



CITY PLANNING DIVISION
OF THE PLANNING AND
RECREATION DEPARTMENT
VICTORIA, BRITISH COLUMBIA

James Bay Neighbourhood Plan





City Hall
Centennial Square
Victoria, Vancouver Island
British Columbia V8W 1P6
Telephone (604) 385-5711
FAX (604) 385-3592

City of **VICTORIA** *British Columbia*

November 1993

Dear Reader:

The *James Bay Neighbourhood Plan* reflects Council's strong commitment to citizen participation in planning for the future of Victoria's neighbourhoods. The many meetings on the Plan with residents were extremely well attended. It is clear that residents care very much about the neighbourhood and want to be involved in determining its future direction.

The Plan will serve as a guide to decision-making for residents, City staff and Council on land use, traffic, parks, public works and heritage. It recommends policies and actions which are to be undertaken in these areas over the next five to 10 years.

The Plan does not promote any widespread land use change. Where change is likely to occur, however, it must be well managed and an asset to the neighbourhood.

Your ideas and comments on the Plan and suggestions for improvements are most welcome. With the benefit of continued discussion and comments, the Plan will have the best possible opportunity for successful implementation.

Laura Acton

Councillor Laura Acton
Chair of Planning

September 19, 1994

JAMES BAY NEIGHBOURHOOD PLAN

Errata Sheet

- 1) HOUSING Policy 4.10 Page 7
 - Change to "The borders of this site should be reviewed to reflect CRD ownership and clarify the inclusion of the *Government Street* properties".

- 2) COMMERCIAL Policy 2 Page 12
 - Change to "Expand the commercial core along Menzies from Michigan Street to *Kingston Street* with new shops".

- 3) LEGISLATIVE PRECINCT Page 14
 - Goals & Objectives* replaced as follows:
 - Goal 1* There should be a mix of land uses around the Legislature.
 - Goal 2* New development should be compatible with the James Bay neighbourhood and the Legislature Buildings and ensure that streets are people-oriented.
 - Goal 3* There should be amenities to serve the residents and employees of the new developments.
 - Goal 4* Traffic and Transportation - A viable transportation plan must be in place before the development proceeds which will serve the residents and employees of the new buildings and support the easy travel in and out of the neighbourhood for the James Bay Community. A move to the use of public transit is essential.
 - Goal 5* The special significance and heritage value of the Legislative Precinct to the people of British Columbia must be recognized in all of the project work.
 - Goal 6* The design and mass of any new building must respect the presence of the Legislative Buildings.
 - Goal 7* Remaining views of the Legislature should be preserved from all sides. New views created by the development could enhance the mass of the Legislature.

*Excerpt from Legislative Precinct Urban Design Manual.

- Policies & Recommendations replaced as follows:
 - 1.1 There should be a mix of land uses on the South Block and "Q" Lot; there should be offices, housing and retail as well as green space and public space.
 - 1.2 New housing must concern itself with two key factors; livability and affordability. New housing should be affordable for households with a range of incomes. There should be a mix of housing type and tenure for a variety of household types and ages, including those with and without children and seniors. Housing should be both "market" and "non-market".

Improvements can be made to the role of the South Lawn in the Precinct area. Demolition of the "bunker" is considered to be an essential part of these improvements. A building of approximately 60,000 sq. ft. is considered appropriate to replace the "bunker".
 - 2.1 Retail uses should be located along the west side of Menzies Street along the boundary with "Q" Lot, and along the east side of Menzies Street along the boundary with South Block. There should be housing above retail or office space.
 - 2.2 New housing should be on the western end of "Q" Lot and along the south bordering Superior Street. On South Block, new residential should be oriented along Michigan Street.
 - 3.1 Amenities should include childcare for employees which would be accessible for residents of the community, play space to be associated with new family housing, green space usable for employees and residents of the community and a community amenity space.

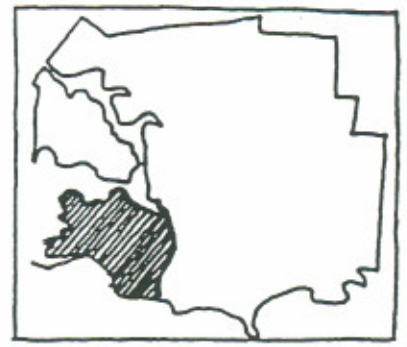
There should be some form of community benefit - a meeting space or recreational facility(ies) associated with the new developments. A new library branch close to bus routes and shopping area is desirable. This benefit might be provided "off site" as part of a land or development exchange, or on site.
 - 3.3 Public art should be part of the development.
 - 4.1 Traffic management techniques, including "traffic calming", should be considered for roads in and around the Precinct.

- 4.2 Planning development in the Precinct should be integrated with planning for the Downtown Streetcars and other transit initiatives which evolve.
- 4.3 Planning development should facilitate walking and cycling in James Bay.
- 4.4 Strategies outlined in the Traffic Demand Management report should be implemented as soon as possible.
- 5.1 Large, mature trees need to be maintained and the rose garden between the Armouries and the Premier's office should be restored.
- 5.2 Heritage and character buildings should remain where they are except where they are isolated or would become isolated due to the new developments.
- 5.3 Restoration of that portion of Government Street previously known as Birdcage Walk would be desirable.
- 5.4 The Queen's Printer building should stay. No additions or alterations should change its heritage character.
- 5.5 The Armouries should stay. A complete assessment of its viability and heritage significance needs to be undertaken. The Heritage Advisory Committee should be consulted with regards to the Armouries.
- 6.1 Each development in the project should stand on its own merits, but be contextual.
- 6.2 Quality materials must be used in a high quality design.
- 6.3 New development should enhance park space in James Bay.
- 6.4 New buildings should be "environmentally friendly".
- 7.1 New view corridors can be created by pedestrian pathways through the South Block developments.
- 8.1 Development phasing could be linked through a development variance permit to the provision of community benefits, amenities and the provision of transportation and affordable housing.

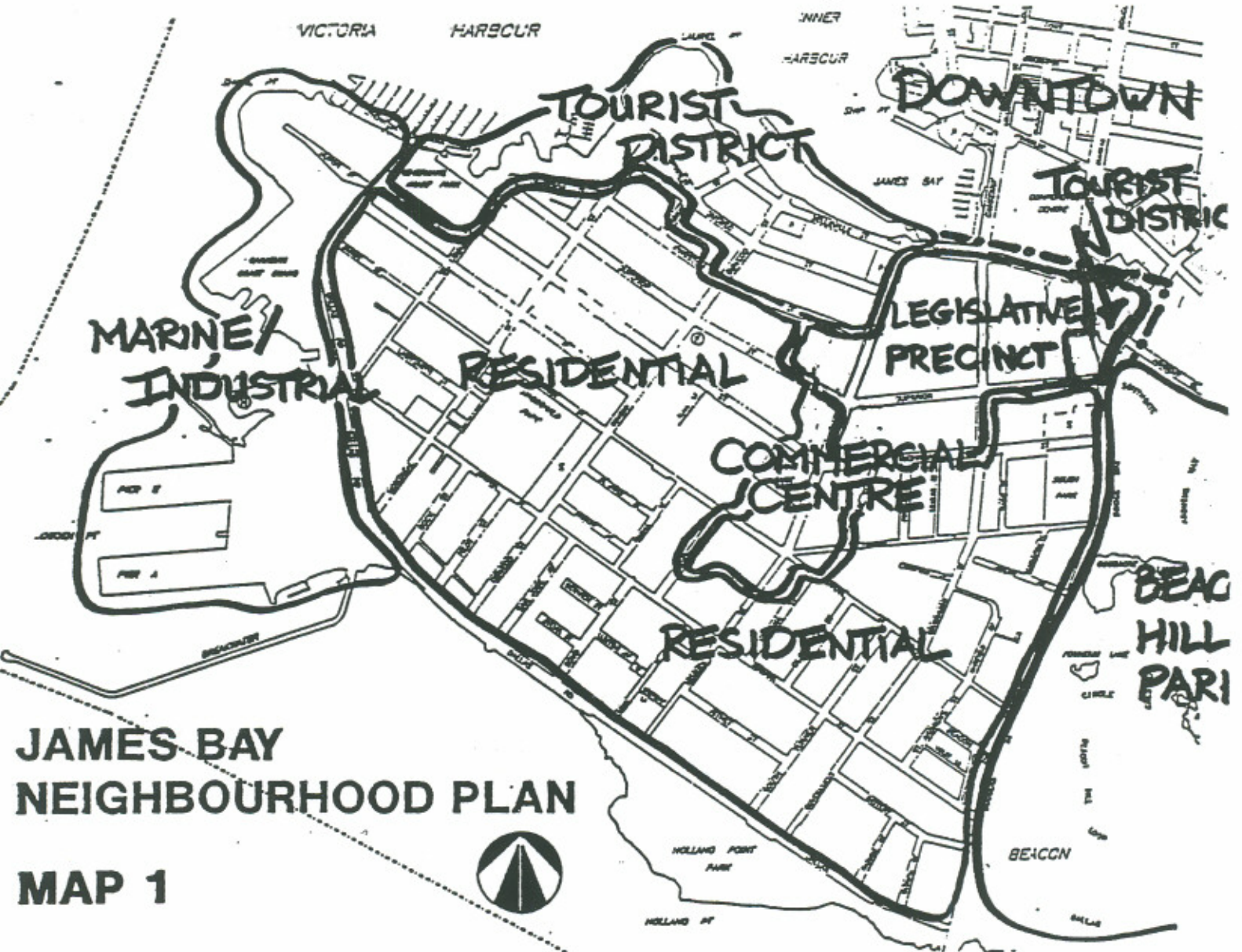
4) PARKS

Policy 10 Page 17

- Change to "Ensure Fisherman's Wharf Park is "reserved" as a *community* park with a small area set aside for the regional walking park".



