with each dwelling unit having its principal access from a finished grade level entrance common to all dwelling units. When combined with a commercial use where permitted in this Bylaw, a building containing fewer than three dwelling units is an apartment, provided that it complies with the rest of this definition.

Residential, Detached means a building consisting of one dwelling unit having independent exterior walls but may include a second dwelling unit when secondary suite is a permitted accessory use.

Residential, Duplex means a building used or designed for use as two dwelling units, each with direct access to the outside at finished grade level, whether or not the units are connected above and below each other or side-by-side, and which excludes secondary suites.

Residential, Rowhouse means a building or buildings divided into not less than three dwelling units with each dwelling unit having direct access to finished grade level adjacent to a public highway.

Residential, Townhouse means a building or buildings divided into not less than three dwelling units with each dwelling unit having direct access to finished grade level.

Resource Centre means the use of a commercial or institutional building to provide counselling services and includes offices and meeting space as accessory uses.

Resource Area refers to an area with abundant natural resources designated for management.

Retrofitting refers to adding (a component or accessory) to something that did not have it when manufactured. It is often used in the context of energy efficiency.

Ridesharing refers to participate in an arrangement in which a passenger travels in a private vehicle driven by its owner, for free or for a fee, especially as arranged by means of a website or app.

Right-of-way means a defined easement or strip of land that allows passage of people, trails, roads, rail tracks, utilities, or other community services.

Riparian Area means 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.

Runoff refers to the draining away of water (or substances carried in it) from the surface of an area of land, a building or structure, etc.

S

Sea-Level Rise refers to an increase in the level of the world's oceans due to climate change.

Secondary Suite means a secondary and subordinate dwelling unit that is entirely contained within, and is subordinate to, a detached residential building

Sense-of-place refers to the essential character of an area that makes it unique from other places. Physical, social, cultural, and economic elements contribute to an area's sense-of-place.

Single Occupancy Vehicles refers to a privately operated vehicle whose only occupant is the driver.

Supportive Housing is designed to meet the needs of various ages, family types and incomes, including smaller 1-2 bedroom market units, purpose-built rental, townhomes, carriage homes, garden suites and supportive housing for specific demographics (e.g., seniors and families).

Solid Waste refers to any garbage or refuse, sludge from a wastewater treatment plant, water supply treatment plant, or air pollution control facility and other discarded material, resulting from industrial, commercial, mining, and agricultural operations, and from community activities.

Steep Slope refers to an incline of 20 percent or greater.

Stewardship refers to the job of supervising or taking care of something.

Stormwater refers to surface water resulting from heavy falls of rain or snow.

Storm Surge refers to a rising of the sea as a result of atmospheric pressure changes and wind associated with a storm.

Stream means a watercourse containing flowing water, at least part of the year, supporting a community of plants and animals within the stream channel and the riparian zone. Streams include ephemeral, intermittent or seasonal and permanent streams.

Sustainable Development refers to development that meets the needs of the present without compromising the ability of future.

Subdivision means a parcelization of land defined under the Land Title Act or the Strata Property Act.

T

Traffic Calming refers to engineering and urban design measures used to slow down the flow of traffic and create safer and more comfortable streets for pedestrians, cyclists, and adjacent residents.

Transition Areas are areas identified in the Community Development Framework as areas where land use and design character transition – or change – from one type to another in a desirable way. For example, from mixed-use development to single family style dwellings.

Transit-oriented Development (TOD) means mixed-use development clustered around a transit station or stop designed to encourage transit use. Many communities define the TOD area using a walking radius of ¼ mile or ½ mile from the transit station, and apply minimum residential densities required to support the form of transit.

Transportation Demand Management (TDM) refers to the use of strategies, incentives, and disincentives to reduce personal vehicle use, and encourage walking, cycling, transit and ridesharing.

Universal Design means designing buildings and environmental that are safe and useable to everyone regardless of their age or ability level.

Urban Agriculture refers to the cultivation, processing, and distribution of food within an urban area.

Urban Containment Boundary refers to a boundary that sets aside land to be protected from most forms of development.

Urban Design refers to the functionality, appearance, and arrangement of space within streets, neighbourhoods, and communities, with an emphasis on the relationship of elements within and visible from public space.

Walkability refers to the extent to which an area is safe, comfortable, and accommodating for pedestrians and cyclists.

