SHELBOURNE VALLEY PLAN

(Draft, July 2025)

Acknowledgments

In the fall of 2009 the Shelbourne Valley Stakeholders Committee was formed. The Committee's purpose was to help facilitate the citizen engagement process, identify attributes and issues, provide feedback on ideas and concepts, and realize a vision for the Valley. The Committee met almost monthly over the first two years of the planning process to help develop and distribute a vision survey, support a community mapping exercise, and organize open houses and community events related to the Action Plan. The meetings often featured guest speakers who spoke about issues and topics related to the Plan area. The Committee continued to meet up until the Plan was presented to Council, providing valuable feedback on the studies, as well as drafts of this Plan.

Through the work and effort of the Committee it is hoped that the implementation of this Plan will result in an effective environment for the residents and stakeholders of the Shelbourne Valley.

Members and contributors to the Shelbourne Valley Stakeholders Committee include:

Mark Adams (Mt. Tolmie Community Association)
Doug Anderson (resident)
Mei Ang (resident)
Bev Bain (Shelbourne Plaza)
Natalie Bandringa (Bowker Creek Initiative)
Chris Bartlett (Quadra Cedar Hill Community Association)
Dee Barton (resident)
Adam Beech (Camosun Community Association)
Marlene Davie (Mt. Tolmie Community Association)
Steve Coe (Gordon Head Residents Association)
Neil Connelly (UVic Campus Planning)
Shannon Craig (Camosun College)
Nikki Curnow (Bowker Creek Initiative)
Mark Davie (resident)
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Roberta Ferguson (Morguard Investments Ltd)
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James Gardiner (real estate agent and developer)
Andrea Gleichauf (resident)
Tanis Gower (Bowker Creek Initiative)
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Steve Katchur (Lifecycles)
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Maeve Lydon (UVic office of Community Based Research)
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Meredith Maddern (business owner)
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Annie McKitrick (social planner and multi cultural consultant)
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Ray Straatsma (resident)
Barbara Tabata (Gordon Head Residents Association)
Regina Ternus (Gordon Head Residents Association)
Lee Thiessen (resident)
Lisa Timmons (resident)
Alan Toews (resident)
Ray Travers (resident, Western Front Association – memorial trees)
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James Wadsworth (Transportation Planner BC Transit)
Jody Watson (CRD Planner)
Sarah Webb (CRD Active Transportation Program Manager)
Elaine Weidner (resident)
Pam Williams (resident)
Mary Wise (University Heights Shopping Centre)
Harald Wolf (North Quadra)
Sandie Wood (Brannigans Restaurant)
Don Wuest (business owner)

The development of the 2017 Shelbourne Valley Action Plan was supported by two studies completed by consultants that analyzed and provided recommendations on core plan content:

- D'Ambrosio Architecture + Urbanism in collaboration with Landeca – Land Use and Urban Design Study
- Urban Systems – Transportation Study

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(Draft, July 2025)

The 2017 Plan is currently being revised through a staff-led process involving technical analysis and public engagement. The goal is to produce an updated Plan that aligns with the Official Community Plan; reflects current trends and community needs; and supports broader District-wide priorities. Upon completion, the revised draft will be presented to Council for consideration as the proposed Shelbourne Valley Plan.

Prepared by the District of Saanich Planning Department in conjunction with the Engineering; Parks, Recreation and Community Services; and Corporate Services Departments.

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1 PLAN OVERVIEW

1.1 | About The Shelbourne Valley Plan

The Shelbourne Valley Plan was originally adopted on May 1, 2017. The 2017 Shelbourne Valley Action Plan focused on implementing strategies to create an enhanced mobility network to better accommodate walking, cycling and public transit, in addition to providing land use and urban design policies that will enable centres and villages in the Shelbourne Valley to become exceptional places to live, work and play. The Plan also identified a comprehensive vision and implementation strategy to guide land use and transportation decisions in the Shelbourne Valley area over a 30-year period.

The revised 2025 Plan is a Centre, Corridor, and Village (CCV) plan within the framework of Saanich's Official Community Plan (OCP). This Plan aligns with the broader vision of the Official Community Plan to guide land use, housing, transportation, and public realm improvements in the Shelbourne Valley Centre, Hillside Centre, Feltham Village, and Shelbourne Corridor.

Through policies, priority actions, and strategic planning, the Shelbourne Valley Plan will position the area for land uses that support more employment opportunities, efficient local and regional transit, infrastructure upgrades, amenities and facilities, and a diverse supply of housing. The plan will help shape the area into a more pedestrian-oriented and mixed-use community as Saanich evolves into a 15-minute community.

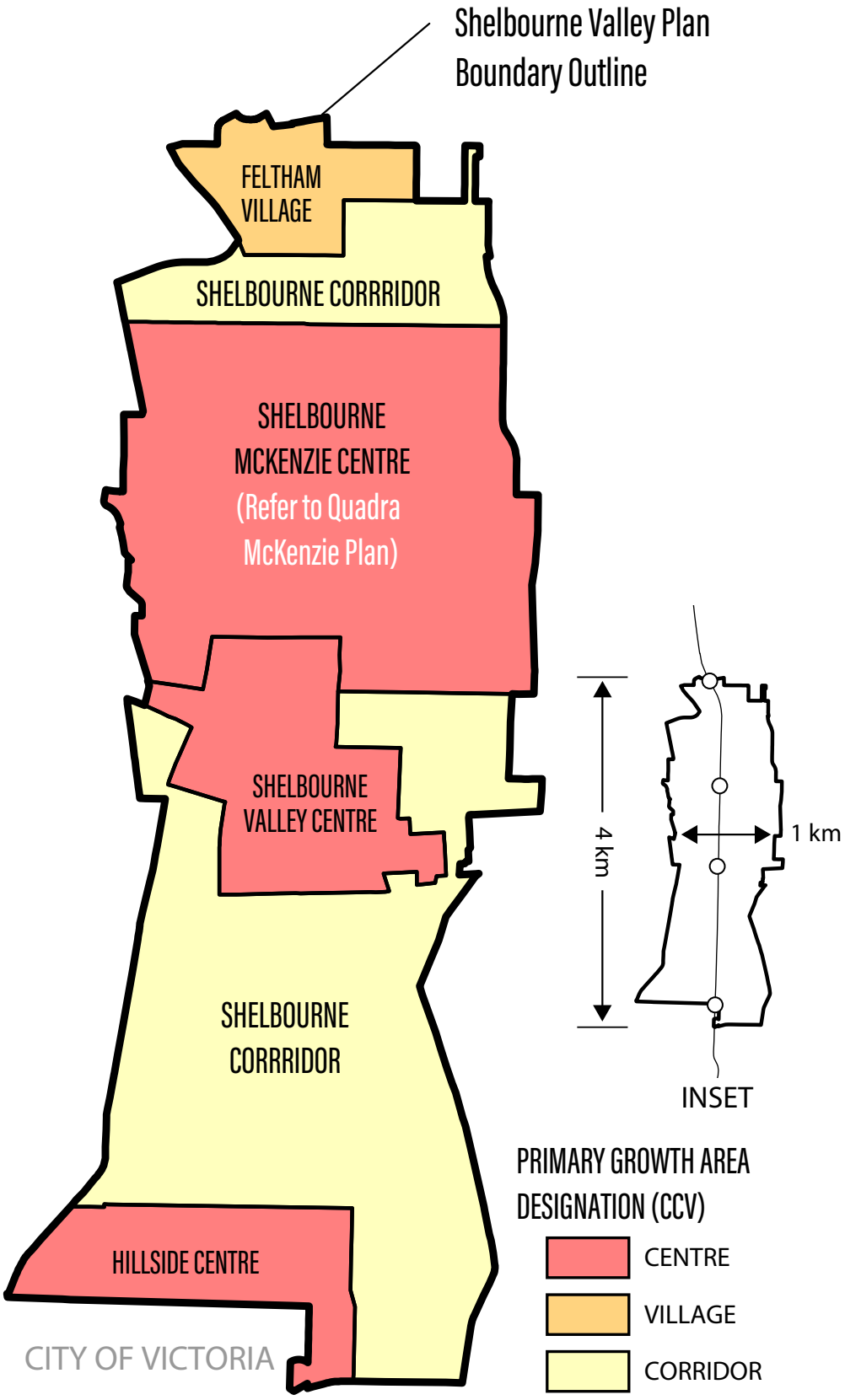
1.2 | Plan Area

The Shelbourne Valley Plan area (Map 1.1) is approximately 4 kilometers long and 1 kilometer wide, encompassing properties extending about 500 meters on both sides of Shelbourne Street, from near Torquay Road to North Dairy Road. The plan area makes up approximately 27% of Saanich's Primary Growth Areas (PGA) and 7% of the area within the district's urban containment boundary (50.68 square kilometers). Four major intersections serve as focal points for the centres and village within the Valley: Hillside Centre, Shelbourne Valley Centre, Shelbourne McKenzie Centre (formally known as the University Centre), and Feltham Village. Currently, these centers and the village feature a mix of commercial, institutional, and multi-unit residential uses largely surrounded by low-density single-unit housing.

The Shelbourne Valley Plan overlaps with the Quadra McKenzie Plan at the Shelbourne McKenzie Centre. While both Plans provide direction for this area, guidance for land use changes is provided by the Quadra McKenzie Plan.

Shelbourne Street is a major north-south route in the regional transportation network, connecting much of eastern and northern Saanich with major regional destinations, such as Camosun College, the University of Victoria, Hillside Mall and downtown Victoria. The Valley is an important regional destination, supplying goods and services to an area far beyond its boundaries.

Map 1.1 | Regional Context



Map 1.2 | Primary Growth Area

1.3 | Planning Framework

The OCP land use framework designates the Shelbourne Valley as a Primary Growth Area. Building on this framework, the land use designations and policies in this Plan will create opportunities to accommodate new developments and diverse housing near transit corridors. The Plan works in concert with other Centre, Corridor, and Village plans, to create a compact and sustainable 15-minute community. By integrating district-wide strategies and guidelines, the Plan contributes to achieving Saanich's Vision.

An overview of plans and strategies related the Shelbourne Valley Plan is as follows.

District-Wide Plans

Official Community Plan (2024) is the principal legislative tool for guiding future growth and change in Saanich. Built on three sustainability pillars (environmental integrity, economic vibrancy, and social well-being), the OCP incorporates the One Planet Living principles and a 15-minute community planning approach to support sustainable development. The contents of the OCP address climate action, environmental protection, land use, housing, community well-being, economic growth, transportation, infrastructure, amenities, utilities, and services across the District.

Development Permit Area Guidelines (2024) were updated in 2024 and are included as an Appendix to the OCP. The DPA Guidelines build on and integrate many of the principles that were included in 2017 Shelbourne Valley Action Plan Urban Design section. The Guidelines provide a comprehensive framework for evaluating the form and character of new development and considerations for floodplain, streamside, fire hazard areas.

Area-Specific Plans

Quadra McKenzie Plan is a Centre, Corridor and Village Plan that, like the Shelbourne Valley Plan, provides policy guide for land use and transportation changes in Primary Growth Areas. The Shelbourne Valley Plan overlaps the Quadra McKenzie Plan at the Shelbourne-McKenzie Centre. The land use directions in the Quadra McKenzie Plan takes precedence in this Centre.

Local Area Plans

Boundaries of three Local Area Plans (LAP), the 2001 Quadra Local Area Plan (area includes the area west of Cedar Hill Road between McKenzie Avenue and Derby Road); the 1997 Gordon Head Local Area Plan (area includes the area north of McKenzie Avenue to Feltham Village); and the 1998 Shelbourne Local Area Plan (area includes most of the Valley south of McKenzie Avenue), overlap the Shelbourne Valley Plan. These LAPs provide important context and background at the neighbourhood level but are superseded by the Shelbourne Valley Plan where conflicts exist.

Topic Specific Strategic Plans and Regulations

Saanich Climate Plan (2020) outlines strategies and actions like energy-efficient development, active transportation, compact communities, green infrastructure and nature-based solutions to stormwater management to achieve 100% renewable energy and net-zero emissions in Saanich by 2050. The Shelbourne Valley Plan builds on these climate-resilient practices within the plan area through active transportation infrastructure improvements along Shelbourne and adjoining Streets, compact development, and Bowker Creek restoration.

Active Transportation Plan (2023) is Saanich's 30-year strategy to enhance active travel in the District includes short-, medium and long-term priority actions and programs towards creating a well-connected, comfortable, convenient and safe active transportation network. The long-term mobility goals included in the Shelbourne Valley Plan are aligned with Active Transportation Plan.

Development Cost Charge (DCC) Bylaw and Community Amenity Contributions (CAC) and Inclusionary Housing Policy (2023) provides a framework to help ensure new development addresses infrastructure and public amenities needed to support population growth.

Urban Forest Strategy (2024) sets a goal to increase Saanich's canopy cover to 44% over the next 40 years through community engagement, policy integration and incentives for landowners. In the Shelbourne Valley, Principles in Urban Forest Strategies are incorporated into the Shelbourne Valley Plan's environmental, and land use policies to enable development to be balanced with tree protection.

Biodiversity Conservation Strategy (2024) mapped the network of biodiversity habitats and areas of high ecological value in Saanich in order to protect and enhance them. This information is integrated into the Shelbourne Valley Plan to guide conservation efforts, such as protecting existing natural habitats, increasing green spaces, and promoting ecological connectivity.

Housing Needs Report (2024) analyzed demographic trends, economic factors, and housing supply data to assess the current and future housing needs within the District of Saanich. Based on its findings, the Shelbourne Valley Plan provides land use policies to allow diverse housing options in the Shelbourne Valley, emphasizing affordability, multi-unit/family housing, and age and disability-friendly buildings.

Housing Strategy (2021) provides direction on how the District plans to contribute to improving housing opportunities and outcomes and addresses the urgent need to increase housing supply, diversity, and affordability. Shelbourne Valley Plan facilitates the implementation of the key focus areas in the strategy through policies that protect existing rental housing, promote diverse housing, affordable and supportive housing.

Economic Development Strategy (2024) outlines a vision for the local economy and a path forward to sustain and grow a diverse and prosperous economy.

Bowker Creek Blueprint (2025 – update in progress) is a 100-year plan to restore the Bowker Creek Watershed, much of which flows underground in the Shelbourne Valley, was originally completed in 2010. Short-term objectives include the removal of invasive species and riparian restoration, while long-term objectives include channel widening, re-sloping creek banks, realignment and daylighting. This updated blueprint continues to guide the municipalities, the community, and other land stewards to manage and restore the Bowker Creek watershed and creek corridor into the future.

BC Transit – Victoria Region Transit Future Plan (2011) envisions a more efficient, accessible, and sustainable transit system, focusing on key corridors like Shelbourne Street, which is designated as a Frequent Transit Network. An update to the Plan is underway and it will be renamed the Victoria Regional Transit Plan and provide updated guidance on the 25-Year Transit Network and key infrastructure and service priorities.

1.4 | Plan Development Process

The Plan Development is divided into two broad stages: the 2017 Plan Development which established the vision and key priorities for the Valley, and the 2025 Strategic Update, which revised and refined the plan to incorporate new land use designations, align with an updated OCP and address emerging challenges. The original and updated Plan Development phases involved extensive public engagement with stakeholders who live, work, play, shop, study, and travel in the Valley to ensure the plan aligns with community needs and district-wide goals.

1.4.1 | 2017 Plan Development & Engagement

The following is a summary of key stages and events in the 2017 planning process:

Project Initiation

- The Shelbourne Valley Stakeholders Committee, representing a diverse range of Valley interests, is formed to help guide the engagement process, identify issues, and assist in engaging citizens.
- Open House #1, attended by over 200 people, was held to initiate the process and introduce the Vision Survey and Community Mapping exercise. An identical virtual open house was also available online.

Community Visioning

- A Vision Survey identified issues, gaps and a vision for the Valley and was completed by 797 people.
- A Community Mapping exercise conducted at the same time as the Vision Survey is completed by an estimated 1000 people.
- Open House #2, attended by approximately 200 people, was held to display the results of the Vision Survey and Community Mapping exercise.
- Stakeholder-initiated activities were undertaken that linked directly to the objectives of the Action Plan, including:
    - A forum on the human and natural history of the Valley.
    - Two video showings on how to make a community walkable.
    - A Stakeholder-drafted “Creating a Walkable Shelbourne Community” report.

Exploring Options

- Three Open Houses, and a virtual on-line open house, held to review the ideas, concepts and recommendations of the Transportation and Land Use and Urban Design studies. Approximately 400 people attended the 3 open houses and 334 completed the accompanying survey at the open houses and on-line.
- Focus groups held with 14 stakeholder groups to review the ideas, concepts and recommendations of the studies.

Draft Plan Review

- Four open houses, and a virtual on-line open house, held to review the first draft of the Plan. Approximately 1,000 people attended the open houses and 359 completed the accompanying survey.

Short Term Mobility Actions

As directed by Saanich Council, staff explored short-term mobility actions to accelerate pedestrian and cycling improvements in the Valley, consultation included:

- Five open houses attended by approximately 1,500 people.
- Two surveys to assess preferred short-term implementation options (2,652 completed surveys).
- Twelve meetings with stakeholder group.
- Information available online through virtual open house, videos of full design options for Shelbourne Street and an online survey.

1.4.2 | 2025 Strategic Update Process

The update focuses on aligning the 2017 Plan with the 2024 Official Community Plan (OCP) and other recent plans and initiatives. Current planning priorities and planning-related issues specific to the area were also addressed through the process, which involved technical analysis and engagement with the public and other key stakeholders in the area.

The following is a summary of key stages and events in the engagement process:

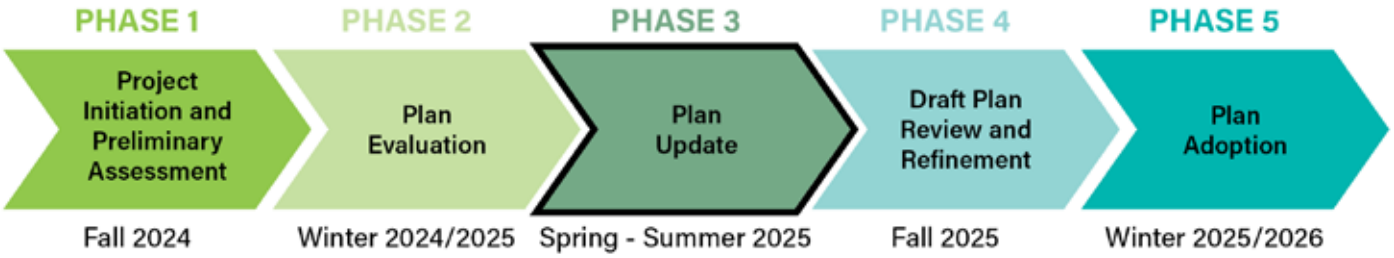


Figure 1.1: Phases and Timeline of the Shelbourne Valley Action Plan Update

Project Initiation and Preliminary Assessment

- Prepared and approved the project's Terms of Reference.
- Conducted technical analysis and raised awareness about the plan update process.

Plan Evaluation

Community engagement and technical analysis were undertaken to assess the Plan's progress, explore potential changes to land use designations and discuss other planning-related issues in the area. Engagement activities included:

- Two webinars, attended by 109 people
- Two open houses, attended by 242 people
- An online survey, completed by 77 people
- Meetings with stakeholder groups

1.5 | Organization of the Plan

The Plan is organized into the following sections:

Section 1 to 3 provide an overview of the Plan, the planning context, vision, and goals. These chapters describe the planning area and framework; plan development and update process; the Valley's physical setting; history; demographics and socio-economic profile; opportunities and challenges.

Sections 4 to 7 are the policy sections of the Plan and cover the topics of environment, land use, mobility and urban design and accessibility. These sections identify a series of policies that will be implemented over the course of 30 years to achieve the vision for the Shelbourne Valley.

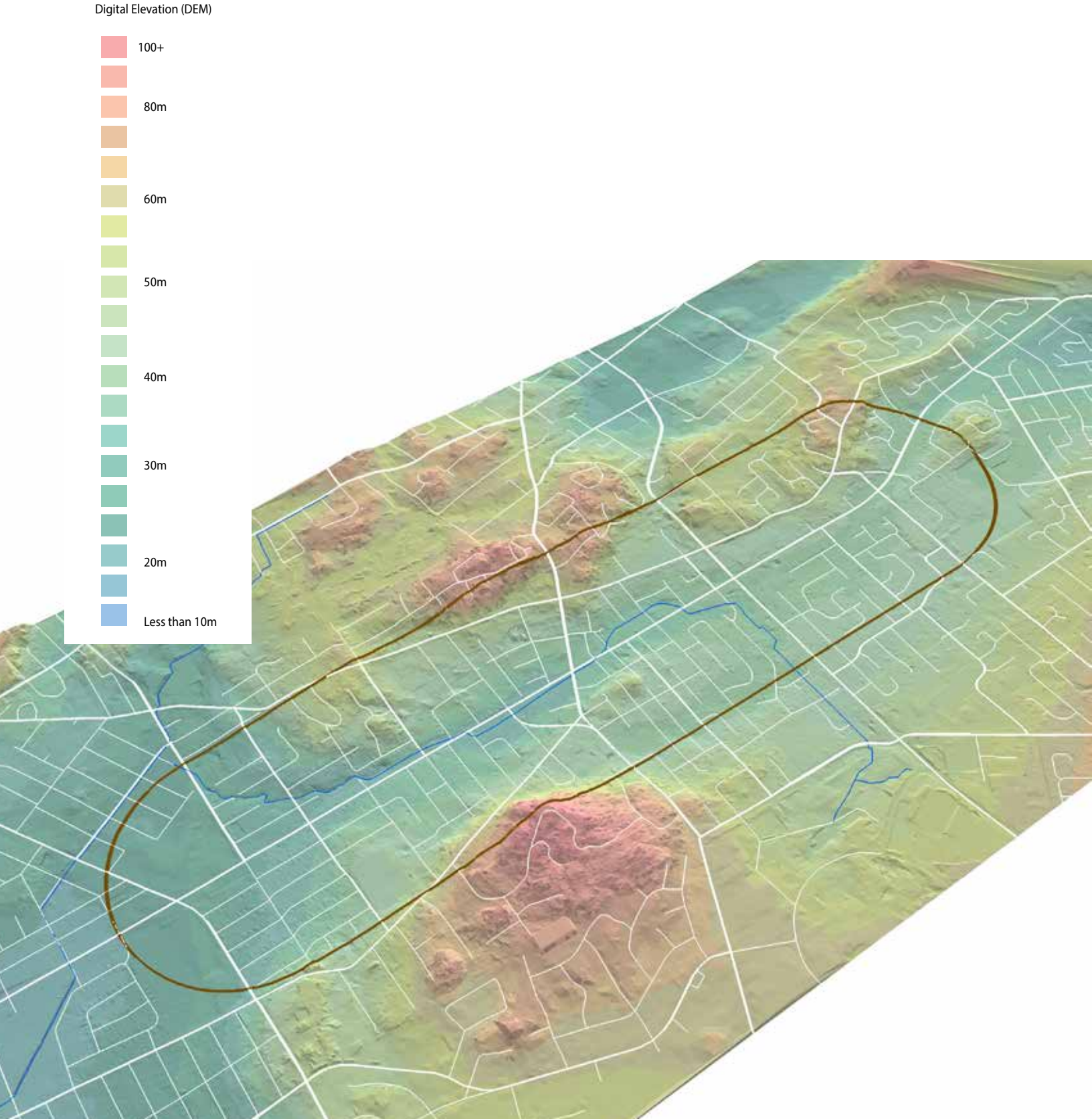
Section 8 outlines key implementation actions, including short, medium and long-term priorities. It also includes a framework to track progress towards attaining the Plan goals.

Section 9 contains appendices, including a glossary providing definitions of the terms used in the Plan.

2 PLANNING CONTEXT

2.1 | Physical Setting

The Shelbourne Valley is framed by Mt. Tolmie to the east, the Doncaster Escarpment to the west and PKOLS to the north. The glacier carved valley is relatively flat with a due north alignment, making it an ideal transportation corridor. Bowker Creek was a prominent feature in the Valley before being piped underground. A small stretch of the Creek remains open at the south end of the Valley.



2.2 | History of the Shelbourne Valley

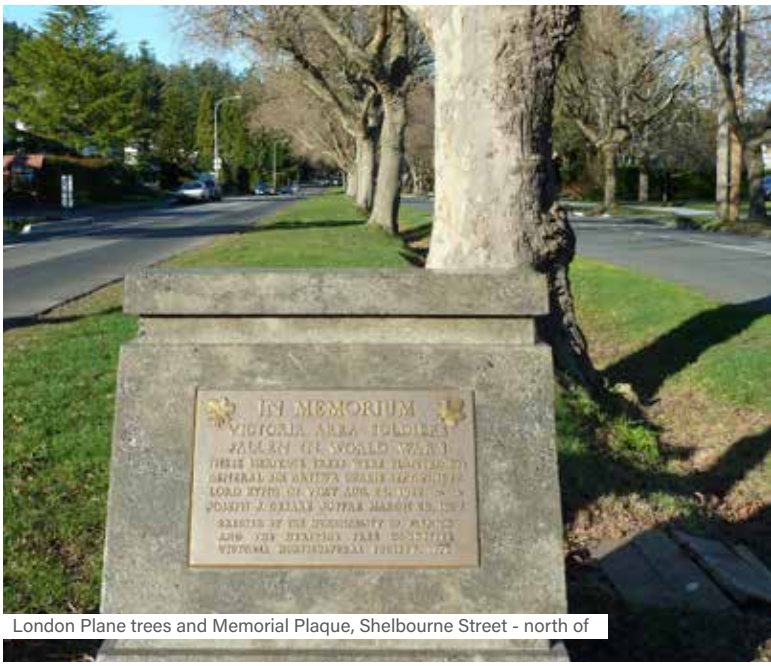
Human settlement in the Shelbourne Valley dates back over 4,000 years ago. The Songhees First Nation were attracted to the Valley by the bulb and root crops that grew in extensive Garry Oak meadows. Early European settlers arrived after the establishment of Fort Victoria in 1843 and began planting crops and raising livestock in the Valley.

The first trails through the Valley were established by First Nations people travelling to Fort Victoria from Cordova Bay. The trail followed the current route of Cedar Hill Road to avoid the flood prone Valley floor. Eventually, to reduce flooding, tiled ditches were installed along Bowker Creek and later replaced by pipes, which carry the Creek underground through most of the Valley.

In 1912, it was decided to build a more level and direct road between the Valley's farms and Victoria. Shelbourne Street was completed in 1916. In 1921, Shelbourne Street was dedicated as Canada's first Road of Remembrance in honour of BC residents killed during the Boer and First World Wars. The project, which involved the planting of a London Plane tree for each fallen soldier, was never finished. Reminders of what the street once looked like can be seen north of Feltham Road where rows of London Plane trees parallel the northbound lanes.

Throughout the 20th century, much of the Valley's original farms were subdivided into single family lots as motor vehicles allowed residents to live further from work and services. Shopping centres and strip malls began to appear in the late 1950s' serving the Valley's rapidly developing areas.

In the early 1960s' construction of the University of Victoria began. In anticipation of what the University would mean to the surrounding area, a Plan for the University Area (1966) was developed that recommended new roads, sewers, as well as apartment buildings and commercial uses along Shelbourne Street to serve the University population. Since the 1970s, low rise apartment buildings, townhouses and congregate care homes were built along major streets and intersections to take advantage of convenient access to transit and services.



