



Victoria West

Neighbourhood Plan

Publishing Information

Title: Victoria West Neighbourhood Plan

Author: City of Victoria
Sustainable Planning and Community Development Department

Status: Council Approval - May 10, 2018

Printing Date: May 11, 2018

Disclaimer: This Plan may be subject to periodic updates and amendments. Please contact the City of Victoria Planning and Development Department for up to date information.

Contact Details: City of Victoria
Sustainable Planning and Community Development Department
1 Centennial Square
Victoria, BC V8W 1P6
E: planning@victoria.ca
W: victoria.ca

The City of Victoria acknowledges that the land and water of the Victoria West neighbourhood is the traditional territory of the Lekwungen people.

With thanks

The new Victoria West Neighbourhood Plan has been shaped by the participation of many residents, businesses and other stakeholders. The City of Victoria is appreciative of the contributions made by all members of the community.

The City of Victoria would like to recognize and extend special thanks to the Victoria West Neighbourhood Plan Working Group for their guidance and support for community engagement during the creation of this plan:

Charlotte A-Ram Park

Nina Barton

Amy Bronee

Conrad Davidson

Ally Dewji

Mark Dickerson

Michael Hawkins

Ken Johnson

Jennifer Kay

John Mullane

Dar Purewal

Chris Reiter

Ryan Townsend

Sairah Tyler

Table of Contents

1. Introduction.....	13
2. Neighbourhood Context	19
3. Transportation and Mobility	31
4. Parks, Open Space and Waterways	41
5. Future Land Use	53
6. Residential Areas.....	59
7. Urban Villages	75
8. Employment Lands	85
9. Core Songhees and Master Planned Areas	91
10. Heritage	95
11. Infrastructure and Green Development	99
12. Neighbourhood Food Systems	103
13. Neighbourhood Well-Being	105
14. Arts, Culture and Placemaking	107
15. Neighbourhood Amenities and Improvements.....	109
16. Action Plan.....	111
17. Glossary of Terms	117

List of Maps

Map 1. Figure ground map of Vic West (2017)	20
Map 2. Existing Neighbourhood-specific Plans (2017).....	29
Map 3. Neighbourhood Active Transportation Network	32
Map 4. Neighbourhood-Identified Priority Transportation Improvements.....	34
Map 5. Neighbourhood Transit Network (BC Transit, Victoria Transit Future Plan 2011)	39
Map 6. Existing and potential waterfront pedestrian routes and public access.....	43
Map 7. Parks and Open Space Network.....	45
Map 8. Park and Open Space improvements Summary.....	47
Map 9. Neighbourhood Land Use Map.....	53
Map 10. Anticipated maximum building heights at a glance.....	56
Map 11. View corridors at a glance.....	57
Map 12. Urban Residential Areas	60
Map 13. Traditional Residential Housing Sub-Areas.....	64
Map 14. Urban Villages.....	76
Map 15. Employment Lands.....	86
Map 16. Master Planned Areas - existing + future development.....	92
Map 17. Special Planning Areas	94
Map 18. Heritage Areas	96

List of Figures

Figure 1. Big Moves in the Plan.....	7	Figure 24. Illustrative example of townhouses on consolidated lots.....	71
Figure 2. Plan Process	16	Figure 25. Illustrative example of a front-to-back duplex.....	72
Figure 3. Plan Goals	17	Figure 26. Examples of side-by-side and front/back duplexes.....	72
Figure 4. Vic West Plan Area	19	Figure 27: Example of heritage house converted to a duplex	72
Figure 5. History Timeline.....	22	Figure 28. Illustrative example of houseplex featuring three units.	73
Figure 6. Neighbourhood Snapshot - Residential Statistics.....	24	Figure 29. Example of houseplex featuring several units	73
Figure 7. Neighbourhood Snapshot - Employment Statistics	25	Figure 30. Example of houseplex featuring four units.....	73
Figure 8. Population and housing trends in Vic West 2001-2016	26	Figure 31. Illustrative example of small lot house	74
Figure 9. Historic and anticipated housing growth in Vic West.....	27	Figure 32. Example of small lot houses in Vic West.....	74
Figure 10. Harbour Road.....	33	Figure 33. Concept diagram of Westside Village area.....	79
Figure 11: Tree coverage in Vic West (2017)	52	Figure 34. Example of light industrial frontage which creates an interesting and pedestrian friendly environment.....	80
Figure 12: Future Land Use Category Matrix	54	Figure 35. Concept diagram of Craigflower Village area.....	82
Figure 12: Future Land Use Category Matrix, cont'd.	55	Figure 36. Illustrative diagram of a mixed use development with light industrial uses at grade	88
Figure 13: Traditional Residential Areas - Envisioned Housing Types, Height and Density.....	65	Figure 37. Conceptual examples of industrial employment building with neighbourhood-compatible light industrial uses on the ground floor and commercial uses on the upper floor(s)	88
Figure 14. Illustration of 2.5 storey building above a basement	66	Figure 38. Illustrative example of heritage property with a suite and a garden suite.	97
Figure 15. Different ways to achieve a 2.5 storey building	66	Figure 39. Example of adaptive re-use of heritage buildings on Amelia St, Victoria.	97
Figure 16. Illustrative example of heritage house conversion to multiple units.	67	Figure 40. Example of added density around heritage buildings, Vancouver BC.....	97
Figure 17. Example of a house which has been converted to include commercial use.	69	Figure 41. Short-term Actions	111
Figure 18. Example of a small apartment building.....	69	Figure 42. Medium-term Actions.....	114
Figure 19. Illustrative example of townhouses in a single row	70	Figure 43. Long-term Actions.....	115
Figure 20. Illustrative example of townhouses on two assembled lots.	70	Figure 44. Ongoing Actions	116
Figure 21. Illustrative example of townhouses fronting the street.	70		
Figure 22. Illustrative example of courtyard townhouses.....	71		
Figure 23. Example of street-fronting townhouses.....	71		

Big Moves in the Plan

- 

Create Strong Village Hearts
- Knit old and new Vic West together
- 

Connect the community
- 

Add housing that fits
- 

Create more places to live near transit and amenities
- 

Strengthen connections to the waterfront
- 

Support jobs and businesses in the neighbourhood
- 

Strengthen Parks and Food Systems



Figure 1. Big Moves in the Plan



1

Create Strong Village Hearts

What we heard

The shops and services at Westside Village are a great community asset. In the future, improving cycling and walking access would enhance the village as a community gathering place. Future development should be sensitively designed to enhance streets and public places, add places to live and work and continue to provide access to shops, services and community facilities.

Craigflower Village is valued for its small shops, local flavour and friendly ambiance. Neighbours would like to maintain the character while supporting the existing businesses and providing more space for a few new shops and additional housing. The public space along Craigflower Road should be enhanced and connections to Banfield Park strengthened.

Other locations, including Harbour Road, Esquimalt Road near the E&N Trail, the Roundhouse, and Catherine Street at Edward Street present opportunities for neighbourhood gathering, shops and services.

How the plan addresses what we heard

The plan supports the evolution of Westside Village as a mixed-use heart for the neighbourhood, with:

- multi-storey buildings for housing and employment

- an enhanced sense of place along streets and in public spaces, with a focus on Wilson Street. This includes ground-floor shops facing onto streets, enhanced street furniture and trees, and places to gather
- improved connections to and from the village for pedestrians and cyclists
- an opportunity for an indoor community space

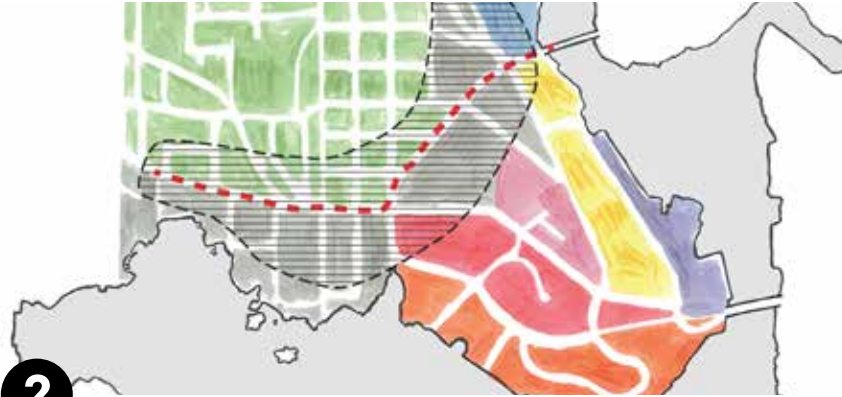
The plan supports small changes to the Craigflower Village area to:

- allow a broader mix of housing types including options for small apartments or attached housing
- improve places to gather on both sides of Craigflower Road
- provide the option for some additional shops while maintaining the character of the village

The plan also designates a small village in the block of Catherine Street north of Edward Street, supporting new mixed-use buildings of up to three storeys.

For more information on this Big Move

See Chapter 7, Urban Villages.



Knit old and new Vic West together

What we heard

The Vic West neighbourhood is an eclectic, vibrant and diverse mix of old and new. People value the unique contrast of older, historic residential areas, new higher-density areas and employment lands. We heard the new and old parts of Vic West could be better knit together. There is differing urban design, busy roads, and people who don't know each other. There is a particular opportunity to enhance sense of place and connections along the Bay Street and Esquimalt Road corridor with centrally-located shops, housing and community facilities.

How the plan addresses what we heard

The plan identifies ways to bring older and newer parts of Vic West together:

- completing north-south pedestrian and cycling routes
- recognizing that future retail spaces, parks and public places at Bayview Place (including Roundhouse) and Dockside will be important destinations for residents from across Vic West
- adding housing mixed with employment along Esquimalt Road, to create a more vibrant place
- enhancing the pedestrian environment on Bay Street
- reinforcing Westside Village as the heart of the neighbourhood
- exploring the opportunity for a future community facility near Westside Village

For more information on this Big Move

See Chapter 3, Transportation and Mobility, Chapter 7, Urban Villages, Chapter 9, Core Songhees and Master Planned Areas, Chapter 13, Neighbourhood Well-Being and Chapter 14, Arts, Culture and Placemaking



Connect the community

What we heard

Vic West has several busy streets that are used for commuting traffic between Victoria and other municipalities. While two regional trails run through the community, it is often hard to get comfortably from neighbourhood destinations to the trails. Transportation improvements are needed to increase safety and connectivity, including better crossings, traffic calming and wayfinding.

How the plan addresses what we heard

The plan identifies new routes for pedestrians and cyclists and locations that may need upgrading. Future improvements include:

- Complete pedestrian and cycling routes and develop new ones to connect different parts of the neighbourhood
- Address key intersections, crossings and areas for improvement to make walking and cycling more comfortable and safe
- Better connect the neighbourhood to existing regional trails
- Improve the network of pathways that connects through the complicated block pattern of the neighbourhood

For more information on this Big Move

See Chapter 3, Transportation and Mobility.



Add housing that fits in older residential areas

What we heard

Vic West celebrates the diversity of people and housing in the neighbourhood. There is also a deep appreciation of the older residential areas, with their low-scale housing, green spaces and eclectic character. The community wants to see this character maintained, while increasing the range of housing choices and improving affordability.

How the plan addresses what we heard

The plan supports the creation of more housing diversity while maintaining the character of the older residential area:

- New opportunity for small apartment buildings near Esquimalt Road
- Support townhouses and houseplexes on larger lots in certain locations
- Reduce lot size appropriate for duplexes and consider smaller lots for small lot houses
- Option for suites in duplexes, small lot houses, and townhouses fronting streets
- Protect and re-use heritage buildings by allowing additional housing
- Support revitalization of existing housing cooperatives
- Provide updated urban design guidelines for new development

For more information on this Big Move

See Chapter 6, Residential Areas, and also Chapter 10, Heritage.



Create more places to live near transit and amenities

What we heard:

There is an opportunity to add more housing along Vic West's transit routes. The area around Esquimalt Road would benefit from more vibrancy. New housing near trails and transit routes will help revitalize the area and provide places to live into the future.

How the plan addresses what we heard

The plan identifies new moderately-scaled housing opportunities near Skinner Street, along Esquimalt Road, and in the Lime Point Area:

- Enliven Esquimalt Road with residential units above employment, with potential for townhouses and some small apartment buildings up to three storeys stepping down toward the water.
- Support two and a half storey townhouses and houseplexes along Skinner Street
- Option for three-storey mixed-use buildings, townhouses, and conversions of existing houses along Craigflower Road near the village, and three-storey mixed-use buildings in the half block northeast of Skinner and Russell Street
- Encourage new housing in mixed use buildings within Westside Urban Village
- More urban design guidance to ensure that new development is sensitive to neighbours, public spaces and the shoreline

For more on this big move:

See Chapter 6, Residential Areas, and also Chapter 8, Employment Lands



Strengthen connections to the waterfront

What we heard:

The waterfront is a precious asset and source of neighbourhood identity.

How the plan addresses what we heard

- Improve access to the waterfront through swimming docks and trail improvements
- Add features and improvements that encourage gathering and animate the waterfront
- Work with partners to restore water and environmental quality along the Gorge Waterway

For more on this big move:

See Chapter 4, Parks, Open Space and Waterways



Support jobs and businesses in the neighbourhood

What we heard:

The neighbourhood has a rich history of employment connected to the E&N Rail and the harbour. The industrial and employment uses are part of what make Vic West unique, and are important for the region. The community values preserving existing jobs and employment lands, renewing and maintaining space for neighbourhood-compatible artisan and light industries, creating offices for new employment, and finding opportunities for mixing living and working.

How the plan addresses what we heard

- Maintain the Upper Harbour waterfront for industry
- Encourage the retention and renewal of light industrial spaces and add new upper floor commercial and office spaces
- Maintain employment uses (including office, artisan, and light industrial) along parts of Esquimalt Road and north of Westside Village, with opportunities for housing or employment above.
- Support new upper-floor offices in Westside Village

For more on this big move:

See Chapter 8, Employment Lands, and Chapter 7, Urban Villages.





8

Strengthen parks and food systems

What we heard

The neighbourhood has great parks and open spaces that provide areas for play and recreation, access to nature, and places to gather. Residents have many ideas for improving these places to draw more people and offer even more activities and recreation for all ages and abilities.

The community prides itself on its urban food production and envisions more food growing in private green spaces, public parks, open spaces and boulevards, and on sites of new multi-unit buildings.

How the plan addresses what we heard

- Identify future improvements to parks and open spaces that add activities, improve comfort and safety, restore nature and encourage people to gather. These ideas will guide future park improvement plans.
- Support the creation of community gardens and orchards as community-initiated projects. The plan identifies several locations, including Hereward and Triangle Parks
- Support the creation of new allotment or community gardens through private redevelopment, and food growing features in new multi-unit developments

For more on this big move:

See Chapter 4, Parks, Open Spaces and Waterways, and Chapter 12, Neighbourhood Food Systems

1. Introduction



Victoria West, or “Vic West”, is a waterfront neighbourhood nestled between the Gorge Waterway and Victoria Harbour, in the traditional territories of the Lekwungen People. Long before the first Europeans arrived, First Nations people hunted, fished and harvested the waterways and lands of Vic West. The Gorge Waterway was rich in fish and waterfowl, and provided shelter from the outer harbour. Travel routes on water and land ran through Vic West. After Fort Victoria was established in 1843 the Songhees shifted their main village from Cadboro Bay to the Vic West waterfront where it stretched from what is now the Selkirk trestle bridge around to Lime Bay. This settlement, which became the Songhees reserve, played an important role in the economy of the Victoria region and served as a seasonal trading and visiting destination for First Nations visitors from north and south along the coast. In 1911, an agreement was made between the Songhees and various governments to move the reserve to Esquimalt.

Vic West today is home to 9% of Victoria’s population (2016 Census). It is a thriving, vibrant and diverse neighbourhood, a mix of historic residential neighbourhoods, stunning parks and waterfront, light industrial and office areas, parks and recent

higher density master planned developments that are leaders in Canadian urban design.

The new Victoria West Neighbourhood Plan, which began in the spring of 2016, was developed with the community to ensure future development is shaped by those who know the neighbourhood best. Residents, business owners, community groups and development professionals were all involved in shaping the neighbourhood plan. The plan acts as a framework for guiding new growth, development and public investment within Vic West, and will be implemented over the years to come through development, partnerships and City initiatives.

Vic West has seen tremendous change since the last plan was created in 1986. Former industrial lands have been transformed into higher density areas of Songhees, Dockside, Railyards and Bayview Place including Roundhouse, that provide new housing, retail spaces and public spaces within easy walking access of downtown. New housing has flourished in the residential neighbourhoods west of Alston Street, and Vic West has pioneered small lot houses and new passive houses. Regional active transportation corridors such as the Galloping Goose and E&N Trail have been built and

connect Vic West to downtown and the rest of the region. Community-led initiatives such as public food gardens, placemaking, public art and the community centre have transformed public spaces, and built community. Future development in master planned areas will see new commercial spaces, public gathering spaces and new housing, which will continue to add vibrancy and livability to the neighbourhood.

As Victoria and Vic West continue to grow, the neighbourhood plan is intended to guide growth in a way that meets the needs of the Vic West community, Victoria as a whole, and the region over the next 20-25 years. The plan complements City initiatives on livability, affordability, environmental sustainability, economic vitality and other improvements to support the well-being of Vic West residents and businesses. The plan addresses issues identified by the Vic West community such as types and locations of new housing, creating strong village centres, knitting together the old and new, supporting and evolving employment areas, improving active transportation connections and supporting a more sustainable and walkable forms of development, and new public amenities that support a growing population.

What is a Neighbourhood Plan?

By 2041, the city of Victoria is expected to have grown by 20,000 people. The City's Official Community Plan provides high level guidance for where and how those people may live, work, shop and play in the city. The neighbourhood plan translates this guidance to the local level, including:

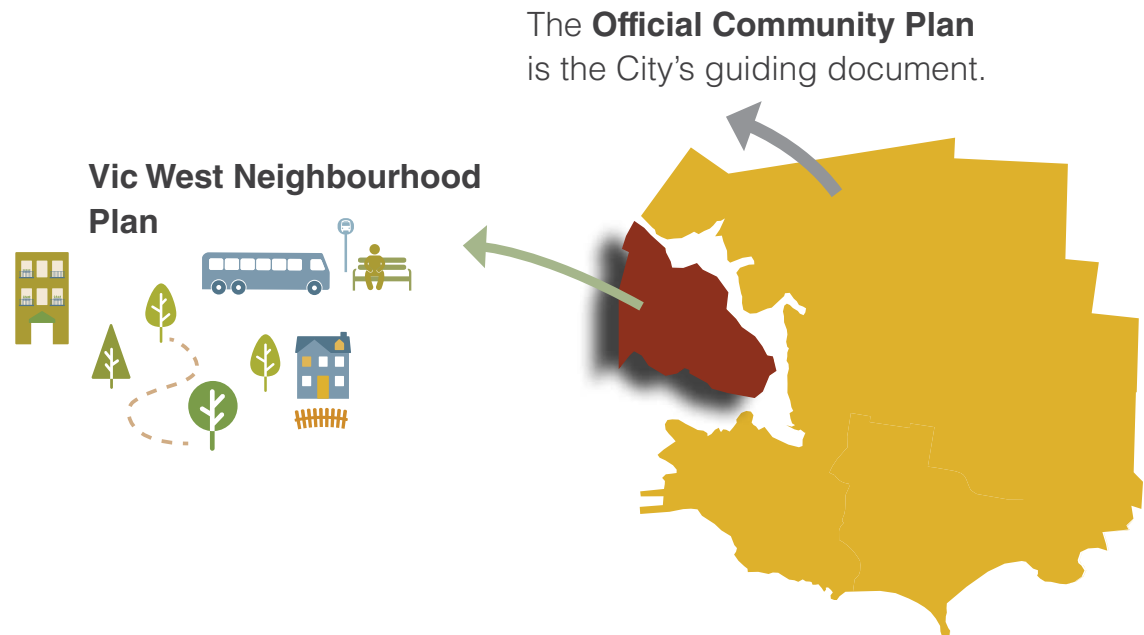
- What kind of housing is desirable? Where should housing, shops and services be located? And what should they look like?
- How will people move around the neighbourhood?
- How can parks and public spaces be improved?
- What will future residents and businesses need?

The primary role of a neighbourhood plan is to provide guidance for future housing and other development. Private development projects will be reviewed for their ability to help achieve the plan's vision and goals. City planners and City Council use a neighbourhood plan with other related policies, guidelines and regulations to evaluate the impact and suitability of public and private projects and initiatives related to land use, development, infrastructure, parks, community facilities and transportation.

The City also uses a neighbourhood plan as a guide in preparing operating and capital budgets, planning work priorities and determining public improvements.

The neighbourhood plan will be implemented over a 20-30 year time frame, although regular monitoring will take place throughout the life of the plan.

The Vic West Neighbourhood Plan provides more certainty about the community's vision for the area – for developers, for the City and for residents.



How to use this Plan

The neighbourhood plan helps guide future development by refining the Official Community Plan (OCP) direction for appropriate density, form and design of new development and adjacent streetscapes. The OCP remains the City's guiding bylaw for considering new development, and where conflicts arise, the OCP takes precedence. The OCP defines Development Permit Areas and Heritage Conservation Areas which include guidelines for the form and character of new development. The neighbourhood plan may contain recommendations to make changes to the OCP so that the two documents are in alignment.

The neighbourhood plan also provides guidance to consider programs, projects and partnerships which can be considered for inclusion in the City's capital plan or general operations which can be funded in whole or in part as amenities resulting from development; or which might be achieved through partnerships with the community.

Specific initiatives are identified in the Action Plan in Chapter 16.

Vic West Plan Process

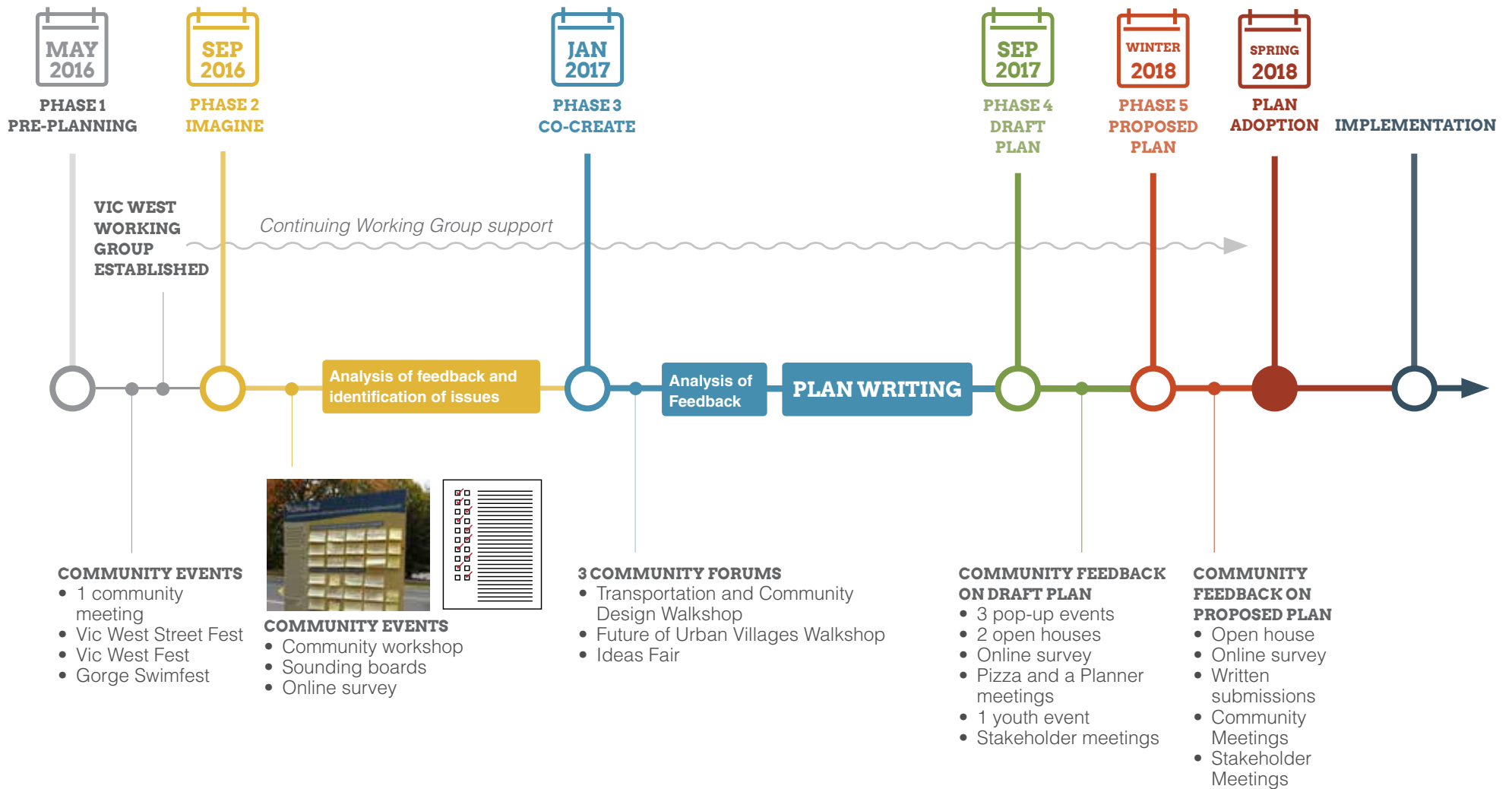


Figure 2. Plan Process

A New Neighbourhood Plan

The plan vision and goals set a future direction for how Victoria West will develop, evolve and change over time. During the first phase of community engagement, citizens were asked to help build the vision and goals for the future of Victoria West. The vision and goals were used to guide the development of the strategies, policies and actions in this plan.

Neighbourhood Vision Statement

“*In 25 years, Victoria West is a safe and welcoming community with diverse people, housing and businesses. The old and new are knitted together to create an eclectic and exciting mix of people, places and culture. It is a leader in neighbourhood sustainability, showcasing strong businesses, active transportation, a vibrant waterfront, healthy ecosystems, local food and innovative housing.*”

Neighbourhood Plan Goals

The following neighbourhood plan goals were developed based on community input.

Topic	Goals	Chapter
Transportation and Mobility	<ol style="list-style-type: none"> 1. Improve active transportation connections to destinations inside and outside Vic West 2. Tame the major roads to make them safer and more pleasant for people 3. Manage traffic on local roads to improve safety and neighbourhood livability 4. Manage parking to support business vitality and housing affordability 5. Connect Vic West to the rest of the city and region by transit, rail and water 	3
Parks, Open Space & Waterways	<ol style="list-style-type: none"> 1. Protect and enhance Vic West's shoreline ecosystems 2. Improve access, amenities, wayfinding and facilities along the waterfront 3. Enhance neighbourhood parks for all ages and a variety of activities 4. Maintain and enhance the urban forest, habitat and native ecosystems 	4

Figure 3. Plan Goals

Neighbourhood Plan Goals (cont'd.)

Urban and Traditional Residential Areas	<ol style="list-style-type: none"> 1. Encourage a mix of housing sizes, costs, tenures and types 2. Create more affordable housing 3. Showcase new, innovative housing types 4. Encourage the retention and re-use of historic buildings 	6, 7
Urban Villages	<ol style="list-style-type: none"> 1. Strengthen and diversify the mix of businesses in urban villages 2. Improve the walkability, bikeability and public realm in and around urban villages 3. Support new housing within a 5 minute walk of urban villages 	7
Employment Lands	<ol style="list-style-type: none"> 1. Maintain the working harbour and adjacent industrial lands that support the ocean and marine sector 2. Protect and enhance light industry and other employment in Vic West 3. Celebrate the industrial heritage of the neighbourhood 	8
Heritage	<ol style="list-style-type: none"> 1. Protect the historic character of significant buildings and important sites 2. Celebrate and interpret the heritage of the neighbourhood 	10
Infrastructure and Green Development	<ol style="list-style-type: none"> 1. Ensure sufficient infrastructure capacity to meet the future needs of residents and businesses 2. Use stormwater management to restore ecological processes. 3. Become a leader for sustainable buildings and infrastructure 4. Identify and address neighbourhood climate change impacts 5. Develop strategies for mitigation and adaptation to climate change and sea level rise 	11
Neighbourhood Food Systems	<ol style="list-style-type: none"> 1. Create more places to get and grow food close-to-home 2. Integrate food production into public places 	12
Neighbourhood Well-being	<ol style="list-style-type: none"> 1. Refresh indoor community facilities to support residents of all ages in a growing community 2. Support the creation of more childcare options to support families with children living in Vic West 3. Foster a safe and inclusive community for all residents 	13
Arts, Culture and Placemaking	<ol style="list-style-type: none"> 1. Encourage public art and placemaking that celebrate Vic West's identity 2. Support creative entrepreneurs 	14

Figure 3. Plan Goals, cont'd.

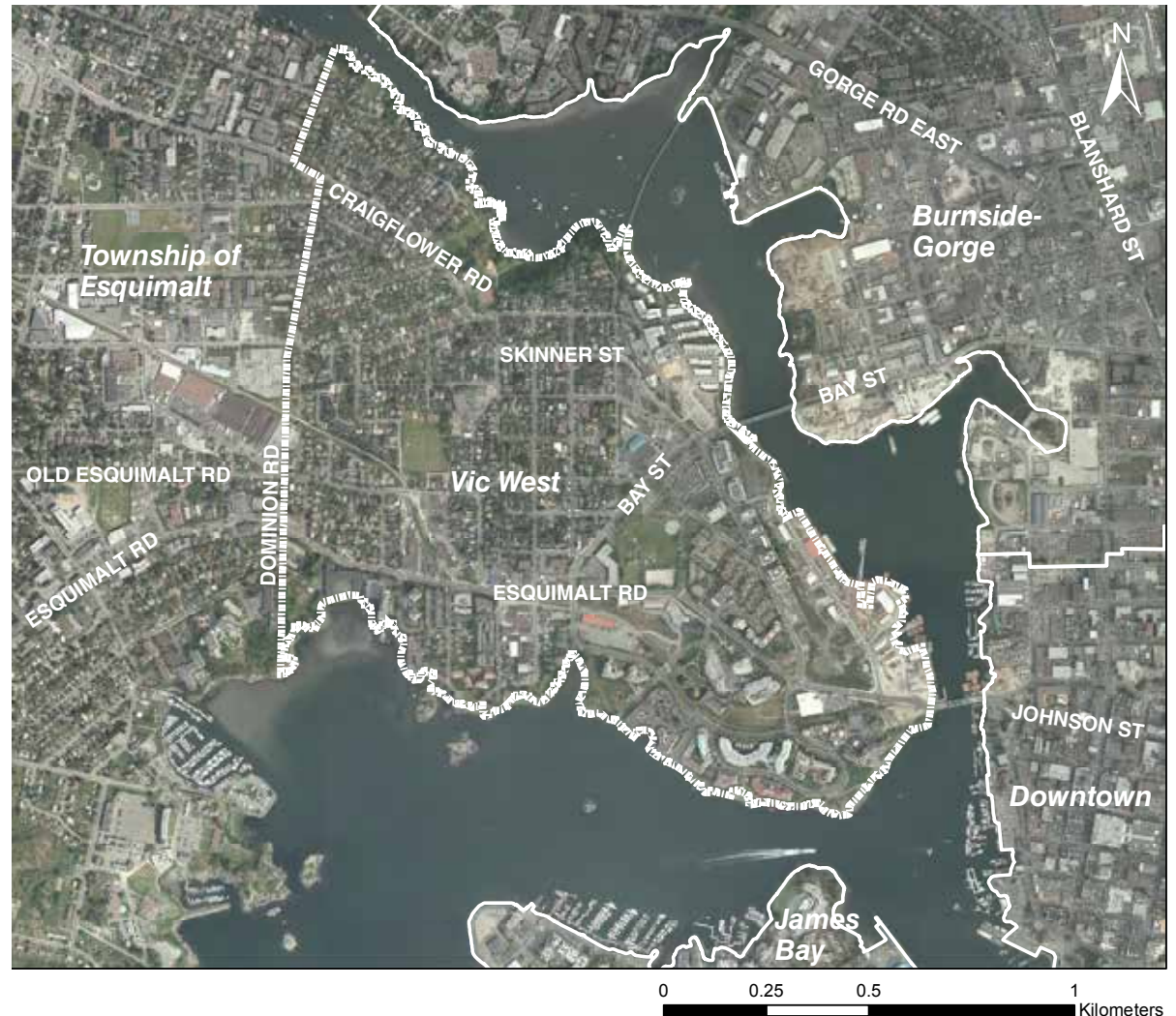
2. Neighbourhood Context

Plan Area

Victoria West is an established neighbourhood of approximately 6,800 residents, representing 9% of the City's population.*

The neighbourhood is approximately 158 hectares (390 acres). Located in the west portion of the City, it is connected to the rest of Victoria by water, by two bridges and the Selkirk Trestle (Galloping Goose Trail). Esquimalt lies on the western border.