Wastewater means the used or expelled water from homes, businesses, community uses and industry.

Watershed is a defined drainage and runoff area that contributes water to a particular body of water.

Wayfinding refers to all the ways in which people and animals orient themselves in physical space and navigate from place to place.

Xeriscaping means landscaping that uses native and drought-resistant plant species.



APPENDIX

APPENDIX A: REGIONAL CONTEXT STATEMENT POLICY ANALYSIS

The following summarizes the Capital Regional Growth Strategy Policy Areas.

HOW THE OCP RELATES TO THE RGS VISION

RGS VISION: In 2038, Capital Regional District residents enjoy a healthy and rewarding quality of life. We have a vital economy, livable communities and steward our environment and natural resources with care. Our choices reflect our commitment to collective action on climate change.

“View Royal will have a series of economic centres providing expanded retail, professional financial and convenience services. Single family detached housing will remain the predominant housing form with some provision made for other types of housing. A network of foot and cycle paths will provide neighbourhoods with access to shopping, recreation, and natural open space. Natural amenities associated with shorelines, streams, estuaries, hillsides, and forested areas will be protected.”

OCP VISION: Part 1, Community Vision Statement, sets out the community's aspirations for View Royal 10 years and beyond. Furthermore, there are ten goals that expand upon the vision. There is RGS alignment with future development that is supportive of expanding economic opportunities, particularly with employment lands and services directed around the hospital and casino areas. Designated neighbourhood centres will be the focus areas to realize more diverse housing types, than the current dominance of single family detached housing. A goal is to 'promote a strong sense of community in all areas and neighbourhoods of the Town and create an enhanced sense of place and identity'. The vision is to realize neighbourhoods that are attractive, affordable, walkable and safe. In 2022, View Royal completed a Climate Action Strategy, and the OCP commits to taking actions that will advance a low carbon future, by reducing greenhouse gas emissions in municipal infrastructure and waste management, and by setting energy efficiency standards and guiding land use and transportation choices.

HOW THE OCP RELATES TO THE POPULATION PROJECTIONS PROVIDED BY THE REGIONAL GROWTH STRATEGY

RGS TARGET: View Royal is part of the Core Sub Region. The population estimates by 2038 are projected to be just under 15,000 residents, requiring 6,700 dwelling units and estimated employment for 5,900 (Table 1).

OCP ALIGNMENT WITH RGS: The 2021 census data has View Royal's population at 11,575. The OCP uses the CRD population estimates projected to 2038. Population, demographics, household size, housing data are contained in Part 1 'View Royal at a Glance' and Thematic Policies Part 2, Section 3 Housing. Key factors to consider are that by 2038 over one-third of View Royal's population will be led by adults older than 65. This indicates a need to support

development of housing that allows seniors to age in place including considerations for accessibility of homes, access to transit, services and more compact forms of growth. View Royal's Housing Needs Assessment indicated a need for more affordable market housing options (apartments/ condos), more than 200 non-market rental units, as well as supportive and emergency housing. Part 2, Section 3 explains housing objectives and supportive policies.

MANAGING & BALANCING GROWTH (OBJECTIVES 1.1 & 1.2)

RGS OBJECTIVE: 1.1 Keep urban settlement compact 1.2 Protect the integrity of Rural Communities.

RGS TARGET BY 2038: Accommodate a minimum of 95% of the region's new dwelling units within the Urban Containment Policy Area.

OCP ALIGNMENT WITH RGS: The OCP explicitly directs all development within the RGS Map 3a Growth Management 'Urban Containment' boundary. There is no variation in the RGS and OCP's Schedule A Land Use Designation Map, which directs all future growth within serviced areas. Part 2 Thematic Policies, Section 1 Land Use and Urban Design, explains that all future growth will be redevelopment and infill. The community development framework and Schedule B, identifies 'neighbourhood centres', 'community corridors' and how transitions will be thoughtfully considered to benefit existing and future residents' needs. This direction is also supported by Policy LU10.2 Urban Containment Boundary "Support the intentions of the regional Urban Containment Boundary and View Royal's Urban Containment Boundary by promoting conservation and discouraging development in the natural and rural areas north of Thetis Lake Regional Park". Policies are consistent in stating that extension of services in areas outside the Urban Containment Boundary will not be supported. These directions are consistent with the RGS target to accommodate a minimum of 95% of the region's new dwelling units within the Urban Containment Policy Area.