SUB-AREA MAP








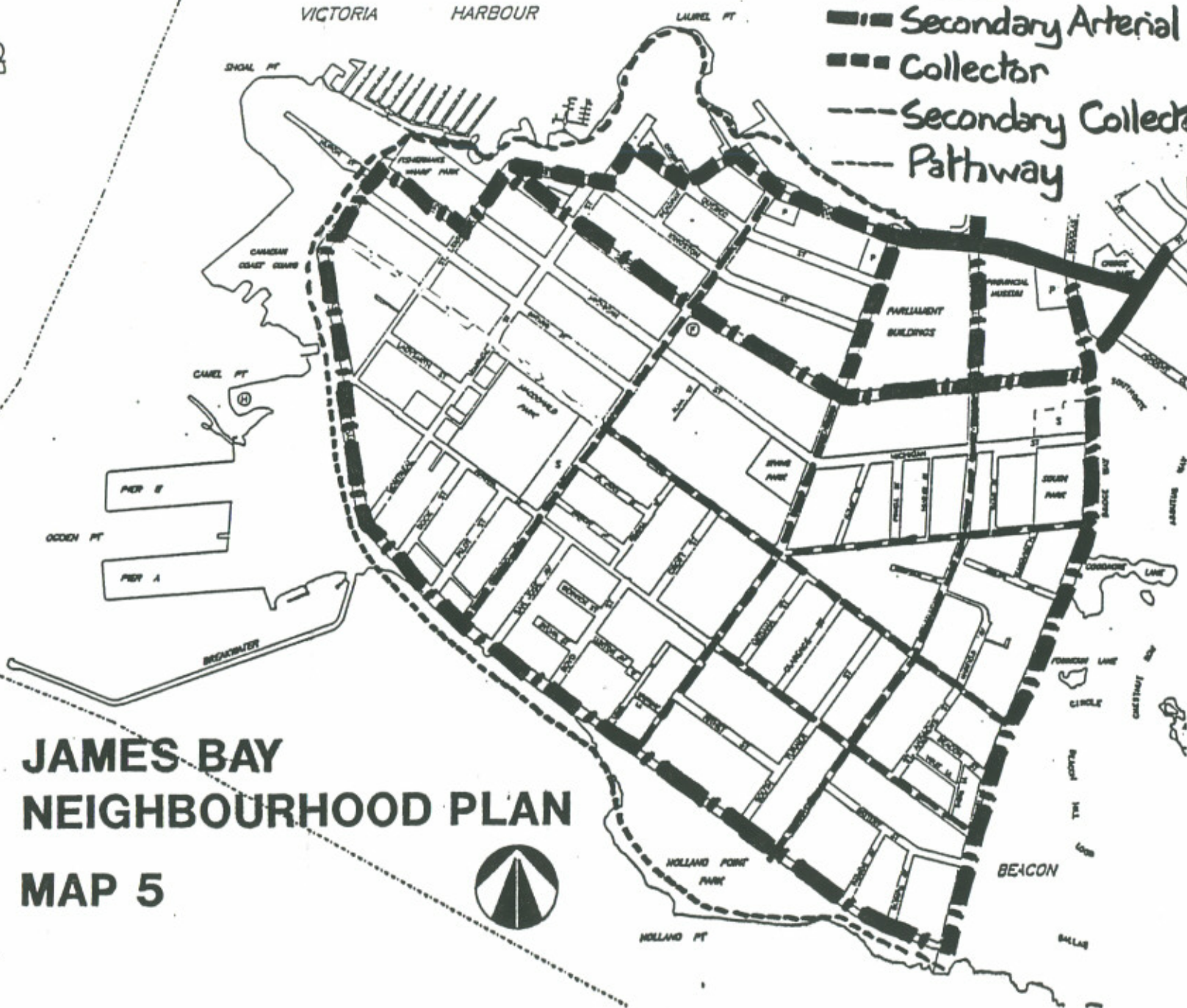
**JAMES BAY
NEIGHBOURHOOD PLAN**

MAP 1

TRANSPORTATION

VICTORIA HARBOUR

-  Arterial
-  Secondary Arterial
-  Collector
-  Secondary Collector
-  Pathway



JAMES BAY NEIGHBOURHOOD PLAN

MAP 5





City Hall
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Laura Acton

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Chair of Planning

NOTICE

The James Bay Neighbourhood Plan was adopted by City Council on November 4, 1993. The following items will be included by February 1, 1994 in order to improve and complete the graphics contained in the plan.

1. Map illustrating a summary of major recommendations
2. Map illustrating major residential recommendations
3. Map illustrating heritage sites
4. Map illustrating right-of-way requirements for streets
5. Map illustrating parks and community facilities
6. Map illustrating implementation of recommendations to be undertaken by the City
7. Tables describing demographics

December 21, 1993

James Bay.Not
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INTRODUCTION

The present James Bay Neighbourhood Plan was adopted by Council in 1973. Since that time many changes have taken place in the neighbourhood, the City and the region as a whole. The principal reason for undertaking the update of the Neighbourhood Plan, is to re-assess the situation. There are many different land use pressures in James Bay with its unique mix of residential, tourist and industrial uses. As the City and the Capital Region grow, there will be increasing pressure on inner-city neighbourhoods, such as James Bay, to provide more housing - through new development, infill and redevelopment. The policies of this Plan are intended to identify and strengthen the essential qualities of the neighbourhood as well as identifying where change might occur and under what conditions.

HISTORY

"The flat landscape of James Bay made it especially valuable farmland, providing food for the Hudson's Bay Company men stationed at Fort Victoria. Other than a few farmhouses, residential development did not begin until the construction of the James Bay Bridge and the "Bird Cages," (the Province's first Parliament Buildings) in 1858. It became fashionable to locate near the Province's first house of government and many of Victoria's early social and political elite took up residence on lands surrounding the Legislative Buildings until the prestigious Rockland District was developed.

Surrounded by water on three sides, James Bay became a natural location for industrial activity. Much of the waterfront land stretching from the Inner Harbour to the Outer Harbour was consigned to industrial interests. The adjoining residential development, was for the most part smaller "cottage-like" dwellings typical of working class neighbourhoods of the 1880's and 1890's.

By the turn of the century virtually all large tracts of land had been subdivided except for an area west of Holland Point which remained undeveloped until the 1940's.

Rapid growth of Greater Victoria in the 1950's and 1960's created enormous pressure for redevelopment in James Bay. Marked changes in the housing stock took place through this period and into the 1970's. While the total number of dwellings increased, the number of single family homes and duplexes decreased and the number of apartments increased dramatically. A number of landmark residences were demolished during this period. By 1981, it was estimated that 66% of James Bay's population lived in apartments.

There was a strong reaction to the rapid change and development of apartments. In 1973 a Plan was adopted for the James Bay neighbourhood which recommended policies that encouraged the creation of a mixed community of apartments and family housing. Most significantly "highrise" apartment development was restricted to sites under construction at that time.

While the 1960's gave rise to increased residential development in James Bay, the period also saw the decline of industrial activities in the area. Tourism and tourist activities grew in significance throughout the sixties and continue to grow today."¹

*1 Partially adapted from: This Old House - An Inventory of Residential Heritage, City of Victoria, Third printing, revised, 1991; and 1990 James Bay Plan Background Report.

Purpose - Why Neighbourhood Planning?

Victoria's Official Community Plan, adopted in 1986, establishes a series of general city-wide goals and policies for land use, transportation, parks and open space, economic development, downtown and other matters of city-wide concern. The Plan calls for a continuation of the existing neighbourhood planning program and indicates that this will be "of considerable significance in keeping the Official Community Plan up to date".

The "neighbourhood" is generally regarded as the foundation for community development. It is the area within which residents usually share community facilities and social activities and for most of us it is an area where we feel we "belong". A neighbourhood plan, while developed within the framework of the Official Community Plan, provides for a finer grain of policy to address issues of concern to area residents. A primary purpose of the Neighbourhood Plan is to provide guidance for Council when considering future development and initiatives in James Bay.

Public Participation

At its meeting of April 26, 1990 Council endorsed the Draft James Bay Plan 1990 subject to a public review process. A pamphlet which summarized the Draft Plan was circulated in the neighbourhood as a first step in this process. As a response to the Draft Plan, the James Bay Neighbourhood Environment Committee prepared the James Bay Community Study Group Plan. A number of areas in the two documents were disputed.

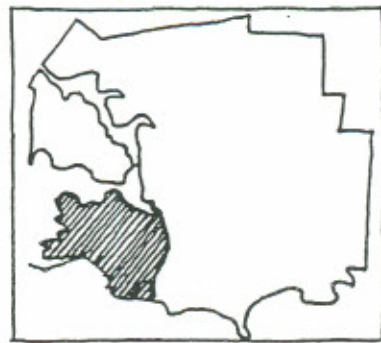
In October 1991, Council established a mediation process between representatives of the James Bay Neighbourhood Environment Committee and City Staff to reconcile the two documents. The mediation process, begun in October of 1991, was completed in early January 1993.

The policies in this Plan are the result of the mediation process and reflect the consensus of the representatives who have been involved in the discussions.