London Plane trees and Memorial Plaque, Shelbourne Street - north of


Saanich Archives

2.3 | Demographic and Socioeconomic Profile

Approximately 14,100 people live within the boundaries of the Shelbourne Valley Plan Area. Between 2011 and 2021, the area experienced a population increase of about 1,100 people, an annual growth rate of 0.9%. This represents a noticeable growth compared to the previous five-year period (2006 to 2011), during which the population increased by roughly 300 people at an annual rate of 0.56%. Growth rate in the study area is also considerably higher than what is applicable to the District as a whole (0.7%). The Shelbourne Valley is also a home to an aging population. While household size in the area is generally small, the sizes are steadily increasing. On average, census families in the area consist of three members, with an average of 1.9 children for families that have children.

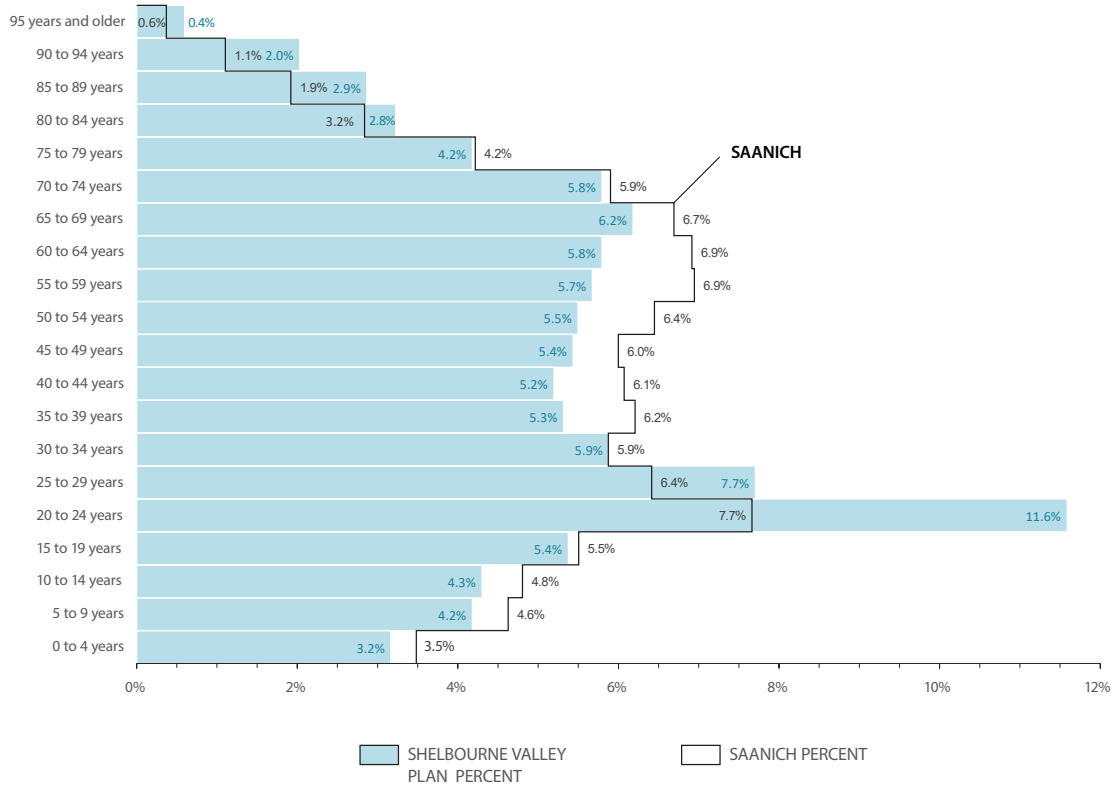


Figure 2.1 Population Distribution By Age

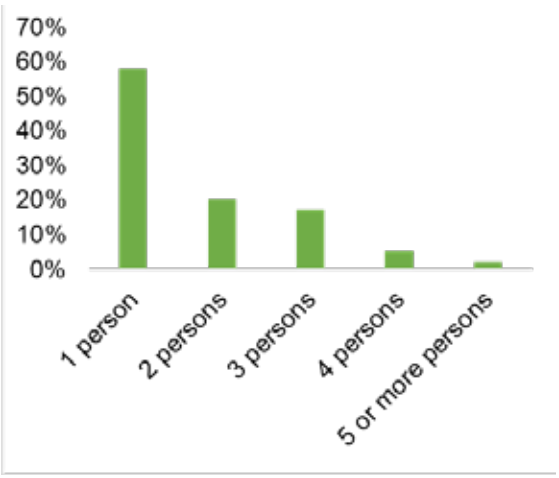


Figure 2.2 Average Household Size

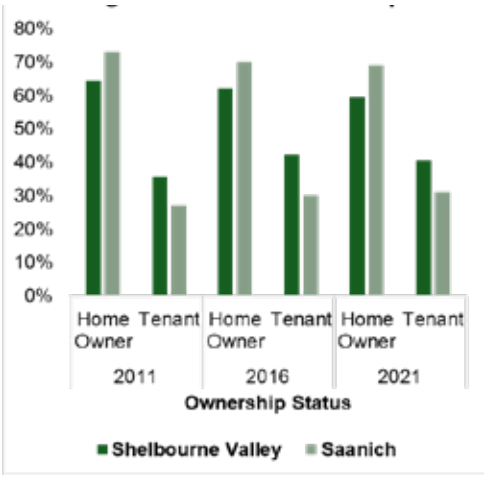


Figure 2.3 Housing Tenure

2.4 | Opportunities and Challenges

The Shelbourne Valley presents significant opportunities to implement innovative approaches that reflect the sustainability vision of the Official Community Plan (OCP). Existing services and amenities and proximity to major regional destinations give the Valley prominence in Saanich and the region as a whole. While many of the functional elements are in place, the Valley's urban structure requires adaptation to truly advance the goals of this Plan. Key opportunities and challenges in the Valley include:

Redesigning the Street Network to Prioritize Walking, Cycling and Transit

Most of the Shelbourne Valley's transportation facilities were designed when free movement of automobiles was the top priority. Contemporary transportation planning and community values are now more aligned with an approach that accommodates all modes in a meaningful way. Redesigning the street network to add connections for pedestrians and cyclists, break up superblocks, improve crossings of major streets, create safe and comfortable sidewalks and implement cycling facilities, will require a significant investment and ongoing effort. This effort and investment are currently being implemented through the Shelbourne Street Improvements Project.

Fulfilling the Many Visions for the Future of Shelbourne Street

Shelbourne Street has been identified in numerous plans as a vital corridor to implement regionally and locally important goals. Its designation as a major cycling route, frequent transit network, and major road all have implications for the physical design of the street. Aspirations around the restoration of Bowker Creek, enhancement of the urban forest, and public realm improvements provide an added layer of complexity to consider in the design. Even as Shelbourne Street's narrow right of way is expanded, trade-offs will still need to be made to best optimize the numerous, but vitally important, goals.

Expanding Opportunities for Housing

Saanich Housing Needs Report identifies a need for 23,559 new housing units over the next 20 years. This number reflects anticipated population growth and existing shortfalls in our current housing system. The Shelbourne Valley, which is identified as a Primary Growth Area in the Official Community Plan, is a key area where additional housing units need to be accommodated to ensure all members of the community can be suitably housed. Land use designations that support more multi-unit housing can help accommodate seniors, students, and households of varying sizes and income levels in areas well-served by transit and cycling infrastructure and a full range of amenities. Expanding housing diversity in the Shelbourne Valley also supports aging in place, ensuring residents can remain in their community as their housing needs change.

Achieving Redevelopment in Centres and Villages and along Shelbourne Street

Implementation of much of this Plan relies on redevelopment. The addition of public space, enhancement of cycling and walking facilities, and redesign of the public realm largely depends on opportunities presented at the time of redevelopment. At present, a large portion of the Valley is underdeveloped relative to existing zoning. New land use and height designations need to strike a balance between providing sufficient incentive for properties to feasibly redevelop and achieving a scale that is appropriate for the area. Redevelopment in these areas will result in improvements throughout the Valley and also advance broader climate change and energy goals.

Creating a Sense of Place in the Valley

Valley stakeholders indicated a strong desire for public spaces that foster a sense of community, however there are very few spaces of this kind in the Valley. Existing public spaces are either disconnected from the commercial cores of the Village and Centres or significantly impacted by motor vehicles. New public spaces, in the form of plazas, parks and greenways, will help to provide locations for social interaction and natural features, such as Bowker Creek. However, the largest portion of public space, road right of ways, will also need to incorporate placemaking elements, be reinforced by buildings with a pedestrian orientation and generally provide a high quality, livable environment that fosters social engagement and interaction.

Planning for a Diverse and Aging Population

Saanich's population of seniors is expected to grow significantly. The Shelbourne Valley is an ideal location to accommodate this segment of the population, as well as future populations including new immigrants, students, and employees due to the availability of services and amenities within each Centre and Village. Accommodating a diversity of housing forms with varying levels of support services will help to make the area suitable for a range of people. Additionally, improvements to the mobility network will be needed to ensure safe and convenient travel for a range of abilities.

3 VISION & GOALS

3.1 | Community Vision

The 30 year vision for the Shelbourne Valley reflects not only the Official Community Plan, but also the vision articulated by the Valley's community members and stakeholders throughout an extensive public engagement process (See section 1.4 Community Engagement). Eight years after the original plan was adopted, the Shelbourne Valley continues to evolve into a more connected and vibrant community. Over the remaining timeline of the Shelbourne Valley Plan, the area is envisioned as a community where people of all ages, income levels, and household sizes can afford to live, with safe and convenient access to work, school, services, and activities by walking, transit, or cycling.

The following narrative describes the 30-year vision for the Valley.

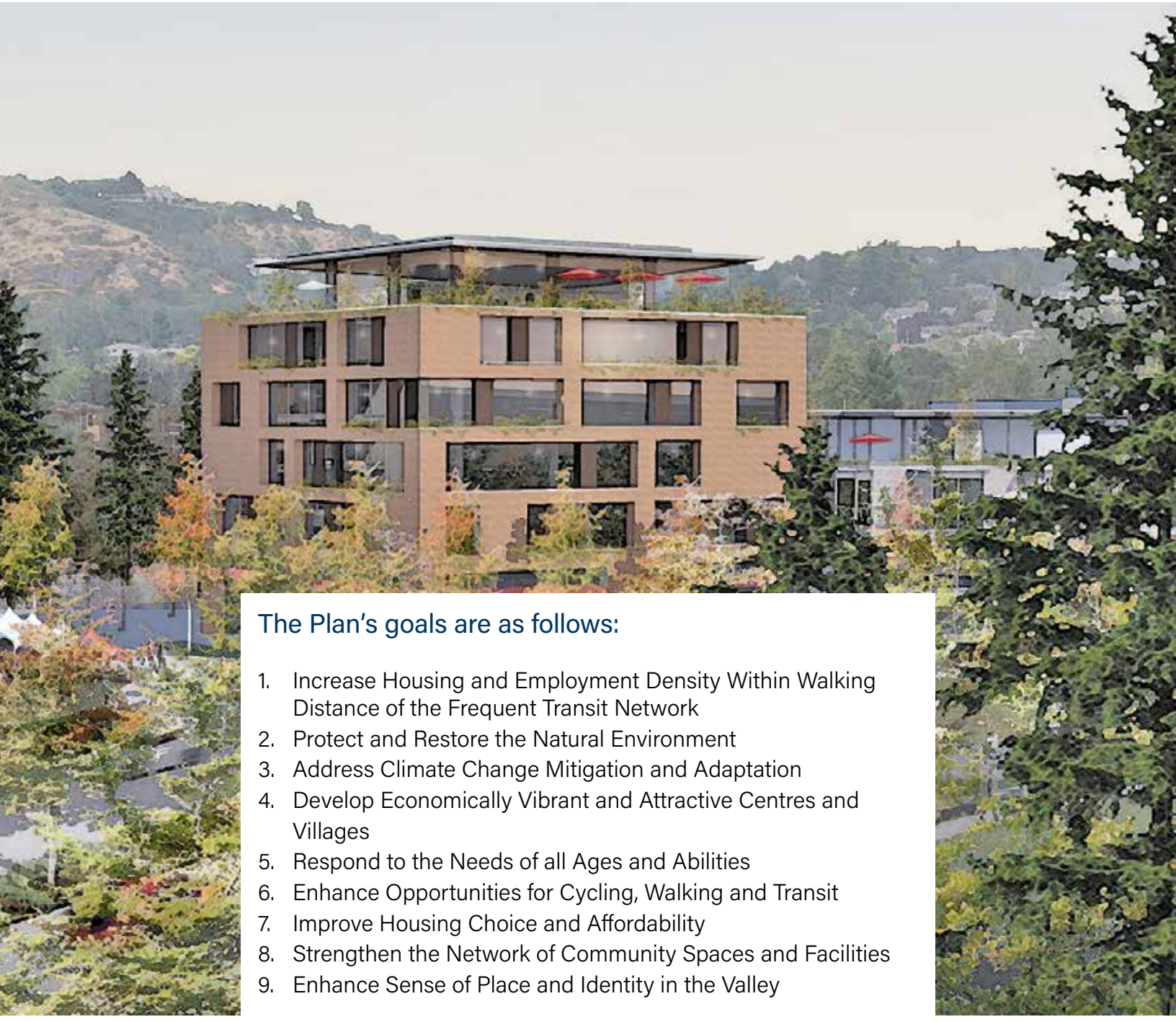
Wide sidewalks line all major streets, separated from traffic by treed boulevards. Cycle tracks run along both sides of Shelbourne Street, while bike lanes are incorporated onto other major streets. Greenways provide safe routes for cyclists and pedestrians to weave their way through the Valley, connecting major destinations within and beyond the Valley. Connectivity is increased by new pathways for cycling and walking. Frequent transit runs down Shelbourne Street on dedicated transit lanes with comfortable, safe, accessible weather-protected bus stops. Major intersections are made "skinnier" to allow for safer, shorter crossing distances for people with mobility challenges and an enhanced public realm reinforces Shelbourne Street's role as the Valley's walkable main street.

The Shelbourne Valley is recognized as a place to be, with vibrant mixed-use Centres and a Village that are hubs of community activity and are easily accessible by bike, foot and public transit. Centres, through incremental redevelopment, are now characterized by mixed use development, with building height moderated by quality design and ample open space. Feltham Village, Shelbourne Valley Centre, and Hillside Centre each have their own unique 'sense of place'. A variety of housing is available within each Centre and Village and along Shelbourne Street, supporting a diverse population in livable and complete communities that provide easy access to a range of goods and services.

The core of each Centre and Village is people friendly with both public and private spaces for community gatherings, sidewalk patios, public art and other attributes that invite people to interact and explore. The Valley's natural environment is protected, respected and acknowledged. Bowker Creek flows again and is an integral part of the Valley and swales and rain gardens are incorporated into new developments and streetscapes. Tree planting, new boulevards and other landscaping features further enhance the appearance of the Valley, while new parks address the needs of a growing population. Shelbourne's role as a Boer and First World War memorial street is revived with the planting of London Plane trees on its boulevards.

3.2 | Plan Goals

The Shelbourne Valley Plan builds on the policies and principles of the Sustainable Saanich Official Community Plan. Originally developed through a collaborative process during the initial 2017 plan development, the Plan goals continue to reflect community aspirations for the Valley and provide an overarching framework for the Plan to achieve a livable, sustainable Valley. Detailed objectives embedded within each of the chapters further express the broad intentions of the Plan.



The Plan's goals are as follows:

1. Increase Housing and Employment Density Within Walking Distance of the Frequent Transit Network
2. Protect and Restore the Natural Environment
3. Address Climate Change Mitigation and Adaptation
4. Develop Economically Vibrant and Attractive Centres and Villages
5. Respond to the Needs of all Ages and Abilities
6. Enhance Opportunities for Cycling, Walking and Transit
7. Improve Housing Choice and Affordability
8. Strengthen the Network of Community Spaces and Facilities
9. Enhance Sense of Place and Identity in the Valley

3.3 | Shelbourne Street Vision

The initial plan development process in 2017 was largely initiated based on a desire to transform Shelbourne Street into a Great Street that brings people of all ages together, inspires a sense of community and provides a space for urban public life. Each section of the Plan includes directions that will contribute to transforming Shelbourne Street into a Great Street – some building on existing assets, while others incorporating new elements. Here are some of the key building blocks in each chapter:

Environment

- Trees that provide a character and a canopy to the street
- Rain gardens and bioswales that treat stormwater and soften the public realm
- Bowker Creek restoration that reconnects people with nature

Land Use

- Shops and institutions that provide a range of goods and services and create streetfront activity and vibrancy
- Parks and open spaces that foster social interaction and animate Centres and Villages
- More housing opportunities suited to a range of demographics, incomes and household sizes
- Community facilities that are prominent hubs of activity

Mobility

- Comfortable, wide sidewalks supported by benches, water fountains and other pedestrian amenities
- Cycle tracks that provide a high quality cycling experience along the full extent of Shelbourne Street
- High quality, frequent transit service supported by a transition to dedicated transit lanes on Shelbourne Street
- A better connected pedestrian network with shorter crossing distances and more route options

Urban Design and Accessibility

- Buildings that support and engage the pedestrian realm
- Public spaces that are well-designed and have a direct connection to the street
- High quality street furniture and public art that reinforce the identity of the Valley
- A barrier free public realm that is comfortably accessible for all ages and abilities

The Vision for Shelbourne Street, which acts as the "spine" of this community, is based upon foundational Planning work in the areas of: Sustainable Development; Healthy Communities; Complete Streets and Placemaking.

Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

- Brundtland Report 1987

The Healthy Communities approach addresses multiple determinants of health (social, economic, environment, physical) and is based on five essential strategies - or building blocks- to build on a community's existing capacity to improve community health and well-being: Community engagement; Multi-sectoral collaboration; Political commitment; Healthy public policy; and Asset-based community development.

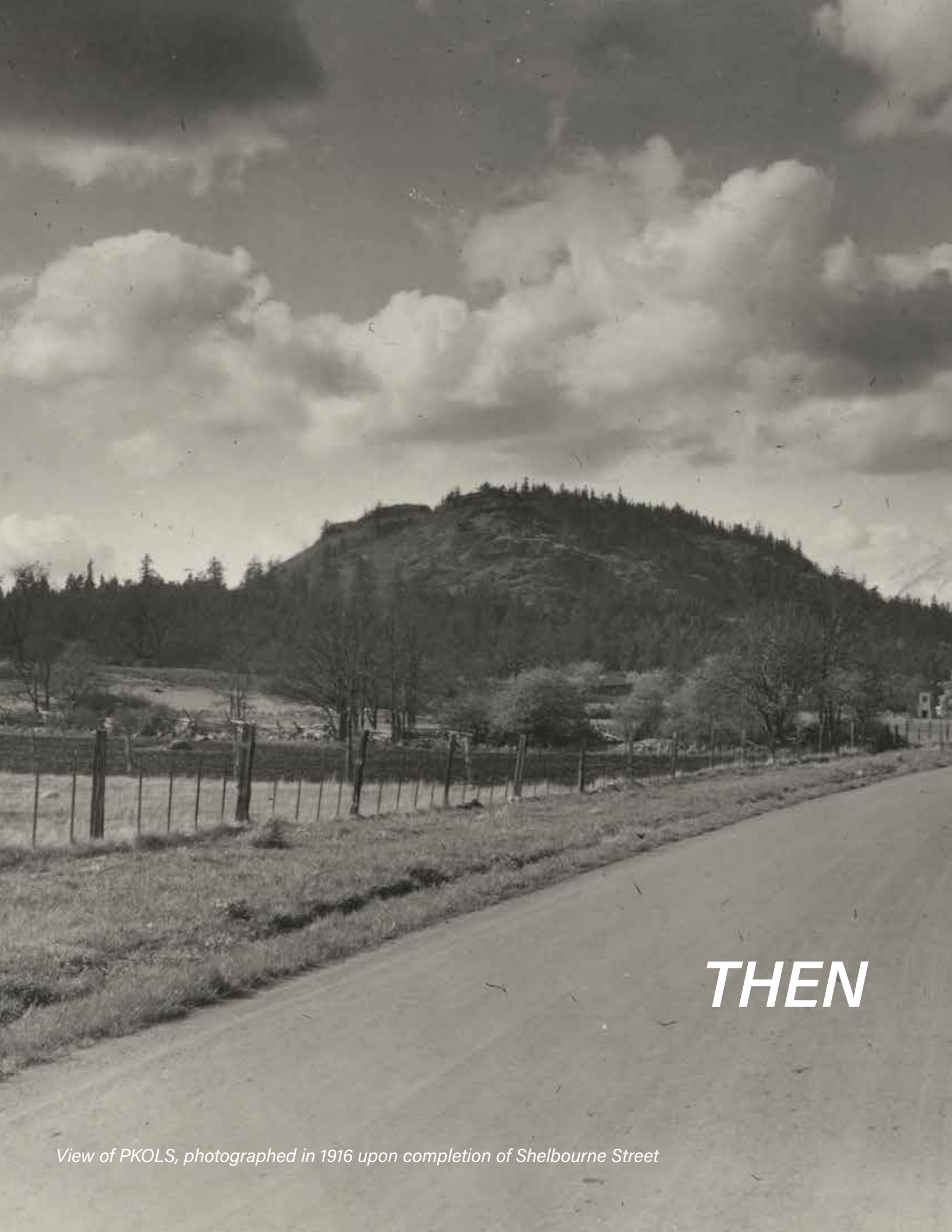
- BC Healthy Communities

Complete Streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.

- Complete Streets Canada

Placemaking is a quiet movement that re-imagines public spaces as the heart of every community, in every city. It's a transformative approach that inspires people to create and improve their public places. Placemaking strengthens the connection between people and the places they share.

- Project for Public Spaces



THEN

View of PKOLS, photographed in 1916 upon completion of Shelbourne Street

NOW

View of PKOLS, from Shelbourne Street

4 CLIMATE CHANGE & ENVIRONMENT

4.0 | Climate Change and Environment

Introduction

The health and functioning of natural systems are critical to the well-being of communities, both locally and globally. These systems, including the climate, watershed and watercourses, urban forest and other natural areas are vital to the community's liveability, health and well-being. Natural systems support biodiversity, cleaner air and water, stormwater management, recreation and opportunities for residents to connect with nature, and climate change mitigation and adaptation.

While primarily a land use plan, this plan integrates with other climate and environment-focused initiatives, such as the Climate Plan, Urban Forest and Biodiversity Conservation Strategy to achieve shared objectives for sustainable development. The framework in this Plan includes strategies for intensifying land use, improving active transportation, and fostering a compact, walkable, low-carbon community.

Key climate and environment priorities in the Plan area include parks and open space improvement and acquisition, Bowker Creek restoration and daylighting, and green infrastructure development among other climate change adaptation and mitigation initiatives. These actions are essential to building a sustainable community and advancing the District's reconciliation efforts with local First Nations.

Objectives

A. Protect, connect and restore areas of ecological value, including Garry Oak ecosystems with a focus on areas identified in the Biodiversity Conservation Strategy and Biodiversity Habitat Network.

B. Restore watershed health and rehabilitate Bowker Creek, drawing on the updated Bowker Creek Blueprint and Daylighting Feasibility Studies as a foundational reference.

C. Protect, connect, and enhance the urban forest, in accordance with the vision and canopy cover targets in the Urban Forest Strategy.

D. Promote conservation and resiliency through green buildings, energy efficiency and green infrastructure.

E. Enhance capacity to adapt to climate change impacts in both natural and human systems.

4.1 | Climate Planning

The impacts of climate change are increasingly evident in Saanich, with the top hazards for this area include extreme heat, extreme precipitation and flooding, drought, wildfires, and poor air quality from wildfire smoke. Map 4.1 shows the spatial distribution of susceptibility to extreme heat within the Shelbourne Valley. To address climate change, the Saanich Climate Plan includes actions to cut our community greenhouse gas (GHG) emissions in half by 2030 and to net zero by 2050; transition to 100% renewable energy by 2050; and prepare for a changing climate. It also considers the impact of our consumption habits, embodied emissions and waste.

Land use and transportation planning are two of the most significant policy areas impacting the ability of the District to meet its climate goals and targets. The Shelbourne Valley Plan advances Saanich's climate goals primarily by focussing development in the Centres and Village and along the Shelbourne Street corridor. By concentrating future growth in these areas, residents will be able to live near services, employment opportunities, and green space, increasing their ability to use active transportation and reducing transportation-related GHG emissions, which are the largest source of emissions. This compact, mixed, and transit-oriented development approach not only supports the transition of the Shelbourne Valley to a 15-minute community, but it also makes the construction and maintenance of cycling and transit infrastructure more affordable and accessible to a greater population.

Additionally, the higher-density mixed-use and multi-family building forms identified in the Plan improve energy efficiency by reducing heat loss by sharing walls and minimizes embodied emissions by using fewer resources per dwelling. These denser building forms also conserve more space for natural areas, urban forest and shading, which provide multiple ecosystem services such as cooling and stormwater management that help our community adapt to climate change.

An essential component of achieving reduced GHG emissions and increasing our community's resilience to climate change is by adopting zero carbon and sustainable building practices. Beyond Saanich's adoption of the Zero Carbon Step Code, this Plan builds on the Official Community Plan and the Development Permit Area Guidelines by including policies that support the inclusion of passive and active cooling alongside air filtration in new development and building retrofits; the protection and expansion of natural areas and the urban forest; design that supports energy efficiency and the use of active transportation; water conservation; and design that considers reduced embodied emissions, the reuse of materials and zero waste goals.

It is important to ensure that the community grows in a way that is designed to adapt to future projected climate changes. In particular for this area this includes extreme heat, poor air quality from wildfire smoke and potential flooding from extreme weather events. Map 4.1 demonstrates that significant parts of the Plan area have 'very high' or 'high' vulnerability to extreme heat. Active and passive cooling in buildings will be important to address this, alongside measures that help cool the public realm and mitigate the urban heat island effect. Ecosystem services provided by the urban forest, natural areas and other green infrastructure are incredibly important for this in addition to mitigating the risk of flooding and the air quality impacts from wildfire smoke.

Many policies that address climate change (e.g. those related to active transportation, stormwater management, green infrastructure and urban forest) are included in multiple sections throughout the Plan. Therefore, to supplement climate related policies within the Official Community Plan, the following policies focus on embodied emissions, zero waste, building energy and resiliency.

Bernhardt Passive Home, 1535 Oak Crest Drive. Photo courtesy Derek Ford

Policies

4.1.1 Support the development of all-electric homes and buildings that do not include the use of fossil fuels or natural gas connections.

4.1.2 Support the use of electric heat pumps in all buildings for efficient heating, active cooling and ability to improve air quality.

4.1.3 Support the inclusion of solar photovoltaics and battery storage to maximize on-site renewable energy generation and resiliency.

4.1.4 Support development that prioritizes using low-carbon building materials and incorporates materials that are reused, contain recycled content, and/or meet certification standards.