Victoria West is a diverse and rapidly growing area, with a relatively new commercial centre and several large scale, high density developments (e.g., Bayview Place, Dockside Green, Railyards, Bayview Place (including Roundhouse) to the east of Bay Street, and older lower-profile residential areas to the west, with tree lined streets and heritage buildings. Pockets of light industrial businesses reflect Vic West's working past and the presence of the railroad, while historic commercial storefronts have evolved in walkable locations like Craigflower village. At the Upper Harbour, the Harbour Road Industrial lands continue to be a key anchor for Victoria's maritime industries, providing quality jobs for the region and maintaining the working harbour and its economic opportunities.



*Footnote: Statistics Canada National Household Survey, 2016

Figure 4. Vic West Plan Area

Existing Urban Structure



Map 1. Figure ground map of Vic West (2017)

Neighbourhood Features

Some of the unique features of Vic West are shown here.



Craigflower Village



Banfield Park and other neighbourhood parks provide a variety of amenities



Westside Village is a central shopping destination



New, urban communities have been developed on former industrial lands which were once the Songhees reserve



Westsong Walkway and Songhees area



Vic West Community Centre



Housing cooperatives add to housing diversity (above: Tye Co-op)



The Galloping Goose Regional Trail at the historic Selkirk Trestle



E&N Rail Roundhouse (Heritage Designated building)



Employment areas have long been part of the neighbourhood



A mix of historic older homes and new development in a greatly varied lot pattern is a characteristic of the neighbourhood



Moments in the History of Vic West

First Nations communities fish, gather, and hunt in the area.



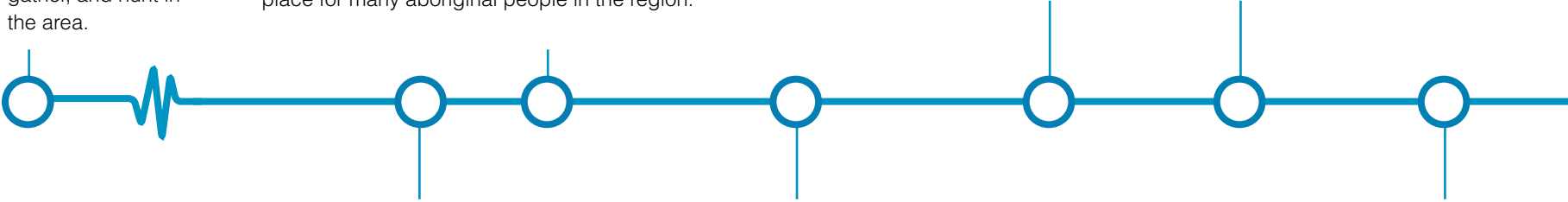
1853: The Songhees village relocated to the west shore of the Inner Harbour. The village was a reserve until the land was sold in 1911. It is home to local Lekwungen people and a seasonal trading place for many aboriginal people in the region.



1896: An overcrowded streetcar crashes through the Point Ellice (Bay Street) Bridge, claiming 55 lives.



1911: The Songhees reserve moved to Esquimalt, and land is sold. The Songhees became an industrial area.



1843: The Hudson's Bay Company established Fort Victoria in the traditional territory of the Lekwungen people. The Fort's economy was dependent on trading with First Nations people. Farmland in Vic West sustained the Fort until the late 1850s.



1874: The Marine Hospital is established in Victoria West (Songhees village in foreground)



1910-1920: Streetcar and rail access make Vic West a popular place to live and establish industrial companies, close to the city centre. Canadian National Railway (CNR) completes its rail yards and passenger service from Victoria to Sooke begins in 1922.

Figure 5. History Timeline



1930: From the 1890s to the 1930s, the Gorge Waterway is a popular recreation area for swimming, boating, picnicking and camping.



1970s: City makes land available for Victoria's first housing co-op, now Pioneer Co-op, as part of a larger neighbourhood revitalization program



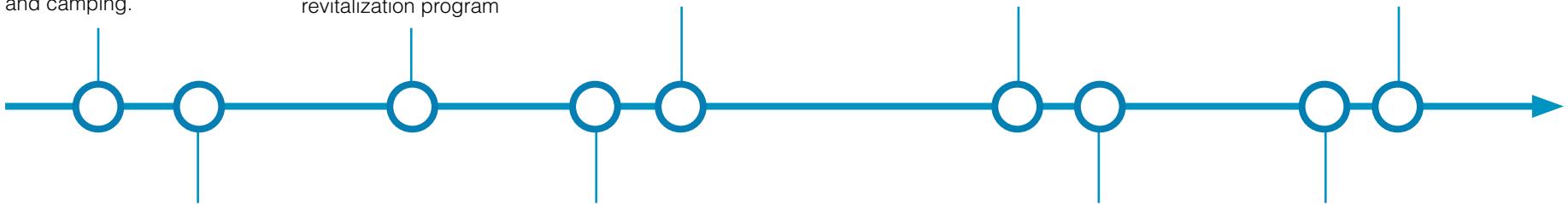
1980s: Redevelopment of Songhees industrial lands begins.



1996: The Selkirk Trestle is reopened and the Galloping Goose Regional Trail is established on former railway bed.



2009: Bayview One building completed as first phase of Bayview Place development.



1948: Banfield Park established.



1984: Victoria's first Brew Pub is established, originally known as the Lime Bay Inn, now Spinnakers.



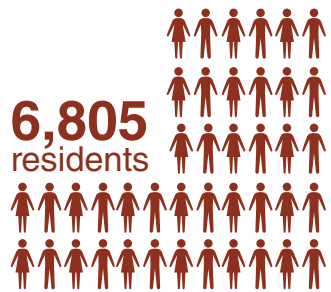
1998: Development of Westside Village shopping centre.



2008: First residents move into Dockside Green, a green mixed use development on a former industrial site.

Neighbourhood Snapshot

Residential



Median Age



Average household size



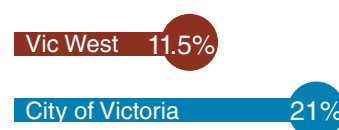
% Total households that have children at home



% Households that are one-person households



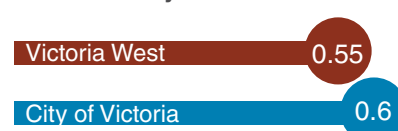
Low-income Households



Median Household Income

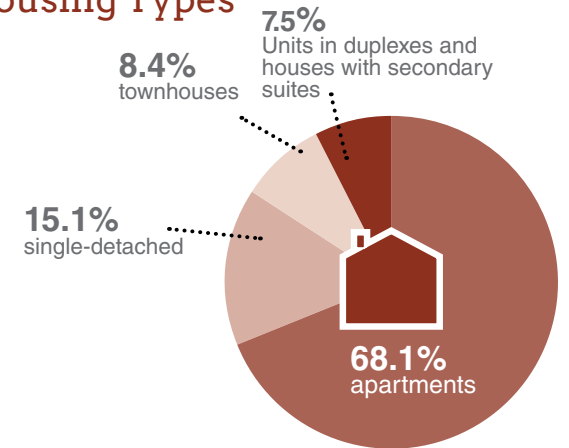


Average number of children at home per census family

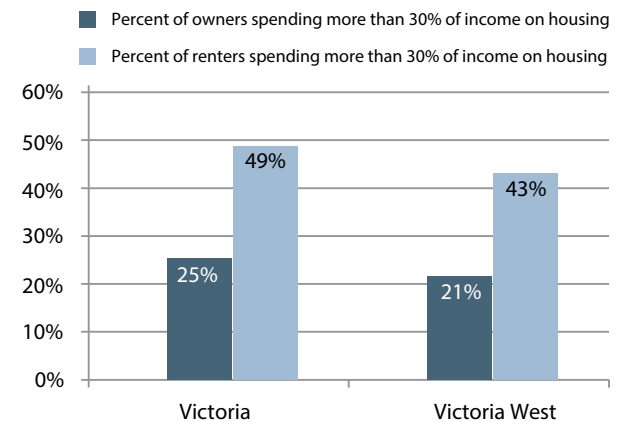


Source: Statistics Canada Census and National Household Survey, 2011

Housing Types



Housing Affordability



Source: Statistics Canada National Household Survey, 2011

Rental vs. Ownership



of Victoria West housing units are rented

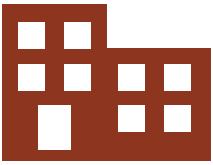
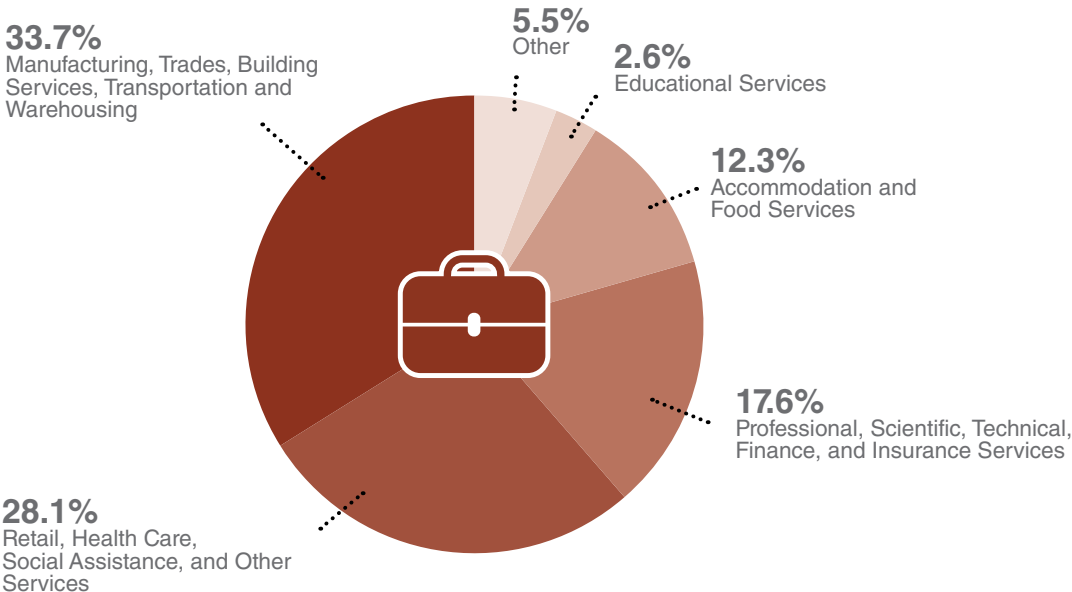


of City of Victoria housing units are rented

Figure 6. Neighbourhood Snapshot - Residential Statistics

Neighbourhood Snapshot

Employment



390
Businesses



3000
Employees

Source: Capital Regional District Employers Database, 2011

Did you know?



Vic West hosts a diversity of industry sectors including:

- Ship building & Repairing
- Navigational & Guidance Instruments Manufacturing
- Breweries
- Machine Shops
- Cabinet & Counter-top Manufacturing
- Financial Institution Head Office
- Computer Systems Design & Related Services
- Research and Development in Biotechnology

Figure 7. Neighbourhood Snapshot - Employment Statistics

Housing and Population Trends in Vic West

Neighbourhood Population and Housing Trends

Over the next 20-25 years, Victoria is expected to grow by 20,000 people. The City's Official Community Plan envisions that approximately 50% of these new residents will be accommodated in the city's core (including the Songhees area of Vic West), 40% within a five minute walk of large urban villages, and approximately 10% in the remainder of the city. This growth pattern will shape a more sustainable community where shops, facilities and jobs are located close to where people live and more residents in the area help villages and downtown to thrive.

Population change is influenced by housing demand, demographic shifts and economic, policy and environmental limits to development. Over the last few decades, Vic West has grown faster than other neighbourhoods in Victoria due to the recent development of new master planned areas on former waterfront industrial lands.

Over the next 20-25 years, Vic West is expected to grow by approximately 3,500 new housing units (5,200 residents). This includes approximately 2,150 additional housing units (3,200 residents) identified in approved agreements for new master planned areas (Dockside, Railyards and Bayview).

Outside of master planned areas, historical trends are often the best predictor of future housing growth. An estimated 1,130 units of housing (approximately 1,725 residents) are anticipated in parts of the Core, Large Urban Village, Employment-Residential, and some Urban Residential areas outside of the master planned areas (see Map 9 Neighbourhood Land Use Map).

An estimated 275 more ground oriented units are anticipated mainly in the older, Traditional Residential parts of Vic West. Real growth rates may be higher or lower due to a number of variables.

The Official Community Plan identifies how infrastructure, transportation, parks, community facilities and housing will accommodate future population growth. The neighbourhood plan and the Official Community Plan will be reviewed regularly to consider changing trends.



Census year	1991	1996	2001	2006	2011	2016
Population of Vic West	4,978	5,310	5,575	5,985	6,805	7,668
% change in Vic West population		6.7%	5.0%	7.4%	13.7%	12.7%
Housing Units in Vic West	2,290	2,515	2,760	3,155	3,675	4,162
% change in units in Vic West		9.8%	9.7%	14.3%	16.5%	13.3%
People per unit in Vic West	2.17	2.11	2.02	1.90	1.85	1.84

Source: Statistics Canada

Figure 8. Population and housing trends in Vic West 2001-2016

Historic and Anticipated Housing Growth in Vic West

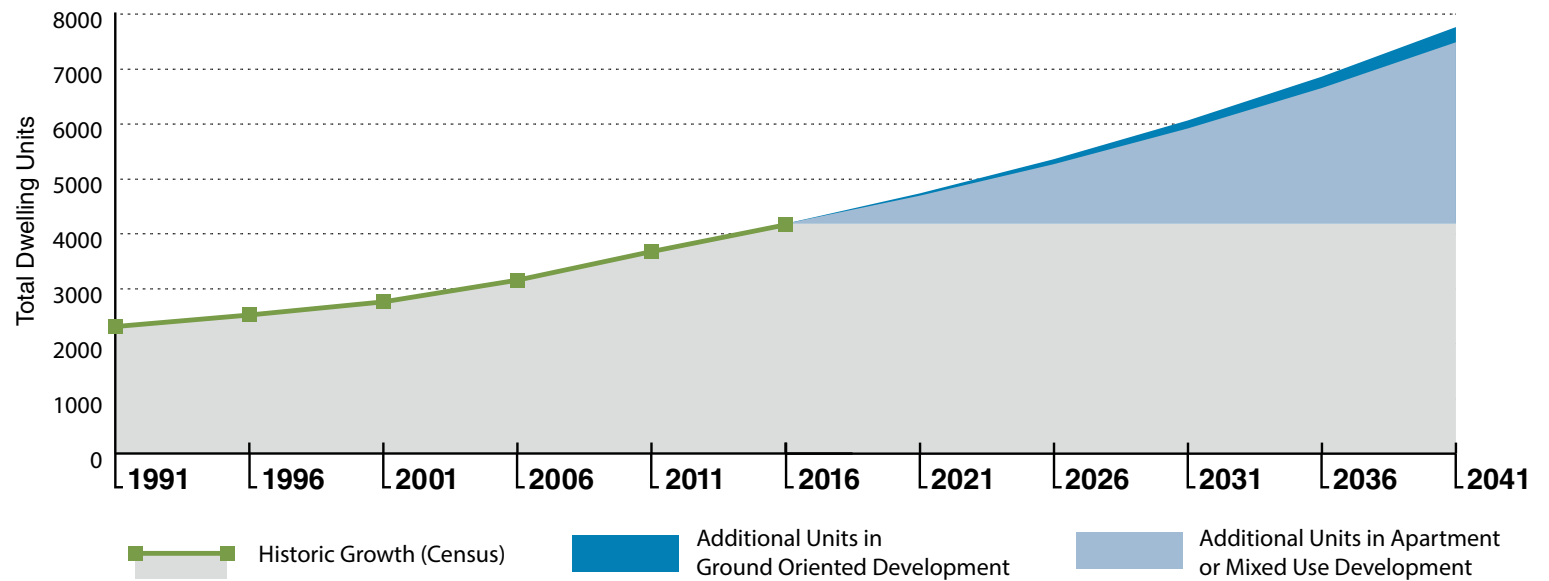
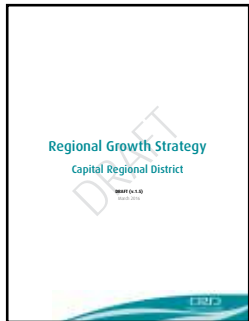


Figure 9. Historic and anticipated housing growth in Vic West

Policy Context : City-Wide Plans

This plan is to be read in conjunction with the following City plans and policies



Regional Growth Strategy – guides regional decision making on transportation, population growth and other regional planning issues.



Official Community Plan – contains city-wide objectives and specific direction for areas of growth to guide neighbourhood planning.



Transit Futures Plan – prepared by BC Transit, identifies key corridors and improvements for Rapid, Frequent and local transit.



Bicycle Master Plan – identifies future active transportation network and priorities.



Growing Business in BC's Capital City - Victoria's Economic Development Strategy



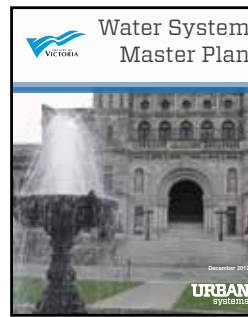
Making Victoria - The Mayor's Task Force on Economic Development and Prosperity Economic Action Plan



Parks and Open Spaces Master Plan – identifies key goals and priorities for next 25 years.



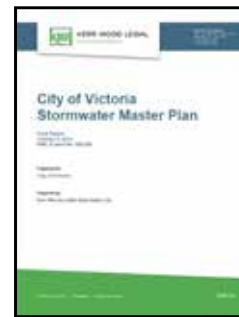
Pedestrian Master Plan – identifies priorities and guidelines for sidewalk network completion.



Water System Master Plan - 30-year plan examining the needs of the community with respect to water.



Arts and Culture Master Plan – identifies the City's vision, role and initiatives for supporting local arts and culture.



Stormwater Master Plan - assesses the capacity of the City's storm sewer network, including potential effects of climate change.



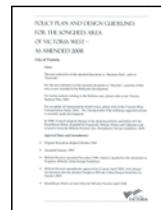
City of Victoria Wayfinding Strategy - facilitates transportation around the city, primarily by pedestrians, cyclists, and transit users.

Policy Context : Plans Specific to Victoria West

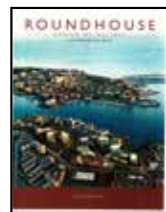
Although the neighbourhood plan encompasses the whole of Vic West, this plan is less detailed for some of the newer parts of the neighbourhood, including Dockside Green, Railyards, Bayview Place (including Roundhouse) and Songhees. Detailed master plans exist for these sub-areas, with specific guidance for the land uses, building heights, urban design, public realm, transportation network and affordable housing.

The intent of this plan is to maintain, implement and refer to the existing Master Development Agreements for these areas, and focus on knitting these newer parts of Victoria West with each other and with the other parts of this diverse neighbourhood.

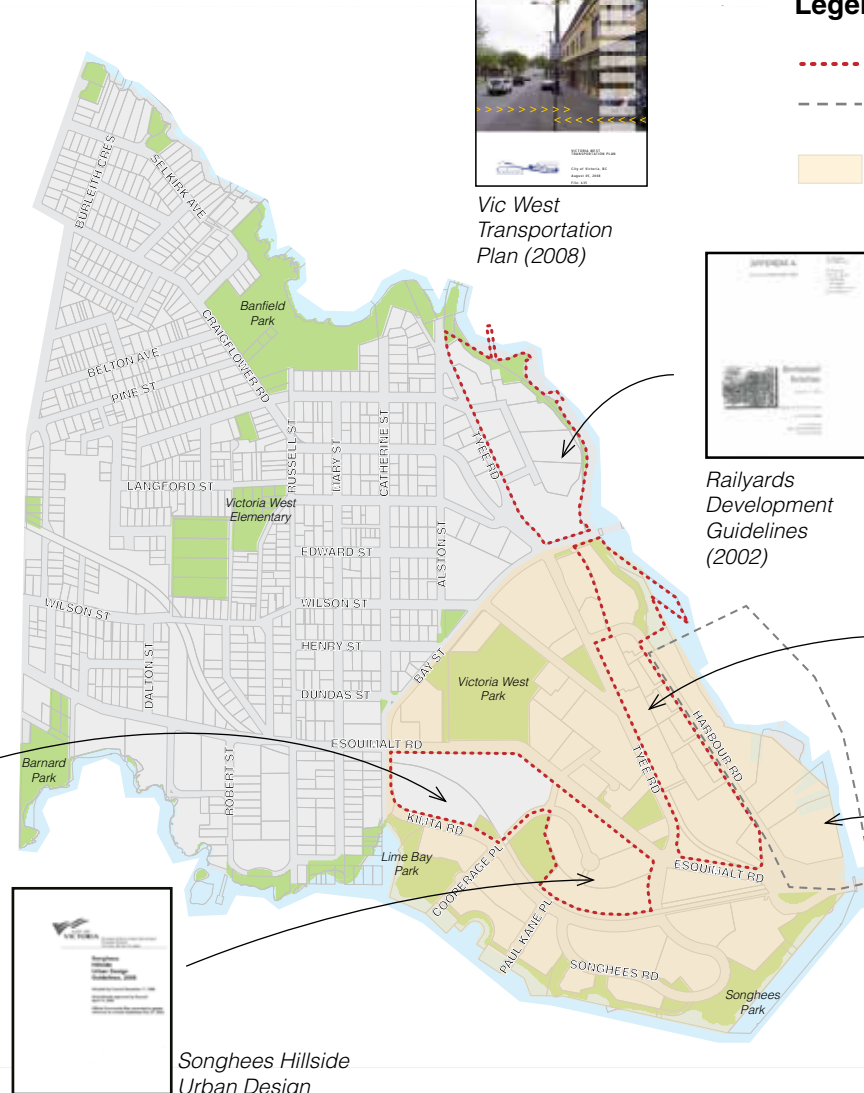
More details about master-planned areas is provided in Chapter 9.



Policy Plan and Design Guidelines for the Songhees Area of Victoria West (1986)



Roundhouse Design Guidelines (2008)



Legend

- - - - Master Planned Areas
- - - - Harbour Road Industrial Waterfront
- Songhees Area



Railyards Development Guidelines (2002)



Design Guidelines for the Dockside Area (2005, 2015)



Harbour Road Industrial Waterfront design Guidelines (2008)



Songhees Hillside Urban Design Guidelines (2005)

Map 2. Existing Neighbourhood-specific Plans (2017)

3. Transportation and Mobility

With its central location within the region, improving connections to transportation routes and destinations for all modes of travel are a key goal for the Vic West Plan.



Other Relevant Policies & Bylaws

Several City-wide policies guide transportation planning, priority-setting and funding at the neighbourhood level:

- Official Community Plan
- Pedestrian Master Plan
- Greenways Plan
- Bicycle Master Plan
- All Ages and Abilities Active Cycling Network
- Pavement Management Plan
- Zoning Regulation Bylaw Schedule C – off-street parking requirements
- Subdivision and Development Servicing Bylaw – design of roads, sidewalks and boulevards
- Streets and Traffic Bylaw – on-street parking

Goals:

1. Improve active transportation connections to destinations inside and outside Vic West
2. Tame the major roads to make them safer and more pleasant for people
3. Manage traffic on local roads improve safety and neighbourhood livability
4. Manage parking to support business vitality and housing affordability
5. Connect Vic West to the rest of the city and region by transit, rail and water

Active transportation refers to any form of human-powered transportation – walking, cycling, using a wheelchair, in-line skating or skateboarding. Active transportation provides important health, social, transportation, environmental and economic benefits.

Making it easier to use active transportation to connect with Vic West and to other regional destinations is a priority for Vic West. Two major transportation corridors – the E&N Rail Trail and Galloping Goose Trail – run through the neighbourhood. Better connecting these corridors and neighbourhood travel

routes will provide more direct and convenient access to important destinations – like the waterfront, work, schools, urban villages, downtown and destinations in adjacent municipalities.

The plan also supports managing major roads to make them more pleasant for people, more efficient use of the road network through traffic and parking management, and connecting Vic West by transit, rail and water to the rest of the region.

See Chapter 16, Action Plan, for details regarding implementation.

Transportation and Mobility

Neighbourhood Active Transportation Network

Intent:

Improve active transportation connections to destinations inside and outside Vic West.

3.1. Active Transportation Network

3.1.1. Create and maintain a well-defined pedestrian and cycling network providing complete north-south and east-west connections to important destinations such as schools, parks, shopping areas, the City-wide All Ages and Abilities network and adjacent neighbourhoods and municipalities (see Map 3).

3.1.2. Complete gaps in the neighbourhood sidewalk network to the standards, and at locations, outlined in the Pedestrian Master Plan.

3.1.3. Create strong connections between active transportation routes and transit through features such as abundant and convenient bicycle parking at stops, and safe connections between transit stops and the active transportation network.

3.1.4. Include pedestrian and cyclist- focused public realm improvements in urban villages to encourage walkability and bikeability. This may include new benches, lighting, landscaping, street trees, wayfinding, bicycle parking and other features.

3.1.5. Look for opportunities to showcase public art, green infrastructure and community-led placemaking opportunities along pedestrian and cycling routes.

3.1.6. In developing urban forest succession management strategies, ensure continuous street trees along pedestrian and cycling routes to beautify the experience for users.



Map 3. Neighbourhood Active Transportation Network

Transportation and Mobility

Neighbourhood Active Transportation Network

3.2. All Ages and Abilities Network

3.2.1. Develop an All Ages and Abilities two-way protected bike lane on the east side of Harbour Road to connect downtown with the Galloping Goose Trail via the Johnson street bridge multi-use trail.

3.2.2. Work with private landowners in Railyards and Westside Village to improve pedestrian and cycling access and wayfinding to the Galloping Goose Trail.

3.2.3. Work with the CRD and private landowners to complete the E&N Rail Trail from the Esquimalt Road crossing to Johnson Street Bridge.

All Ages and Abilities (AAA) bicycle routes are designed to provide an inviting and low stress cycling experience. They appeal to a broader spectrum of the population, such as children and seniors, by establishing a safer and more comfortable environment for riding bicycles. On streets with low vehicle speeds and traffic volumes, it means bicycles share the road with other traffic. On busy streets, it means routes with physical separation from vehicles.



Figure 10. Harbour Road

Neighbourhood-Identified Priority Transportation Improvements

The following improvements were identified through community feedback, and are presented in no particular order:

- 1 Alston Street: Establish as pedestrian-oriented corridor (3.3.1, 3.3.10, 3.4.3)
- 2 William Street Greenway: Improve and widen trail, add wayfinding (3.3.2)
- 3 Banfield Park: Assess waterfront trail for improvements (3.3.3)
- 4 E&N Rail Trail near Delta Hotel: Assess for improvements (3.3.4)
- 5 Galloping Goose Trail: Assess for eco-sensitive lighting (3.3.5)
- 6 Pine Street and Hereward Road: Assess for cyclist and pedestrian safety and add wayfinding (3.3.6)
- 7 Connect Westsong Walkway to Westside Village via Roundhouse redevelopment and Victoria West Park (3.3.7)
- 8 Triangle Park: Consider re-orienting trails to improve pedestrian connections to Galloping Goose (3.3.8)
- 9 Vic West Elementary School: Explore east-west trails. Encourage active travel program participation to reduce vehicle congestion (3.3.9)
- 10 Alston Street and Langford Street: Complete sidewalk network through redevelopment; assess for short-term improvements (3.3.10)
- 11 E&N Rail Trail West of Esquimalt Road: Improve informal connection to Sherk Street (3.3.11)



Map 4. Neighbourhood-Identified Priority Transportation Improvements

- 12 E&N Rail Trail at Wilson Street: Assess crossing for safety (3.3.12)
- 13 Belton Ave at Reno Street: Permanent, landscaped traffic diverter (3.3.13)
- 14 Wilson Street: Assess for vehicle speeds and speed limits. Evaluate for pedestrian and cyclist safety between Viewfield Road and Rothwell Street; improve pedestrian crossing and conditions at Hereward Road (3.3.14, 3.6.5, 3.6.9)
- 15 Esquimalt Road at Sitkum Street: Consider signalized crossing and pedestrian route through Tye Cooperative (3.3.15)
- 16 Kimta Road: All Ages and Abilities bike route pilot project (3.3.16)
- 17 Wilson Street: Improve pedestrian experience and streetscape during redevelopment of village (3.3.17) assess for vehicle speeds (3.6.9)
- 18 Kimta Road: Evaluate need for crossing to connect to waterfront (3.3.18)
- 19 Establish and/or sign Galloping Goose to Raynor Avenue connection (3.3.19)
- 20 Point Ellice Bridge: Improve cycling and pedestrian facilities (3.4.1)
- 21 Bay Street: More pedestrian-oriented environment, through redevelopment (3.4.2) assess for vehicle speeds (3.6.9)
- 22 Skinner Street: Slower, more comfortable pedestrian and cycling (3.4.3)
- 23 Craigflower Road: Slow traffic, pedestrian-oriented urban village, evaluate crossing at Raynor Ave (3.4.4) assess speed limits (3.6.9)
- 24 Esquimalt Road: Assess for vehicle speeds. Through redevelopment, improve pedestrian-oriented design between Esquimalt border and Catherine Street. (3.3.20, 3.4.5)
- 25 Tye Road: Pedestrian-oriented design, evaluate new & current crossings (3.4.6), assess speed limits (3.6.9)
- 26 Suffolk and Dalton Streets: Assess for short-cutting and speed (3.6.7)

Transportation and Mobility

Neighbourhood-Identified Priority Active Transportation Improvements

3.3. Neighbourhood-Identified Active Transportation and Connectivity Improvements

3.3.1. Outer Harbour to Gorge Waterway via Alston Street: Through redevelopment, establish Alston Street as pedestrian-oriented corridor, linking Victoria West Park with the Gorge Waterway. Enhance green areas along boulevard between Wilson Street and Skinner Street. Add wayfinding (See also 3.3.10 and 3.4.3).