ENVIRONMENT & INFRASTRUCTURE (OBJECTIVE 2.1 & 2.2)

RGS OBJECTIVE: 2.1 Protect, Conserve and Manage Ecosystem Health; 2.2 Deliver Services Consistent with RGS Objectives.

RGS TARGET BY 2038: Acquire 100% of the sea-to-sea green/blue belt; Complete 100% of the Regional Trail Network; Reduce contaminants to fresh and marine water bodies; Prepare long-term capital plans for Capital Regional District utilities and major infrastructure improvements that take into consideration the conservation of land, water and energy resources and the impacts of climate change and natural hazards.

OCP ALIGNMENT WITH RGS: The OCP aligns with RGS Objective 2.1 to protect, conserve, and manage ecosystem health through policies such as the following:

- 1) Acquire 100% of the sea-to-sea green/ blue belt running from Saanich Inlet south to Juan de Fuca Strait and complete 100% of the Regional Trail Network

Thetis Lake Regional Park and Mill Hill Regional Park are regionally significant parks. The OCP Schedule A Land Use Designation, identifies these parks and others as Parks, Open Spaces and Recreation. Further, OCP Policies LU5 support the long-term protection of these parks and are consistent with the RGS Capital Green Lands Policy Area.

- i. OCP policy LU5.1 supports the preservation of existing parks, trails and conservation areas, and the acquisition of additional dedicated greenspace. Policy TR1.6 also supports the expansion of both local and regional trail networks to enhance connectivity and public access.
 - ii. View Royal contains the lower sections and estuaries of Millstream and Craigflower Creeks and also includes a notable portion of the Esquimalt Harbour. Policy PR3.1 and PR5.1 are directed to acquiring protection of and access (where suitable) along riparian corridors, and to marine waterfronts that are privately held. The OCP establishes environmentally sensitive areas that are protected through comprehensive Development Permit Guidelines in Part 3 of the OCP.
- 2) Reduce contaminants to fresh and marine water bodies
- i. The Environmental Protection and Natural Hazard Development Permit Areas contain guidelines for the protection of natural watercourse/ shoreline areas and sensitive terrestrial ecosystems. Along with Policy NE2.7 to manage stormwater discharges, these aim to minimize environmental impacts and to enhance the quality of fresh and marine water. Policy IS2.6 is to ensure that the discharge of stormwater does not negatively impact adjacent water quality, through capture, diversion, and treatment of discharges for grease, oil, hydrocarbon and sedimentation
 - ii. Policies NE1.8, NE1.9 and NE1.10, respectively support inter-jurisdictional watershed planning, community stewardship and public education.

OCP ALIGNMENT WITH RGS: The OCP aligns with RGS Objective 2.2 Deliver Services Consistent with RGS Objectives through the following:

The OCP is consistent with RGS objectives for management of regional infrastructure for water and sewer service in a cost-efficient and sustainable manner by promoting densification for more efficient infrastructure. Policy IS1.2 to support a sustainable development pattern for servicing, and Policy IS1.3 to ensure adequate and appropriate infrastructure. Since future population growth will be through densification RGS Policy 2.2.2a regarding growth in water demand would be addressed by upgrading existing infrastructure, rather than extending services.

HOUSING & COMMUNITY (OBJECTIVES 3.1 & 3.2)

RGS OBJECTIVE: 3.1 Complete safe and complete communities; 3.2 Improve Housing Affordability.

RGS TARGETS BY 2038: Municipal targets for the number of people living in complete communities to be identified by municipalities in Regional Context Statements. Increase the

supply of more affordable housing; Reduce the number of people in core housing need; Reduce the number of people who are homeless.

OCP ALIGNMENT WITH RGS: RGS Objective 3.1 to locate services, jobs and amenities closer to where people live is supported throughout the OCP. The creation of more self-sufficient neighbourhoods and a complete community is a cornerstone of the OCP. Part 2, Section 1 Land Use and Urban Design, includes a wide range of policies related to developing compact neighbourhoods, mixed use centres throughout the Town to promote walkability, enhance access to services, prioritize walking, biking, transit use over private vehicles, strengthen the Town's sense of place, and increase housing choice. Policies for supporting higher density housing and a variety of housing forms to create choice and diversity in the mixed-use centres are located in Land Use and Urban Design, Housing, and Economic Development Sections. The key policies are LU1.1 to create self-sufficient neighbourhood centres, LU1.2 neighbourhood centres are connected by a range of transportation choices including transit, bike, and pedestrian pathways. Policy LU1.6 to address the unique housing needs of families, seniors, and people with disabilities and HS1.4 to support aging in place. These policies are in alignment with RGS Objective 3.1 Policy 3, OCP Policy NE 3.4 and the guidelines of the Natural Hazard development permit area discourage development near potential seismic, slope stability, flood, and sea-level rise hazard areas.