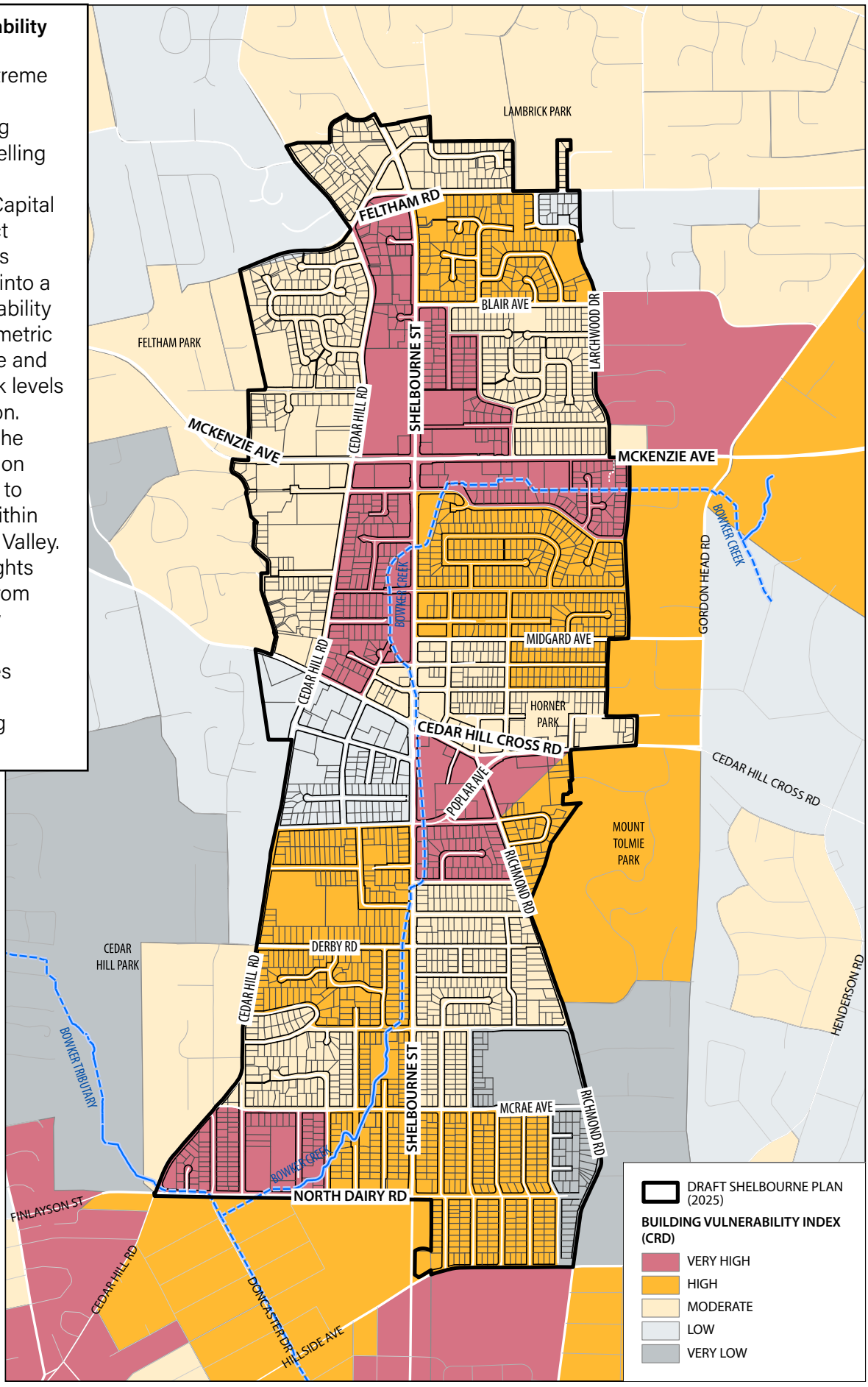
4.1.5 Support the adaptive reuse of buildings (either on- or off-site) and deconstruction rather than demolition to ensure salvage and reuse of building materials.

4.1.6 Encourage new buildings and major renovations to incorporate climate-resilient design features such as high-performance building envelopes, passive cooling techniques, exterior shading devices, green roofs, and light-reflective materials to minimize internal heat gain and contribute to urban heat mitigation.

4.1.7 Design streetscapes, plazas, and parks within the Shelbourne Valley to integrate shade trees, permeable and reflective paving materials and water features to reduce surface and ambient temperatures, improve thermal comfort, and enhance microclimate.

Building Vulnerability Index

Planning for extreme heat takes into account building age, height, dwelling type, and solar exposure. The Capital Regional District (CRD) combines these variables into a Building Vulnerability Index: a single metric used to evaluate and map relative risk levels across the region. Map 4.1 shows the spatial distribution of susceptibility to extreme heat within the Shelbourne Valley. The map highlights areas ranging from very low to very high risk based on vulnerabilities associated with existing building characteristics.



Map 4.1 | Building Vulnerability Index

4.2 | Natural Features

The Shelbourne Valley was once dominated by Garry Oak ecosystems which were actively managed by Indigenous peoples (Map 4.2). Over time, this ecosystem's extent has been reduced from 87% of the Valley's area in the 1890s to only 1.5% today. Through the Biodiversity Conservation Strategy, Biodiversity Habitat Network and stewardship of private and public lands, Saanich will strive to maintain and connect the remaining larger remnant natural areas, and work towards managing and mitigating the impact of development or land alteration activities.

The Shelbourne Valley has a few significant remnant natural features and areas which have historically been important components of the Valley's natural environment. Over the years, however, they have been altered, diminished and, in most cases, lost. Land was initially cleared to create farm fields, followed by residential and commercial development that impacted the two primary environmental features in the Valley: Garry Oak ecosystems and Bowker Creek. The Biodiversity Habitat Network identifies natural areas with high biodiversity conservation value across Saanich. Protecting and maintaining these existing biodiversity habitat hubs and sites within Shelbourne Valley is important due to the difficulty creating new spaces because of limited available space, high land values, and the densification of development.

Building on the Official Community Plan direction to continue to retain and enhance natural areas to ensure that they continue to provide ecosystem services and make these areas more resilient to urban development and climate change, this Plan looks to further identify and protect habitat sites and linkages, guide the restoration of damaged areas and create a more connected habitat network.

Policies

Ecosystem Management

4.2.1 Continue to maintain, connect and restore Garry Oak and wetland / riparian ecosystems.

4.2.2 Encourage the use of native species and climate change resilient plants for landscaping on both public and private lands and continue to promote the principles of Naturescape and support biodiversity.

4.2.3 Work towards retaining Garry Oak ecosystems through the redevelopment process, including through the use of Natural State Covenants and Development Variance Permit.

Greenways and Trails

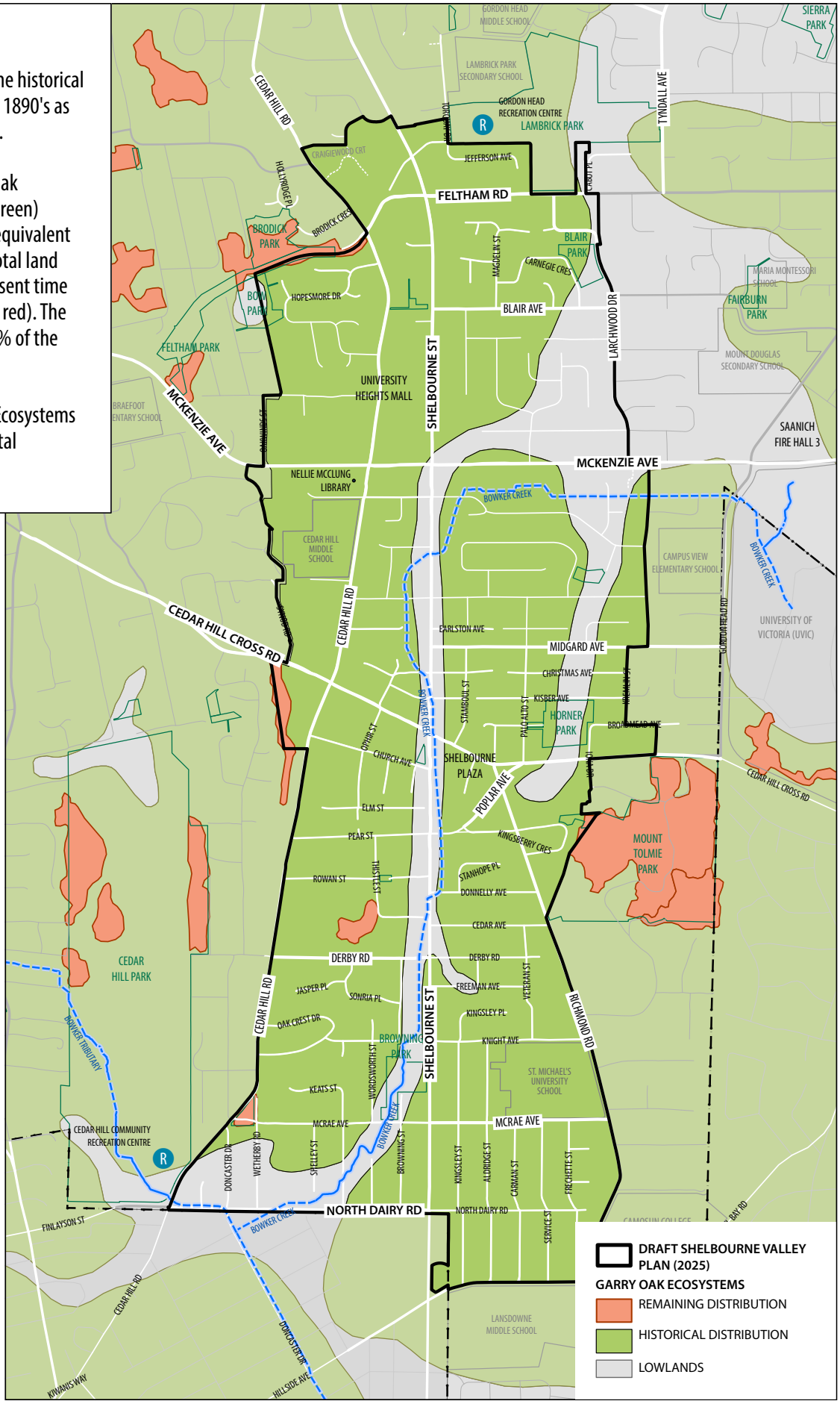
4.2.4 Design and enhance greenway and trail networks to link Habitat hubs and sites and enhance habitat networks, especially those outlined within the Biodiversity Habitat Network.

Garry Oak Ecosystems

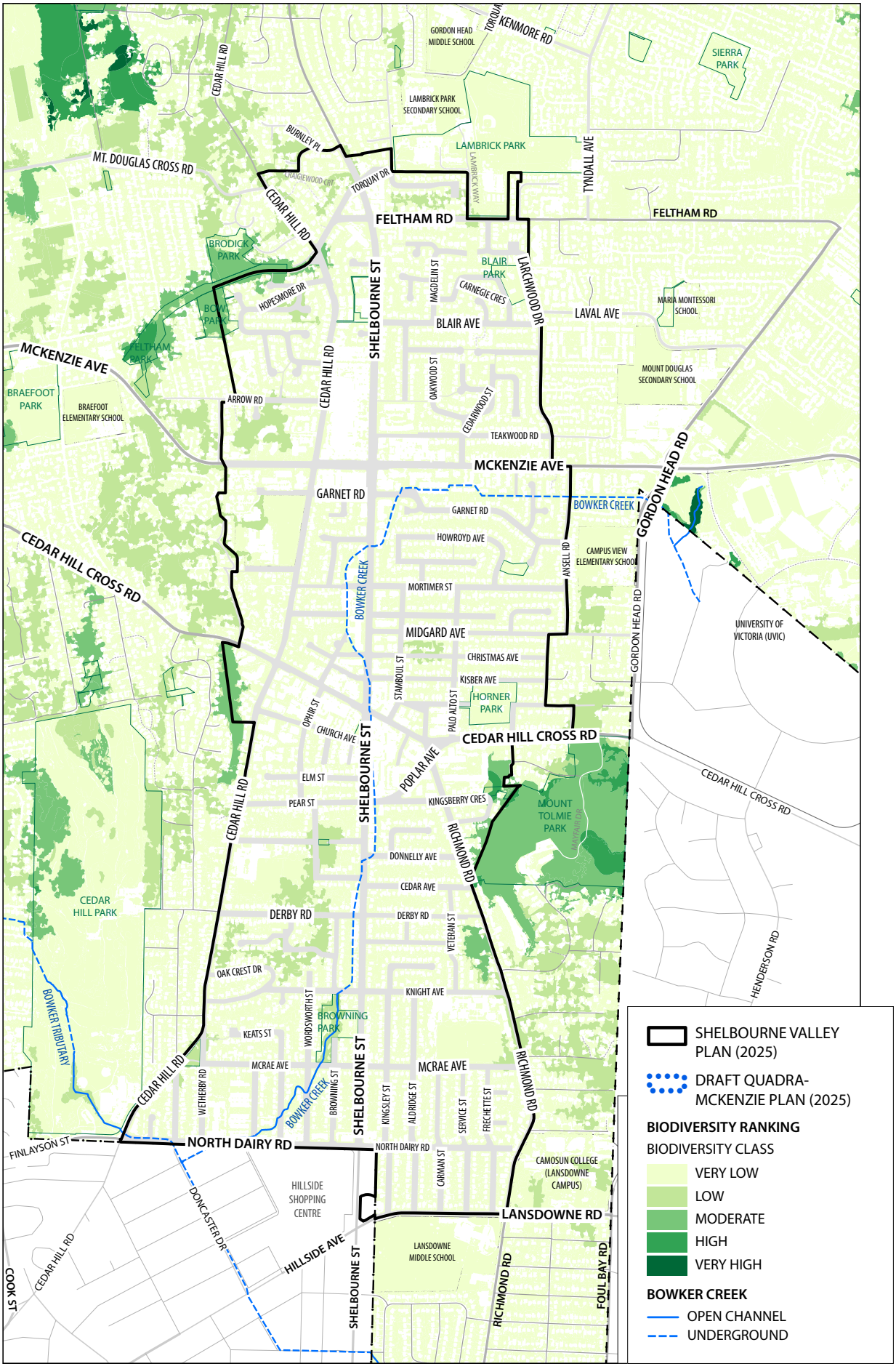
A 2006 study estimated the historical range of Garry Oak in the 1890's as as well as the present day.

During the 1890's Garry Oak Ecosystems (depicted in green) occupied 285 hectares --equivalent to 83.3% of the Valley's total land area. Garry Oak at the present time covers 2.6 ha (depicted in red). The area is equivalent to 0.75% of the Valley's total land area.

Adapted from Garry Oak Ecosystems of Vancouver Island, Capital Regional District, 2006



Map 4.2 | Historical Ecosystems



Map 4.3 | Biodiversity Ranking

4.3 | Watersheds and Stormwater Management

The Shelbourne Valley lies primarily within the Bowker Creek Watershed, with its northern portion in the Douglas Creek Watershed (see Map 4.3). Both Bowker Creek and Douglas Creek are fish-bearing watercourses.

Bowker Creek was once a prominent feature of the Valley, running roughly along the alignment of Shelbourne Street south of McKenzie Avenue. The creek is an inter-municipal watercourse that extends into the City of Victoria and the District of Oak Bay. Today, much of its flow is captured in pipes, except for a section between Browning Park and North Dairy Road. Modifications to the Valley's drainage patterns and the introduction of impervious surfaces have affected the health of both the Bowker Creek and Douglas Creek watersheds.

Together, the Bowker Creek Watershed Management Plan, updated Bowker Creek Blueprint (in progress) and Daylighting Feasibility Study provide detailed recommendations for restoring the Bowker Creek and improving its watershed. These documents address known capacity concerns in the creek related to existing stormwater facilities.

The Bowker Creek Daylighting Feasibility Study completed in 2020 outlines partial daylighting approaches to improve water quality and transform the creek into an environmental corridor for biodiversity and recreation. A memo accompanying the study provides an overview of the assessment of two potential Stormwater Management Facilities (SWMFs) along Bowker Creek. Saanich is also working on a District-Wide Dual Drainage Model alongside numerous Integrated Stormwater Management Plans (ISMPs) to maintain and improve the conveyance of stormwater and overall catchment health.

This Plan looks to reinforce these efforts through improving stormwater management on public and private land, highlighting Bowker Creek as a placemaking feature and advancing opportunities to restore the Creek and improve riparian areas.

Policies

Stormwater Management

4.3.1 Support building and site designs that minimize impervious surfaces and incorporate groundwater recharge and stormwater detention features, such as green roofs and vegetated swales.

4.3.2 Require stormwater management and detention for all residential, commercial and mixed-use developments, regardless of size, to enhance capacity and improve watershed conditions across the catchment area.

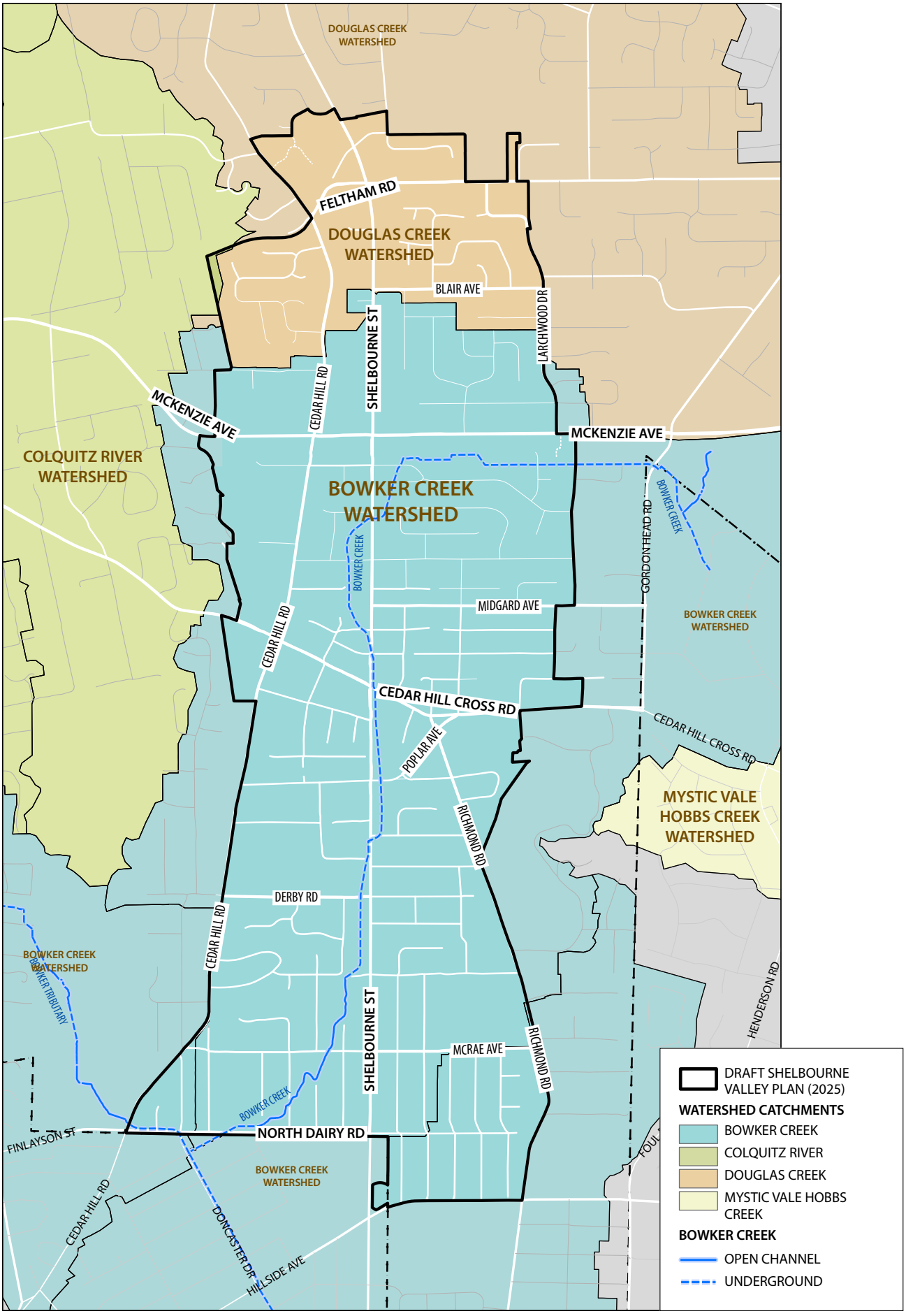
4.3.3 Promote nature-based solutions and green infrastructure for integrated stormwater management.

4.3.4 Explore opportunities for stormwater management facilities on large outdoor spaces, including lands that are owned or operated by the School Board District, the University of Victoria, and District Owned Lands and Parks.

4.3.5 Explore opportunities to secure land for future stormwater management facilities in the following key locations:

a. Mortimer Street at Shelbourne Street
b. Thistle Street at Shelbourne Street
c. Cedar Hill Cross at Shelbourne Street
d. Derby Road at Shelbourne Street

4.3.6 Maintain existing ditches, particularly around Horner Park, as part of the municipal stormwater system.



Map 4.4 | Watersheds / Bowker Creek Alignment

Bowker Creek Watershed Principles

- Use creek-friendly management approaches wherever possible.
- Adopt requirements to reduce effective impervious area for new developments.
- Construct infiltration and retention features in boulevards.
- Incorporate Bowker Creek goals into municipal plans.
- Maintain effective communication of the Bowker Creek vision, goals, and actions.
- Plant trees and shrubs and protect existing trees.
- Purchase and protect key land in the watershed.
- Incorporate proposed greenways into land use planning.
- Include climate change adaptation and mitigation in all activities.

Bowker Creek Watershed

4.3.7 Integrate the principles and actions identified in the updated Bowker Creek Blueprint and the Daylighting Feasibility Study as part of redevelopment proposals and infrastructure replacement, in alignment with District policies and plans.

4.3.8 Explore feasible opportunities to acquire key properties, in alignment with existing District parks and land acquisition priorities, and consider subdivisions to facilitate the restoration of Bowker Creek, including for the purposes of daylighting sections, enhancing riparian areas, and improving stormwater management.

4.3.9 Employ a flexible approach to achieve the daylighting of Bowker Creek, including re-routing or partially daylighting the Creek in stretches where technical constraints exist, where resourcing allows.

4.3.10 Work cooperatively with the City of Victoria and the District of Oak Bay to develop common guidelines or other tools to help implement the Bowker Creek Blueprint on private lands within the Bowker Creek Watershed.

4.3.11 Promote daylighting or enhanced stormwater management on greenways that align with the Bowker Creek channel to reinforce the location of the Creek and create a community asset.

4.3.12 Encourage the daylighting of Bowker Creek, by exploring development incentives, such as increased building height or density, in exchange for daylighting right-of-way dedication or easements on private land.

4.3.13 Support the restoration and enhancement of natural areas in the riparian zone, particularly adjacent to the existing daylighted portion of the Bowker Creek.

Education and Community Engagement

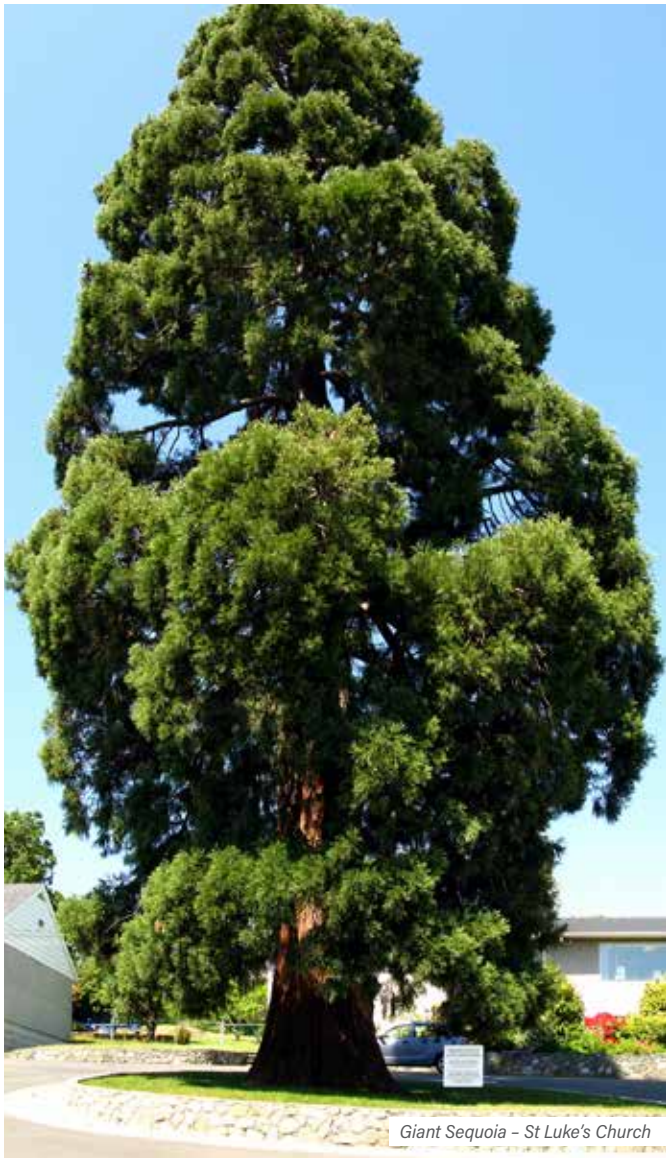
4.3.14 Promote public awareness of the Valley's natural systems through the introduction of interpretive displays in key locations, education and outreach on Bowker Creek, biodiversity, stormwater management, invasive species management and restoration, and green infrastructure.

4.3.15 Foster community engagement opportunities, such as through volunteering (i.e. Saanich's Pulling Together program).

4.4 | Urban Forest

Urban forest includes all trees within the District of Saanich, including those in private yards, urban parks, conservation areas, boulevards, and natural areas district. The urban forest is a critical component of the functional green infrastructure system and sequesters carbon, filters air and water, reduces energy demands, creates shade and cooling through evaporation and contributes to mental health benefits and social well-being.

Saanich's Urban Forest Strategy sets a long-term (2064) canopy cover goal of 44% for all of Saanich and 20% for Primary Growth Areas, and 35% for neighbourhoods, emphasizing tree retention, strategic planting, and integration with urban development. The Strategy also aligns with the 3-30-300 Rule, which aims to enhance urban tree distribution and access. By calculating the tree equity score for each census dissemination area within Saanich, the Shelbourne Valley was identified as one the areas with a lower score (see Map 4.5). This indicates distributional inequity of urban tree canopy in comparison to where the population stands to benefit most from urban forest. As a result, meeting the 20% canopy cover goal within the Shelbourne Valley will be challenging. This challenge is compounded by the shift toward higher density building forms and an increased demand for utility corridors, wider sidewalks, bike lanes and vehicle turn lanes within road right of ways will impact space available to plant trees.



Giant Sequoia – St Luke's Church

However, opportunities will also be presented through future redevelopment, where sites dominated by surface parking can be redeveloped to better integrate the urban forest and right of ways can be expanded to accommodate appropriate planting areas for trees to thrive.

The following policies strengthen the prioritization of the urban forest as the Shelbourne Valley transitions into a more compact and dense community.

Policies

General

4.4.1 Retain existing tree canopy cover where possible, promote additional tree planting, and acknowledge the importance of contiguous tree canopy cover.

Planting Locations and Standards

4.4.2 Cluster tree and shrub plantings where appropriate to create a visual respite in areas of extensive development and provide opportunities for significant understorey planting.

4.4.3 Connect Urban Forest Strategy goals with municipal project planning and design processes by revising, formalizing, and developing procedures to give trees early consideration in the planning process.

