One City. One Plan.

10-Year **Official Community Plan** Update

We are updating the Official Community Plan (OCP) for Victoria to meet the needs of our growing population and address the housing and climate crises. The plan we make now will help Victoria grow and change into the future.



Let's talk about Victoria's future

Until September 2024, we will be in your community and online talking with you about how you see your city changing and growing. Your feedback will help create the plan that guides Victoria into a strong, resilient future.



Housing
Where more housing options should go and what we want them to look like.

Climate
How to grow our urban forest and ways to connect and build a low carbon, climate resilient city.



Community
Which shops, services and activities our community needs and how to get around.



Timeline of OCP Engagement

Fall 2023
Early communications and engagement preparation.

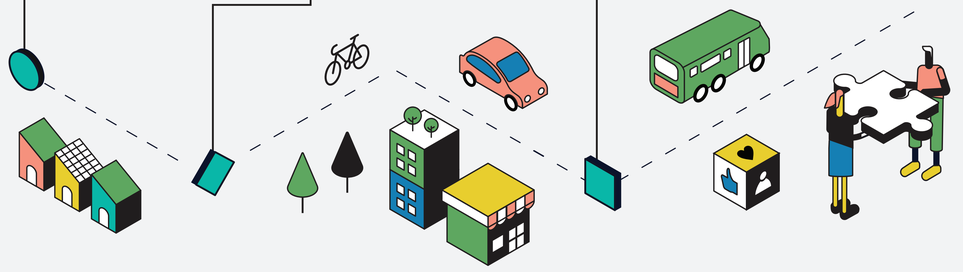
February 2024
Public engagement on proposed OCP updates.

Early Fall 2024 –Spring 2025
Reviewing public feedback to inform and draft bylaws.

Spring 2025
Final directions presented to Council. Public hearing to follow.

February 2024
Council check-in.

Winter 2024
Council check-in.



Ways to Have Your Say

Take the OCP survey at **engage.victoria.ca**

Attend an open house or chat with us at an OCP pop-up event

Join us for an online information session

The Official Community Plan:
It's. A. Big. Deal.

The Official Community Plan (OCP) shapes how we live, work and play in Victoria. It's the long-term plan that determines how our community will grow and change. Decisions on where housing, businesses and parks should go, how we move around the city and ways Victoria can respond to the climate crisis are all determined by the OCP. If the City was a train, the OCP would be its conductor leading the way.

10-Year OCP Update:
Not Starting From Scratch.

Victoria is already a leader in housing policy and regulations. This work continues to align local action with federal and provincial programs that seek to address the housing crisis.

We have a solid understanding of what Victoria values and needs from years of public feedback, technical analysis, current City policy and through the creation of plans like GoVictoria, the Climate Leadership Plan, Parks and Open Spaces Masterplan and Victoria 3.0. Now it's time to talk about how to bring those values to life as our city grows and changes.

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Learn more about proposed OCP updates and take the survey at **engage.victoria.ca**

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Vision 2050

Over the next three decades, the City of Victoria will thoughtfully and intentionally navigate difficult trade-offs in pursuit of the following vision:

Victoria is a diverse, livable community anchored by a range of housing options, the prosperous urban core of British Columbia's capital region and a global leader in the implementation of climate-forward urban infrastructure.

Diverse Community

Welcoming and inclusive of all ages, lifestyles, incomes and backgrounds.

Livable Community

Healthy, enjoyable private and public spaces for daily activities.

Range of Housing Options

Housing options across the housing continuum in all areas of the city.

Prosperous Urban Core

A future-ready, resilient economy that leverages regional strengths while emphasizing local well-being.

Climate-Forward

Proactively reducing emissions and preparing for the impacts of climate change.

Urban Infrastructure

The built and natural infrastructure that provides critical services for our residents and region.

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Our Housing Needs

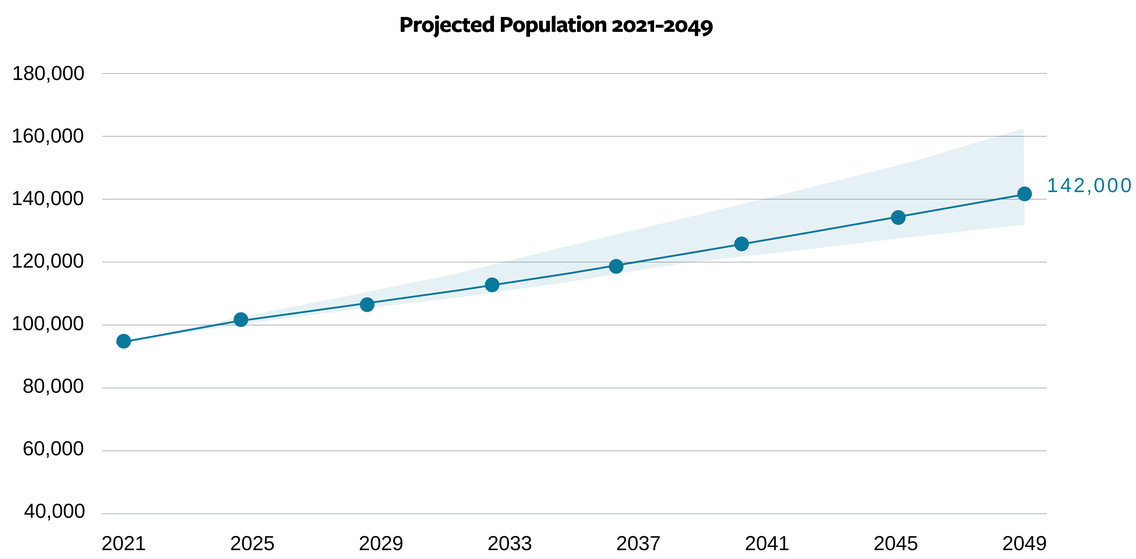
Housing Goal Posts

Keeping Up with Growth

In 2021, Victoria's population was approximately 94,900. By 2050, the City estimates it will reach 142,000. This growth would result in the formation of approximately 26,600 additional households between 2021 and 2049—this includes people living here today who will come of age and form households, as well as those who move to the city from elsewhere.

Catching Up with Unmet Need

Additional capacity is required to accommodate the unmet demand that exists in the housing market today. Unmet demand is reflected in trends and indicators like historically low rental vacancy rates and overcrowding in households. As of 2021, the City estimates unmet demand of roughly 8,000 units.



Rental Vacancy

1.6 per cent (in 2023) is well below the 3-5 per cent considered healthy

Headship Rates

lower proportion of adults are forming households

Housing Suitability

households are living in overcrowded homes

Job Vacancy

high rates point to lack of housing for workers

Homelessness

people remain unhoused in the region

Housing Goal Posts: Make Room and Shape the City

The City's land use policies and regulations, including the Official Community Plan (OCP) and Zoning Bylaw, must provide adequate capacity to keep up with growth and catch up with unmet housing need.

The types of housing the City enables and encourages can influence who chooses and is able to live in Victoria. For example, family-friendly housing may support more families to stay in the city, while more rental housing may support people with a diversity of jobs and incomes. The OCP Goal Posts, shown below, reflect what the City knows about housing needs today and in the future and the diverse, welcoming and vibrant city we hope to shape.

	2030	2040	2050	2021-2050 (Net New)
Anticipated Population	110,600	126,300	142,000	47,100

	2030	2040	2050	Total Net New
Net New Homes by Decade	13,600	11,300	9,700	34,600
Share of Rental Units (targeting 65% secure rental units)	8,900	7,300	6,300	22,500
Share of Family Units (targeting 17% units with three or more bedrooms)	2,300	1,900	1,700	5,900



What is the Province Now Requiring of Municipalities?

The legislative framework that guides municipal land management tools has shifted significantly in recent months. The known changes have informed the approach and proposed direction for the OCP Update.

Housing Supply Act Targets

Sets five year targets for municipalities. By ministerial order, Victoria's target is 4,902 units with suggested splits by tenure, size and rate.

Proactive Planning and Housing Needs

Requires municipalities to identify 20-year housing needs by class in Housing Needs Reports and provide capacity to meet that need in both OCP and zoning.

Small Scale Multi Unit Housing (SSMUH)

Requires municipalities to permit multiple units on one lot, much like Victoria's Missing Middle Regulations.

Transit-Oriented Areas (TOAs)

Identifies areas for denser housing near transit. One TOA is identified in Victoria at the Legislature and requires the City to permit 6 to 10 storeys.

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The Urban Structure Concept

Aligning Where People Live with Ways to Get Around

BIG Moves

Land Use that Supports Transit Investment

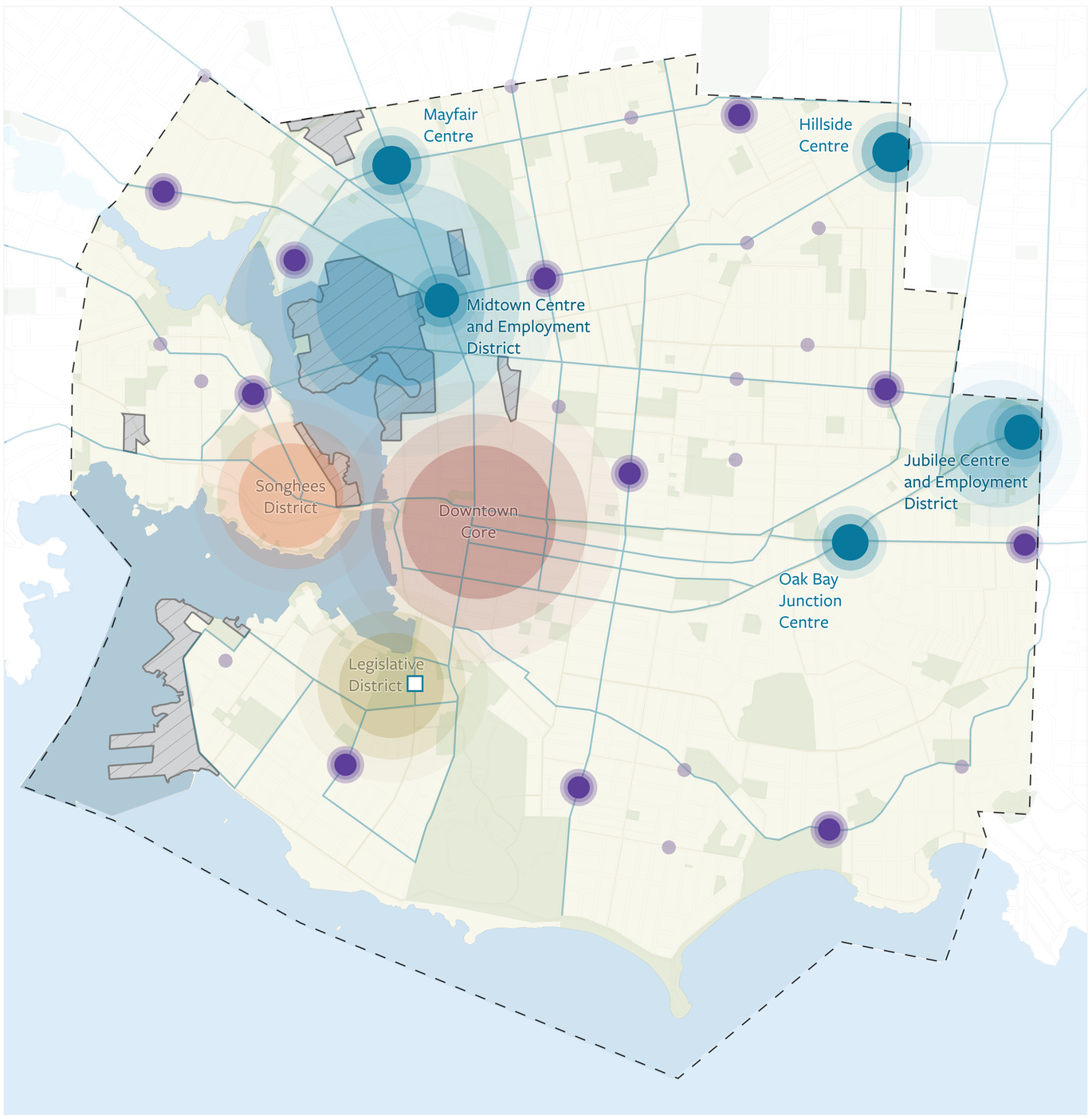
Transit routes and frequency of service respond to concentrations of jobs and housing. This is also true for the expansion and improvement of active transportation infrastructure and shared mobility services (e.g., car sharing). The OCP Update proposes to enable more housing density in and near Mobility Hubs and along transit priority corridors to strengthen the business case and rationale for more frequent and new forms of transit service. The active transportation and shared mobility networks will also converge in these locations, allowing all systems to reinforce each other.

Making Room for More Housing

The Urban Structure Map provides the foundation for meeting housing needs by making room for taller, denser buildings. The General Urban Fabric, shown in yellow on the map, would enable low to mid rise multi-unit buildings (four to six storeys) in any residential area of the city. Taller buildings (seven to fourteen storeys) would be considered in and near the five Town Centres on the map. While redevelopment will not happen everywhere all at once, the map and its guidance set the stage for how Victoria can evolve to catch up and keep up with housing needs.

The Urban Structure Concept proposes a **land use and transportation framework** that aligns where people live and work with ways to get around Victoria. The Urban Structure Map shows **envisioned long term land uses** for distinct areas of the city. The proposed map and guidance will work together with other City policy, guiding decisions and initiatives to help realize the **2050 Vision** as detailed in the Emerging Policy Framework.

Relates to Survey Questions 1-2, 4-5



General Urban Fabric
Primarily residential along with some commercial and community serving uses in a diversity of building forms from **ground oriented up to six storeys*** to support a range of incomes, needs and lifestyles.

Town Centres
Mainly residential and commercial (office, retail, accommodation), with some institutional and light industrial uses. A mix of mid-rise and tall building forms with active frontages and public open spaces.

Downtown Core
Includes employment, residential, commercial, institutional, retail, tourism, community and cultural uses. Tall buildings taper to the harbour and surrounding areas, preserving heritage assets and views.

Community Villages
Primarily residential and commercial with retail uses. Some community, art or cultural spaces, or office uses. Low-rise on main streets will often remain. New mid-rise forms should contribute open spaces.

Employment Districts
Mainly industrial, commercial and cultural uses supporting employment needs and economic growth with some transit-oriented residential. A mix of low- to mid-rise and tall buildings.

Local Villages
Primarily residential and commercial with retail uses. Some community, art or cultural space. Low- to mid-rise development should contribute to public spaces and the village experience.

Songhees District
A mix of commercial, retail, residential, limited light industrial and waterfront uses. A mix of low- to mid-rise and tall buildings designed to complement and preserve views and access to the harbour.

Urban Industrial Reserve
Marine industrial and light industrial uses including manufacturing, along with accessory retail and office uses. Primarily low-rise industrial buildings, mid-rise industrial buildings can include offices.

Legislative District
Hosts institutional, commercial, retail, office, accommodation, water and air transport, tourism and residential uses. A mix of low- to mid-rise and tall buildings tapering to the water.

Working Harbour/Marine
Marine Industrial, water and air transport, shipping, port, navigation, marinas, public shoreline and recreation uses. Built form includes ports, docks, terminals, navigational and other structures.

Transit Priority Network

Transit Oriented Area (*Provincially prescribed*)

*** The envisioned distribution of low-rise (up to four storey) and mid-rise (up to six storey) buildings within the General Urban Fabric is being explored through this community engagement process.**

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Walkable Areas for Complete Communities

Walking and Rolling Distances to Key Destinations and Routes

A Short Walk or Roll

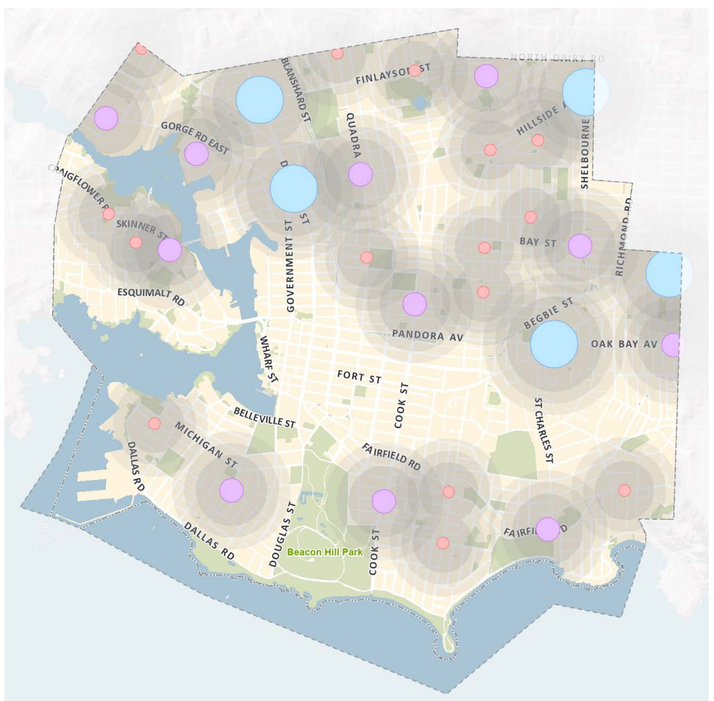
Trips within a five-minute walking distance are so short and convenient that most people won't use a personal vehicle. While everyone's walking or rolling speed may be slightly different, 400 metres (a quarter-mile) is the standard distance used to represent a five-minute walk. More housing options within a five-minute walk to services, amenities, and sustainable, affordable transportation options contributes to complete, low-carbon communities.

The following maps show as-the-crow-flies buffers for three different distances: 200, 300, and 400 metres. This helps reflect variation in individual abilities and how direct a route might be depending on the local mobility network.

Buffers: 200 m 300 m 400 m



Relates to Survey Question 2



Town Centres
Community Villages
Local Villages

Shops and Services (Centres and Villages)

Centres and villages are the hearts of the community. They provide for many of our daily needs and services and often include spaces frequented for social interaction and connection. Ensuring there are many opportunities to live a short walk from Victoria's Town Centres and Community and Local Villages can support a high quality of life, a strong local economy, and reduce the need for longer vehicle trips, helping to avoid creating greenhouse gas emissions.