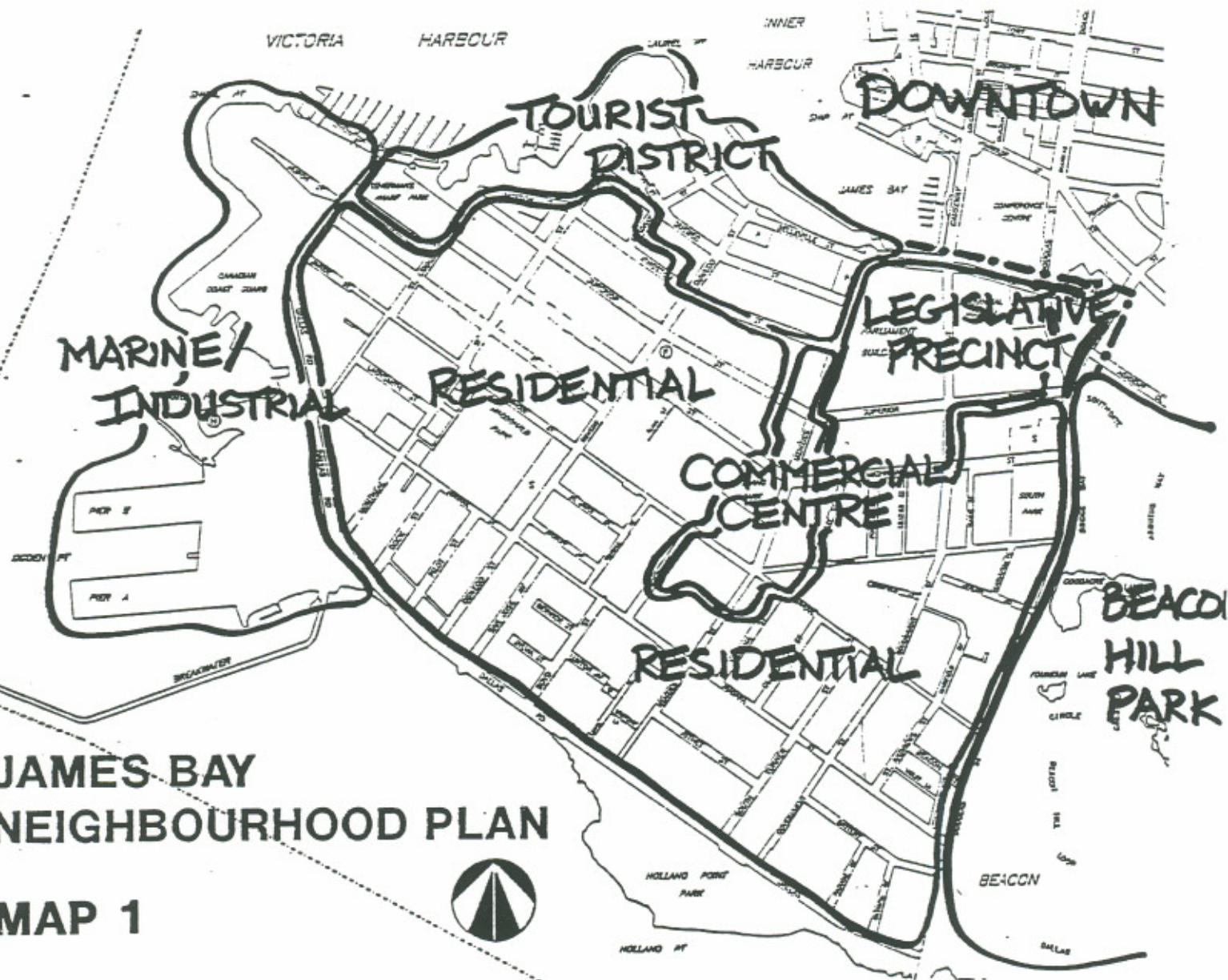
On April 22, 1993, Council endorsed a draft Plan review process which included a Public Meeting and Workshop held in June of 1993, review by the Advisory Planning Commission over the summer and a final draft which was adopted by Council in November, 1993.

NEIGHBOURHOOD GOALS & OBJECTIVES

- - To welcome the involvement of all James Bay residents in their community.
 - To create a safe, peaceful community.
 - To create a clean, healthy community environment.
 - To encourage the development of community which would be reflective of the Canadian mosaic.
 - To preserve existing natural amenities and built-of special historical or community importance, including existing housing stock and streetscapes, and to encourage infill development to be aesthetically consistent.
 - To create a wide variety of community-oriented services (health, social, education and recreation), easily accessible to all community residents.
 - To create appropriate and affordable housing that meets the needs of a rich diversity of residents.
 - To create self-sustaining economic opportunities in the community and to expand equitable and meaningful employment.
 - To integrate the Federal and Provincial land located in James Bay into the overall planning goals and guidelines of the community."



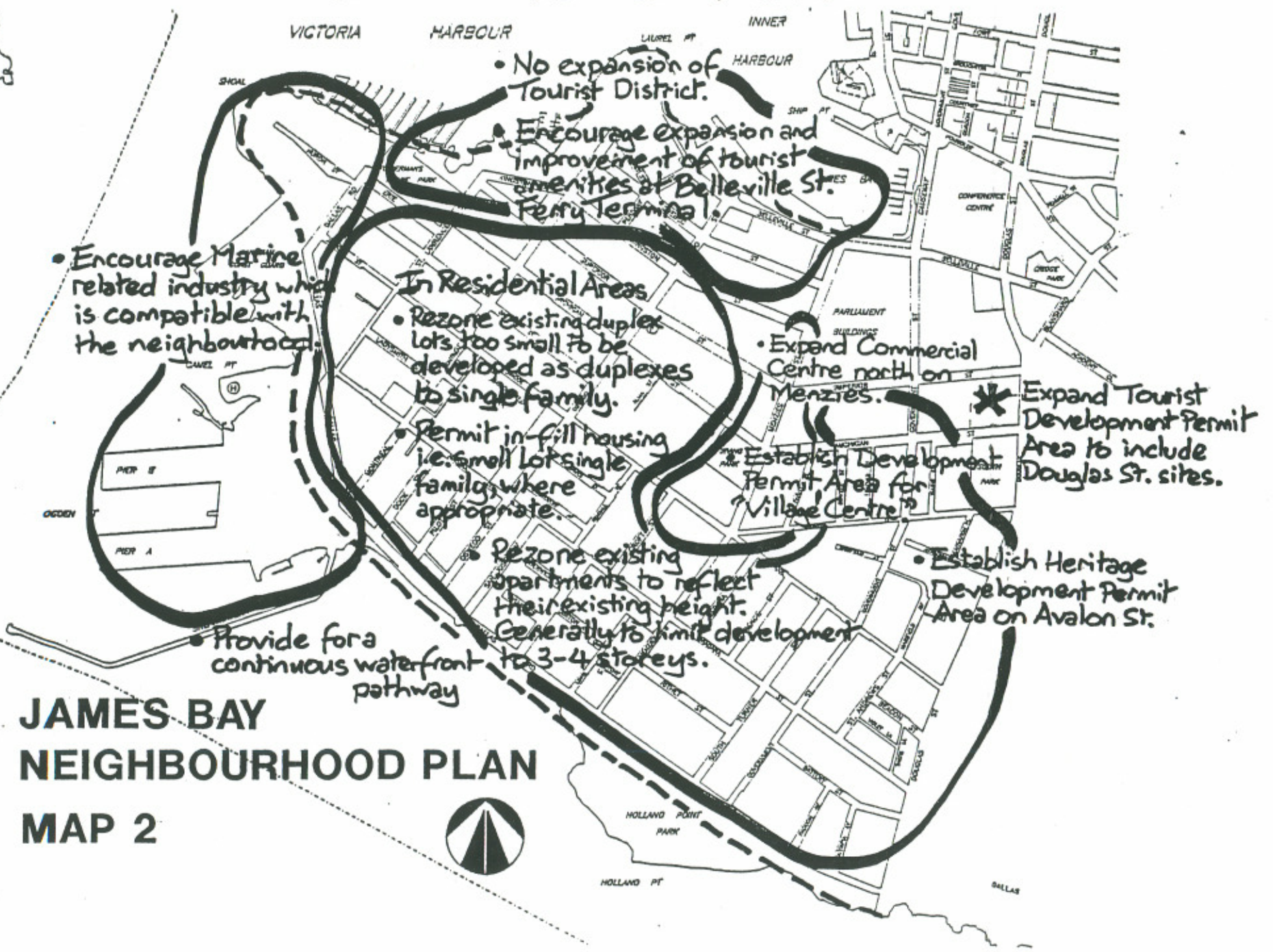
SUB-AREA MAP



**JAMES BAY
NEIGHBOURHOOD PLAN**

MAP 1

MAJOR RECOMMENDATIONS



- Encourage Marine related industry which is compatible with the neighbourhood.

- No expansion of Tourist District.
- Encourage expansion and improvement of tourist amenities at Belleville St. Ferry Terminal.

In Residential Areas

- Rezone existing duplex lots too small to be developed as duplexes to single family.

- Permit in-fill housing i.e. small lot single family where appropriate.

- Rezone existing apartments to reflect their existing height. Generally to limit development to 3-4 storeys.

- Expand Commercial Centre north on Menzies.

- Establish Development Permit Area for 'Village Centre'.

- Expand Tourist Development Permit Area to include Douglas St. sites.

- Establish Heritage Development Permit Area on Avalon St.

- Provide for a continuous waterfront pathway

**JAMES BAY
NEIGHBOURHOOD PLAN
MAP 2**



HOUSING

The character of James Bay is as much defined by its diverse mix of housing types and densities as it is by its natural setting. While there continues to be pressure for development, no substantial changes are contemplated to the existing zoning to increase residential densities. Infill development such as small lot single family housing and duplex housing should be considered on large properties where appropriate. New development, whether low density infill or medium density townhouses or apartments should be considered in the context of the neighbourhood and the character of adjacent properties.