3.3.2. William Street Greenway to Banfield Park: Improve trail between Wilson Street and Langford Streets. Add wayfinding. Widen trail and improve visibility at Raynor Park.

3.3.3. Banfield Park: Assess waterfront trail for visibility, trail surfacing, cyclist speed and ecological impact as part of long-term park improvements. Assess paved trail near playground for improvements for pedestrian safety; consider trail and playground location as part of long-term park improvements.

3.3.4. E&N Rail Trail near Delta Hotel: Assess for improvements as part of Kimta Road All Ages and Abilities Pilot Project.

3.3.5. Galloping Goose Trail between Harbour Road and Banfield Park: Assess for lighting improvements. Consider downlighting to minimize ecological impacts.

3.3.6. Pine Street and Hereward Road: Assess for improvements for cyclist and pedestrian safety as part of the long-term cycling network development. Key concerns include crossings, vehicle speed and narrow road conditions along Here-

ward Road. Work with BC Hydro and Esquimalt to improve E&N Rail Trail access in Hereward Park. Add wayfinding.

3.3.7. Westsong Walkway to Westside Village via Victoria West Park: Connect Westsong Walkway and Bayview Place (including Roundhouse) development with Westside Village. Implement existing park improvement plan for Victoria West Park to widen existing multi-use trail, add lighting, and add additional east-west connections. With Bayview Place development, complete a crossing of Kimta Road.

3.3.8. Triangle Park: Consider re-orienting trails and assessing crossings across Wilson Street and Tyee Road improve connections to the Galloping Goose to better reflect existing pedestrian travel patterns.

3.3.9. Victoria West Elementary School: Encourage school to participate in an active and safe routes to school program to encourage use of active travel modes, and reduce vehicle congestion near school. Work with School District to establish links across the playing field to Griffiths Street, the E&N Trail, and the William Street Greenway. Add wayfinding.

3.3.10. Alston Street and Langford Streets: Over long-term, complete sidewalk network through redevelopment. Evaluate opportunities for short-term sidewalk improvements on Langford Street between Alston Street and Tyee Road, and potential improvements to Alston Street, through update to pavement management plan (see also 3.4.3).

3.3.11. E&N Trail at Sherk Street: Seek ways to improve the informal connection to the E&N trail.

3.3.12. E&N Trail at Wilson Street: Assess crossing for safety and visibility.

3.3.13. Belton Avenue at Reno Street: Establish a permanent, landscaped traffic diverter.

3.3.14. Wilson Street at Hereward Road: Improve crossing for pedestrians to better knit the neighbourhood together.

3.3.15. Esquimalt Road at Sitkum Street: Consider a signalized crossing through development in the area. Consider an eventual pedestrian network extension through the Tyee Cooperative as part of any redevelopment.

3.3.16. Kimta Road Pilot Project: Complete the Kimta Road All Ages and Abilities pilot bicycle route. Add wayfinding.

3.3.17. Wilson Street: With redevelopment, improve the pedestrian experience, and streetscape of Wilson Street between Tyee Road and Bay Street.

3.3.18. Kimta Road: Evaluate the need for a crossing at Songhees Road or Paul Kane Place to better link residences and Songhees Hillside Park to the waterfront.

3.3.19. Galloping Goose to Raynor Avenue connection: Establish a cycling connection between the Galloping Goose and Raynor Avenue / Catherine Street / Alston Street. This may be accomplished through infrastructure improvements and/or wayfinding signage bringing cyclists through the Railyards area.

3.3.20. Esquimalt Road: Monitor and review speed limit along Esquimalt Road following completion of new Johnson Street Bridge.

Transportation and Mobility

Neighbourhood-Identified Priority Active Transportation Improvements, cont'd.

3.4. Major Roads

Intent:

Tame the major roads to make them more pleasant for people.

3.4.1. Point Ellice Bridge: Complete rehabilitation and resurfacing of bridge. Improve cycling and pedestrian facilities for Point Ellice Bridge as part of long-term bridge improvements.

3.4.2. Bay Street: Through redevelopment and on-going capital projects, create a more pedestrian-oriented environment with visual cues/design treatments that signal to motorists that this is a high pedestrian use space, including but not limited to:

- a) Improved pedestrian crossings and intersection improvements at Wilson Street and Bay Street
- b) Evaluate the need for a crossing connecting residential neighbourhoods with Vic West Park at Alston/Henry/Bay Streets intersection.
- c) Other enhancements to improve the pedestrian and cycling experience along Bay Street, through street design, boulevards, street trees, public realm improvements and cycling facilities improvements, where warranted.

3.4.3. Skinner Street: Consider transportation improvements to create a slower, more comfortable pedestrian and cycling experience

along Skinner Street. Assess for new crossing at Alston Street.

3.4.4. Craigflower Road: In the short-term, and consider community-led initiatives to slow traffic and animate public realm along Craigflower Road, and assess the crossing at Raynor Avenue to determine if improvement is warranted. Through longer-term redevelopment, create a more pedestrian-oriented environment through the urban village and improve connections to Banfield Park. Retain street and park trees. Consider relocation of sidewalk to park property to create additional on-street parking on east side of Craigflower Road at Banfield Park to slow traffic and better support commercial areas.

3.4.5. Esquimalt Road: Encourage pedestrian-oriented public realm in the area between the Esquimalt border and Catherine Street through redevelopment of mixed use, residential and industrial properties.

3.4.6. Tyee Road: Through redevelopment, create a more pedestrian-oriented environment through visual cues/design treatments that signal to motorists that this is a high pedestrian use space, including but not limited to:

- a) Evaluate the need for a new crossing between Tyee Co-op and Dockside Green.
- b) Assess crossing location between Triangle Park and Dockside Green to better reflect existing travel patterns.

Transportation and Mobility

Traffic Management

Intent:

Manage traffic to improve safety and neighbourhood livability.

3.5. Road Network

3.5.1. Design and manage the road network to direct through traffic to arterial and collector routes, and to discourage cut through traffic on local roads.

3.5.2. Street classification shall comply with the Official Community Plan, or other guidelines for street standards as approved by Council.

3.5.3. By way of development approvals, continue to require and negotiate space and rights-of-way to achieve City standards for arterials, secondary arterials, collector roads, local roads, All Ages and Abilities routes and Neighbourhood Connectors.

3.6. Neighbourhood-Identified Priority Traffic Management Improvements

3.6.1. Skinner Street: Evaluate road conditions for improvements for pedestrian and cyclist comfort and safety, including visibility, crossings, vehicle speed and intersection improvements.

3.6.2. Langford Street at Russell Street: Assess intersection for visibility and stop sign across from school.

3.6.3. Mary Street: Evaluate road conditions for speeding and cut-through traffic, and improvements for pedestrian safety, including intersection visibility and crossings at Wilson Street.

3.6.4. Selkirk Street: Evaluate for vehicle speed and cut-through traffic.

3.6.5. Wilson Street from Rothwell Street to Viewfield Road: Collaborate with the Township of Esquimalt to evaluate for pedestrian and cyclist safety, including visibility, crossings, vehicle speed and intersection improvements.

3.6.6. Hereward Road and Rothwell Street: Assess for vehicle speed and cut-through traffic. Assess Rothwell Street for vehicle speeds, commercial traffic volume and road designation. Assess crossing at Esquimalt Road for safety and visibility.

3.6.7. Suffolk Street and Dalton Street: Assess for vehicle speed and cut-through traffic.

3.6.8. Bay Street between Tye Road and Esquimalt Road: Assess for vehicle speed, visibility, crossings and other improvements for pedestrian safety to improve connections between residential neighbourhood and Vic West Park and Westside Village.

3.6.9. Assess Speed Limits: Assess Craigflower, Tye, Bay, Wilson and Esquimalt for consistency of speed limits along corridors, and across municipal boundaries.



Transportation and Mobility

Parking

Intent:

Manage parking to support business vitality and housing affordability.

3.7. Vehicle Parking Management

3.7.1. While the long-term goal is to reduce the car dependency of urban villages, support a sufficient combination of on-street and off-street parking around village centres which, in combination with other modes, supports business vitality.

3.7.2. Support business viability in Craigflower Small Urban Village by providing flexibility in on-site parking requirements for ground-floor commercial uses, where a change of use occurs in existing buildings (see also Urban Villages, 7.4.8.).

3.7.3. Periodically review parking needs upon request and explore new parking management strategies as required.

3.7.4. Continue to refer resident concerns regarding on-street parking to the existing Residential Only Parking process.

3.8. Bicycle Parking Management

3.8.1. Prioritize end-of-trip cycling facilities such as secure and weather-protected bike parking at neighbourhood destinations including urban villages and neighbourhood parks.

3.9. Car Sharing and Low-Carbon Vehicles

3.9.1. Make at least one on-street location available for car sharing in or near each large and small urban village, and in new multi-unit buildings to reduce single vehicle dependency.

3.9.2. Partner with private industry to provide electric-vehicle charging locations in key multi-unit developments, near urban villages and the waterfront.

3.10. Bike Sharing

3.10.1. Support private and community partners in the development of a bicycle sharing system at key neighbourhood destinations and areas with high cycling potential.



Transportation and Mobility

Transit, Rail and Marine Network

Intent:

Connect Vic West to the rest of the city and region by transit, rail and water. Create additional opportunities for housing to be located near frequent transit.

3.11. Multi-Modal Connections

3.11.1. Add opportunities for more people to live along frequent transit corridors on Esquimalt Road, Craigflower Road, Skinner Street and Tye Road.

3.11.2. Maintain transit network consistent with BC Transit's Victoria Transit Future Plan (2011), as shown in Map 5.

a) Continue to work with BC Transit to improve levels of transit service in Vic West to meet future ridership demand and increase capacity along frequent routes.

3.11.3. Continue to assess the re-establishment of train service along the E&N rail corridor, and the maintenance of the corridor alignment for transportation purposes.

3.11.4. Support the development of a regional marine trail network linking the Inner Harbour, Outer Harbour, Portage Inlet and Gorge Waterway.

The Frequent Transit Network will service major corridors with convenient, reliable and frequent transit service seven days a week. The Frequent Transit Network will carry a large share of the transit system's total ridership and for this reason justifies capital investments such as transit priority, right-of-way improvements and a high level of transit stop amenities. (Adapted from BC Transit, Transit Future Plan)



**Map 5. Neighbourhood Transit Network
(BC Transit, Victoria Transit Future Plan 2011)**

4. Parks, Open Space and Waterways



Other Relevant Policies & Bylaws

- Official Community Plan
- Parks and Open Spaces Master Plan
- Greenways Plan
- Urban Forest Master Plan
- Tree Preservation Bylaw
- Parks Regulation Bylaw
- Park Management and Improvement Plans

Goals:

1. Protect and enhance Vic West's shoreline ecosystems
2. Improve access, amenities, wayfinding and facilities along the waterfront
3. Enhance neighbourhood parks for all ages and a variety of activities
4. Maintain and enhance the urban forest, habitat and native ecosystems

The parks, open spaces and waterways of Vic West are a vital piece of the neighbourhood's character, history, culture and landscape. They support important habitat and ecological functions, and provide residents and visitors with opportunities to socialize, recreate, relax, play, learn and connect with nature.

The Official Community Plan, Parks and Open Spaces Master Plan and the Urban Forest Master Plan provide overarching direction for neighbourhood plan's directions related to parks, open space, the urban forest and waterways. The neighbourhood plan emphasizes the ecological role of these areas and how they support active transportation, community gathering and neighbourhood character.

Analysis completed through the development of the Parks and Open Spaces Master Plan indicate that the Victoria West neighbourhood has an above average supply of park land per resident and currently meets the Official Community Plan target of 99% of all residents having access to a park or open space within 400 metres of home. New parkland will be provided with new housing in Railyards, Dockside, Songhees Waterfront, Bayview Place (including Roundhouse) areas, and through the Johnson Street Bridge project.

Parks, Open Space and Waterways

Shoreline and Waterways

Intent:

Protect and enhance Vic West's shoreline ecosystems

Improve access, amenities, wayfinding and facilities along the waterfront.

Along the Upper Harbour industrial lands, promote visual connections to the water while supporting continued operation of the working harbour.

4.1. Waterways

4.1.1. Continue to work with community, CRD, industry and provincial and federal partners to improve and restore water and environmental quality in the Gorge Waterway.

4.1.2. Continue to support community-led stewardship and restoration of the Gorge Waterway.

4.1.3. Continue to manage Gorge and Outer Harbour areas as migratory bird sanctuaries. Support compatible on-shore and on-water uses and activities in this area.

4.1.4. Support restrictions on motorized watercraft north of the trestle bridge.

4.1.5. Investigate incorporating Green Shores principles for ecologically-sensitive shoreline development in waterfront parks.

4.1.6. Consider future changes to Development Permit Area guidelines for waterfront properties considering provincial guidance on sea level rise.

4.2. Waterfront Access and Trails

4.2.1. Complete a continuous waterfront pedestrian route around the Gorge Waterway and Outer Harbour as shown in Map 6.

4.2.2. As part of future planning for Arm Street Park and Burleith Park, reconsider opportunities for acquisition of easements for an environmentally sensitive public pathway near the waterfront.

4.2.3. Support community efforts to establish a continuous marine trail linking View Royal, Esquimalt and Saanich.

4.2.4. Support community-led efforts in partnership with the City to create new and/or improve existing public docks, wharves and other public access for neighbourhood swimming and/or watercraft with possible locations at Banfield Park, Arm Park, Burlieth Park, on the shoreline adjacent to Railyards and along the Westsong Walkway, subject to habitat and environmental considerations.

See park-specific sub-sections of this chapter for suggested improvements to waterfront parks.

4.3. Water Lots

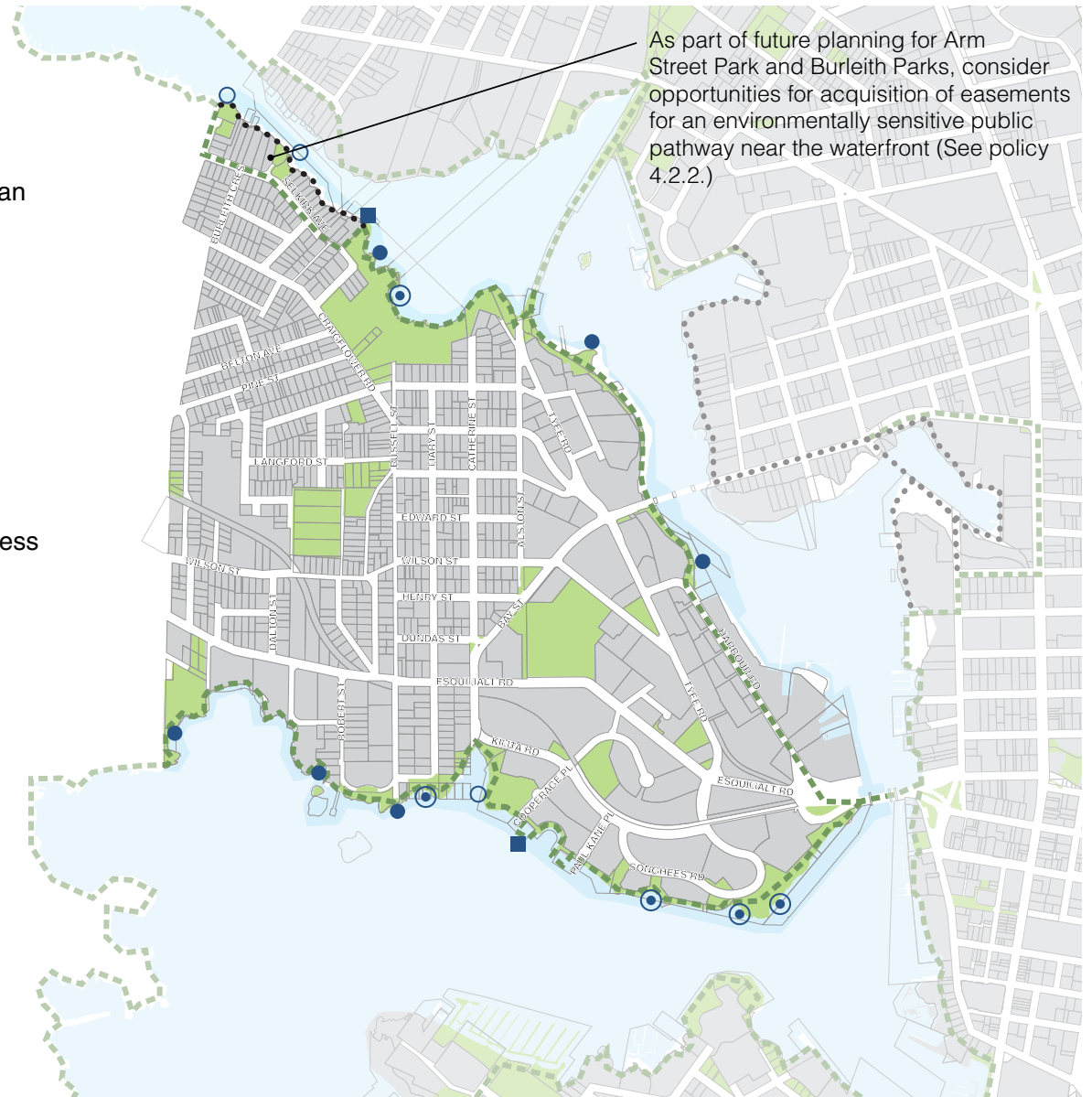
4.3.1. The Victoria Harbour Traffic Scheme (Transport Canada) identifies the north shore of the Outer Harbour as a location for non-motorized recreation. Consideration of proposed works on, or rezoning of, existing water lots along the Outer Harbour west of Cooperage Place should be guided by the following (for other water lots, consult the Victoria Harbour Plan):

- a) Any works or rezoning proposed for water lots should consider impacts to the ecology, wildlife, non-motorized recreation, enjoyment of adjacent park lands and trails, the Harbour Traffic Scheme, and impacts to on-shore traffic circulation and parking. Low-impact uses, particularly related to non-motorized water recreation, may be considered.
- b) Further uses which generate motorized boat traffic are discouraged.



Legend

- - - Waterfront pedestrian routes
- Possible future opportunity
- Existing public water access
- Potential public water access
- ⊙ Beach/informal access
- Private marina



Map 6. Existing and potential waterfront pedestrian routes and public access



Playground and Community Centre in Banfield Park



Vic West Park



Songhees Park



Banfield Park Community Orchard



Hereward Park by E&N Trail



Arm Street Park



Bicycle parking and totem pole by Galloping Goose Regional Trail



Westsong Walkway



Arm Street Park Waterfront

Parks, Open Space and Waterways

Neighbourhood Parks

4.4. Parks and Open Space Network

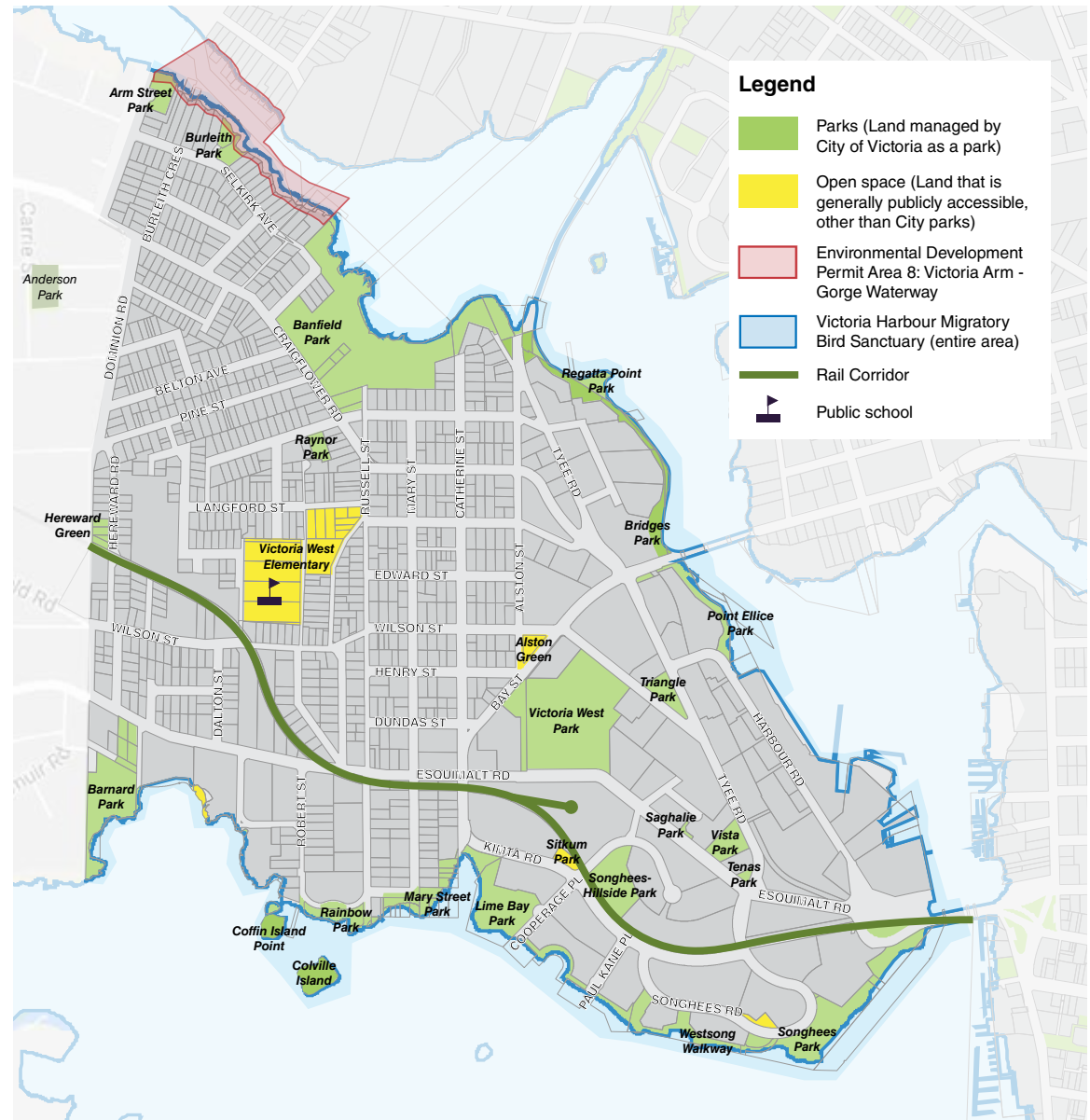
Intent:

Enhance parks to welcome all ages and abilities and provide diverse activities.

4.4.1. Protect and maintain the existing parks and open space network identified on Map 7: Parks and Open Space Network.

4.4.2. Design and refresh amenities in neighbourhood parks and open spaces to meet the needs of a range of ages, abilities and activities.

4.4.3. Improve access and create a more enjoyable walking and cycling experience to Vic West parks through the addition of new crossings and public realm improvements such as street trees, seating, bike racks, lighting and wayfinding.



Map 7. Parks and Open Space Network

Parks, Open Space and Waterways

Neighbourhood Parks, cont'd.

4.5. Community Gathering and Placemaking in Parks

4.5.1. Continue to work with recreation service providers to offer programming in neighbourhood parks.

4.5.2. Look for opportunities through park upgrades to add features to encourage neighbourhood gathering. Through engagement, residents suggested clusters of benches to encourage conversation, community ovens, and more picnic tables.

4.5.3. Use interpretive signage in parks for educational opportunities, and to connect people to the human and natural history of the neighbourhood.

4.5.4. Engage the Songhees and Esquimalt First Nations to determine sites of cultural significance in parks and public open space and how to appropriately recognize these sites.

4.5.5. Explore opportunity for limited commercial activities in parks, such as food trucks and markets.

4.5.6. Encourage public art and placemaking in parks, and use of parks for community special events such as festivals and concerts.

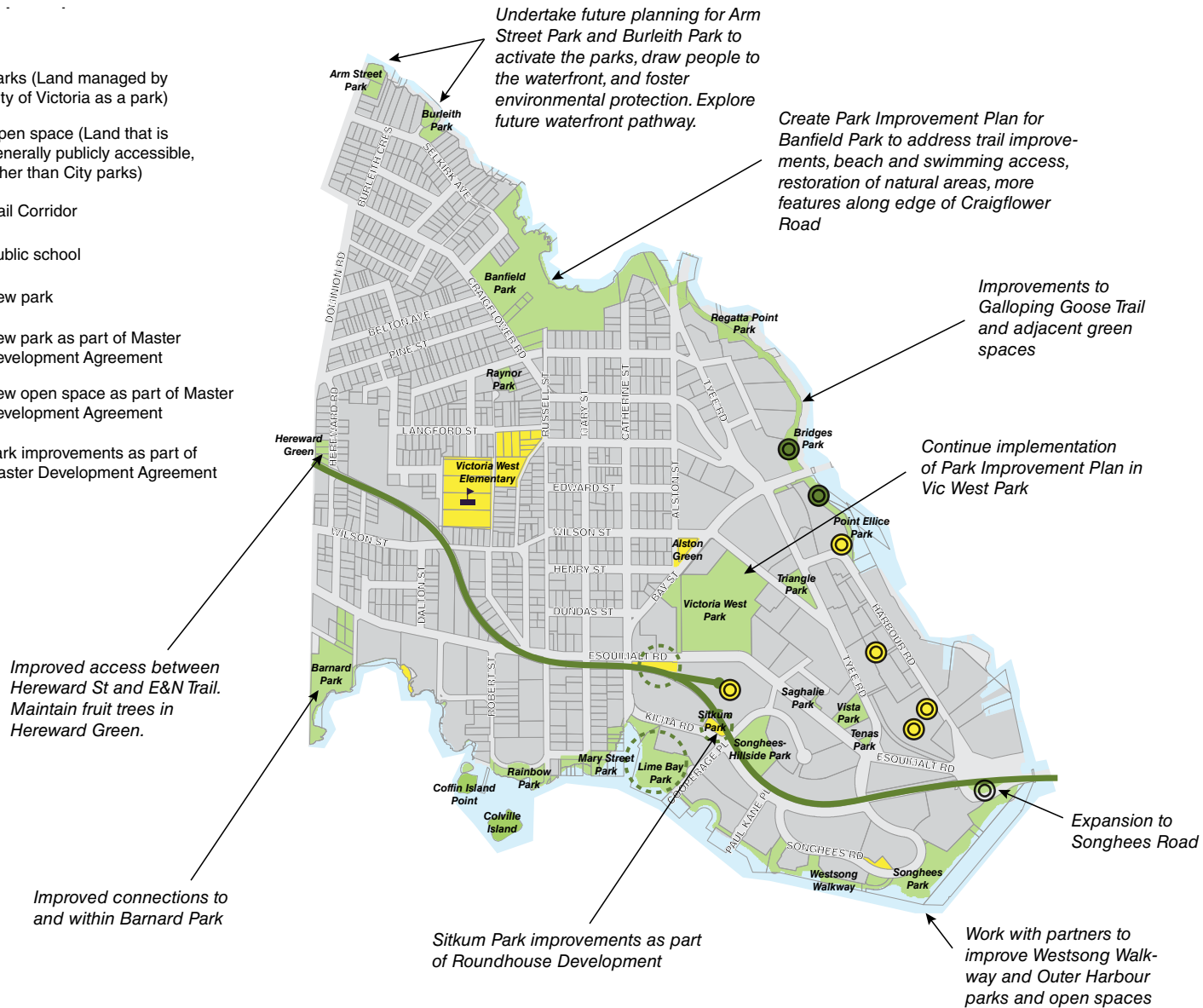


Parks, Open Space and Waterways

Park Improvements Summary

Legend

- Parks (Land managed by City of Victoria as a park)
- Open space (Land that is generally publicly accessible, other than City parks)
- Rail Corridor
- Public school
- New park
- New park as part of Master Development Agreement
- New open space as part of Master Development Agreement
- Park improvements as part of Master Development Agreement



Map 8. Park and Open Space improvements Summary

Parks, Open Space and Waterways

Park Improvements, cont'd.

4.6. Arm Street Park and Burleith Park

4.6.1. Undertake further planning for Arm Street Park and Burleith Park to add improvements to activate these parks, support shoreline ecosystems and draw people to the waterfront.

- a) Consider improvements to Arm Street and Burleith Parks that would allow further water access, including swimming docks, consistent with protection of sensitive habitat in the Victoria Arm of the Gorge Waterway. Conduct habitat assessment and feasibility studies to determine potential dock locations (see 4.2.4).

4.6.2. Evaluate the desirability of acquiring easements for a future extension of the waterfront walkway between these parks if consistent with environmental protection (see 4.2.2.).

4.7. Barnard Park

4.7.1. Improve wayfinding and pedestrian connections leading to Barnard Park.

4.7.2. Enhance Esquimalt Road edge of the park, including improved pathway and sight-lines into the park.

4.7.3. Consider a pathway connection from Esquimalt Road to the playground.

4.8. Banfield Park

4.8.1. Create a park improvement plan for Banfield Park in collaboration with community organizations, provincial and federal partners to guide long-term investment such as:

- a) Maintain natural, green feel of the shoreline.

- b) Update existing amenities, including the playground, docks and trails (see 4.2.4.). Explore opportunities for improved access to the beach.
- c) Improve pedestrian and cycling safety while balancing ecological health.
- d) Consider new amenities to encourage community gathering and use, including a small stage for music performances, community oven, public barbecue facilities, additional picnic tables, or exercise equipment.
- e) Assess shoreline health and needs of migratory waterfowl, and recommend protection and management strategies.
- f) Protect and restore the natural areas of the park.
- g) Improve the delineation of the off-leash dog area.
- h) Add features along Craigflower Road to animate the edge of Banfield Park, create a place for gathering, which invites people to cross from the commercial area across the road.
- i) Consider relocating sidewalk along Craigflower Road to the inside of the trees, maintaining the trees to create a more pleasant pedestrian environment, and create opportunity for more on-street parking to support the adjacent small urban village and slow auto traffic.



Galloping Goose Trail through Railyards development



Temporary use of open space in Dockside Green



Tennis courts in Banfield Park

4.9. Sitkum Park and Roundhouse Open Spaces

4.9.1. Sitkum park provides a landscaped natural feature to enhance the public realm and act as a gateway to the Roundhouse area.

