

5.0 Land Use

Land Use determines the physical framework of the community, providing direction for how and where View Royal will grow in the future. This plan provides guidance on the approach and priorities for where development and growth are supported and in what form.

5.1 GENERAL FRAMEWORK AND CONSIDERATIONS

5.1.1 CONTEXT

While View Royal started as a suburban community, it has since transformed into a vibrant community with local and regional services. New subdivisions are near completion along Six Mile Road near Thetis Lake. Most of the land within View Royal has been developed with no remaining vacant sites for development within the Urban Containment Boundary (see Map 1). Future growth will occur through redevelopment and infill of existing lands.

Thetis Lake Regional Park is an expansive natural regional amenity on the north side of View Royal, providing a buffer between the urban development of View Royal and the predominantly rural area to the north of Thetis Lake Regional Park, characterized by low-density housing and preserved green spaces.

Higher residential density and commercial activity in View Royal is currently concentrated along Island Highway, Admirals Road, Helmcken Road, and major intersections. There are some small pockets of neighborhood services that offer opportunities for enhancement, and areas along major transportation routes with potential for further infill development.



In recent years, commercial and institutional development in View Royal as well as apartments and condos near these of nodes and has steadily increased, highlighting the growing demand for business and services in View Royal. For example, the Eagle Creek Shopping Centre, east of the Hospital Transit-Oriented Area (see Section 5.3), has recently undergone major redevelopment. The area has been transformed into an important node with mixed use, providing key commercial, office, retail, restaurant, healthcare related services, and other local amenities.

View Royal has two mobility hubs – the Atkins Mobility Hub and the Hospital Mobility Hub – which serve as key intersections of land use and transportation. These mobility hubs act as central community gathering spots that promote connection and access to community amenities (see Map 3).

The vision for View Royal is to provide more amenities and services to a growing community in the form of mixed use development focused along the four major corridors (as shown in Figure 11), including Admirals Road, Helmcken Road, Island Highway, and the Western Gateway Employment District Corridor. The intersection of Helmcken Road and Island Highway has the opportunity to become a node, providing neighbourhood level, mixed use amenities and services.

Nodes refer to community focal points, such as intersections or transit hubs, that act as key centres of activity. They typically include higher density, mixed use areas that are community focused, provide services and amenities, and enhance transit service.

Mixed use is a development typology that accommodates a variety of uses with clear and convenient connections to the public realm. Mixed Use developments typically have retail, commercial, civic, or industrial uses located on the ground level and lower floors, and residential or office units occupying the upper floors. Mixed Use developments provide conveniently located amenities and services accessed by multi-modal transit within a neighbourhood.

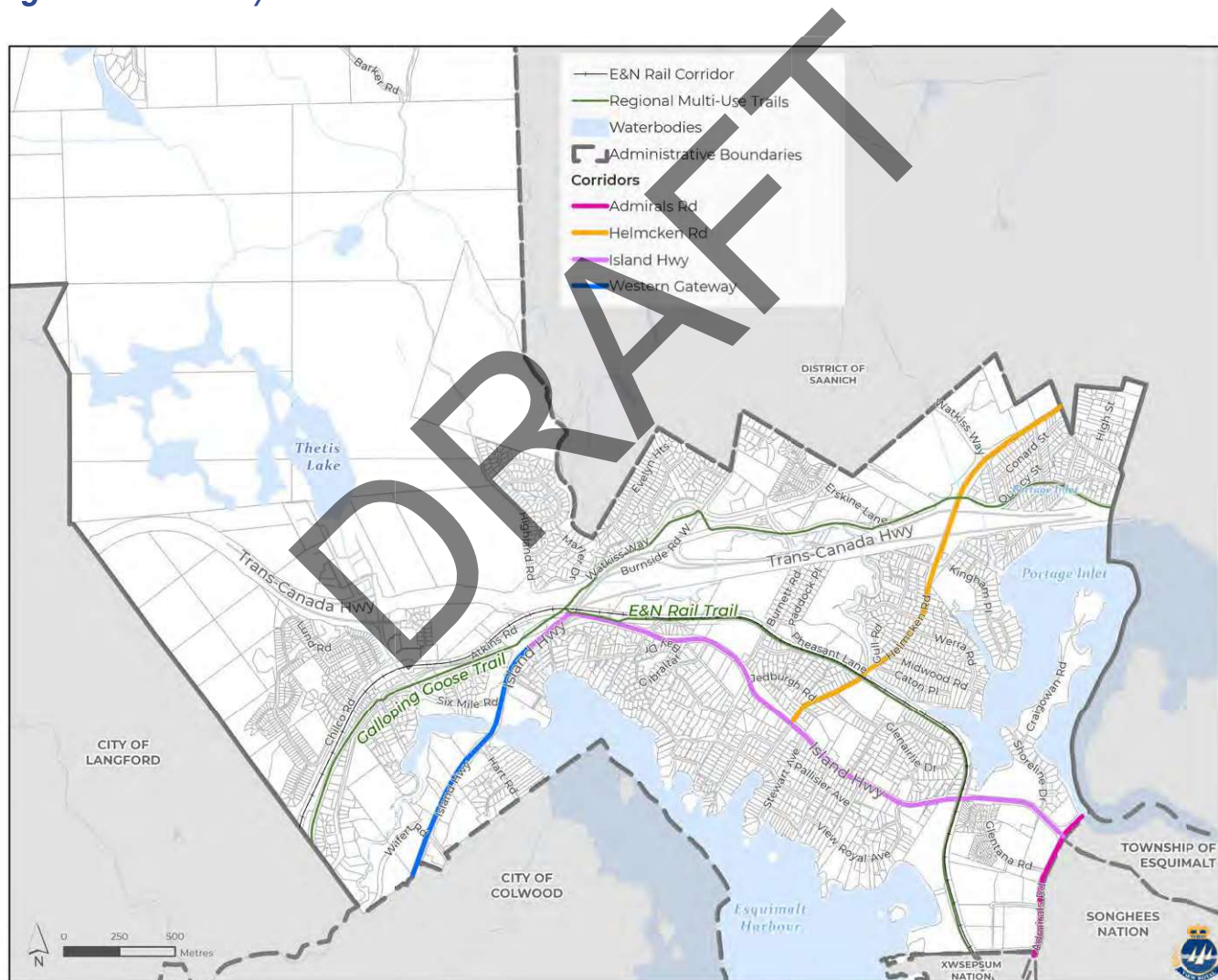
Mobility Hubs are mobility-oriented development areas that offer seamless access to multiple transportation modes, connecting people to key destinations, employment, and services with quality public spaces and clear wayfinding. Mobility Hubs are the strategic intersection of frequent transit corridors and shared mobility infrastructure supported by high-density residential and employment land uses.

The following OCP Goals may be achieved through the policy direction provided in this section:

- Mobility and Connectivity
- Diverse and Affordable Housing
- Growth Management and Community Character Preservation
- Economic Development
- Reconciliation

Corridors are primary transportation routes where increased development density is generally encouraged to maximize accessibility for vehicles, public transit, and pedestrians. In View Royal, key corridors include Admirals Road, Helmcken Road, Island Highway, and the Western Gateway Employment District Corridor.

Figure 11. *View Royal's Corridors*



5.1.2 OBJECTIVES

1. **Spaces for Sustainable, Compact, and High-Density Development**

Create a more complete and sustainable community by directing most new growth to the corridors and mobility hubs which focus on mixed use, transit-oriented development and design.

2. **Small-Scale, Multi-Unit Housing and Infill Development**

Encourage the development of new compact housing near amenities, services, and transit-serviced routes within existing Small-Scale Multi-Unit Housing areas inside the Urban Containment Boundary as desirable forms of small-scale infill development.

3. **Quality and Complementary Built Form**

Support high-quality development that complements existing built forms and achieves sustainable urban and building design, safety, and dynamic public and private spaces.

4. **Community Connections**

Continue to advance opportunities to enhance existing connections and identify opportunities to establish new connections between neighbourhoods and mobility hubs.

5. **Manage Development and the Natural Environment**

Manage development to protect known and future green and blue spaces that make up the community's natural environment and recognize these spaces as vital physical features that define the Town. These spaces include the Town's parks and trails, shoreline, watercourses, waterbodies, and ecologically sensitive terrestrial areas.

6. **Functional, Connected Green Spaces**

Establish a functional and interconnected greenspace and trail network in the Western Gateway Corridor, focusing on the areas along Millstream Creek and Esquimalt Harbour. This network will support ecological connectivity, recreational opportunities, and enhanced access for residents, while integrating within the Town's broader system of parks, trails, and natural spaces.

7. **Spaces for People**

Enhance the social fabric of the community by planning and designing public and private spaces that meet the diverse daily needs of residents to foster a sense of community, encourage social cohesion, and interaction through planned and unplanned events and activities.