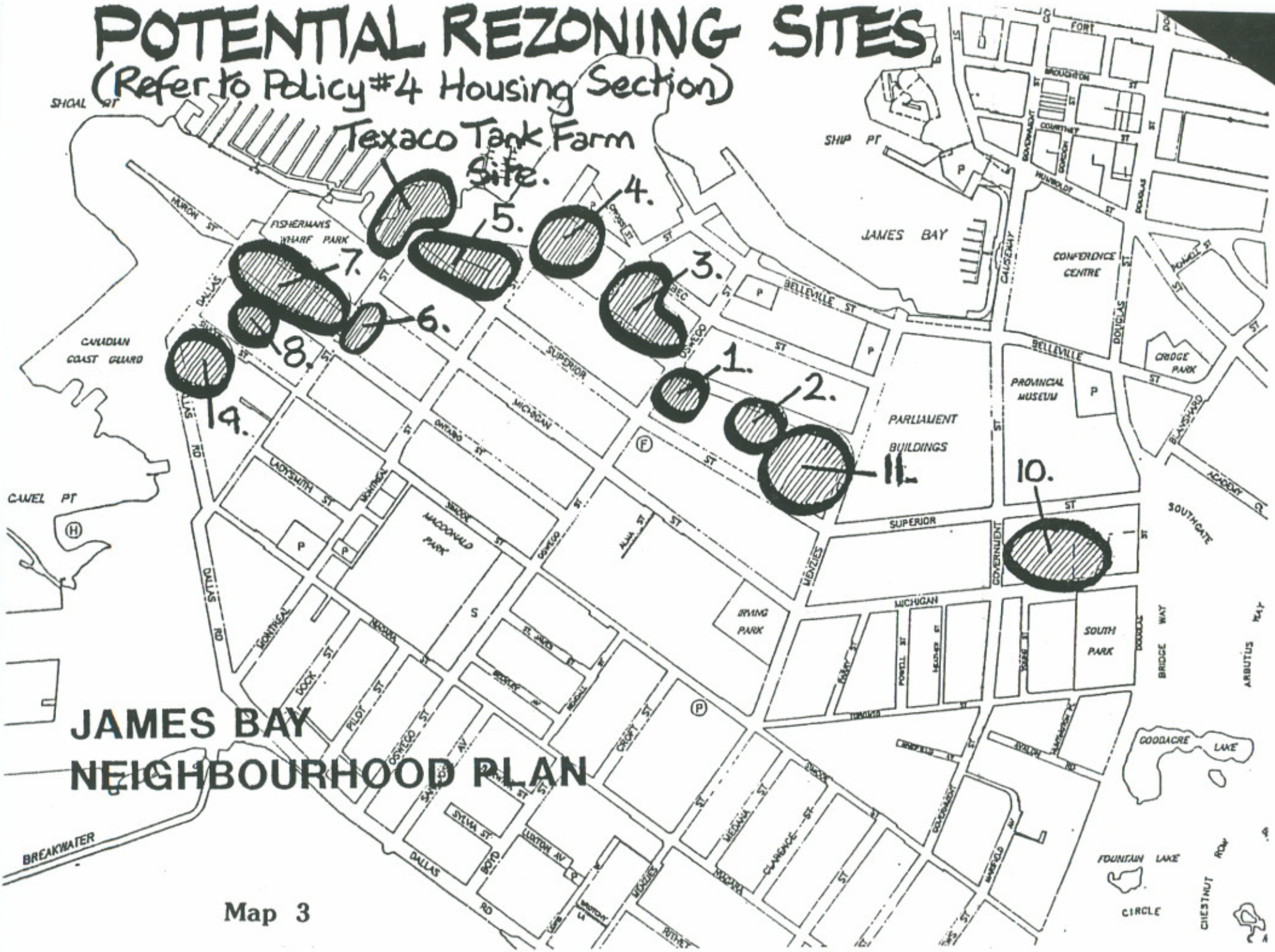
Goals & Objectives

1. To provide a range of housing opportunities to accommodate a balance of family and non-family development in the community as a whole and also on specific sites.
2. Support initiatives for housing families, the elderly, disadvantaged and needy.
3. To place an emphasis on promoting family housing including new affordable housing for families.
4. Permit small lot infill development for single family and duplex units where appropriate pursuant to the rezoning process.
5. Encourage a visual harmony of form and scale between new buildings and adjacent residential units.
6. Encourage high standards of design for new residential developments.
7. Seek to establish incentives or cost sharing programs for restoration, rehabilitation, and revitalization of heritage clusters, including streetscapes, eg. private front yard areas, fencing, boulevard landscaping and street lighting.
8. Where possible encourage the retention of significant buildings in the neighbourhood.
9. New development should respect existing streetscape character.
10. Maintain residential areas not specified as potential rezoning sites on Map 3 as "areas of greatest stability", where little change in the type or size of housing is expected.

POTENTIAL REZONING SITES

(Refer to Policy #4 Housing Section)

Texaco Tank Farm Site.



JAMES BAY NEIGHBOURHOOD PLAN

Map 3

Policies & Recommendations

1. Rezone R-2 zoned (Two Family Dwelling) lots which are less than 555 square metres in area to the R1-B zone (Single Family Dwelling) to reflect zoning lot size requirements.
2. Rezone all sites presently zoned R3-2 (Multiple Dwelling District) to a zone that reflects the existing number of storeys (R3-2, R3-AM, or R3-A).
3. Encourage small scale subsidized housing units for families through the Capital Regional District and non-profit housing societies.
4. Future townhouses or lower profile apartments (three stories) are supported adjacent to the Marine/Industrial District and the Tourism District. Development potential for key sites is as follows:
 - 4.1 Site 1: R-2 (Two Family Dwelling District) to R-K (Medium Density Attached Dwelling District). R-K is sympathetic to surrounding land uses. Townhouse option seems to be the most appropriate for this site.
 - 4.2 Site 2: R-2 (Two Family Dwelling District) to R-K (Medium Density Attached Dwelling District). R-K is sympathetic to surrounding land uses. Townhouse option seems to be the most appropriate for this site.
 - 4.3 Site 3: R-K (Medium Density Attached Dwelling District) to R3-A (Low Profile Multiple Dwelling District). The size of building permitted in the R3-A zone is in keeping with the existing scale of buildings.
 - 4.4 Site 4 - (Montreal Street and Quebec Street)

The existing R-K zoning be retained.
 - 4.5 Site 5 - (Block bounded by Superior/Montreal/Kingston Streets)

The existing zoning should be retained.
 - 4.6 Site 6 - (St. Lawrence Street)

Rezone existing residential uses to R1-B, Single Family Dwelling District and rezone property zoned M-2, Light Industrial District to lowest intensity industrial zone that permits its use.
 - 4.7 Site 7 - (Erie Street)

The existing zoning be retained and this site be considered in the context of the development of a future harbour plan which would eventually form part of the Official Community Plan.

4.8 Site 8: R-2 (Two Family Dwelling District) to R-K (Medium Density Attached Dwelling District). Agreement.

4.9 Site 9 - (60 Dallas Road)

The existing zoning be retained and this site be considered in the context of the development of a future harbour plan which would eventually form part of the Official Community Plan.

4.10 Site 10: R-2 (Two family Dwelling District) to R3-A (Low Profile Multiple Dwelling District). The borders of this site should be reviewed to reflect CRD ownership and to clarify the inclusion of the Menzies Street properties. There is a proposal for family oriented townhouses and congregate care on this site.

4.11 Site 11: R-2 (Two Family Dwelling District) to CR-3M (Commercial Residential Apartment Modified District). This site is provincially owned and is part of the land being discussed in the Accord. Any development should reflect the issues of streetscape on Menzies, should include some residential development and should have commercial uses at grade.

5. Consider applications for rezoning for small lot single family houses or for new two family dwellings on their own merits and in conformity to the criteria already established by the City.

6. That Council review the conversion regulations contained in the Zoning Regulation Bylaw to limit the number of permitted units.

7. That Council review current zoning to prohibit Rest Homes in zones such as R32, R3AM and R3A.

8. That Council pursue a policy to prohibit demolition of existing residential buildings.

9. Through Development Permit Areas, improve and upgrade select streetscapes by restricting any new development to fit in with existing structures.

a) Require any infill to be sympathetic in scale, design, form and materials to surrounding units;

b) Protect trees and natural vegetation that line streets.

INDUSTRY

Over the past 30 years there has been a steady decline in industrial activity in James Bay. Properties that were previously used as industrial sites have been redeveloped for housing and tourist uses. While there are continued pressures for redevelopment of industrial sites, especially waterfront sites, established and emerging industries should be encouraged to remain. It is important that industries whether new or established be compatible with the neighbourhood.

Goals & Objectives

1. Encourage establishment of industry that is environmentally compatible with adjacent residential and tourist-oriented development.
- 1.1 Develop enforceable performance standards (eg. noise, odour, etc.) to ensure compatibility of the Ogden Point Industrial uses with the residential area of James Bay.
2. Encourage establishment of industry that is within the capabilities of services and roads.
3. Encourage development of landscaped roof deck public parking at Dallas road level above future low-rise industrial development.
4. Promote public access and encourage and promote marine related industries.
5. Encourage established industries to stay in their present locations.
6. Encourage emerging and established industry which require waterfront access; either by nature of maritime orientation or by ocean freight requirements, eg. fishing fleet.

Policies & Recommendations

1. Support new light industrial activity that is relevant to the community (i.e. marine industrial, marine commercial, and fishing ports); which is clean, environmentally sound, small scale and not traffic intensive (eg. computer software and electronic companies, research and marine industries, clothing, food processing, and local crafts).
2. Assist the Federal Government with cooperative and mutually beneficial redevelopment of the Ogden Point area including the cruise ship operation. Include horse drawn carriage facilities as a limited use.

3. Encourage a mixed use light industrial/residential/marine related development zone between Laurel Point Inn and Fisherman's Wharf. Include public access along the waterfront. Improve shore facilities for Fisherman's Wharf.

4. Texaco Tank Farm Site (Map 3)

That the existing MS-1 Zone Marine Service (Outer Harbour) District be retained and this site be considered in the context of the development of a future harbour plan which would eventually form part of the Official Community Plan.

5. Conserve appropriate waterfront for maritime-oriented industry.

6. Seek senior government assistance in preparing a comprehensive development policy for meeting the varied facility requirements of fishermen, pleasure boats, harbour administration and visitors to the Fisherman's Wharf area.

7. Promote establishment of a commuter heliport at Shoal Point.

8. Recommend that industrial zoning be retained for the area, bounded by Erie, St. Lawrence, Ontario and Dallas Road and for the area bounded on the northeast by Simcoe and on the west by Dallas (the former Canadian Liquid Air sites).

9. Rezone the existing waterfront industrial land from M-2, Light Industrial District, and M-3, Heavy Industrial District, to a new zone to reflect the maritime nature of the existing land uses.

TOURISM

The James Bay Tourist Precinct is an important part of the neighbourhood and the City as a whole. Recognizing that tourism plays a significant role in the local economy, it is important to encourage the improvement of the quality and character of tourist amenities in this area. Most of the Tourist Precinct is designated as a Development Permit Area to ensure that any development will complement the area rather than detract from it.

It is equally important to recognize the impact that tourism has on the residential areas of James Bay and develop policies to ensure that tourist development will complement the City and the neighbourhood and minimize disruption to residents.