This map shows the five-minute walk area of existing and proposed Town Centres, Community Villages and Local Villages.



Proposed Transit Priority Network

Transit Priority Corridors

Living close to good public transportation options can make the city more accessible and reduce the need to own vehicle(s). Saving on transportation costs helps with overall affordability and public transit use is an essential way of life for many households in Victoria. More people living along a bus route helps make the case for increased frequency and improve the efficiency of transit service along the route.

This map shows the five-minute walk area of Victoria's proposed Transit Priority Network, where frequent, reliable transit exists or is envisioned to be prioritized in the coming decades.



All Ages and Abilities Cycling
AAA Priority
AAA Expanded

Safe Routes for Walking, Cycling and Mobility Devices

Victoria's All Ages and Abilities cycling network is another example of a mobility network that helps improve the safety, comfort, and ease of getting around with lower costs and lower emissions. The network is designed to provide an inviting and low stress cycling experience for all users, including children and seniors. While it may be focused on bikes, the network also supports safer, more comfortable routes for walking and other forms of rolling.

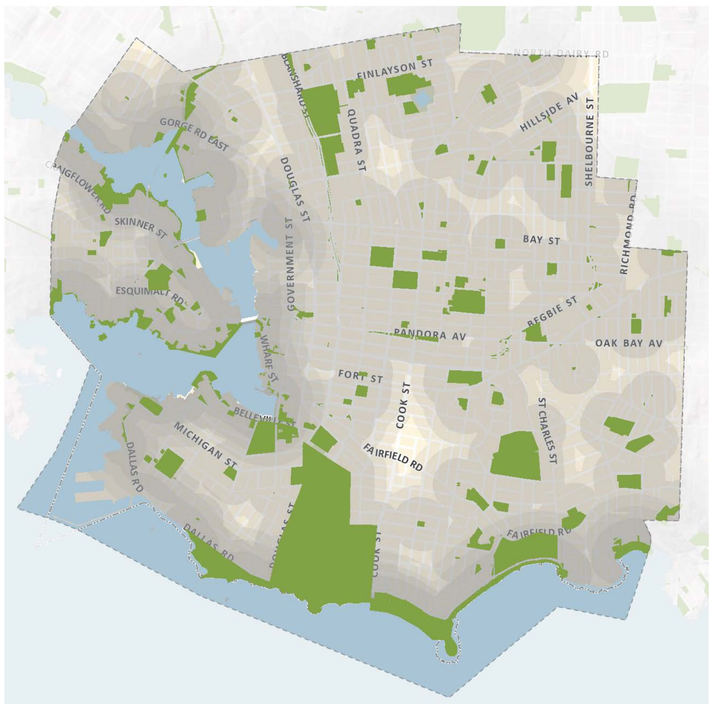
This map shows the five-minute walk area of the city's priority and expanded All Ages and Abilities (AAA) Cycling Network.

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Walkable Areas for Complete Communities

Walking and Rolling Distances to Key Destinations and Routes

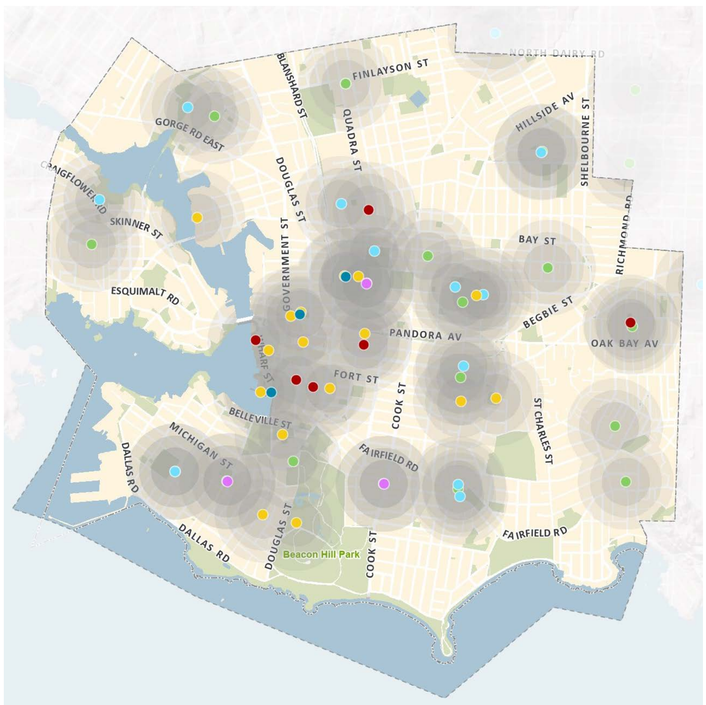


Parks and Open Spaces

Parks, Open Spaces, and Waterfront

Victoria's parks, open spaces, and waterfront provide spaces for communities to play, learn, recreate, gather and celebrate. They also support healthy, functioning ecosystems and diverse wildlife habitats. Providing opportunities for more homes to have visual connection and easy access to these blue and green spaces can help more residents enjoy the physical and mental health benefits these places offer.

This map shows the five-minute walk area of existing parks, open spaces, and the waterfront

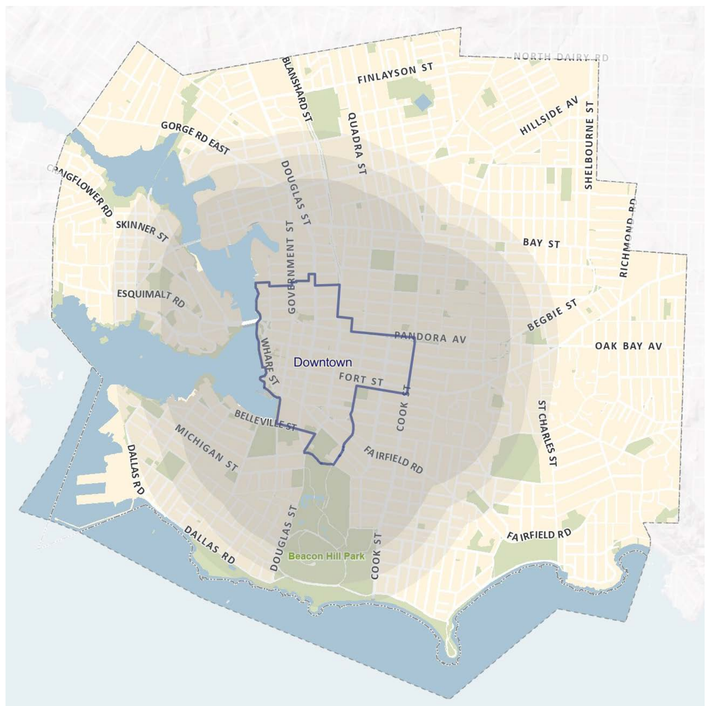


- Seniors Centres
- Neighbourhood Hubs
- Arts and Culture Facilities
- Community or Rec. Centres
- Educational Institutions
- Public Schools

Community Amenity Spaces

Community amenity spaces provide opportunities for people to gather, develop community, learn, play, enhance skills, and engage with visual and performing arts. They include places like recreation centres, libraries and educational institutions. Welcoming more homes near these places can both maximize the value the spaces provide and enrich the quantity and diversity of opportunities to connect, learn from, and appreciate one another.

This map shows the five-minute walk area of community amenity assets.



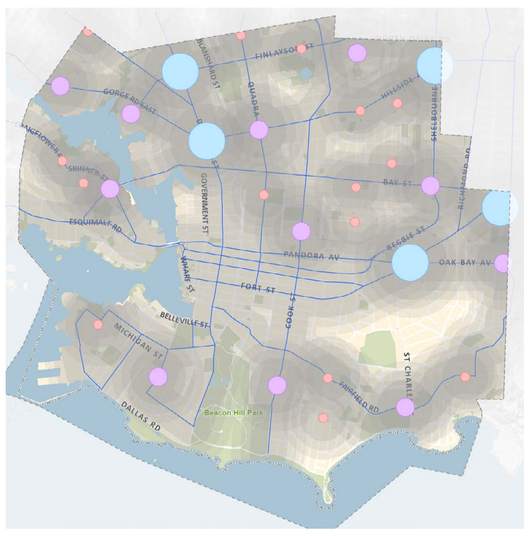
Downtown Neighbourhood

Downtown

Victoria's downtown is the single largest employment centre for the Capital Region, which also makes it a focal point for housing demand. Victoria is forecast to see an additional 20,000 to 40,000 jobs by 2050, many of which will be in the downtown. Making room for homes near workplaces can support higher quality of life through shorter commute times, more opportunities to walk and roll to work, and reduced greenhouse gas emissions and transportation costs.

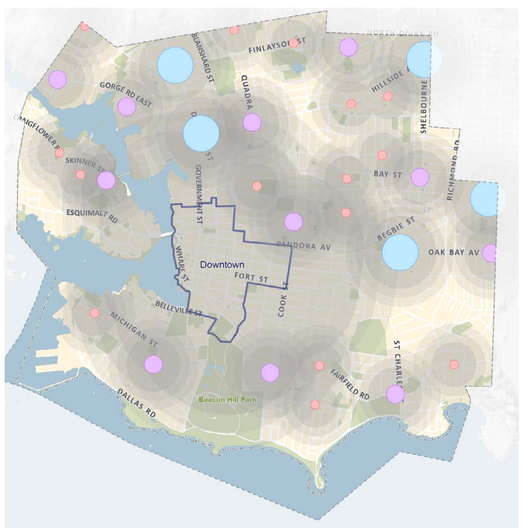
This map shows the 15-to-20-minute walk area of the Downtown neighbourhood using larger buffer distances (800, 1000, and 1200 metres). This distance is typically considered a comfortable commute and is used here to reflect the high number of employment opportunities in the Downtown, as well as its role as a strong focal point for major regional transit options, entertainment, restaurants, and various other attractions and destinations.

Load the Map To Try Your Own Combinations:



Example Layer Combo:

+ Shops and Services
+ Transit Priority Corridors



Example Layer Combo:

+ Shops and Services
+ Downtown

Relates to Survey Question 2

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Making Room for Low- to Mid-Rise Housing

Welcoming a Diversity of Housing Choices

BIG Move

Enabling the Next Generation of Rental Housing

More rental housing options are critically needed given an extremely low vacancy rate, the high barriers to homeownership and that more than 60 per cent of Victorians rent their homes. The OCP Update proposes to enable rental housing by supporting mid-rise housing in more areas and through zoning changes that will enable secured rental homes to be built quicker. This enabling policy and regulation can be leveraged together with the City's Rental Incentives Program, providing more opportunities for builders to respond to the City's rental housing needs. The Provincial Residential Tenancy Act and the City's Tenant Assistance Policy will continue to support renters at risk of being displaced.



Beacon on the Park rental building in Fairfield

What is Secured Rental Housing?

Secured Rental Housing refers to apartment buildings designed as long-term rental housing.

Why is it Important?

More than 60 per cent of Victoria residents are renters. Secured rental housing is vital as it provides greater housing security than secondary market rentals - where homeowners rent their private home or suite. The housing in the secondary rental market is not guaranteed to be long-term rental housing as the owner could require the housing for their own needs. Victoria's rental vacancy rate is well below the healthy range (three to five per cent) and the scarcity is driving rent rates higher as people compete to find places to live.

Demand for Rental

The high costs of homeownership means more people look to rental housing as a long-term housing option. Much of the city's purpose-built rental stock was built before 1970 and is showing its age. These older rental buildings provide greater affordability and make up a large portion of the city's naturally occurring affordable rental housing. When these buildings reach the end of life and are redeveloped, it is vital there is enough new rental housing to accommodate the growing demand.

Practical and Livable Homes

Five and six storey buildings are the most financially viable form for new rental housing and offer good livability for residents. They are typically wood framed, making them less expensive and more environmentally friendly than concrete construction. This scale of housing also provides spaces for ground-floor commercial or ground-oriented housing that can activate streets.

Relates to Survey Q3



Pandora rental building downtown (photo credit: Bosa Properties)

Purpose-Built Rental Housing (2010-2023)



Building Permits by Housing Tenure (2012-2023)

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Non-Market Housing

Long-Term, Stable and Affordable Housing

BIG Move

Enabling More Non-Market Housing, in More Locations, Faster

Large numbers of below market and near market housing units are required to provide affordable housing for people with low to moderate incomes. To support this, the OCP will continue to provide additional flexibility for the size and design of new non-market housing. To expand the reach of the City's Fast-Track for Affordable Housing process, zoning changes are also proposed as part of this OCP Update which would make multi-unit buildings a permitted use in all residential zones. Combined with the City's ongoing work to develop partnerships and prioritize non-market housing applications, these moves will accelerate the delivery of affordable housing.





330 Goldstream Ave (credit: Cascadia Architects)



The Oaks, 9 Chown Place (photo credit: BC Housing)



210 Gorge Road (photo credit: Cool Aid)



The Dalmatian above the City's new fire hall

What is Non-Market Housing?

Non-market housing covers a diversity of housing types that are owned and operated by a non-profit organization, cooperative, charitable society and/or government agency. In general, non-market housing is rented at a price that is not set by market forces. While the City plays an important role in supporting non-market housing, senior government funding is a vital component for both developing and operating non-market housing.

Why is it Important?

Non-market housing provides opportunities for safe, secure and affordable housing for families, seniors and individuals who are unable to afford market housing in Victoria. With non-market housing accounting for only 10 per cent of the housing stock in the City, there is a growing need for this type of affordable housing.

The location of non-market housing is also important. When affordable housing is located near Villages and Town Centres, residents can rely on affordable transportation options with convenient access to employment, amenities and services. Encouraging non-market housing in all neighbourhoods helps to create liveable, inclusive and diverse communities close to green space and school.

Housing Initiatives

The City of Victoria supports non-market housing through a range of policies, programs and initiatives. Key actions include:

- Fast Track for Affordable Housing (previously known as the Rapid Deployment of Affordable Housing) (2022-2024): Four projects benefited from the accelerated development process and will result in the delivery of over 500 new non-market housing units.
- Victoria Housing Reserve Fund (VHRF) (2019-2023): Over $8 million in grants have been awarded, providing support to 11 non-market housing projects.
- City Land Partnerships (2019-2023): Partnerships with other levels of government and non-profit housing providers have supported the delivery of four non-market projects with 585 non-market units. One example is the Burnside School Affordable Housing Project, where the City provided a long-term land lease and a VHRF grant.

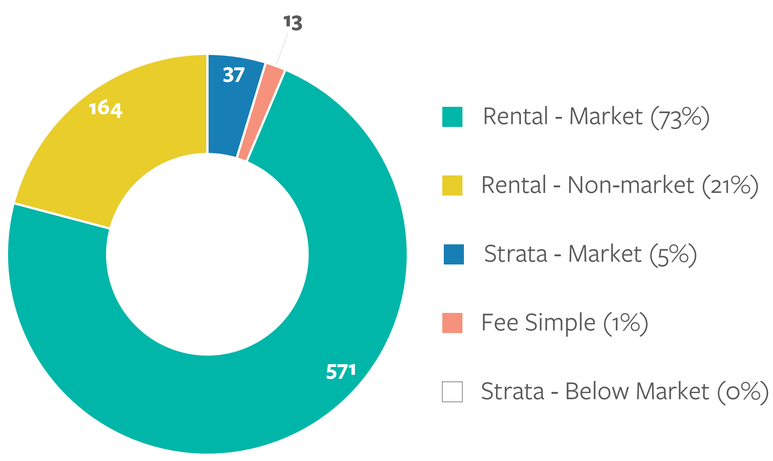
Targets

The Victoria Housing Strategy targets an increase of 2,100 affordable rental units for those with very low, low and moderate incomes, roughly 300 units on an annual basis.

New Non-Market Homes

In 2022, over 1,629 net new (1,924 gross) non-market rental homes were either approved, under review, or under construction in Victoria.

New Housing by Tenure and Market (2023)



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Family-Friendly Housing

Planning for Family-Friendly Homes, Buildings and Communities

BIG Move

Requiring a Portion of New Homes to be Family-Friendly

Since most new housing will be built in multi-unit housing forms, it will be increasingly important to ensure multi-unit buildings include a good portion of homes suitable for families. The OCP Update proposes to require a minimum number of three-bedroom units in new multi-unit developments, particularly low- and mid-rise apartment forms. Zoning would also continue to support denser ground-oriented forms throughout the city, such as townhouses, which can contain higher proportions of homes for larger family households.



RailYards, Bridges Park

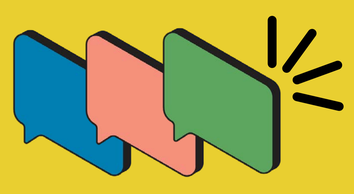
What is Family-Friendly Housing?

Family-friendly housing is defined in Victoria's Housing Strategy as units with at least two bedrooms and some sources suggest that at least three bedrooms are needed to comfortably house families with two or more children.

Family-friendly housing is about more than just bedrooms. It helps families with children thrive and can include storage, larger balconies or outdoor space and multi-age play areas. Placement of family-friendly housing units within buildings can also support family well-being.

Why is it Important?

Families with children help support a healthy economy, school enrollment and joyful, resilient communities. In Victoria, family-friendly housing is increasingly hard to find and often unaffordable. This has resulted in a trend of young families, or families looking to have children, leaving the city for more affordable places to live. Welcoming more diverse types of multi-unit buildings in Victoria that are suitable for families is key to ensuring young families can stay rooted in their communities as Victoria grows and changes into the future.



Relates to Survey Q6

Three-Bedroom Rentals are Rare

Only 2 per cent of existing and new rentals in Victoria have three or more bedrooms. These units are in high demand. In 2023, the vacancy rates for 2- and 3-bedroom units were even lower than the city's already low average.

Average Rents are High

Victoria has the highest average rent for homes with three or more bedrooms in the region.

Not Enough are Being Built

Ground-oriented (AKA missing middle) housing such as townhouses are a good option for delivering family-sized homes for those who can't afford a single-detached house in Victoria, but few of these types of homes are being created.

