

COMMUNITY GROWTH SURVEY BACKGROUND

The following guide provides land use definitions and housing information to help you complete the Town's Land Use and Housing Survey. If you have any questions, please feel free to ask the project team via email at ocp@viewroyal.ca!

Land Use

Land use refers broadly to how a parcel of a land may be used, through designations, e.g., residential or commercial, which make up the Land Use Designation (LUD) Map in an Official Community Plan. This map and policies inform how the land may be used within the community and informs general growth and development direction for the community.

Official Community Plan (OCP) & Zoning Bylaw

The Official Community Plan (OCP) describes the long-term vision of a community, and includes statements, objectives, and policies that guide decisions on municipal planning and land use management. In comparison, the Zoning Bylaw is a regulatory tool that translates policies from the OCP into land use, density, height, and building sitting regulations on individual properties through specific zones (e.g., the R-1B: Detached Residential Zone), and general regulations.

Mixed-Use

Mixed-use development refers to a form of development that combines residential dwellings above commercial (office/retail), or an institutional or civic use. These development may also provide some form of amenity or green space on the site, and are typically characterized by mid-rise to high-rise developments, where 4 or 6 storey buildings, and higher are common. Mixed-use development offers several benefits, such as increased walkability, reduced car dependency, and economic growth, by attracting businesses and resident, diverse housing options, and efficient use of land.

Transit-Oriented Development

Refers to higher density mixed-use development that is clustered around transit, and active transportation infrastructure (bike lanes, paths, trails, sidewalk). These areas are highly walkable, characterized by their focus on reduced car dependency. Development of these areas focuses on supporting a highly walkable neighbourhood within areas of between 400 and 800 m of the TOD.

Current Community Development Framework

The Community Development Framework in the current 2011 OCP is a reflection of the Town's current OCP Vision, and is also a recognition of areas in the Town that have the potential for growth and change. The intent of the Community Development Framework is to provide clear direction to promote compact and walkable places, respect the charm and scale of established residential areas, revitalize commercial areas, and protect natural areas and resources within the community. The Development Framework establishes three land use growth concepts, including: Neighbourhood Centres, the Town Centre, and Community Corridors, which are defined below:

Neighbourhood Centre: is a vibrant activity hub that serves the surrounding neighbourhood with a mix of shops, services, and employment opportunities. A Neighbourhood Centre also provides higher-density housing forms, characterized by a mix of standalone residential and mixed-use residential buildings, ranging from 4 to 6 storeys, that focuses on providing higher

density housing forms, while also being highly walkable, accessible, and welcoming.

Community Corridor: are areas situated along major transportation routes and/or activity hubs in the Town. Development of land within these areas follow a similar role to Neighbourhood Centres, as these areas are recognized for their potential for higher density residential and mixed use development, with buildings ranging from 4 to 6 storeys, with an additional focus on transportation and connectivity in the community. Development of these areas should support connectivity between Neighbourhood Centres.

Town Centre: during the creation of the 2011 OCP, the community felt that there was a strong desire to have a centrally located activity hub that would support compact, high-density development up to 4 storeys. This would include mixed-use development, cultural, and civic uses. The community also envisioned that this area would be built with transportation in mind, with access to the E&N, Galloping Goose, and transit. The existing 2011 OCP identifies that the Town Centre would be developed where the existing Fort Victoria RV Park site is located in the Town, given its central location and proximity to transportation infrastructure.

Small-Scale, Multi-Unit Housing

In 2023, the Province of BC adopted Bill 44 – Small-Scale, Multi-Unit Housing (SSMUH), to create more diverse, affordable housing choices and increase housing supply across BC.

Town of View Royal Council adopted Zoning Bylaw No. 900, 2014, Amendment Bylaw No. 1135 in June 2024, in accordance with this new legislation, to allow secondary suites and/or garden suites, and a minimum of three, four, and six dwelling units on lots that were previously zoned exclusively for a single-family dwelling or duplex.

Interim Housing Needs Report & Growth Demand

All local governments in BC were required to complete an IHNR by January 1, 2025. The report identifies the number of housing units required to meet the local government's current and anticipated housing needs for the next five and 20 years. The Town will need 842 new housing units in the next five years, and 2,889 new units in the next 20 years.

A copy of the Town's Interim Housing Needs Report is available on the Town's website here: [Housing Needs Report & Interim Housing Needs Report](#), to the Town is required to align the OCP statements, maps, and land use designations, so that they permit the required housing need over the next 20 years.

Transit-Oriented Area

In 2023, the Province of BC adopted Bill 47 – Transit-Oriented Area, which required municipalities to designate a Transit-Oriented Area (TOA) near transit hubs in their community. Town of View Royal Council adopted Zoning Bylaw No. 900, 2014, Amendment Bylaw No. 1134 in May of 2024, in accordance with the legislation to designate the Town's single TOA located on Hospital Way, next to the Victoria General Hospital.

The TOA is defined within 400 metres of the identified transit hub. The Town's minimum allowable density within the TOA permits up to a minimum of 10 storeys within 200 metres of the transit hub, and up to 6 storeys minimum between 201 metres and 400 metres of the transit hub. Off-street parking minimum are not required, to support transit-friendly development.