Goals & Objectives

1. To maintain the area currently zoned for hotel/motel uses as a tourist oriented centre in the City and to limit tourist facilities to the identified tourism district.
2. Maintain and improve the area's scenic and historic qualities.
3. To encourage improvement of the quality of character and amenities provided by hotel/motel/tourist development.
4. Recognize the increasing importance of tourism to our local economy and encourage diversification of tourist services which will complement James Bay and Victoria in a manner consistent with community objectives.
5. Recognize the impact of tourism on the residential character of the neighbourhood.

Policies & Recommendations

1. Expand Development Permit Area Number 2 - Inner Harbour, to include lands which could be developed for transient accommodation uses along Douglas Street near the intersection with Superior Street and the block bounded by Belleville Street, Douglas Street and Blanshard Street. (Map 2, Major Recommendations.)
2. Encourage the harbour waterfront including Fisherman's Wharf and Ogden Point to include limited tourist services where appropriate.
3. Encourage the expansion of services for visitors at the Belleville Street ferry terminal site and improve standards of facilities.

4. Facilitate James Bay walking tours including garden tours and heritage house tours. The City in cooperation with the James Bay Neighbourhood develop a program to provide directional signs, and small signs providing information on the history and character of James Bay.
5. City Council review the current Bed and Breakfast guidelines with specific reference to James Bay and the impact of Bed and Breakfast uses on the residential nature of the neighbourhood. There is a concern in the neighbourhood with the lack of enforcement or enforceability of the present guidelines and that there appear to be a number of single family homes with more than the permitted number of rooms used for Bed and Breakfast.

COMMERCIAL

The existing shopping district on Menzies Street between Michigan and Simcoe Streets is the centre of the James Bay Commercial District. This "village centre" should be strengthened to continue to provide for the retail and service needs of people who live in James Bay. New developments along Menzies Street towards the Inner Harbour should be encouraged to include commercial space in mixed use buildings with commercial on the ground floor and housing above. Small scale convenience stores located throughout the neighbourhood complement the commercial centre and provide much needed service to local residents.

Goals & Objectives

1. To develop a strong commercial village centre in the heart of James Bay with local convenience stores throughout the community.

Policies and Recommendations

1. Encourage the growth and vitality of a commercial "village centre" in James Bay.
2. Expand the commercial core along Menzies from Michigan to Belleville with new shops. Relocate heritage buildings from the provincial precinct area along this street for mixed commercial residential use.
3. Restrict all new commercial development in the Commercial District to a maximum of one storey or the ground floor of a commercial/residential building. Typical zoning is CR-3M, Commercial Residential Apartment Modified District.
4. Establish a development permit area for the purpose of control of form and character of development and encourage revitalization and design improvements in the James Bay Commercial District.
5. Encourage beautification of the commercial core. Make use of available senior government programs, eg. the provincial government's Downtown Revitalization Program, to assist landowners in the beautification of the commercial core in James Bay.
6. Support and encourage a number of small scale convenience stores throughout the community.

7. Council review the current regulations regarding neighbourhood pub and home occupation to determine the impact on the neighbourhood.
8. Permit development of tuck shops as part of major seniors care facilities, subject to rezoning to permit such uses.

LEGISLATIVE PRECINCT

The Legislative Precinct consists of the site of the Legislature and the surrounding provincially owned properties. These sites are considered underutilized and do not contribute to the surrounding neighbourhood.

The Legislative Precinct is a component of the Victoria Accord. This is an agreement between the Provincial government and the City of Victoria regarding the planning and implementation of major capital projects in downtown Victoria over the next five years. The objective is to phase out surface parking lots and temporary office buildings to provide for a mix of office, commercial and residential uses.

Goals & Objectives

1. To retain the Provincial Legislature and administrative facilities within the Legislative Precinct.
2. To amend the Legislative Precinct Plan (1981), as the land use management strategy for the area covered by that document. This will be achieved in consultation with the Provincial Government, the City of Victoria and the James Bay Community.

Policies and Recommendations

1. Reinforce the commitment to Victoria as the Provincial Capital, as a major employer and essential factor in the local economy.
2. Work with the Provincial Government to foster a clear understanding of its current and future land use and servicing requirements as well as potential future residential or commercial development.
3. The policies of the Legislative Precinct Plan should be confirmed with the amendment that the James Bay Commercial District be permitted to expand (Map 2, Major Recommendations) with a CR-3M (Commercial Residential Apartment Modified District) zoning emphasis. (Refer to the Background Report on the Legislative Precinct Plan (July 1981) for a policy summary).
4. Phase out surface parking lots in the Legislative Precinct.
5. The heritage buildings contained within the block bound by Superior, Michigan, Government and Menzies Streets be retained or relocated within the block.

PARKS

PARKS AND OPEN SPACE

James Bay has a number of parks and open space in and around the neighbourhood. An inventory of existing parks and open space in the neighbourhood is set out in Appendix 1 and illustrated on Map 4. As well as the City owned land a number of provincially owned properties provide parks and open space opportunities. The Ogden Point Breakwater, while federally owned, provides a unique recreation opportunity.

There is very little opportunity for acquisition of new park space in James Bay. Policies in this section concentrate on securing existing parks and open space and recommend that any redevelopment of park space should incorporate facilities for neighbourhood use as well as regional use. This is especially true of MacDonald Park.





There is a significant transient population in James Bay resulting from tourist accommodation. While this may have some impact on parks in James Bay the City has no policy to provide park space for this type of population.

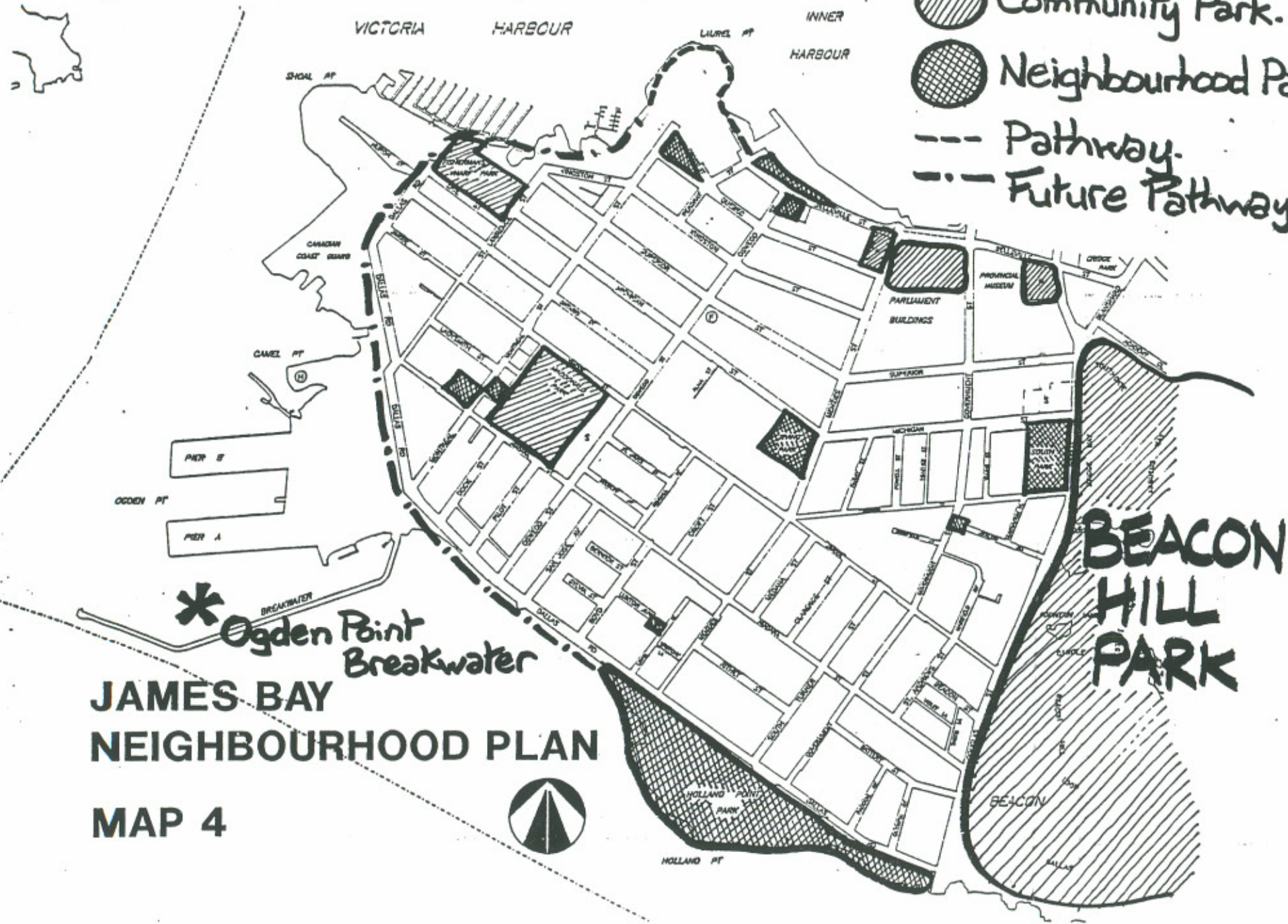
Public access to the waterfront and a continuous waterfront pathway should be considered to be an integral part of any proposal for the use or redevelopment of waterfront properties.

Goals & Objectives

1. Provide park area and recreational/cultural facilities to meet changing neighbourhood requirements. Evaluate neighbourhood park/open space facility requirements in terms of the neighbourhood population characteristics and demographics.
2. Preserve and enhance all existing parklands in James Bay.
3. To "reserve" as park all City property currently used as park in James Bay.
4. To extend and link existing parks and open space on the periphery of James Bay.
5. Work towards development of an improved community centre facility.
6. Encourage joint use of parkland for school and public park purposes.
7. Support the Federal and Provincial Governments in the maintenance and enhancement of their lands available for public use.