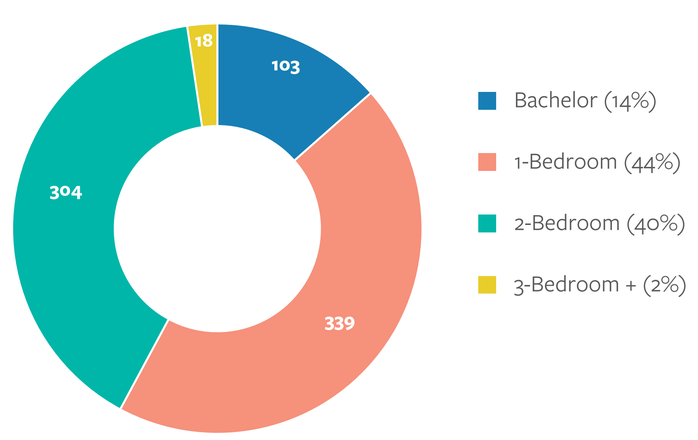
Not Available Everywhere

The majority of existing family-sized units in Victoria are concentrated in just some neighbourhoods, commonly in lower-density, more unaffordable housing forms.

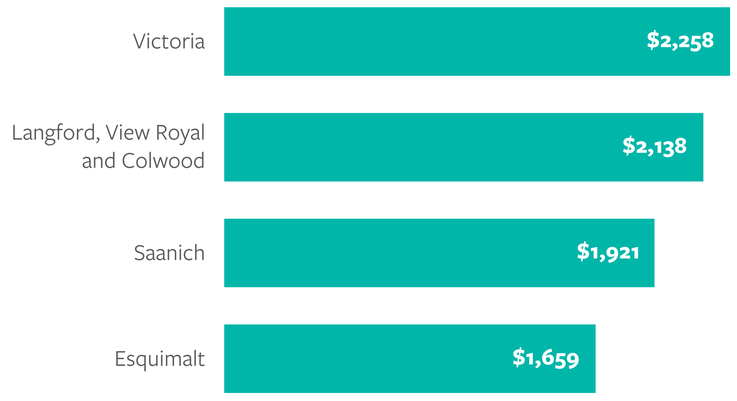
Fewer Adults are Forming Households

More adults in Victoria are living in single households than in the past, which points to a lack of suitable housing. In particular, there are fewer adults under 24 (the age at which people are more likely to be trying to enter the rental market) and adults aged 35-44 (when people are more likely to be forming families or trying to enter homeownership) forming their own households in Victoria.

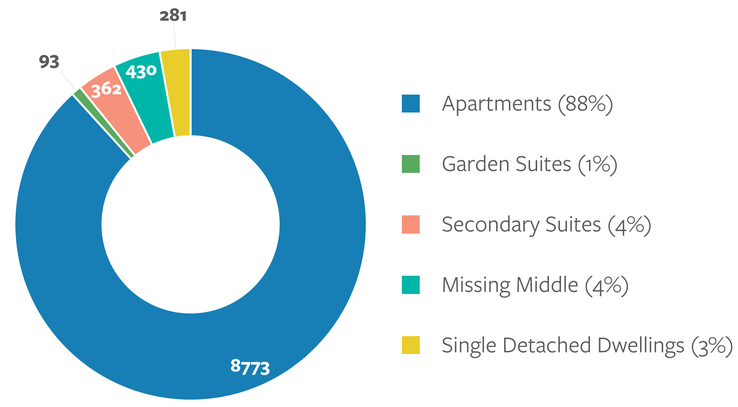
New Rental Housing Stock (June 2020-2023)



Average Rent for Units with Three or More Bedrooms (2023)



Building Permits by Housing Type (2014-2023)



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Modernizing Victoria's Approach to Zoning

Creating a Clear, Simple and Easy to Use Zoning Bylaw

Why Modernize the Zoning Bylaw?

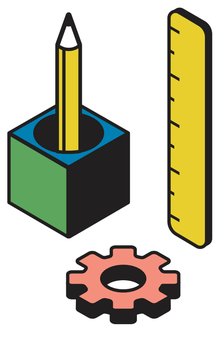
As part of the Official Community Plan (OCP) 10-year Update, the City is modernizing its approach to zoning. The zoning bylaw that applies to most of the city dates to 1981 and has become increasingly complex and difficult to use. It is also largely misaligned with many of the City's objectives for housing, climate and complete, connected communities. Zoning modernization will create a clear, simple and easy to use bylaw and support the development of new climate friendly homes and businesses.

What is Zoning?

The zoning bylaw controls what can and can't be built in the city today. It provides specific regulations for the types of buildings and uses that can occur on individual properties. Every property in Victoria has an applied zone and today there are over 800 different zones in the city.

What does zoning regulate?

The Zoning Bylaw dictates and regulates:



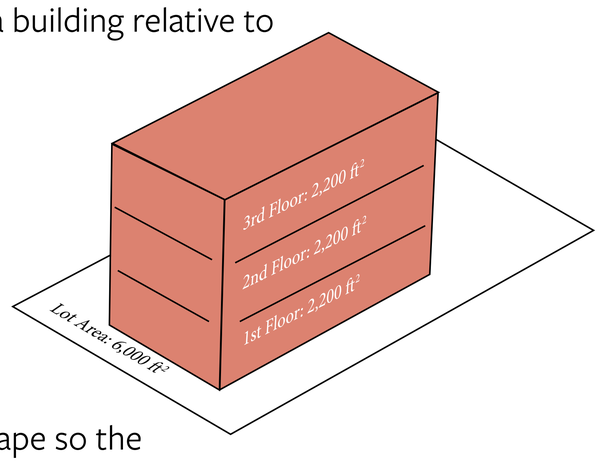
- How land and buildings may be used (e.g., residential, commercial, industrial and institutional uses)
- Building sizes and dimensions (e.g., height and density)
- Where buildings and structures can be located on a lot
- The siting and orientation of buildings relative to public spaces and other buildings

What is FSR?

Floor Space Ratio (FSR) is a measurement of density. It is a ratio the total floor area of a building relative to the size of its lot.

For example:

- FSR = (floor area) : (lot area)
- FSR = 6,600 ft^2 : 6,000 ft^2
- FSR = 1.1 : 1
- Simplified to "1.1 FSR"



In Victoria, lots vary in size and shape so the same FSR on one lot could result in a different building height on the next.

How does Zoning Impact the City?

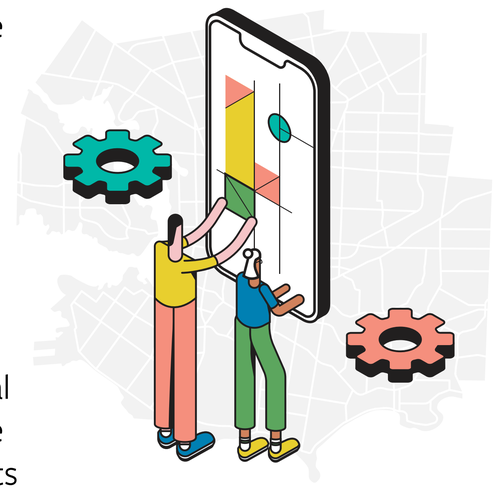
By regulating the shape and location of buildings as well as open space on a lot, zoning influences the quality and comfort of private living spaces as well as public open spaces. This makes zoning an important tool for ensuring both private and public spaces are inclusive, welcoming and support climate action goals.

However, zoning does not achieve all of these things alone. A clear and simple zoning bylaw sets the table for other City tools, like design guidelines, tree protection measures and utility bylaws to be effective.

Is Zoning the same as an Official Community Plan?

No. The two are closely related, but serve different purposes.

The Official Community Plan (OCP) provides a holistic and high-level vision for the city for decades into the future. It guides decision-making on a range of topics such as housing, climate action and transportation. It includes **general guidance for long-term land use decisions**.



Zoning is a tool to implement the OCP. It sets more specific parameters for land use and building design to support the OCP's vision and objectives, particularly related to new housing and businesses. While the OCP provides general guidance to inform land use decisions, the zone applied to a property gives it development rights and is **enforceable regulation**. Council can approve changes to a zoning bylaw, but they must be aligned with the OCP.

Zoning and Secured Rental Housing

Secured Rental Housing refers to apartment buildings designed as long-term rental housing offering greater certainty to renters relative to the secondary market, where private property owners rent and manage the unit. Secondary market rentals are not guaranteed to be long-term rental housing as the owner could require the housing for their own needs.

Victoria lacks enough secured rental buildings relative to the need today and will require even more in the future.

Municipalities can zone specifically and exclusively for rental tenure housing in any residential zones. However, because of the lower profit margin associated with rental housing, it is typically most viable in a mid-rise form. Though rental tenure can be applied to ground-oriented and low-rise forms, achieving rental at these lower scales is less likely due to limitations of financial viability.



Pandora rental building downtown (photo credit: Bosa Properties)

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Modernizing Victoria's Approach to Zoning

Creating a Clear, Simple and Easy to Use Zoning Bylaw

Ground-Oriented Residential

This zone would be similar to the Missing Middle regulations and would apply in all residential areas. Ground-oriented housing is important for adding new supply and providing diverse opportunities for families and attainable homeownership.

Height	Density	Typical Building Types
Up to three storeys	Up to 1.1 FSR	Townhouses and Houseplexes



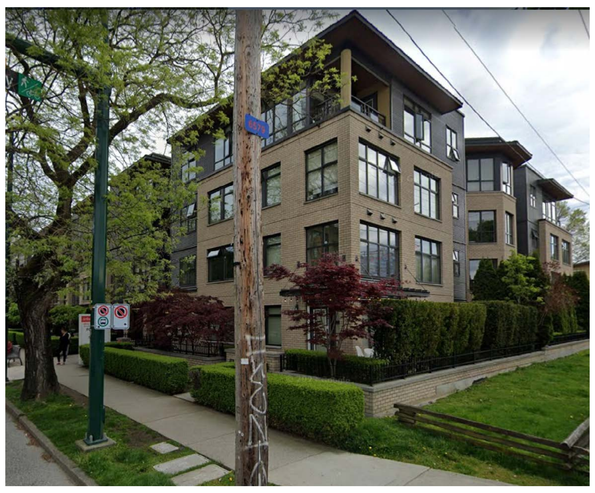


Low-Rise Residential

This zone would include opportunities for low-rise apartments in addition to ground-oriented housing. Like ground-oriented housing, these forms are typically built with lower-carbon wood materials. They can complement and add variety to areas with ground-oriented housing, providing more diversity of housing options, particularly for more attainable homeownership.

Height	Density	Typical Building Types
Up to four storeys	Likely up to 1.4 to 1.6 FSR*	Multi-unit (apartments and condos) Stacked townhouses





Mid-Rise Residential

This zone would allow mid-rise apartments of four to six storeys. This height is generally the max for using standard wood materials in construction and maximizes infill opportunities for lower carbon building and living. This is also the scale at which secured rental and non-market housing is typically developed, providing the greatest opportunities for diverse housing options.

Height	Density	Typical Building Types
Up to six storeys	Likely up to 2.5 to 3 FSR*	Multi-unit (apartments and condos)

** Reflects an FSR range for buildings of the noted height on typical Victoria lots or lot assemblies. The exact FSR will be finalized through engagement and additional testing.*





Mixed-Use Zones

New primarily mixed-use zones (permitting or requiring businesses on the ground floor with housing above) will be created for Town Centres, Community Villages and Local Villages. The proposed OCP envisions low-rise, mid-rise buildings and, in some cases, taller building forms in these areas. However, this process is not considering pro-actively zoning these areas for the maximum envisioned height and density. Instead, these new mixed-use zones would be applied with a base height and density. Additional height and density could come through a rezoning application, if aligned with the OCP vision and objectives.

Zone	Base Height	Base Density	Typical Building Types
Local Village	Up to four storeys	1.2:1 FSR	Mixed-use low-rise
Community Village	Up to six storeys	1.5:1 FSR	Mixed-use low-rise Mixed-use mid-rise
Town Centre	Up to six storeys and taller as appropriate	1.5:1 FSR	Mixed-use mid-rise Mixed-use tall buildings









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Housing Diversity on a Block

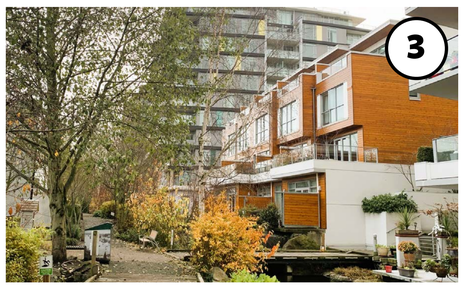
How Housing Types Come Together



Neighbourhood Commercial



Six-storey Apartment Building



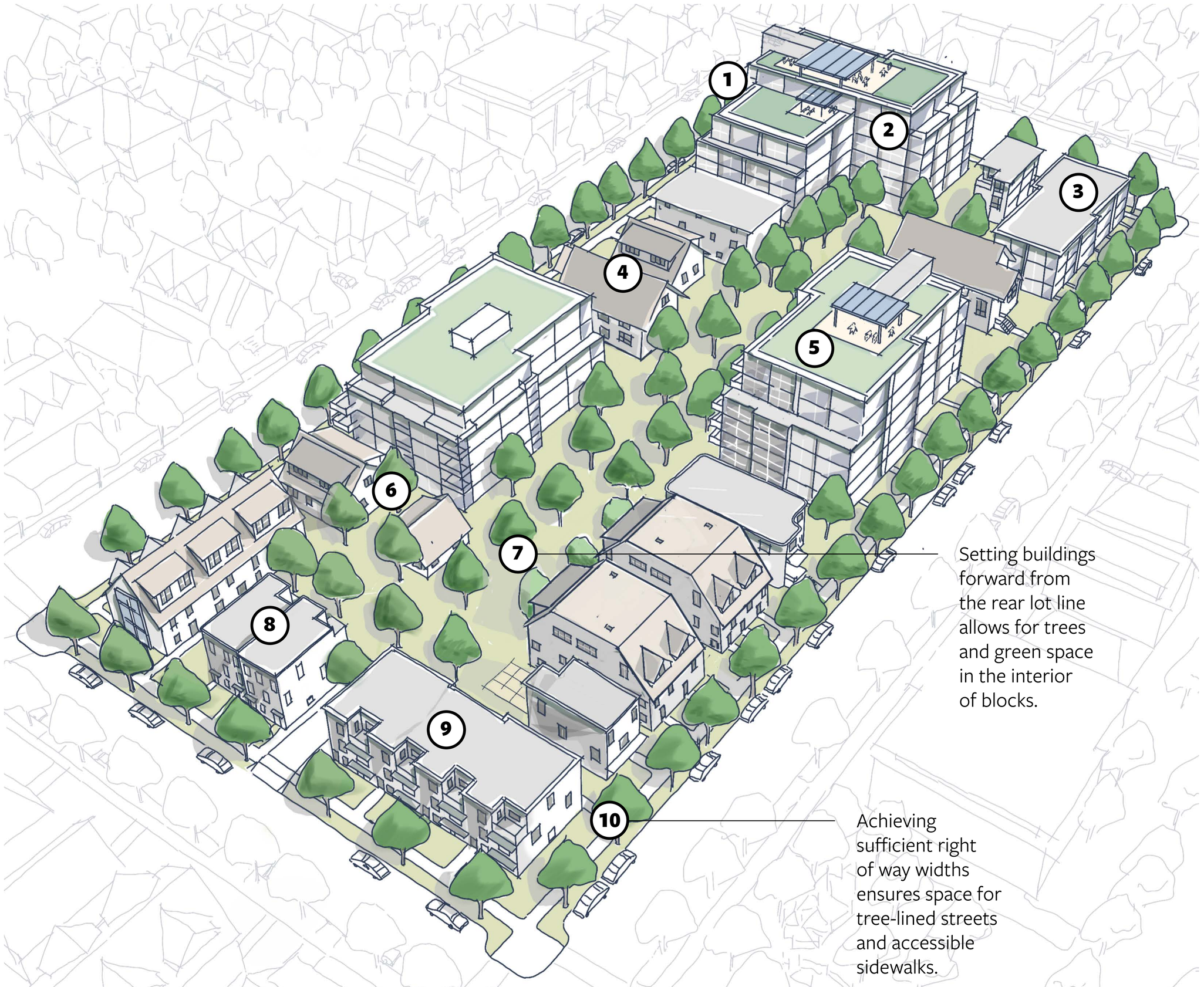
Four-storey Condo Building



Detached House



Shared and Green Rooftop Space





Heritage-Conserving Infill



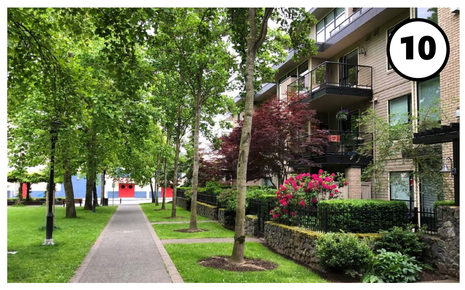
Interior Block Green Space



Multiplexes



Townhouses



Street Trees

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Housing Diversity At Eye Level

How Different Buildings Relate to the Street, Open Spaces and Each Other

Experience of New Housing Forms

These sketches illustrate how new housing forms may look and feel as you move about and experience a community with diverse housing forms. Human scale designs, integration of natural features and a balance of private, semi-private and public spaces help buildings of all scales and forms contribute to a comfortable, enjoyable and visually interesting community.



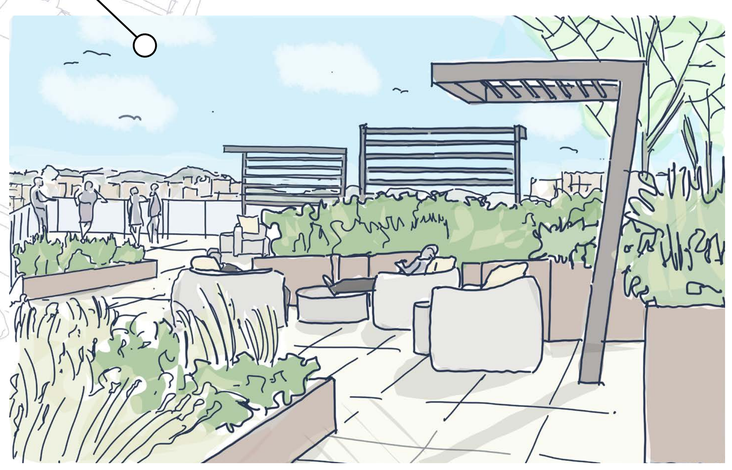


















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Principles of Good Urban Design

Development Will be Consistent with the City's Design Guidance

BIG Move

Livability and Amenities in a Growing City

It is crucial to design livable homes, buildings and communities to ensure the city continues to be a comfortable and enjoyable place to live even as Victoria shifts to a more compact and mixed-use city. The OCP Update proposes to establish updated Design Guidelines to make sure new development aligns with livability and climate objectives. This means new buildings will often include private and/or public amenity spaces, balconies and patios for individual homes, shared green roofs and terraces and opportunities for play and social gathering. Secure storage solutions for bikes and other e-mobility devices, open space designs that allow for sunlight and airflow, amenity areas and many other design strategies that align with the City's principles of good urban design will also often be included.