4.9.2. Develop the publicly accessible Turntable Plaza and Roundhouse Mews, and conserve habitat in the Garry oak – camas meadow southeast of Esquimalt Road and Kimta Road, as identified in the Roundhouse Master Development Agreement (see Chapter 9).

4.10. Point Ellice Park and Dockside Green Open Spaces

Through the development of Dockside Green:

4.10.1. Develop Point Ellice Park consistent with the Dockside Master Development Agreement, including:

- a) Restoration of shoreline and upland plant communities, providing habitat for a variety of flora and fauna.
- b) Integration of shoreline habitat with existing features providing continuity to the site's history as working harbour.
- c) Assessment of the inter-tidal zone for its potential to be restored as a functioning marine system.

4.10.2. Develop publicly accessible open spaces consistent with the Dockside Master Development Agreement, including: a central, accessible Greenway; a children's playground; Dockside Commons, with a large lawn area with formal and informal seating; and Dockside Landing, a plaza fronting onto Harbour Road (see Chapter 9).

4.11. Galloping Goose Trail and Adjacent Green Spaces

4.11.1. Work with City departments, CRD and provincial and federal partners to:

- a) Improve lighting on the Galloping Goose through Vic West, including the area between the Selkirk Trestle Bridge and Harbour Road.
- b) Address safety concerns at the intersection by the Trans-Canada Trail pavilion.
- c) Improve the visitor experience along the waterfront through on-going maintenance and other improvements such as visibility and trail design.
- d) Address speed and use concerns for electric or motorized devices (bikes, scooters) along the Galloping Goose.
- e) Consider improvements to reduce conflicts between pedestrians and cyclists.
- f) Consider street vending along the Galloping Goose Trail in limited locations, such as plazas or at key intersections.

4.12. Hereward Park

4.12.1. Work with the CRD and BC Hydro to secure land to widen and improve the access trail between Hereward Road and E&N Trail for cyclists, strollers and people with mobility issues.

4.12.2. Work with residents and organizations to maintain and improve health of fruit trees.

4.13. Bridges Park and Railyards Open Spaces

4.13.1. Improvements are to be completed as part of the Railyards Master Development Agreement, including:

- a) A children's play lot.
- b) Restoration of the shoreline environment to increase diversity and habitat.
- c) Consideration of opportunities for historical interpretation.

4.13.2. Complete the trail connection to, and entry plaza at, the Bay Street and Tyee Road intersection consistent with the Railyards Master Development Agreement.

4.14. Triangle Park

4.14.1. Re-align trails in Triangle Park to provide a more accessible and direct connection between Dockside Green, the Galloping Goose, Wilson Street and Westside Village.

4.14.2. Consider opportunities for more fruit trees or a community orchard, where there is community interest.

4.15. Vic West Park

4.15.1. Continue to implement park improvement plan (2016), including sports field improvements, community garden space, washroom and pathways.

4.15.2. Assess vehicle drop-off/ parking conditions for the Skate Park.

4.15.3. Add features to northern edge of Vic West Park along Bay Street to animate the edge of the park and invite people from the residential neighbourhood to use the park.

4.16. Songhees Hillside Park

4.16.1. Preserve vistas of the Strait of Juan de Fuca and the Olympic Mountains.

4.17. Westsong Way and Outer Harbour Parks and Open Spaces

4.17.1. Work with City departments, CRD, Greater Victoria Harbour Authority and provincial and federal partners to:

- a) Improve wayfinding and visibility of access points between the Westsong Walkway and the surrounding neighbourhood.
- b) Add bike parking at key access points to the trail.
- c) Add more seating in parks along Westsong way, including picnic tables and clustered benches or other seating to encourage conversation.
- d) Consider opportunities to animate locations along the walkway such as public art, temporary installations, events or vending.
- e) Assess needs for additional waste receptacles.
- f) Consider street vending along Westsong Way in limited locations, such as plazas or at key access points.

4.18. Rainbow Park and Mary Street Park

4.18.1. In addition to policies 4.20.1:

- a) Enhance these parks with features which encourage activation and use. Suggestions from the community include additional picnic tables, enhanced landscape, enhanced connections to the trail, and a community garden.

4.19. Lime Bay Park

4.19.1. In addition to the policies in 4.20.1., provide improvements to Lime Bay park consistent with the Roundhouse Master Development Agreement and previous planning for the Songhees area:

- a) Maintain the natural environment of the shoreline and adjacent slopes through the use of native plant materials.
- b) Provide terraced seating areas capitalizing on views, as a resting point along the Westsong Walkway.
- c) Incorporate sustainable stormwater practices.
- d) Establish a visual and pedestrian connection to Turntable Plaza (through the design of the Roundhouse development and associated crossing improvement at Kimta Road).
- e) Provide picnic areas.
- f) Improve access to the natural beach.

4.20. Johnson Street Bridge Public Realm

4.20.1. Expand Songhees Park through improvements to the Johnson Street Bridge lands consistent with the Council-approved concept design (2017) that includes:

- a) Open, flexible green space.
- b) Landscaped terraces and stepped seating for harbour views.
- c) Grade accessible pathways and lighting.
- d) Connections to trails (E&N and Galloping Goose) and the Westsong Walkway.
- e) Look-out view deck at the water.
- f) Ecologically based native plantings.

Parks, Open Space and Waterways

Urban Forest

Victoria's urban forests provide important ecosystem services resulting in cleaner air and water, habitat for wildlife and improved rainwater absorption and contribute to Vic West's character and sense of place.

Intent:

Maintain and expand the urban forest on public and private lands.

4.21. Trees and Native Ecosystems in Public Parks

4.21.1. Identify tree planting strategies as part of park improvement plans. Select species that are resistant to climate change impacts and native species, where possible.

4.21.2. Restore and expand native ecosystems and natural areas at Banfield Park, Gorge waterway and public waterfront access points.

4.21.3. Identify suitable locations for community orchards in parks and open space, where residents and community organizations express interest in stewardship.



Parks, Open Space and Waterways

Urban Forest, cont'd.

4.22. Boulevards and Street Trees

4.22.1. In residential areas, ensure that neighbourhood character is maintained or enhanced through the planting and/or replacement of street trees that help preserve and enhance the tree canopy. Given the number of smaller lots located in Vic West, the boulevards represent one of the most important opportunities to protect and enhance the urban forest.

4.22.2. Where possible, stagger replacement of street trees to minimize impacts to neighbourhood character and aesthetics, where possible. Consider in-fill replanting of trees in areas where trees are aging in order to minimize impacts to canopy over time.

4.22.3. Select tree species that maximize urban forest benefits and are resistant to climate change impacts.

4.22.4. In Small and Large Urban Village areas and other new multi-unit developments, add new street trees where possible as part of public realm improvements.

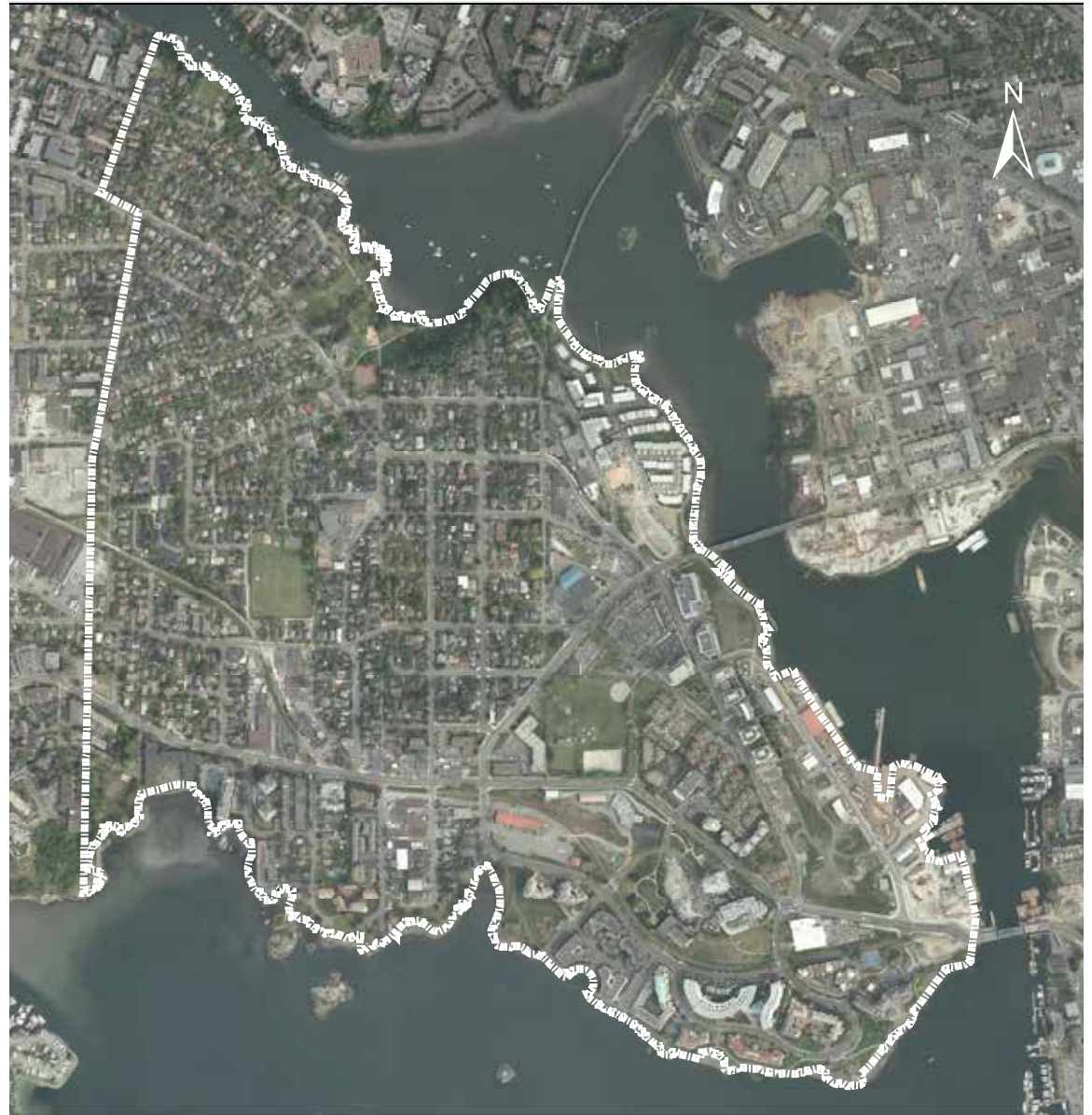


Figure 11: Tree coverage in Vic West (2017)

5. Future Land Use

The primary role of a neighbourhood plan is to guide how land should be used in the future. This chapter provides an overview of policies guiding what types of land uses, building forms, and densities are appropriate in different parts of Victoria West. The subsequent chapters 6-10 provide more detailed guidance. These chapters provide advisory policies which add further detail to the City's Official Community Plan (OCP) bylaw.

Together with the OCP, the Neighbourhood Plan provides direction for what is envisioned in the future. Within this framework, policies provide for a range of possible uses and leave room for individual decisions to be made related to the needs of owners, the interests of the community, and context of the site.

The OCP and Neighbourhood Plan do not take the place of zoning. It is the City's Zoning Bylaw which confers legal development rights for any property. When a change in zoning is sought, the OCP and the Neighbourhood Plan provide guidance for considering the appropriate zoning for a property.

Vic West contains a diversity of places and contexts. By managing change, this plan envisions moving Vic West closer to the vision of a diverse, sustainable community which maintains its sense of place and is a desirable place in which to live, work, shop or recreate.



Map 9. Neighbourhood Land Use Map

Future Land Use Categories at a Glance

	Uses	Density	Building Types
Traditional Residential	<ul style="list-style-type: none"> Residential Commercial uses may be supported at the intersection of major roads or in limited areas identified in Policy 6.4 and 6.10. 	<p>Density generally up to 1.0 FSR</p> <p>Density in most areas limited by housing types identified in Chapter 6.</p> <p>Opportunities for density up to 1.2 to 1.5 FSR in limited areas as identified in Chapter 6.</p>	<p>Single-detached dwellings, detached dwellings with accessory suites and duplexes.</p> <p>Generally ground-oriented residential buildings, including houseplexes, townhouses, and house conversions consistent with the policies in Chapter 6.</p> <p>Multi-unit residential buildings up to three storeys along Esquimalt Road, south of Esquimalt Road, adjacent to Catherine at Edward Street Village, and in the Pioneer Housing Cooperative site.</p>
Urban Residential	<ul style="list-style-type: none"> Residential Commercial uses may be supported at grade fronting Esquimalt Road 	<p>Up to 1.2 FSR</p> <p>Opportunities for bonus density up to approx. 2.0 FSR.</p>	<p>As above, plus:</p> <p>Multi-unit residential buildings up to approximately 4 to 5 storeys are generally supported, where indicated in Chapter 6, with variable setbacks and front yard landscaping.</p> <p>Residential or mixed use buildings fronting Esquimalt Road</p> <p>Upper floors above the streetwall generally set back.</p>
Small Urban Village	<ul style="list-style-type: none"> Active commercial uses* on the ground floor in most locations, with residential or commercial uses above. 	<p>Up to 1.5 FSR</p>	<p>Commercial or mixed use buildings up to 3 storeys.</p> <p>Conversions of single detached houses to commercial or mixed use.</p> <p>In some areas, residential or live-work buildings (see Chapter 8).</p> <p>For new buildings, ground level generally built up to the sidewalk, with parking located to the rear of buildings or underground.</p>
Large Urban Village	<ul style="list-style-type: none"> Commercial uses on the ground floor, with active commercial uses* in most locations (see Chapter 7) Residential or commercial uses in upper floors Live-work or work-live** 	<p>Up to 1.5 FSR</p> <p>Opportunities for bonus density up to approx. 2.5 FSR</p>	<p>Commercial or mixed use buildings mostly up to 6 storeys.</p> <p>Buildings set close to the street to define the public realm along retail streets, with landscaped setbacks in more residential areas.</p> <p>Upper floors above the streetwall generally set back.</p> <p>Parking located in structures or underground.</p>
Core Songhees	<ul style="list-style-type: none"> Varied commercial, residential, and limited light industrial uses 	<p>Up to 2.5 floor space ratio or as identified in a Master Development Agreement.***</p>	<p>Commercial, residential or mixed use buildings of varying heights</p> <p>Buildings set close to the street to define the public realm along retail streets, with landscaped setbacks in more residential areas.</p> <p>Upper floors above the streetwall generally set back.</p> <p>Parking located in structures or underground.</p>

* Active commercial uses are those that tend to generate foot traffic and pedestrian interest, and include retail stores, food and drink establishments, personal services, theaters and entertainment, and may include some professional services, medical services or personal services.

Figure 12: Future Land Use Category Matrix

Future Land Use Categories at a Glance, cont'd.

	Uses	Base/Max Density	Building Types
General Employment	<ul style="list-style-type: none"> Commercial uses or light industrial uses**** 	Up to approx. 2.0 FSR	Commercial or light industrial buildings where the ground level is built up to the street. Parking generally located to the rear or underground. Any retail uses should generally be located at ground level.
General Employment with limited residential	<ul style="list-style-type: none"> Light industrial**** or commercial uses on the ground floor. Limited retail uses only. Commercial or residential on upper floors Work-live** 	<p>Up to approx. 2.5 FSR along Esquimalt Road Corridor and between Skinner Street and Vic West Large Urban Village</p> <p>Up to approx. 2.0 FSR elsewhere</p> <p>Residential space resulting from rezoning is considered bonus density</p> <p>Residential floor area is limited to one-half of total floor area</p>	<p>Commercial or mixed use buildings where the ground floor is built up to the street and consists of commercial or light industrial uses.</p> <p>Buildings up to approximately 4 to 6 storeys (see Chapter 8).</p> <p>Parking generally located to the rear or underground.</p>
Industrial Employment	<ul style="list-style-type: none"> Light industrial uses and ancillary uses on any floor, including ancillary retail sales Commercial uses (except those ancillary to a light industrial use) are limited to upper floors 	Up to approx. 2.0 FSR	<p>Various building forms, where the ground level supports light industrial uses, with a floor-to-ceiling height suitable for contemporary light industry (with or without mezzanine), loading bays, and adequate separation from separate uses above.</p> <p>Up to approximately 3-4 storeys (see Chapter 8)</p>
Marine Industrial	<ul style="list-style-type: none"> Primary processing, marine industrial, marine transportation, warehousing, shipping, bulk materials handling, and other industrial uses and accessory offices on upper floors Work-live*** 	Up to approx. 3.0 FSR	Industrial buildings and structures consistent with the Harbour Road Industrial Waterfront Guidelines and related zoning.

** Work-live or live-work units should be designed so that residential space and work space may be leased and occupied separately. (See also Work-Live Planning and Design Guidelines, as updated)

*** Many sites in this former industrial area have contributed to improvements in the area which support goals such as public spaces and housing diversity. For sites where amenity contributions have not been previously identified (for example, through a Master Development Agreement), rezoning for additional density should consider amenities to mitigate impacts of development.

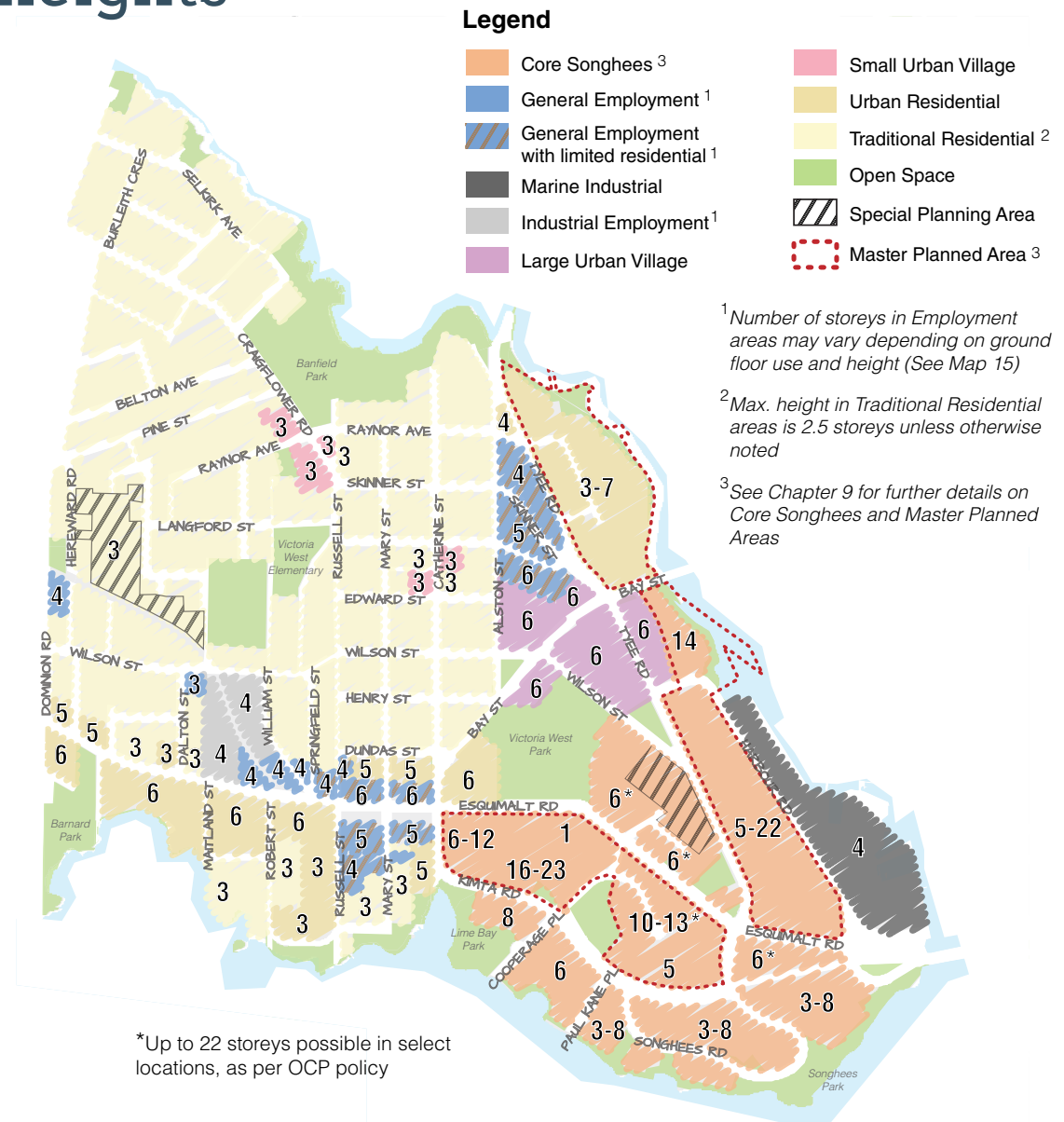
Figure 12: Future Land Use Category Matrix, cont'd.

Future Land Use

Anticipated building heights

This plan contains general policies regarding anticipated maximum building heights for areas outside of the Core Songhees area. While Map 10 summarizes these policies, further detail on these and other policies regarding urban form can be found in Chapters 6-8.

Policies regarding building height are only one type of policy that guides future development. Setbacks and design guidelines provide further guidance, and encourage sensitive transitions to adjacent development. While building heights are envisioned for different areas, the maximum building height may not be achievable on all lots.



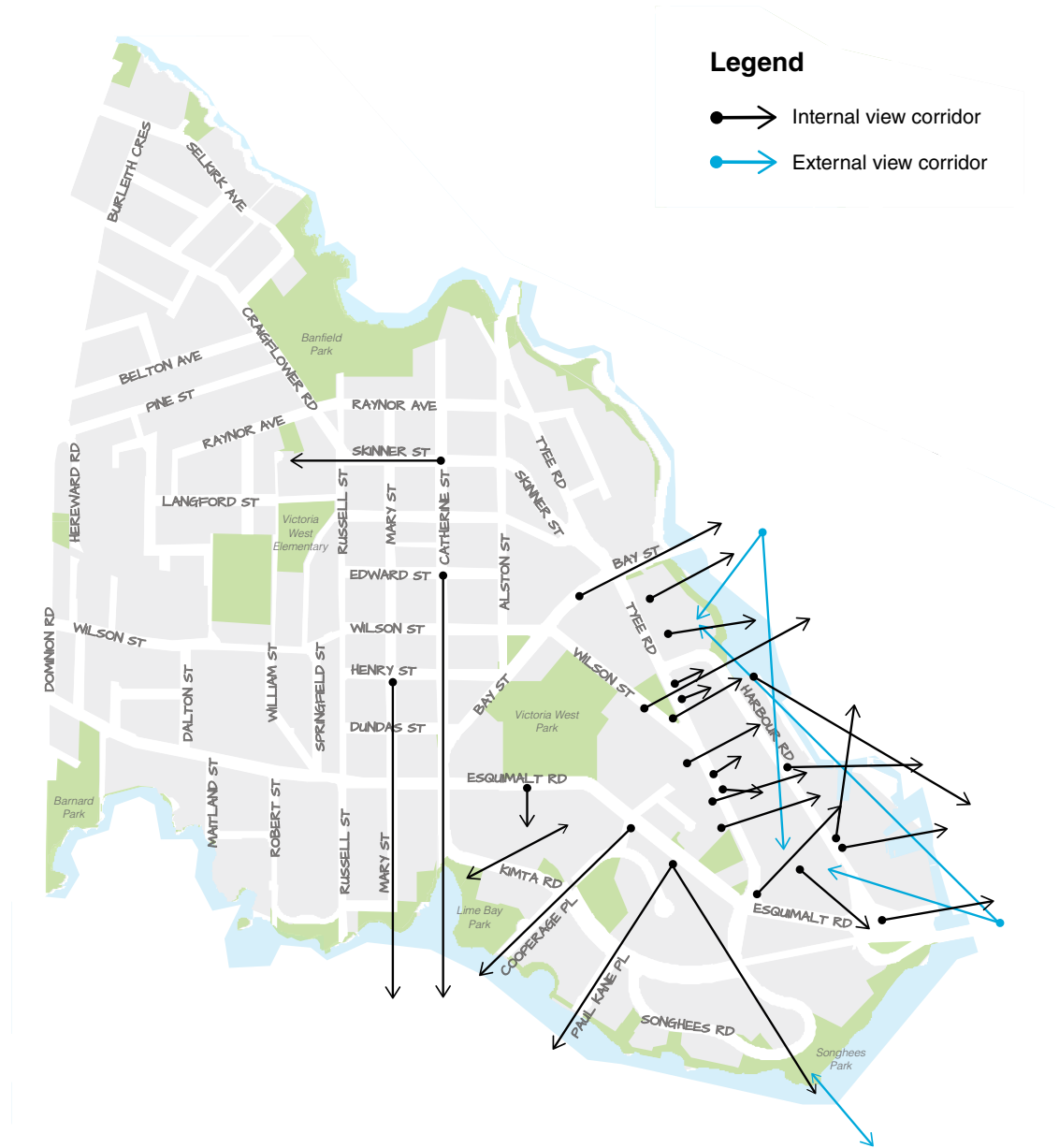
Map 10. Anticipated maximum building heights at a glance

Note: Storeys are approximate. See Maps 12, 13, 14, 15 and associated policies for further detail.

Future Land Use

View Corridors

This map is a compilation of public view corridors for reference only. Public view corridors indicate that future buildings in these corridors should be designed and massed sensitively to preserve or frame certain views from public spaces. For more detailed policy regarding view corridors, please see Chapter 6. Residential Areas, Chapter 8. Employment Lands, as well as the documents listed on Map 2 and the City of Victoria Downtown Core Area Plan.



Map 11. View corridors at a glance

6. Residential Areas

This plan aims to support a range of housing types, including both ownership and rental opportunities for different household types and sizes. Vic West features a range of housing types including medium- and high-density condominiums and rental apartment buildings, townhouses, duplexes and single-detached houses, heritage house conversions, small lot houses and new types of infill development. Different housing types are appropriate in master planned sites, urban villages and along busier streets than on local streets. The plan also recognizes that existing lot patterns, dimensions, and topography may influence the type of housing that is appropriate on a particular site.

Goals:

1. Encourage a mix of housing sizes, costs, tenures and types
2. Create more affordable housing
3. Showcase new, innovative housing types
4. Encourage the retention and reuse of historic buildings

Other Relevant Policies & Bylaws

- Official Community Plan
- Victoria Housing Strategy
- Market Rental Revitalization Strategy (upcoming)



Vic West is characterized by a mix of housing types, ages, styles and lot configurations.



East of Alston Avenue, significant redevelopment has occurred, often replacing former industry with a mix of taller buildings and townhouses.



West of Alston Avenue, the neighbourhood consists primarily of ground-oriented housing including single detached homes, duplexes, house conversions, townhouses, and small apartments along tree-lined streets.



Somewhat larger lots tend to be found in the blocks east of Russell Street.



Western parts of the neighbourhood are characterized by many smaller lots on an irregular pattern of streets.



Two larger housing cooperatives – Tyee and Pioneer – add to the diversity of housing options.

Residential Areas

Urban Residential Areas

Intent:

Support mixed use and multi-unit development near urban villages, transportation corridors, parks and other amenities.

6.1. Land Use Policies

6.1.1. Consider maximum building heights consistent with Map 12.

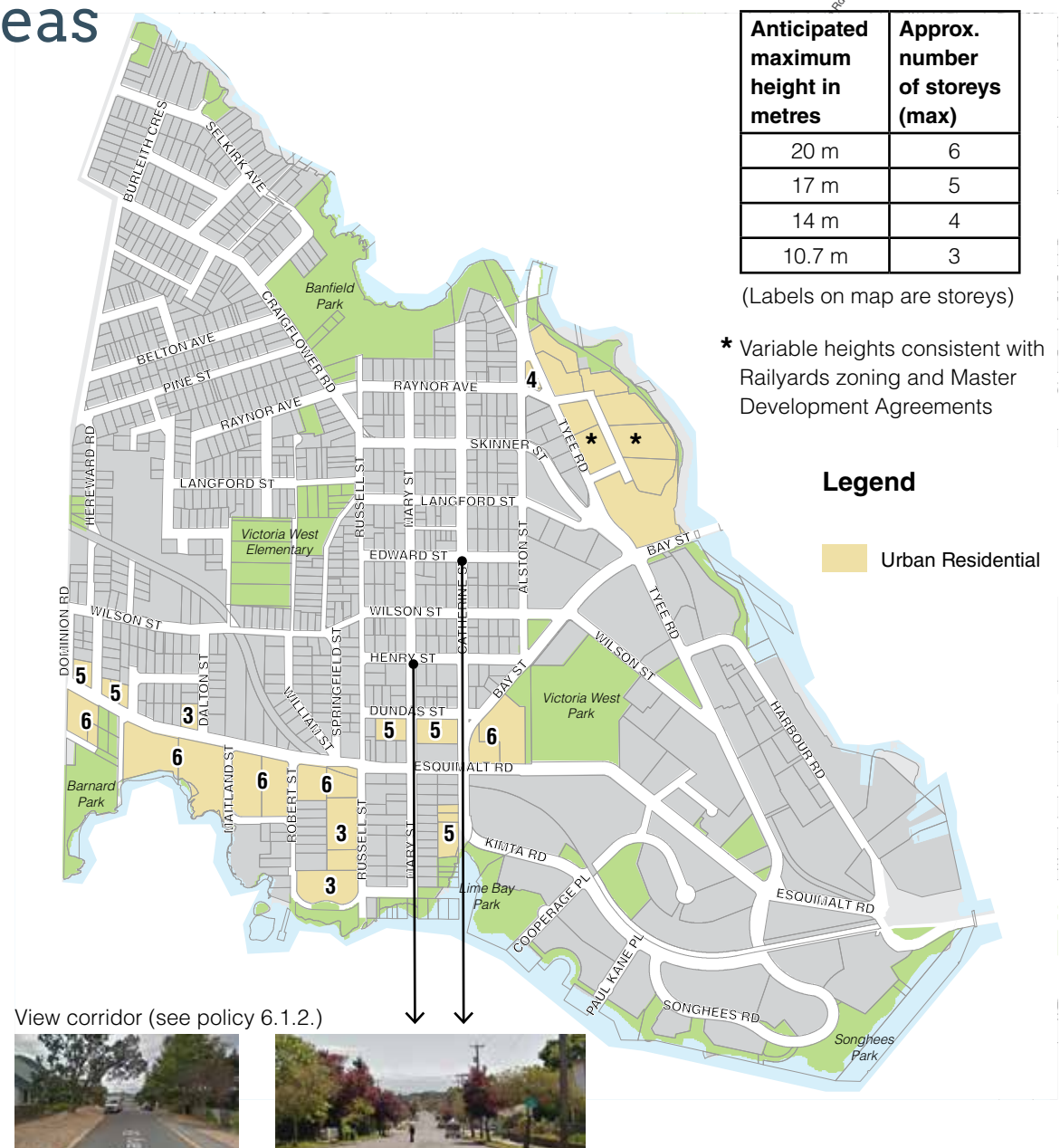
6.1.2. The location, siting and design of new development should consider the view corridor identified from Catherine Street at Edward Street, to maximize views of the Olympic Mountains.