4.4.4 Identify High Value trees for retention in municipal projects planning phase.

4.4.5 Prioritize tree retention and planting in areas with high and very high extreme heat vulnerability (see Map 4.1), as well as in areas with low canopy and/or low tree equity scores (see Map 4.5).

4.4.6 Maximize land available for tree planting along streets, the Bowker Creek, and on public rights of way.

4.4.7 Encourage the retention of existing trees for shading and cooling benefits.

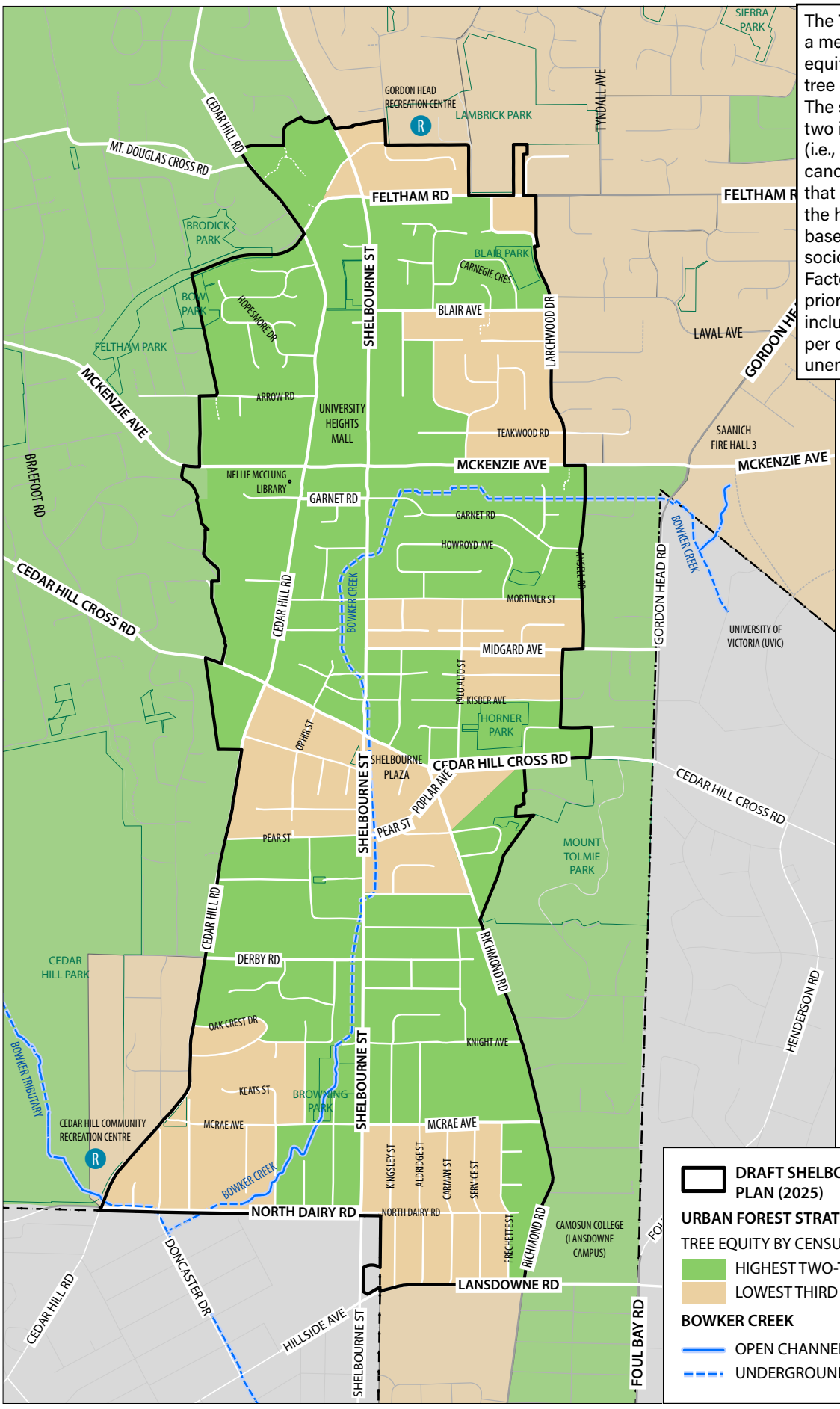
Native Species

4.4.8 Plant native trees and shrubs on boulevards and public spaces where appropriate.

Shelbourne Memorial Avenue

4.4.9 Retain existing Significant Trees, and assess ways to select and plant new trees in furtherance of Shelbourne Street rededication as a Memorial Avenue.

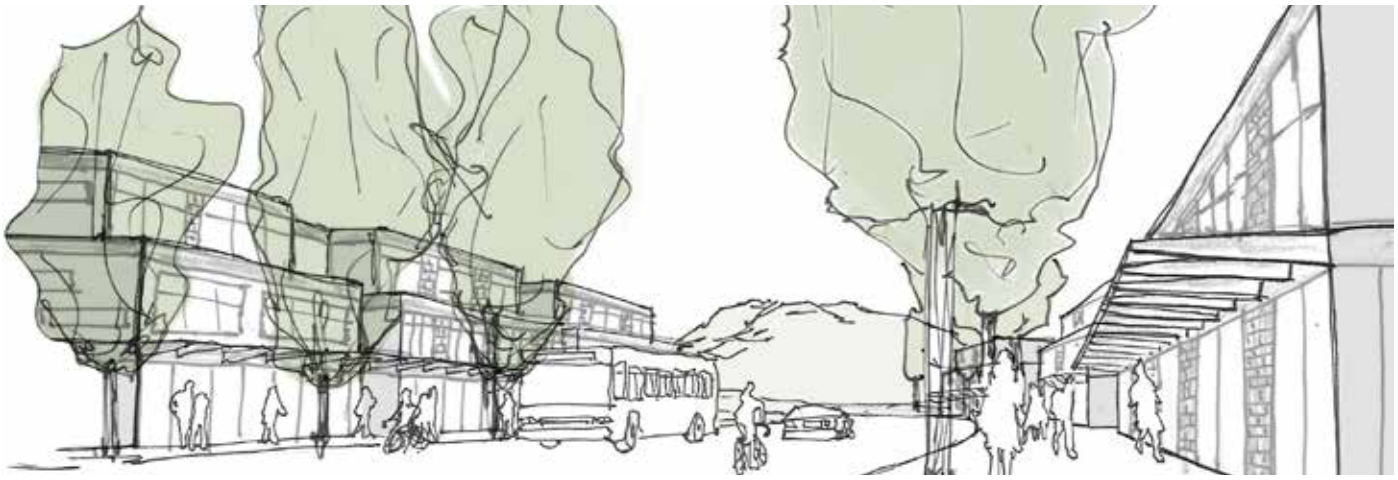
4.4.10 Identify areas to plant London Plane trees on boulevards along Shelbourne Street, where feasible, as an acknowledgement of the street's designation as a Road of Remembrance.



Map 4.5 | Tree Equity Rating

5 LAND USE

5.0 | Land Use



Introduction

The Official Community Plan (OCP) seeks to focus most of the future growth in primary growth areas, with the goal of creating complete, sustainable urban areas. The Shelbourne Valley, with three Centres and one Village, and proximity to key destinations like the University of Victoria, Camosun College and Downtown Victoria is a key area where the vision for Centres, Corridors, and Villages articulated in the OCP can be implemented.

New developments in Shelbourne Valley have generally aligned with the 2017 Plan, but several projects have exceeded height guidelines, indicating the need for updated land use designations that reflect changing market conditions and community housing need. Recent rental housing developments have been concentrated around the Shelbourne McKenzie Centre and Shelbourne Valley Centre, but the need remains for a greater supply of rental housing in the Shelbourne Valley. District-wide Housing Needs Report confirms the growing demand for a greater supply of diverse housing types, particularly rental, and non-market housing to meet the need of low-income renters, seniors, and students. While some non-market units have been delivered, there are still gaps across the Plan area. These, alongside demographic changes, improved housing needs information, market changes, Saanich Housing Strategy and provincial housing mandates have all created a vastly different context for policy development. Additionally, contemporary planning practice focuses on creating compact, mixed-use communities with services and amenities, including parks and open spaces to meet the daily needs of its resident within walking distance, supported by convenient and sustainable mobility options.

The land use designations and policies in this Plan are intended to create an enabling environment for diverse, multi-unit housing in the Shelbourne Valley. With the expanded planning area and ongoing infrastructure improvements for pedestrians, cyclists, and transit, the Valley presents a strong opportunity to accommodate residents of all ages, income levels, and household sizes. It is one of the most senior-friendly, and amenity-rich areas in Saanich, offering convenient access to services within walking distance.

By supporting additional housing, businesses, and institutions in the Shelbourne Valley, the Plan enables more efficient and cost-effective investments in public transit, active transportation infrastructure, and utility services. This compact development approach enhances access to green spaces and community facilities, aligning with the Official Community Plan's vision of a 15-minute community.

Together, the designation and policies in this Plan provide a framework to gradually transform the Shelbourne Valley into a complete, connected, and sustainable community.

Land Use Objectives

A. Accommodate greater housing supply and diversity within close walking distance to frequent transit service.

B. Focus new growth in Centres and Villages and along the Shelbourne Corridor to support a more vibrant public realm and mobility improvements.

C. Support land use changes with public space additions, urban design improvements and walking, cycling and transit enhancements.

D. Encourage a mix of uses and activities within the Valley's Centres, Corridor and Village through the integration of multi-unit residential, commercial, and public land uses.

E. Provide gradual transitions of height and density with the apex near the core of each Centre and Village, transitioning to low-rise buildings at the periphery

F. Accommodate current and projected demographic changes by developing housing, services and amenities suited to seniors, young adults, households of various sizes, and other demographics shown to be in housing need.

G. Provide a diverse and inclusive network of green spaces, natural areas, parks and trails, that promote recreational opportunities, healthy and active lifestyles, accessibility and social connections for existing and future populations.

H. Create diverse housing opportunities by supporting a mix of housing types, tenures, and affordability levels, while promoting a walkable and transit-oriented community.

I. Integrate climate and environmental objectives through compact and climate-friendly development practices.

5.1 | General Land Use

The proposed land use framework builds on the existing pattern of commercial areas and strengthens the role of the Centres and Villages in the Shelbourne Valley, as key areas for a broad range of housing, commerce, and transportation options. As properties redevelop and land assemblies occur, careful consideration is needed to ensure efficient land use, retention of existing open space and trees, and creation of opportunities for new Neighbourhood Parks, and open spaces in the Shelbourne Valley. The policies in this Plan, alongside Development Permit Area Guidelines provide further directions to promote a quality public realm, livability and privacy.

Policies

Land Use Designations

5.1.1 Evaluate proposed changes to land use, density, and height in the Shelbourne Valley in line with the objectives and policies outlined in this Plan and based on land use designations identified in Map 5.1.

5.1.2 In addition to other policies in this plan, evaluate development proposals on Special Sites identified in section 5.2 (see Figure 5.2, Figure 5.3 and Figure 5.4) based on the respective site-specific policies, with a goal of realizing development potential in a way that meets the plan's goals and addresses site-specific objectives.

5.1.3 Ensure new development incorporates thoughtful massing, orientation, and site design to achieve the urban form envisioned in the land use designations shown on Map 5.1.

5.1.4 Generally concentrate the tallest buildings and highest densities in the core of Centres, Villages, and along Corridor frontages, and gradually transition to lower heights and densities at the periphery to integrate with adjacent neighbourhoods.

Public Realm and Infrastructure

5.1.5 Enhance public realm and build social connections by promoting designs that integrate shared spaces, street furniture and weather protection.

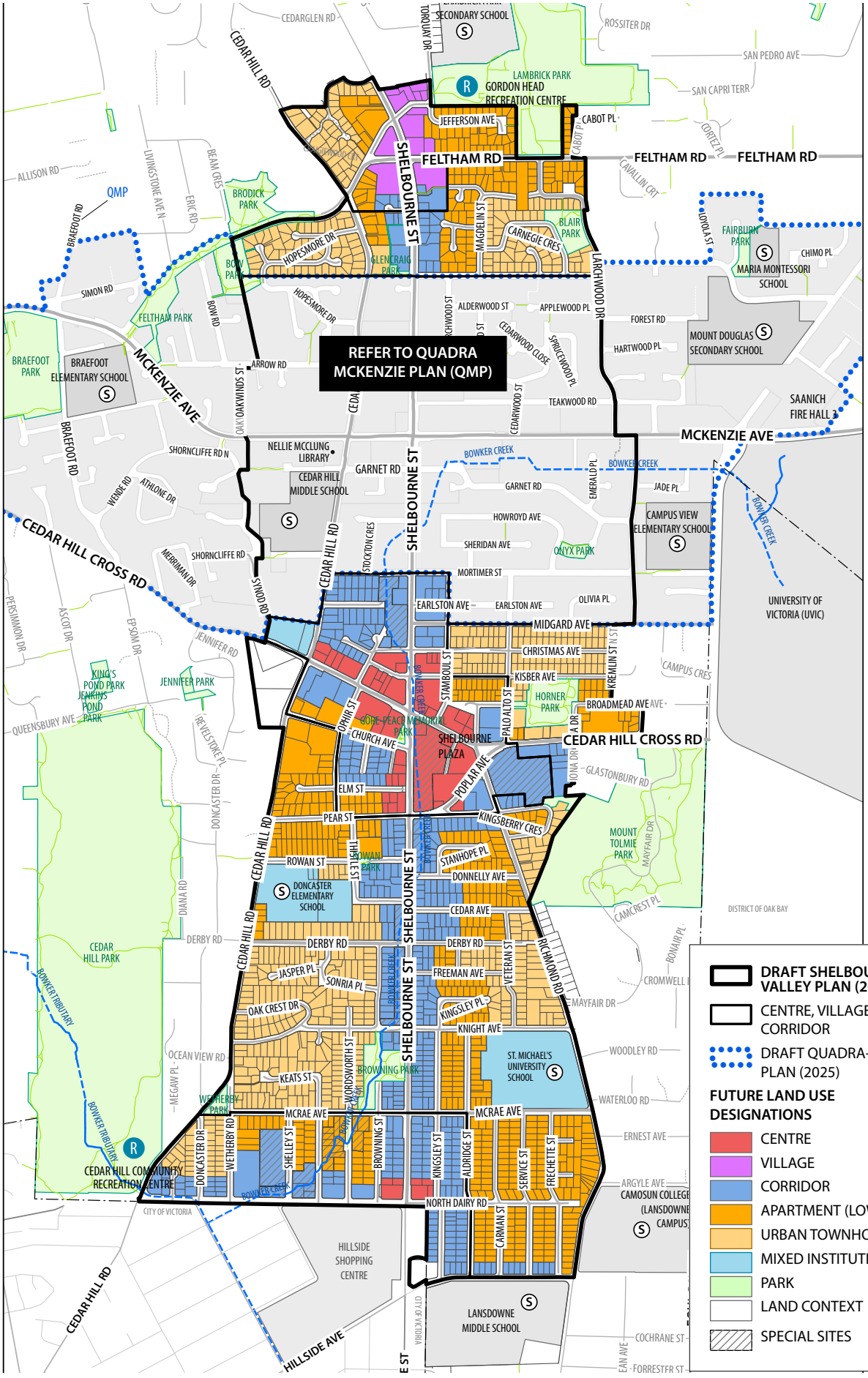
5.1.6 Support new developments that maintain and, where necessary, increase public rights-of-way to enable the operation, maintenance, or expansion of underground and above-ground infrastructure, including around Bowker Creek and the right-of-way between Cedar Hill Cross Road and Midgard Avenue.

Land Assembly

5.1.7 Support land assemblies that facilitate site planning and underground servicing for developments that are consistent with the land use designations shown on Map 5.1.

5.1.8 Support land assemblies for developments that enhance Bowker Creek as a key natural feature in the area.

5.1.9 Discourage the orphaning of lots designated for mid-rise or high-rise development where the resulting frontage would be less than 30 metres.



Map 5.1 | Land Use Designations

CENTRE	
Use	Predominantly mixed use, with residential, institutional and commercial uses, with consideration of live/ work units at grade. Integration of public open spaces on site.
Building Type and Form	Mid to High-Rise mixed use buildings with commercial required at grade.
Street Interface	Buildings with active commercial frontages at grade. Residential buildings should include ground-oriented units with direct access, frontages, and views to the street. Street-level commercial units should provide a range of smaller frontages that animate the street.
Height (Storeys)	Mid-Rise: 6-11 | High-Rise: 12

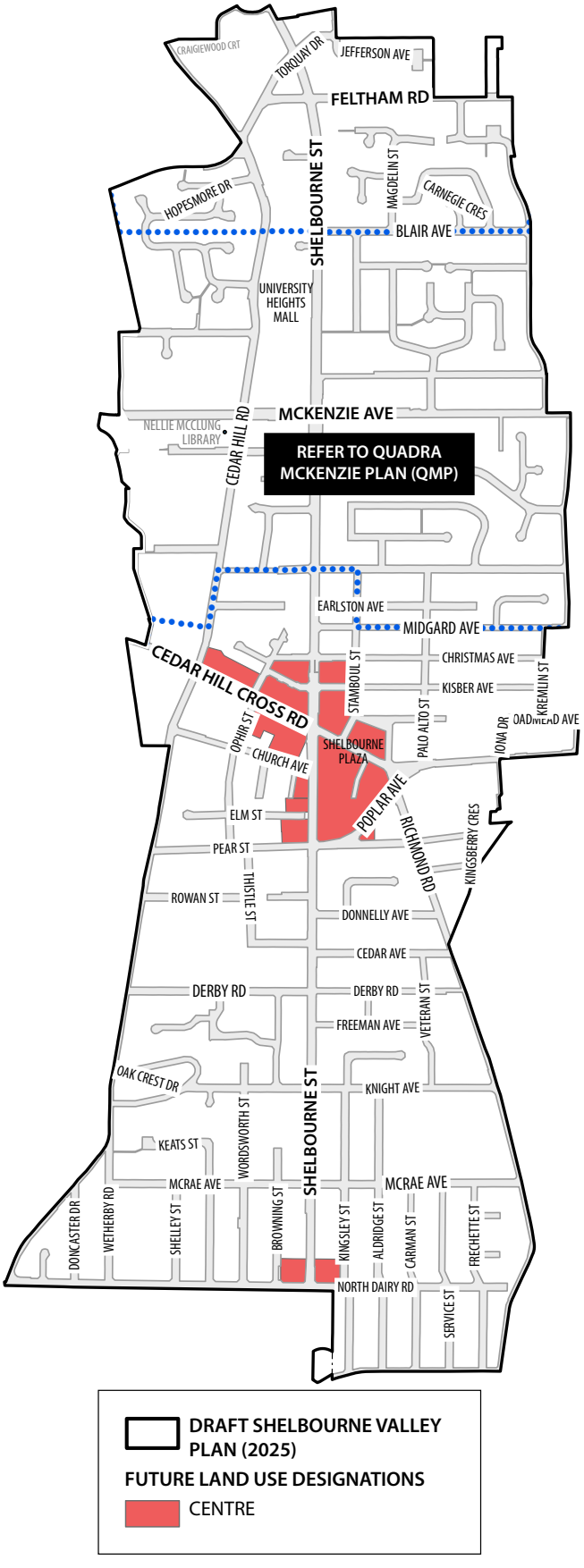


Figure 5.1.1: Centre Designation
Map 5.1.1: Centre Designation

VILLAGE

Use	Predominantly mixed use, residential and institutional or commercial, with consideration of live/work units at grade, integrated with parks and public open space.
Building Type and Form	Mid-Rise mixed-use buildings with commercial at grade.
Street Interface	Buildings with commercial uses at grade should engage the street through active uses, appropriate setbacks and design treatments. Residential uses should include ground-oriented units with direct access, frontage and views to the street or lane. Commercial at grade should provide a range of small frontages.
Height (Storeys)	Mid-Rise: 5-6

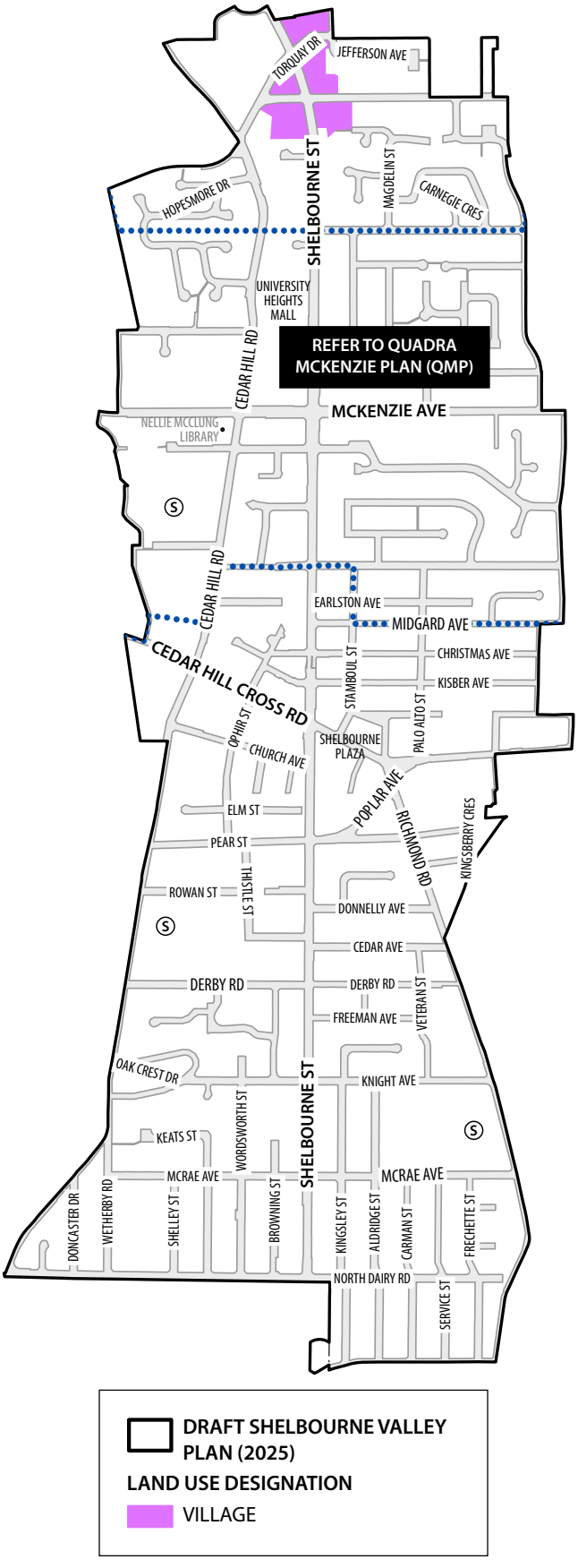


Figure 5.1.2: Village Designation
Map 5.1.2: Village Designation

CORRIDOR	
Use	Predominantly multi-unit residential, with limited commercial-retail or live/work units at grade and complemented with park/public open spaces.
Building Type and Form	Apartment, Townhouse and Stacked Townhouse.
Street Interface	Ground oriented units should have direct access, frontage and views to the street. Street-level commercial units should provide a range of smaller frontages that animate the street. Buildings fronting Shelbourne Street should be set back for privacy and livability.
Height (Storeys)	Low-Rise: 3 - 4 | Mid-Rise: 5-6

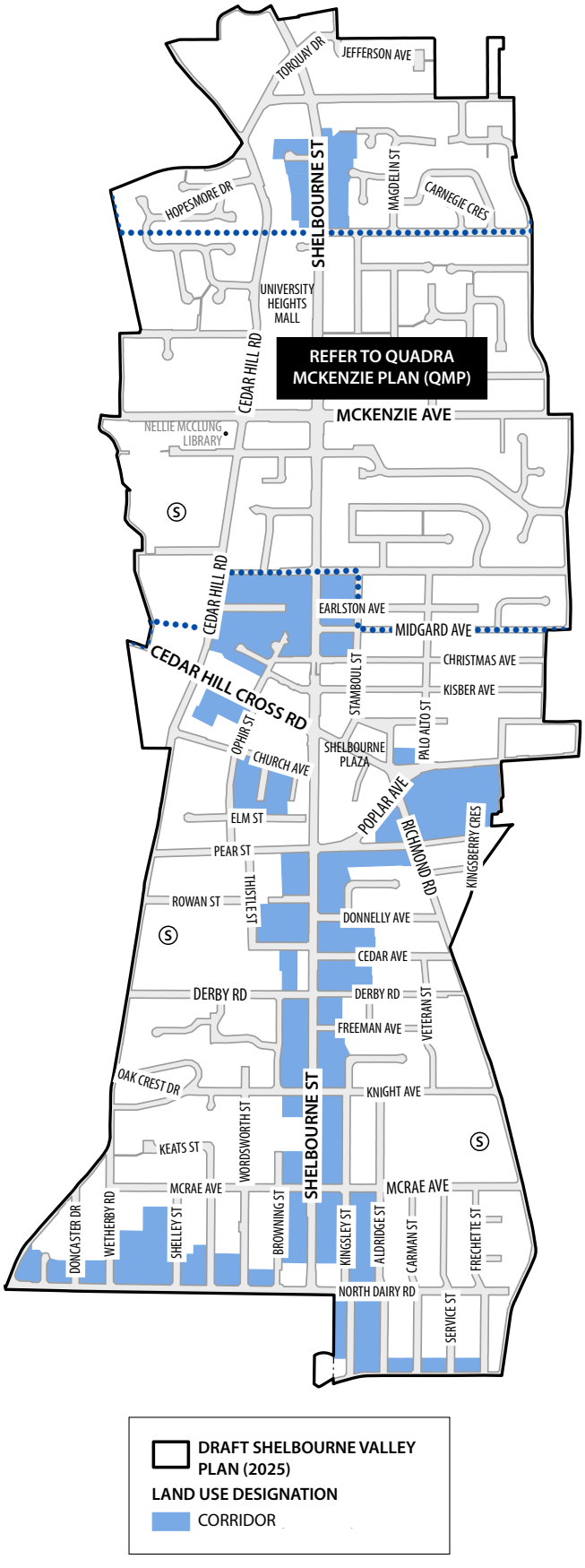


Figure 5.1.3: Corridor Designation
Map 5.1.3: Corridor Designation

APARTMENT

Use	Predominantly multi-unit residential with integration of public open spaces. Limited opportunity for commercial mixed use.
Building Type and Form	Apartment, Townhouse, Stacked Townhouse, Rowhouse, Courtyard Housing
Street Interface	Residential buildings should include ground-oriented units with direct access, frontage and views to the street. Commercial units at grade should provide a range of small frontages that animate the street.
Height (Storeys)	Low-Rise: 3-4