In keeping with *Local Government Act* Section 447(1)(b) to bring the OCP into consistency with the RGS, consideration will be given towards setting a municipal target for the number of people living in complete communities when the OCP is reviewed in future.

OCP ALIGNMENT WITH RGS: RGS Objective 3.2 Improve housing affordability in the development of both market and non-market housing. These include the following policies: LU2.4 to support the continuation of the Town's existing secondary suites program, HS1.5 contribute to Regional Affordable Housing Trust Fund, HS3.4 to increase rental housing, HS3.7 non-market housing and HS3.8 to develop partnerships to add affordable housing, HS3.9 to facilitate 'affordability by design' to reduce construction costs.

Action HS3 supports prioritizing review and processing of affordable housing project applications. The policy supports RGS targets to increase the supply of affordable housing and to reduce the number of people in core housing need.

In keeping with *Local Government Act* Section 447(1)(b) to bring the OCP into consistency with the RGS, consideration will be given towards setting a municipal target for the number of people who are homeless when the OCP is reviewed in future.

TRANSPORTATION (OBJECTIVE 4.1)

RGS OBJECTIVE: 4.1 Improve multi-modal connectivity and mobility.

RGS TARGETS BY 2038: Achieve a transportation system that sees 42% of all trips made by walking, cycling and transit

OCP ALIGNMENT WITH RGS: To address the goal of RGS Policy 4.1 to achieve a transportation system by 2038 that sees 42% of all trips made by walking, cycling, transit, the OCP draws on the View Royal Transportation Master Plan, which is consistent with the Regional Transportation Plan in the identification of major routes and the goal of a strong regional multimodal network. The OCP Policy TR1.1 is consistent with the RGS in emphasizing multimodal transportation throughout the Town and recognizing walking, cycling and transit as priority transportation modes. Policy LU2.1 Neighbourhood centres will be interconnected and easily accessed from established neighbourhoods through a multimodal transportation network. Policy TR1.7 encourage reducing vehicle parking standards with Transportation Demand Management strategies and delivery of TR3.14 developer provided car share vehicles, dedicated parking spaces and TR3.15 transit passes for residents (supporting alternatives to owning and getting around by private vehicles).

ECONOMIC DEVELOPMENT (OBJECTIVE 5.1)

RGS OBJECTIVE: Realize the Region's economic potential.

RGS TARGETS BY 2038: Achieve a jobs/population ratio of 0.60:1 in Core Area.

OCP ALIGNMENT WITH RGS: The RGS Settlement Concept Map (3)b identifies three 'settlement nodes' in View Royal: Hospital Neighbourhood, (Eastern Gateway Corridor), Town Centre and Western Gateway Corridor areas. The OCP Growth Management Concept map and community development framework also identifies these as areas designated to receive future growth. The OCP Part 2, Section 8 Economic Development identifies areas and policies that support redevelopment of currently under-utilized lands in View Royal's designated growth areas, along corridors and gateways that will expand commercial, light industrial, office, hotel and employment opportunities. The OCP was informed by a land economic study that identified strategies where the viability of redevelopment can be best realized. OCP policy ED2.1 supports redevelopment incentives like reduced off-street parking requirements. Policy ED2.4 outlines redevelopment incentives specific to the Island Highway corridor (Western Gateway), ED2.5 redevelopment incentives for Helmcken-Harbour Corridor (Eastern Gateway) and ED2.6 incentives for the Admirals Road Corridor, ED2.7 incentives for Hospital neighbourhood, along Helmcken Road and ED2.8 incentives for Town Centre. Incentives include application densities that will be considered, reductions in parking requirements, identifying the desired types of uses in those growth areas to support investment. The economic development and employment policy directions, consistent with the RGS. In keeping with Local Government Act Section 447(1)(b) to bring the OCP into consistency with the RGS, consideration will be given towards RGS Objective 5.1's target of a jobs/ population ratio of 0.60:1 in the Core Area With regards to Renewable Resource Lands, there are no private managed forest lands or crown forest lands in the Town. There are no sand and gravel deposits in the Town.