6.1.3. Residential buildings up to 1.2:1 floor space ratio are supported in this area.

6.1.4. Support the retention or replacement of existing rental units on sites of four or more rental units by considering an increase in zoned density on these sites only if, as a voluntary amenity, an equivalent number and kind (e.g. number of bedrooms) of units is maintained on-site and secured as rental housing consistent with the Official Community Plan and city-wide housing policies. A voluntary contribution to the Housing Reserve Fund in lieu of rental retention or replacement on-site is strongly discouraged in these areas.

6.1.5. Consider the following additional density:

- a) up to 2.0 floor space ratio where any required rental replacement or retention of units is secured (6.1.9.) and where an affordable housing contribution consistent with city-wide policy is secured for the life of the building.



Map 12. Urban Residential Areas



b) For projects providing additional affordable housing benefit (e.g. deeper affordability, 3 bedroom units, additional on-site non-market units, etc.), additional density beyond 2.0 floor space ratio may be considered consistent with city-wide policies.

6.1.6. Developments fronting onto Esquimalt Road may include commercial uses on the ground floor.

6.2. Urban Form and Character Guidance for All Urban Residential Areas

6.2.1. In the area south of Esquimalt Road, developments should step down to the waterfront, with lower-scale development (for example, townhouses or heritage conversions) located in the lots facing the waterfront.

6.2.2. The scale of street walls (that portion of the building façade closest to the street) should frame the street at lower levels, and consider stepping back at upper levels to maximize sunlight penetration to the street.

6.2.3. Minimize the impacts of off-street parking on the quality of site designs and the pedestrian environment. Underground or enclosed parking is strongly encouraged.

6.2.4. Where parking is located in a structure but not underground, avoid blank walls adjacent to the street.

6.2.5. Ground-level units are encouraged to contain individual entries and semi-private open spaces (e.g. porches or patios) facing the street, especially along local and collector streets, to reinforce the sense of neighbourliness.

6.2.6. Development adjacent to lower-density residential uses should sensitively transition through massing, design, setbacks and landscape that minimizes shading and overlook and provides for building separation and privacy.

6.2.7. The height of street walls (that portion of a building closest to the street) to frame streets and provide definition and enclosure while maintaining sensitivity to and access to sunlight for development across the street.

6.2.8. The siting and access of new development should provide opportunities to create sufficient boulevard planting space for at least medium-sized canopy trees.

6.2.9. Include landscape and on-site open spaces that contribute to urban forest objectives, provide environmental benefits, and support sociability and livability. Where a pattern of landscaped yards adjacent to streets exists, this pattern should be continued.

6.2.10. Consider features which support urban food production for residents, including edible landscaping, allotment or rooftop garden area.

6.2.11. Development adjacent to the intersection of Esquimalt Road and Dominion Road should help create a gateway recognizing the transition between Esquimalt and Victoria (see 14.1.8.).



Residential Areas

Traditional Residential Sub-Areas



Intent:

Development within the Traditional Residential areas is intended to:

- provide a range of ground-oriented forms of housing appropriate to lot size and context
- support additional ownership and rental opportunities for different household sizes
- support street trees and the urban forest with planting spaces on private lands and public boulevards
- encourage the retention and re-use of historic buildings

6.3. Traditional Residential Housing Sub-Areas

Within its Traditional Residential areas Vic West contains a wide variety of lot sizes, configurations, topography and varying proximity to amenities such as transit, parks and commercial areas. Based on these conditions, Vic West's Traditional Residential areas can be divided into several sub-

areas. Different conditions support different types of housing appropriate to each of these sub-areas (see Map 13).

- 1 Catherine Street at Edward and Craigflower Village Adjacent Sub-Area:** These properties provide opportunities for development which complements the adjacent small urban village. On Catherine Street between Edward and Langford Streets, cohesive and high quality urban design is desired for future development of the entire blockface, whether commercial mixed-use, or residential. On Russell Street between Skinner Street and Raynor Avenue, there is opportunity for residential development which complements the village in form, scale and design, downslope from adjacent lower-density sub-areas.
- 2 South of Esquimalt Road Area:** The Traditional Residential areas here comprise part of a community with a mix of housing types, situated near the Esquimalt Road corridor, adjacent to waterfront amenities, within walking distance of

downtown, and near the Roundhouse development. These Traditional Residential areas provide opportunity for further ground-oriented development complementing existing townhouses and courtyard apartments with lower scale buildings located near the waterfront, stepping up towards taller buildings along Esquimalt Road.

- 3 Esquimalt Road Sub-Area:** The Traditional Residential area along Esquimalt Road supports a variety of development up to 3 storeys, with design responsive to topography and supporting its location along a frequent transit route.
- 4 Pioneer Housing Cooperative Special Planning Area:** This area provides an important community with affordable housing options and is one of the few large properties found in the Traditional Residential areas. Should the cooperative choose to redevelop, the Special Planning Area policies in section 6.4 provide guidance.

Residential Areas

Traditional Residential Sub-Areas, cont'd.

- 5 Skinner Street Sub-Area:** The Skinner Street Corridor between Craigflower Village and Alston Street contains a mix of housing, including historic and more recent buildings characterized by green front yards. This area is intended to support retention and adaptive reuse of heritage homes and a variety of new infill housing up to 2.5 storeys (with or without a basement) with front yards and characteristics compatible with its context.
- 6 General Areas:** These areas contain a mix of lot sizes and types, with a regular street grid and larger lots found east of Russell Street and a mix of lot sizes and block configurations elsewhere. These areas are proximate to Westside Village, the Esquimalt Road corridor, or the E&N Rail Trail, and accommodate a variety of infill housing forms, including townhouses on larger lots, where sensitive transitions, green spaces and tree planting are maintained.
- 7 North Catherine Street Sub-Area:** This area encompasses the Catherine Street North Heritage Conservation Area and adjacent streets which have a strong heritage character. Within this area, house conversions and compatible infill development is supported.
- 8 The Northwest Sub-Area:** Characterized by generally small lots and a pattern of older houses in various styles along tree-lined streets. Lot sizes, shapes, and setbacks vary widely. Gentle infill which respects the existing lot pattern and maintains tree planting sites on private property is encouraged. A small area west of Craigflower Village supports commercial uses where they reuse and integrate existing houses.
- 9 Gorge Arm Waterfront:** This area contains sensitive shoreline and aquatic habitat which should be

maintained and is protected in part by Development Permit Area 8 – Gorge Arm. Subdivision or zoning for further densification is not supported at this time.

6.4. Special Planning Area: Pioneer Housing Cooperative Block

In the event of a redevelopment of the Pioneer Housing Cooperative block which requires rezoning, the following principles should be considered:

- 6.4.1. All existing affordable housing units should be retained or replaced with a similar number and floor space of affordable housing units.
- 6.4.2. Ground-oriented housing including townhouses and stacked townhouses up to approximately three storeys may be supported. Some three-storey apartment buildings may also be included.
- 6.4.3. A density of up to 1.0 floor space ratio is supported on the site.
- 6.4.4. Redevelopment should create public connectivity for pedestrians and cyclists, between McCaskill Street and Hereward Road; and from the E&N Rail Trail to Sherk Street.
- 6.4.5. Buildings should be oriented towards and present friendly faces to public and private streets, open spaces, and pathways. Entries, windows, and spaces such as porches, patios and balconies should provide passive surveillance for these areas to create a sense of safety. This should include passive surveillance of the E&N rail Trail where possible from upper-floor windows and balconies. New development should be designed, considering siting

and massing, to minimize impacts on access to sunlight and privacy for adjacent properties.

6.4.6. Community-serving uses accessory to the primary residential uses may be considered, e.g. child care, bicycle repair shop, a small café, event or gathering space, art gallery/studio, social enterprise, personal or medical services, co-working space). Such uses should be limited in area and should not result in significant traffic impacts on local streets.

6.4.7. Redevelopment to higher density should include a shared greenspace.

6.4.8. Opportunities for urban food production are encouraged (e.g. allotment garden, rooftop garden, edible landscape).

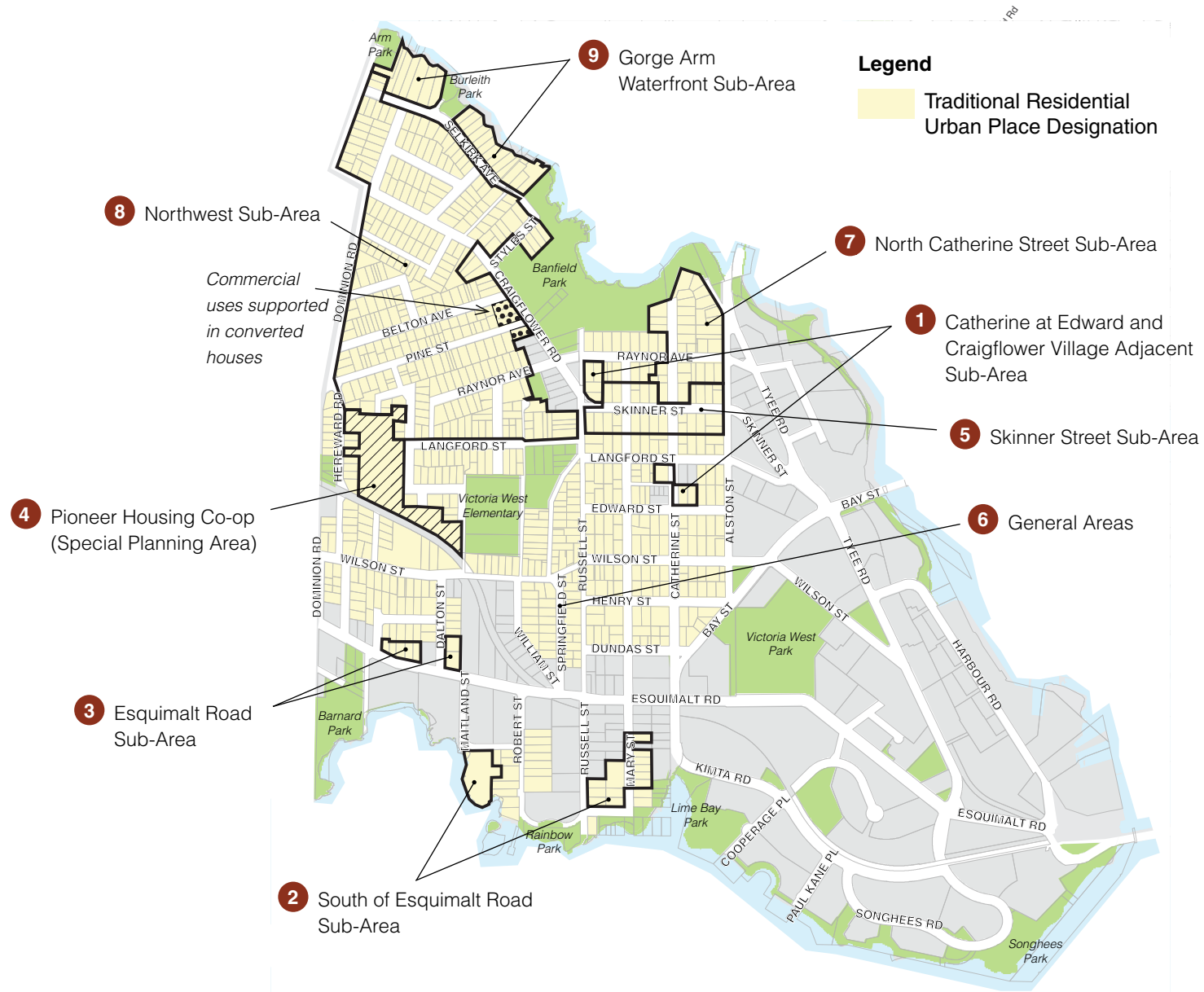
6.4.9. A variety of housing units is desired, with a focus on ground-oriented housing attractive to families with children. A mix of housing types which supports a multi-generational community is encouraged.

6.4.10. The impacts of surface parking should be minimized through strategies such as design, landscape, the use of previous pavement or on-site stormwater management, and the location of some or all parking in garages or underground.

6.4.11. Consider Transportation Demand Management strategies if parking reductions are proposed. Strategies may include the provision of on-site car share services, and decoupled parking (parking spaces which are rented separately from the rent or ownership of housing units).

Residential Areas

Traditional Residential Sub-Areas, cont'd.



Map 13. Traditional Residential Housing Sub-Areas

Residential Areas

Traditional Residential Sub-Areas: Housing Types

6.5. Housing Types

Housing types supported within Traditional Residential Sub-Areas are outlined in Figure 13 and described in further detail in the subsequent sections. These sections are meant to guide redevelopment and zoning considerations, and are not meant to be a prescriptive or exhaustive list of development types that may be considered consistent with the desired characteristics of each area.

Fig. 13: Traditional Residential Areas – Envisioned Housing Types, Height and Density

	Limited commercial uses	Small Apartment Building	Townhouse in more than one row	Townhouse in one row	Houseplex	House Conversion (house to multiple suites)	Duplex with or without suites	Single-detached house ^a	Single detached house with 2 suites ^b	Small Lot House	Approx. maximum height in metres / storeys	Maximum density
① Catherine at Edward and Craigflower Village Adjacent Sub-Area		✓	✓	✓	✓	✓	✓	✓	✓	✓	10.7m (3 storeys)	1.5 FSR
② South of Esquimalt Road Sub-Area		✓	✓	✓	✓	✓	✓ ^c	✓	✓	✓		1.2 FSR
③ Esquimalt Road Sub-Area		✓	✓	✓	✓	✓	✓ ^c	✓	✓	✓		1.0 FSR
④ Pioneer Housing Cooperative Block	See section 6.4, Pioneer Housing Cooperative Special Planning Area											1.0 FSR
⑤ Skinner Street Sub-Area			✓	✓	✓	✓	✓ ^c	✓	✓	✓	9m (2.5 storeys)	1.0 FSR
⑥ General Areas			✓	✓	✓	✓	✓	✓	✓	✓ ^d	7.6m – 8.2m (2 – 2.5 storeys)	*
⑦ North Catherine Street Sub-Area				✓	✓	✓	✓	✓	✓	✓		*
⑧ Northwest Sub-Area	✓ ^e			✓	✓ ^f	✓	✓	✓	✓	✓		*
⑨ Gorge Arm Waterfront Sub-Area						✓		✓	✓		*	

See policies 6.6 - 6.9 in the subsequent “Guidance for Traditional Residential Sub-Areas” section of this chapter for considerations regarding design and site layout, heights, setbacks, and heritage considerations.

See policies 6.10-6.16 in the subsequent “Traditional Residential Housing Types” section of the chapter, for specific policies for each housing type, including appropriate lot sizes.

- a. Single-detached houses may include a secondary suite or garden suite.
- b. A designated heritage house may include two suites, or a secondary suite and a garden suite.
- c. In these transit-friendly areas, duplexes are strongly encouraged to contain suites.
- d. Small lot subdivision is discouraged east of Russell Street, where other housing types are encouraged.
- e. Commercial uses are supported in converted houses fronting onto Craigflower Road between Belton Avenue and Craigflower Village
- f. Most places limited to 3 units; additional units supported along Craigflower Road
- * Variable based on development type

Figure 13: Traditional Residential Areas - Envisioned Housing Types, Height and Density

Residential Areas

Guidance for Traditional Residential Sub-Areas

6.6. Considerations for Residential Infill: Building Height

Intent:

Maintain building heights generally compatible with the surrounding neighbourhood, while providing new housing. Heights for any one location will be determined by zoning and may consider topography, setbacks and other design aspects.

6.6.1. The following building heights should guide consideration of rezoning in these areas:

- a) In sub-areas 1-4: Buildings up to approx. 10.7 metres (approx. 3 storeys).
- b) In sub-area 5, Skinner Street Corridor: Buildings of up to approx. 9 metres and not exceeding 2.5 storeys (see Fig. 14).
- c) In sub-areas 6-9:
 - i. For buildings fronting onto a public street, buildings of up to 2.5 storeys (up to approx. 7.6 - 8.2 metres) may be considered for infill housing (see Fig. 15).
- d) The above policies notwithstanding, see Policy 6.16 for building heights for small lot houses in all sub-areas.
- e) Other sections of this plan and associated Development Permit guidelines provide guidance for sensitive transitions to adjacent development, for buildings within the anticipated height ranges.

6.7. Building Siting

Intent:

Maintain setbacks and open site space which support the existing character of landscaped front and rear yards compatible with Vic West.

6.7.1. Support front setbacks consistent with the variety of modest front setbacks found in Vic West, with sufficient space for landscape and respect for existing patterns along the street (generally 3.5 - 6 metres)

6.7.2. Support side setbacks consistent with the rhythm of homes facing the street (generally 1.5 metres). For units that do not front onto a public street (e.g. a second row of townhouses), greater side setbacks are desired, depending on the height of the side elevation. For a second row of townhouses, where permitted, a minimum side setback of 4 metres is desired.

6.7.3. Support rear setbacks for all housing types which maintain a pattern of landscaped back yards as follows:

- a) For duplexes, townhouses in one row and houseplexes, a rear setback equal to 35% of the lot depth is desired.
- b) For townhouses in more than one row, a rear setback of at least 7.5 metres is desired.

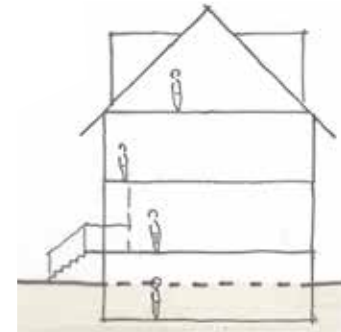


Figure 14. Illustration of 2.5 storey building above a basement. See policy 6.6.1 b).

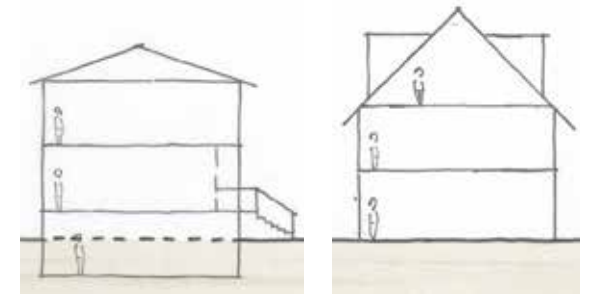


Figure 15. Different ways to achieve a 2.5 storey building (See policy 6.6.1 c-d).

6.7.4. For townhouses oriented to the side or flanking street (longer frontage) of a corner lot, (see Fig. 19) special considerations apply:

- a) The setback to the rear of units should provide for a usable rear yard and separation from adjacent buildings and back yards (6 metres is desired).
- b) The flanking street setbacks should provide for landscape while allowing units to be built closely to the street, thereby preserving backyard space. Front setbacks of 1.5 metres on Alston Street and 2.5 metres elsewhere may be considered where sufficient green space is provided in the boulevard to support at least medium-sized canopy street trees.

6.8. Heritage Considerations:

Intent:

To achieve new housing supply that supports heritage conservation.

While this plan anticipates a number of potential infill housing types for various parts of Vic West, maintaining existing character is also a key objective for the community. Where a house of heritage merit exists and redevelopment is considered, retention of the existing building as part of the overall development is the preferred scenario.

The following policies apply:

- 6.8.1. Additions to protected Heritage Designated buildings may be considered and should be consistent with the National Standards and Guidelines for the Conservation of Historic Places in Canada.
- 6.8.2. Where a building is listed on the Heritage Register, retention and re-use of the existing building and its integration into any redevelopment is strongly encouraged.
- 6.8.3. Where a building is thought to have heritage merit, assessment for potential heritage value may be requested as part of rezoning proposals. Retention and re-use of buildings of heritage merit is encouraged.
- 6.8.4. Consider incentives to encourage Heritage Designation of eligible properties in the form of bonus density provisions or zoning variances.
- 6.8.5. See Section 10.3, Adaptive Reuse, for further information.



Figure 16. Illustrative example of heritage house conversion to multiple units.

Residential Areas

Guidance for Traditional Residential Sub-Areas, cont'd.

6.9. Form and Character Objectives for Traditional Residential Housing

Intent:

The following objectives should inform the creation of zoning and design guidelines for infill development of two or more units in Traditional Residential areas:

- 6.9.1. To achieve street-fronting buildings which present a friendly face to the street with front entries visible from public spaces, design which creates visual interest for pedestrians, and landscape spaces consistent with the area context
- 6.9.2. To support site design, location of infrastructure and drive aisle access which accommodates front yard landscape and boulevard planting of at least medium-sized canopy trees. Boulevards are one of the primary opportunities to maintain and enhance the urban forest in Vic West.
- 6.9.3. To provide sensitive transitions to adjacent lower-scale development, considering massing, access to sunlight, appearance of buildings and landscape, and privacy.
- 6.9.4. To site buildings in a manner which maintains Vic West's modest front yards, tree-lined streets, and landscaped back yards, with adequate separation between buildings and access to sunlight for living spaces and open spaces.
- 6.9.5. To encourage design and site planning which responds sensitively to topography.
- 6.9.6. To encourage design strategies that delineate private front-yard spaces from the public sidewalk while maintaining visibility of housing units.

6.9.7. To support livability and access to usable outdoor space for individual living units

6.9.8. To encourage site planning which results in rear yards whose appearance is dominated by landscape, not by parking, and which accommodate tree planting space.

6.9.9. To mitigate the impacts of surface parking through design strategies which include landscaping and screening, planting space, and attractively enclosed parking

6.9.10. Where front-accessed parking cannot be avoided, to nonetheless present a friendly face to the street, create a green landscaped front yard, accommodate boulevard tree planting, and minimize curb cuts.

6.9.11. To encourage the conservation and adaptive reuse of homes of heritage merit.

6.9.12. To encourage building design which relates to existing context, with attention to streets or areas with a strong pre-existing character.

6.9.13. To encourage the use of quality materials.

6.9.14. Where units are accessed from an internal drive aisle, create comfortable pedestrian access and a legible front door.

6.9.15. To support well-designed duplexes whether side-by-side, front-to-back or up-down, with legible front entries and access to usable open spaces for each unit.

6.9.16. In Sub-Area 1 adjacent to Catherine at Edward Small Urban Village, to support residential buildings consistent with the desired form and character of the adjacent village commercial uses, creating a unified sense of place.

6.9.17. In Sub-Area 1 adjacent to Craigflower Village Building design should be sympathetic in form, materials and design to the existing character to the village. Design of buildings facing Raynor Avenue should establish sensitivity to context

Residential Areas

Housing Types



Figure 17. Example of a house which has been converted to include commercial use.

6.10. Limited Commercial Uses

Intent:

Support the retention of existing houses adjacent to Craigflower Village while allowing for continued evolution which includes limited commercial uses.

6.10.1. Along Craigflower Road between Craigflower Village and Belton Avenue, commercial uses may be supported where an existing house is retained and adaptively re-used. This may include sensitive additions to the house.

6.10.2. Accessory community-serving uses may be supported at Pioneer Housing Co-op, maintaining and supporting the primary use of the site for housing (see 6.4.6.).



Figure 18. Example of a small apartment building.

6.11. Small Apartment Buildings

Intent:

To provide opportunities for additional multi-unit living along a transit corridor in close proximity to urban villages and park amenities.

6.11.1. Locations:

- Sub-Areas 1, 2 and 3
- Sub-Area 4 where mixed with other Traditional Residential housing types

6.11.2. Density: 1.0 - 1.5 floor space ratio as identified in Fig. 13.

6.11.3. Height: Up to 10.7m (approx. three storeys)

6.11.4. Specific Guidance:

- Within the Esquimalt Road Corridor, smaller buildings (which would generally fit on no more than 2 to 3 lots assembled side-by-side) are encouraged to maintain a rhythm of buildings fronting the street.
- Buildings should establish a strong orientation to streets, with front yard landscape, street trees, individual front entries, patios or porches, and modulation of facades, and should respond to topography.

Residential Areas

Traditional Residential Housing Types, cont'd.

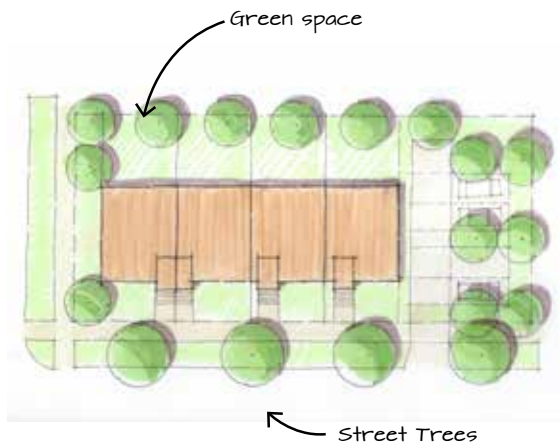


Figure 19. Illustrative example of townhouses in a single row. This example shows a possible arrangement on a corner lot measuring 18m x 40m.



Figure 20. Illustrative example of townhouses on two assembled lots. Shown with front-accessed parking arranged to minimize curb cuts and retain street trees.



Figure 21. Illustrative example of townhouses fronting the street.

6.12. Townhouses – Single Row

Intent: To provide more options for ground-oriented housing with access to on-site open space, as an alternative to single detached houses. Support townhouses on larger lots where the desired design qualities can be accommodated.

6.12.1. Locations: Sub-areas 1-8, meeting site requirements.

6.12.2. Site Requirements:

- a) On corner lots, or lots with laneways, on lots of at least 18m (60 ft) in width.
- b) On lots interior to blocks, sufficient width (at least 23 metres [approx. 75 feet]) is required to provide for sufficient individual unit frontages and front yard space

to accommodate front-accessed parking while meeting design and open space objectives (see 6.9.2., 6.9.10.)

6.12.3. Density:

- a) For sub-areas 1-5, a maximum density as specified in Fig. 13
- b) For other sub-areas, up to 0.85 floor space ratio

6.12.4. Specific Guidance

- a) Front-accessed parking for individual units is discouraged where alternatives exist. Where it cannot be avoided, development should provide well-designed frontages and landscaped front yards which present a friendly face to the street, and curb cuts should be minimized to reduce interruptions to

pedestrians, retain planting space and on-street parking.

- b) Townhouses in a single row may contain lock-off suites.



Figure 22. Illustrative example of courtyard townhouses. Organized in two rows with one row fronting the street, with landscaped front and backyards.



Figure 23. Example of street-fronting townhouses.

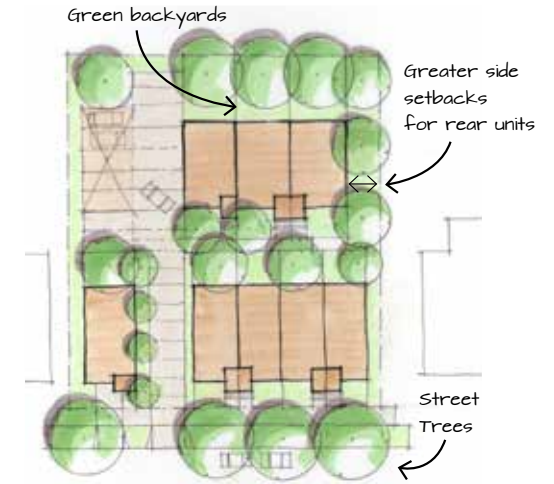


Figure 24. Illustrative example of townhouses on consolidated lots. Separating parking from units can improve their relationship to open space and reduce the amount of the site designed around car movement.

6.13. Townhouses – More than one row

Intent:

To provide more ground-oriented housing with access to on-site open space, as an alternative to single detached homes. Support more than one row of townhouses on larger lots where the desired design qualities can be accommodated.

6.13.1. Locations: Sub-Areas 1-6 (see Fig. 13)

6.13.2. Site Requirements:

- a) On lots with a minimum width of 30 metres (100 ft) and a minimum depth of 39.5 metres (130 feet).
- b) Variations which meet desired form and character objectives and transition sensitively to adjacent development may be supported on lots of varying dimensions.

6.13.3. Density:

- a) Up to 1.2 floor space ratio in sub-areas 1-2 (see Fig. 13)
- b) Up to 1.0 floor space ratio in sub-areas 3-5 (see Fig. 13)
- c) Up to 0.85 FSR in all other sub-areas

6.13.4. Specific Guidance

- a) Parking should be accessed from a flanking street or laneway where possible, where the two streets have the same road classification.
- b) Consider clustered parking instead of a parking stall associated with each unit, in order to support site layouts which reduce the impact of automobile circulation and parking on site and building design.

- c) Setbacks (side and rear) for units that do not front a street (units interior to a lot) should result in landscaped back yards and provide sufficient separation from adjacent buildings and yards.
- d) Townhouse units fronting a public street may contain lock-off suites.

Residential Areas

Traditional Residential Housing Types, cont'd.



Figure 25. Illustrative example of a front-to-back duplex

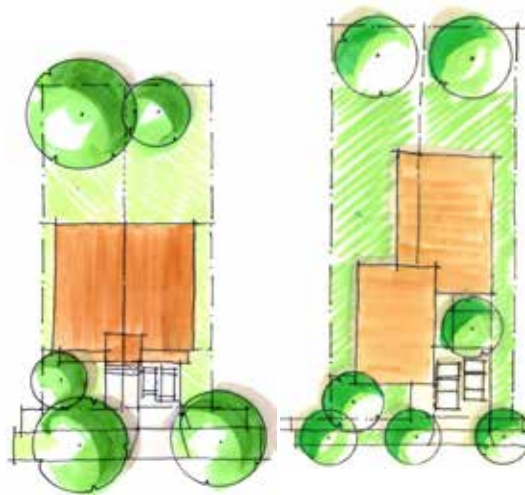


Figure 26. Examples of side-by-side (left) and front/back (right) duplexes with front yard parking, maintaining greenspace in the back yard.



Figure 27: Example of heritage house converted to a duplex

6.14. Duplexes

Intent:

Support more types of ground-oriented housing that fits into the existing character of the neighbourhood.

6.14.1. Locations: Sub-Areas 1-8

6.14.2. Site requirements:

- a) Current neighbourliness guidelines for duplexes notwithstanding, duplexes without suites are supported on lots of at least 460m² (5000 sq ft) in area and 15 metres in width.
- b) Duplexes with suites may be considered in the following conditions:

- i. on corner lots or double-frontage lots of at least 460m² (5000 sq ft) in area and 15 metres (50 feet) in width

- ii. on interior block lots of at least 15m width and 555 m² (6000 sq ft) in area.

6.14.3. Density: Up to approximately 0.65:1 floor space ratio up to a maximum building size contained in zoning

6.14.4. Specific Guidance:

- a) Duplexes may be organized side-by-side (preferred), front-back or up-down.
- b) Development Permit Guidelines for duplexes will be updated to support the intent of this plan.



Figure 28. Illustrative example of houseplex featuring three units.