PARKS AND OPEN SPACE

-  Community Park.
-  Neighbourhood Park.
-  Pathway.
-  Future Pathway



Ogden Point Breakwater

**JAMES BAY
NEIGHBOURHOOD PLAN
MAP 4**



Policies and Recommendations

1. Planning Department Recommendation
Ensure that minimum park criteria are maintained on a City-wide basis to a standard of 1.54 ha. per 1000 population, for a combination of neighbourhood and community parks (neighbourhood parks to be provided at a standard of 0.6 ha. per 1000 population) and that Beacon Hill Park be included in the community parks provision for James Bay. Refer to Appendix 1. Parks and Open Space.
2. Extend the park and pathway system around the James Bay waterfront, to provide a regional park.
 - a) Connect the causeway pathway along Belleville Street to Centennial Park, connecting Centennial Park to Fisherman's Wharf Park creating a more defined pedestrian/bicyclist pathway along the Canadian Coast Guard site and along Dallas Road to Ogden Point, with particular attention to areas where there are not sidewalks such as the area adjacent to Fisherman's Wharf.
 - b) Develop an interpretation guide/display at the base of Belleville and Government and at Dallas and Douglas indicating the regional walking park and interesting features.
3. Where practicable maintain, expand and improve waterfront access for pedestrians and bicyclists. Create vista point lookout facilities at appropriate locations.
4. Encourage the Federal Government to maintain and improve its underwater marine park at Ogden Point including the establishment of on-shore support facilities for public users of the Ogden Point Breakwater and improvement to the public walkway along the breakwater.
5. Provide washroom and diving change facilities at the foot of the Ogden Point Breakwater.
6. Enhance and preserve the waterfront that is under City jurisdiction.
7. Preserve existing natural areas on the periphery of James Bay, including:
 - a) the cliffs along Holland Point to Finlayson Point;
 - b) the south part of Beacon Hill Park and the area south of Dallas Road still in a relatively natural state; and

- c) the basin between the Texaco tank farm site and Fisherman's Wharf. Establish this area as a special park "Blue Heron Cove".
8. Realign Douglas Street road allowances from Simcoe Street to Dallas Road to facilitate development of increased active park space within Beacon Hill Park.
 9. "Reserve" South Park as a neighbourhood park.
 10. Ensure Fisherman's Wharf Park is "reserved" as a neighbourhood park with a small area set aside for the regional walking park.
 11. Develop facilities within MacDonald Park with more focus to neighbourhood use.
 12. Expand MacDonald Park along Montreal Street from Niagara to Simcoe Streets.
 13. Improve Irving Park to the standards in the Parks and Open Space Analysis.
 14. Plant trees along the edges of the flat open parks such as Fisherman's Wharf Park to create windbreaks.
 15. At its meeting of November 4, 1993 Council referred this recommendation to the Parks & Recreation Advisory Committee and the Environment Advisory committee for examination and report to Committee of the Whole.

COMMUNITY SERVICES

Services within a community are delivered by many differing bodies, from government agencies to service clubs and volunteer organizations. Some of these services are offered on a City-wide basis and others at a neighbourhood level. All three levels of government are responsible for services. At the neighbourhood level the City is responsible for such essential services as fire and police protection. It is important that agencies involved in delivering services act in a coordinated manner to meet the changing needs of the community as a whole.

Goals & Objectives

1. Work in consultation and in cooperation with all levels of government responsible for delivering high quality and cost-effective services consistent with other neighbourhood objectives.
2. Maintain effective police and fire protection.
3. Establish a new fire hall to meet service and equipment storage demands.

Policies and Recommendations

1. Recognize four major service nodes for public service use in the community:
 - 1.1 Education, social and physical recreation services at the James Bay Community School/MacDonald Park site and the South Park School site.
 - 1.2 Health and social services for the James Bay Community Project in the commercial centre and Michigan Street site.
 - 1.3 Senior services at the New Horizons Centre.
 - 1.4 Integrated day care and child care services centre on the Community School/MacDonald Park site.
2. Support Police Department initiatives in establishing the local James Bay Police Station by citizen assistance and participation programs.
3. Provide a new fire hall in James Bay to service James Bay, southern Downtown and Fairfield.

HERITAGE PRESERVATION

James Bay has a significant number of buildings which have been identified as having considerable heritage value. Nearly seventy properties have been "designated" as municipal heritage sites under the **Heritage Conservation Act** at present and several others are under consideration. A number of buildings are identified as having heritage significance and are maintained on the City's Heritage Registry (see definitions of designation and registry in the Glossary).

The cluster of heritage houses on Battery Street is further protected by means of a Development Permit Area. This requires that any alteration to the exterior of a building, even those buildings which are not considered of heritage value, requires the approval of City Council. It is a recommendation in this section that the Avalon Street heritage cluster be designated as a Heritage Development Permit Area as well.

Goals & Objectives

1. Encourage the conservation and rehabilitation of buildings, lands and structures of heritage significance which contribute to the neighbourhood's attractive character.
2. Promote public awareness of the value of heritage resources.
3. Encourage retention of clusters of heritage houses, including streetscapes.

Policies and Recommendations

1. Continue to manage the conservation and maintenance of heritage resources through the heritage registry.
2. Recognize areas where there are existing heritage and character buildings.

Any redevelopment in the above areas should be encouraged to enhance existing heritage/character with regard to scale, form, quality and materials.
3. Establish the Avalon Road Development Permit Area to encourage protection of Heritage Registry and Designated structures.
4. Promote the continued economic life of heritage structures through land use controls such as density, mixed uses and creative parking provision solutions.

5. Moving of heritage buildings is only considered as a last resort to prevent their demolition and, then only to other appropriate sites within the community.
6. The heritage houses contained within the block bound by Superior, Michigan, Government and Menzies Streets to be retained or relocated within the block.
7. Establish design guidelines for heritage Development Permit areas.
8. Encourage use of the Provincial Downtown Revitalization Programs and the Victoria Heritage Foundation Grant Programs.

WATERFRONT

Surrounded by water on three sides, waterfront issues are of prime importance to the James Bay neighbourhood. Pressures for residential development, marine service, industrial uses and tourist uses require that the waterfront be managed in a manner consistent with the character of the neighbourhood and which meets neighbourhood and City objectives.

Public access to the waterfront and the extension of a pathway along the waterfront should be a part of any proposal for development of waterfront properties.

Goals & Objectives

1. To promote public access and encourage and promote marine related industries.
2. Encourage established industries to stay in locations on the waterfront.
3. Encourage emerging and established industry related to waterfront requirements; either by nature of maritime orientation or by ocean freight requirements, eg. fishing fleet.
4. Preserve, enhance and expand the heritage significance and visitor-oriented character of the Inner Harbour waterfront.
5. Preserve and enhance the natural character of Holland Point Park and the beach area toward the Ogden Point breakwater.
6. Provide continuous public access for pedestrians and recreational bicycles along the waterfront with a continuous link along Dallas Road between Fisherman's Wharf and the Ogden Point Breakwater.
7. Improve pedestrian and bicycle access and facilities along the Outer Harbour waterfront where practicable.
8. To maintain important vistas within and of the community.

Policies and Recommendations

1. Continue to encourage waterfront land owners to upgrade their outward image and provide pedestrian and bicycle access, linking the causeway area around Laurel Point to Fisherman's Wharf then along Dallas Road to Holland Point Park.

2. Encourage industrial developers to provide public access for recreation, fishing and public viewing of the harbour areas where practicable.
3. Undertake protection measures to retard erosion of the headlands east of the Ogden Point Breakwater.
4. Develop and maintain public vista points at key locations along the waterfront walkway system, eg. adjacent to the Ogden Point breakwater. (Map 2, Major Recommendations)
5. New development should respect views to the waterfront areas from outside and to key landmarks within the neighbourhood.
6. The view of the Olympic Mountains skyline as seen from the Johnson Street Bridge and downtown segments of Douglas and Government Streets should be maintained.
7. Recommend that industrial activity be limited to quiet, non-polluting small scale activities that fit in with the community and locate in selected areas west of St. Lawrence Street and waterfront industrial lands.
8. Promote public access to the waterfront and marine component on the Texaco Tank Farm site.

TRANSPORTATION

The transportation system in James Bay is made up of the road network (classes of roads of varying function, width and carrying capacity), truck routes, tour bus routes, and special area treatments to meet transportation needs.

There are five primary road links to other parts of the City: Government Street, Douglas Street, Blanshard Street, Southgate Street and Dallas Road. Traffic in James Bay is made up of residential, tourist, employee and business related trips. A Traffic Management Plan should be prepared to look at the various modes of transportation and ways to deal with the impact of tourist and business traffic on the residential areas of the neighbourhood. A key component of the plan should be to encourage walking and cycling and transit as viable alternatives to the use of the private automobile.

Goals & Objectives

1. To increase and protect the integrity, safety and livability of the neighbourhood by proper management of the transportation system.
2. Encourage alternate modes of transportation together with balancing demand through land use policy in order to minimize the need to increase street traffic carrying capabilities.
3. Discourage non-local traffic from travelling along local neighbourhood streets through the use of measures designed to deflect non-residential traffic eg. prohibition signing and enforcement.
4. Maintain residential street character by controlling non-residential traffic from taxis and tour buses.
5. Provide more designated routes for horse drawn carriage tours on a rotating basis to diffuse the intensity of traffic on any given street.
6. Improve the waterfront route between Ogden Point and Downtown in order to encourage its use by non-residential traffic.