Pandora rental building downtown (photo credit: Bosa Properties)



positive relationships with existing and future development, streets and open spaces.



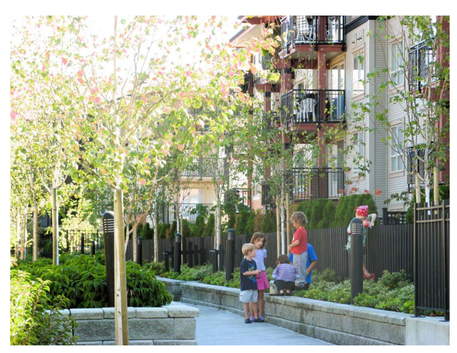
High quality building and open-space design that support street vitality, visual interest and safety for people and public spaces.



Safe and accessible streetscapes that support walking, rolling, transit, access to daily needs and employment.



Livable environments that ensure equitable access to open space, daylight and fresh air while providing adequate shelter, privacy and outdoor amenity.



Inclusive buildings and open spaces for everyone – family-friendly, designed for all ages and abilities.



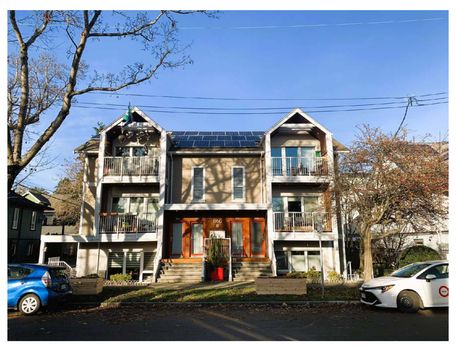
High quality design for open spaces that are welcoming and comfortable, for year-round social gathering and celebration.



Human-scale building and open-space design to enrich our streetscapes and support walkability, sociability and neighbourliness.



Design with nature: green infrastructure that mimics natural systems, supporting stormwater management, habitat, food production and the urban forest.



Healthy, climate-friendly buildings and open spaces with a small environmental impact and big positive design outcomes for the community.



Placemaking and story-telling that express the values of our city, embrace diverse narratives and promote distinctive features of Victoria's places.

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Key Concepts of Design Guidelines

How the City Controls the Design of New Development



Integrated Planning for Good Urban Design

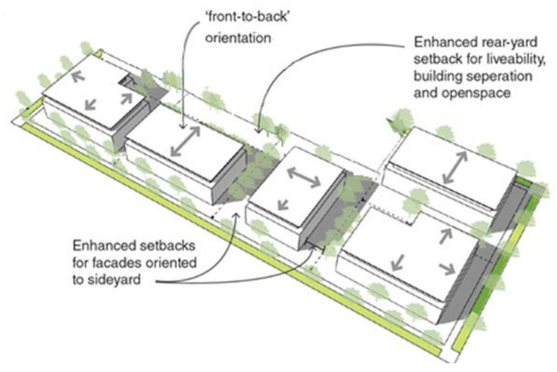
Design guidelines work in tandem with other bylaws including the zoning bylaw, the tree protection bylaw and criteria for the design of frontage works (like sidewalks, boulevards and street trees). Integrated land use and transportation planning that ensures people can find homes close to daily needs and have a range of mobility options also helps reduce some of the pressure that otherwise leads to using green open site spaces for parking.

Design Guidelines are Used to Evaluate Development Permits

Design guidelines address building form and character and the design of open spaces. They can also address ecology, energy efficiency or climate change adaptation and mitigation. Even where zoning allows a development, a Development Permit is required to ensure compliance with design guidelines.

Key Concepts of Existing Design Guidelines

The following key concepts are summarized from the most recently adopted General Urban Design Guidelines, which will inform the updated design guidelines to be established through this OCP update.



Positive relationships between buildings and streets and open spaces

This will enhance Victoria's pattern of tree-lined streets and green open spaces in the interior of blocks. Individual dwelling units face to the front or back wherever possible.

High quality, inclusive open spaces for residents

Buildings contain inviting, accessible open spaces for residents. This may include on-site and rooftop amenity spaces for socializing, food growing and playing, useable across seasons with consideration for access to sunlight.

High-quality, human-scale design for residential buildings

Buildings present a friendly face to the street, with windows, doors and landscaped transitions creating an attractive environment and fostering social interaction.

Design with nature

Building siting and on-site open spaces and soil volumes support canopy trees and rainwater management. Minimize the extent of underground parkades, consider existing habitat and natural features and include native, food-bearing and pollinator plants.



High-quality, human-scale design for vibrant urban villages

Frequent entries, human-scaled storefronts and sidewalk seating creates an inviting environment.

Sustainability

Building siting and design should support passive heating and cooling, solar access and bird-friendly design.



Livable buildings and open spaces

This makes neighbourhoods and living spaces comfortable and desirable. This includes separation between buildings for light and air; upper-storey stepbacks with special attention to north-facing sides; and patios, porches and/or shared open spaces for all residents.

Placemaking

Celebrating what's unique about Victoria and its diverse villages and neighbourhoods, with guidelines specific to unique areas and for the design of inviting public spaces in larger developments and key locations.









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Different Streets for Different Needs

Rethinking How We Define Roads and What Their Future Needs Will Be

BIG Move

Thinking About More Than Vehicles

Our public rights-of-way are commonly referred to as roads or streets. Historically, we've defined these spaces primarily by vehicle volumes—how many cars, trucks and buses move through in a given time period. These vehicle-oriented definitions have resulted in streetscapes that ignore the many other purposes our rights-of-way can serve, from accommodating other modes of transportation to providing public space or supporting natural infrastructure.

Re-thinking our streets as places that can support multiple objectives and community needs can inform new design approaches that provide a more balanced provision of mobility services and public amenities. Streets can also be better designed to respond to surrounding land uses—streets may look and function differently in a vibrant commercial area than in a quiet residential one. As Victoria grows, our public rights-of-way will be expected do more, and modernizing the way we define our streets will be key in helping to guide necessary infrastructure improvements and support for new and existing residents and businesses.

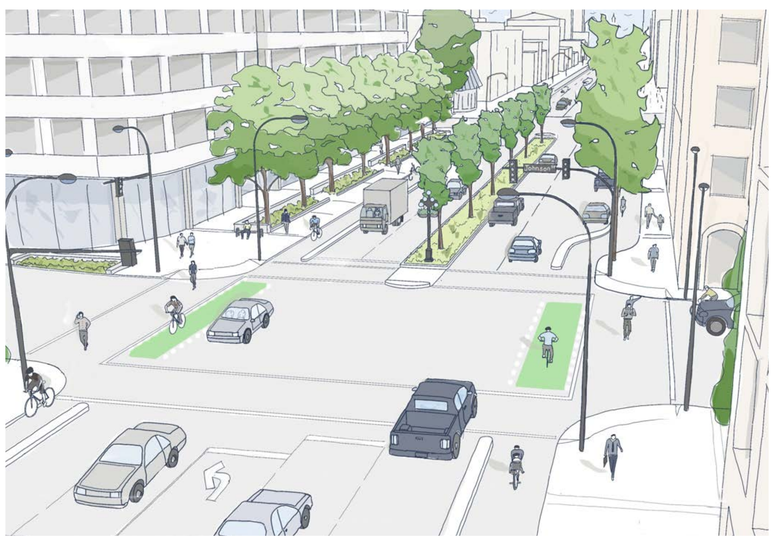
Street Types

Today, street design is guided by three primary street types: Local Streets, Collectors and Arterials. Modernizing the definitions of these three street types can improve how the design of our streets reflects the variety of uses and users on the street today, including prioritizing pedestrian activity and improving public spaces to meet our long term needs.

In addition to the types outlined below, new street types may be envisioned including streets that include transit priority, are car-light or car-free, incorporate public plazas, are along linear parkways, adapt to local conditions and constraints and provide opportunities for public events and gathering spaces. As we envision how to adapt and expand the set of street type definitions, it is essential we also update our street standards and guidelines to inform changes to this important public asset.







Local or TYPE A Streets

Local roads vary in width and may include sidewalks, street trees or on-street parking. Today, local streets are intended to be slow streets, accommodating fewer than 1,000 vehicles a day at speeds of 30 kilometres per hour or less.

In the future, we envision the following features on a variety of similar street types:

- **Pedestrian safety is prioritized with pedestrian comfort zones including sidewalks and safe streets for play.**
- **Green infrastructure is maximized.**
- **Cyclists and other rolling is supported in a safe shared use environment.**
- **Vehicle access is supported, but through-traffic is discouraged to support low vehicle volumes and speeds.**
- **Transit service is encouraged on collector and arterial streets to make room on local streets for unique designs that support safe street objectives.**
- **Parking is accommodated on-street but safe pedestrian spaces and green infrastructure come first.**

Collector or TYPE B Streets

Collector roads support vehicle access to the local road network and include additional mobility services such as local transit routes. They may see higher traffic volumes (up to 4,000 vehicles per day) and typically have higher speed limits to support vehicle circulation.

In the future we envision the following features on a variety of similar street types:

- **Pedestrian safety is prioritized with sidewalks and marked road crossings at strategic locations.**
- **Green infrastructure is integrated into flex zones which may include other streetscape elements.**
- **Cyclists and other rolling is supported in a dedicated area that is protected with infrastructure based on vehicle speeds and volumes.**
- **Vehicle access is supported, but the safety and performance of low-carbon alternatives comes first.**
- **Local transit service is encouraged with well designed facilities and safe, comfortable pedestrian routes to the transit stop.**
- **On-street parking is accommodated in select locations based on need, but other streetscape elements are prioritized.**

Arterial or TYPE C Streets

Arterial roads are the most complex streets. They tend to be large, provide a variety of mobility options and may see traffic volumes that exceed 20,000 vehicles per day. Safe, efficient use of these streets requires additional investments to separate transportation mode types, ensure safe circulation at intersections and support regional mobility needs.

In the future we envision the following features on a variety of similar street types:

- **Pedestrian safety is prioritized with safe road crossings and larger sidewalks that are buffered from traffic.**
- **Green infrastructure is maximized with large mature street trees and green stormwater features.**
- **Cyclists and other rolling is supported in protected bike lanes and given safe accommodation at intersections.**
- **Vehicle accommodations prioritize commercial vehicles and transit service.**
- **Transit service is of the highest quality to support higher density land uses and inter-regional trips.**
- **On-street parking and loading will only be accommodated in select locations where there is space to support or commercial land uses exist.**

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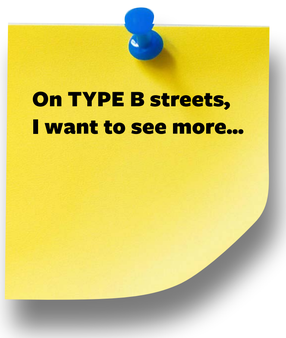
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Your Priorities for Streets

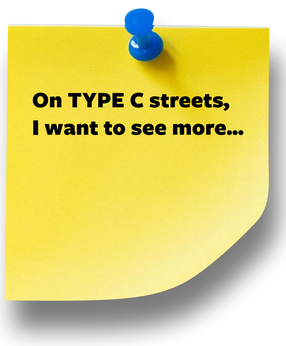
Tell Us What You Love and What You Want More of On Your Street



What do you love about and what do you want to see more of on Victoria's local or Type A streets? Some examples are Pine St, Oscar St and Leighton Rd.



What do you love about and what do you want to see more of on Victoria's collector or Type B streets? Some examples are Rockland Ave, Menzies St and Catherine St.



What do you love about and what do you want to see more of on Victoria's arterial or Type C streets? Some examples are Government St, Bay St and Blanshard St.

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Linear Parkways

Converting Streets to Plazas, Parks and Park-Like Spaces

BIG Move

Repurposing Some Road Space to Better Support Community, Environment, Accessibility and Safety

A key direction of the OCP is to incrementally and creatively repurpose road space for linear parkways.

The intent of linear parkways is to support gathering, play, food growing, creek daylighting, habitat biodiversity and overall wellness. By nature, they prioritize active and accessible mobility needs including slow, shared and safe streetscapes. They will also create space for our urban forest. Depending on unique site conditions and development opportunities, each may highlight particular benefits over others.

Relates to Survey Questions 12-13

Numbering may be one higher if you got a follow up question earlier.

How Will We Realize Linear Parkways In Victoria?

There are a number of ways linear parkways improvements can be designed, funded and implemented. They can begin with temporary short-term or 'pilot' improvements that lead to more permanent changes. New programs and guidelines will be required to support implementation.

1 Rainways and Streams

Rain gardens and stream daylighting can help naturalize and celebrate our watersheds.



Rainway on Woodland Drive and East 2nd Avenue, Vancouver (photo credit: City of Vancouver)



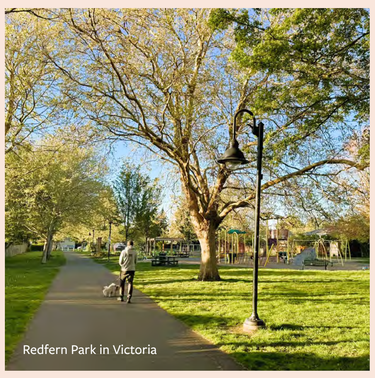
Rainway on Woodland Drive and East 2nd Avenue, Vancouver (photo credit: City of Vancouver)

2 Pocket Park, Playground or Garden

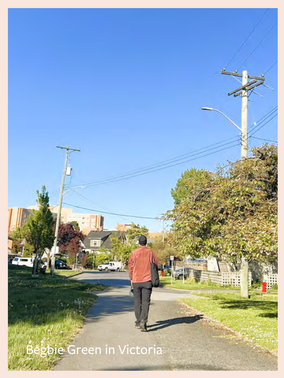
Neighbourhood open spaces can be created or enhanced by repurposing adjacent rights-of-way if driveway access is not a concern.



Chestnut Street Closure in Victoria



Redfern Park in Victoria

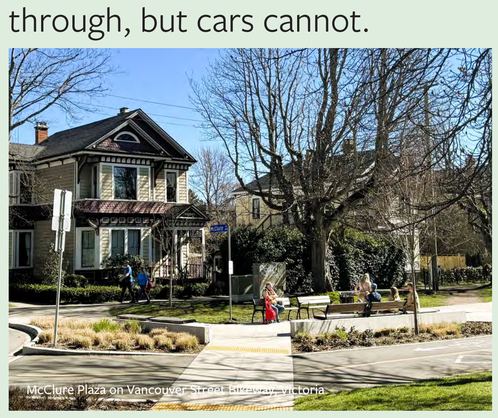


Begbie Green in Victoria



3 Small Plaza

Some intersections can become plazas that people can move through, but cars cannot.



McClure Plaza on Vancouver Street, Victoria



Gower Park in Victoria



Gladstone Plaza in Victoria (photo credit: Fernwood NRG)

4 Calm and Friendly Streets

Expanded curb-side spaces slow down traffic and make room for activities and a shared street.



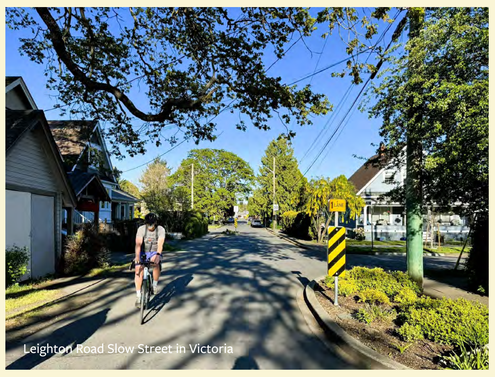
Kings Road Slow Street in Victoria



Kings Road Slow Street in Victoria

A Range of Experiences

Linear parkways offer places to sit, informally play, grow and harvest food, connect with neighbours and a space to experience nature.



Leighton Road Slow Street in Victoria



Leighton Road Slow Street in Victoria

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Considerations for Linear Parkway Locations

Opportunities and Prioritization

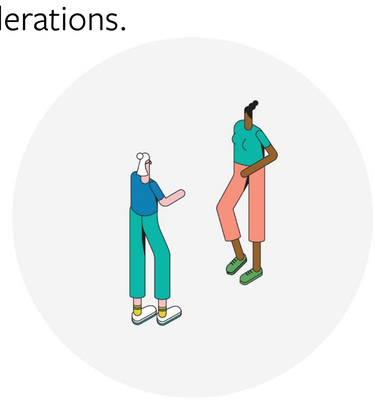
Reimagining Our Largest Public Asset—Our Streets—in Support of the Needs of Victoria

The OCP update presents an opportunity to gather ideas and understand priorities for how we identify locations for linear parkways in the future. Nearly a quarter of Victoria's land base is public right-of-way. The paved spaces reserved for the movement and storage of private vehicles is costly to maintain and there is an opportunity to make the most of this space to improve road safety, ecology and public space outcomes.

Relates to Survey Questions 12-13

Question numbering may be one higher if you got a follow up question in the housing section.

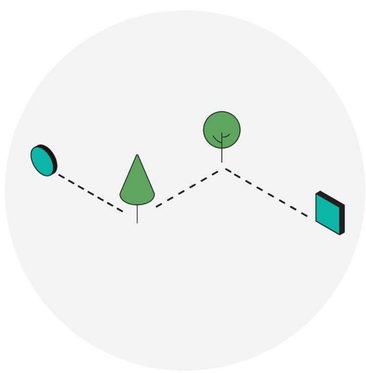
Equitable Access:
Prioritize locations which currently have poor access to outdoor amenities and overlapping equity considerations.