5.1.3 GENERAL POLICIES

- A. Create viable conditions for local businesses to thrive and provide for the diverse needs of residents by directing higher levels of housing and employment densities to the mobility hubs and corridors.
- B. Strengthen connections between existing residential neighbourhoods, corridors, and mobility hubs by:
 - i) Providing multi-modal trails and pathways;
 - ii) Creating linear parks; and
 - iii) Enhancing public spaces and streetscape improvements (i.e. street trees, landscaping, wide sidewalks, street furnishings, pedestrian scale lighting, etc.).
- C. Integrate existing neighbourhood characteristics into the design of new developments to acknowledge the unique social, cultural, and environmental characteristics of the Town.
- D. Encourage the development of public gathering places such as parks, plazas and landscaped seating areas near activity-generating uses, corridors, and mobility hubs.
- E. Development of four storeys or greater should incorporate commercial or public use space.
- F. Prohibit the subdivision of waterfront lots to protect the integrity of the shoreline, aquatic environments, and ecologically sensitive areas.
- G. The Town will not support aggregate extraction activities within its boundaries and will source aggregate materials from neighbouring regional communities to meet development needs, given the non-existence of these resources within View Royal.
- H. Explore the viability of density bonusing for the Hospital Transit-Oriented Area and Western Gateway Employment District Corridor to determine building heights that are viable for development. Findings could be integrated into the Zoning Bylaw and OCP.
- I. Apply Universal Access Design principles and guidelines to public space design and improvements.
- J. Maintain the Urban Containment Boundary, as shown on Map 1, by continuing to direct urban development and improvements to areas within the boundary, thereby preserving agricultural land, natural areas, and rural characteristics.
- K. Integrate community safety principles and best practices into all design guidelines.

5.1.4 MOBILITY HUB POLICIES

- A. Establish the Atkins Park and Ride and the Hospital Transit-Oriented Area as View Royal's mobility hubs, as shown in Map 3, that create conditions for the following:
 - i) Centralized access to a range of services and amenities;
 - ii) Connections to and/or the provision of transportation services such as bus stops, sidewalks, bike lanes, trail connections, car share options, amongst others;
 - iii) Encourage and support local economic development; and
 - iv) Integrate and enhance public spaces that meet local community needs.
- B. Encourage transit supported uses and medium to high densities, including mixed use community-wide destination retail, small format retail, health services, community and social services, recreation facilities, educational, and arts and cultural spaces.
- C. Promote walkability and a strong public realm by:
 - i) Providing convenient links to transit, cycling routes, and local and regional multi-use trails;
 - ii) Including bike parking, passenger loading, accessible parking, and access to shared mobility options; and
 - iii) Integrating public spaces and amenities into site design such landscaping features, wide sidewalks, public art, and seating elements.

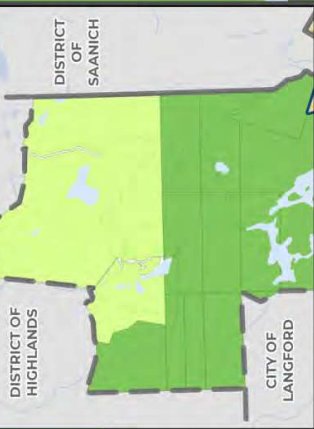
- D. Lands within mobility hubs should be designed in a manner that enables connection between developments within the hub, including public open spaces.

5.1.5 REDEVELOPMENT POLICIES

- A. Consider incorporating provisions for density bonusing to secure community and neighbourhood amenities associated with new development such as parks, plazas, playgrounds, community meeting spaces, heritage retention, and frontage improvements.
- B. Consider financial tools to collect funds for community amenities where growth is planned, including community centres, recreation facilities, libraries, childcare facilities, landmarks, and public spaces.
- C. Maintain alignment of the Development Cost Charges Bylaw with market trends and to ensure the costs of providing infrastructure services associated with community growth are recovered.
- D. Where heritage, archeological or cultural assets that may be significant to the Songhees and Xwsepsem Nations are potentially impacted by redevelopment, require applicants to protect, rehabilitate, restore, and/or formally designate these assets as appropriate, such as through registration of a covenant on title.
- E. Support the reuse or retrofit of historically significant buildings, structures, and sites identified in the Town's Heritage Register in a manner that preserves the heritage significance of the building, structure, or site.

- F. Explore opportunities to establish a standard for required professional reporting requirements for development applications.
- G. Explore the opportunity to integrate Development Approval Information authority into the Development Application Procedures Bylaw to give Town staff the authority to request additional information about a development proposal, such as environmental reports, renderings, etc. that will aid the Town in its evaluation.
- H. Notwithstanding the permitted heights within the Land Use Designations, consideration for increased building heights for rezoning and amendments to the Official Community Plan where proposed developments achieve one or more of the following may be considered:
- i) Advance overall plan objectives;
 - ii) Are on sites with substantial grade differences;
 - iii) Meet specified density bonus zoning provisions;
 - iv) Achieve retention of high value trees or natural features and increased on-site open space;
 - v) Demonstrate site design and architectural excellence; or
 - vi) Provide a significant public benefit including securing non-market or supportive housing and/or parks or community facilities.
- I. Expand housing choice by supporting sensitive and strategic infill development, ensuring that new housing integrates seamlessly with the existing character, scale, and livability of established residential areas.
- J. Consider the following criteria when reviewing applications for new forms of housing in areas where small-scale multi-unit housing and mid- to high densities are proposed:
- i) Access to transportation options (e.g., transit, bike routes, trails);
 - ii) Proximity to parks, schools and other community amenities;
 - iii) Preservation of trees; and
 - iv) Connection to infrastructure servicing.
- K. To ensure new development is thoughtfully integrated into existing neighbourhoods, consider developing Infill Design Guidelines.

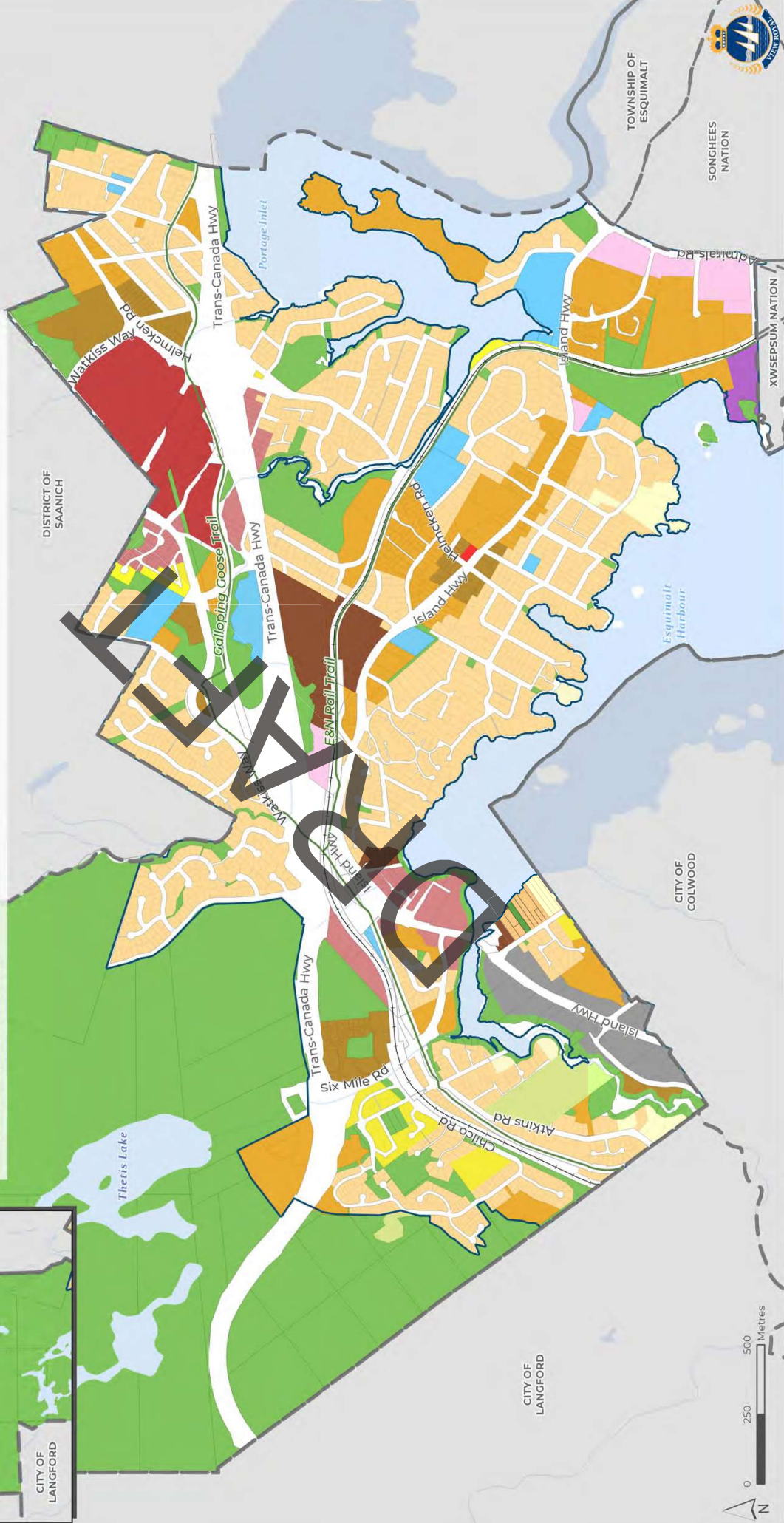
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- E&N Rail Corridor
- Regional Multi-Use Trails
- Urban Containment Boundary
- Land Use Designation**
 - Western Gateway Employment District Corridor
 - Hospital Transit Oriented Area
 - Neighbourhood Village
- Neighbourhood Centre
- Commercial
- Intensive Mixed Use
- Neighbourhood Mixed Use
- Mixed Residential
- Small-Scale Multi-Unit Housing
- Residential
- Large Lot Residential
- Rural
- Community Facility
- Park
- Urban Reserve
- Waterbodies
- Administrative Boundaries

MAP 1: LAND USE



Density describes the intensity of people, jobs, housing units, or commercial units within a defined area. Building height and Floor Space Ratio are common measures of density. In View Royal, density is classified as follows:

- Low-density – buildings with heights up to 3 storeys
- Medium-density – buildings with heights between 4 and 7 storeys
- High-density – buildings with heights greater than 8 storeys

Maximum density is expressed as **Floor Space Ratio** or **FSR**, which is the ratio of built (or buildable) area to land area. FSR is a tool used by planners, designers, and developers to model building mass in relation to lot. Density regulations and FSR exclusions for all land uses are specified in the Zoning Bylaw.