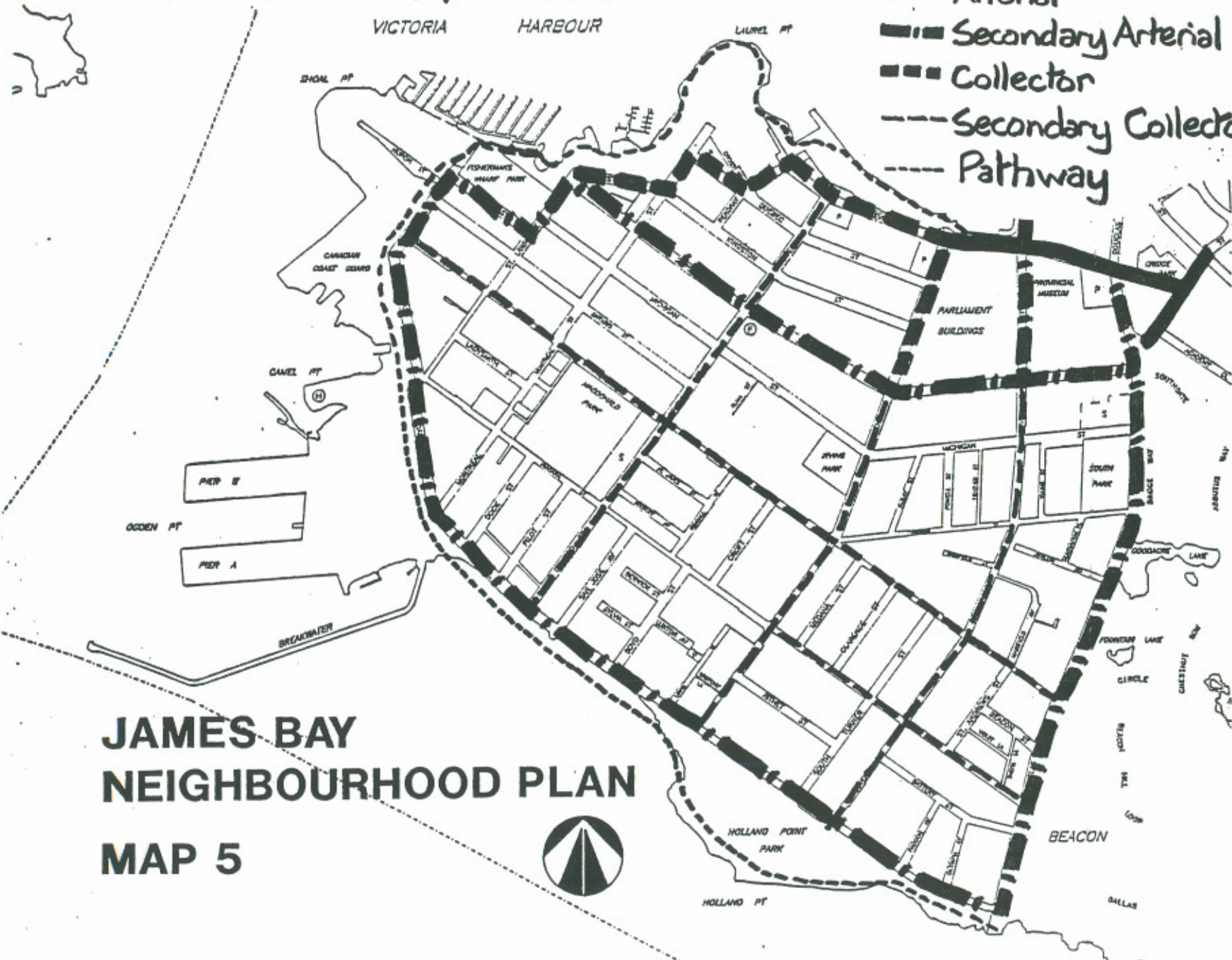
Policies and Recommendations

1. To undertake a Neighbourhood Transportation Management Plan for James Bay in consultation between James Bay Community and the City. Refer to Appendix 3 for items to be reviewed.

TRANSPORTATION

VICTORIA HARBOUR

- Arterial
- ▬▬▬ Secondary Arterial
- ▬▬▬ Collector
- - - Secondary Collector
- - - Pathway



**JAMES BAY
NEIGHBOURHOOD PLAN
MAP 5**



Pedestrian and Cyclists

Goals & Objectives

1. To extend and link the existing parks and open space on the periphery of James Bay.
2. Encourage cycling and walking as alternatives to the use of the private automobile, where practicable.
3. Promote continuous walkway linkage of all community facilities in the community eg. schools, New Horizons Centre and James Bay Project offices.
4. Provide improved pedestrian safety measures, particularly near school sites and along Dallas Road where pedestrians cross to reach the waterfront.

Policies and Recommendations

1. Connect the causeway walkway along Belleville Street to Centennial Park; connecting Centennial Park to Fisherman's Wharf Park; creating a more defined pedestrian walkway along the Canadian Coast Guard site and along Dallas Road to Ogden Point.
2. Develop a walking map at the base of Belleville and Government and at Dallas and Douglas indicating the regional walking park and interesting features.
3. Incorporate the use of wider curb lanes to accommodate commuter cyclists in the design of major streets.
4. Where possible, develop continuous, accessible pedestrian and bicycle systems along the waterfront and through the community.

PUBLIC WORKS

The City's Engineering Department is responsible for the maintenance and improvement of the road, sidewalk, lighting and sewer systems in James Bay. A continuous needs assessment of this infrastructure is undertaken and a five year budget is prepared to allocate sufficient funds for improvements where warranted.

The existing sanitary sewer system in James Bay consists of three sub-systems which are near capacity at current zoning. Further upgrading to the system would be required if any major redevelopment were proposed. This would result in significant costs. In addition to the sanitary sewer system, a system of storm sewers also serves James Bay. While they will inevitably require upgrading, the existing storm sewer system is sufficiently flexible to be improved as required without incurring exorbitant costs.

Utility Services

Goals & Objectives

1. To maintain and upgrade, as required, the utility service systems.

Policies and Recommendations

1. Complete approved utility improvement programs included in the Capital Budget.
2. Ensure that land use decisions are compatible with existing servicing capacities.
3. Coordinate future service trunk improvements with land development policies and proposals.

GLOSSARY OF DEFINITIONS AND COMMON ZONES

Please Note: These definitions and zone descriptions are provided to further the understanding of this Plan. They are not intended in any way to be a substitute for the actual descriptions and regulations set out in the Zoning Regulation Bylaw.

Definitions

Density

In land use planning, density refers to the size of building or number of dwellings that can be built within a given area. That area could be an individual lot or a neighbourhood. With regard to residential development and at a neighbourhood scale, density is usually expressed as a number of dwelling units per hectare/acre. Density can also be expressed as a floor space ratio (FSR) which is a ratio of the size of a building to the lot area. For example with an FSR of 1.2:1, you could construct a building which has a floor area of 1.2 multiplied by the lot area.

Low Density

Low density residential development is generally described as the density that applies to typical single family, duplex and townhouse types of housing. This density would be typical of the R1-B, R1-S, R-2, and R-J zones. Expressed in units/hectare, these zones represent densities of 38 units/hectare (15 units/acre) and less.

Medium Density

Medium density residential development is typical of townhouse and apartment types of housing. Typical zones would be R-K, R3-1/2, R3-A1/A2, R3-AM-1/2 zones. These zones represent a range of densities from 54 units/hectare (22 units/acre) to 172 units/hectare (70 units/acre) and a range of floor space ratios from 0.6:1 to 2.5:1. Buildings in these zones are generally a maximum of 3 to 8+ storeys depending on the specific zone regulations.

High Density

Victoria has very few high density residential zones where the floorspace ration exceeds 2.5:1. Expressed as units/hectare high density residential development represents 323 units/hectare (130 units/acre) or above. This density is typical of the CA-4 and R3-C zones.

Development Permit Areas

An area designated by the City's Official Community Plan because of its special characteristics. Within these areas, applications for development require review by the Advisory Design Panel and Council approval before issuance of a building permit. Differing types of area imply differing levels of control over design.

Heritage Designation

B.C.'s Heritage Conservation Act allows municipalities to pass bylaws to protect properties of heritage significance from demolition and unsympathetic alteration. Heritage Designation is the official legal protection given to a property through a municipal heritage bylaw. A designated property may not be altered or demolished without the approval of City Council.

Heritage Registry

A heritage-registry property is officially listed in the Heritage Inventory because it may have sufficient heritage value to warrant protective actions by the City in the future. Heritage-registry is not the same as Heritage Designation. It is a system to ensure the review and monitoring of proposed changes to properties with heritage value. Applications for changes receive the benefit of Heritage Advisory Committee advice. Demolition applications are flagged for consideration of Heritage Designation.

Infill Housing

Infill housing generally refers to the addition of housing in already established neighbourhoods through the subdivision of larger lots, additions to existing houses to create duplexes or redevelopment of sites for low-density attached housing and usually does not involve demolition of existing houses. Infill housing does not imply extensive redevelopment and usually does not involve demolition of existing housing.

Neighbourhood Parks

Neighbourhood parks vary in size and provide opportunities for passive and active recreation for local residents. Generally, they should be centrally located and within walking or short driving distance for residents. The Parks and Recreation Department define **Primary** and **Secondary** Neighbourhood Parks based on size and the type of recreation activities which they can meet. Neighbourhood parks are generally located on City property.

Community Park*

The Parks and Recreation Department define three major types of community parks:

1. Outdoor sport and recreational areas which require special site development which cannot usually be afforded at neighbourhood levels eg. rugby fields, cricket pitches;
2. Special Attractions or points of interest which represent an historical, cultural, or social significance; and
3. Landscaped or natural areas which have special significance.

Community parks serve the entire City and its visitors however they may also serve secondarily as neighbourhood parks. Community Parks may be outside the neighbourhood. City property, school grounds and provincially or federally owned lands may all be considered to be Community Parks.

Pathway*

The Parks and Recreation Department describes pathways as being primarily developed for pedestrians. The area on either side of the path may serve other recreational purposes. Whenever possible, pathways should be located in association with and/or linking neighbourhood and community parks. Pathways are designed to serve the entire City and Greater Victoria.

- * These descriptions are a summary of that in the Parks and Recreation Open Space Analysis, September 7, 1990.

DESCRIPTIONS OF COMMON ZONES

Part 1.2 - R1-B Single Family Dwelling District

The R1-B zone makes up the majority of single family residentially zoned land in the City. Other than single family dwellings, the zone generally permits a range of residential uses including boarding or rooming of up to four persons, home occupations, and the conversion of existing single family houses into suites, rest homes and kindergartens subject to restrictions for parking, age of building and exterior conservation. Other permitted uses include public buildings, parks, commercial exhibits, churches, schools and daycare. (Minimum lot size is 460 m² and width 15 m).