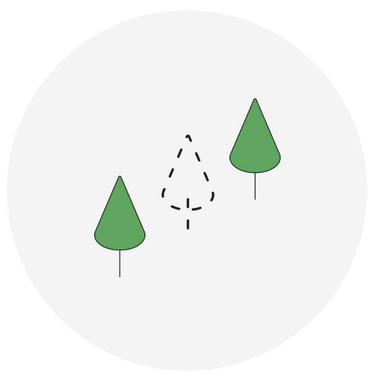
Active Transportation Routes:
Consider locations along existing and planned active transportation routes.



Adjacent to Community Spaces:
Consider locations that expand and connect existing parks, schools and community spaces.



Urban Forest:
Consider locations where there are opportunities to enhance and celebrate the urban forest.



Strengthening Villages:
Pedestrianizing part of the street to create plazas can create a focal point and enhance villages.

Healthy Watersheds and Creeks:
Design spaces to promote watershed health, celebrate our historic waterways and mitigate flood risk.

Green Laneways:
Naturalized spaces slow down traffic, help rainwater soak in and make room for activities on shared lanes.

Large Boulevards:
Supersized street boulevards and medians present opportunities for urban parks and plazas.



Jim Deva Plaza, Vancouver
(photo credit: City Staff)



Rainway on Prince Edward Street, Vancouver
(photo credit: City of Vancouver)



A natrualized green laneway in Vancouver
(photo credit: BC Active Transp. Design Guide, 2019)



Place d'Youville, Montreal
(photo credit: Denis Farley)



Thinking about where to locate linear parkways, what other opportunities or considerations can you think of?

Other Intact Corridors:
Utilizing existing corridors like rail right of ways for the highest and best use while retaining space for future public transportation presents opportunities for new or improved linear parkways.



Somerville Community Path
(photo credit: Commonwealth of Massachusetts)

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Linear Parkways

Which linear parkways experiences and activities resonate with you the most?

Use the sticky dots to let us know what **top three**:

- Linear parkway experiences bring you joy today (use green sticky dots)
- Linear parkway experiences that Victoria doesn't have enough of (use blue sticky dots)
- More thoughts to share? Stick your ideas next to the dots

For linear parkways, I want more of...

Thinking about linear parkways, what other experiences or activities are you interested in? Stick your ideas in this space!

Urban Oases

Quiet places to sit, read and contemplate



Sticky Notes Area

Urban Agriculture

Places to grow and harvest food



Sticky Notes Area

Play

Places for informal play and exploration for kids



Sticky Notes Area

Ecology

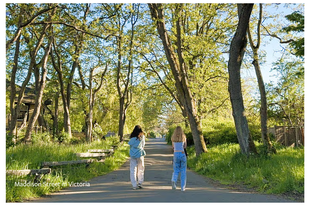
Places to experience nature



Sticky Notes Area

Climate Resilience

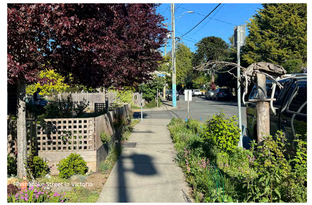
Comfortable places in the shade on warm days



Sticky Notes Area

Storytelling

Places for public art and cultural representation



Sticky Notes Area

Urban Living Rooms

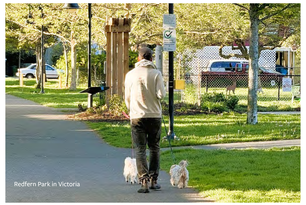
Places to gather and meet your neighbours



Sticky Notes Area

Pet-Friendly Spaces

Places for our furry companions' needs



Sticky Notes Area

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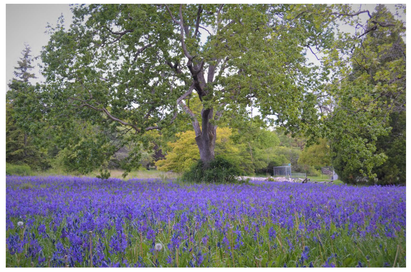
One City. One Plan.
10-Year OCP Update

Use the sticky dots to let us know what **top three:**

- Park features and community amenities bring you joy (use green sticky dots)
- Park features and community amenities you'd like more of (use blue sticky dots)
- More thoughts to share? Stick your ideas next to the dots!

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Natural Assets




More Ideas

Coastal and Water Areas



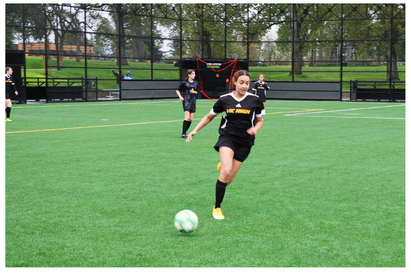

More Ideas

Social Spaces



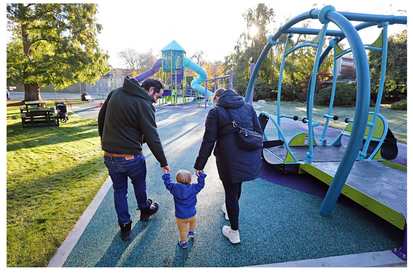

More Ideas

Recreation and Sports

More Ideas

Flexible Play Spaces




More Ideas

Event Spaces




More Ideas

Victoria's Mobility Networks and Hubs

Integrating Housing and Employment with the Transportation System

BIG Moves

Land Use that Supports Transit Investment

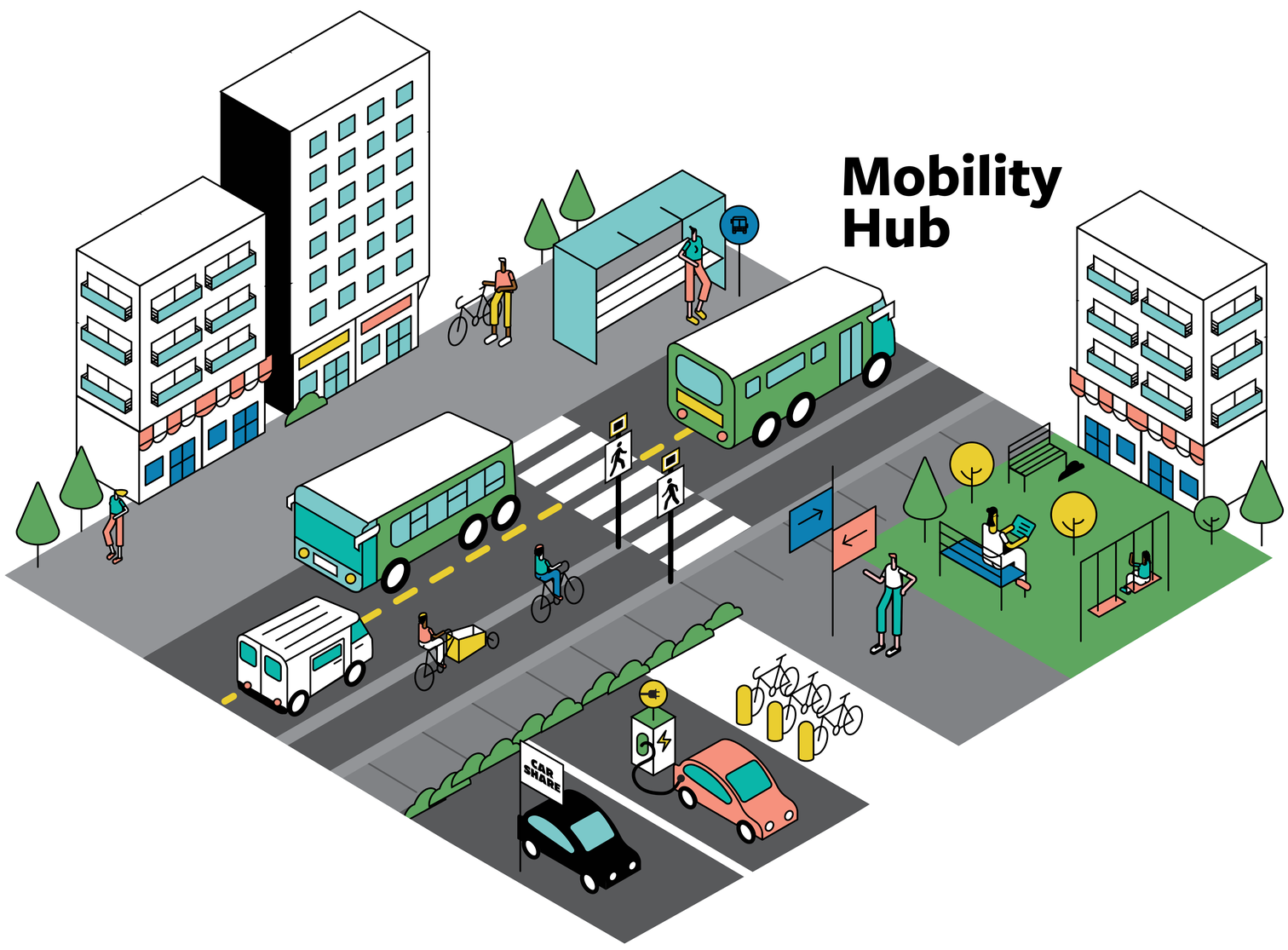
Transit routes and frequency of service respond to concentrations of jobs and housing. This is also true for the expansion and improvement of active transportation infrastructure and shared mobility services (e.g., car sharing). The OCP Update proposes to enable more housing density in and near Mobility Hubs and along transit priority corridors to strengthen the business case and rationale for more frequent and new forms of transit service. The active transportation and shared mobility networks will also converge in these locations, allowing all systems to reinforce each other.

Affordable Housing and Transportation

Private vehicle ownership is expensive. Owning one vehicle can cost $700 a month. Bringing diverse housing options closer to more affordable transportation choices can significantly reduce household costs. The proposed OCP identifies five Town Centres along the Frequent Transit Network, where convenient, reliable transit service is envisioned. In these areas, the OCP contemplates higher and denser forms of diverse housing for a range of incomes. Town Centres are also Major Mobility Hubs, places where other affordable mobility options like rolling, walking and shared mobility services come together.

Embracing Waterways as a Mobility Network

For generations, Victoria's waterways have served many functions and continue to be a part of the city's identity today. A key direction of the OCP Update is to support the development of a waterways network and water-based transportation that is integrated with the broader Mobility Network, including transit service. This network would consider access to docks, integration with water taxis and public transit services and improvements to key mobility features such as waterway access and the experience and function of Dallas Road and Ogden Point.



Relates to Survey Question 11

Question numbering may be one higher if you got a follow up question in the housing section.

Mobility Networks

Mobility networks connect the Hubs in Villages and Town Centres to move people, goods and services around the city. These networks of roadways and public spaces can also help manage rainwater, provide community spaces and make room for our urban forest to flourish.

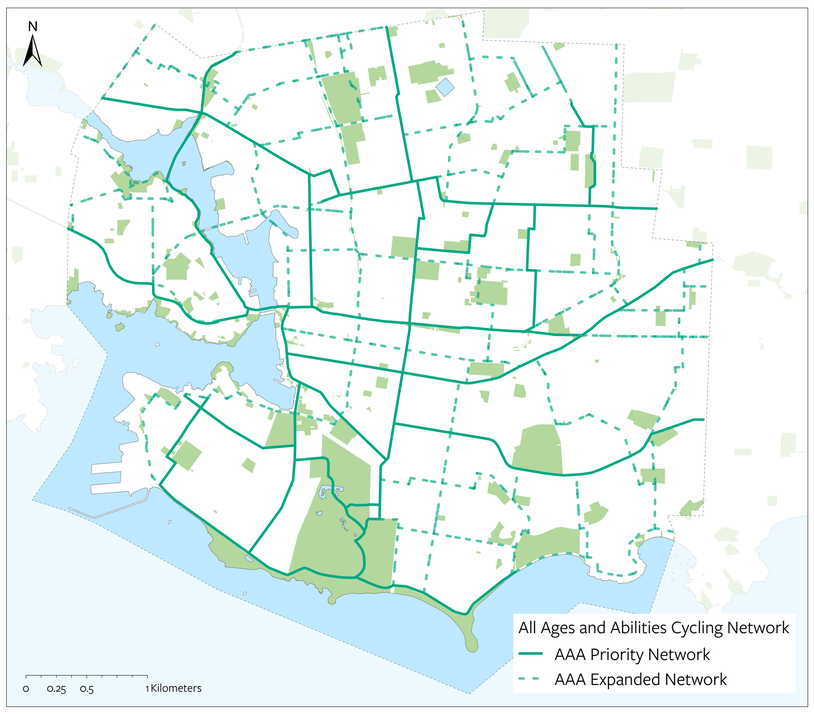
As our city grows, improving public transit is key to ensuring Victoria stays connected with reliable, low-carbon transportation options near places where people live, work and play.

Mobility Hubs

Mobility Hubs bring together multiple transportation options like public transit, cycling and shared mobility options (car share, ride share, bike share) close to where people live and work. Improved access to walk, bike and roll networks, accessible parking, passenger and commercial loading, wayfinding and public space improvements are also key components of Mobility Hubs.

All Ages and Abilities Network

The City is focused on improving road safety, mobility choices and accessibility for residents and visitors. As part of those objectives, the City has been implementing an All Ages and Abilities (AAA) network since 2017 which has resulting in a 44% increase in cycling mode share, supporting residents and visitors alike. We make decisions based on an integrated view and multi-modal level of service, which evaluates the connectivity and comfort of all road users—including pedestrians, cyclists and transit riders.



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Town Centre and Community Village Growth

Supporting Community Growth with More Services and Amenities

BIG Moves

Affordable Housing and Transportation

Private vehicle ownership is expensive. Owning one vehicle can cost $700 a month. Bringing diverse housing options closer to more affordable transportation choices can significantly reduce household costs.

The proposed OCP identifies five Town Centres along the Frequent Transit Network, where convenient, reliable transit service is envisioned. In these areas, the OCP contemplates higher and denser forms of diverse housing for a range of incomes. Town Centres are also Major Mobility Hubs, places where affordable mobility options like rolling, walking and shared mobility services come together.

More Shops, Services and Community Spaces

As Victoria's population grows, more restaurants, shops and services can open to serve everyone's daily needs. More social and community-serving spaces will also be needed. To address these needs, zoning changes are proposed to expand Village and Town Centre boundaries and allow small-scale commercial uses in residential areas. This would mean corner stores, coffee shops and other small businesses could open that are accessible by walking, rolling and transit, not only adding vibrancy and interest to neighbourhoods, but also helping us meet our daily needs closer to home. Small scale commercial uses throughout residential areas can also help support shared mobility and create jobs close to where people live.

Relates to Survey Questions 7-9

Question numbering may be one higher if you got a follow up question in the housing section.

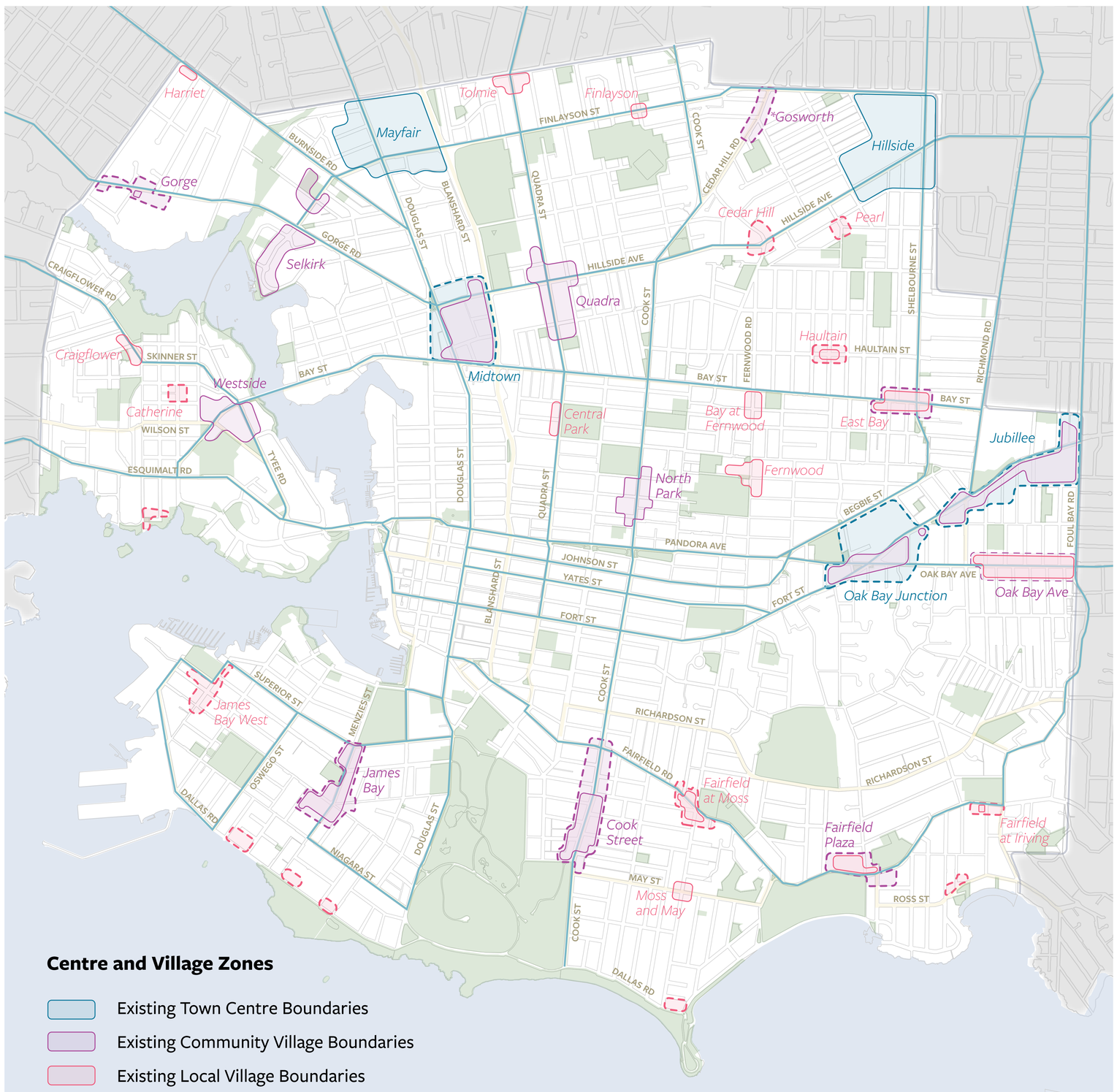
Proposed New Town Centre and Community Village Boundaries

Victoria currently has 23 designated Villages and two Town Centres – Hillside Town Centre and Mayfair Town Centre. The Town Centres are located along the **Transit Priority Network** (see Urban Structure map on earlier board) and align with key transportation routes.