Figure 29. Example of houseplex featuring several units



Figure 30. Example of houseplex featuring four units

6.15. Houseplex - Three or more units

Intent:

Support more intensive forms of housing that are compatible with the single detached character of the neighbourhood, through the creation of new units in buildings which are similar in appearance to, or architecturally compatible with, detached houses.

6.15.1. Location and Site Requirements:

- a) On lots of at least 18 metres (60 feet) in width and 670m² (7,200 sq ft);
- b) On corner lots of at least 15m width and 555m² in area;

6.15.2. Density:

- a) Up to 1.0 floor space ratio in sub-areas 1-5 (see Fig. 13)
- b) Up to approximately 0.75 floor space ratio in Sub-Areas 1-8

6.15.3. Specific Guidance

- a) Houseplexes generally limited to 3 units in the Northwest Sub-Area, except on larger lots along Craigflower Road or Styles Street, where houseplexes may contain up to 4 units.
- b) Houseplexes may contain up to 4 units in other sub-areas.

- c) Houseplexes with more units than specified in and b) may be considered, particularly in Sub-Area 5, Skinner Street, where additional residential density is envisioned. All houseplexes must meet the urban design objectives in Section 6.9, including for on-site landscaped open space. A parking reduction may be considered where the location and transportation demand management approaches are expected to result in lower rates of parking use.

Residential Areas

Traditional Residential Housing Types, cont'd.



Figure 31. Illustrative example of small lot house



Figure 32. Example of small lot houses in Vic West

6.16. Small Lot House

Intent:

Support small lot homes in parts of Vic West compatible with historical patterns and existing small-lot zoning, in order to add compatible infill housing, expand rental housing options and provide more diverse homeownership opportunities.

6.16.1. Small lot rezoning is discouraged east of Russell Street on lots of sufficient size or depth to support other infill housing forms, where a more orderly redevelopment pattern including townhouses and houseplexes is desired.

6.16.2. Small lot houses are supported consistent with the Small Lot House Rezoning Policy, with the following exceptions:

- a) Small lot houses may be considered on lots smaller than 260m² (3,000 sq. ft.) where siting, location and design can meet the intent of the Small Lot Rezoning policy and associated Development Permit guidelines.
- b) Rezoning for small lot houses is not supported where such rezoning and subsequent subdivision will result in the demolition of a house.
- c) Small lot houses may have a secondary suite.

7. Urban Villages

Urban villages provide walkable shops and services, encourage a neighbourhood social life, create a sense of place and provide different housing options. More housing near urban villages gives residents easy access to shops and services for daily living, and supports businesses with more customers nearby.



Other Relevant Policies & Bylaws

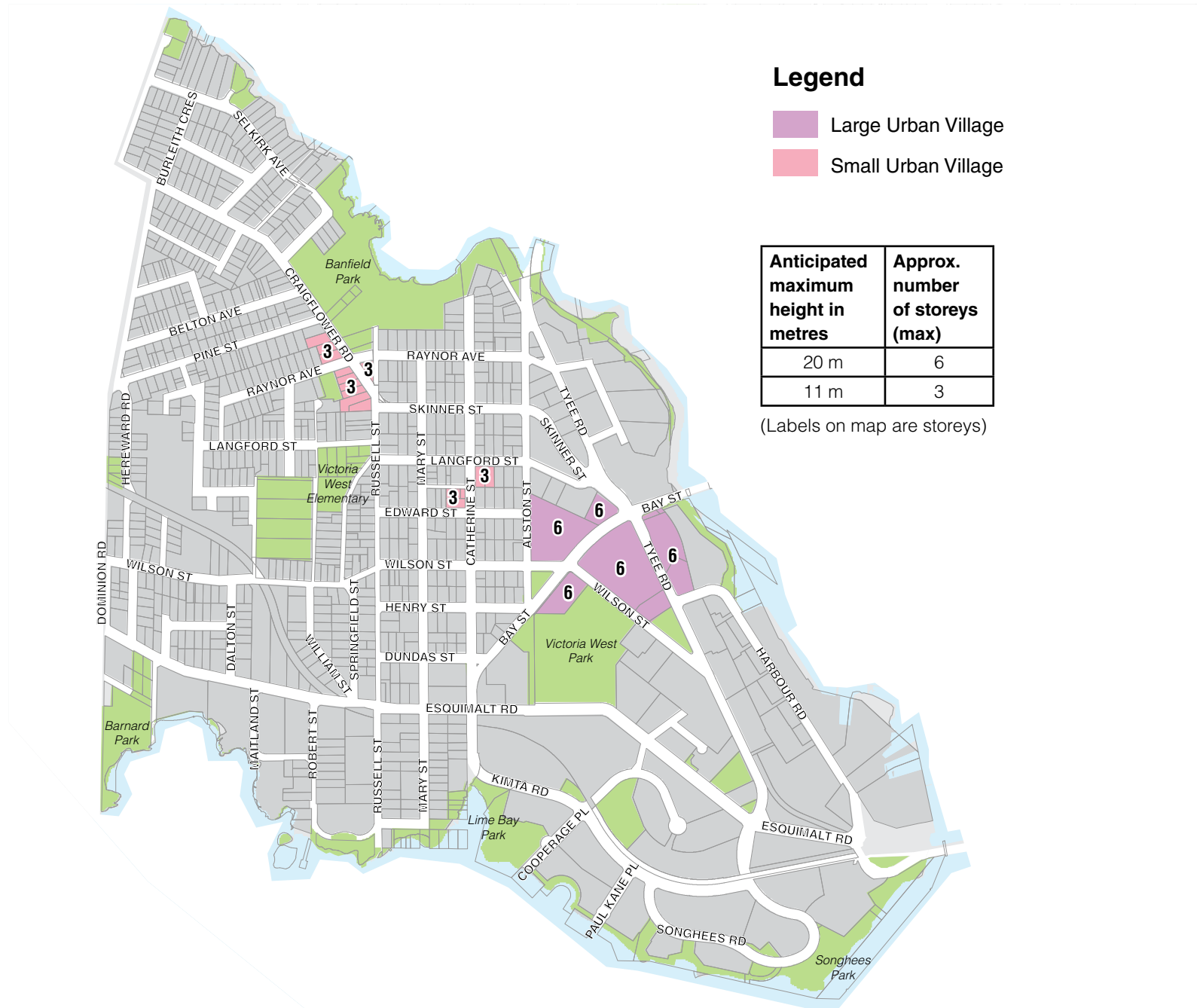
- Official Community Plan
- Development Permit Area Designations and Guidelines

Goals:

1. Strengthen and diversify the mix of businesses in urban villages
2. Improve the walkability, bikeability and public realm in and around urban villages
3. Support new housing within a five minute walk of urban villages

This plan aims to transform the area in and around Westside Village from a car-oriented commercial area to a vibrant, walkable heart of the neighbourhood. The plan also supports the viability of Craigflower Small Urban Village with limited opportunities for housing, public space improvements and flexibility for more retail spaces. It also designates a new Small Urban Village near Catherine Street and Edward Street to reflect existing uses.

The quality of design of buildings and their relationship with the existing urban form, in terms of appropriate density, massing, and height will be a key consideration in assessing development proposals in urban villages - as will good circulation, pedestrian and cycling linkages and a high quality public realm.



Map 14. Urban Villages

Urban Villages

Westside Large Urban Village



Intent:

Strengthen Westside Village by supporting businesses with people living nearby, establishing a 'main street' for the Village, and making busy intersections more amenable to pedestrians.

7.1. Land Use and Urban Design Policies

7.1.1. Encourage a mix of uses such as residential, local commercial, retail, restaurant, employment, and community services, with residential uses located above commercial uses;

7.1.2. Development up to 20 metres in height (approximately 6 storeys) is supported throughout the Westside Urban Village.

7.1.3. In the areas designated Large Urban Village, densities of up to 1.5 floor space ratio are supported.

7.1.4. Additional density may be considered where public amenities or affordable housing are considered. The preferred contributions are:

- a) density up to approximately 2.5 floor space ratio may be considered where community facilities or public realm improvements are proposed, to be confirmed through the rezoning and Community Association Land Use Committee consultation process.
- b) For projects providing additional affordable housing benefit (e.g. deeper affordability, 3 bedroom units, additional on-site non-market units, etc.), additional density beyond 2.5 floor space ratio may be considered consistent with city-wide policies.

7.1.5. In the Urban Village area bounded by Bay Street, Wilson Street, Alston Street, Langford Street and Skinner Street, the following policies apply:

- a) At the corner of Skinner Street and Bay Street, development should be designed and oriented to create a gateway signalling entry to the Vic West neighbourhood.
- b) At the corner of Wilson Street and Bay Street, development is encouraged to accommodate large format ground-oriented retail in an urban mixed use format;
- c) Building frontages along the east side of Alston Street should be no more than 11 metres (approx. 3 storeys) in height to maintain a sensitive transition to the neighbourhood, taking advantage of the

Urban Villages

Westside Large Urban Village, cont'd.

grade changes from east to west. Buildings fronting Alston Street should establish a streetwall with modest setbacks, architectural design and features (such as windows and doors) which activate the public realm, and provide spaces for street tree planting and landscaping.

- d) New buildings should have active, storefront-type uses along Bay Street and Tyee Road in order to enhance animation and vibrancy in the Village.
- e) New development should support an overall vision of creating an internal public pedestrian or local street network (see figure 33).

7.1.6. On the Westside Shopping Centre site, the following policies apply:

- a) Emphasize Wilson Street as the primary street for gathering, with a series of smaller storefronts, active commercial uses at grade, space for patio seating, high quality pedestrian realm and amenities (e.g. lamps, seating, landscape and street trees). Active commercial uses are those that tend to generate foot traffic and pedestrian interest, and include retail stores, food and drink establishments, personal services, theaters and entertainment, and may include some professional services, medical services or personal services.

- b) Develop Tyee Road as a commercial main street with active uses and multiple storefronts at grade along Tyee Road. Consider a range of uses including retail but also food services, personal and medical services, and limited professional services.
- c) Enhance the pedestrian quality of the frontage along Bay Street, regardless of use
- d) Maintain and improve the pedestrian connection through the site from Wilson Street to Tyee Road.
- e) The overall site should maintain a 3-6 storey character with appropriately scaled street walls.

7.1.7. On the Da Vinci Centre site, support new development with commercial or community-serving uses on the ground floor, with the following objectives:

- a) Create an attractive interface with the park, establishing visual connectivity and, as appropriate, entrances or active uses facing the park.
- b) Encourage buildings sensitively designed to minimize shading on active use areas of Vic West Park, and on Wilson Street as a main street.
- c) Establish active uses along Wilson Street that reinforce its role as a commercial main street.

7.1.8. Explore partnership opportunities for a new community facility in or near Westside Village to promote neighbourhood development and meet the social, recreational or other programming needs of residents.

7.1.9. Consider features which support urban food production for residents, including edible landscaping, allotment or rooftop garden area.

7.2. Public Realm Policies

7.2.1. Include pedestrian-focused public realm improvements to Wilson Street to create a 'main street' environment for the Village. This may include elements such as large tree trees, additional street crossings representing natural places people desire to cross, wider sidewalks, special paving, on-street parking, benches and pedestrian-scale lighting.

7.2.2. Maintain on-street parking on Wilson Street, and manage it to provide short-term parking for businesses and park users.

7.2.3. Improve the Wilson Street-Bay Street intersection for pedestrians to encourage walkable connections between residential neighbourhood and Westside Village.

7.2.4. Include pedestrian-focused public realm improvements on Bay Street to better connect both sides of the street and improve pedestrian comfort.

Concept diagram of Westside Village area

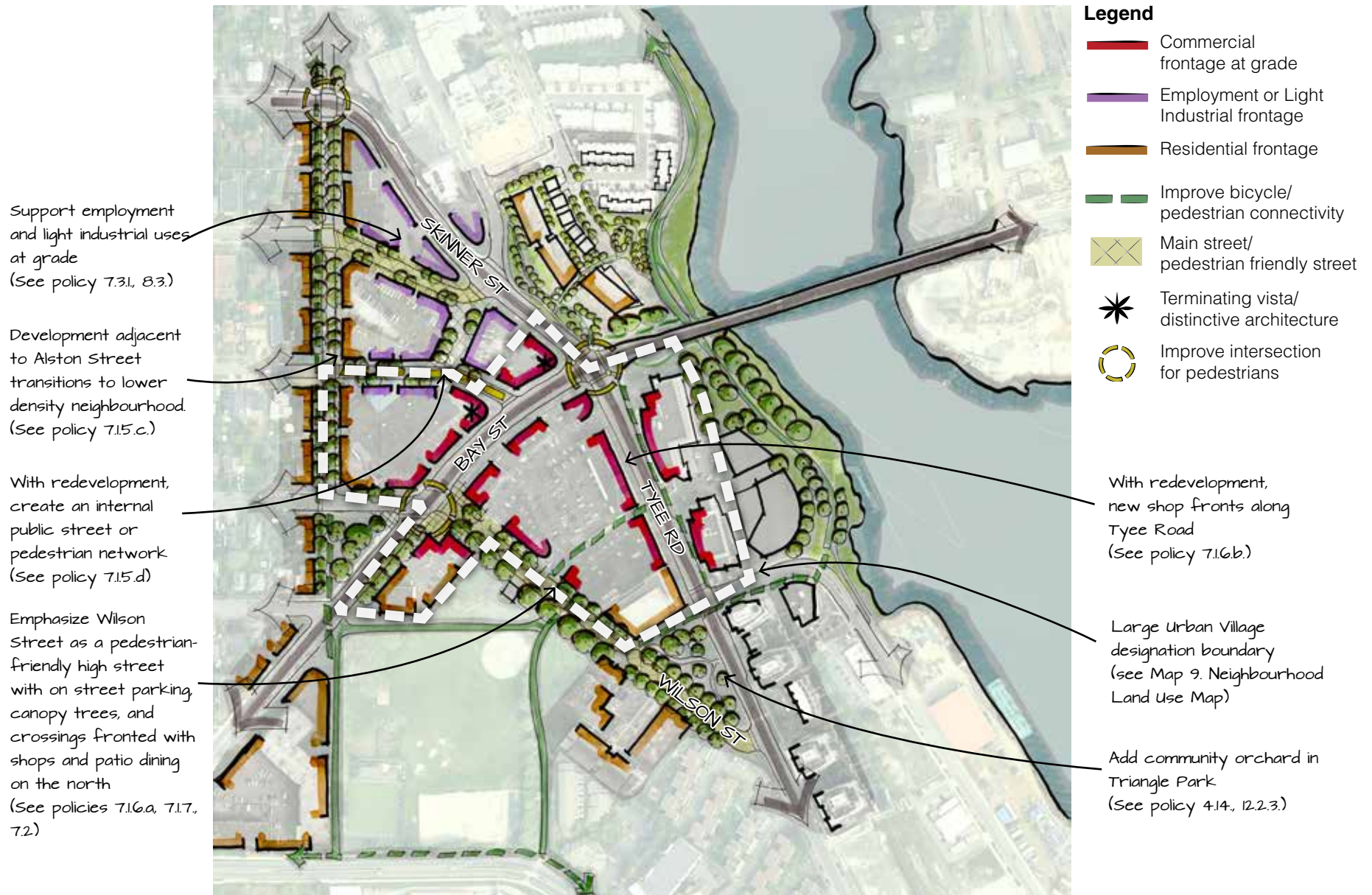


Figure 33. Concept diagram of Westside Village area

Urban Villages

Westside Large Urban Village (cont'd.)

7.3. Policies for Langford Street Employment Areas

7.3.1. Through redevelopment of sites surrounding Langford Street between Alston Street and Tye Road, support the development of an employment area with the potential for limited residential uses supporting and adding diversity to employment uses. Flexibility in the design of buildings and public realm is encouraged to accommodate a range of uses including light industrial, artisan or "maker" spaces, through the following strategies (see also section 7.2):

- a) At-grade spaces designed to accommodate a variety of uses, including light industrial or artisan employment uses at grade (e.g. with tall floor-to-ceiling heights, and loading bays) are encouraged along Langford Street, with general commercial and/or residential uses above.
- b) Frontages along Langford Street are encouraged to be designed with frequent entries, individual storefront modules, and features such as roll-up doors or loading bays which can accommodate a variety of uses. See Chapter 8, Employment Lands, for further detail.
- c) Where residential uses are included, they should occupy no more than half of the total floor space and are encouraged to be located in upper floors or along Alston Street to transition to the adjacent neighbourhood.
- d) Building frontages along the east side of Alston Street should be no more than 11 metres (approx. 3 storeys) in height to maintain a sensitive transition to the neighbourhood, taking advantage of the grade changes from east to west. Buildings fronting Alston Street should establish a streetwall with modest setbacks, architectural design and features (such as windows and doors) which activate the public realm, and provide spaces for street tree planting and landscaping.
- e) The Langford Street right-of-way between Alston Street and Skinner Street should be designed to allow typically "back-of-house" uses such as loading bay access to mix with customer-serving active uses, while creating a safe and interesting pedestrian environment. Alternative street improvements which separate pedestrians from parked cars with bollards may be considered in lieu of curb-and-gutter.



Figure 34. Example of light industrial frontage which creates an interesting and pedestrian friendly environment (see policy 7.3.1).

Urban Villages

Craigflower Small Urban Village

Intent:

Support and expand Craigflower Village as a local-serving gathering place by adding more business and people nearby, and maintaining the village look and feel. Encourage a mix of affordable and market rate housing as feasible.

7.4. Land Use + Urban Design Policies

7.4.1. Support development up to 10.7 metres (approximately 3 storeys) in height and a density of up to 1.5:1 floor space ratio. (Note that some properties have existing zoning which allows for development up to 12 metres in height).

7.4.2. Encourage the retention and adaptive re-use of the existing mixed-use building at 414-424 Craigflower Road.

7.4.3. The following uses should occupy the ground floor fronting Craigflower Road:

- a) Properties at 405 and 414-452 Craigflower Road and 1004-1010 Russell Street should include active commercial uses on the ground floor fronting Craigflower Road (see Fig. 35). Active commercial uses are those that tend to generate foot traffic and pedestrian interest, and include retail stores, food and drink establishments, theaters and entertainment, and may include some professional services, personal services or medical services.
- b) Properties from 400-410 Craigflower Road and 510 Raynor Avenue may have commercial, residential or live-work uses on the ground floor fronting Craigflower Road (see Fig. 35).

- c) If a larger redevelopment (including consolidation of multiple lots) occurs between Raynor Avenue and Russell Street, a mix of commercial and residential ground floor uses is encouraged.

7.4.4. Upper floor uses should be residential to add housing to the village area.

7.4.5. If live-work units are included, the ground-floor “work” portion of the unit should be designed to be able to operate and be leased separately from the residential portion to allow for flexibility over time.

7.4.6. Commercial frontages should be located adjacent to the sidewalk and include frequent entries, small storefront modules, and individual commercial units with small footprints to support a diversity of businesses and pedestrian interest. Individual storefronts and spacing between entries is encouraged to be no more than 8-10 metres. Setbacks are appropriate where they accommodate patios or pedestrian spaces.

7.4.7. Residential frontages on Craigflower Road should also be established adjacent to or near the sidewalk, with patios or porches providing a transitional space from the public realm to front entries for individual units, to create a consistent urban form for the village.

7.4.8. Support business viability in Craigflower Small Urban Village by providing flexibility in on-site parking requirements for ground-floor commercial uses, where a change of use occurs in existing buildings (see also 3.7.2.).



Concept diagram of Craigflower Village area

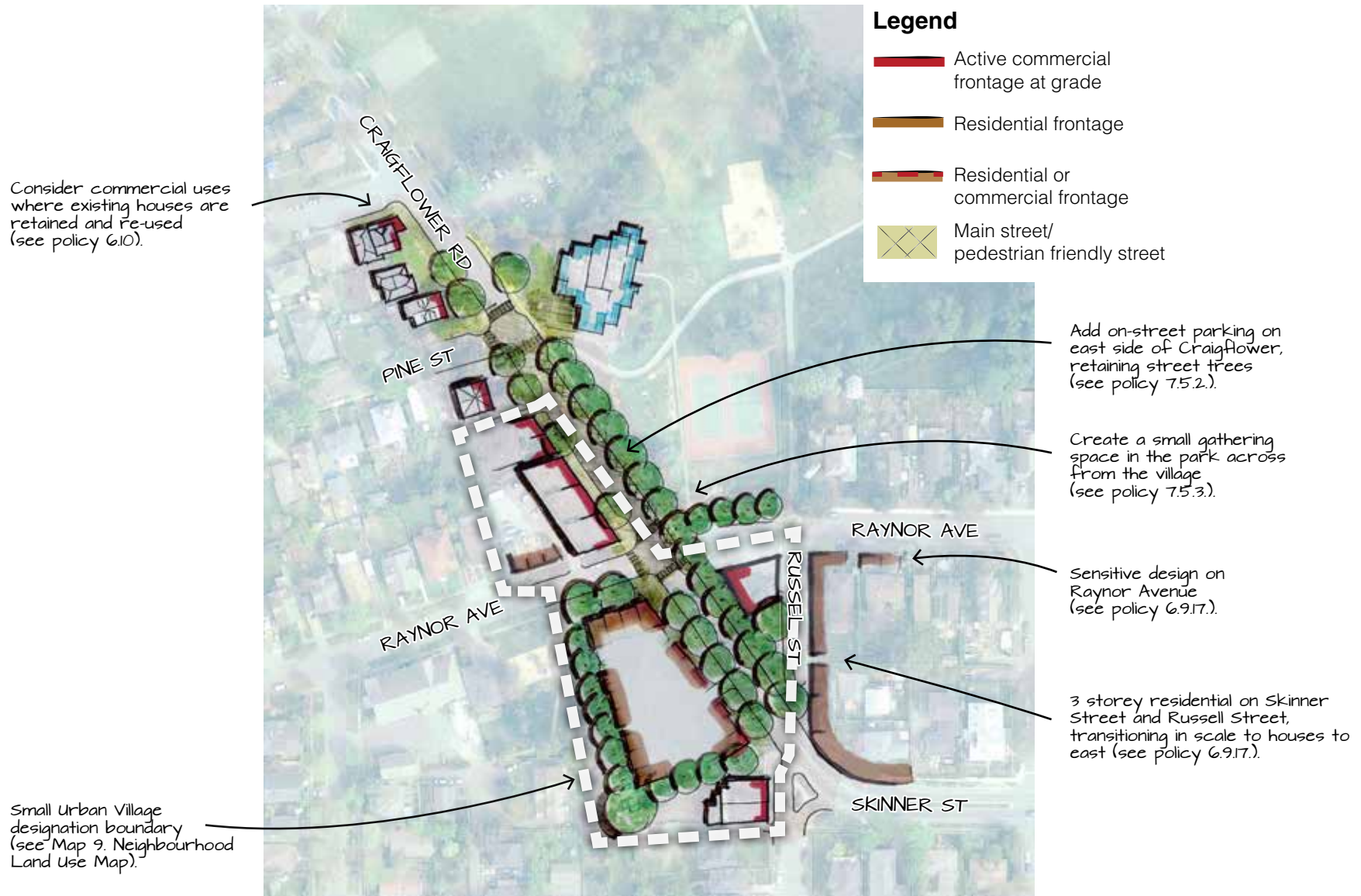


Figure 35. Concept diagram of Craigflower Village area

Urban Villages

Craigflower Small Urban Village (cont'd.)

7.4.9. Locate parking at the rear and/ or underground so as to not dominate the overall development. Location of circulation and parking should minimize impacts on the frontages facing Craigflower Road and Raynor Park.

7.4.10. Frontages facing Raynor Park should be residential and should include windows, patios, porches or balconies fronting onto the park, while integrating landscape spaces and other features which clearly delineate private from public spaces.

7.4.11. Additional commercial uses are supported fronting Craigflower Road to the northwest of the village, if existing houses are retained and re-used. See policy 6.10 for further details.

7.4.12. Consolidation of the property at 405 Craigflower Road with properties across Russell Street and with the City-owned Russell Street right of way may be considered, if:

- a) all utilities connecting through Russell Street are maintained, with access for ongoing maintenance;
- b) the resulting development provides secured non-market housing whose value is equivalent to the value of the right of way; and,
- c) the resulting development does not exceed the anticipated building heights and densities in this plan.

7.5. Public Realm Policies

7.5.1. Include pedestrian-focused public realm improvements through redevelopment along Craigflower Road to encourage walkability. This may include wider sidewalks, new benches, lighting, landscaping, street trees, wayfinding and other features.

7.5.2. Consider the addition of on-street parking on the east side of Craigflower Road, in order to slow traffic, support businesses, and buffer pedestrians from traffic. Retain trees. Consider relocation of sidewalk to east side of trees on park land.

7.5.3. Establish picnic tables, benches and public art in Banfield Park directly across from the village to create an enhanced public gathering space which visually relates to the village.

7.5.4. Consider improvements to the crossing at Raynor Avenue and Pine Street, including distinctive and textured pavement, and a potential signalized crossing at Raynor if warranted.

7.5.5. Encourage residents, businesses, and property owners to consider a Local Improvement Tax to accelerate these improvements.

Urban Villages

Catherine Street at Edward Street Small Urban Village



Intent:

Designate a Small Urban Village to retain existing uses and to encourage housing on upper floors in this historic “commercial corners” within the neighbourhood.

Land Use and Urban Design Policies

7.5.6. Support mixed use buildings up to 3 storeys in height and 1.5 floor space ratio.

7.5.7. Ground floor uses should be commercial and feature storefront-type facades built at or near the edge of the sidewalk. Portions of buildings may be set back further to accommodate patios or pedestrian areas.

7.5.8. Upper floor uses should be residential.

7.5.9. Buildings should transition sensitively to neighbouring lower-scale development. This may be achieved through strategies including setbacks, landscape, varied building massing which responds to adjacent development and considers access to sunlight, and locating balconies and windows to respect privacy.

7.5.10. The design of buildings should activate Bella Street directly adjacent to the village, by including features such as entries, patios, balconies, and windows fronting the laneway.

7.6. Public Realm Policies

7.6.1. With new construction, support spaces between building frontages and curbs of sufficient width to accommodate canopy street trees.

7.6.2. An alternative road design that still achieves the required standards of safety and accessibility while enhancing sense of place on Bella Street can be explored with the community.

8. Employment Lands

Vic West has an important industrial history related to its location along the harbour and E&N railway. Point Hope shipyard remains an important employer in the region, and supports the key ocean and marine sector identified by the City's Economic Action Plan. Elsewhere in Vic West, pockets of light industry continue to evolve, supporting small businesses in the production, distribution and repair sectors, and providing spaces for artisans and emerging industries such as local breweries and technology companies engaged in manufacturing or prototyping. High demand is expected for light industrial spaces in the core cities of the region in coming years.

The Songhees Area is also an important location for tourism. More recently, office employment is locating in new developments primarily in the Core Songhees area, supporting the growth of the economy in Victoria.



Other Relevant Policies & Bylaws

- Official Community Plan
- Making Victoria: Unleashing Potential - Economic Action Plan (2015)
- Harbour Road Industrial Waterfront Design Guidelines, 2008

Goals:

1. Maintain the working harbour and adjacent industrial lands that support the ocean and marine sector
2. Protect and enhance light industry and other employment in Vic West
3. Celebrate the industrial heritage of the neighbourhood

Employment Lands, cont'd.

8.1. Working Harbour

Intent:

Continue to maintain the Upper Harbour as a working harbor supporting the region's ocean and marine sector.

8.1.1. Support marine industrial uses including primary processing, marine industrial, marine transportation, warehousing, shipping, bulk materials handling, and other industrial uses and accessory offices consistent with the Harbour Road Industrial Waterfront Guidelines and related zoning.

8.1.2. Through placemaking, celebrate the role of maritime industry as part of Vic West's history and identity, and an important component of our economy

- a) Continue to implement to goals of the Harbour Road Industrial Waterfront Design Guidelines (2008).
- b) Support views to the water and industrial activities, while prioritizing industrial use of industrially zoned areas.

Encourage the voluntary heritage designation of 420 William St (see policy 8.2.2)

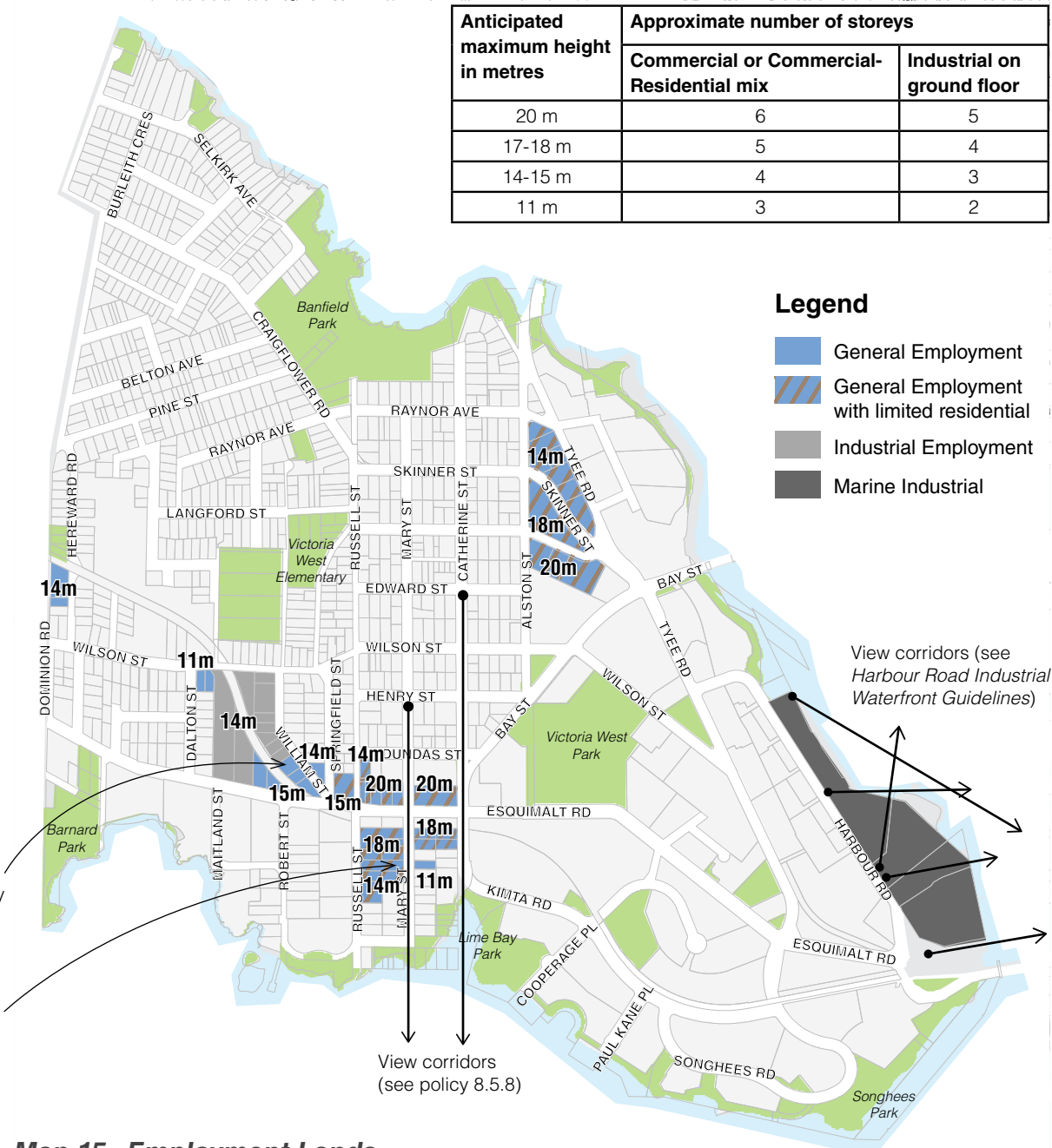
Encourage the voluntary heritage designation of the Ormond's Biscuit Factory Building (see policy 8.4.8)

View corridors (see policy 8.5.8)

Anticipated maximum height in metres	Approximate number of storeys	
	Commercial or Commercial-Residential mix	Industrial on ground floor
20 m	6	5
17-18 m	5	4
14-15 m	4	3
11 m	3	2

Legend

- General Employment
- General Employment with limited residential
- Industrial Employment
- Marine Industrial



Map 15. Employment Lands

8.2. General Employment Areas

Intent:

Maintain lands for a range of commercial uses appropriate to the neighbourhood context.