5.1.6 LAND USE DESIGNATIONS SUMMARY

The following land use designations shall apply to lands within View Royal, as shown in Map 1:

Designation	Description	Maximum Height/Density
 Western Gateway Employment District Corridor	Development includes a mix of flexible and adaptable building forms that support a range of employment functions suitable for commercial, light industrial, arts and culture, or tourist accommodations. Commercial space in the form of retail, restaurants, visitor accommodations, artist studios, and offices is permitted. Light industrial space that includes distribution and repair, light manufacture and processing are permitted. Arts, innovation, and technology are also permitted.	• 6 storeys • FSR: 2.5 FSR* <i>* Development on these lands may be subject to density bonus and inclusionary zoning provisions if and when they are adopted.</i>

Designation	Description	Maximum Height/Density
 Hospital Transit-Oriented Area	Uses include mixed use with apartments, visitor accommodations, restaurants, retail, office, institutional (i.e. hospital), and civic use (e.g., daycares, libraries, public gathering and amenity spaces).	• 10 storeys • FSR: 3.5 FSR* <i>* Development on these lands may be subject to density bonus and inclusionary zoning provisions if and when they are adopted.</i>
 Neighbourhood Village	Uses include mixed use buildings, such as multi-unit housing and community serving commercial and civic uses. This may include schools, offices, restaurants, retail, grocery store, and community spaces.	• 6 storeys • FSR: 2.5
 Neighbourhood Centre	Areas allowing for small-scale mixed use development that serve local neighbourhood needs. These areas encourage walkability through providing multi-unit housing forms and community-serving commercial and civic uses. This may include schools, offices, restaurants, retail, small grocery stores, and community spaces.	• 6 storeys • FSR: 3.0 FSR
 Commercial	Development that permits a variety of commercial uses, including retail, office, technology, services, and restaurants.	• 4 Storeys • FSR: 2.5 FSR
 Intensive Mixed Use	Low-rise mixed use development in the form of townhouses and low-rise apartments, designed to include ground-floor commercial space and upper-floors designated for residential dwellings. Ground-floor commercial space may include one or more of the following: retail, restaurants, medical offices, offices, and civic uses (e.g. daycares, libraries, public gathering and amenity spaces).	• 4 Storeys • FSR: 2.5 FSR

Designation	Description	Maximum Height/Density
 Neighbourhood Mixed Use	Uses include low-rise mixed use development in the form of townhouses and low-rise apartments, designed to include ground-floor commercial space and upper-floors designated for residential dwellings. Ground-floor commercial space may include one or more of the following: retail, restaurant, medical office, office, civic uses (e.g. daycares, libraries, public gathering and amenity spaces).	• 3 storeys • FSR: 1.5 FSR permitted
 Mixed Residential	Uses include detached and attached dwellings, such as duplexes, secondary suite, garden suite, rowhouse, townhouses, house-plex developments, and apartments.	Apartments: • 4 storeys • FSR: 1.6 All other uses: • 3 storeys • FSR: 1.25
 Small-Scale Multi-Unit Housing	Uses include detached and attached dwellings, such as detached residential, duplex, secondary suite, garden suite, rowhouse, townhouse, house-plex, and apartments.	• 3 storeys • A maximum of 6 dwelling units
 Residential	Residential areas consisting of detached houses, rowhouses, townhouses, and house-plexes that are accessed via separate entrances at the ground-level. Uses include detached and attached dwellings, such as detached residential, duplex, secondary suite, and garden suite.	• 2.5 storeys • FSR: 0.6 FSR permitted for appropriate infill
 Large Lot Residential	Residential areas consisting of detached homes that are located on large lots. Uses include detached homes, on large lots and yards.	• 2.5 storeys

Designation	Description	Maximum Height/Density
 Rural	Lands that permit large lot residential uses, as well as recreation, and agriculture.	• 2 storeys • 1 unit per 10 hectares permitted
 Community Facility	Government buildings and publicly-owned facilities providing a range of services, amenities, and utilities for the community including health care facilities, emergency service buildings, community halls, libraries, treatment plants and facilities, and schools.	Varies
 Parks, Trails and Open Space	Active and passive parks, trails, natural and green spaces, and outdoor recreation facilities.	N/A
 Urban Reserve	Land to be transferred to Xwsepsem Nation within the lifespan of this OCP.	N/A

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5.2 WESTERN GATEWAY EMPLOYMENT DISTRICT CORRIDOR DESIGNATION

5.2.1 CONTEXT

The Western Gateway Employment District Corridor is a medium-density corridor located along Island Highway to the south of Parsons Bridge, as shown in Map 1. This area is an extension of the employment corridor located to the south in the City of Colwood. It is the vision of both local governments that this corridor transforms into a medium- to high-density, employment hub for the respective communities, the West Shore, and the broader region. In addition, this corridor will support the Atkins Mobility Hub located to the north (see Map 3) which is designated as Neighbourhood Village and Community Facility in Map 1. The corridor will also support other surrounding residential areas by providing an abundance of employment opportunities and services.

Employment opportunities facilitated through the integration of a mix of light industrial, commercial, arts and culture, and hospitality uses will be encouraged. As discussed in section 9.0, the Town aims to support new and existing businesses in the tech sector, as well as those that support tourism and the healthcare industry, such as commercial hotels, research labs, and biomedical services, amongst others. Given the Town's central location within the region and its existing healthcare assets, such as Victoria General Hospital, such investment opportunities are highly supported in the Western Gateway Employment District Corridor.

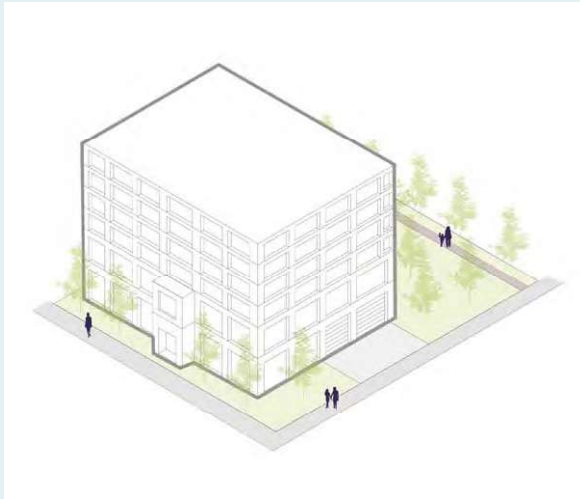
Development in the corridor is intended to support pedestrian-oriented activity, enable non-auto-oriented travel decisions, and increase connections to the Millstream Creek greenway, as well as access to the nearby waterfront area. Urban design that supports a strong public realm will be highly encouraged for new development, with connections to transit, trails, pedestrian-friendly streetscapes, and bike lanes provided wherever possible, particularly those that support the objectives of the Town's transportation and mobility objectives outlined in section 7.0.

5.2.2 PERMITTED HEIGHTS AND DENSITIES

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

- i) Maximum height: 6 storeys
- ii) Maximum floor Space Ratio: 2.5*

** Development on these lands may be subject to density bonus and inclusionary zoning provisions if and when they are adopted by the Town.*



The image provides an example of building massing for a 6-storey mixed employment use building with a Floor Space Ratio of 2.5 on a standard-sized lot in the Corridor. The first two storeys have higher ceiling heights to allow for industrial uses, while the upper storeys have typical floor heights for commercial office or similar uses. Trail and sidewalk connections for walking, cycling, and rolling are encouraged throughout the corridor.



A mix of employment uses with strong public realm connections to alternate modes of transport, such as transit, cycling, and walking, are encouraged for the Western Gateway Employment District Corridor. The concept shown here demonstrates how a mixed 5-storey building comprising of industrial uses on the first two storeys and commercial office space on the upper storeys can have strong urban design that supports a pedestrian-friendly environment.

5.2.3 POLICIES

- A. Collaborate with the City of Colwood to establish the Western Gateway Employment District Corridor as a regional employment hub, prioritizing economic development and attracting business investment.
- B. Encourage redevelopment of lands designated as Western Gateway Employment District Corridor to promote medium-density mixed-use development, with an emphasis on commercial, light industrial, arts and culture, and hospitality uses and high-quality urban design. Development in the Western Gateway Employment District Corridor should aim to achieve:
 - i) A mix of employment uses including office, retail, hotel, research labs, community / civic use, and light industrial (e.g. light manufacturing and processing of goods, distribution).
 - ii) Strong public realm design and a pedestrian-friendly streetscape that is designed to attract visitors to the area through orienting buildings towards the street, using landscaping features such as plantings and seating to welcome in users to the space, providing sidewalk and trail connections to transportation options, Millstream Creek, the waterfront, and other key businesses in the corridor, and supporting the nearby Atkins Mobility Hub.
 - iii) Compatibility with nearby residential development through thoughtful design and landscape buffers, where appropriate.
 - iv) Long-term protection of Millstream Creek and shoreline by dedicating park land for green space and / or recreational trails wherever possible.
 - v) Enhanced economic development opportunities for the Town, particularly local businesses and investments in emerging industries.
- C. Enable the provision and viability of industrial development through establishing conditions that allow for flexibility in the design and configuration of buildings with industrial uses, such as exploring opportunities to support stacked development and buildings with high ceiling heights on the first two storeys, amongst others.