With a growing population, Victoria needs to accommodate more space for new shops and services throughout the city. Proposed OCP updates include designating three more diverse, walkable and densely populated Town Centres close to transit, at Jubilee, Stadacona (Oak Bay Junction) and Midtown. The addition or expansion of Community Villages and Local Villages is also proposed.

The five Town Centres envision a mix of four to six storey and tall mixed-use low carbon buildings, such as mass timber. These would provide daily services for the surrounding community and destinations for residents in the city and neighbouring local areas.

See the map for future expanded Village and Town Centre locations. If you would like to learn more about how the updated OCP will plan for future housing and employment needs read about the **Urban Structure Concept** (see earlier board).



Centre and Village Zones

- Existing Town Centre Boundaries
- Existing Community Village Boundaries
- Existing Local Village Boundaries
- Proposed New Town Centre Boundaries
- Proposed New Community Village Boundaries
- Proposed New Local Village Boundaries
- Frequent and Rapid Transit Priority Network

* Local Transit Routes are not shown on map

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Waterfront Villages

Connecting Communities with the Waterfront

We heard in previous public engagements that small shops (like retail, rentals, coffee shops and restaurants) in select areas near Victoria's waterfront could better connect the community with the waterfront in all seasons.

Relates to Survey Question 10

Numbering may be one higher if you got a follow up question earlier.



Potential Waterfront Village Locations

1. Near the Songhees Walkway, west of Kimta Road
2. Dallas Road waterfront in the James Bay neighbourhood
3. Dallas Road waterfront between Cook Street and Clover Point
4. Dallas Road waterfront at Clover Point
5. Dallas Road waterfront between Clover Point and Little Ross Bay Beach
6. Near Gonzales Park at Gonzales Bay

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Your Ideas for Community Villages

Tell Us What You Love and What You Want More of in Your Village



1. Grab a sticky note

2. Write the name of the village you're discussing on the note

3. Please tell us:

What do you love about your village today?

What do you want to see in your village in the future?

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Indoor Community and Cultural Spaces

Improving Indoor Spaces to Support Health and Well-Being

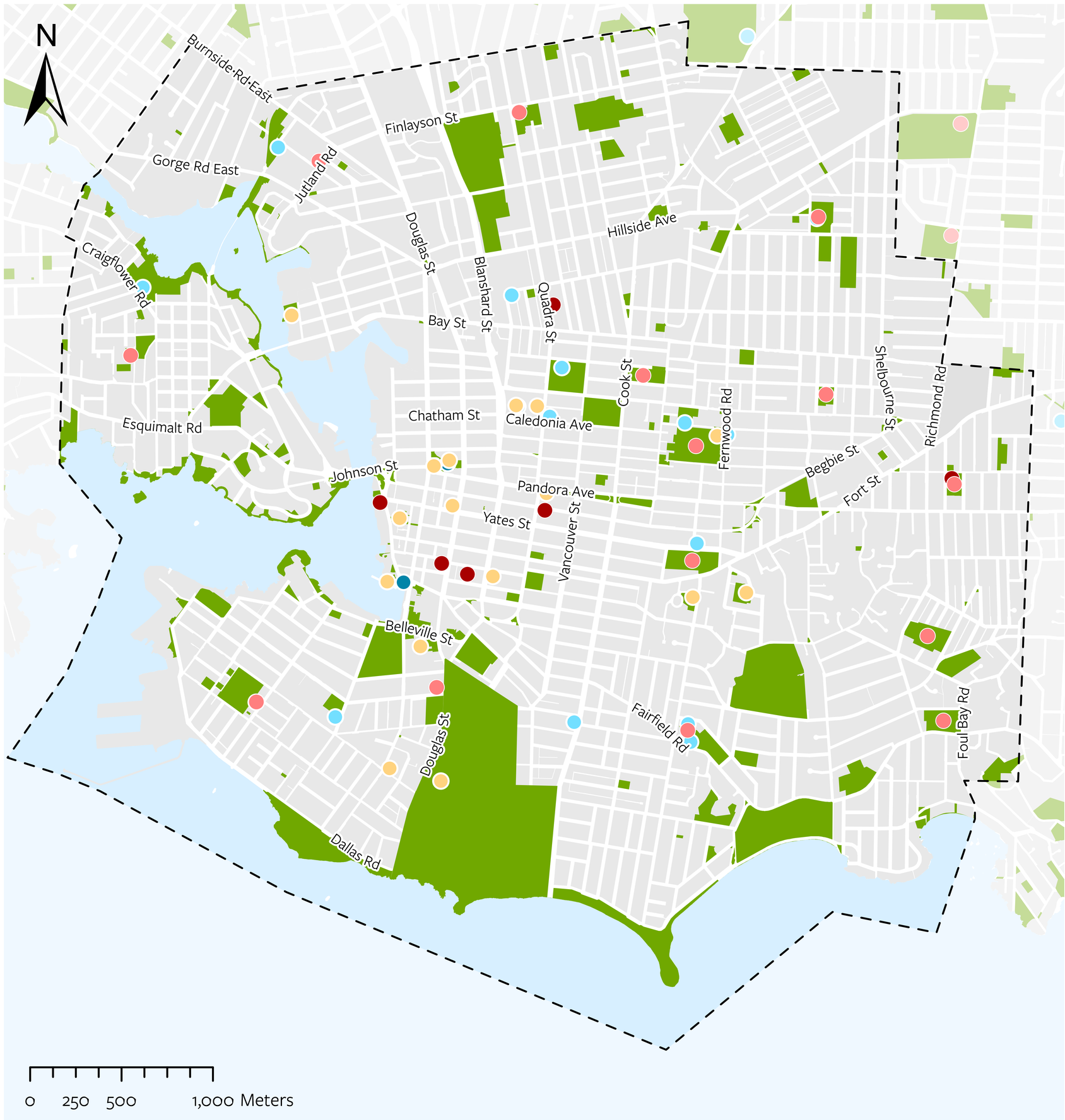
BIG Move

Co-Location of New Housing and Amenities

Creating new community centres, day cares or other shared amenities on the same site as or in the same building as new affordable housing is a key strategy for using valuable City lands to deliver multiple social benefits. Co-location improves access to amenities and increases social connectedness. The OCP will continue to provide flexibility in scale and built form for non-market housing projects and use new funding tools (e.g., Amenity Cost Charges) to support amenities near or located together with new housing to help advance multiple City objectives.

Relates to Survey Question 14

Numbering may be one higher if you got a follow up question earlier.



Community Spaces

- Public Schools
- Educational and Learning Institutions
- Arts and Culture Facilities
- Community or Recreation Centres
- Neighbourhood Hubs
- Seniors Centres
- Parks, Open Spaces and Plazas

CITY OF VICTORIA

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Your Ideas for Community Spaces

Tell Us What You Love and What You Want More of



1. Grab a sticky note

3. Please tell us:

What do you love about community spaces today?

What do you want more of for community spaces in the future?

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Parks and Open Spaces

Improving Outdoor Spaces to Support Health and Well-Being

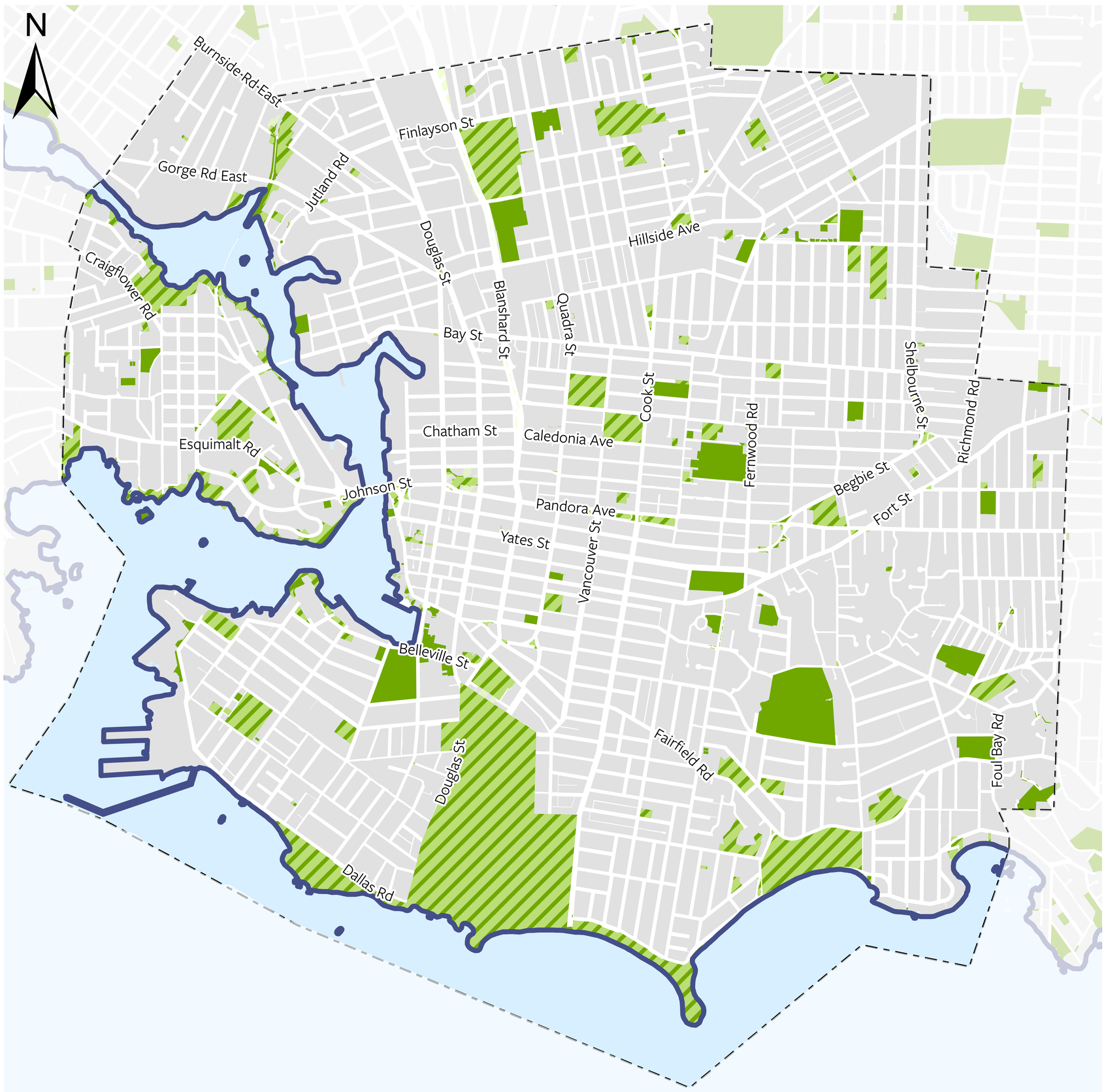
BIG Moves

Maximize Parks and Public Spaces

Victoria is rich with both large and small parks, publicly accessible green spaces and urban plazas. As the city grows and more people live in multi-unit housing, the need for publicly accessible parks and open spaces will also grow. With limited opportunities to purchase or re-purpose private land, the OCP Update proposes to encourage strategic, equitable and innovative land acquisition, support repurposing of road space, encourage more on-site amenities in new development to complement existing assets and focus investment on high-quality design and programing of current park and open spaces to address the needs of a growing city.

Embracing Privately Owned Public Spaces

Privately owned but publicly accessible spaces (sometimes called POPS) are a form of open space available for public use year round and are an amenity secured as part of new development. Cities like Auckland, New York and Vancouver have turned to this solution to increase provision of publicly accessible open spaces. Spaces such as plazas, atriums, trails and waterfront paths increase open spaces in constrained parts of the city, supporting the health and wellness of residents, visitors and the environment. A key direction of the OCP Update is to recognize the role of privately-owned public spaces and provide direction for the provision of these spaces, particularly in larger redevelopments.



Parks and Open Spaces

- Shoreline
- Municipal Parks
- Other Parks, Open Spaces and Plazas

Relates to Survey Question 15

Numbering may be one higher if you got a follow up question earlier.

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Embracing Victoria's Blue-Green Networks

Victoria's Social, Recreational and Ecological Identity

BIG Moves

Recognizing Victoria's Blue-Green Networks

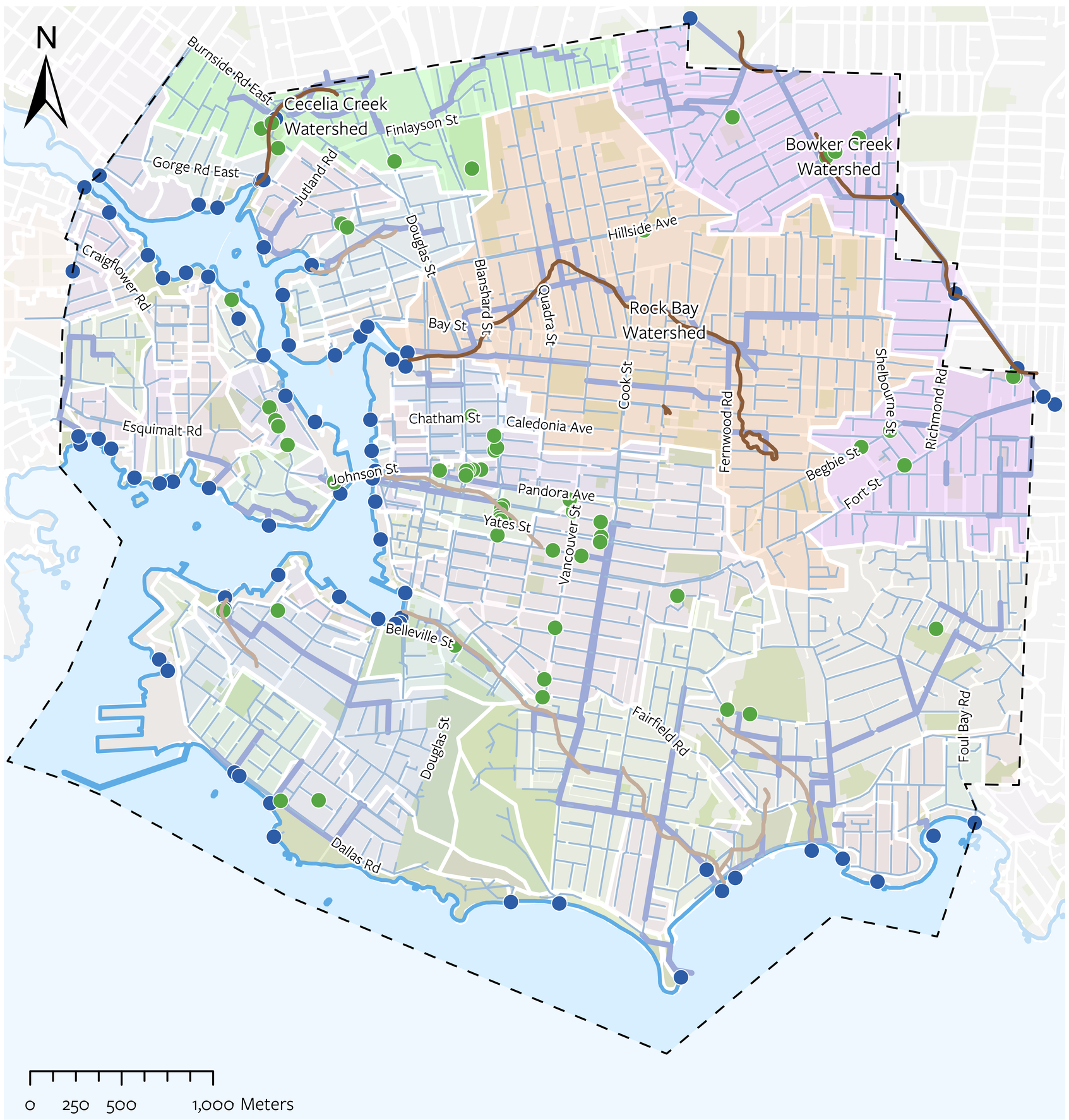
Victoria's Blue-Green Networks, including parks, the urban forest, shorelines and waterways are an increasingly key part of what makes us a climate forward city. The OCP Update prioritizes the urban forest in a growing city, protecting our shorelines and urban watersheds to leverage social, recreational and ecological benefits, transforming streetscapes to enhance the environment and low carbon mobility, as well as identifying and enhancing natural assets to improve biodiversity and resilience to a changing climate.

Improving the Blue Network

Victoria is a coastal city and water is an important part of our identity. The shoreline provides significant environmental, cultural, economic and recreational benefits. It can also support new mobility options. The network of watersheds are a key part of the city's ecology. Land use and development impact shoreline, ocean and watershed health. The OCP update will integrate the forthcoming rainwater management plan to mitigate impacts, improve watershed health and identify ways to embrace natural shoreline management in the context of rising sea levels.

Relates to Survey Question 19

Numbering may be one higher if you got a follow up question earlier.



Watersheds and Rainwater Features

- Shoreline
- Prominent Historic Streams
- Other Historic Streams

Prominent Watersheds

- Bowker Creek Watershed
- Rock Bay Creek Watershed
- Cecelia Creek Watershed

Rainwater Infrastructure

- Rainwater Pipe (Collector)
- Primary Rainwater Pipe (Trunk)
- Rainwater Outfall
- Green Rainwater Infrastructure (e.g., rain garden or bioswale)

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Victoria's Natural Assets

Preparing for Impacts of Climate Change

BIG Moves

Development Contributions to Green Infrastructure Upgrades

As the city grows and we experience more impacts from a changing climate, we will need to update and increase the capacity, functionality and resilience of both our built and natural infrastructure. Built infrastructure consists of pipes and processing facilities, while natural infrastructure includes systems like the urban forest, naturalized shorelines, rain gardens and bioswales. Through the modernization of key bylaws (e.g. zoning, subdivision and development servicing) and updated guidelines, the OCP Update will ensure new development delivers and funds both the built and natural infrastructure upgrades we need through development cost charges, amenity cost charges, as well as development permit and servicing requirements.