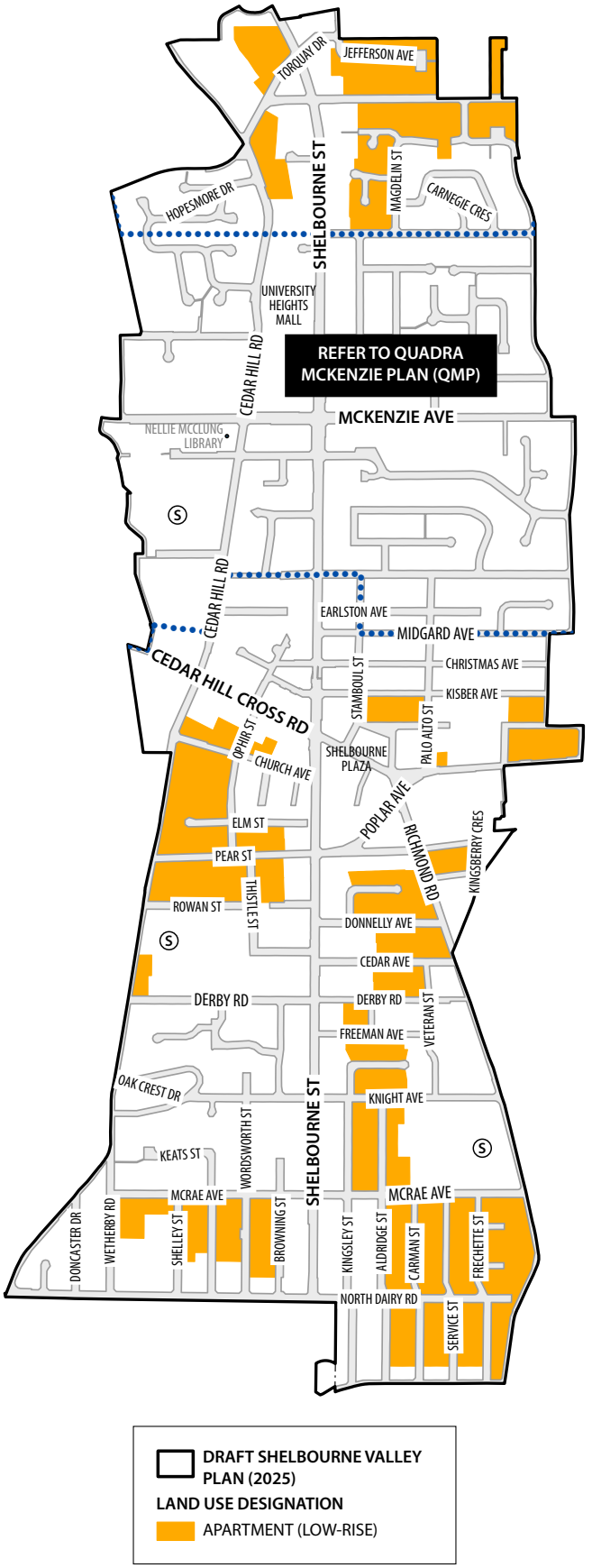


Figure 5.1.4: Apartment Designation
Map 5.1.4: Apartment Designation

URBAN TOWNHOME

Use	Predominantly multi-unit residential with consideration of live/work units at grade.
Building Type and Form	Townhouse, Stacked Townhouse, Rowhouse, Courtyard Housing, Houseplexes
Street Interface	Residential buildings should include ground-oriented units with direct access, frontage and views to the street or lane.
Height (Storeys)	Low-Rise: 3

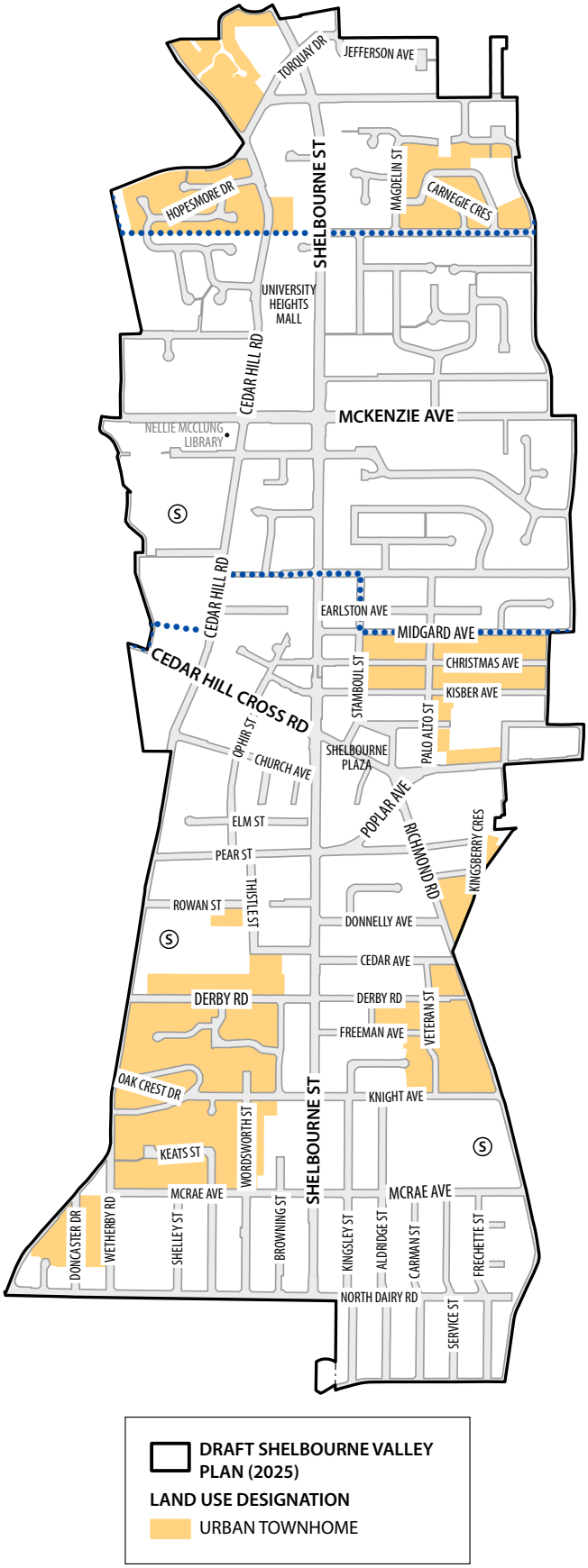


Figure 5.1.5: Urban Townhome Designation
Map 5.1.5: Urban Townhome Designation

MIXED-INSTITUTIONAL

Use	Predominantly institutional, including education, public assembly, recreation and public utilities / services. Non-market housing. Park. Consideration for residential, commercial or light industrial as an ancillary use.
Building Type and Form	Mix of building forms depending on use and adjacent land use designations.
Street Interface	Uses that engage the street and have direct access, frontage and views to the Street.
Height (Storeys)	Dependent on function and in consideration of adjacent land uses.

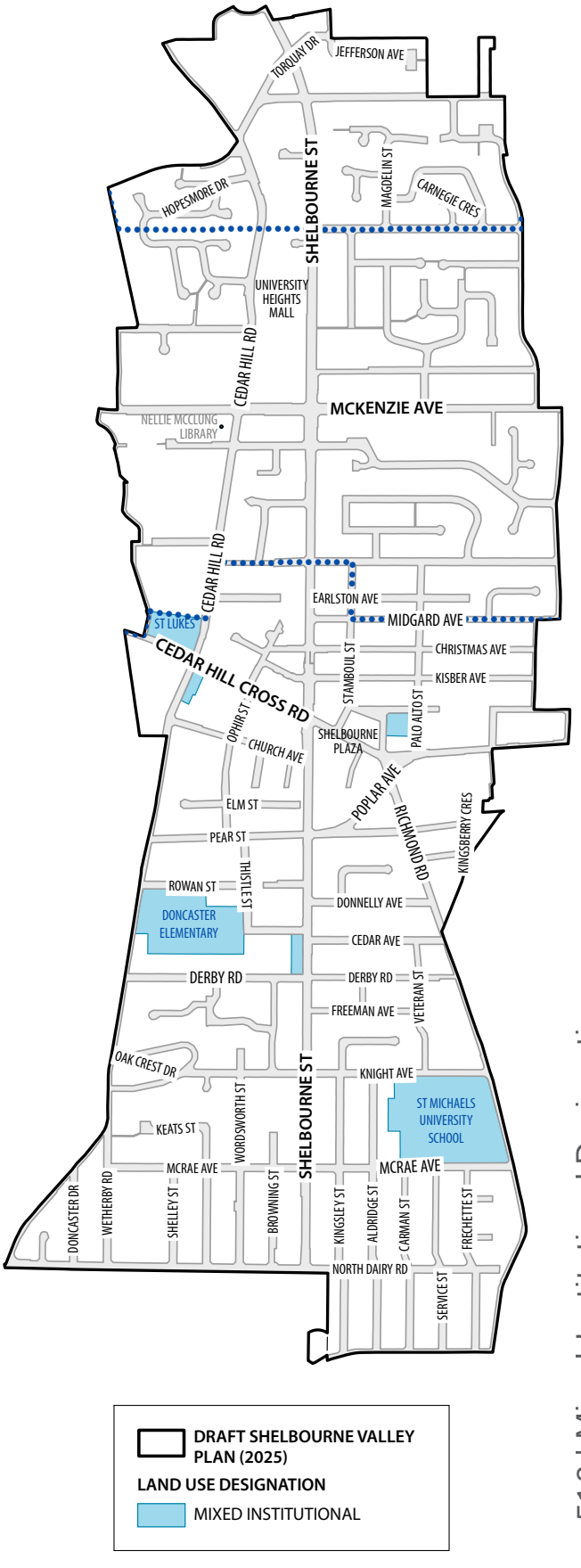


Figure 5.1.6: Mixed-Industrial Designation
Map 5.1.6: Mixed-Industrial Designation

PARKS

Use	Park, Recreation, Accessory Small-Scale Commercial/Retail, Accessory Agriculture, Public Utility
Building Type and Form	Small-scale buildings to accommodate supported uses.
Height (Storeys)	Up to 2.5-storeys.

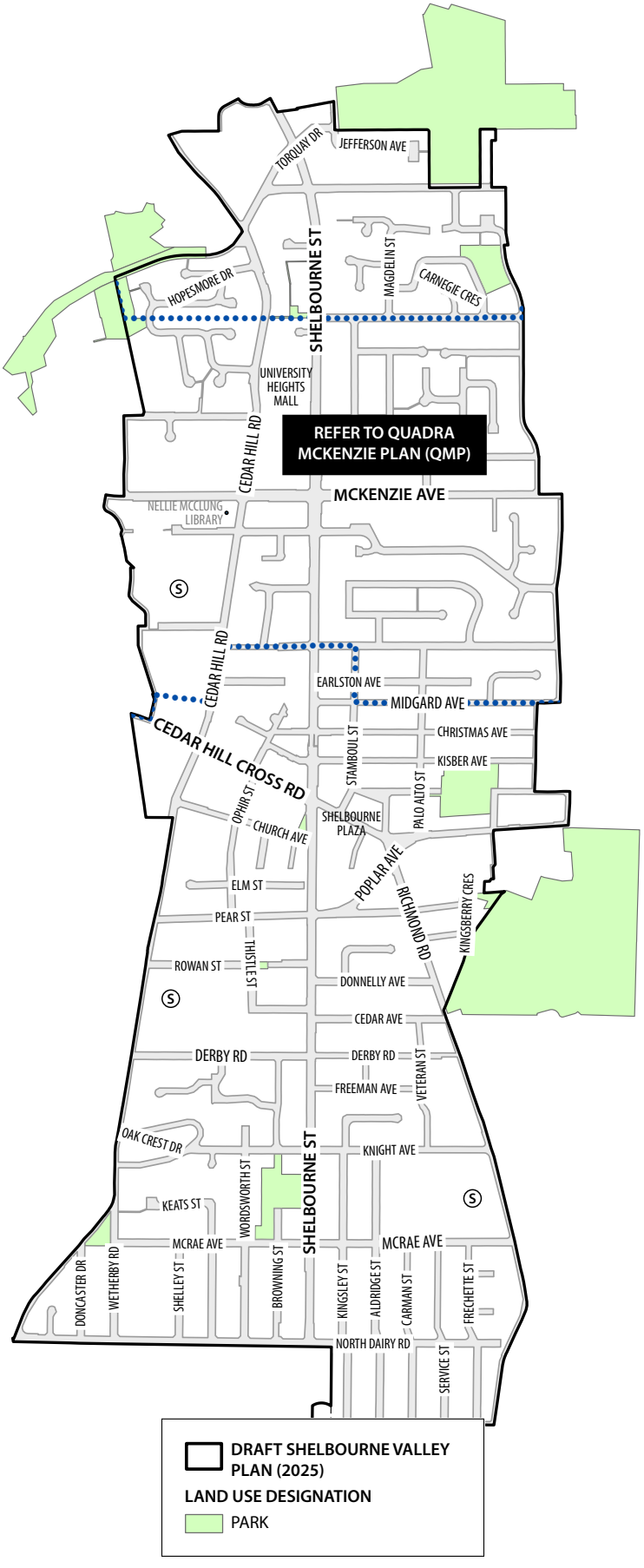


Figure 5.1.7: Parks Designation
Map 5.1.7: Parks Designation

5.2 | Shelbourne Valley's Centres, Corridor and Village

Centres, Corridors, and Villages (CCV) are identified in the Official Community Plan (OCP) based on their role in serving local and regional needs. These areas are collectively referred to as Primary Growth Areas and are intended to accommodate the majority of population and employment growth in Saanich. They offer a mix of uses, community spaces, an enhanced public realm, connections with sustainable transportation networks and a unique sense of place. The Shelbourne Valley Plan aligns with this vision in the way it guides development in Hillside and Shelbourne Valley centre, Feltham village and Shelbourne Corridor. This section provides a description of the existing conditions and vision for these Centres, Corridor and Village.

The Plan also identifies specific properties, referred to as Special Sites (see Figure 5.2, Figure 5.3 and Figure 5.4), in Shelbourne Valley Centre, Hillside Centre, and Shelbourne Corridor that warrant site-specific attention due to their unique characteristics, assets, environmental conditions or infrastructure constraints.

These sites typically meet one or more of the following criteria:

- Larger development parcels that are cornerstone sites in the area and have the potential to contribute to multiple plan objectives;
- Are directly impacted by Bowker Creek, either as a natural creek or one that is underground and has the potential to be daylighted; and/or
- Sites that are constrained by the presence of existing underground municipal storm and / or sewer infrastructure;

These sites provide opportunities for integrated outcomes that enhance housing diversity, green infrastructure, active transportation, urban design excellence, economic opportunities, social interaction and sense of place. Site-Specific (SS) policies in this section provide further guidance on how these sites should be developed to achieve these outcomes.

Feltham Village

Existing Conditions

Feltham Village is the only village in the Plan area, and it serves as the Valley's northern gateway. The Village is nestled between community landmarks like Lambrick Park, Lambrick Park Secondary School, Gordon Head Middle School and the Gordon Head Recreation Centre. PKOLS (Mt. Douglas Park) and the memorial trees on Shelbourne Street, north of the Village, are also features that give the Village a unique connection to the Valley's natural and historic legacy.

The Village provides a range of goods and services, primarily catering to adjacent neighbourhoods. A limited mix of housing, including a seniors' congregate care facility and townhouses surrounded by single-detached dwellings, exists today. Recent improvements have added cycling facilities on Shelbourne Street and Feltham Road, improved connectivity and safety for this mode of travel. While built to a scale that would normally support walking, the Village's pedestrian environment presents challenges for many people due to fragmented sidewalks, limited pedestrian crossings, and public realm amenities such as seating, lighting, and weather protection.

Future Vision

Feltham Village is envisioned as a vibrant pedestrian-oriented village with a mix of commercial and institutional uses that provides a range of goods and services to residents. A diverse mix of housing, primarily mid-rise apartments with active ground uses will offer housing options for seniors, families and students in a walkable, community-oriented setting. Future development will focus on creating a more inclusive and accessible public realm, including wide sidewalks separated from traffic and buildings set closer to the street for a more safe, comfortable and interesting pedestrian experience and social interaction. The result will be a complete, compact village that supports local needs and the goal of a 15-minute community.

Policies

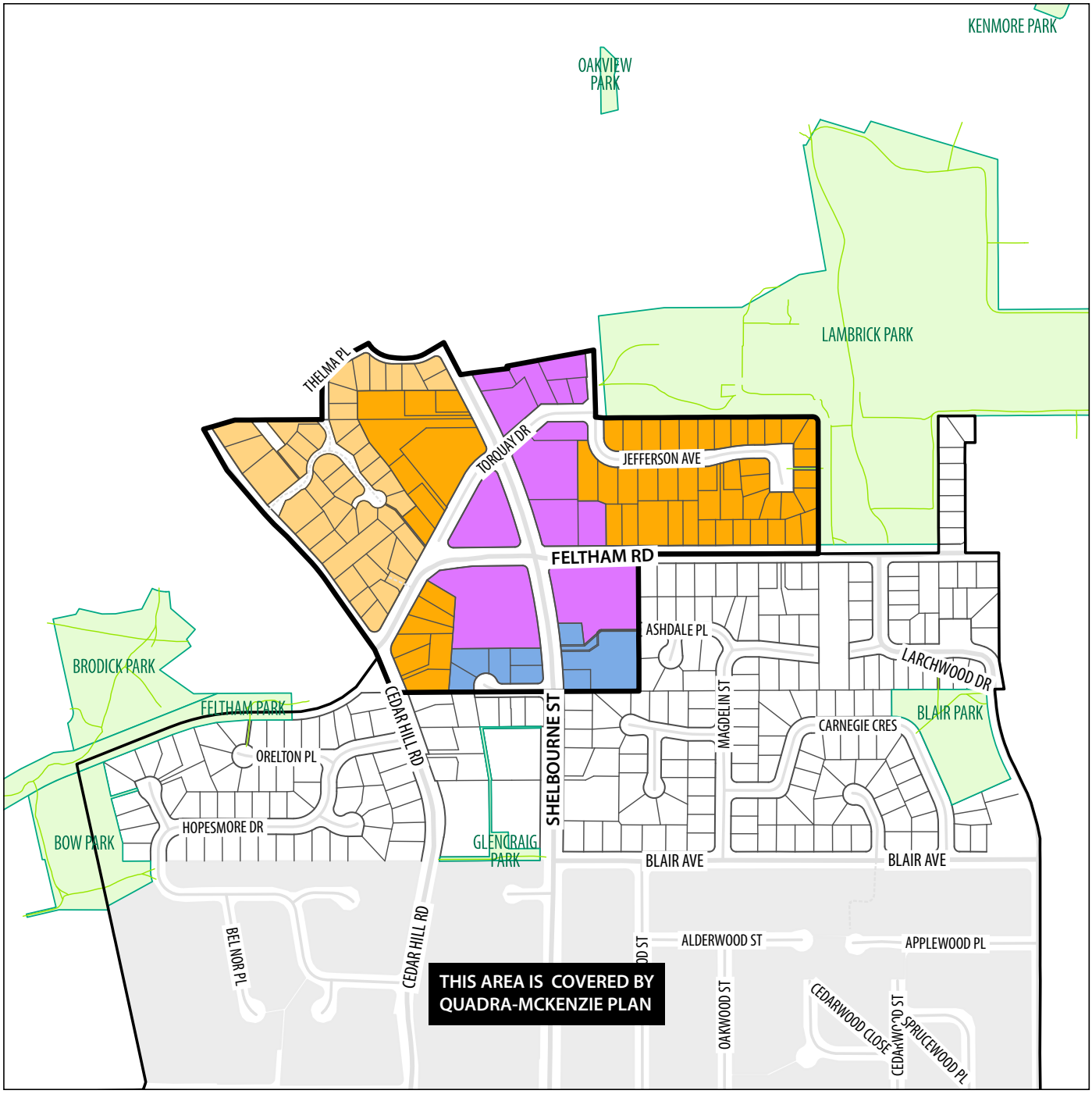
General

5.2.1 Support mid-rise mixed-use development that integrates local-serving retail and services at grade and housing suitable for a diversity of household types, including seniors and students.

5.2.2 Foster village vibrancy by encouraging active ground-floor uses, and an inclusive and accessible public realm with opportunities for seating, gathering and social interaction.

5.2.3 Support land use, urban design, and transportation improvements along Torquay Drive west of Shelbourne Street to expand the Village character and improve connections to Lambrick Park Campus and Gordon Head Recreation Centre.

5.2.4 Seek to preserve Garry Oaks on Torquay Drive near Jefferson Avenue as part of any land use or transportation changes.



LEGEND | 5-3 Feltham Village

PRIMARY GROWTH AREA

FELTHAM VILLAGE BOUNDARY (CCV)

FUTURE LAND USE DESIGNATIONS

- VILLAGE
- CORRIDOR
- APARTMENT (LOW-RISE)
- URBAN TOWNHOME
- PARK

Map 5.3 | Feltham Village

Shelbourne Valley Centre

Existing Conditions

Shelbourne Valley Centre is anchored around the intersection of Shelbourne Street and Cedar Hill Cross Road. From this core, the centre extends along both sides of Shelbourne Street. This centre is considered by many to be the heart of the Shelbourne Valley. Here the Valley's natural topography is most pronounced with Mt. Tolmie to the east, Doncaster Heights to the west and views of PKOLS (Mt. Douglas) to the north lending a sense of geographical distinction to the Centre.

Shelbourne Valley Centre is viewed as the most "complete" of the Valley's Centres in terms of the range of goods and services available to residents and the broader community, including many small locally owned businesses. It is relatively compact with a good mix of commercial, office, institutional and apartment uses. Seniors' housing and other institutional uses are clustered around the intersection of Cedar Hill Cross Rd. and Cedar Hill Rd.

Shelbourne Valley Centre is the only Centre with a Neighbourhood Park next to its major intersection. Gore Peace Memorial Park at the corner of Shelbourne Street and Cedar Hill Road is the site of Saanich's original cenotaph and provides a welcome reprieve from the busy intersection. Horner Park provides playing fields and community space. Doncaster Elementary and Cedar Hill Middle School provide some green space, although public uses are limited.

Future Vision

Shelbourne Valley Centre is envisioned as a pedestrian-scaled "main street" destination within the Valley. While the area already offers shopping and services, it will evolve into a more integrated, attractive, and accessible urban centre that supports a mix of housing, retail, services, and community spaces for its residents and visitors. In addition, Neighbourhood Parks will be integrated to support recreation, wellness and the overall public experience in the centre.

The look and feel of the Centre will be transformed, as strip malls are replaced with mixed-use high-rise buildings fronting the street. Development intensity will transition from high-rise at the core to mid-rise and low-rise buildings at the Centre's edges, ensuring appropriate scale and integration.

A defining feature of the transformation in the centre will be land dedication along Shelbourne Street to support boulevards for tree planting, separated bike lanes, and wider sidewalks, making the Corridor more comfortable and inclusive for people of all ages and abilities. Public plazas will be introduced on existing parking lots to create more gathering spaces and animate the area. Gore Peace Memorial Park will be enhanced and better integrated with future development through redevelopment and improvements to the pedestrian network. Coordinated land use, mobility and public realm improvements will ensure strong connections to adjacent residential areas, nearby schools, and major destinations like the University of Victoria.

Policies

General

5.2.5 Establish the Shelbourne Valley Centre as a vibrant, pedestrian-scaled centre by supporting mixed-use development with active frontages, an enhanced pedestrian realm, and public open spaces.

Site-Specific

5.2.6 Support redevelopment of SS-01 (3868 Shelbourne Street - Hybury House) that:

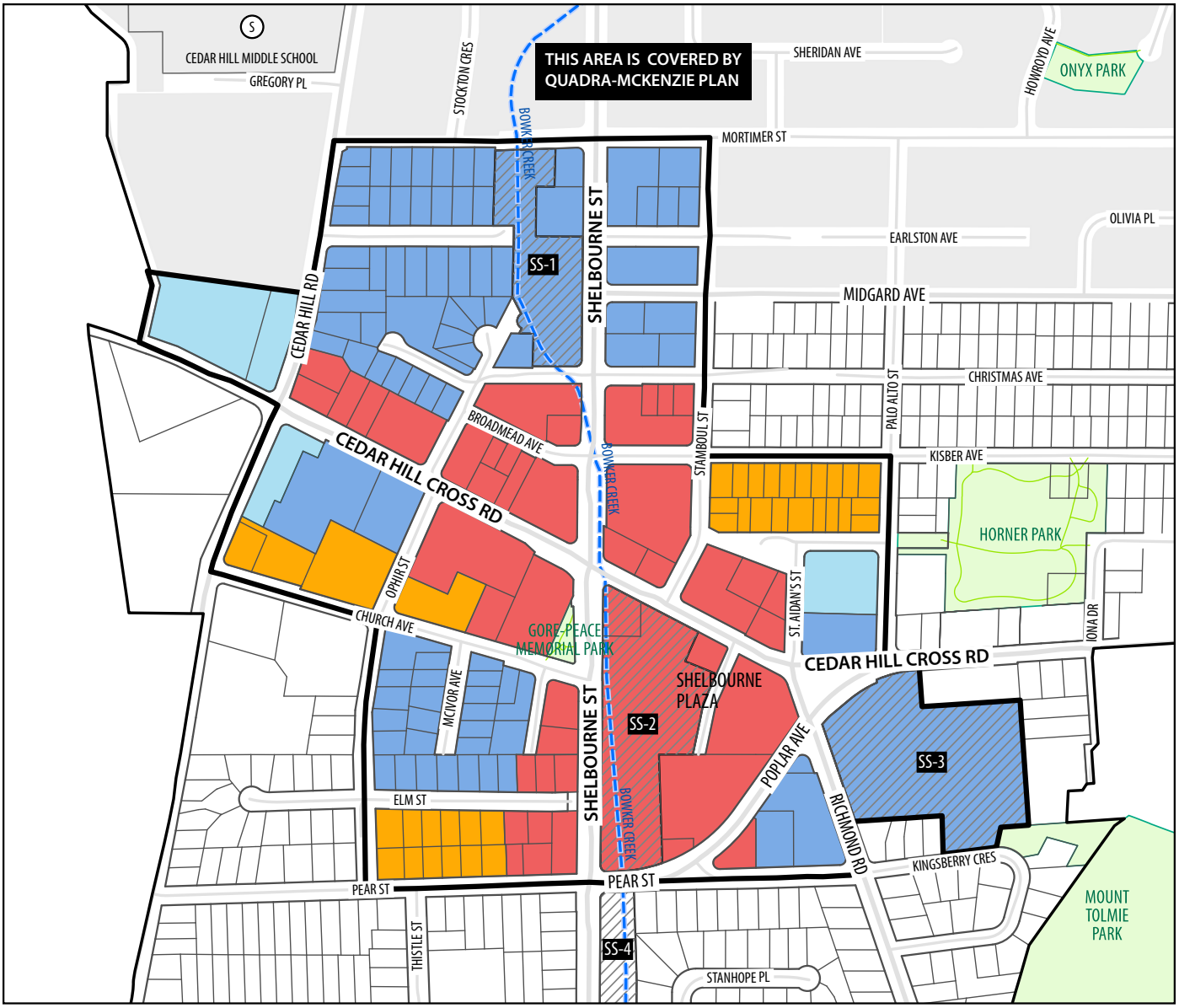
a. Incorporates greenway enhancements along Mortimer Street
b. Explores opportunities for Bowker Creek daylighting and/or enhanced stormwater management and detention;
c. Addresses replacement of existing rental units from a tenure, unit size and affordability level perspective;
d. Preserves high value trees, including potentially trees fronting Shelbourne Street; and
e. Exceeds 6 stories, only where non-market housing is provided, and the tallest massing is near Shelbourne Street with height transitions to adjacent mid-rise areas.