5.3 HOSPITAL TRANSIT-ORIENTED AREA DESIGNATION

5.3.1 CONTEXT

Provincial regulations have designated the area west of Victoria General Hospital around the existing bus exchange as a Transit-Oriented Area, as shown in Map 3. In addition, the hospital is expected to expand its services and undergo physical expansion in the coming decade, ideally co-locating with primary care facilities and ancillary medical service providers. As a result, higher density residential in the form of apartments have started developing in recent years and are planned to continue to be accommodated along Watkiss Way to provide more housing and support the expanding amenities and services and take advantage of current and future investments in bus rapid transit.

The Victoria General Hospital Transit Exchange is presently served by a single frequent transit service route. However, there is potential to expand frequent transit service and provide rapid transit service if the lots within the Transit-Oriented Area surrounding the hospital are developed to densities that can support such service. The Victoria General Hospital Transit Exchange is ideally located to become a major mobility hub for the community. It is located near the Helmcken Park and Ride, Galloping Goose Regional Multi-Use Trail, and Highway 1, all providing inter- and intra-municipal connections. Helmcken Road is one of the key corridors connecting neighbourhoods in View Royal and the neighbouring District of Saanich, as shown on Figure 11.

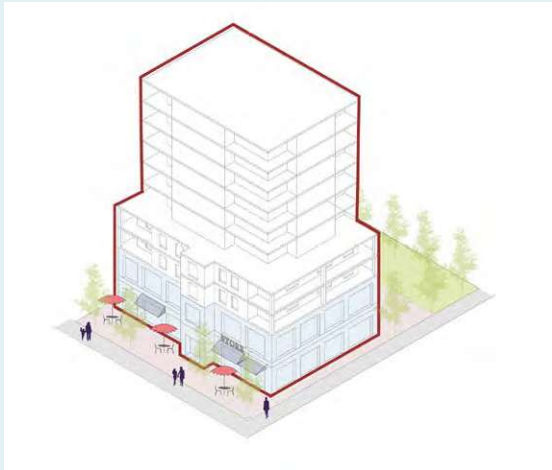
The Hospital Transit-Oriented Area is envisioned as a vibrant, high-density mixed use community that integrates residential, medical, and commercial spaces to support the Victoria General Hospital and regional rapid transit system. Transit, cycling, and walking are envisioned to be the primary modes of transportation in this area to encourage active transportation connections, enhance the public realm, and create a safe, pedestrian-friendly environment for residents and visitors alike.

5.3.2 PERMITTED HEIGHTS AND DENSITIES

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

- i) Heights: 10 storeys
- ii) Floor Space Ratio: 3.5*

** Development on these lands may be subject to density bonus and inclusionary zoning provisions if and when they are adopted by the Town.*



The image provides an example of building massing for a 10-storey mixed employment and residential use building with a Floor Space Ratio of 3.5 in the Hospital Transit-Oriented Area. The first two storeys have higher ceiling heights to allow for retail commercial or medical office uses, the third and fourth storeys have typical floor heights for commercial office or similar uses. The remaining upper residential floors include a step back that provide a human-scale streetscape, increase sunlight exposure to the street, and can provide an outdoor terrace for residential or commercial use. Trail and sidewalk connections for walking, cycling, and rolling are encouraged throughout the mobility hub.

A diverse range of employment and residential uses is encouraged within the Hospital Transit-Oriented Area, with a strong emphasis on integrating high-quality public spaces and supporting alternative transportation modes such as transit, cycling, and walking. The concept shown here demonstrates how a mixed 8-storey building comprising of commercial and ancillary medical offices on the first four storeys support the nearby Victoria General Hospital and residential space on the upper storeys can support greater transit service and a pedestrian-friendly environment.

5.3.3 POLICIES

- A. Encourage redevelopment of lands designated as Hospital Transit-Oriented Area.
- B. Prioritize high-density, mixed use development in the Hospital Transit-Oriented Area that aims to provide, or create conditions for, the following:
- i) New residential dwellings, medical-related office spaces, tourist accommodations, and retail uses that benefit from and support the Victoria General Hospital.
 - ii) Diverse employment and commercial services that strengthen the local economy and support or complement existing local businesses and services.
 - iii) Rapid and frequent transit service routes.
 - iv) Ground floor commercial space.
 - v) Underground or sub-surface parking facilities that promote a safe and enjoyable pedestrian environment.
 - vi) Improved access and traffic circulation within the area.
 - vii) Construction of, or partnership with the Town to provide, active transportation infrastructure to connect new development to the Hospital bus terminal, Galloping Goose Regional Trail, Trans-Canada Highway, the Eagle Creek development west of Victoria General Hospital, and the established residential area southeast of Helmcken Road.
- C. Promote increased housing options to diversify housing stock, including opportunities for supportive housing or affordable housing developments.

Two types of transit service exist in View Royal:

1. Rapid Transit

Service Type:

Rapid Transit routes are designed to move large volumes of passengers between major destinations and stop less often than Frequent Transit service.

Frequency:

Customers can expect buses to arrive at least every 15 minutes between 7:00 a.m. and 10:00 p.m. every day of the week.

2. Frequent Transit

Service Type:

Frequent Transit routes operate at a 15 minute frequency between a specific period of time. Routes generally operate on arterial roads, serve corridors with mixed land use and provide connections between urban centres.

Frequency:

Customers can expect buses to arrive every 15 minutes or better service, 7:00 a.m. to 7:00 p.m., Monday through Friday.

5.4 NEIGHBOURHOOD VILLAGE DESIGNATION

5.4.1 CONTEXT

Neighbourhood Villages are situated near the lands comprising and surrounding the Atkins and Hospital Mobility Hubs to create density conditions that support rapid and frequent transit service, as shown in Map 3. The Neighbourhood Village designation includes mixed use buildings, such as multi-unit housing and community serving commercial and civic uses such as schools, offices, restaurants, retail, grocery store, and community spaces.

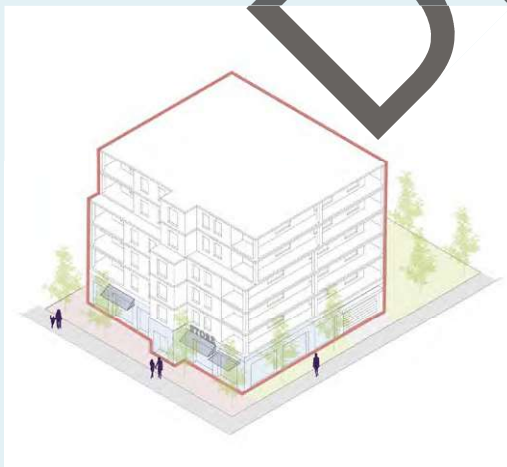
To comply with the provincially legislated *Housing Statutes (Transit-Oriented Areas) Amendment Act*, the Neighbourhood Village designation applies to lands within 201-400 meters of the Hospital Transit-Oriented Area's prescribed bus exchange (Map 3). It is acknowledged that many lands in this designation are already built out or are under development, reducing the likelihood of redevelopment within the lifespan of this OCP.

5.4.2 PERMITTED HEIGHTS AND DENSITIES

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

- i) Height: 6 storeys
- ii) Floor Space Ratio: 2.5*

** Development on these lands may be subject to density bonus and inclusionary zoning provisions if and when they are adopted by the Town.*



The image provides an example of building massing for a 6-storey mixed use building with a Floor Space Ratio of 2.5 on a standard-sized lot in a Neighbourhood Village. Ground floor commercial and civic uses are provided, while the upper storeys are residential. An active street frontage is emphasized to ensure a comfortable space for pedestrians and active transportation users.



A diverse range of uses, increased densities, and good public realm design are encouraged within the Neighbourhood Village to support connections of mobility hubs and enable better transit service. The concept shown here combines ground-floor commercial and civic uses, such as a daycare and retail shops with residential space on the upper storeys of a mixed 6-storey building to support a vibrant community hub.

5.4.3 POLICIES

- A. Encourage redevelopment of lands within the Neighbourhood Village designation to support a variety of uses, including multi-unit mid-rise residential buildings, and commercial and civic uses that support the broader area.
- B. Support commercial and civic uses such as schools, offices, restaurants, retail, grocery store, and community spaces.
- C. Enable better transit service and connections of mobility hubs through increased densities and public realm design.
- D. Create strong and safe linkages to the surrounding neighbourhoods, parks, and trails at the following locations:
 - i) The Neighbourhood Village designated area surrounding the Atkins Mobility Hub linking to the Western Gateway Employment District Corridor and Price Bay.
 - ii) The Neighbourhood Village designation within the Hospital Transit-Oriented Area providing access to Craigflower Creek, the Galloping Goose Regional Trail, View Royal Park, and other existing parks.
- E. Promote Neighbourhood Villages as vibrant hubs that provide outdoor seating and/or public gathering space.