Parts 1.22 and 1.23 - R1-S1/R1-S2 Small Lot Single Family Dwelling District

These zones permit the subdivision of lots for single family dwellings that have a minimum lot area (260 m², approx. 2800 ft²) and lot width (10 m, approx. 33 ft). The R1-S1 zone restricts buildings to one storey while the R1-S2 zone allows up to two storeys. Use is restricted to single family dwellings only.

Part 2.1 - R-2 Two Family Dwelling District

This zone permits construction of a two family dwelling (Minimum lot size is 555 m² and width 15 m). The R-2 zone also permits the same uses as the R1-B zone.

Part 2.2 - R-J Low Density Attached Dwelling District

This zone allows townhouses at a density of one unit per 277 m² (approx. 3000 ft²) of lot area (minimum 555 m²) and all the low density and related uses of the R1-B and R-2 zones, subject to the regulations of that zone.

Part 2.3 - R-K Medium Density Attached Dwelling District

Uses permitted in this zone include townhouses at a density of one unit per 185 m² (approx. 2000 ft²) of lot area (minimum 555 m²) and all the low density and related uses of the R1-B and R-2 zones, subject to the regulations of that zone.

Part 3.9 - R3-A1 and R3-A2 Low Profile Multiple Dwelling District

These zones provide for a variety of residential uses including apartments up to 3 storeys in height. It also allows R1-B and R-2 uses (minimum lot area 920 m², maximum FSR 1-1.2:1).

Part 3.10 - R3-AM-1 and R3-AM-2 Mid-Rise Multiple Dwelling District

These zones provide for a variety of residential uses including apartments up to 4 storeys in height. It also allows R1-B and R-2 uses (minimum lot area 920 m², maximum FSR 1.2-1.6:1).

Part 7.1 - M-1 Limited Light Industrial District

Permitted uses are restrictive and include bakeries, printing plants, quick freeze plants, wholesale uses, garages, milk processing etc. Some limited commercial uses are included, i.e. banks and restaurants. Retail use is prohibited except as an accessory to an industrial use. Warehouse and most forms of manufacturing are prohibited.

Part 7.2 - M-2 Light Industrial District

In addition to those uses permitted in the M-1 zone, uses permitted in this zone include warehousing and general non-offensive manufacturing industries. Certain uses such as noxious or offensive industries are specifically prohibited.

Part 7.3 - M-3 Heavy Industrial District

In addition to the M-1 and M-2 permitted uses, heavy industrial operations are permitted.

Part 7.9 - MS-1 Marine Service (Outer Harbour) District

Uses permitted in the MS-1 zone are primarily marine related. The zone permits uses such as docks, wharfs and piers, facilities for the construction, repair and maintenance of marine vessels, activities associated with the fishing industry, including retail and storage, repair and supply of equipment, electrical shops, restaurants and bulk storage of oil, gasoline and propane.

APPENDIX 1: Parks in James Bay

1.1	CITY PARKS	PARK CLASSIFICATION	HECTARES
	Avalon Parkette	Neighbourhood	0.01
	Belleville Green	Neighbourhood	0.06
	Centennial Park	Pathway	0.17
	Fisherman's Wharf	Community	1.54
	Holland Point Park	Neighbourhood	7.60
	Irving Park	Neighbourhood	0.77
	Laurel point Walkway	Neighbourhood	1.26
	Lewis Street Parkette	Neighbourhood	0.05
	MacDonald Park	Community	3.57
	Redfern Green	Neighbourhood	0.22
	South Park	Neighbourhood	0.97
	Todd Courts	Neighbourhood	0.30
	Todd Parkette	Neighbourhood	0.10
	Total Hectares City-Owned Park		16.62⁽¹⁾
1.2	PROVINCIALY OWNED COMMUNITY PARKS		
	Parliament Buildings - Grounds Only	Community	3.7
	Quadra Park	Community	0.21
	Thunderbird Park	Community	0.37
	Total Hectares Provincially-Owned Community Park		4.28
1.3	EXISTING PARK SUPPLY COMPARED TO OFFICIAL COMMUNITY PLAN STANDARDS		
	1991 Population James Bay		11,047 ⁽²⁾
		Park Standard Based on 1991 Population	Existing Parks
	Neighbourhood Park Requirement 0.6 ha/ 1000 population	6.63 ha	11.34 ha
	Total Neighbourhood & Community Park	17.01 ha	20.73 ha⁽¹⁾

(1) THESE FIGURES DO NOT INCLUDE BEACON HILL PARK WHICH IS CONSIDERED TO BE A COMMUNITY PARK FOR JAMES BAY.

(2) POPULATION IS BASED ON 1991 CENSUS FIGURES FROM STATISTICS CANADA.

APPENDIX 2: Issues for consideration in a Traffic Management Plan.

These issues were raised during the mediation sessions as areas of concern to the neighbourhood. It is recommended that the issues included in this appendix be reviewed at the time a Traffic Management Study takes place for the neighbourhood. **These should not be viewed as solutions in and of themselves but as issues to be reviewed.**

1.
 - (a) Round the corners from Fisherman's Wharf Park to Belleville Street creating a more natural flow along the waterfront.
 - (b) Remove the stop sign on St. Lawrence approaching Superior Street interchange to encourage through traffic along the perimeter road.
 - (c) Upgrade the road surface from Erie Street to Belleville.
 - (d) Provide permanent planter dividers at St. Lawrence and Niagara, and Montreal and Kingston Streets.
 - (e) Dead end Douglas at Dallas with a diversion, and route traffic so that Dallas connects with Douglas east of the Mile 0 sign at a redesigned intersection. Provide a stop sign where Dallas connects with Douglas/Dallas.
 - (f) Install scenic routes signs around the perimeter road.
 - (g) Create additional small parking lots along the ring road, especially at the Ogden Point and Coast Guard sites and along Belleville Streets.
2. Provide a community awareness program which recognizes that the majority of traffic in areas of concern is local neighbourhood traffic.
3. Implement road alignment improvements along Douglas Street at Simcoe Street and Dallas Road to improve traffic flow and to enhance Beacon Hill Park recreation opportunities.
4. Improve the alignment and function of the Douglas Street, Blanshard Street, Superior Street, Southgate Street intersection.

5. Provide alignment improvements for the waterfront route and adjacent to Beacon Hill Park at the following locations:
 - Dallas Road at Erie Street
 - Erie Street at St. Lawrence
 - St. Lawrence Street at Superior and Kingston Streets
 - Kingston Street at Montreal Street
 - Montreal Street at Quebec Street
 - Quebec Street at Pendray Street
 - Douglas Street at Simcoe Street and Dallas Road

6. Discourage through traffic along any internal James Bay street. Remove all local collector through-streets within James Bay, especially Oswego and Government. Disperse all traffic equally along the existing road system to the perimeter road system.
 - (a) Place stop signs or roundabouts so that no streets have more than two blocks free movement. This will require additional stop signs or roundabouts along Oswego, and Government Streets.
 - (b) Discourage through traffic along Oswego, especially in front of the James Bay Community School by placing four way stops at Simcoe and Niagara Street and a crosswalk at Oswego and St. James Street.
 - (c) Discourage through traffic along Government Street by adding a four way stop at Simcoe Street, changing the street name to Carr Street from Dallas to Toronto, and Bird Cage Walk from Belleville to Toronto. Route James Bay Inn parking in from Toronto and out from Government.
 - (d) Encourage additional cul de sac streets such as Avalon and Berwick Streets. Ideal streets for cul de sacs include Rithet at Menzies, St. Lawrence at Dallas, Simcoe at Dallas and Montreal at Kingston. Create other cul de sac streets when a majority of residents along a street agree.

7. Provide a program of police enforcement with traffic control measures designed to control speeding on:
 - Oswego Street - Simcoe to Niagara Streets
 - Superior Street - St. Lawrence to Oswego Street
 - Douglas Street - near South Park School
 - Government Street - south of Toronto Street.

8. Maintain the existing size of all streets. Do not expand street sizes in the future to accommodate vehicular traffic instead, give priority to pedestrian walkways.

9. Consider placing roundabouts at the intersection of certain streets to slow down traffic (similar to the Renfrew area in Vancouver).
10. Change Marifield to a one-way between St. Andrews and Government.
11.
 - (a) Restrict the horse drawn traffic to existing volumes. Vary the routes weekly to reduce constant flow past private residences. Require horse drawn carriages carrying large numbers of people to use natural voices for guiding tours or use ear phones rather than speaker systems to reduce noise irritation to the community.
 - (b) Restrict tour buses to the perimeter roadway and designate bus parking zones along the periphery. Post signs especially along Government Street indicating tour bus restricted areas.
 - (c) Encourage quiet, small scale activities such as Kabuki cabs and small horse carriages and bicycles over larger tourist vehicles.
 - (d) Restrict scooter rental operation from the James Bay area and enforce laws prohibiting driving through parks and along pedestrian walkways.
 - (e) Limit commercial vehicles including taxis access through the community. Restrict truck use to the perimeter road with egress east along Dallas Road.
12. Amend the sightseeing vehicles and taxi bylaw to establish a tour vehicle/taxi route along the perimeter of residential neighbourhoods.
13. Continue a pedestrian awareness program with the police, School District and Engineering Department for a safe route to school program. Concurrently provide a program of crosswalk improvements as part of a City-wide review.

REFERENCES

1. 1973 James Bay Plan - City of Victoria.
2. 1990 Draft James Bay Plan - City of Victoria.
3. 1990 Draft James Bay Plan Background Report - City of Victoria.
4. This Old House: An Inventory of Residential Heritage - City of Victoria.
5. James Bay Community Study Group Plan - James Bay Neighbourhood Environment Committee.
6. The James Bay Community Plan: Comparative Analysis of the James Bay Study Group Plan and the James Bay Draft Plan Prepared by the City of Victoria Planning Department - James Bay Neighbourhood Environment Committee.
7. 1981 Legislative Precinct Plan - City of Victoria.
8. Public Recreational Open Space Analysis - City of Victoria Parks and Recreation Department. September 1990.
9. City of Victoria Official Community Plan - City of Victoria, 1986.