5.2.7 Support redevelopment of SS-02 (3667 Shelbourne Street - Shelbourne Plaza) that:

a. Promotes the site as a focal point in the Centre with increased services and amenities, employment opportunities, diverse housing options and public spaces;
b. Integrates community amenities like daycare, and flexible indoor spaces for business centres, co-working, arts and culture;
c. Incorporates urban plazas and/or park spaces, with shading, seating, public art and other placemaking features, to enhance the overall public realm in the centre;
d. Support Bowker Creek daylighting and/or enhanced stormwater management;
e. Improves access between Cedar Hill Cross Road and Poplar Avenue by creating a mid-block connection for pedestrians and cyclists;
f. Focuses the tallest building heights on Shelbourne Street and Cedar Hill Cross Road;
g. Considers land dedication or acquisition for the expansion and location of the Pear Lift Station;
h. Includes a range of building heights up to 18 storeys where significant community amenities and larger scale public open spaces are provided; and
i. Incorporates additional trees to achieve tree canopy in alignment with targets identified for Primary Growth Areas in the Urban Forest Strategy.

5.2.8 For SS-03 (1701 Cedar Hill Cross Road -Fraser Tolmie Apartments), support developments that:

a. Retains or replaces rental housing units and adds diverse housing options to address community needs;
b. Preserves existing stormwater functionality and ecological feature in and around Kingsberry Duck Pond;
c. Orients vehicular access to Richmond Road to minimize impacts on Cedar Hill Cross Road;
d. Improve opportunities for social connection near the intersection of Richmond Road and Poplar Avenue by exploring parklets or other public open spaces; and
e. Improves pedestrian access and connectivity to Mt Tolmie and Kingsberry pond.



LEGEND | 5-4 Shelbourne Valley Centre

PRIMARY GROWTH AREA

- SHELBOURNE VALLEY CENTRE BOUNDARY (CCV)

FUTURE LAND USE DESIGNATIONS

- CENTRE
- CORRIDOR
- APARTMENT (LOW-RISE)
- MIXED INSTITUTIONAL
- PARK
- SPECIAL SITES (SS-#)

BOWKER CREEK

- OPEN CHANNEL
- UNDERGROUND (PIPED)

Map 5.4 | Shelbourne Valley Centre

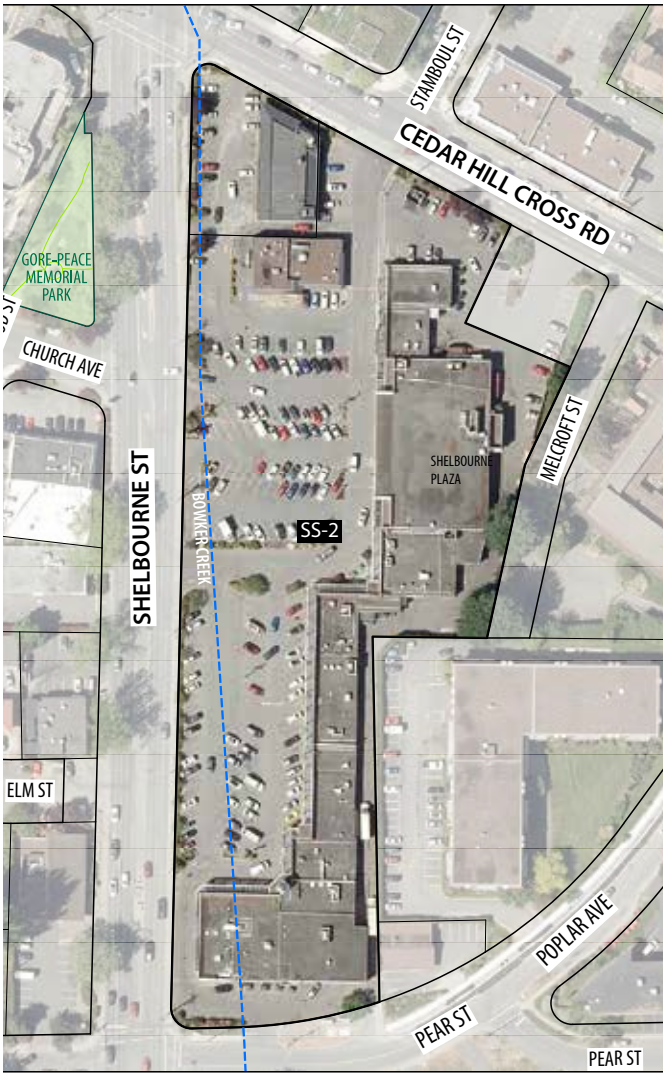


Figure 5.2 | Special Sites in Shelbourne Valley Center
SS-1: 3868 Shelbourne Street - Hybury House
SS-2: 3667 Shelbourne Street - Shelbourne Plaza
SS-3: 1701 Cedar Hill Cross Road -Fraser Tolmie Apartments

Hillside Centre

Existing Conditions

The Hillside Centre, the southern gateway to the Valley, is shared with the City of Victoria. The Centre is dominated by the Hillside Shopping Centre, one of the region's largest shopping malls. Commercial use within the Saanich portion of the Centre is limited to a handful of locations along Shelbourne Street and North Dairy Road. Single-detached dwellings dominate the Saanich portion of the Centre with several low-rise apartments fronting North Dairy Road, and a few townhouse developments between North Dairy Road and McRae Avenue.

Amenities include an open stretch of Bowker Creek extending north from North Dairy Road into Browning Park. Bowker Creek Greenway roughly follows the Creek to the Park's north end. St. Michael's University School, the Lansdowne campus of Camosun College, and Lansdowne Middle School are large institutions that provide significant open space and landmark buildings in proximity to this Centre.

Future Vision

Hillside Centre serves as a gateway to the Valley, with the design of the right of way and treatment of the pedestrian realm providing a noticeable transition at the municipal boundary. Separated bike lanes, generous landscaping, signage and a distinct suite of street furnishings clearly demarcate the gateway for pedestrians, cyclists and motorists and signal the treatment of Shelbourne Street that is carried throughout the Valley. New building forms create a continuous streetscape along Shelbourne Street.

New housing opportunities will be provided primarily through mid-rise buildings along North Dairy Road and Shelbourne Street, with limited opportunities for high-rise forms. New housing will extend down North Dairy Road to enhance connections with Cedar Hill Park and Recreation Centre. Transitioning into streets adjacent Shelbourne, housing will be supplied through a mix of low-rise buildings and townhouses. Hillside Centre will contribute to Saanich's housing need by supporting a mix of market and non-market housing.

Redevelopment provides opportunities to widen the Shelbourne Street right-of-way to create additional pedestrian, cyclist and landscape space. Improvements will result in further restoration of the Bowker Creek watershed and the creation of Neighbourhood Parks and major community gathering places. The Bowker Creek Greenway is extended north of Browning Park, providing a safe walking and biking route to other destinations within the Valley.

Policies

General

5.2.9 Enhance the Valley's southern gateway by introducing unique street furnishings, signage, and landscaping that mark the transition between municipalities.

5.2.10 Support development that contributes to stormwater management, Bowker Creek restoration, daylighting, and riparian enhancement, by offering development incentives, coordinated infrastructure upgrades, and collaboration in delivering public realm improvements.

5.2.11 Encourage the dedication of land for the expansion of Wetherby Lift Station near the intersection of North Dairy Road and Wetherby Road.

Site-Specific

5.2.12 Consider redevelopment within the footprint of the existing structures on SS-07 (3221 Wordsworth Street; 1601-1617 McRae Avenue), SS-08 (3211-3255 Keats Street; 3226-3230 Wordsworth Street; 1577-1599 McRae Avenue) and SS-9 (1564 North Dairy Road; 3211 Shelley Street; 3202-3204 Keats Street) to acknowledge existing conditions and minimize impacts on Bowker Creek.

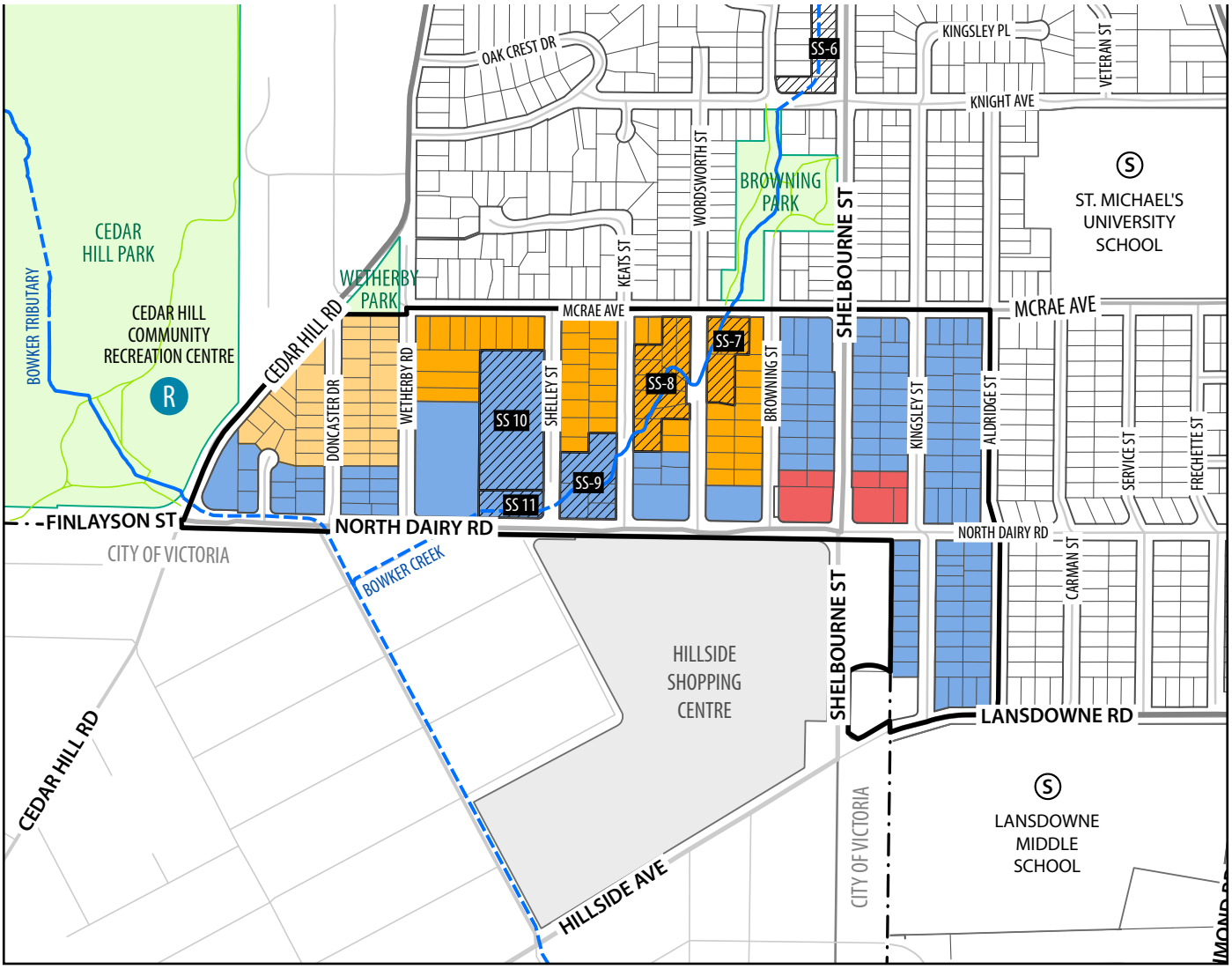
5.2.13 Support the redevelopment of SS-10 (3200-3290 Shelley Street) that:

a. Considers consolidation with SS-11 (1550 North Dairy Road) to facilitate comprehensive planning for mid-rise development;
b. Delivers a diverse supply of new housing, while addressing replacement of existing rental units;
c. Provides publicly accessible green space or gathering areas to support community vibrancy;
d. Provides opportunities to increase overall tree planting and canopy cover to address the low Tree Equity Score for the area;
e. Enhances the pedestrian realm along Shelley Street with improved sidewalk and boulevard tree planting; and
f. Supports sustainable mobility by minimizing surface parking and prioritizing walking, cycling, and transit access to nearby services and employment hubs; and
g. Consider storm and sewer infrastructure improvement during road upgrades on Shelley Street.

5.2.14 Promote the inclusion of retail, services and office spaces in new development on SS-09 and SS-11 (1550 North Dairy Road).

5.2.15 For SS-11 (1550 North Dairy Road):

a. Encourage the dedication of land for daylighting the Bowker Creek; and
b. Explore opportunities for stormwater management and detention facilities.



LEGEND | 5-5 Hillside Centre

PRIMARY GROWTH AREA

HILLSIDE CENTRE (CCV)

FUTURE LAND USE DESIGNATIONS

CENTRE

CORRIDOR

APARTMENT (LOW-RISE)

URBAN TOWNHOME

SPECIAL SITES (SS-#)

BOWKER CREEK

OPEN CHANNEL

UNDERGROUND

Map 5.5 | Hillside Centre

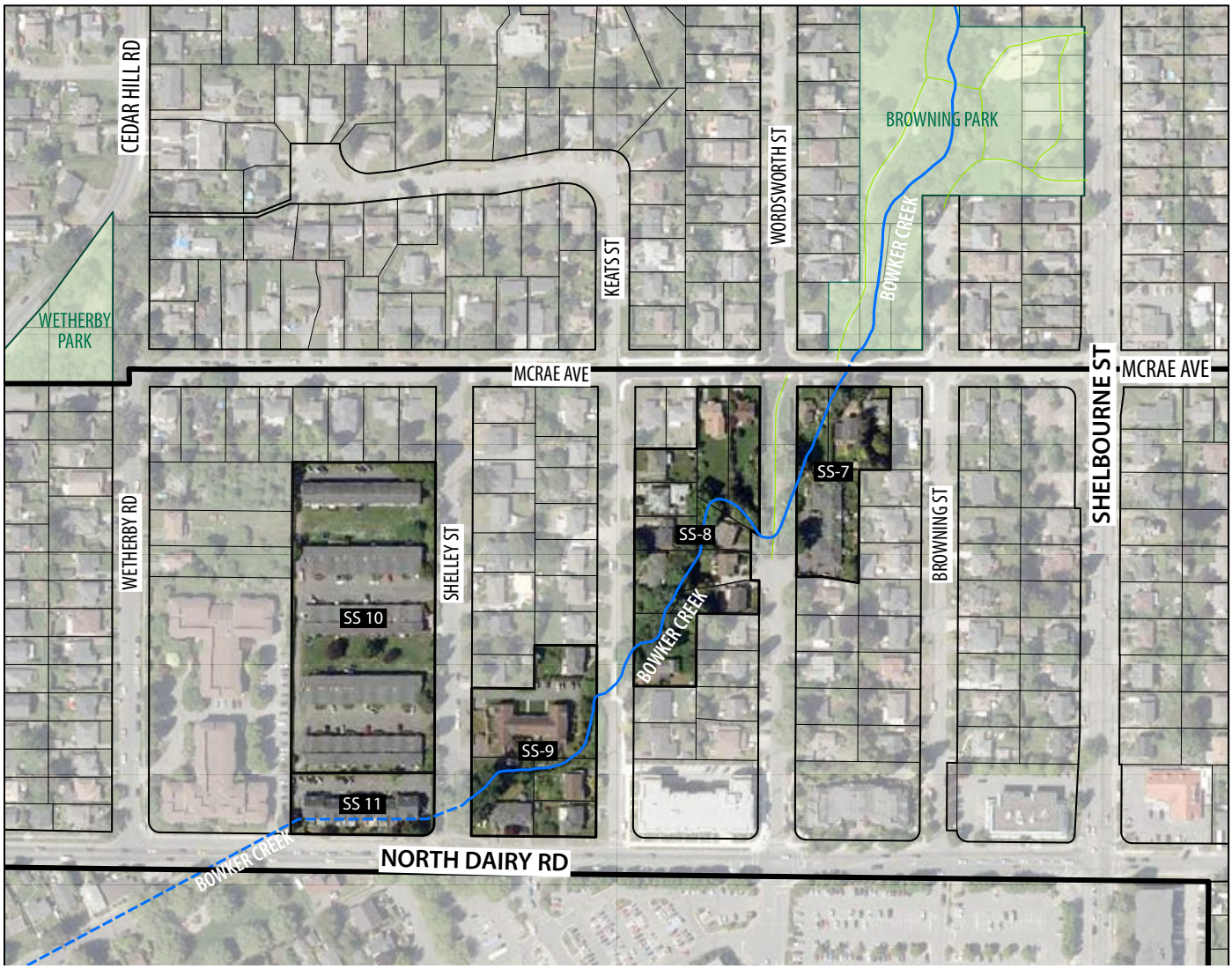


Figure 5.3 | Special Sites in Hillside Center

SS-7: 3221 Wordsworth Street; 1601-1617 McRae Avenue
SS-8: 3211-3255 Keats Street; 3226-3230 Wordsworth Street; 1577-1599 McRae Avenue
SS-9: 1564 North Dairy Road; 3211 Shelley Street; 3202-3204 Keats Street
SS-10: 3200-3290 Shelley Street
SS-11: 1550 North Dairy Road

Shelbourne Corridor

Existing Conditions

Shelbourne Corridor extends approximately 500m on both sides of Shelbourne Street and includes areas between Centres and Villages. Extending North-South, from Feltham Village to Hillside Centre, this corridor serves as the main entry and exit to the Shelbourne Valley. The existing built form in the Corridor is predominantly detached and semi-detached buildings with some apartment buildings and commercial uses scattered along Shelbourne Street.

Shelbourne Street is designated as part of the Frequent Transit Network and offers regular bus service and multiple transit trips along the Corridor. Recent improvements have introduced cycling facilities and enhanced sidewalks on Shelbourne Street greatly improving the travel experience for a wide range of users. Further improvements are needed to improve connectivity to area destinations and better integrate land use and transportation.

Green spaces within the corridor are limited, with few public parks or open areas directly accessible from Shelbourne Street. The existing urban canopy is sparse, and opportunities for integrating green infrastructure remain underutilized.

Shelbourne Corridor passes through the Shelbourne-McKenzie Centre at the intersection of Shelbourne Street and McKenzie Avenue. For clarity, the corridor is shown in two segments (North and South) on Map 5.6.

Future Vision

Envisioned as a vibrant, low- to mid-rise urban corridor, the Shelbourne Corridor aims to transform into a more integrated, attractive, and accessible area that supports a diverse range of housing to better serve a range of household sizes, stages of life and income levels. Mixed-use development will primarily occur in Centres and Villages, but will be incorporated in limited locations to allow residents better access to shops and services within walking distance. New developments will provide enhance sidewalks, add new pedestrian and cycling connections and provide space for tree planting. The public realm will also be enhanced with building with active frontages, connected sidewalks, trees and pocket parks to foster social interaction and community engagement.

Policies

General

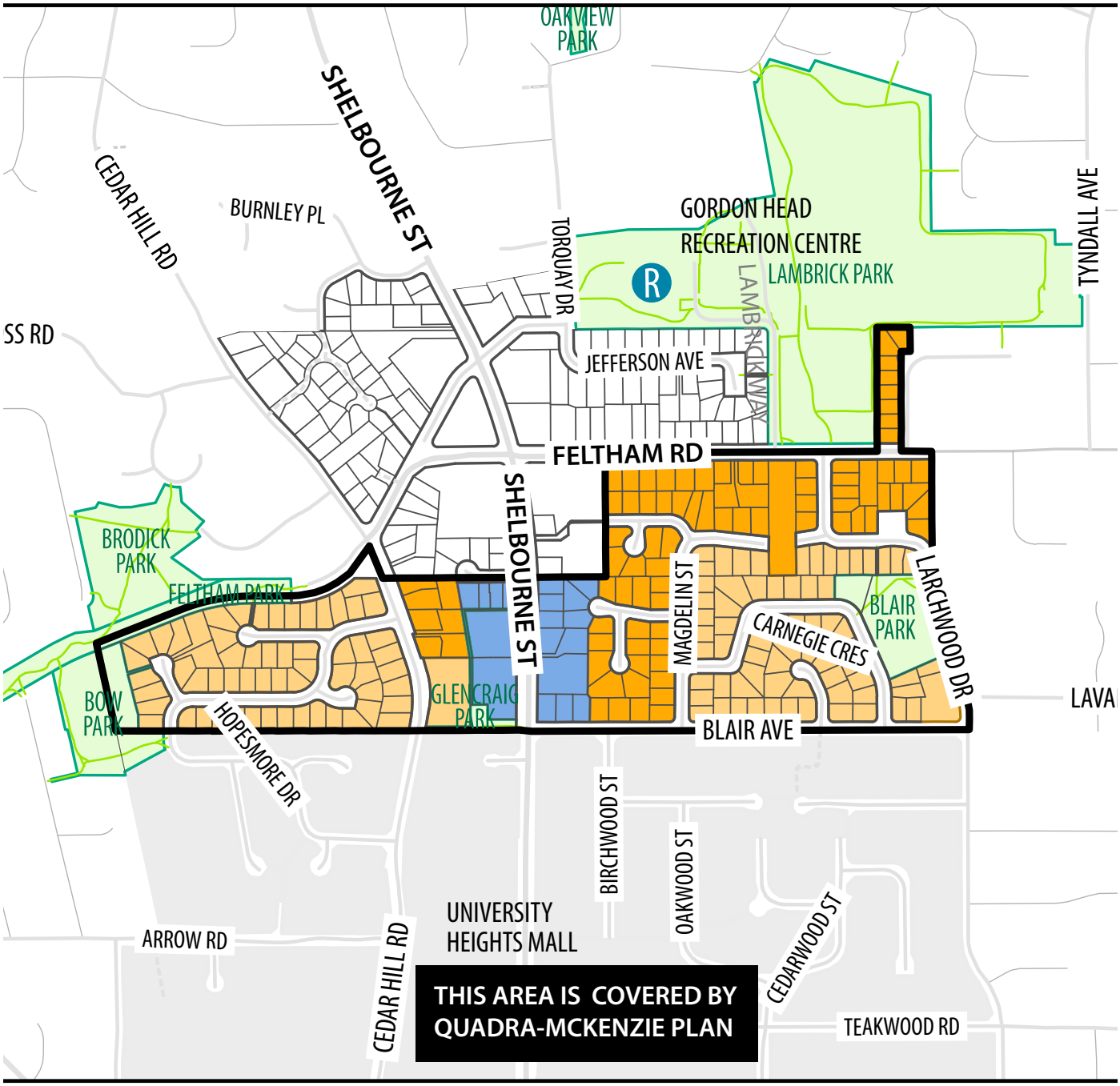
5.2.16 Support neighbourhood scale commercial uses as part of mixed-use developments.

Site-Specific

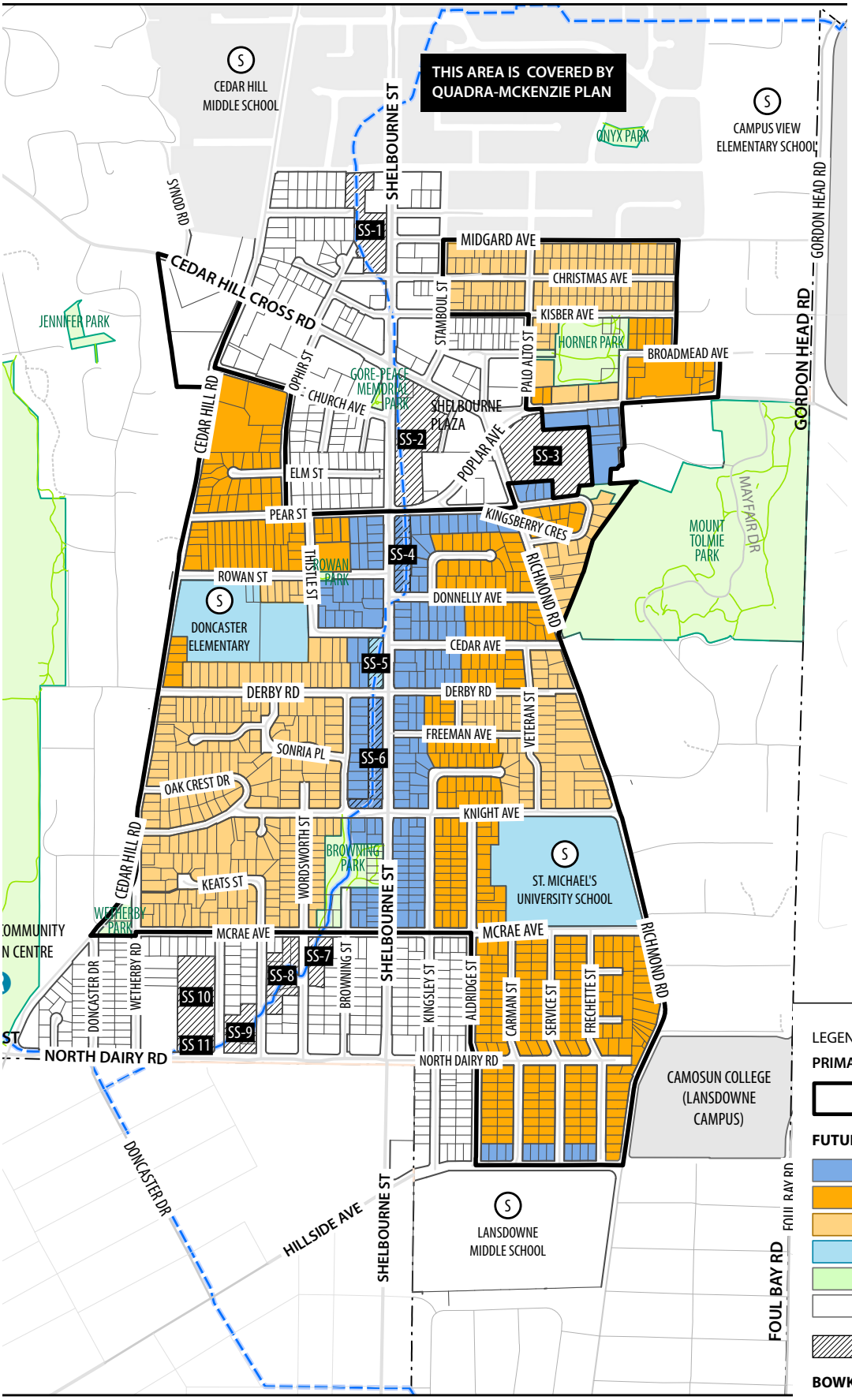
5.2.17 For SS-04 (3561-3597 Shelbourne Street), SS-05 (3460 Shelbourne Street - Shelbourne Street Church), SS-06 (3345 Browning Street; 3352-3410 Shelbourne Street) and SS-11 (1550 North Dairy Road), consider:

a. Reduced setbacks and/or road dedication requirements along Shelbourne Street and North Dairy Road to address constraints resulting from existing municipal underground infrastructure; and

b. Additional density or building height beyond land use designations to support assemblies that allow infrastructure constraints to be addressed and/or Bowker Creek daylighting to be advanced.



Map 5.6 | Shelbourne Corridor (North)



Map 5.6 | Shelbourne Corridor (South)

Figure 5.4 | Special Sites in Shelbourne Corridor
SS-4: 3561-3597 Shelbourne Street
SS-5: 3460 Shelbourne Street - Shelbourne Street Church
SS-6: 3345 Browning Street; 3352-3410 Shelbourne Street

5.3 | Commercial and Mixed Use

Commercial uses in the Shelbourne Valley, including retail, offices, and hospitality are vital for providing jobs, services, and daily needs to residents, worker and visitors in and around the Shelbourne Valley. Currently, most Valley businesses are located in car-oriented strip malls along Shelbourne Street. Smaller neighbourhood-oriented businesses, distributed throughout the Valley, provide additional local shopping and service opportunities within walking distance of many residences.