5.5 NEIGHBOURHOOD CENTRE DESIGNATION

5.5.1 CONTEXT

The Neighbourhood Centre Designation allows for small-scale, mixed use development that serve local neighbourhood needs. The designation applies a single lot at the intersection of Island Highway and Helmcken Road, as shown in Map 1, which has been partially redeveloped. This area is envisioned to encourage walkability by providing multi-unit housing forms and community-serving commercial and civic uses.

5.5.2 PERMITTED HEIGHTS AND DENSITIES

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

- i) Height: 6 storeys
- ii) Floor Space Ratio: 3.0



The image provides an example of building massing for a 6-storey mixed use building with a Floor Space Ratio of 3.0 on a Neighbourhood Centre lot. Ground floor commercial and civic uses are provided, while the upper storeys are residential. An active street frontage is emphasized to ensure a comfortable space for pedestrians and active transportation users.



The Neighbourhood Centre designation is intended to support an active neighbourhood corridor or node with a diverse range of uses, increased densities, and good public realm design. . The concept shown here combines ground-floor commercial and civic uses with residential space on the upper storeys of a mixed 5-storey building to make the intersection of Island Highway and Helmcken Road an important neighbourhood node.

5.5.3 POLICIES

- A. Encourage mixed use residential and commercial development at the intersection of the Island Highway and Helmcken Road Corridors to support greater transit service and mobility and also provide greater access to daily needs for surrounding established neighbourhoods.
- B. Ground floor commercial and civic uses may include schools, offices, restaurants, retail, small grocery stores, and community spaces.
- C. Mixed-use development should be reviewed to consider the following:
 - i) Opportunity to establish connections across Island Highway and Helmcken Road to enhance pedestrian safety.
 - ii) Pedestrian-friendly street frontages that are designed for the comfort of those arriving by all modes.
 - iii) Strong and safe connections to surrounding residential areas, the waterfront, Helmcken Road, and View Royal Elementary School.
 - iv) Opportunities to consolidate and rezone lots fronting Island Highway to accommodate higher residential densities.

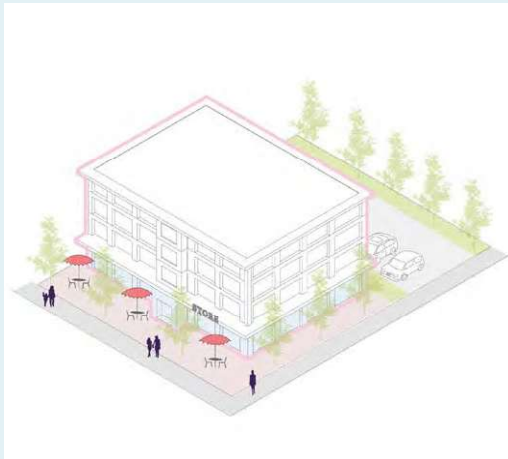
5.6 COMMERCIAL DESIGNATION

5.6.1 CONTEXT

Lands in the commercial designation will seek to provide more local jobs as View Royal grows, while providing services and amenities to residents. The designation permits a variety of commercial uses, including retail, office, technology, services, and restaurants. Commercial services are primarily located along the Admirals Road and Island Highway Corridors.

5.6.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and densities permitted in this land use designation are as follows:
 - i) Heights: 4 storeys
 - ii) Floor Space Ratio: 2.5



The image provides an example of building massing for a 4-storey commercial building with a Floor Space Ratio of 2.5 on a typical lot size on commercial lands. An active street frontage is emphasized to ensure a comfortable space for pedestrians and active transportation users.



The concept shown here provides a mix of employment uses in a 4-storey building. The ground-floor provides a café or restaurant and retail shops that activate the street, while the upper floors provide office spaces to support a variety of employment sectors.

5.6.3 POLICIES

- A. Promote the commercial lands along the Admirals Road Corridor (see Figure 11) as a commercial centre that supports a mix of employment uses, including retail, office, technology, services, and restaurants.
- B. Encourage new development along Admirals Road and adjacent areas to facilitate the conditions for strong connections to development along Admirals Road. Development applications should be reviewed to consider opportunities for:
 - i) Incorporating high quality urban design features in buildings and public spaces;
 - ii) Strong and safe pedestrian and cycling connections; and
 - iii) Active street frontages.

- C. Support public space enhancements along Admirals Road, Hallowell Road, and the Island Highway to create a safe and enjoyable pedestrian environment, and to reinforce the Admirals Road Corridor as View Royal's eastern gateway. Enhancements may include:
- i) Sidewalk widening and improvements;
 - ii) Coordinated street furnishing and lighting standards;
 - iii) Public art, banners and gateway features;
 - iv) Wayfinding signage; and
 - v) Improved bike facilities and crossings.

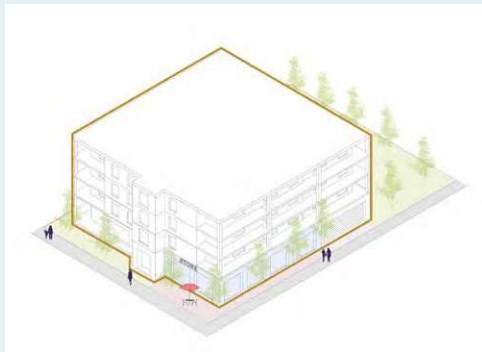
5.7 INTENSIVE MIXED USE DESIGNATION

5.7.1 CONTEXT

The Intensive Mixed Use designation is intended to provide low-rise mixed use development in the form of townhouses and low-rise apartments, designed to include ground-floor commercial space and upper-floors designated for residential dwellings. Lands with this designation are primarily located on the current site of the Fort Victoria RV Park, as well as a few lots within the Western Gateway Employment District Corridor and near the Atkins Mobility Hub, as shown in Map 1. Council and the community expressed support development up to four storeys within this designation. At the time of writing this OCP, mixed use developments are generally more financially viable for projects with six storeys or more, however, it is acknowledged that market conditions can change over the life span of this plan, which may favour developments of lower scale.

5.7.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and densities permitted in this land use designation are as follows:
- i) Height: 4 storeys
 - ii) Floor Space Ratio: 2.5



The image provides an example of building massing of a 4-storey development with a Floor Space Ratio of 2.5 permitted within the Intensive Mixed Use designation. This building incorporates neighbourhood-serving commercial space on one side, with residential units distributed throughout the remainder of the building.



The concept shown here combines local-serving ground-floor commercial uses with apartment units on the upper storeys. The Intensive Mixed Use designation emphasizes active street frontages, safe connections to surrounding neighbourhoods, and strong connection to nearby mobility hubs and active transportation networks.

5.7.3 POLICIES

- A. Support low-rise mixed use development in the form of townhouses and low-rise apartments, with ground-floor commercial space.
- B. Ground-floor commercial uses may include retail, restaurants, medical offices, offices, and civic uses (e.g. daycares, libraries, public gathering and amenity spaces).
- C. Mixed-use development should be reviewed to consider the following:
 - i) Pedestrian-friendly street frontages that are designed for the comfort of those arriving by all modes.
 - ii) Strong and safe connections to surrounding residential areas, the Western Gateway Employment District Corridor, the Atkins Mobility Hub, the local and regional multi-use trails, and Island Highway.

5.8 NEIGHBOURHOOD MIXED USE DESIGNATION

5.8.1 CONTEXT

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

Key Neighbourhood Mixed Use areas include the Helmcken Corridor (Eagle Creek Village), Island Highway at the intersection of Helmcken Road, and Lakeside Village south of Thetis Lake along Six Mile Road, as shown in Map 1. The proximity of the Neighbourhood Mixed Use area at Eagle Creek to the Hospital Transit-Oriented Area will support the View Royal's vision of a vibrant mixed use transit-supported mobility hub. It is acknowledged that most of Eagle Creek and Lakeside Village are built out at this time, reducing the likelihood of redevelopment within the lifespan of this OCP.

5.8.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and densities permitted in this land use designation are as follows:
- i) Height: 3 storeys
 - ii) Floor Space Ratio: 1.5



The images provide two examples of building massing of 3-storey developments with a Floor Space Ratio of 1.5 that are permitted within the Neighbourhood Mixed Use designation. The first example illustrates a townhouse development, whereas the second example demonstrates a three-storey mixed-use structure. This building incorporates neighbourhood-serving commercial space on one side, with residential units distributed throughout the remainder of the building.

5.8.3 POLICIES

- A. Support low-rise mixed use development, such as townhouses and low-rise apartments with ground-floor commercial space and upper-floors designated for residential dwellings.
- B. Ground-floor neighbourhood-serving commercial uses may include one or more of the following: retail, restaurant, medical office, office, and civic use (e.g., daycare, library, amenity space).
- C. Encourage mixed use development along the Island Highway and Helmcken Road node to support greater transit service and mobility.
- D. Mixed-use development should be reviewed to consider the following:
 - i) Opportunity to establish connections across Island Highway and Helmcken Road to enhance pedestrian safety.
 - ii) Pedestrian-friendly street frontages that are designed for the comfort of those arriving by all modes.
 - iii) Strong and safe connections to surrounding residential areas, the waterfront, Helmcken Road, and View Royal Elementary School.
 - iv) Opportunities to consolidate and rezone lots fronting Island Highway to accommodate higher residential densities.



The concept shown here combines local-serving ground-floor commercial uses with townhouses on the upper storeys. The example of a Neighbourhood Mixed Use designation supports a community-centered area with an active streetscape, access to local amenities, and connections to walking and cycling.