Growing While Adapting to a Changing Climate

Like all cities, Victoria's climate is changing and in the coming decades we are likely to experience wetter winters and hotter, drier summers. To weather the impacts of these changes, the city will increasingly rely on its natural infrastructure like the urban forest and our watersheds. Redevelopment can put natural infrastructure at risk. New buildings will cover more of the site, which can make it challenging to plant new, healthy trees or manage rainwater on site. Fortunately, the City has tools to mitigate these risks, including the Tree Protection Bylaw and guidelines that shape climate responsive buildings. Through Zoning Modernization, the City will establish open space requirements that ensure these tools can be reliably implemented.

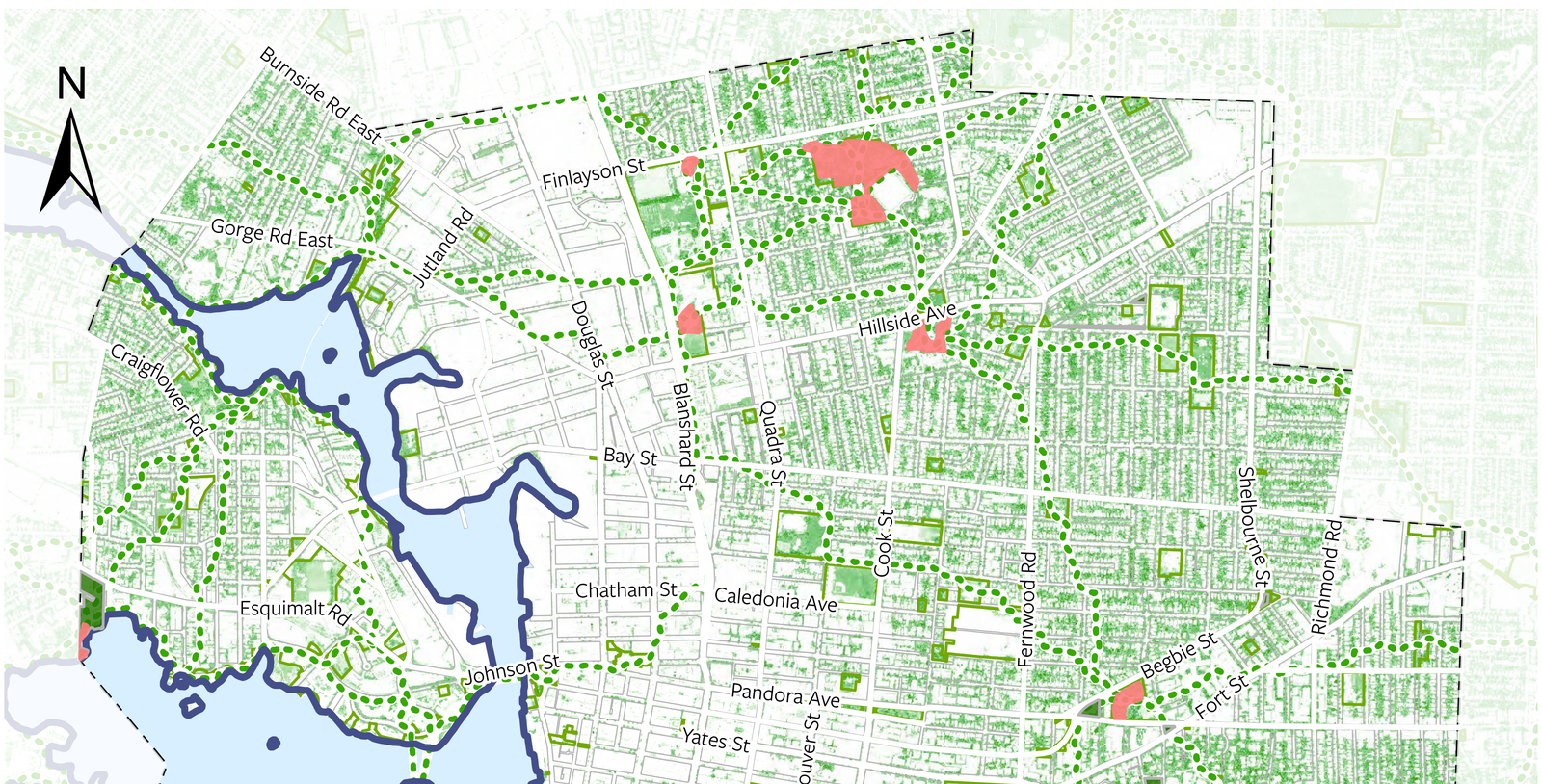
Maximizing the Benefits from Green and Open Spaces

Victoria's public parks and green spaces, as well as private green spaces play a vital role supporting the health and wellbeing of community members - not only through the immediate recreational and enjoyment value they provide, but also in improving the city's resilience to extreme rain and heat events.

The updated OCP will direct the management and updates of existing parks and open spaces and acquisition of new spaces to support population health, biodiversity, ecosystems and water management.

Relates to Survey Question 19

Numbering may be one higher if you got a follow up question earlier.



Natural Assets

- Ecological Connectivity
- Vegetation Index
  - Highest
  - Lowest
- Shoreline
- Sensitive Ecosystems
- Other Parks, Open Spaces and Plazas
- Blocks with Greater than 50% Canopy Cover

Notes:

Ecological connectivity shows the pathways between high value natural areas that best follow areas with vegetation and avoid built up areas or roads.

Vegetation Index is a relative measure of the greenness of vegetation in every part of the city with higher values corresponding to denser or healthier vegetation.

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Victoria's Heritage and Cultural Identity

Recognizing and Celebrating Victoria's Past, Present and Future

BIG Move

Renewing Victoria's Heritage Approach

It is important to consider what heritage and community identity mean beyond the realm of buildings. As Victoria plans for new growth and change, a big move of the OCP Update is to examine the City's existing heritage program to address gaps and better represent the entirety of the community. Heritage tools such as heritage conservation areas, designations, inventories, incentives and design guidelines can encourage the conservation of heritage buildings and ensure adjacent redevelopment fits the values of heritage areas. Together with the community, we will explore expanding the heritage values framework and ways to recognize more forms of heritage.

Relates to Survey Questions 16-17

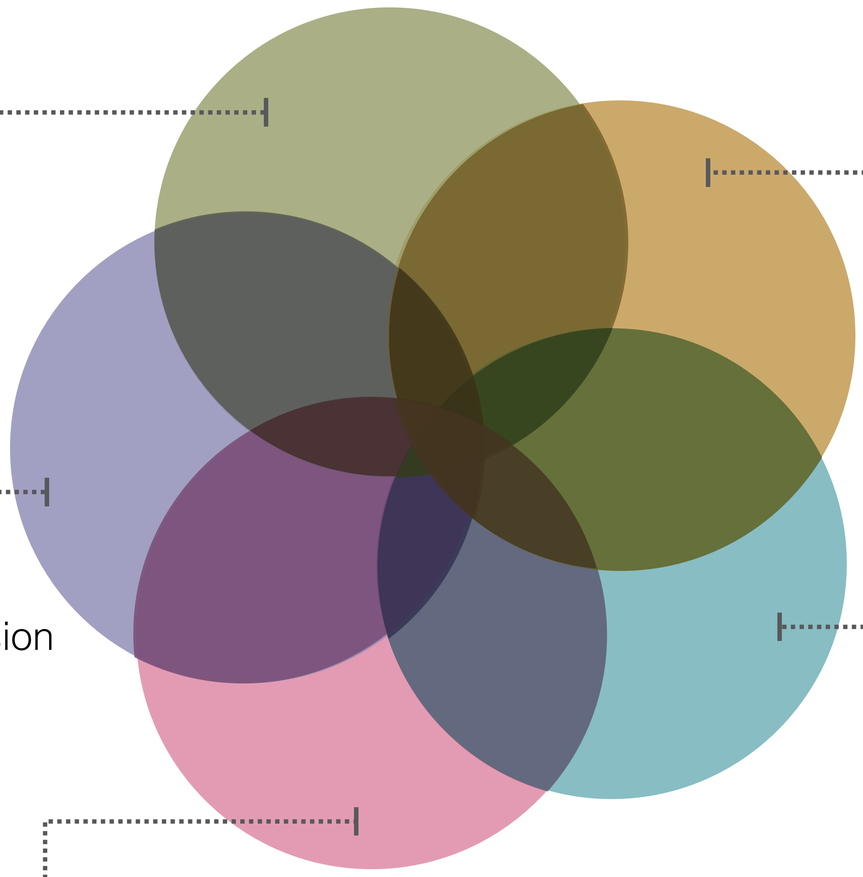
Numbering may be one higher if you got a follow up question earlier.



Skwachays Lodge, Vancouver
(photo credit: City of Vancouver)

Victoria Heritage Thematic Framework (as seen in the current OCP)

City Wide Thematic Framework



Theme 1: Coastal Settlement

1.1 First Nations' Presence
1.2 Multi-Cultural Origins
1.3 Pioneer Farms to First Suburbs
1.4 City of Gardens and Landscapes

Theme 2: Gateway Economy

2.1 Frontier Boom Town
2.2 Resource Base
2.3 Working Waterfront
2.4 Global Tourism Destination
2.5 Historic Infrastructure

Theme 5: Cultural Exchange

5.1 Architectural Expression
5.2 Art, Design and Creative Expression
5.3 Practices and Traditions
5.4 Media

Theme 3: Capital City

3.1 Governing the West
3.2 Military Activity

Theme 4: Community of Neighbourhoods

4.1 Spiritual Lift
4.2 Associations and Organizations
4.3 Schools
4.4 Health and Welfare
4.5 Parks, Recreation and Sport
4.6 Public Spaces and Gathering Places

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Arts, Culture, Placemaking and Local Economy

Celebrating Victoria's Past, Present and Future Identity

BIG Moves

Preserving and Creating Arts and Culture Spaces

Victoria's diverse arts and culture spaces, like dedicated spaces for performance or production, community halls or places of worship that host arts and culture, are all important parts of the City's vitality and economy. These spaces may be threatened by development pressure and increasing operating costs. The OCP Update proposes strategic planning to maintain, renew and add new spaces to meet the community's needs. City strategies such as Create Victoria Arts and Culture Strategy and the Victoria Music City Strategy provide a starting point to understand future needs for arts and culture spaces. Conversations with the community will further help prioritize needs as Victoria grows.



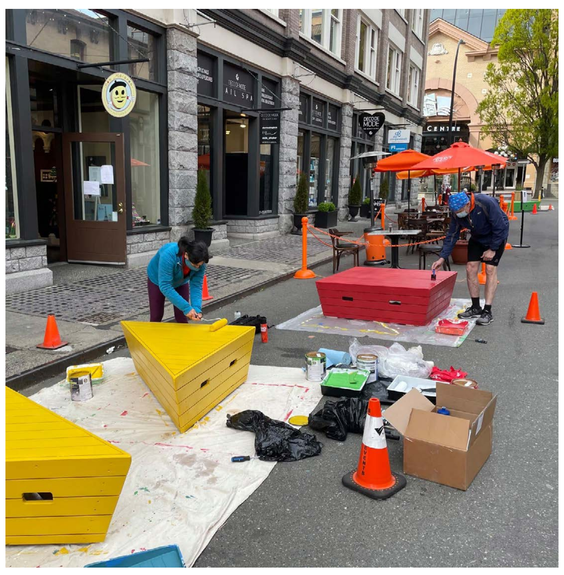
Belfry Theatre, Victoria
(photo credit: Belfry Theatre)



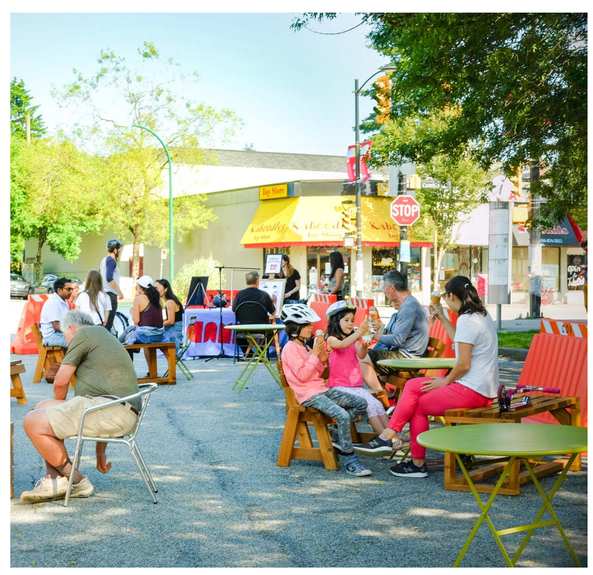
Roxy Theatre, Victoria

Supporting More Community Placemaking

Victoria has a strong history of grassroots placemaking and community-led space activation. This history is visible across the city today, including in Fernwood Square, the Spirit Garden in Jubilee, Kings Road / Oakland Rise in Oaklands and the community gardens in our parks, on vacant land and on boulevards. These places, shaped and stewarded by community members, are what make Victoria a special place to live and visit.
The City supports these community efforts through grant programs such as the My Great Neighbourhood Grant and Growing in the City as well as through the Placemaking Toolkit. The OCP Update process will consider opportunities to expand or improve upon existing programs for placemaking, with an emphasis on climate resiliency and inclusion.



Broad Street Placemaking Project, Victoria



Pop-Up Plaza at 18th and Cambie, Vancouver
(photo credit: City of Vancouver)

Enabling Innovative Land Use Approaches for a Diverse Economy

Industrial lands are in exceedingly high demand. Meanwhile, the global economic landscape and working patterns are shifting, with evolving technologies and sectors, new work from home trends and growing demand for space that serves traditional uses, like processing and manufacturing, in cleaner and more efficient ways. In this evolving context, the OCP Update proposes to maintain and expand the city's employment lands—supporting industrial intensification in the proposed Urban Industrial Land Reserve and encouraging an innovative mix of uses in employment areas to enable redevelopment that increases space for diverse employment sectors and relies on shared infrastructure solutions (e.g., district energy).





Ironworks, Vancouver
(photo credit: Robert Stefankowicz)

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Economy and Employment Lands

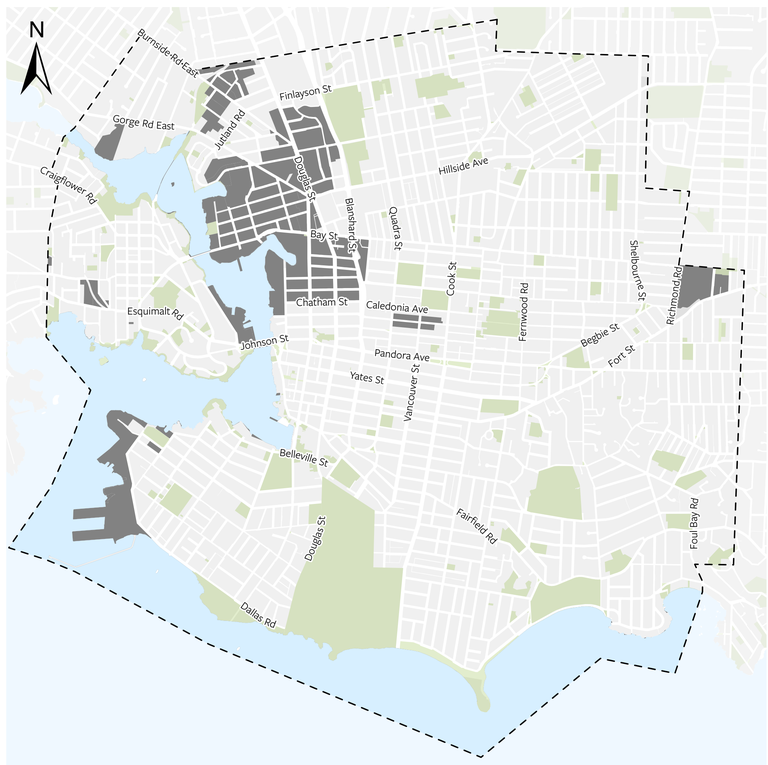
Supporting Regional Prosperity and Local Well-being

Victoria's Local Economy

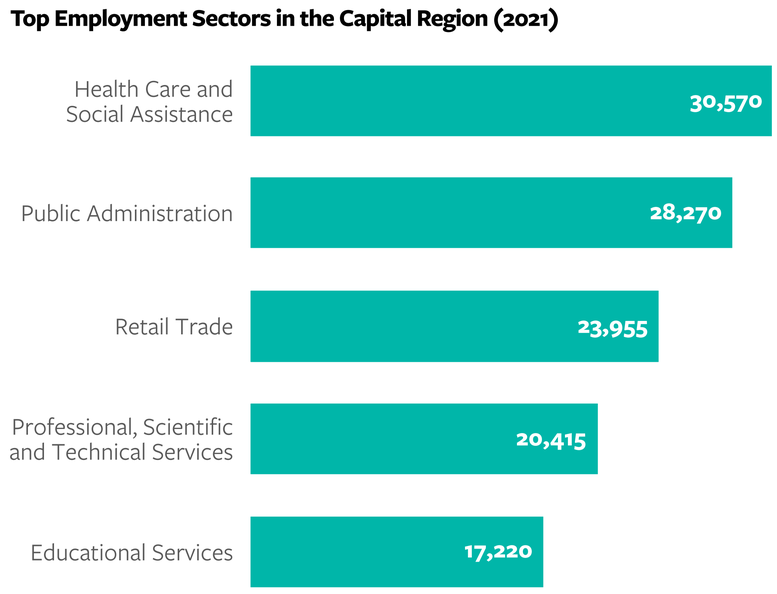
Just seven per cent of the city's land base is designated for employment uses while more than 90 per cent is designated for residential uses. While the city's employment land based is small, commercial and industrial businesses account for approximately 45 per cent of overall tax revenue. The OCP seeks to protect and strengthen Victoria's employment land base to support diverse sectors and a strong economy.