To foster a vibrant, walkable, and inclusive community, future development should focus on transforming existing car-oriented commercial zones into mixed-use spaces that integrate housing, local businesses, and public amenities. By adding residential dwellings above commercial uses in the Valley's Centres and Village, a livelier neighbourhood can be created with a greater number of housing options. A sense of place and pedestrian orientation can be further enhanced by encouraging smaller stores suited to local business owners, discouraging drive-thrus, and developing new public spaces. This approach aligns with the Economic Development Strategy and the OCP's objective for 15-minute community.

Policies

Mixed-Use

5.3.1 Require mixed-use development with ground floor active uses like cafes, reduced front setbacks, articulated facades, visually appealing pedestrian realm and avenues for placemaking on all Centre and Village designated properties.

5.3.2 Strongly encourage retail or other pedestrian-oriented commercial use on the main floor in designations that allow commercial uses to activate community vibrancy, promote social interaction and encourage aging in place.

5.3.3 Prioritize active commercial uses at grade along the Shelbourne Street where the property is located near intersections or transit stops.

5.3.4 Encourage new hotels as a use in the Centres.

5.3.5 Foster employment-generating uses such as commercial, medical/dental offices, high-tech, knowledge-based industries in the Centres.

Commercial outside Centres and Villages

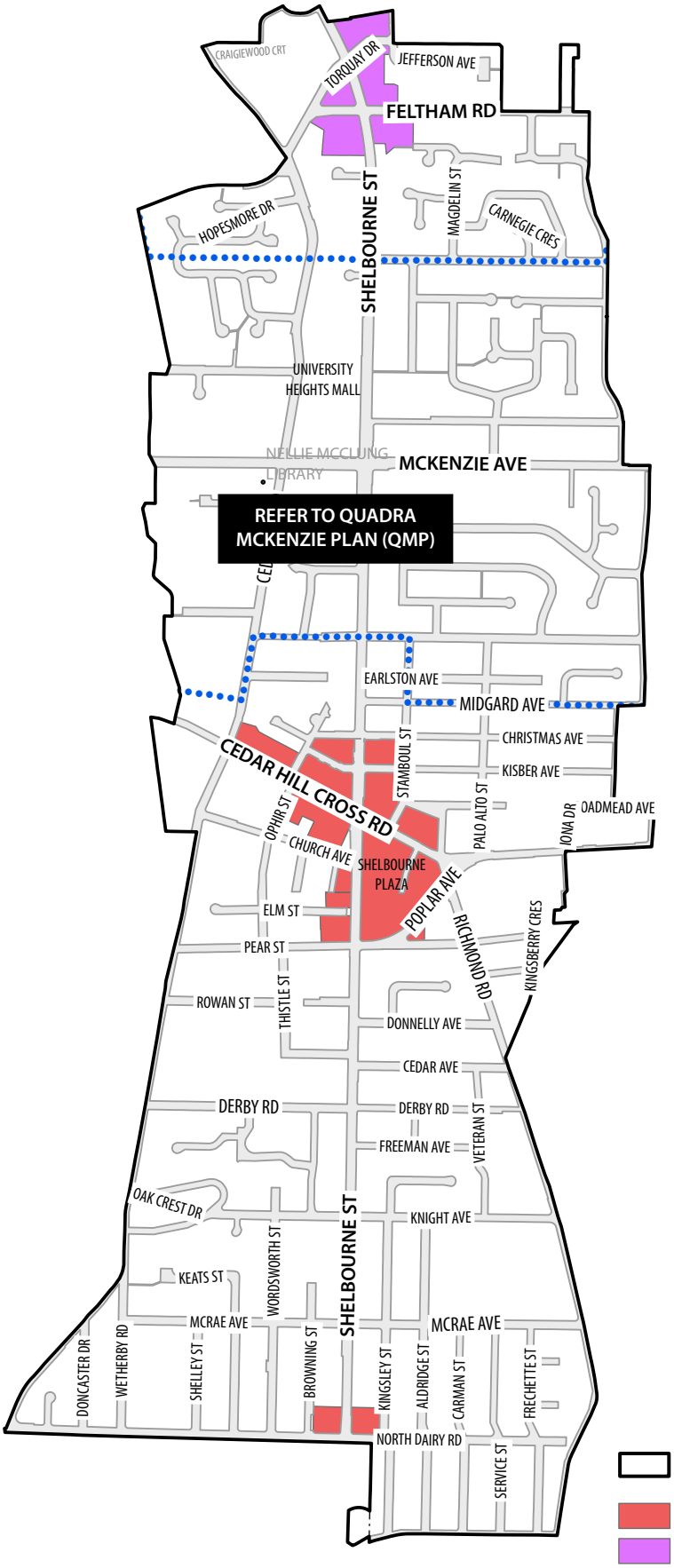
5.3.7 Encourage the retention of existing commercially zoned properties outside the Valley's designated Centres and Village.

5.3.8 Consider new locations for small community-oriented commercial uses in the Shelbourne Valley.

Commercial Restrictions

5.3.9 Strongly discourage drive-thru businesses in the Valley in order to reduce the unnecessary idling of motor vehicles and support more pedestrian oriented commercial development.

5.3.10 Generally limit the size of retail stores in the Valley's Centres and Village, to a maximum of 3500 sq. m. (approximately 38,000 sq. ft.), to create the potential for a larger number and variety of stores and services.



Map 5.7 | Commercial and Mix Use Designations

5.4 | Housing

The most common housing type in the Shelbourne Valley area is single-detached dwellings. There are also a considerable number of supportive and assisted living facilities in the Shelbourne Valley. Retirement homes like Berwick House and The Victorian on Feltham Road, alongside the assisted living facility Luther Court on Cedar Hill Cross Road, provide accommodation for seniors and other people who need some assistance to live on their own, close to daily services such as churches, shops, and banks in the Centres and Village.

The original Shelbourne Valley Action Plan (SVAP) supported a land use framework that encouraged a greater diversity of housing forms. Since its adoption in 2017, 17 development applications, featuring purpose-built rentals, mixed-use buildings, and townhouses have been approved. Upon completion, these developments will add 1,751 dwelling units to existing housing in the Valley. Purpose-built rentals comprise a substantial share (12 out of 17) of new housing, aligning with the OCP's direction to expand the secure rental supply.

The 2024 Saanich Housing Needs Report highlights increasing pressures in the housing market, making affordable options increasingly inaccessible for typical households. Furthermore, 6.1% of households faced Extreme Core Housing Need, indicating affordability challenges. At-risk demographics include young adults (ages 15–24), seniors (85+), one-parent households, single-person households, and equity-deserving groups such as Indigenous peoples, recent immigrants, individuals with disabilities, and gender-diverse individuals. In response to these demographic dynamics, multi-unit housing is becoming a more feasible option to meet the current and future housing needs, and the Shelbourne Valley is one of the prime locations where these future housing can be supplied in Saanich.

A refined housing approach is therefore needed to ensure that the future of housing in Shelbourne Valley aligns with the District's goals for housing equity. Providing housing and a range of support services in the Shelbourne Valley will create an environment that is ideal for people of all ages, income levels, and family sizes to live, work, and play.

Policies

Supply and Diversity

5.4.1 Support the retention and development of non-market housing throughout the Shelbourne Valley area.

5.4.2 Prioritize continued collaboration with non-market developers and operators, non-profits, and other agencies to support the delivery of non-market and affordable housing through redevelopment.

5.4.3 Promote a range of housing types, sizes, and tenures to support a diverse, inclusive, multigenerational community and meet housing need.

5.4.4 Prioritize family-friendly multi-unit housing with two or more bedrooms within easy walking distance of schools.

5.4.5 Support multi-unit housing forms (apartment, townhouse) adjacent to areas rich in amenities such as parks, open spaces, and schools to provide equitable access.

5.4.6 Continue to support a full range of multi-unit housing options for seniors, from fully independent to supportive and at all income levels.

5.4.7 Explore the development of affordable multi-unit housing as part of the Lambrick Park Campus Master Plan.

5.4.8 Support the retention and renewal of secure, purpose-built rental housing.

5.4.9 Support the development of new secure, purpose-built rental housing.

5.4.10 Explore pre-zoning in the Shelbourne Valley, including to provide opportunities for more rental and supportive housing.

5.5 | Institutional

Institutional uses play a vital role in fostering social cohesion, supporting lifelong learning, and enhancing community well-being. Within the Shelbourne Valley, a diversity of institutional uses supports the spiritual, educational, recreational, and social needs of the community. These include schools (Doncaster Elementary School, Lansdowne and Cedar Hill Middle Schools, Gordon Head Middle School Lambrick Park Secondary School and St. Michael's University School), places of worship (Lutheran Church of the Cross, St. Luke Cedar Hill Anglican Church, Shelbourne Street Church of Christ, Broad View United), recreation centres (Gordon Head and Cedar Hill Recreation Centres) and the Nellie McClung Library. Institutional uses are evolving to meet shifting community needs. For instance, the Nellie McClung Library is currently being redeveloped to include new housing alongside a range of community programs. The Gordon Head and Cedar Hill Recreation Centres, located just outside the Valley study area, are important recreation facilities for Valley residents, but they are already currently operating at or above capacity.

Two prominent post-secondary institutions, including he University of Victoria and Camosun College's Lansdowne Campus are located just outside the Plan boundary. With a combined student and staff population of over 30,000, these institutions significantly influence housing demand and mobility patterns in the Valley. Supporting a more vibrant off-campus community through diverse and affordable housing, improved transit, and expanded local services can strengthen connections with these knowledge centres and reduce pressure on surrounding neighbourhoods.

Strengthening the role of institutional uses, particularly community focal points such as libraries, will help to better serve residents and strengthen opportunities for social interaction. This Plan supports the continued presence, expansion and introduction of new institutional uses. As community needs shift, institutional lands may be redeveloped to accommodate a broader mix of uses including housing, childcare, cultural facilities, and social services that better serve the daily needs of residents.

Policies

Supply and Diversity

5.5.1 Consider ancillary uses such as residential and commercial on institutional sites.

5.5.2 Support non-market housing on institutional sites.

5.5.3 Explore opportunities for stormwater management and detention on institutional sites.

5.5.4 Support institutional uses as community focal points in the Centres and Villages.

5.5.5 Encourage the following uses within the cores of each Centre and Village: community centres, community policing stations, live theatre venues, arts facilities, libraries, seniors' centres, child and adult daycares, and recreation facilities.

5.5.6 Support new institutional uses in the Plan area, provided they are compatible with the scale of adjacent uses.

5.5.7 Explore opportunities offered through the Lambrick Park Campus Master Plan to implement OCP objectives, address community needs, and expand recreational opportunities.

5.6 | Parks and Open Spaces

Parks and open spaces in the Shelbourne Valley serve a variety of purposes, from conserving the natural environment to supporting recreation opportunities and community health, and well-being. These spaces range from natural areas such as Mt. Tolmie Park, Feltham Park, Bow Park and Brodick Park, to recreation-focused parks like Lambrick Park, Horner Park, Blair Park, Gore Peace Memorial Park, Glencraig Park and Rowan Park, and hybrid spaces like Browning Park that support both ecological and recreational functions. Currently, the Shelbourne Valley has one of the lowest park-to-population ratios in Saanich (second only to Saanich Core) and falls short of Saanich's 3:30:300 principle. This highlights the need for targeted investment in new parks and improved connections to existing green spaces. As the Valley grows and more residents move into housing forms that have limited or no access to private outdoor space, providing high quality and easily accessible parks and open spaces will help ensure a good quality of life for all citizens.

This Plan supports the creation of new parks and open spaces, particularly, neighbourhood parks, to ensure equitable access to parks, expand recreational opportunities, support biodiversity, and foster social inclusion, health and well-being. These spaces will further support implementation of the Urban Forest Strategy, Biodiversity Conservation Strategy, and Bowker Creek Blueprint by incorporating ecological restoration and connection, tree canopy expansion, and stormwater management features into its planning and design.

Policies

New Parks and Open Space

5.6.1 Acquire new parks and publicly accessible open spaces to support future and existing populations, connect greenways (see map 6.4), protect areas of ecological value, and animate Centres and Villages.

5.6.2 Encourage the provision of parks and publicly accessible open spaces in new developments, such as plazas, walkways or small park nodes.

5.6.3 Consider private/public partnerships to acquire, develop and maintain parks and open space within the Valley.

5.6.4 Consider acquiring properties whose development potential is constrained by the existing underground infrastructure and Bowker Creek channel for new parks, greenways and open space.

5.6.5 Ensure developments adjacent to parks mitigate impacts to park character and limit shadowing or other negative impacts.

Access to Open Space

5.6.6 Support housing developments near parks and trails to realize objectives of the 3-30-300 policy.

5.6.7 Encourage the retention and expansion of publicly accessible open space on private lands, including plazas.

5.6.8 Partner with School District 61 to improve access to school lands within the Shelbourne Valley.

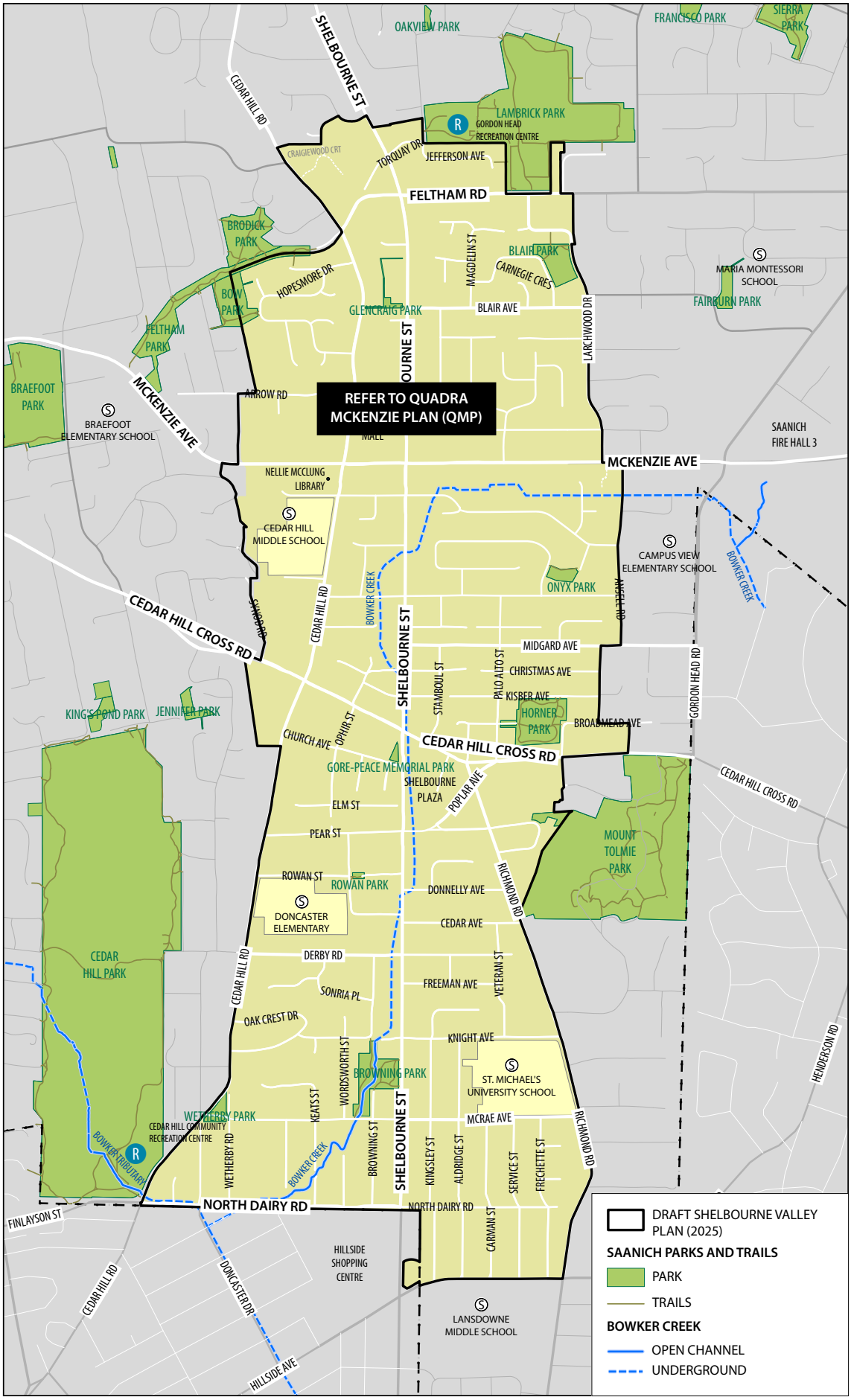
Public Right of Ways

5.6.9 Improve the quality of recreation opportunities within the street network through:

a. enhancing landscaping and tree canopy on greenways;
b. increasing the number of pedestrian and cyclist connections; and,
c. introducing wayfinding signage to improve navigation to major destinations.

Community Gardens

5.6.10 Consider community gardens within existing or proposed parks, undeveloped parcels, and closed road right of ways as per the District of Saanich Community Gardens policy.



Map 5.10 | Parks and Open Spaces

Shelbourne Valley Parks and Open Space Framework

The Saanich Official Community Plan identifies a number of park type classifications based on the size of area they serve, the number and type, and the attractions offered. This system has resulted in the establishment of an exceptional park system within Saanich. However, the development of urban areas such as the Centres and Village in the Shelbourne Valley will require a more detailed approach that looks at a range of parks and open spaces. Figure 5.1 builds on the existing OCP Parks and Open Space Framework to provide guidance for the development of a high-quality parks and open space network. The goal of the network is to provide a range of passive and active recreational opportunities, support active transportation, create community gathering places in Centres and Villages and increase the liveability and attractiveness of the Valley.

	Type	Ownership	Purpose	Size	Distance	Examples
1	Municipal Parks	Public	Serves the entire municipality with a range of park uses including natural features such as beaches and forests.	20 - 200 ha	n/a	PKOLS Mt. Tolmie Park
2	Community Parks	Public	Provide spaces with high quality elements such as sports fields, playgrounds, skate parks, trails, urban plazas and/or natural features.	>/= 0.5 ha	10 - 20 mins (1-3 km)	Lambrick Park
3	Neighbourhood Parks	Public	Small local recreation opportunities, including play equipment, pathways, open grass, seating around play environments or areas of refuge for residents.	Varies (Target >/= 0.25 ha) (300 m)	2 - 5 mins	Gore Peace Park, Onyx Park Horner Park, Browning Park
4	Urban Park/ Parkette	Public or Private	Publicly accessible small open spaces with green spaces, seating, play features, and decorative features.	< 0.5 ha	2 - 5 mins (300 m)	Uptown Plaza
5	Urban Plaza	Public or Private	Publicly accessible gathering places with public amenities and decorative elements in a variety of urban forms.	Varies	Varies	Tuscany Village Plaza Closed public right of way
6	Private Open Space	Private	Provide outdoor space for private property/strata developments.	Varies	n/a (addressed at site level)	Balconies, patios, courtyards, backyards, green roofs

Figure 5.2 | Parks and Open Space Framework


1


2


3


3


Gore
Park
3


joe
H&M
4


5


5


6


6

5.7 | Parking

One of the keys to the creation of a safe, walkable and attractive public realm is to reduce the impact of motor vehicles. Parking lots are currently a visually dominant feature of the Shelbourne Valley. By locating parking underground, under buildings or at the side or rear of buildings, the aesthetics and pedestrian orientation of the Valley can be greatly improved.

The supply of parking needed in the Valley is directly linked to the quality of public transit, cycling and walking options. New developments that provide infrastructure improvements that make it easier for residents, employees or shoppers to walk, cycle or take transit will be considered for parking reductions. Another option to better manage parking supply is to introduce on-street parking during off-peak traffic hours. This would provide additional parking supply, reduce traffic speeds and help to buffer sidewalks and cycle tracks from vehicle traffic.

Reducing potential areas of conflict between pedestrians, cyclists and motorists is a key safety consideration. Motor vehicle accesses, or driveways, represent areas of potential conflict. Combined accesses raised pedestrian pathways through parking lots and accesses located off of major roadways can all help reduce potential areas of conflict. Parking standards update and new Development Permit guidelines will further help to ensure design is consistent with a walkable, people-oriented urban fabric.

In addition to the OCP's Transportation Demand Management and Parking policies, the following policies are provided to manage parking in the Shelbourne Valley.

Policies

Parking Standards

5.7.1 Implement the outcomes from the Off-Street Parking and Loading Regulations Update to support the creation a walkable urban environment with a range of transportation options.

Parking Design

5.7.2 Ensure pedestrian pathways through parking lots are delineated, clearly marked, continuous, landscaped where possible, have a clear line of sight, accessible for all users, and align with main entrances to facilitate safe and direct connection between the street, parking areas, and building entrances.

5.7.3 Incorporate landscaping, street trees, bioswales, permeable paving and other stormwater best management practices into the design of surface parking lots.

Parking Access

5.7.4 Provide shared vehicle access to parking between developments

Shelbourne Village Square

5.8 | Community Amenities

A key component of building complete, sustainable neighbourhoods is providing a range of spaces and facilities to support the environmental, social and economic well-being of a community. The desirability of an area is largely dictated by the availability and quality of recreational, cultural, and social spaces and facilities. Typical elements that are considered important to community quality of life include:

- Outdoor public space, such as parks or plazas;
- Indoor facilities that provide recreational, cultural, or social opportunities, such as libraries or community centres;
- Elements that improve overall community design, such as streetscape or greenway improvements or public art;
- Contributions to the social well-being of a community, such as affordable or social housing;
- Improvements to the mobility network, including new pedestrian and cycling paths; and,
- Restoration or enhancement of environmental assets.

Browning Park

While a network of community spaces and facilities exists today in the Shelbourne Valley, it is anticipated that new amenities and infrastructure will be needed to support future population growth and realize the goals of the Plan.

Development Cost Charges (DCCs) and Community Amenity Contributions (CACs) are the two primary mechanisms by which Saanich finances these improvements. DCCs fund capital upgrades to sanitary, water, drainage, and transportation systems, with limited funding for parkland acquisition. CACs contribute to area livability through a defined framework for community contributions, guided by Saanich's Community Amenity Contribution and Inclusionary Housing Policy. This policy outlines expectations for rezoning applications to provide public benefits (monetary or in-kind). Community amenities include, but are not limited to, inclusionary or supportive housing, parks and publicly accessible open spaces, childcare facilities, community facilities (e.g., libraries, police departments, recreation centres), public art, and cultural spaces. While DCCs take a district-wide approach, 70% of CACs are allocated for area-specific improvements (Local Amenity Funds and Local Park Acquisition Funds), with the remaining 30% directed to the District-wide Affordable Housing Fund.

Looking ahead, Saanich's framework for administering community contributions may evolve to integrate the recently introduced Provincial Amenity Cost Charge (ACC) as part of the set of tools for local government development financing.

Amenity Cost Charges are a development finance tool that allow local governments to collect funds for amenities such as community centres, recreation centres, daycares, and libraries from new development that results in increased population of residents or workers.

Policies

Community Contribution Policy

5.8.1 Apply the Saanich Community Amenity Contribution and Inclusionary Housing Policy to all rezoning applications while advancing area-specific priorities identified in Policy 5.8.2.

Community Contribution Priorities

5.8.2 For redevelopment proposals within the Shelbourne Valley plan area, prioritize community contributions for the following:

a. Expansion of tree canopy and green spaces, including parks, urban forest and community spaces;

b. Allocation of spaces for daycare and other community services;

c. Improvement of connectivity and overall pedestrian and cycling experience through new pathways, easements, safety features and greenway enhancement;

d. Provision of affordable housing;

e. Implementation of stormwater management systems that treat off-site runoff and provide watershed-scale flood mitigation;

f. Restoration/ daylighting of the Bowker Creek;

g. Undergrounding of above-ground utilities; and

h. Installation of public art.

5.9 | Heritage

The heritage landscape of the Shelbourne Valley is defined by the presence of the W̱SÁNEĆ and Lək̓ʷəŋən peoples since time immemorial, its agricultural history and mid-20th-century development. While the colonial heritage sites are currently managed through the Heritage Register, understanding of areas significant to Indigenous Peoples and preservation of Indigenous heritage is still developing and evolving in Saanich.

Colonial heritage sites (designated and registered heritage site) are mostly buildings in the area that pre-date the Second World War (Map 5.11). For example, the Frederick Claxton Residence at 3501 Cedar Hill Road is a designated Municipal Heritage Site and protected by bylaw, whereas the McMorran residence at 3601 Cedar Hill Road is listed on the Heritage Register but not yet designated. Other buildings in the Valley from this era may also be worthy of registration. In addition to residential buildings, the Valley's heritage includes various landscapes and commemorative sites.

The London Plane trees along Shelbourne Street are living memorials, planted to honour British Columbia's war dead from the Boer and First World Wars. The original vision was to plant one tree for each soldier to create a "Road of Remembrance," but only about 600 trees were planted along Shelbourne Street in late 1921. The roadway was never formally renamed "Memorial Avenue," and thus Shelbourne Street became known as the "Street of Unfinished Dreams", paying tribute to that incomplete vision. Within the study area, many of these trees have been removed for street widening, but efforts are underway to reintroduce them where possible. Today, the remaining trees, which are protected by bylaw as significant trees, are most prominent north of Arbordale Road. They stand as a living monument and are among the oldest commemorative plantings in Canada, with Shelbourne recognized as the country's oldest war memorial avenue.

Gore Memorial Peace Park is also a site of local historical significance, featuring plaques and landscaping to honour veterans. While parks are not typically designated in the same manner as buildings, Saanich's heritage program has increasingly recognized these cultural landscapes.

As part of a broader reconciliation initiative, Saanich is collaborating with local First Nations to ensure their history and culture are acknowledged in the naming and use of public spaces. Recently, Saanich partnered with the W̱SÁNEĆ Leadership Council to rename Mount Douglas Park to PKOLS, reflecting the sacred significance of the site. Along the Shelbourne corridor, cultural markers and public art are being introduced to acknowledge Indigenous presence. A welcome signage in SENĆOŦEN (the W̱SÁNEĆ language) and Lək̓ʷəŋən, greeting visitors in the languages of the first peoples of the land, is also present at the Gordon Head Recreation Centre. These signs serve as everyday reminders of the enduring Indigenous heritage of the area.

The Plan aims to acknowledge First Nations culture and heritage through respectful development practices and sensitive treatment of ancestral remains. Public art and place-making initiatives will provide residents opportunities to engage with First Nations culture, history, and values, fostering deeper relationships and supporting reconciliation.

Policies

Reconciliation with Indigenous People

5.9.1 Continue to support Saanich-wide efforts to advance reconciliation with Indigenous people, including through enhancing archeological practices and collaboration with First Nations and other partners.

5.9.2 Support interpretive signage, public art, and other initiatives that communicate the Valley's history and Indigenous heritage.