5.9 MIXED RESIDENTIAL DESIGNATION

5.9.1 CONTEXT

The Mixed Residential designation permits detached and attached dwellings, such as duplexes, secondary suite, garden suite, rowhouse, townhouses, house-plex developments, and apartments. Its purpose is to increase housing choices along key corridors and in areas where services and amenities are concentrated. Mixed Residential is primarily located along Island Highway, Christie Point, to the west of Admirals Corridor, and in several other areas as shown on Map 1. Medium-density development in these areas will help improve mobility, especially for lots near the Atkins Mobility Hub that are designated as Mixed Residential.

5.9.2 PERMITTED HEIGHTS AND DENSITIES

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

i) Apartments:

- Height: 4 storeys
- Floor Space Ratio: 1.6

B. All other uses:

- Height: 3 storeys
- Floor Space Ratio: 1.25



The images provide two examples of building massing for the Mixed Residential designation that allows for a variety of housing forms. The first example showcases 3-storey townhouses with a Floor Space Ratio of 1.25 permitted. The second example illustrates a 4-storey apartment building with a Floor Space Ratio of 1.6 permitted.



A diverse range of housing forms are encouraged within the Mixed Residential designation to provide residents with housing choices that are attainable. The concept shown here is a 3-storey house-plex development with townhomes on the upper floors and secondary suites provided on the basement level.

5.9.3 POLICIES

- A. Support a variety of housing options, including opportunities for infill and gentle density in the form of duplexes, secondary suite, garden suite, rowhouse, townhouses, house-plex developments, and apartments in existing established neighbourhoods.
- B. Mixed Residential development along corridors should be carefully reviewed to consider the following:
 - i) Right-of-way conditions and pedestrian safety, including connections across the Island Highway and Helmcken Road.
 - ii) Pedestrian-friendly street frontages that are designed for the comfort of those arriving by all modes.
 - iii) Strong and safe connections to surrounding residential areas, the waterfront, Helmcken Road, and View Royal Elementary School.
- C. Consider opportunities to consolidate and rezone lots fronting Island Highway to accommodate higher residential densities.
- D. Explore opportunities to facilitate the long-term natural restoration of Christie Point to pre-development conditions in response to sea-level rise. Carefully review development applications to ensure that development is limited within areas susceptible to flooding, potential sea-level rise concerns are addressed, and road access from the Island Highway remains safe and efficient.

5.10 SMALL-SCALE MULTI-UNIT HOUSING DESIGNATION

5.10.1 CONTEXT

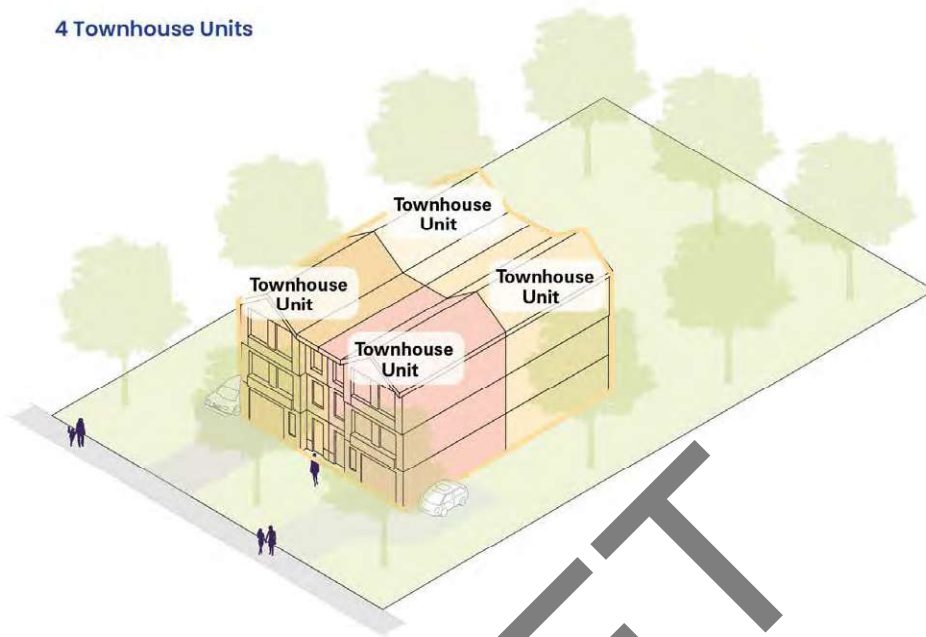
The Small-Scale Multi-Unit Housing designation supports a variety of housing types in residential neighbourhoods such as detached and attached dwellings, duplex, secondary suite, garden suite, rowhouse, townhouse, houseplex, and apartments up to three storeys in height. This designation applies in many of the established low-density neighbourhoods in the community. Small-Scale Multi-Unit Housing is an opportunity to integrate gentle density that offers greater housing choices and attainability and will be key for addressing the demand for ground-oriented housing in View Royal.

5.10.2 PERMITTED HEIGHTS AND DENSITIES

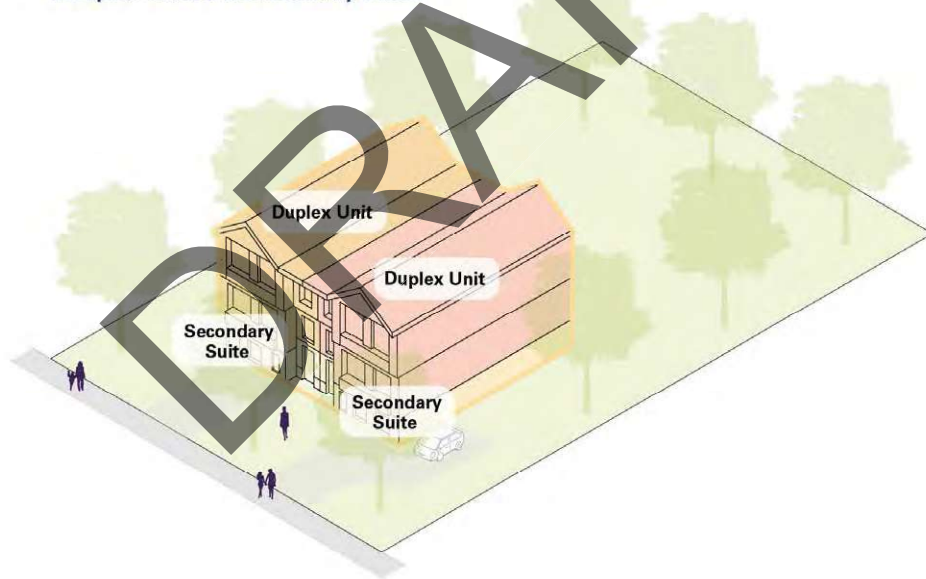
- A. Heights and densities permitted in this land use designation are as follows:
- i) Building heights up to 3 storeys
 - ii) Maximum density of up to 6 dwelling units