FOOD SYSTEMS (OBJECTIVE 6.1)

RGS OBJECTIVE: Foster a resilient food and agriculture system

RGS TARGETS BY 2038: Increase the amount of land in crop production for food by 5,000 ha to enhance local food security. Municipal targets to increase the amount of land in crop production for food and to encourage agricultural land to be identified by municipalities in Regional Context Statements.

OCP ALIGNMENT WITH RGS: There is very little active farmland and very few parcels (less than 5 acres) are within the Agricultural Land Reserve. Two parcels are owned by the Town—View Royal Park and a recently acquired parcel in the Hospital neighbourhood (located on Little Road, near Helmcken and Watkiss Road, with boundary of Saanich). Nevertheless, the OCP has policies such as LU5.8 encourage the retention of existing, active farmland and LU5.9 promote urban farming and agriculture, community gardens, edible landscaping, and farmers markets at ways to access and celebrate local food and healthy lifestyles. Policy CH5.3 supports the development of farmers and artisan markets to support local access to food and support of the local economy. Policies in CH 9.1, 9.2, 9.3 support the physical and social well-being of residents through access to affordable, healthy, local food, including encouraging urban agriculture and food production spaces in multi-family housing.

CLIMATE ACTION (OBJECTIVE 7.1)

RGS OBJECTIVE: Significantly reduce community-based greenhouse gas emissions.

RGS TARGETS BY 2038: Reduce community greenhouse gas emissions by 33% (from 2007 levels) by 2020, and by 61% by 2038.

OCP ALIGNMENT WITH RGS: In 2022, View Royal completed a Climate Action Strategy and the OCP vision states that the Town “recognizes the impacts of climate change. The Town, developers, residents, and partners respond collectively by advancing energy-efficient buildings, improving sustainable transportation options and protecting View Royal’s urban forests, parks and shoreline environments”. The OCP policies are integrated through a lens of climate actions. Most notably Part 2 Thematic Policies related to: Land Use and Urban Design, Transportation and Mobility, Housing, Natural Environment Energy and Climate Change, Community Infrastructure and Services, have numerous policies that advance a low carbon future, energy efficiency, and climate adaptation directions including sea level rise.

Policy NE4.2 aims to achieve or exceed the provincial targets for community-wide GHG emissions from 2007 levels. The baseline figures for these targets are derived from the BC Ministry of the Environment’s Community Energy and Greenhouse Gas Emissions Inventory (CEEI) for View Royal.

- 45% reduction in emissions below 2007 levels by 2030
- 100% reduction in emissions below 2007 levels by 2050

The tangible ways for View Royal to achieve greenhouse gas reductions is through Policy NE4.3 reductions from on-road transportation, NE4.3 corporate energy and emissions strategy, NE4.3 View Royal corporate operations, transport, facilities, and waste are reduced, and the Town

continues to purchase offsets to pursue carbon neutrality. View Royal Policy NE4.6 is aimed at energy efficiency in new developments, through retrofits of existing buildings and infrastructure. Policy NE 4.8 plans for adaption to climate change with managing impacts caused by sea-level rise, increased fire risk, altered seasonal temperatures and precipitation.

In keeping with *Local Government Act* Section 447(1)(b) to bring the OCP into consistency with the RGS, consideration will be given towards the Town's contributions to achieving RGS Objectives for 2038 community greenhouse gas emissions by 61% (from 2007 levels), by 2038 when the OCP is reviewed in future.