19,000 to 40,000 new jobs are projected in Victoria by 2050. Job growth is anticipated to be strongest in the following sectors:

- Professional, scientific and technical services
- Health care and social assistance
- Accommodation and food services



Top Employment Sectors in the Capital Region (2021)



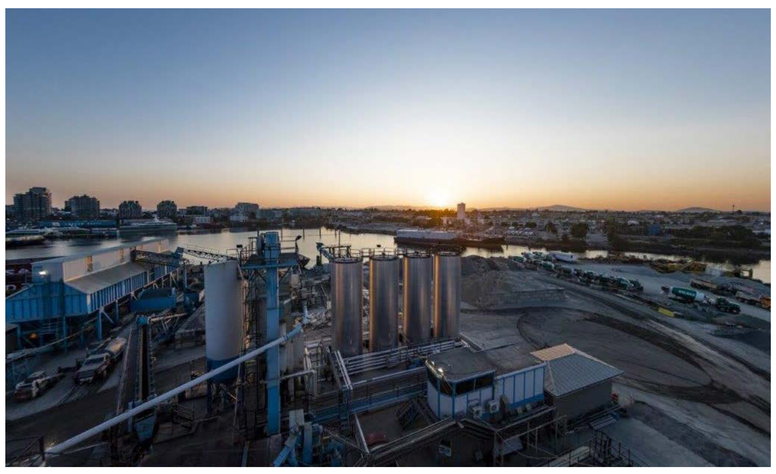


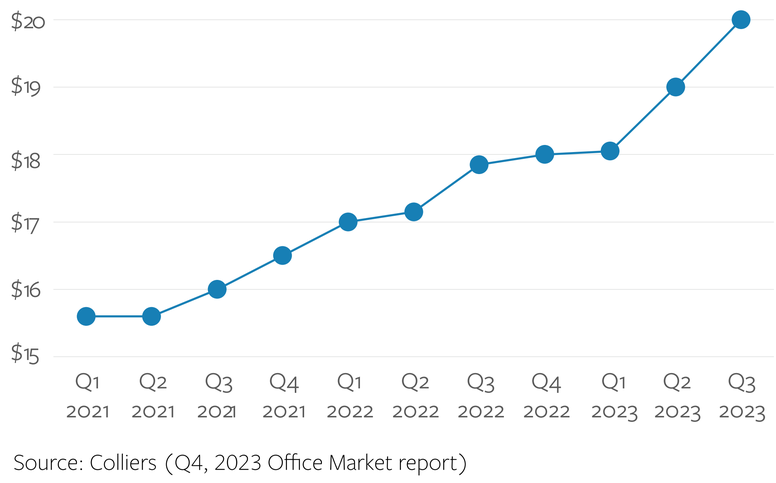
Photo credit: Kevin Light Photography

Low Supply of Industrial Lands

Industrial-designated lands account for 3.6 per cent of Victoria's total land base.

There is strong demand for industrial lands in Victoria due to proximity to downtown, amenities, workforce, transportation systems and deep-water harbour access, and not enough supply. Victoria has the lowest industrial vacancy rate in Canada (it remains close to zero per cent) and has the second highest lease rates (averaging $20 per square foot).

Victoria's Industrial Lease Rates (2021 - 2023)



Source: Colliers (Q4, 2023 Office Market report)



The Azzurro, 1950 Blanshard Street

Healthy Demand for Office Space

Victoria's overall office vacancy rate is approximately seven per cent (considered relatively healthy). This contrasts with a Canada-wide downtown post-pandemic average office vacancy rate of approximately 19 per cent. Some cities, such as Calgary, are experiencing downtown office vacancy rates above 30 per cent.

While many people began working from home during the pandemic, there has been an increasing trend in workers returning to the office.

According to Statistics Canada, in November 2023 only 20 per cent of Canada's employed labour force worked primarily from home in contrast to more than 40 per cent during the pandemic.

Downtown	7.3%	↑	from 5.6% Q4 2022
Suburban	6.4%	↔	from 6.4% Q4 2022
Victoria Total	6.9%	↑	from 6.0% Q4 2022

Source: Colliers (Q4, 2023 Office Market report)



Photo credit: Winter Arts Festival

Growing Arts and Culture Sectors

Arts and culture are important not only to Victoria's identity and community well-being, but also to the local economy. Professional artists account for 2.3 per cent of Victoria's workforce (twice the national average). Cultural workers account for an additional 8.5 per cent of local workforce. However, existing arts and culture spaces face increasing rents and redevelopment pressures. There is significant need for stable and affordable spaces, including studios, production facilities and events venues.



Photo credit: Autonomous Furniture

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Climate-Friendly City Building

Helping Victoria Grow Sustainably

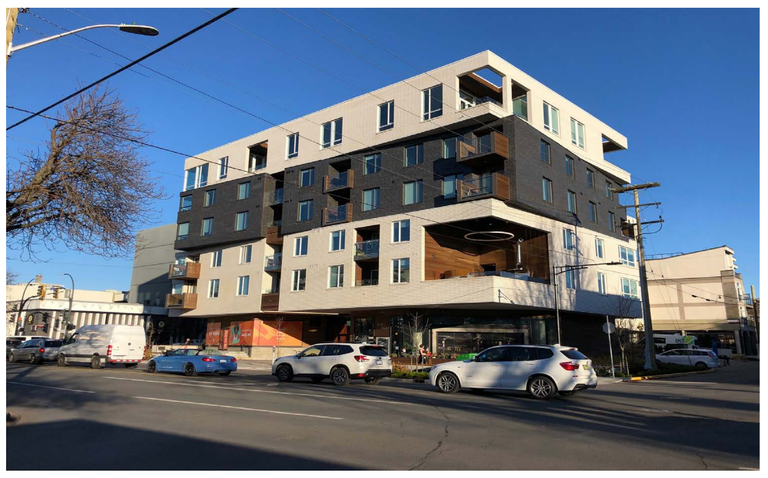
Relates to Survey Question 20

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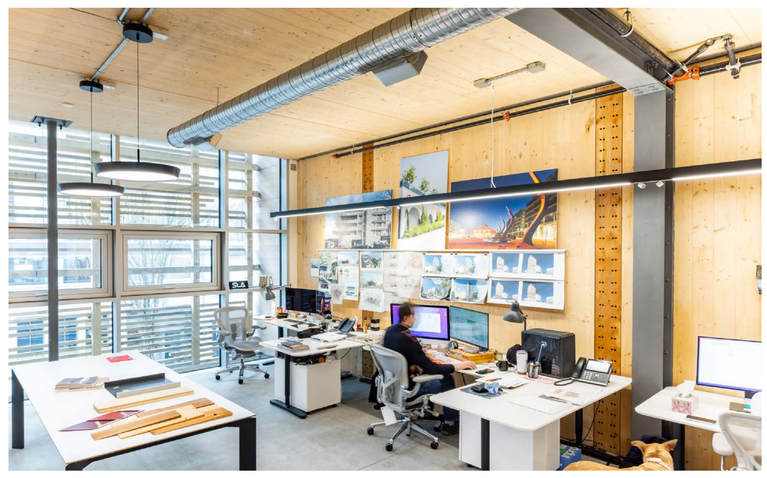
Re-Use and Recycle Building Materials

Reclaiming and repurposing building materials cuts down on carbon emissions associated with manufacturing new materials.



Build Up, Not Out

Building upwards instead of outwards reduces the materials and land required to support a growing population, reducing carbon emissions from construction, transportation and the destruction of natural environments.



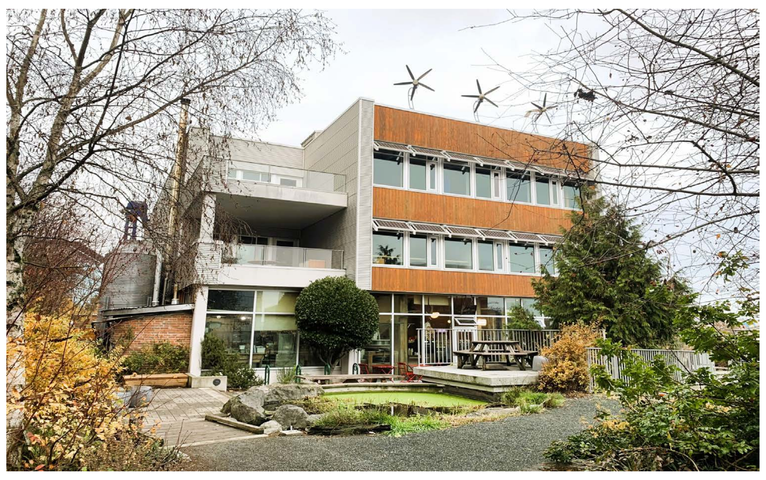
Low-Carbon Materials

Using low-carbon materials like wood in building construction and enabling building design that minimizes concrete and other high-carbon materials can significantly reduce carbon emissions associated with new building construction.



Low-Carbon Transportation

On-road transportation accounts for 40 per cent of Victoria's GHG emissions. Enabling biking, car-sharing and public transit over single-occupancy vehicles cuts overall carbon emissions from transportation.



Encourage Climate-Friendly Technologies

Embracing climate-friendly innovations and technologies reduces our community's reliance on fossil fuels and supports a more resilient community in the face of climate change.



Zero-Emission Electric Systems

Using fossil fuels in our buildings makes up about half of all of Victoria's carbon emissions. The Zero Carbon Step Code mandates electric heating, cooling and hot water systems and brings carbon emissions in new buildings close to zero.



Enhance Natural Features

Retaining and enhancing natural features like the trees, vegetation and natural topography surrounding our buildings supports biodiversity, provides cooling through shade and reduced heat island effect and sequesters carbon in the plants and soil.



Green Infrastructure

More green spaces and permeable surfaces reduces stormwater runoff during extreme rain events and helps mitigate the urban heat island effect.



Adapt Existing Buildings

Repurposing and upgrading existing structures for new uses decreases the need for new construction and associated carbon emissions, while also preserving the community's cultural heritage.

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Low Carbon Growth

Places to Live and Work that Help Reduce Emissions

BIG Moves

Encouraging Innovative Solutions in the Market

Recognizing the current constraints in the housing market, a key direction of the OCP Update is to provide flexibility in scale, use and built form for innovative, climate-forward housing solutions and alternative tenures, such as mass timber development, community land trusts, housing cooperatives and affordable homeownership, where proposed development aligns with the City's principles of good urban design.

Low Carbon Growth

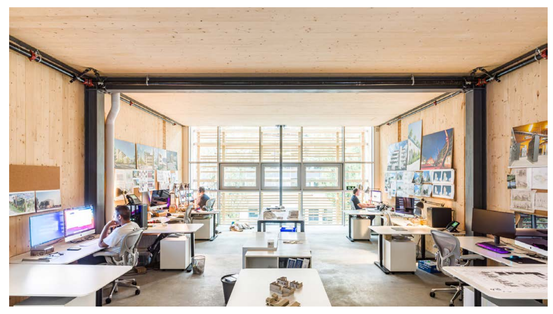
Low Carbon Growth is about encouraging new development that is low on both embodied and operational carbon emissions. This means minimizing the carbon emissions associated with:

- Construction of new building developments (embodied emissions)
- On-going heating and cooling of new building developments (operational emissions)
- On-going transportation to and from new building developments (transportation emissions)

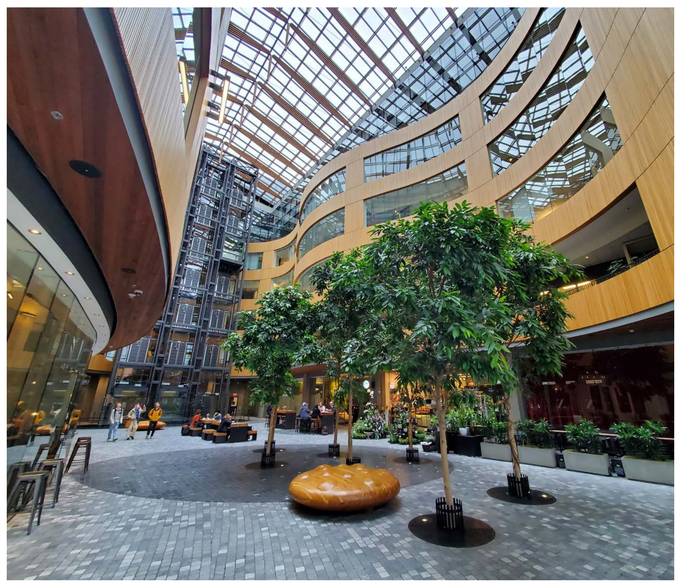
There are many strategies for low carbon growth, including building more low- and mid-rise wood-frame buildings instead of high-rises to reduce the need for carbon-intensive concrete, building to the top steps of BC's Zero Carbon Step Code with renewable electric heating and cooling systems to prevent high carbon emissions associated with burning fossil fuels and building new developments in the urban core, close to sustainable mobility options, to reduce the carbon emissions associated with vehicle ownership.

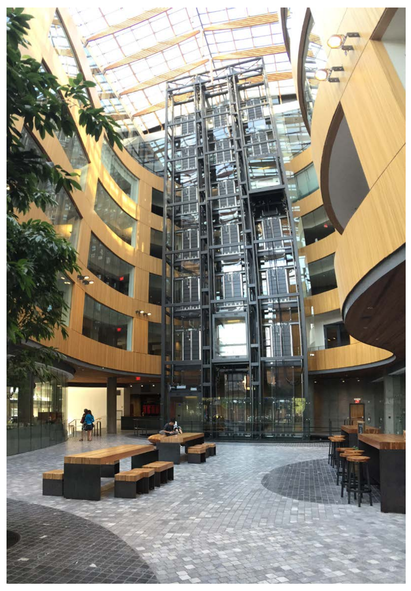


Sngequ House at UVic (photo credit: UVic)



Workspace in mass timber building (photo credit: KK Law)





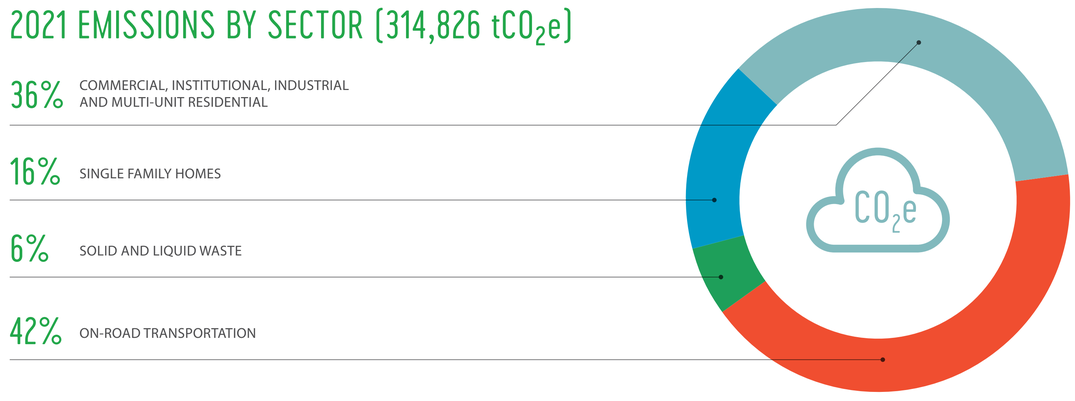
Atrium building, Victoria

Relates to Survey Question 20

Numbering may be one higher if you got a follow up question earlier.

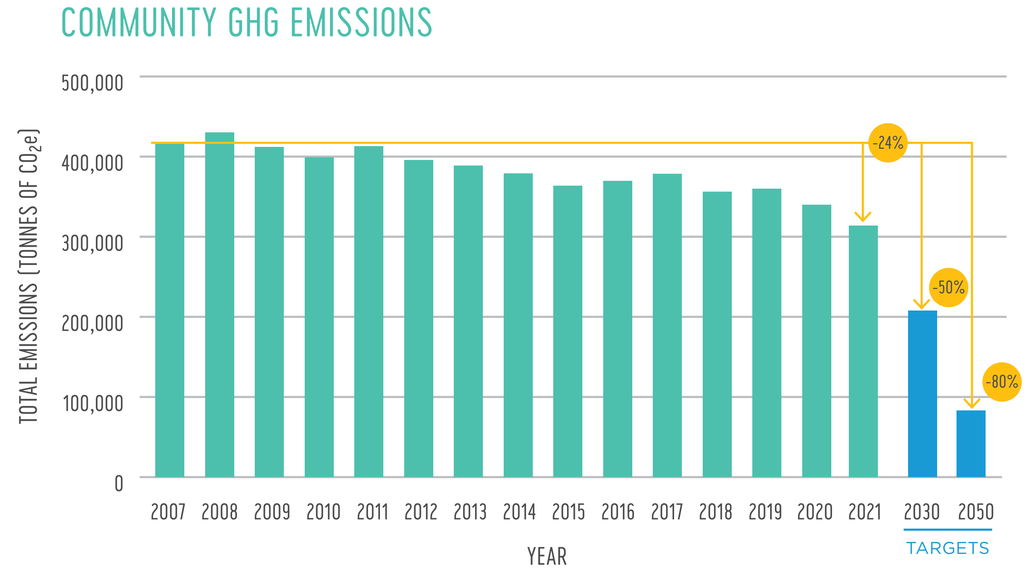
Why is Low Carbon Growth Important?

Low carbon growth is important for mitigating climate change by reducing greenhouse gas emissions from energy production, transportation and industry. Existing buildings account for 51 per cent of Victoria's carbon emissions and on-road transportation currently accounts for 40 per cent of Victoria's carbon emissions. As the city grows, adding more buildings, people and trips within the city will increase carbon emissions at the same time the city is trying to reduce carbon emissions. Low carbon growth benefits air quality, enhances energy security, creates economic opportunities in renewable energy and clean technologies and fosters sustainable development by balancing environmental, social and economic goals.



Today's Decisions Have Far-Reaching Impacts

Decisions about growth made today have far-reaching impacts for years to come due to their influence on infrastructure, resource allocation and environmental sustainability. Urban planning choices, such as land use zoning and transportation infrastructure, shape the built environment and can determine patterns of development for decades. Investments in energy infrastructure and technology lock in certain pathways for energy production and consumption, affecting emissions and climate resilience over the long term. Decisions regarding natural resource management and conservation affect biodiversity, ecosystem services and the availability of essential resources for future generations. Thoughtful and sustainable decision making today is necessary for a resilient and equitable community in the future.



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