8.2.1. General Employment areas are envisioned to include a range of commercial or light industrial development up to four storeys and 2.0 floor space ratio.

8.2.2. Flexibility in use should be supported to encourage the heritage designation and adaptive reuse of the commercial block at 420 William Street.

8.2.3. Rezoning for light industrial uses that generate significant truck access off of primary truck routes should be avoided.

8.3. Industrial Employment Areas

Intent:

Retain spaces for light industrial uses to support the neighbourhood and regional economy as well as new upper-floor commercial/office uses to support a business mix where producers, artisans, and professional offices can co-exist. Encourage design that is sensitive to adjacent residential uses.

8.3.1. In the Industrial Employment areas, consider buildings up to a maximum height identified in Map 15 and up to 2.0 floor space ratio.

- a) Commercial uses may comprise no more than 1.5 floor space ratio, where the ground floor is occupied by light industrial space (see Fig. 37).
- b) Ground floors should be designed to accommodate light industrial uses (e.g. with high floor-to-ceiling heights, and loading bay access).
- c) Alternative layouts mixing light industrial and commercial space may be considered, as long as an equivalent floor area in light industrial use is provided.
- d) The range of light industrial uses should be limited to those which are compatible to adjacent residential uses, as applicable, and do not generate significant impacts (e.g. dust, noise, odours, glare, or truck traffic outside of daytime work hours) on these adjacent uses.
- e) Ancillary sales of products produced on site is encouraged in a limited portion of the floor area.



Employment Lands, cont'd.

8.4. Employment Residential Areas

Intent:

Retain space for employment uses while allowing for the expansion of housing or commerce in upper floors, compatible with the surrounding residential areas in Railyards and south of Esquimalt Road.

8.4.1. Buildings up a maximum height identified in Map 15 may be considered in these areas.

8.4.2. A maximum density of up to approx. 2.5 floor space ratio may be considered for sites between Skinner Street and Westside Large Urban Village, or along Esquimalt Road (including fronting the E&N Rail corridor directly adjacent to Esquimalt Road. Total densities up to approx. 2.0 floor space ratio may be considered elsewhere. These densities may be considered as follows:

- a) Residential floor area should be limited to one half of the total floor area
- b) Any residential density added through rezoning is encouraged to consider the provision of a public amenity, or affordable housing contribution to offset the impacts of density. The preferred contribution is secured non-market housing. Projects which include light industrial or artisan production spaces may not support a public amenity due to economic factors, but provide valuable employment space.

8.4.3. The ground floor should generally consist of employment uses including office or light industrial uses, wholesale, personal or professional services, medical services, community

services, food services. Residential or commercial uses are supported on upper floors. Other combinations of employment and residential spaces that achieve a mix of uses on site are also supportable.

8.4.4. Retail uses which are not ancillary to another primary use are discouraged.

8.4.5. In the Employment-Residential areas fronting Esquimalt Road (including the segment of the E&N Trail adjacent to Esquimalt Road) and Langford Street, flexibility in the design of buildings and public realm should be considered to accommodate a range of uses including light industrial, artisan or “maker” spaces through the following strategies (see also section 7.2):

- a) At-grade spaces designed to accommodate a variety of uses, including light industrial or artisan employment uses (e.g. with tall floor-to-ceiling heights, and loading bays) are encouraged, with general commercial and/or residential uses above.
- b) Where residential uses are included, they are encouraged to be located in upper floors, along Alston Street or adjacent to existing residential uses, to transition to the adjacent residential neighbourhood.

8.4.6. Any light industrial uses should be compatible with residential uses located on site, across the street and in adjacent properties.



Figure 36. Illustrative diagram of a mixed use development with light industrial uses at grade

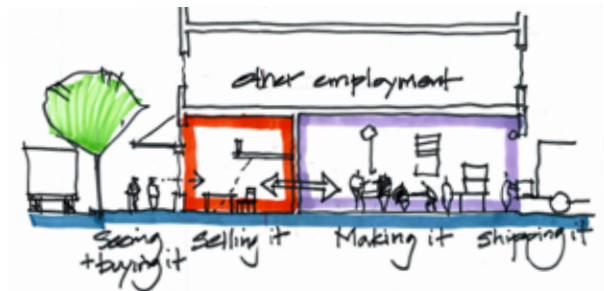


Figure 37. Conceptual examples of industrial employment building with neighbourhood-compatible light industrial uses on the ground floor and commercial uses (e.g. offices, professional services) on the upper floor(s)

8.4.7. Work-live uses should be designed so that the “work” portion of the development is located on the ground floor, and the “work” and “live” portions can be occupied or leased separately, allowing businesses to change over time.

8.4.8. Flexibility in use should be supported to encourage the designation and adaptive reuse of the Ormond’s Biscuit Factory building (242 Mary Street).

8.5. Urban Form, Character and Public Realm Guidance

8.5.1. Buildings facing Langford Street should feature pedestrian-friendly frontages with clear glazing and frequent entries, which may include light industrial design features. For example, large roll-up garage doors may be used and spaces provided for loading. (See Figure 34).

8.5.2. The Langford Street right-of-way between Alston Street and Skinner Street should be designed to allow “back-of-house” uses such as loading bay access to mix with customer-serving active uses, while creating a safe and interesting pedestrian environment. Street improvements which separate pedestrians from parked cars with bollards may be considered in lieu of curb-and-gutter.

8.5.3. Buildings should feature active frontages with storefront-type windows and entries at grade facing Esquimalt Road (including the segment of the E&N Rail Trail directly adjacent to Esquimalt Road).

8.5.4. On the south side of Esquimalt Road, buildings adjacent to the E&N Rail Trail right of way should support quality pedestrian friendly public realm through design of facades with

glazing, front entries and outdoor spaces fronting the right of way. A mix of hardscape and landscape is desired adjacent to the future trail.

8.5.5. Building frontages along the east side of Alston Street should be no more than 11 metres (approx. 3 storeys) in height to maintain a sensitive transition to the neighbourhood, taking advantage of the grade changes from east to west. Buildings fronting Alston Street should establish a streetwall with modest setbacks, architectural design and features (such as windows and doors) which activate the public realm, and provide spaces for street tree planting and landscaping.

8.5.6. A pedestrian connection is desired climbing the slope between Skinner Street and Tyee Road, with redevelopment, to increase permeability of the block to pedestrians.

8.5.7. Redevelopment may include angled parking on Tyee Road.

8.5.8. New development in the Esquimalt Road Corridor should respect the view corridors identified from Catherine Street at Edward Street and from Mary Street at Henry Street, by considering the location, siting and design of new development within the specified view corridor to maintain and frame views of the Olympic Mountains.

8.5.9. Buildings fronting onto the E&N Rail Trail north of Esquimalt Road should create “eyes on the trail” through the location of windows, patios, balconies and overlooks, and views through the site where appropriate. Entrances for customers and employees are encouraged where appropriate, and should be designed to encourage natural surveillance.

a) Buildings should feature active frontages with storefront-type windows and entries at grade facing Esquimalt Road.

8.5.10. The types of light industrial uses considered should be appropriate to this location within a residential neighbourhood. These uses should limit off-site impacts (noise, glare, dust and odours) and minimize noise and delivery impacts on residential areas outside of daytime business hours.

8.5.11. Outdoor storage and loading should be properly and attractively screened from residential areas.

8.5.12. Loading areas should be located to minimize truck traffic off of designated truck routes.

8.5.13. Buildings that mix light industrial and residential uses should be sensitively designed to reduce residential overlook of loading, storage or working areas and minimize impacts on the residential uses.

8.5.14. Where parking is located in a structure but not underground, avoid blank walls adjacent to the street

8.5.15. Development adjacent to lower-density residential uses should sensitively transition through massing, design, setbacks and landscape that minimizes shading and overlook and provides for building separation and privacy.

8.5.16. The height of street walls (that portion of a building closest to the street) to frame streets and provide definition and enclosure while maintaining sensitivity to and access to sunlight for any residential development across the street.

9. Core Songhees and Master Planned Areas

Master Planned Areas

Part of Vic West's unique character is shaped by the recent master planned developments that ring the Inner and Outer Harbour. This area was the location of a Lekwungen village and later the Songhees Nation Reserve. After the 1911 relocation of the Songhees Reserve and sale of these lands, these lands were developed for harbour-related industry. With the decline of industry, planning began in the 1970s with the vision of re-purposing industrial lands along the waterfront.

Dockside Green, Bayview Place (including Roundhouse), Railyards and the Songhees Area feature medium and high-density multi-unit housing, public parks and open spaces, commercial areas, and pedestrian networks. The master planned areas help create diversity, vibrancy and density in the city's core while supporting Vic West retail, transportation choice and overall urban sustainability. They will accommodate a significant portion of new housing in Vic West and the city as a whole. Continued evolution is expected as they are built out over the life of this plan. Development in most of these areas is guided by existing Master Development Agreements, Development Permit Areas, and comprehensive development zones.

Roundhouse

The Roundhouse Historic Railway Precinct is intended to create a mixed-use community centred on Turntable Plaza, a public open space north of the E&N Rail which will be surrounded by conserved heritage railroad buildings that feature

retail, restaurant, arts and commercial uses. Roundhouse is expected to be a destination for the surrounding community and visitors. The precinct envisions the following features:

- Enhanced connectivity through completion of the E&N Rail Trail through the site, pedestrian crossings, and connections to Vic West Park
- Lime Bay Mews, an important walking route and view corridor, framed with small retail and work spaces and connecting the waterfront and plaza
- Housing in townhouses and taller multi-unit buildings that step away from the waterfront and surround a network of semi-private courtyards and open spaces
- 20% of housing units containing lock-off suites to enhance the rental housing supply
- Enhancements to the adjacent Lime Bay Park, Sitkum Park and the Garry oak – camas meadow natural area southeast of Esquimalt Road and Kimta Road
- A community space or equivalent cash amenity contribution to the City of Victoria to provide improvements elsewhere in the neighbourhood
- Stormwater management features
- If passenger rail resumes on the E&N Rail, a station in this area may be considered; however, the primary station location for Vic West is at the west end of the Johnson Street Bridge



Bayview Place

Bayview Place is a 20-acre neighbourhood development encompassing the Roundhouse and the Bayview Hillside Lands. Bayview includes high-density multi-unit residential buildings and a seniors' housing development within a network of open spaces and pedestrian pathways.

The Hillside Lands provide living space near the downtown and support activity and commerce in nearby areas such as Roundhouse. This development features:

- A network of pedestrian paths
- Seniors' housing
- Improvements to Songhees Hillside Park and the natural area along Esquimalt Road

ROUNDHOUSE



BAYVIEW PLACE



RAILYARDS



DOCKSIDE GREEN



Map 16. Master Planned Areas - existing + future development

Railyards

Railyards creates a community of diverse housing opportunities in townhouses and multi-unit apartment buildings around a network of streets, open spaces, trails and natural stormwater features on the former CNR Rail Yard site, adjacent to the Galloping Goose Regional Trail. A small commercial component is included on Regatta Landing. The development plan features:

- Buildings reflecting a contemporary-industrial aesthetic
- A network of parks and open spaces including Bridges Park, with a children's play lot; and Regatta Point Park, both accessible from the Galloping Goose
- A bicycle and pedestrian connection from the Galloping Goose Regional Trail to the Bay Street – Tyee Road/Skinner Street intersection, where a small entry plaza will be developed
- Rain gardens for stormwater mitigation
- Water access at Central Spur pier and the Railyard pier and boardwalk
- Restored shoreline habitat

Dockside Green

Dockside Green creates a sustainable, mixed-use community located between the working harbour, Tyee Road and downtown Victoria. It includes a mix of working and residential environments, retail services and restaurants, and buildings of varying heights organized around a network of green spaces, plazas, and pathways. When completed, the development will feature:

- Housing that steps down from Tyee Road to Harbour Road, where a mix of low-rise commercial or light industrial buildings transition to the working harbour

- A central, accessible public greenway along a linear water feature which limits stormwater runoff
- Additional pedestrian connections from Tyee Road to Harbour Road
- A number of publicly accessible parks and open spaces: centrally-located Playroom, a children's playground with natural features; Dockside Commons, with a large lawn area with formal and informal seating; and Dockside Landing, the primary plaza fronting onto Harbour Road
- Two areas for retail, restaurants and services: one at Dockside Landing, and one near the smaller Waterside Plaza where the Galloping Goose meets Harbour Road
- Sustainability features including on-site rainwater management, wastewater treatment facility, district energy plant, green building and LEED for Neighbourhood Design certification
- Provision of non-market rental and homeownership housing units
- Several public views preserved through the site
- A community space in the form of a sustainability centre, or an equivalent cash amenity contribution to the City to be used for improvements that benefit the Dockside lands

Intent:

Encourage a diversity of medium and high density multi-unit housing in master planned sites at Dockside Green, Bayview Place (including Roundhouse), and other opportunity sites in the Core Songhees area. Continue to support the redevelopment of Master Planned Areas consistent with the existing Master Development Agreements, including all amenities and public improvements.

9.1. Master Planned Areas Policies

9.1.1. Support the continued implementation of the following:

- a) Railyards Master Development Agreement and Railyards Development Guidelines (2002, as amended)
- b) Dockside Master Development Agreement, Design Guidelines for the Dockside Area (2005, as amended), and Dockside Green Urban Design Guidelines (2016, as amended)
- c) Roundhouse Master Development Agreement and Roundhouse Design Guidelines (July 2008, as amended)
- d) Songhees Policy Plan and Design Guidelines (2008, as amended)

9.1.2. If any changes are proposed to existing MDAs, encourage consistency with the various policies in this plan, the City's Official Community Plan, and other policies including the Victoria Housing Strategy. Should rezoning and amendments to MDAs, which increase density, be proposed, consideration should be given for public amenities and/or affordable housing in support of community goals, to offset the impacts of density.

Special Planning Areas

Special Planning Areas are larger sites which have the potential to redevelop during the time frame of the plan. This section provides policy direction if significant redevelopment is proposed for Special Planning Areas shown on Map 17.

9.2. Special Planning Area: Tyee Cooperative

9.2.1. Any redevelopment of the Tyee Cooperative should maintain the existing number units and floor space of non-market housing.

9.2.2. Redevelopment should include a mix of housing units, including housing attractive to families with children.

9.2.3. Common facilities (e.g. open space, play lot, community garden) that serve a range of residents' needs. Rooftop open space may be considered.

9.2.4. Underground or structured parking is encouraged.

9.2.5. Redevelopment may include a mix of housing types such as townhouses, stacked townhouses, and apartment buildings, up to a density of 2.5 floor space ratio, with building heights generally compatible with the surrounding development and public open spaces.

9.2.6. The site may accommodate services and limited commercial uses (e.g. child care, medical services, educational services, personal services, coffee shop, co-working, incubator or affordable business spaces, and social enterprise) as an ancillary use to the primary residential use. These uses may be focused on Wilson Street and the Wilson-Tyee intersection to reinforce Wilson Street as a desired "main street" for the area.

9.2.7. A public pedestrian and bicycle connection should be established through the site, from Sitkum Road to Tyee Street or Wilson Street. This connection should be designed to provide visual connection to and casual surveillance from residences and commercial spaces on the site.

9.2.8. Parking reductions may be considered for affordable housing and the implementation of Transportation Demand strategies.

9.2.9. Opportunities for urban food production are encouraged (e.g. allotment garden, rooftop garden, edible landscape).



Map 17. Special Planning Areas

10. Heritage



1140 Arthur Currie Lane
(Heritage designated)



Ormond's Biscuit Factory, 242 Mary Street



E&N Roundhouse, 253 Esquimalt Road
(Heritage designated)

Other Relevant Policies & Bylaws

- Heritage Tax Incentive Program (TIP)
- Victoria Register of Heritage Properties



420 William Street



740 Mary Street
(Heritage designated)



225 Dundas Street

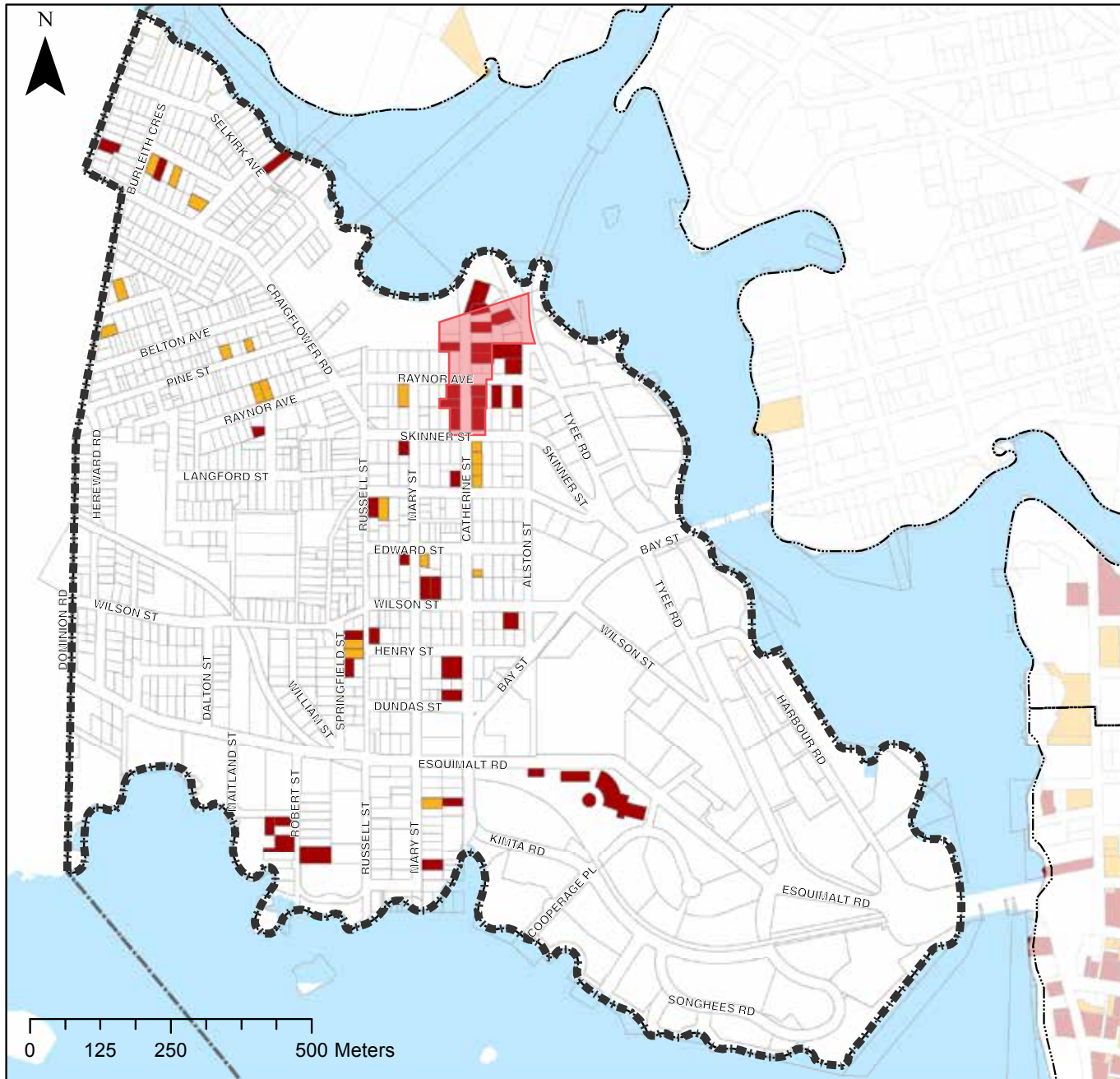
Goals:

1. Protect the historic character of significant buildings and important sites
2. Celebrate and interpret the heritage of the neighbourhood

Vic West's lands, waterfront, buildings, streets and other special places shape the neighbourhood's identity and sense of place. Different places in the neighbourhood tell stories of Vic West's past, such as important Lekwungen fishing, hunting and food gathering

sites, ceremonial places and travel routes. The Songhees village, which became the Songhees reserve, was established on the Vic West shoreline after Fort Victoria was established in the 1840s. There, aboriginal people from across the region lived, traded and gathered until the reserve and its residents were moved to Esquimalt in 1911. Other places in Vic West tell of settler farms that supported Fort Victoria, shoreline that served as the industrial heart of Victoria, and thriving residential and industrial areas that flourished because of the streetcar, railway and walking connections to




downtown. Elegant estates near the waterfront grew up alongside Vic West's industrial and worker housing areas, and historic houses and industrial properties still dot neighbourhood streets today. Beginning in the 1970s, investments in neighbourhood parks, waterfront walkways and housing renewal set the stage for the gradual redevelopment of many of Vic West's former industrial places. Today, medium- and high-density housing are located alongside historic buildings and places, and contribute to the neighbourhood's evolving heritage and sense of place.



Heritage Properties

 Victoria West Boundary

Heritage

-  Designated
-  Registered
-  Existing Heritage Conservation Area 1 - Catherine Street

Map 18. Heritage Areas

10.1. Heritage Designated and Registered Properties

Intent:

Protect the historic character of significant buildings and important sites.

10.1.1. Encourage landowners to consider the protection of heritage resources through the designation of properties listed on the City's Register of Heritage properties, identified on Map 18, or other buildings of heritage merit, including through the rezoning process.

10.1.2. Consider future additions of properties to the City's Register of Heritage Properties in consultation with property owners.

10.2. Heritage Conservation Areas

Intent:

Conserve the historic character and integrity of special neighbourhood places.

10.2.1. Consider future citizen-initiated proposals for designation of Heritage Conservation Areas where heritage merit exists.

10.3. Adaptive Re-use of Buildings of Heritage Merit

Intent:

Support heritage conservation through innovative site planning and design that supports the retention and adaptive re-use of heritage-eligible buildings while allowing the addition of housing or employment spaces.

For additional policies specific to Traditional Residential Areas, see also Section 6.8.

10.3.1. Support single detached homes with a suite and garden suite, or the conversion of an existing house to contain two suites, where the house is subject to heritage designation

10.3.2. Where redevelopment is proposed, consider flexibility in site planning, building form and massing that support the retention and adaptive reuse of buildings of heritage merit, and avoid demolition for new development.

10.3.3. With redevelopment of heritage properties, consider the relaxation of regulatory requirements (e.g. reduced parking requirements; variances to setbacks or suite coverage) while encouraging development that supports the overall objectives of this plan.

10.3.4. Through the retention and adaptive re-use of existing houses:

- a) Consider the addition of habitable area (e.g. through lifting the home or adding an appropriate addition) during the conversion of a character house into more than one unit.
- b) Consider additional density (floor area or number of units) in a house conversion which is subject to heritage designation, as an incentive to encourage voluntary designation.

10.3.5. Encourage the use of incentives for the rehabilitation or adaptive reuse of commercial or mixed use heritage properties.



Figure 38. Illustrative example of heritage property with a suite and a garden suite.



Figure 39. Example of adaptive re-use of heritage buildings on Amelia St, Victoria.



Figure 40. Example of added density around heritage buildings, Vancouver BC

11. Infrastructure and Green Development



Other Relevant Policies & Bylaws

- Victoria Sustainability Framework
- City Climate Leadership Strategy and 100% Renewable Energy by 2050 Commitment
- Sustainability Checklist for New Construction (to be updated in 2018/2019)
- City-wide education and incentive programs
- Water System Master Plan
- Stormwater Master Plan
- Sanitary Sewer Master Plan (to be completed 2018)

Goals:

1. Ensure sufficient infrastructure capacity to meet the future needs of residents and businesses
2. Use stormwater management to restore ecological processes.
3. Become a leader for sustainable buildings and infrastructure
4. Identify and address neighbourhood climate change impacts

Vic West is a neighbourhood with a strong history of activities, organizations, and development projects embracing sustainability and climate change mitigation and adaptation, with a strong local economy, some of the City's first passive house-certified homes, and internationally-renowned sustainable development projects. It is, and should continue to be, a leading neighbourhood in sustainable development in the city, region, and province.

This plan takes an integrated approach to sustainability, with sustainable development directions woven throughout the plan. This section identifies specific strategies to further support green buildings and infrastructure in Vic West.

Infrastructure and Green Development, cont'd.

11.1. Infrastructure Upgrades

Intent:

Ensure sufficient infrastructure capacity to meet the future needs of residents and businesses.

11.1.1. Consider the capacity of utility networks, including water distribution, sanitary sewer and storm drainage, in reviewing development applications and other land use changes.

11.1.2. Continue upgrading the underground infrastructure in the Victoria West neighbourhood as directed by City-wide master plans for water distribution, sanitary sewer and storm drainage upgrades.

11.2. Stormwater Management on Public Lands

Intent:

Use infrastructure to mimic and restore ecological processes

11.2.1. Continue to monitor stormwater outfalls emptying in the Gorge Waterway.

11.2.2. Identify opportunities to incorporate green stormwater infrastructure or “green streets” as part of utility, active transportation and other street improvements. Potential locations include priority pedestrian and cycling routes and visible locations such as around urban villages.

11.2.3. Identify opportunities for stormwater management as part of public development projects or improvement on City-owned lands.

11.3. Stormwater Management on Private Lands

Intent:

Promote stormwater management practices on private property.

11.3.1. Work with property owners and institutions to identify options for mitigating stormwater impacts on sites with high impervious cover, and thereby reducing the stormwater utility costs for these properties.

11.3.2. Encourage new developments to foster rainwater infiltration through the use of absorbent landscaping, swales, rain gardens, pervious paving, green roofs, infiltration trenches, and other appropriate methods.

11.3.3. Encourage property owners to seek stormwater rebates through the City's rainwater rewards program.

11.3.4. With the redevelopment of large sites (e.g. special planning areas), encourage innovative on-site stormwater management integrated into the design.

11.4. Green Buildings

Intent:

Encourage, promote, and facilitate the development of sustainable buildings and low carbon housing stock.

A number of City-wide initiatives are addressing this goal:

11.4.1. Through City-wide implementation of the BC Energy Step Code, require all new residential and commercial buildings to meet energy efficiency standards.

11.4.2. Through the city-wide Market Rental Revitalization Study, develop policies to encourage energy efficiency and support revitalization in existing rental apartment buildings in Vic West, while maintaining affordability and tenant stability.

11.4.3. Through the development process, support innovative sustainability features and practices in new multi-unit residential, commercial, and mixed use developments.

11.4.4. Through implementation of the City-wide Climate Leadership Plan, develop procedures to require new developments to identify all sustainability features and practices, such as energy efficiency, stormwater management and sustainable building materials.

11.4.5. Recognizing that Vic West has one of the highest proportions of houses heated by oil, eliminate the use of heating oil systems by 2030 through support programs such as BC Hydro's Home Renovation Program rebates, and the provincial Oil to Heat Pump program.

11.4.6. Encourage utility companies and the provincial government to adopt programs to incentivize solar and other renewable energy systems, through implementation of City-wide Climate Leadership Plan.

11.4.7. Review and streamline City processes to encourage broader adoption of solar and other renewable energy systems.

11.4.8. On public lands, use vegetation to shade impervious areas and buildings to reduce heat island effect.

11.5. Adapting to Climate Change

Intent:

Identify and address neighbourhood climate change impacts

11.5.1. Identify plants and ecosystems vulnerable to climate change and development management strategies to mitigate impacts, through implementation of the City's Parks and Open Space Master Plan.

11.5.2. Adopt guidance for any development adjacent to the water, consistent with Provincial Guidance on planning for sea level rise (see also 4.1.6.).

11.5.3. Identify city infrastructure and facilities susceptible to impacts from sea level rise and develop strategies to adapt.

12. Neighbourhood Food Systems



Other Relevant Policies & Bylaws

- Small-Scale Commercial Urban Food Production Regulations
- Community Gardens Policy
- Boulevard Gardening Guidelines

Goals:

1. Create more places to get and grow food close-to-home
2. Integrate food production into public places

Vic West has a rich history of food production, beginning with the waters and lands where Lekwungen people fished, cultivated and gathered food for generations. After settlement, farms in Vic West supplied food for Fort Victoria. Over the last two decades, Vic West has emerged as a leader in creating strong neighbourhood food systems, with community allotment and commons gardens, a community orchard, boulevard gardens, home gardens, and a network of people involved in mentoring and building skills in urban food production and a variety of other community-led initiatives. These examples showcase how food can be incorporated into public and private land, and used as an important tool for community building. From the beginning of engagement on the neighbourhood plan, the neighbourhood food system was identified as an important value for Vic West. While many urban food

production policies are set at the City-wide level, the neighbourhood plan plays a role in identifying specific opportunities for Vic West.

12.1. Access to Neighbourhood Food

Intent:

Create more places to get and grow food close-to-home

12.1.1. Support community-led efforts to establish a year-round farmers market in Victoria West.

12.1.2. When creating park improvement plans, consider opportunities to incorporate features that encourage the public gathering around food, such as picnic tables, barbecues, community ovens and barrier-free access to food gardens in public places.

12.2. Community Gardens and Food Production in Public Places

Intent:

Integrate food production and community gardening into public places

12.2.1. Explore community-led opportunities for food gardens, pollinator gardens or native plant gardens on City lands at:

- a) Victoria West Park; and,
- b) at other suitable other locations in parks and public greens identified in partnership with the community. Suggestions from community consultation included Alston Green, Dundas Green and Mary Street Park.

Neighbourhood Food Systems, cont'd.

12.2.2. Encourage and support community gardens and food projects on suitable public and private lands, in partnership with community organizations, such as the following initiatives supported through City-wide programs and policies:

- a) boulevard gardens
- b) community commons and allotment gardens
- c) community orchards
- d) stewardship of urban food trees
- e) keeping of bees and hens
- f) commercial urban food production.