4 Townhouse Units

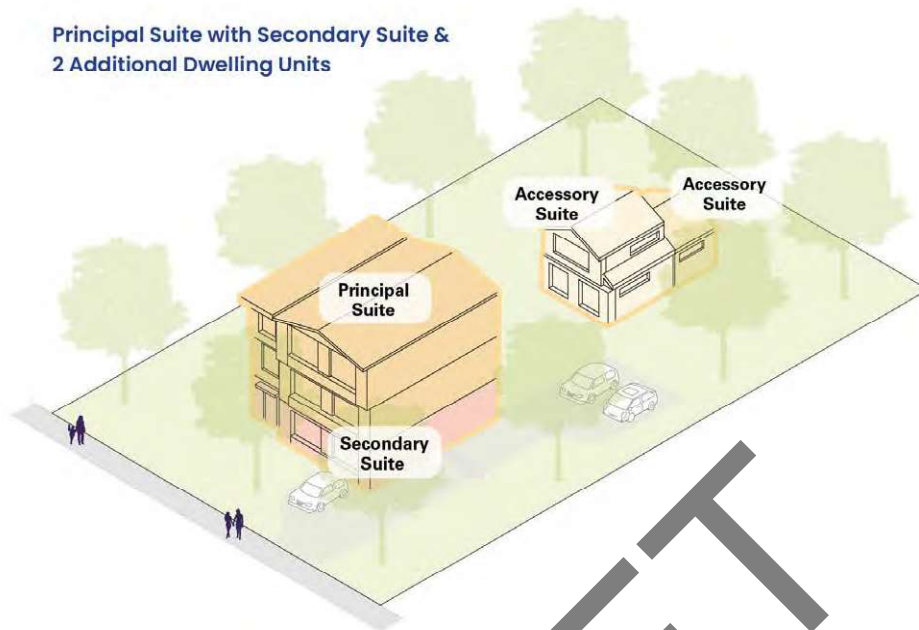


2 Duplex Units & 2 Secondary Suites

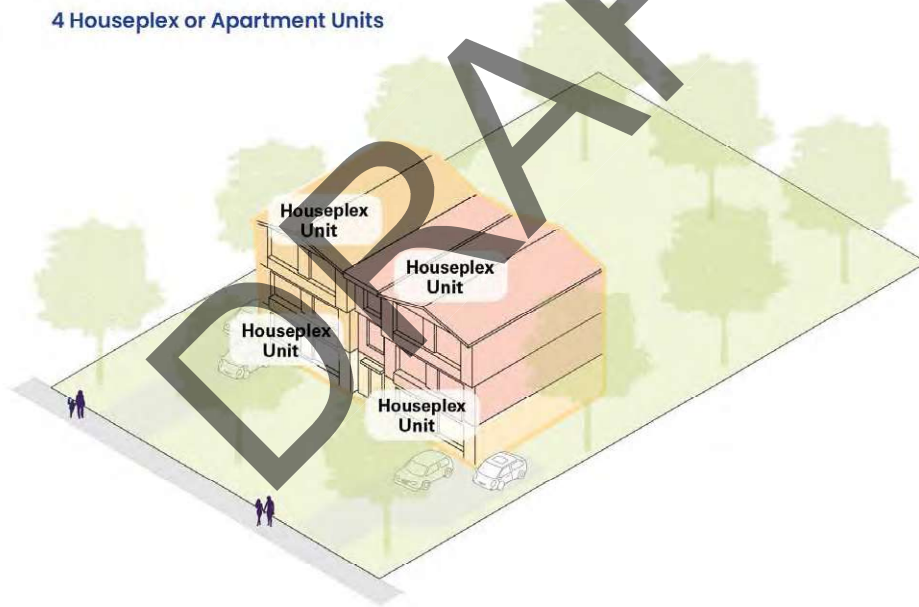


Four examples of building massing on a standard-sized residential lot for the Small-Scale Multi-Unit Housing designation are provided, permitting up to three storeys and up to six dwelling units. These examples showcase the diverse housing options that are available with the Small-Scale Multi-Unit Housing designation. The first example depicts a house-plex with four separate townhouse units; and the second example is a single detached house with a secondary suite and two garden suites.

Principal Suite with Secondary Suite &
2 Additional Dwelling Units



4 Houseplex or Apartment Units



The third example is a duplex development, each unit containing a secondary basement suite; fourth is a house-plex development with four apartment units.

5.10.3 POLICIES

- A. Support Small-Scale Multi-Unit housing forms in existing residential neighbourhoods, such as detached homes, duplexes, house-plexes, townhouses, garden suites, and secondary suites.
- B. New development should be designed in a way that complements the existing surrounding neighbourhood.
- C. Strengthen connections between existing residential neighbourhoods and the mixed use centres through urban design, public space improvements, pedestrian, bike, and transit supportive facilities.
- D. When reviewing applications for infill developments, adhere to the redevelopment policies outlined in section 5.1.5.

A diverse range of housing forms are encouraged within the Small-Scale Multi-Unit designation to provide residents with low-density housing choices that are attainable. The concept shown here is a 2.5 storey duplex development with secondary suites provided on the ground floor.



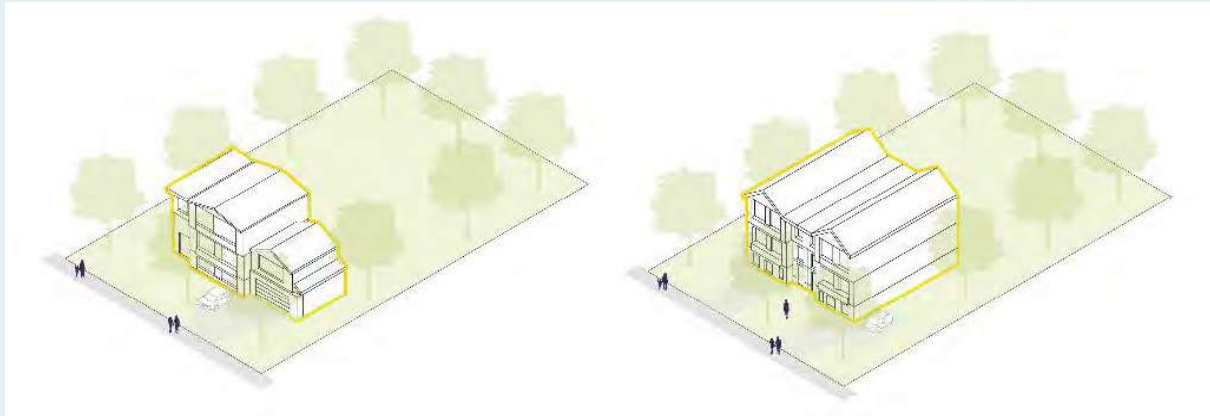
5.11 RESIDENTIAL DESIGNATION

5.11.1 CONTEXT

The Residential designation consists of detached houses, rowhouses, townhouses, and house-plexes that are accessed via separate entrances at the ground-level. This designation differs from Small-Scale Multi-Unit Housing as these lots do not meet provincial legislative criteria.

5.11.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and densities permitted in this land use designation are as follows:
 - i) Building heights up to 2.5 storeys
 - ii) Maximum density of up to 0.6 Floor Space Ratio for appropriate infill



↑ The image provides two examples of building massing on a standard-sized residential lot for the Residential designation, permitting up to 2.5 storeys and a Floor Area Ratio of 0.6. The first example depicts a single detached house with a separate ground floor entrance for a secondary suite; the second example is a duplex with ground-floor entrances.

→ The concept shown here is a 2.5-storey single detached house with a separate secondary suite entrance provided on the side of the house, complimenting a typical established neighbourhood in View Royal.



5.11.3 POLICIES

- A. Support low-density housing forms in existing residential neighbourhoods, including detached and attached dwellings, such as detached residential, duplex, secondary suite, and garden suite.
- B. New development should be designed in a way that complements the existing surrounding neighbourhood.
- C. Strengthen connections between existing residential neighbourhoods and the mixed use centres through urban design, public space improvements, pedestrian, bike, and transit supportive facilities.
- D. When reviewing applications for infill developments, adhere to the redevelopment policies outlined in section 5.1.5.

5.12 LARGE LOT RESIDENTIAL DESIGNATION

5.12.1 CONTEXT

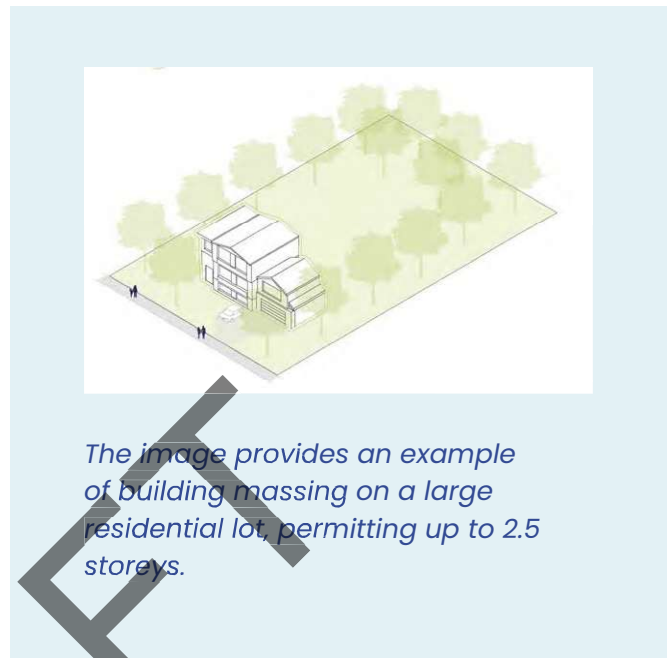
Large Lot Residential consists of detached homes that are located on large lots within established neighbourhoods. Limited redevelopment is anticipated for these lots.

5.12.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and densities permitted in this land use designation are as follows:
 - i) Building heights up to 2.5 storeys

5.12.3 POLICIES

- A. Support detached homes and secondary suites in existing residential neighbourhoods.
- B. New development should be designed in a way that complements the existing surrounding neighbourhood.



5.13 RURAL DESIGNATION

5.13.1 CONTEXT

The Rural designation applies to lands used for agriculture, recreation, or for large lot residential uses. These lands are primarily located north of Thetis Lake Regional Park, with the exception of two lots on Atkins Road, as shown in Map 1. There is limited servicing available to lots designated as rural and therefore, development potential is limited.

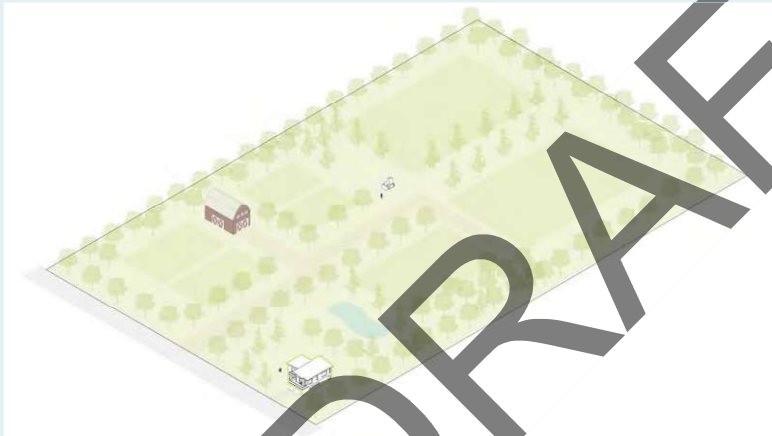
5.13.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and densities permitted in this land use designation are as follows:
 - i) Building heights up to 2 storeys
 - ii) Maximum density of up to 1 unit per 10 hectares

- B. Maintain farming, agriculture, and low-density residential as the predominant land use on rural lands.
- C. Prioritize maintaining the rural character of the area.
- D. Support home-based businesses that fit with the character of the rural neighbourhood.

5.13.3 POLICIES

- A. Support the retention of rural lands north of Thetis Lake Regional Park through adherence to the Urban Containment Boundary.



The image provides an example of building massing on a standard-sized rural lot, permitting up to two storeys and one unit per ten hectares.