SCHEDULES

Schedule A OCP Land Use Designations

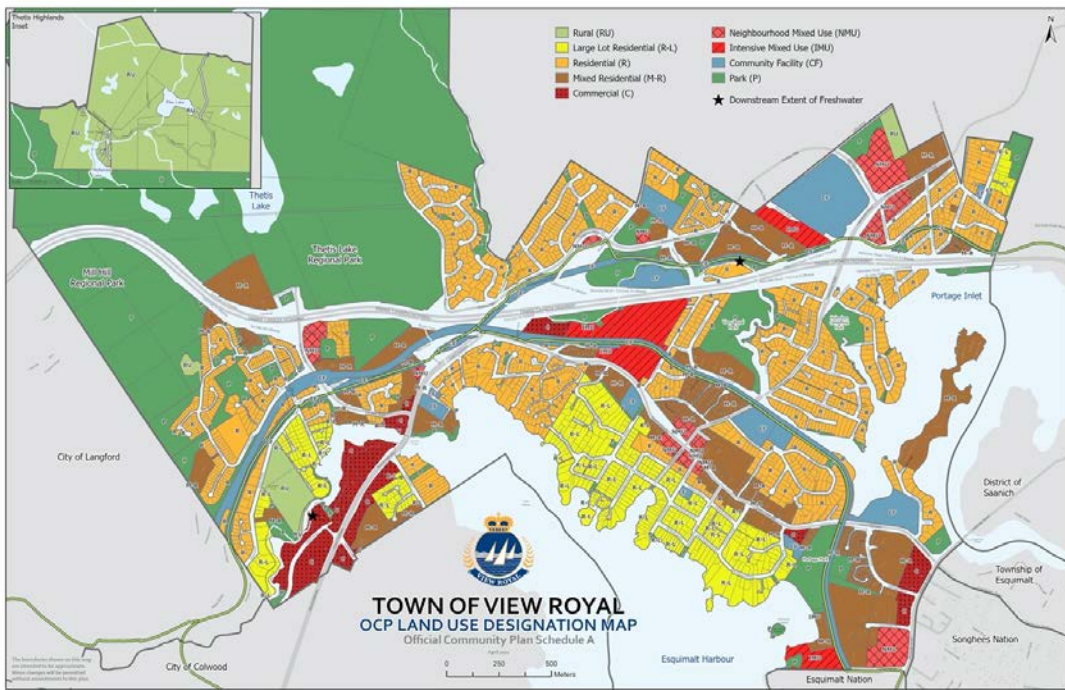
Schedule B Community Development Framework

Schedule C Form & Character Development Permit Areas

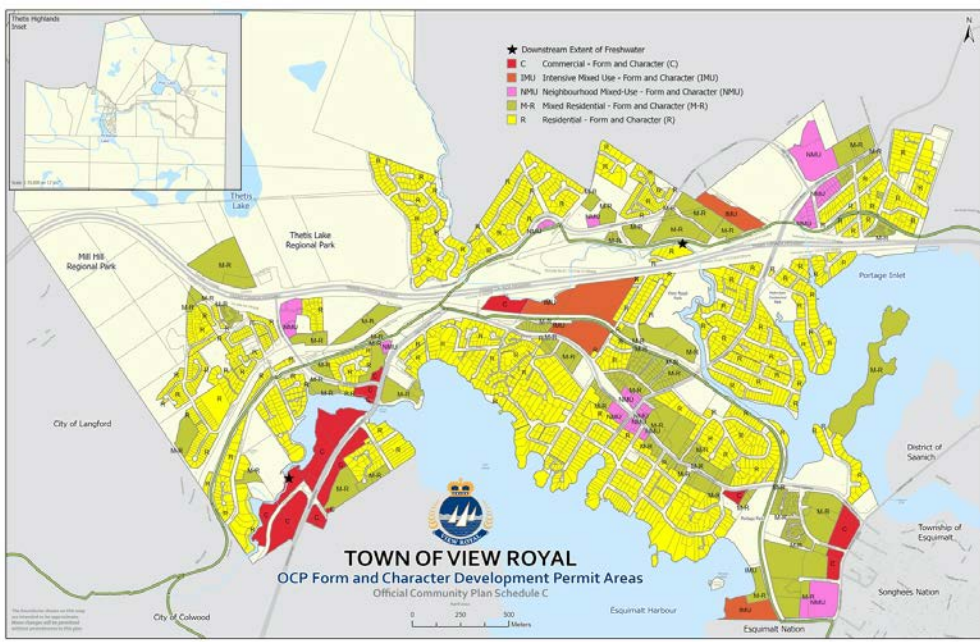
Schedule D Environmental Protection & Natural Hazard Development Permit Areas



Schedule A OCP Land Use Designations



Schedule C Form & Character Development Permit Areas



Schedule D Environmental Protection & Natural Hazard Development Permit Areas