12.2.3. Encourage applications for the establishment and/or enhancement of community orchards in locations of interest to the community, including:

- a) Hereward Park
- b) Triangle Park
- c) Banfield Park
- d) Other locations identified in partnership with the community.

12.3. Food Production on Private Lands

Intent:

Integrate food production into new multi-unit development where appropriate.

12.3.1. Encourage new multi-unit developments to incorporate food production and other food features, such as:

- a) rooftop or ground-level allotment gardens for private resident use in new multi-unit buildings.
- b) edible landscaping, such as trees, shrubs and other plants.
- c) potable water on balconies and outdoor spaces.
- d) rooftop greenhouses.
- e) beekeeping.

12.3.2. Encourage new allotment gardens at Tyee Co-op and Pioneer Co-op where redevelopment occurs which adds density to these sites.

13. Neighbourhood Well-Being



Photo: Jack Meredith

Other Relevant Policies & Bylaws

- Great Neighbourhood Program
- City grant programs

Goals:

1. Refresh indoor community facilities to support residents of all ages in a growing community
2. Support the creation of more childcare options to support families with children living in Vic West
3. Foster a safe and inclusive community for all residents

Vic West has a legacy of community-serving facilities and organizations, including the City's original hospitals, social halls, sports and community organizations. Today, Vic West contains several community-serving institutions including Victoria West Elementary School, Victoria West Community Centre, Da Vinci Centre and several places of worship. These facilities, along with other non-profit and private spaces, provide services to the neighbourhood and broader community, and are complemented by

facilities in other Victoria neighbourhoods, Esquimalt, and Saanich. This plan encourages programming and partnerships to help meet identified community needs such as recreation, inclusion and childcare. This plan also encourages the evolution of community facilities over time to meet the changing nature of Vic West.

Neighbourhood Well-being, cont'd.

13.1. Community Facilities

Intent:

Refresh indoor community facilities to support residents of all ages in a growing community

Support community facilities as part of existing or future Master Development Agreements

13.1.1. Continue to assist Victoria West Community Association to sustain and enhance community programming, services and facilities that meet the evolving needs of Vic West's growing community.

13.1.2. As part of the long-term development of Westside Large Urban Village, explore opportunities to establish a community facility to encourage gathering and reinforce the heart of the neighbourhood.

13.1.3. Work with School District to make school facilities more broadly available for community programming, sports, indoor and outdoor gathering.

13.1.4. Develop community space as described in the Roundhouse Master Development Agreement, or accept cash-in-lieu to be used for the creation of community facilities elsewhere in the neighbourhood.

13.1.5. Develop the Sustainability Centre, or an alternative public amenity that benefits the Dockside lands, as described in the Dockside Master Development Agreement, through planning that involves the community, the Neighbourhood Association, the City, and the developer.

13.2. Childcare

Intent:

Support the creation of more childcare options to support families with children living in Vic West

13.2.1. Continue to support the Victoria West Community Association in the provision and potential expansion of child and youth care spaces at Vic West Community Centre and Victoria West Elementary School.

13.2.2. Support daycare and eldercare as a use throughout the neighbourhood in accordance with zoning, suitable to the built scale of their immediate surroundings.

13.3. Neighbourhood Inclusion and Safety

Intent:

Foster a safe and inclusive community for all residents

13.3.1. Support improvements to public spaces, such as Banfield Park and the Galloping Goose Trail, to improve the sense of safety at all times of day.

13.3.2. Continue to support a range of non-market and market housing options to support diverse and inclusive community.

13.3.3. Seek opportunities to promote social interaction between different generations through the design of public spaces, parks and public facilities.



14. Arts, Culture and Placemaking



Other Relevant Policies & Bylaws

- Create Victoria Arts and Culture Master Plan (2017)

Goals:

1. Encourage public art and placemaking that celebrate Vic West's identity
2. Support creative entrepreneurs

Vic West is a neighbourhood which has attracted a diverse population of artists. In addition to providing a range of opportunities for living, working, and selling works, a vibrant community weaves arts and culture into everyday life and helps create a strong sense of place. Opportunities for creative placemaking include temporary and permanent public art opportunities in parks and other public spaces. Public art can celebrate Victoria West's unique identity and reinforce the neighbourhood's human and natural heritage.

Arts, Culture and Placemaking, cont'd.

14.1. Neighbourhood Public Art and Placemaking

Intent:

Encourage art and placemaking initiatives that celebrate Vic West's identity

Policies:

- 14.1.1. Introduce public art into small urban village areas as part of streetscape improvements.
- 14.1.2. Incorporate public art into the design of neighbourhood trails, connectors and parks spaces. Identify locations through active transportation and park improvement planning.
- 14.1.3. Partner with arts organizations to encourage art installations in neighbourhood public spaces, such as temporary pop-ups and artist-in-residence initiatives.
- 14.1.4. Engage Songhees and Esquimalt First Nations to determine opportunities for public art in public spaces.
- 14.1.5. Suggested locations for public art may include:
 - a) Craigflower Village and Banfield Park interface
 - b) Victoria West Park and Alston Green
 - c) E&N Rail Trail right of way adjacent to Esquimalt Road
 - d) E&N Rail Trail, other segments
 - e) Public spaces at Bayview Place (including Roundhouse) and Dockside Green

- f) Pedestrian connections within Westside Village (e.g. the stairwell between Tye Road and the upper parking lot)

14.1.6. Through consultation, the community suggested various themes for public art. Suggestions for the community included: First Nations history and places; the ecology and natural history of the area including the Gorge waterway; the working / industrial history of the neighbourhood; the diversity of people calling Vic West home; urban sustainability; and the artistic creativity of the neighbourhood

14.1.7. Support community-led initiatives in partnership with the City and private development, to establish gateway signs at entrances to Vic West.

14.1.8. Work with the Township of Esquimalt on appropriate gateway designs for the intersection of Esquimalt Road and Dominion Road (see also 6.2.11.).

14.2. Support Creative Entrepreneurs

Intent:

Create/strengthen opportunities to showcase and feature neighbourhood artists and creators.

Policies:

- 14.2.1. Through the Arts and Culture Master Plan, engage the arts community and non-profit groups in identifying opportunities, incentives and partnerships to create an incubator space including affordable gallery, studio and creative incubation spaces.
- 14.2.2. Through the Arts and Culture Master Plan, explore ways to link potential creative entrepreneurs, home-based studios and self-employed individuals to available resources for business assistance, skills sharing and access to spaces to make and sell goods.

15. Neighbourhood Amenities and Improvements

This chapter highlights the neighbourhood's priorities for public improvements and amenities. This list captures, at a high level, key neighbourhood improvements identified through consultation. Many projects will require a combination of funding sources to be realized. This list should serve as a guide for future consideration of amenity contributions from development, prioritization of public improvements, seeking funding opportunities and building partnerships.

15.1. Priorities for Neighbourhood Improvement

Neighbourhood priorities are listed in no particular order:

15.1.1. On-site non-market housing: Affordable housing integrated within the neighbourhood was identified as desirable to support a diverse, sustainable and equitable neighbourhood into the future.

15.1.2. Waterfront access improvements (e.g. swim docks, small boat launches, and/or viewpoints), including at Banfield Park, are one of the key recreational opportunities desired in Vic West.

15.1.3. Active transportation routes: While Vic West is served by two major regional trails, consultation identified the need to travel between these trails and neighbourhood destinations more comfortably. Improvements to other active transportation routes in the neighbourhood, as identified in this plan, will help achieve this objective.

15.1.4. Food production: Opportunities for urban food production are important amenities to Vic West residents, and may include community and allotment gardens and community orchards.

15.1.5. Placemaking and public space improvements in urban villages is desired to encourage gathering and to strengthen urban villages as places not only for accessing shopping and services, but also for enhancing livability and building community.

15.1.6. Additional community facility space is desired to support expanded activities, programming and services for area residents. The Westside Village area was identified as an preferred place for additional facility space.

15.1.7. "Complete street" improvements will enhance mobility and connections within the neighbourhood and tie different parts of the neighbourhood together. Bay Street, Skinner Street, Tyee Road, and Esquimalt Road are seen as priorities with opportunities for streetscape improvements through future redevelopment, or other investment.

Other Relevant Policies & Bylaws

- Density Bonus Policy
- Parks and Open Spaces Master Plan
- Bicycle Master Plan
- Pedestrian Master Plan
- Community Gardens Policy
- Great Neighbourhood Program
- City grant programs

16. Action Plan

The action plan provides a high-level list of actions identified in this draft plan. Implementation of this action plan must be balanced with available resources and other City priorities. The improvements may be accomplished through a combination of funding sources, including City capital programming, amenity contributions from development, senior government grants, and partnerships with other public, non-profit or private entities. Any future actions are to be considered through the City's budget process which occurs annually.

16.1. Plan Monitoring

The action plan is to be used as a working document and should be reviewed periodically (every 3-5 years) with the community as part of monitoring and adaptive management of the plan, in order to consider changing circumstances, desires and progress made.

16.2. Neighbourhood-based initiatives

Where City resources are limited, stakeholders are encouraged to seek other means of furthering priorities in this plan, including local improvement districts, partnerships, grant funding and other sources of funding to advance the objectives of this plan.

Topic	Short-term Actions (2018-2020)	Year	Lead	Funded?
Transportation and Mobility	Assess the Catherine Street at Bay Street lane designations for left and right turns (north side of intersection)	2018	Engineering and Public Works	√
	Share community feedback on pathways across Vic West School field with School District 61 (see Policy 3.3.9.)	2018	Sustainable Planning and Community Development	√
	Assess Langford Street at Russell Street for visibility and stop sign (see Policy 3.6.2.)	2018	Engineering and Public Works	√
	Complete pedestrian and bicycle connections from Vic West to downtown on the Johnson Street Bridge	2018	Engineering and Public Works	√
	Complete Point Ellice (Bay Street) Bridge rehabilitation	2018	Engineering and Public Works	√
	Replace the temporary barrier at Reno Street and Belton Avenue with a permanent barrier (see Policy 3.3.13.)	2018	Engineering and Public Works	√
	Add pylons or other physical separation for cycling along Skinner Street between Alston Street and Langford Street (see Policy 3.4.3.)	2019	Engineering and Public Works	√

Figure 41. Short-term Actions

Topic	Short-term Actions (2018-2020)	Year	Lead	Funded?
Transportation and Mobility (cont.)	Assess transportation conditions at the following locations and update Neighbourhood Plan and Action Plan with suggested improvements as warranted: <ul style="list-style-type: none"> • Skinner Street, for improvements for pedestrian and cyclist comfort and safety, including visibility, crossings, vehicle speed and intersection improvements, from Russell Street to Langford Street (see Policy 3.4.3.). • Evaluate the crossing of Craigflower Road at Raynor Ave. to determine if improvement is needed (see Policy 3.4.4.) • Mary Street, for speeding and cut-through traffic, and improvements for pedestrian safety, including intersection visibility and crossings at Wilson Street (see Policy 3.6.3.). • Selkirk Street, for vehicle speed and cut-through traffic from Banfield Park to the Esquimalt border (see Policy 3.6.4.). • Wilson Street from Dominion Road/Viewfield Road to Rothwell Street, for pedestrian and cyclist safety, including visibility, crossings, vehicle speed and intersection improvement (see Policy 3.6.5.). • Rothwell Street for vehicle speeds, commercial traffic volume and road designation and crossing at Esquimalt Road (see Policy 3.6.6.). • Hereward Road for vehicle speed and cut-through traffic (see Policy 3.6.6.). • Dalton Street south of Wilson Street for vehicle speed and cut-through traffic (see Policy 3.6.7.). • Bay Street between Tyee Road and Esquimalt Road, for vehicle speed, visibility, crossings and other improvements for pedestrian safety to improve connections between residential neighbourhood and Vic West Park and Westside Village (see Policy 3.6.8.). • Assess E&N Trail crossing at Wilson Street for safety and visibility (see Policy 3.3.12.). • Evaluate opportunities for short-term sidewalk improvements on Langford Street between Alston Street and Tyee Road, and potential improvements to Alston Road, through update to pavement management plan (see Policy 3.3.10.). • Monitor and review speed limit along Esquimalt Road following completion of new Johnson Street Bridge (see Policy 3.3.20.). • Assess Craigflower Road, Tyee Road, Bay Street, Wilson Street and Esquimalt Road for consistency of speed limits along corridor and across municipal boundaries (see Policy 3.6.9.). 	2019 (through 2018 budget planning)	Engineering and Public Works	
	Complete All Ages and Abilities connection on Harbour Road (see Policy 3.2.1.).	2019	Engineering and Public Works	
	Complete pilot All Ages and Abilities route on Kimta Street, including crossing at Esquimalt Road and assessment of lighting on the pathway behind the Delta Hotel (see Policy 3.3.16.).	2019	Engineering and Public Works	
	Complete the bicycle and pedestrian connection from the Galloping Goose to the Bay-Tyee intersection through the Railyards (see Policy 4.13.2.).	Subject to development	Private Development	

Figure 41. Short-term Actions, cont.

Topic	Short-term Actions (2018-2020)	Year	Lead	Funded?
Parks, Open Space and Waterfront	<ul style="list-style-type: none"> Implement the Vic West Park Improvement Plan (see Policy 4.15.1.) Assess vehicle drop-off/ parking conditions on Esquimalt Road for skate park (see Policy 4.15.2.). 	2017-2021	Parks, Recreation and Facilities; Engineering and Public Works	
	<ul style="list-style-type: none"> Share community feedback on Galloping Goose with CRD, including improved lighting between Banfield Park and Harbour Road, Trans-Canada Trail pavilion intersection, visibility and speed of motorized vehicles; identify next steps (see Policy 4.11.1.). 	2018	CRD; Sustainable Planning and Community Development	
	Complete a habitat assessment to determine the feasibility of new or expanded public swim docks at Arm Street, Burleith and Banfield Parks (see Policy 4.6.1, 4.6.2, 4.8.1).	2018-2019	Parks, Recreation and Facilities	
Housing, Urban Villages and Employment	Update the Official Community Plan to reflect the land use directions in this plan.	2018 – concurrent with plan adoption	Sustainable Planning and Community Development	√
	Update Development Permit Area boundaries and guidelines for Urban Villages, Urban Residential and Employment Corridors and Townhouses to reflect area-specific policies in this plan.	2018 – concurrent with plan adoption	Sustainable Planning and Community Development	√
	Create zoning options for ground-oriented infill development including townhouses, duplexes, triplexes, fourplexes, and small apartments as described in this plan.	2019-2020	Sustainable Planning and Community Development	√
	Update the Neighbourliness Guidelines for Duplexes to reflect policies in this plan.	2019-2020	Sustainable Planning and Community Development	√
	Revise Small Lot House Rezoning policy to support secondary suites in small lot homes in Vic West and to consider smaller lot size as identified in this plan.	2019-2020	Sustainable Planning and Community Development	√
	Update zoning to reflect Industrial Employment areas policies in this plan.	2019-2020	Sustainable Planning and Community Development	√

Figure 41. Short-term Actions, cont.

Topic	Short-term Actions (2018-2020)	Year	Lead	Funded?
	Amend zoning to allow for a secondary suite and garden suite on heritage designated properties.	2019-2020	Sustainable Planning and Community Development	√
	Update the house conversion regulations, or develop new regulations, to support the retention and adaptive re-use of smaller heritage properties through the addition of habitable space and to create incentives for voluntary designation.	2019-2020	Sustainable Planning and Community Development	√
Neighbourhood Food Systems	Create voluntary guidelines for urban food production in mixed-use and multi-unit developments	2018-2020	Parks, Recreation and Facilities	√

Figure 41. Short-term Actions, cont.

Topic	Medium-term Actions (2021-2027)	Lead	Funded?
Transportation and Mobility	Complete the E&N Trail segment through the Roundhouse development (see Policy 3.2.3.).	Private Development	
	Establish a formal connection to the E&N Trail at Sherk Street (see Policy 3.3.11.).	Engineering and Public Works	
Parks, Open Space and Waterfront	Expand Songhees Park through improvements to the Johnson Street Bridge lands consistent with the Council-approved concept design (2017) (see Policy 4.20.1.).	Parks, Recreation and Facilities	
	Complete public spaces, including Bridges Park and the entry plaza, in the Railyards Master Development Agreement (see Policy 4.13.1.).	Developer	
	Complete public spaces, including Sitkum Park and Turntable Plaza, in the Roundhouse Master Development Agreement. (Timing dependent on development) (see Policy 4.9.2.).	Private Development	
	Complete a Park Improvement Plan for Banfield Park (see Policy 4.8.1.).	Parks, Recreation and Facilities	
Infrastructure and Green Development	Adopt guidance for any development adjacent to the water, consistent with Provincial Guidance on planning for sea level rise (see Policy 11.5.2.).	Sustainable Planning Community Development	
	Identify city infrastructure and facilities susceptible to impacts from sea level rise and develop strategies to adapt (see Policy 11.5.3.).	Sustainable Planning Community Development; Victoria Emergency Management Agency, Engineering Public Works	
Art, Culture and Placemaking	Concurrent with the Banfield Park improvement plan, develop a design for Craigflower Village streetscape, pedestrian environment, and Banfield park street frontage (see Policy 7.5.1.-7.5.4.).	Parks, Recreation and Facilities; Sustainable Planning & Comm. Development; Engineering and Public Works	

Figure 42. Medium-term Actions

Topic	Long-term Actions (2028+)	Lead	Funded?
Transportation and Mobility	Improve cycling and pedestrian facilities for Point Ellice Bridge as part of future bridge improvements (see Policy 3.4.1.).	Engineering and Public Works	
	Develop the Alston Street corridor as a north-south pedestrian and bicycle linkage between the Galloping Goose and the Westsong Walkway (see Policy 3.3.1., 3.3.10., 3.4.3.).	Private Development, Engineering and Public Work	
	Complete improvements to pedestrian and bicycle safety in Banfield Park (see Policy 3.3.3.).	Parks, Recreation and Facilities	
	Complete any outstanding segments of E&N Rail corridor (see Policy 3.2.3.).	Private Development; Engineering and Public Works	
	Complete All Ages and Abilities connections along William Street and areas adjacent to the Vic West Elementary School field (see Policy 3.3.2.).	Engineering and Public Works	
	Complete the All Ages and Abilities route along Selkirk Road from Banfield Park to Tillicum Road (see Policy 3.1.1.).	Engineering and Public Works	
	Work with CRD and BC Hydro to improve trail access to E&N Trail through Hereward Park (see Policy 3.3.6.).	CRD, Parks, Recreation and Facilities	
	Consider trail re-alignment through Triangle Park to reflect pedestrian travel patterns (see Policy 4.14.1.).	Parks, Recreation and Facilities	
Parks, Open Space and Waterfront	Complete public spaces, including Dockside Commons, the Greenway and the park adjacent to the Galloping Goose south of the Point Ellice Bridge in the Dockside Master Development Agreement (see Policy 4.10.1.).	Private Development	
	Complete a planning process for Arm Street Park and Burleith Park, which also includes further consideration a long-term goal of creating an environmentally sensitive waterfront pathway on all or part of the waterfront west of Banfield Park, considering land use policies and the potential for voluntary easements (see Policy 4.1.5., 4.1.6, 4.6.1., 4.6.2.).	Parks, Recreation and Facilities	
	Add wayfinding signage and other improvements along Westsong Walkway (see Policy 4.2.4., 4.17.1., 4.19.1., 4.20.1.).	Parks, Recreation and Facilities	
Heritage	Complete a reconnaissance survey of the neighbourhood to identify buildings of heritage merit (see Policy 10.1.2.).	Sustainable Planning & Community Development	

Figure 43. Long-term Actions

Topic	Ongoing Actions	Lead	Funded?
Heritage	Continue to work with owners to voluntarily designate buildings of heritage merit (see Policy 10.1.1.).	Sustainable Planning & Community Development	
	Consider citizen-initiated Heritage Conservation Areas, if proposed (see Policy 10.2.1.).	Sustainable Planning and Community Development	
Arts, Culture and Place-making	Implement the Arts and Culture Master Plan initiatives specific to Vic West (see Policy 14.2.).	Arts, Culture and Events	
	Support community-led placemaking initiatives (see Policy 14.1.).		
Infrastructure and Green Development	Continue underground infrastructure upgrades consistent with City master plans (see Policy 11.2.1.).	Engineering and Public Works	
	Identify opportunities for stormwater management on public lands and streets as part of road resurfacing, active transportation projects and other opportunities, as resources allow (see Policy 11.2.2., 11.2.3.).	Engineering and Public Works	
Transportation and Mobility	Periodically review parking needs upon request and explore new parking management strategies as required (see Policy 3.7.3.).	Engineering and Public Works	
	Continue to complete other neighbourhood-identified active transportation improvements as funding allow or through redevelopment where appropriate (see Policy 3.1.1.).	Engineering and Public Works	
Parks, Open Spaces and Waterways	Support community-led efforts, in partnership with the City, to create new public docks, wharves and other public access for neighbourhood swimming and/or watercraft at locations identified in this plan (see Policy 4.2.4.).	Parks, Recreation and Facilities	
	Collaborate with the Greater Victoria School District on park/open space improvements adjacent to school properties (see Policy 3.3.9.).	Parks, Recreation and Facilities	
	Continue to work with community, CRD, industry and provincial and federal partners to improve and restore water and environmental quality in the Gorge Waterway (see Policy 4.1.1.).	Parks, Recreation and Facilities	
	Support community efforts to establish a continuous marine trail linking View Royal, Esquimalt and Saanich (see Policy 4.2.3.).	Parks, Recreation and Facilities	
Neighbourhood Food Systems	Identify suitable locations for community orchards, community gardens and other food features on public and private lands, in response to community interest and partnership (see Policy 12.2.2.).	Parks, Recreation and Facilities	

Figure 44. Ongoing Actions

17. Glossary of Terms

Affordable Housing: Housing that falls within the financial means of a household living in either market or non-market dwellings. Total costs for rent or mortgage plus taxes (including a 10% down payment), insurance and utilities should equal 30 percent or less of a household's gross annual income. Housing affordability is influenced by household income, and cost and supply of housing.

Apartment: A dwelling located in a multi-story, multi-unit building that accesses the ground via shared corridors, entrances and exits.

Attached Dwelling: A building used or designed as three or more self-contained dwelling units, each having direct access to the outside at grade level, where no dwelling unit is wholly or partly above another dwelling unit.

Attached Housing: Any form of housing where more than two individual dwellings are structurally attached including duplexes, townhouses, row-houses, and apartments regardless of tenure.

Complete Streets: Transportation facilities that are designed and operated to enable safe access for all users – pedestrians, cyclists, public transit passengers and vehicles, commercial vehicles and automobiles. Users of all ages and abilities must be able to safely move along and across a Complete Street.

Cohousing: is an intentional community of private homes clustered around shared space. Each attached or single family home has traditional amenities, including a private kitchen. Shared spaces typically feature a common house, which may include a large kitchen and dining area, laundry, and recreational spaces.

Cooperative Housing: Housing owned by a non-profit cooperative association, where residents

have a share of ownership and often pay a monthly housing charge.

Density: The number of dwelling units on a site expressed in dwelling units per acre or units per hectare or Floor Space Ratio (FSR)

Development Permit: A document that includes approved site and building development plans illustrating land use, landscaping, built form, intensity of use, and appearance of the site and buildings, as well as conditions of development approval.

Development Permit Area: Under the Local Government Act (LGA), local governments may designate areas of land known as a development permit areas (DPA) for one or more purposes.

District Energy System: The provision of heating, cooling or electricity through the production of steam, hot water or chilled water at a central plant that is then distributed through piping to individual buildings in a larger neighbourhood or community.

Duplex: A two family dwelling.

Dwelling Unit: Any room or suite of rooms, intended for use by one household exclusively as a place of residence.

Employment Uses: A mix and range of office, industrial, warehousing, transportation and logistics, construction, communication, technology, commercial and financial services, retail and wholesale, institutional, research, education, public service and similar or related land uses and activities.

Fee Simple: Private ownership of property with no strata-title ownership or obligations.

Floor Space Ratio: The ratio of the total floor area of a building to the area of the lot on which it is situated.

Frequent Transit: Transit service that provides medium to high density land use corridors with a convenient, reliable, and frequent (15 minutes or better) transit service all day long. The goal of the Frequent Transit network is to allow people to spontaneously travel without having to consult a transit schedule and is characterized by transit priority, right-of-way improvements, a high level of transit stop amenities, and corridor branding.

General Employment: consists of primarily employment generating uses and accessory mixed-uses including light industrial, commercial, and institutional uses contained within a wide range of low to medium-rise building forms, including those with large floor plates on lots with space suitable for vehicle circulation, shipping and delivery.

Ground-Oriented Dwelling: A residential unit that has individual and direct access to the ground, whether detached or attached, including single-detached dwellings, duplexes and townhouses, as well as the principal unit and secondary suite in single-detached dwelling.

Heritage Character: Overall effect produced by traits or features which give heritage property or an area a distinctive appearance or quality.

Heritage Conservation: Includes, in relation to heritage, any activity undertaken to protect, preserve or enhance the heritage value or heritage character (including but not limited to character-defining elements) of heritage property or an area.

Heritage Designation: Bylaw to protect a heritage property that is formally recognized for its heritage value from exterior alterations, removal or demolition without the approval of City Council.

Heritage Merit: A building having heritage merit is one which is identified as having heritage value related to its architectural, historical, or cultural characteristics, but is not listed on the Heritage Register as “Heritage-Registered” or “Heritage-Designated.”

Heritage Property: A structure, building, group of buildings, district, landscape, archaeological site or other place in Canada that has been formally recognized for its heritage value.

Heritage Register: A list of property that is formally recognized by the local government to have heritage value or heritage character.

Heritage Value: The historic, cultural, aesthetic, scientific or educational worth or usefulness of (heritage) property or an area. The heritage value of a heritage resource is embodied in its heritage character.

Houseplex: A development of three or more units whose form and massing is compatible with traditional residential neighbourhoods. It often appears similar to a large detached house. Can be in stacked units or townhouse-style configurations.

Intensification: The development of a property, site or area at a higher density than currently exists through: a) redevelopment, b) the development of vacant and/or underutilized lots within previously developed areas; c) infill development; and, d) the expansion or conversion of existing buildings.

Large Urban Village: consists of low to mid-rise mixed-use buildings that accommodate ground-level commercial, offices, community services, visitor accommodation, and multi-unit residential apartments, with a public realm characterized by wide sidewalks, regularly spaced street tree planting and buildings set close to the street frontage, anchored by a full service grocery store or equivalent combination of food retail uses, serving either as a local, rapid or frequent transit service hub.

Low-Rise Building: A building four storeys or less in height.

Mixed Use: Different uses in relatively close proximity either in the same building (apartments above a store) or on the same or site or, when referring to an area or district, on an adjacent site (light industry adjacent to an office building).

Multi-unit: A building containing three or more dwelling units, also referred to as multi-family or a multiple dwelling.

Non-market rental housing: Housing that is rented at a price that is not set by market forces but set and controlled over time by some other means. Non-market rental housing is generally delivered by non-profit or public agencies. Social housing is a subset of non-market housing.

Official Community Plan: An Official Community Plan (OCP) can be developed by both municipalities and regional districts. The OCP provides the longer term vision for the community. Under the Local Government Act section 875, an OCP is a statement of objectives and policies to guide decisions on planning and land use management, within the area covered by the plan, respecting the purposes of local government.

Open Space: Land that provides outdoor space for unstructured or structured leisure activities, recreation, ecological habitat, cultural events or aesthetic enjoyment that is generally publicly-accessible, and that is not a designated City of Victoria park. Open space includes private lands, public lands and City-held property.

Park: Land managed by the City of Victoria that provides outdoor space for unstructured or structured leisure activities, recreation, ecological habitat, cultural events, or aesthetic enjoyment, not including planted areas within street rights of way.

Placemaking: A holistic and community-based approach to the development and revitalization of cities and neighbourhoods, that creates unique places of lasting value that are compact, mixed-use,

and pedestrian and transit-oriented with a strong civic character.

Passive house: A rigorous, voluntary standard for energy efficiency in a building, reducing its ecological footprint. It results in ultra-low energy buildings that require little energy for space heating or cooling.

Priority Frequent Transit: Transit service that provides medium to high density land use corridors with a convenient, reliable, and frequent (15 minutes or better) transit service all day long. Priority Frequent Transit differs from Frequent Transit, as it includes a semi-exclusive right of way on portions of the route for transit vehicles.

Public art: Works of art in any media that has been planned and executed with the specific intention of being sited or staged in the physical public domain, usually outside and accessible to all.

Rapid Transit: Transit service designed to move high volumes of passengers between major regional destinations along key transportation corridors. Services are very frequent (15 minutes or better) and stop less often than traditional transit services. To improve travel time and reliability Rapid Transit utilizes an exclusive or semi-exclusive right of way to eliminate or significantly reduce the impact of general traffic on transit vehicles. Rapid services use high capacity transit vehicle technologies such as light rail and bus rapid transit vehicles.

Sense of Place: The subjective experience of a place as having physical and social attributes that make it distinctive and memorable.

Street Wall: A generally continuous edge of building facades that collectively define streets and sidewalks, and include portions of building facades above the ground.

Small Lot House: A house whose lot size and design meets the requirements of the City’s Small Lot Rezoning Policy.

Small Urban Village: consists of a mix of commercial and community services primarily serving the surrounding residential area, in low-rise, ground-oriented multi-unit residential and mixed-use buildings.

Streetscape: All the elements that make up the physical environment of a street and define its character. This includes paving, trees, lighting, building type, style, setbacks, pedestrian amenities, street furniture, etc.

Townhouse: A variety of 3 or more residential buildings where individual houses lining a street share adjacent walls in common under a strata title, with each dwelling unit having a separate entrance and yard area. Stacked townhouses are stacked on top of each other, each with its own front door and private outdoor space.

Traditional Residential: consists primarily of residential and accessory uses in a wide range of primarily ground-oriented building forms including single, duplexes, townhouses and row-houses, house conversions, and low-rise multi-unit residential and mixed-use buildings.

Transit-oriented development: (TOD) is a mixed-use residential and commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership while dissuading the ownership of automobiles.

Triplex: Three units sharing a dividing partition or common wall.

Two Family Dwelling: A building consisting of two self-contained dwelling units which share a common wall or an area that forms the floor of one unit and the ceiling of the other and are not linked by a trellis, deck, breezeway or similar connection.

Urban Design: Urban design is concerned with the human-made environment. It is a discipline that is dedicated to the relationships among the fields of urban planning, architecture and landscape architecture. The concerns of urban design range from a broad level, such as the layout of entire cities,

to particular aspects of designed environments such as architectural detailing, landscaping and street furniture.

Urban Residential: consists primarily of multi-unit residential in a wide range of detached and attached building forms, including townhouses and row-houses, low and mid-rise apartments, with a residential character public realm featuring landscaping and street tree planting, and mixed-uses located along arterial and secondary arterial roads.