5.14 COMMUNITY FACILITY DESIGNATION

5.14.1 CONTEXT

The Community Facility designation applies to existing government buildings and publicly-owned facilities providing a range of civic and institutional services, amenities, and utilities for the community including health care facilities, emergency service buildings, community halls, libraries, supportive housing, places of worship, schools, public childcare, transit facilities such as park and rides and bus exchanges, and utility services such as water, sanitary sewer, and hydro. Three schools, two community halls, municipal buildings, the Victoria General Hospital, and two park and ride facilities make up most of the Town's public facilities. The Atkins Mobility Hub, currently a park and ride site, will be serviced in the future by bus rapid transit, as shown in Map 3.

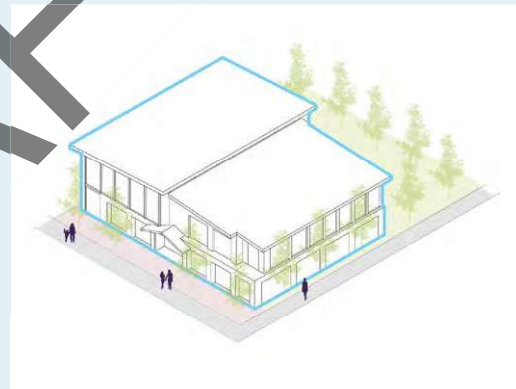
5.14.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and densities permitted in this land use designation vary from site to site.

5.14.3 POLICIES

- A. Promote a variety of public, non-profit, or utility uses, including community halls/centres, schools, public health facilities, community care facilities, supportive housing, emergency facilities, libraries, government buildings, childcare, and schools.
- B. Retain existing Community Facility lots and seek opportunities to expand and consolidate lots to accommodate future growth.
- C. Ensure all community facilities provide accessibility infrastructure at all existing and new community facilities to ensure these spaces may be reasonably accessed by all.
- D. Support the development of the Atkins Mobility Hub as a Community Facility that will provide rapid transit service and support the growth of surrounding land uses.
- E. Encourage institutional landowners to preserve on-site open space and make it publicly accessible where possible.

- F. In cases where redevelopment is being considered on Community Facility land:
 - i) Prioritize the retention of ownership of the property as community or non-profit, including through supporting partnerships and incentives.
 - ii) Support the use of the site for non-profit rental housing and/or non-market housing with a mix of community facility, small-scale commercial, and other compatible uses.



The image provides an example of building massing for a 2-storey community facility, such as a community centre. An active street frontage is emphasized to connect with the surrounding neighbourhood and active transportation network.

5.15 PARKS, TRAILS AND OPEN SPACE DESIGNATION

5.15.1 CONTEXT

The Parks, Trails and Open Space designation applies to active and passive parks, trails, natural conservation areas, green spaces, waterfront areas, and outdoor recreation facilities. Parks, Trails, and Open Spaces provide opportunities to facilitate transportation connections to key areas within the community, including mobility hubs.

The Parks, Trails and Open Space designation may apply to Provincial Agricultural Land Reserve lots, which are intended for long-term farm use to support the local economy and food security. There are currently three lots with the Agricultural Land Reserve in View Royal – View Royal Park, the road right-of-way for the Trans-Canada Highway, and Chilco Park, as shown in Map 2. The Town may consider excluding these lots from the Agricultural Land Reserve in future as they no longer serve the intended purpose of the Agricultural Land Reserve designation, however, no immediate action is planned.

5.15.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and density permissions are not applicable for this land use designation.

5.15.3 POLICIES

- A. Enhance on-site green space by considering the needs of green space requirements over parking space requirements, when considering a development variance permit, development permit, temporary use permit, official community plan amendment or zoning bylaw amendment.
- B. Protect the natural environment along Millstream Creek and support opportunities for fish habitat, wildlife corridors, historic interpretation signage, public access to the shoreline, and connection to the Western Gateway Employment District Corridor and nearby Neighbourhood Village.
- C. Continue to support the preservation of Thetis Lake and Mill Hill Regional Parks as important recreational amenities and significant natural resources.
- D. Improve local and regional access and connections to Thetis Lake and Mill Hill Regional Parks from surrounding neighbourhoods.
- E. Collaborate with the Capital Regional District to expand regional park boundaries as appropriate.
- F. Ensure that current and future use of land designated as Agricultural Land Reserve (Map 2) is compliant with Agricultural Land Commission legislation and regulations.

THETIS LAKE NORTH

DISTRICT OF
HIGHLANDS



0 150 300
Metres

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

DISTRICT OF
SAANICH

Thetis Lake

WALKERS WAY

Trans-Canada Hwy

Six Mile Rd

Chilco Rd

Atkins Rd

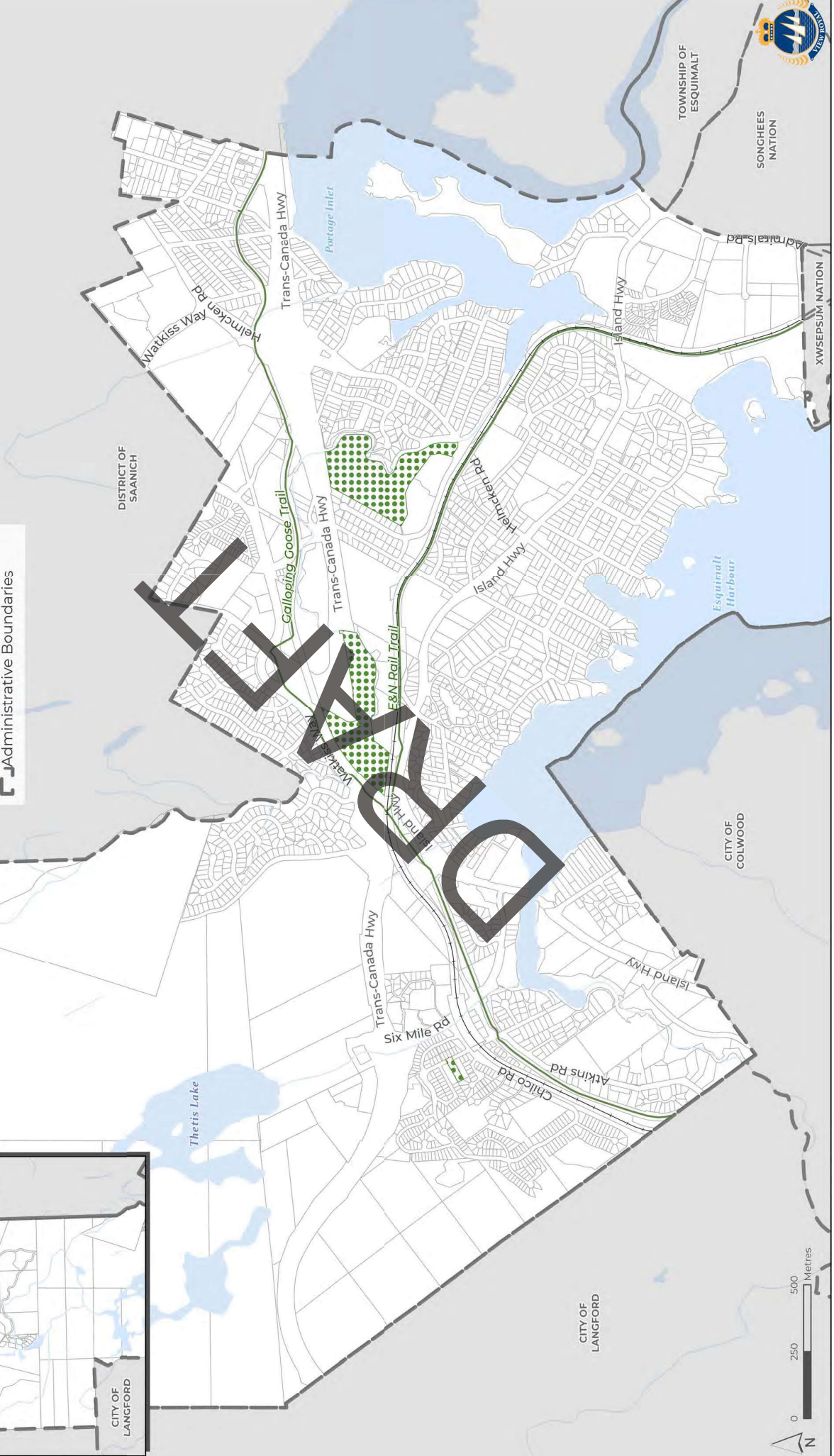
Island Hwy

CITY OF
COLWOOD

0 250 500
Metres



MAP 2 - AGRICULTURAL LAND RESERVE LANDS



5.16 URBAN RESERVE DESIGNATION

5.16.1 CONTEXT

The land designated as Urban Reserve is adjacent to X^wsepsəm Nation reserve 644 and is planned to be transferred to X^wsepsəm Nation within the lifespan of this OCP, as shown in Map 1. This follows the Province of British Columbia's plan to transfer Thetis Cove to X^wsepsəm Nation.

5.16.2 PERMITTED HEIGHTS AND DENSITIES

- A. Heights and density permissions are not applicable for this land use designation.

5.16.3 POLICIES

- A. Collaborate with X^wsepsəm and Songhees Nations to return the land to X^wsepsəm Nation to advance reconciliation efforts.
- B. Review the Town's boundary following the transfer of the reserve lands to X^wsepsəm Nation.