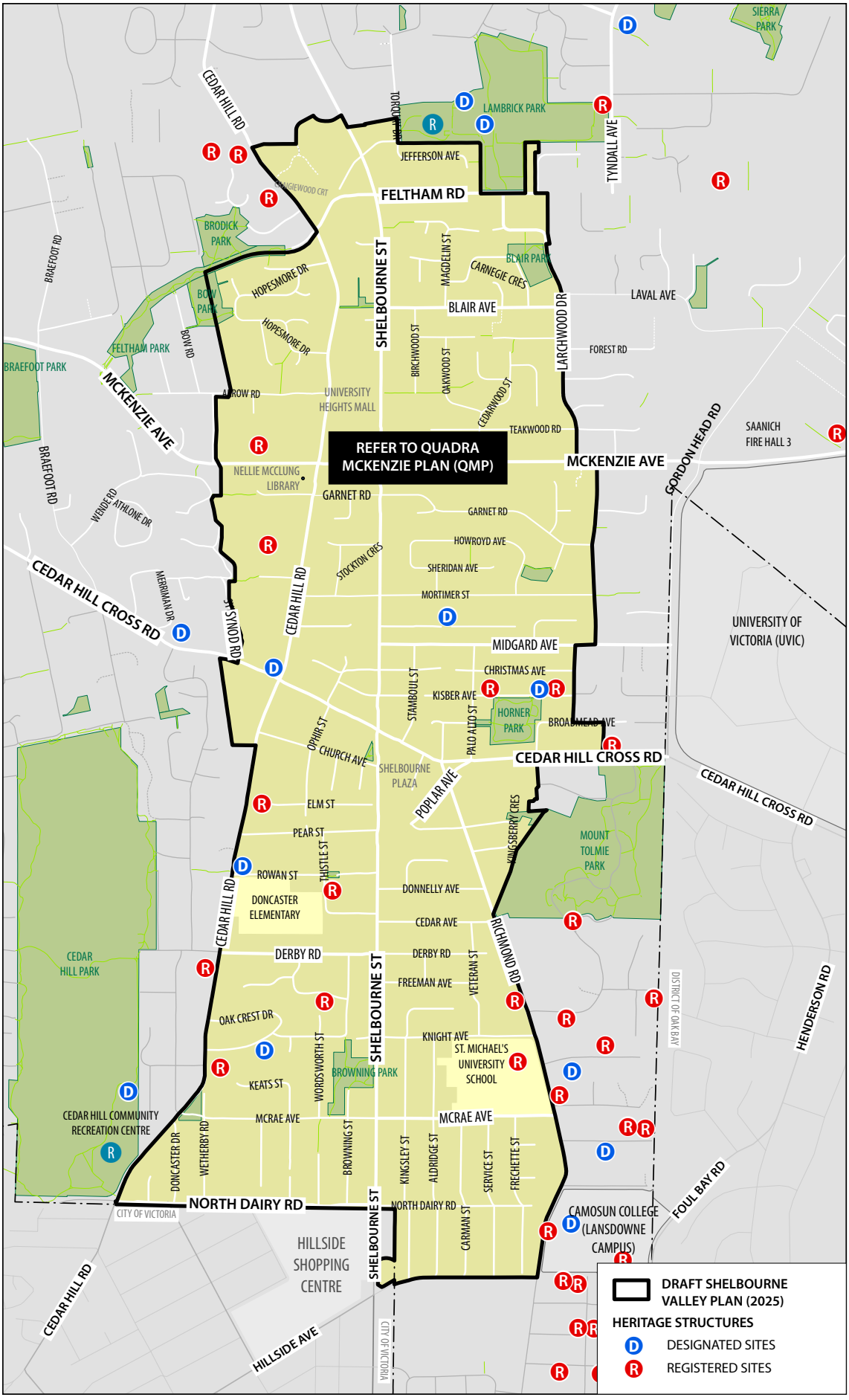
Heritage Buildings

5.9.3 Continue to preserve and protect designated and registered heritage buildings by ensuring that new development is contextually sensitive and does not detract from their character and form.

5.9.4 Support the retention and adaptive reuse of heritage-designated and heritage-registered buildings in the Shelbourne Valley Plan area.

5.9.5 Maintain and enhance the commemorative function of the London Plane trees along Shelbourne Street as a living war memorial.

Heritage House, 3501 Cedar Hill Rd



Map 5.11 | Heritage Sites

6 TRANSPORTATION & MOBILITY

6.0 | Transportation and Mobility

Introduction

The health of a community is heavily influenced by the range and quality of mobility options available to all citizens. Much of the Shelbourne Valley was historically designed around automobile use and this has resulted in a challenging environment for cyclists, pedestrians and public transit users. The 2021 Census indicated that in Saanich, 77% of journey-to-work trips are made by private vehicle. Today, Saanich is evolving from being a car-oriented community to prioritizing walking, cycling and transit, advancing the broader objectives of the Official Community Plan, Active Transportation Plan and other regional transit strategies. With transportation accounting for 45-46% of Saanich's greenhouse gas emissions and the Shelbourne Valley being a primary growth area with a frequent transit corridor, the Plan area provides an opportunity to demonstrate creative solutions to advancing key Saanich goals. These include reducing the share of trips to work using motor vehicles to less than 50% by 2050, cutting greenhouse gas emissions in half by 2030, improving health outcomes, and enhancing community connections and opportunities for social interaction.

Two principal challenges are associated with implementing a more multi-modal vision in the Valley: the conditions of the existing mobility network; and the number of competing policy priorities for right-of-way space and investment dollars. The existing transportation network prioritizes vehicle access and there is limited right-of-way space for adequate pedestrian and cycling facilities. Also, the existing Valley transportation network is characterized by a disconnected street grid that creates "superblocks", stretching several hundred metres in some instances (Figure 6.1). Additionally, different policy goals like intensifying land use, enhancing transit, walking and cycling infrastructure, tree planting and Bowker Creek restoration compete for limited space and resources. As these goals manifest themselves in a physical design, trade-offs will be required to implement improvements that work within the existing constraints. The ongoing Shelbourne Street Improvements Project, which is expected to be completed in 2026, seeks to balance transportation priorities by installing new protected cycling facilities, implementing pedestrian safety improvements, building transit infrastructure improvements and renewing the asphalt road surface.

While the policies in this section deal with a variety of transportation elements, it is the linkage with land use that is essential to the success of this Plan. Higher density development, pedestrian oriented design and a mix of land uses will create conditions that improve the viability and efficiency of sustainable modes of transportation.

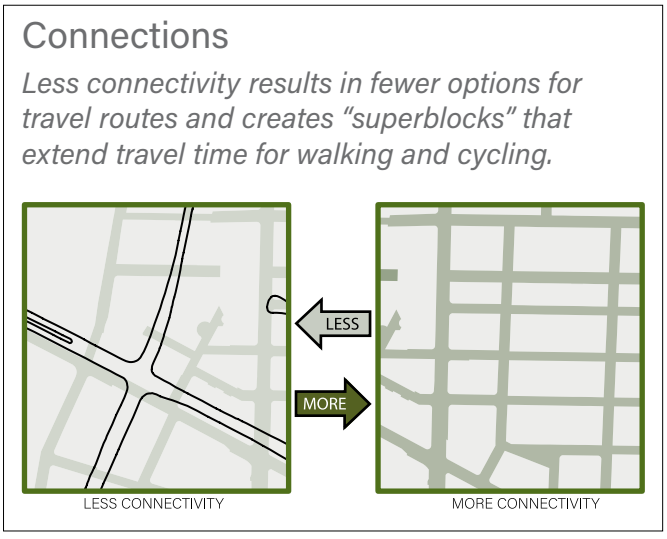


Figure 6.1 | Sample Street Networks in Shelbourne Valley

Mobility Objectives

A. Increase pedestrian and cycling connectivity throughout the Valley by breaking up large blocks, enhancing crossing opportunities, and adding pedestrian and cycling infrastructure.

B. Improve the design of streets as a space for community enjoyment and activity, including through enhancing landscaping, improving and widening sidewalks, introducing new public spaces and designing buildings with a pedestrian orientation.

C. Reduce greenhouse gas emissions and energy consumption through improving active transportation options, and by not adding road capacity for single occupancy vehicles.

D. Improve safety and comfort for all users by reducing potential conflicts between travel modes, providing more direct and efficient connections, and providing facilities to support vulnerable individuals.

E. Enhance access to businesses by sustainable modes of transportation through better integrating, site design land use and transportation enhancements.

F. Improve transit efficiency and accessibility to all residents by facilitating frequent transit service on Shelbourne Street and improving service levels on other routes.

G. Provide a cycling network suited to all ages that includes a range of routes for all abilities and interests.

H. Strengthen linkages between land use and transportation through coordinating land use changes, increases in density, and transportation improvements.

Figure 6.2 | Cedar Hill Road Bike Lane

6.1 | Walking

Walking is part of every trip, whether it is walking from home to the bus stop or from a parked car or stored bicycle to a place of business, work, education or play. Currently in Saanich, walking accounts for 11% of all trips and this is slightly less than the current regional mode share of 15% (2022 Capital Regional District Household Travel Survey). The District has set a target to increase the walking mode share to 12% by the year 2030 and 17% by 2050. If suitable conditions exist, walking can also be a convenient alternative to the automobile for almost all short trips.

While pedestrian facilities have improved over time, particularly through the Shelborne Street Improvement Project, gaps remain. Long blocks, widely spaced crossings, narrow sidewalks, and inadequate buffers from traffic are barriers to walkability. With several pedestrian generating destinations located within or adjacent to the Valley, including schools, supportive housing, commercial areas, and parks, coupled the Plan's future land use directions which supports higher density, mixed uses and proximity to amenities, improving pedestrian infrastructure will benefit a wide range of users in the Shelbourne Valley Plan area.

The polices in this Plan build on the past and present efforts, especially through the Shelborne Street Improvements Project and other capital projects, to improve connectivity and accessibility, reduce crossing distances and create a safe, welcoming pedestrian realm that is better integrated with surrounding land uses.

Policies

Pedestrian Connections

6.1.1 Work towards achieving a connected pedestrian and cycling network with connections (roads, trails, footpaths) spaced approximately 100 metres apart.

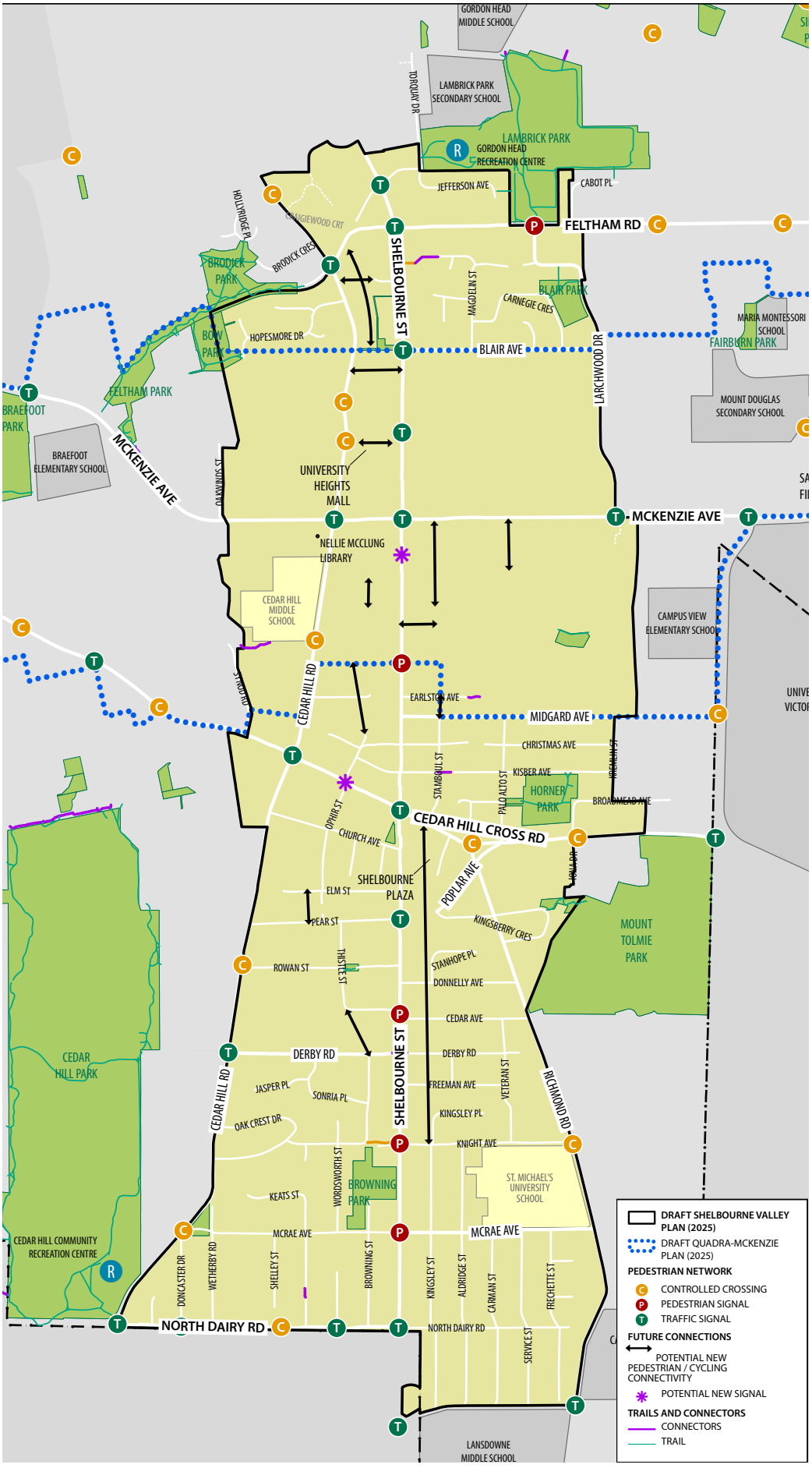
6.1.2 Acquire rights-of-way or easements for walking/cycling connections, including those identified on Map 6.1, through redevelopment or property acquisition to improve overall network connectivity and complete the greenway network.

6.1.3 Consider additional pedestrian crossing locations in the Valley, including those identified on Map 6.1, to improve overall network connectivity, assist greenway implementation, support higher density redevelopment and provide more direct access to major destinations.

6.1.4 Where feasible, reduce intersection crossing distances, increase signal crossing times and introduce median refuges.

6.1.5 Eliminate turning lanes, where feasible, to narrow the width of Shelbourne Street at key intersections to shorten crossing distances and improve safety.

Map 6.1 | Pedestrian Network



6.2 | Cycling and Micro-Mobility

Cycling is an increasingly popular form of active transportation for commuting, local travel and recreation. With appropriate facilities, cycling can be time competitive with both driving and taking transit, particularly over short-to-moderate distances during peak travel periods and where transit services levels are low. Cycling and micro-mobility currently accounts for 8% of all trips in Saanich, which is the same as the percentage for the region. At the time of the previous plan adoption, cycling accounted for 2.9% of all trips and the goal was to meet a 2020 target of 5%. The current proportion of trips is well beyond the 2020 goal, and the district has set a 2030 target of a 10% cycling mode share and a 2050 target of 13%.

Although Shelbourne Valley is emerging as a key north-south cycling route in the region, with dedicated bike lanes on some segments of Shelbourne Street (see Map 6.2), several challenges related to connectivity persist. Other key concerns include safety, especially when cycling alongside high traffic volumes, and at major road crossings involving turn lanes. These issues are broadly addressed in the Shelbourne Street Improvements Project and the Active Transportation Plan.

The UVic Bike Connector (UVBC) upgrade which is a component of the Shelbourne Street Improvements Project will provide a safer, more comfortable and efficient east-west cycling experience between Shelbourne Street and the University of Victoria. Also, the Active Transportation Plan identifies areas in the Shelbourne Valley that will benefit from future development of All Ages and Abilities cycling infrastructure (see map 6.3). As development occurs, this area will see improved connectivity, route options, safety and comfort for all cyclists.

Policies

Cycling Network

6.2.1 Continue to support the implementation a complete and connected cycling network; and all ages and abilities network, as identified on Map 6.2 and Map 6.3.

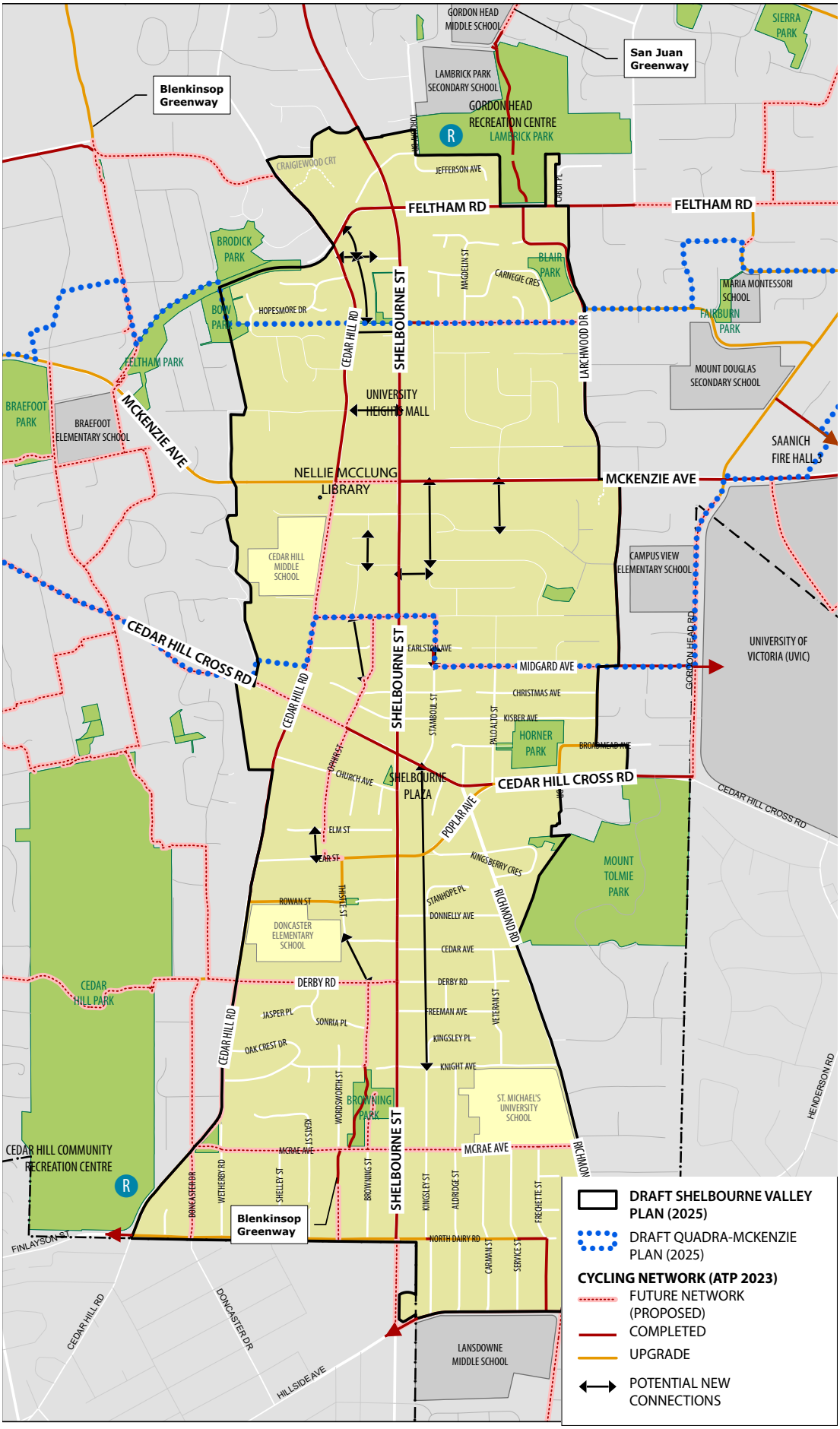
6.2.2 Acquire rights-of-way or easements at the time of rezoning or subdivision, to implement and add connections to the bike network.

Wayfinding

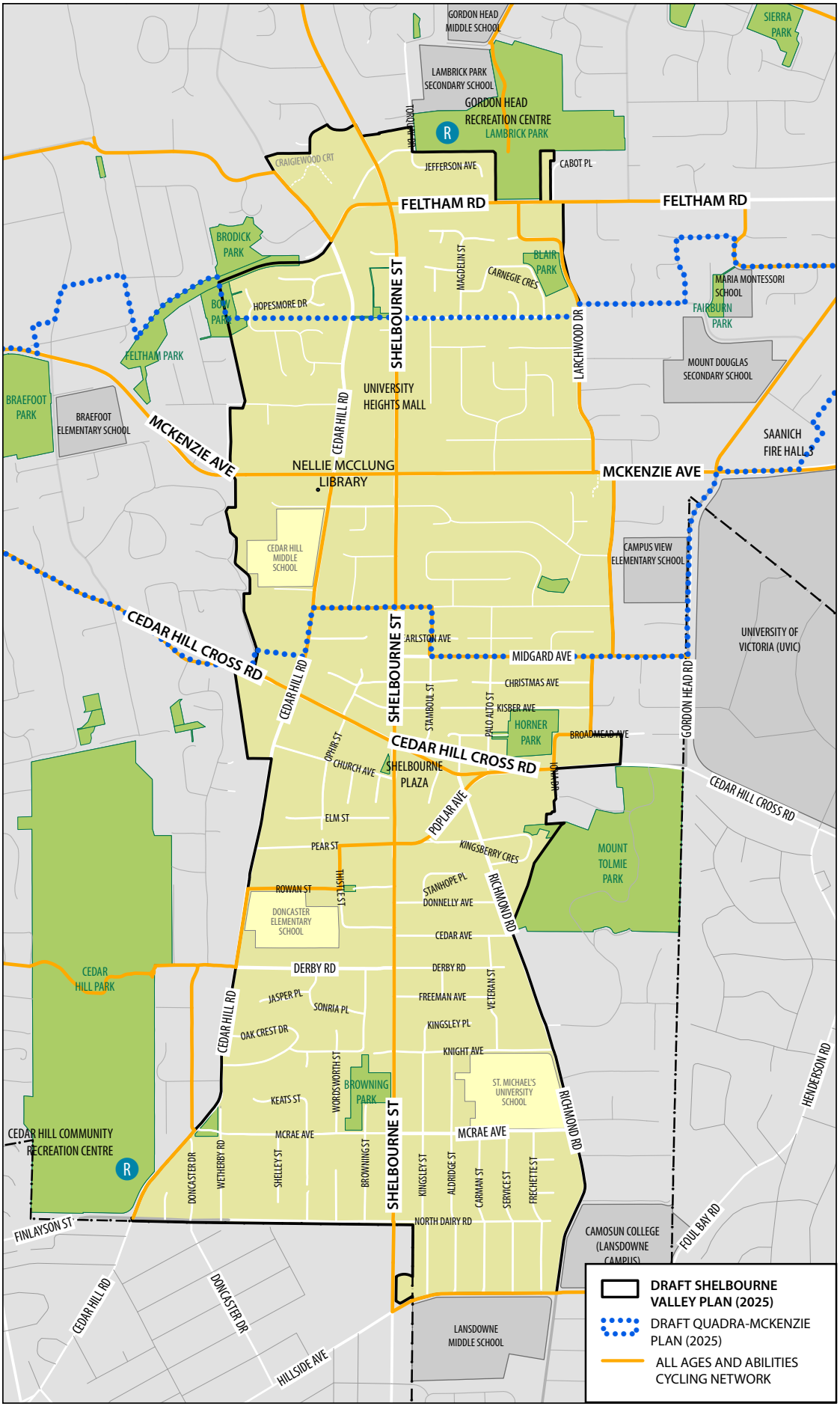
6.2.3 Support on-going efforts to develop consistent signage and integrated wayfinding system for cyclist across the region.

End of Trip Facilities

6.2.4 Encourage the inclusion of end-of-trip facilities, where appropriate, in commercial, institutional, public and recreational redevelopment projects through updated Off-Street Parking and Loading Regulations and development application review processes.



Map 6.2 | Cycling Network



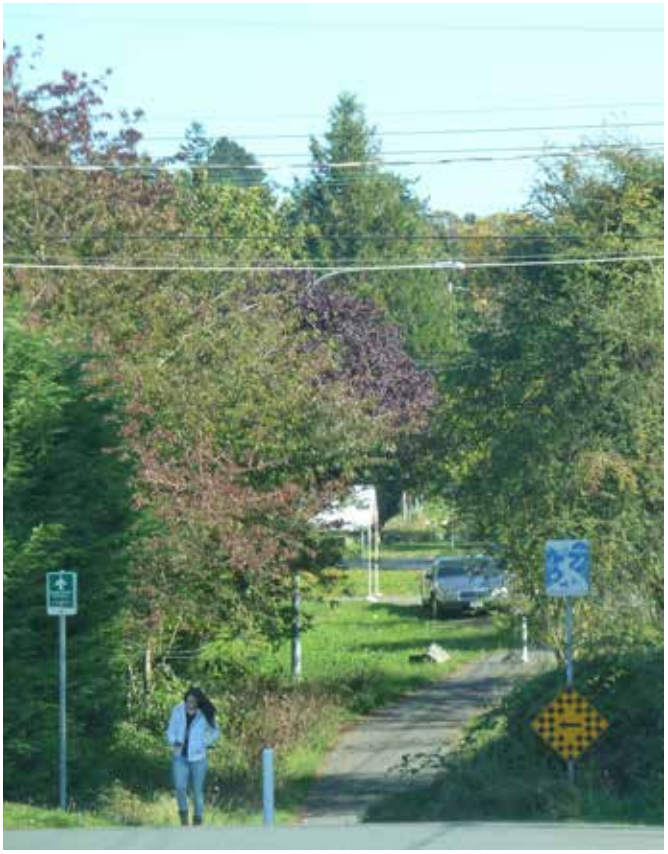
Map 6.3 | All ages and Abilities Network

6.3 | Greenways And Trails

Greenways and trails are important parts of the active transportation network that enhance walking, cycling and other forms of non-motorized transport experience. The Active Transportation Plan identified these networks as the topmost opportunities for walking in the district. Together, greenways and trails combine to form network that provides connections to parks, neighbourhoods, commercial centres, natural areas, schools, and other major destinations. While trails are generally off-street routes, greenways are commonly located on low-volume streets and are designed to serve as connective green infrastructure supporting ecological functions and recreational possibilities for pedestrians and cyclists.

Planning for trails is largely incorporated into the Active Transportation Plan and the District's parks planning process. However, greenways are supported through various district-led parks and active transportation improvements, as well as through collaboration with other municipalities and the CRD. Currently, three greenways serve the Shelbourne Valley: Blenkinsop Greenway, San Juan Greenway, and Bowker Creek Greenway.

This Plan in concert with the Active Transportation Plan and Bowker Creek Blueprint 2.0 identifies a conceptual trail and greenway network that will be introduced over time to provide continuous connections through the Valley. Routes can be incrementally implemented through the introduction of traffic calming, wayfinding signs, pavement markings and landscaping. Major capital projects, property redevelopment and property acquisition will provide opportunities for more substantive upgrades such as new sidewalks, additional tree planting and landscaping, the enhancement of Bowker Creek and implementation of stormwater management with swales and rain gardens.



Policies

Greenway and Trail Network

6.3.1 Advance the implementation of an integrated greenway networks guided by the Active Transportation Plan and the Bowker Creek Blueprint 2.0.(Map 6.3).

6.3.2 Maintain flexibility in the routing of trails and greenways to maximize potential route options based on property acquisition, opportunities presented through redevelopment, and orientation to major destinations.

6.3.3 Consider opportunities to acquire properties or easements to improve connectivity within the trail, greenway and overall mobility network.

6.3.4 Give priority to cyclists and pedestrians on designated greenways by providing safe crossings at major streets, introducing traffic calming and providing intersection priority.

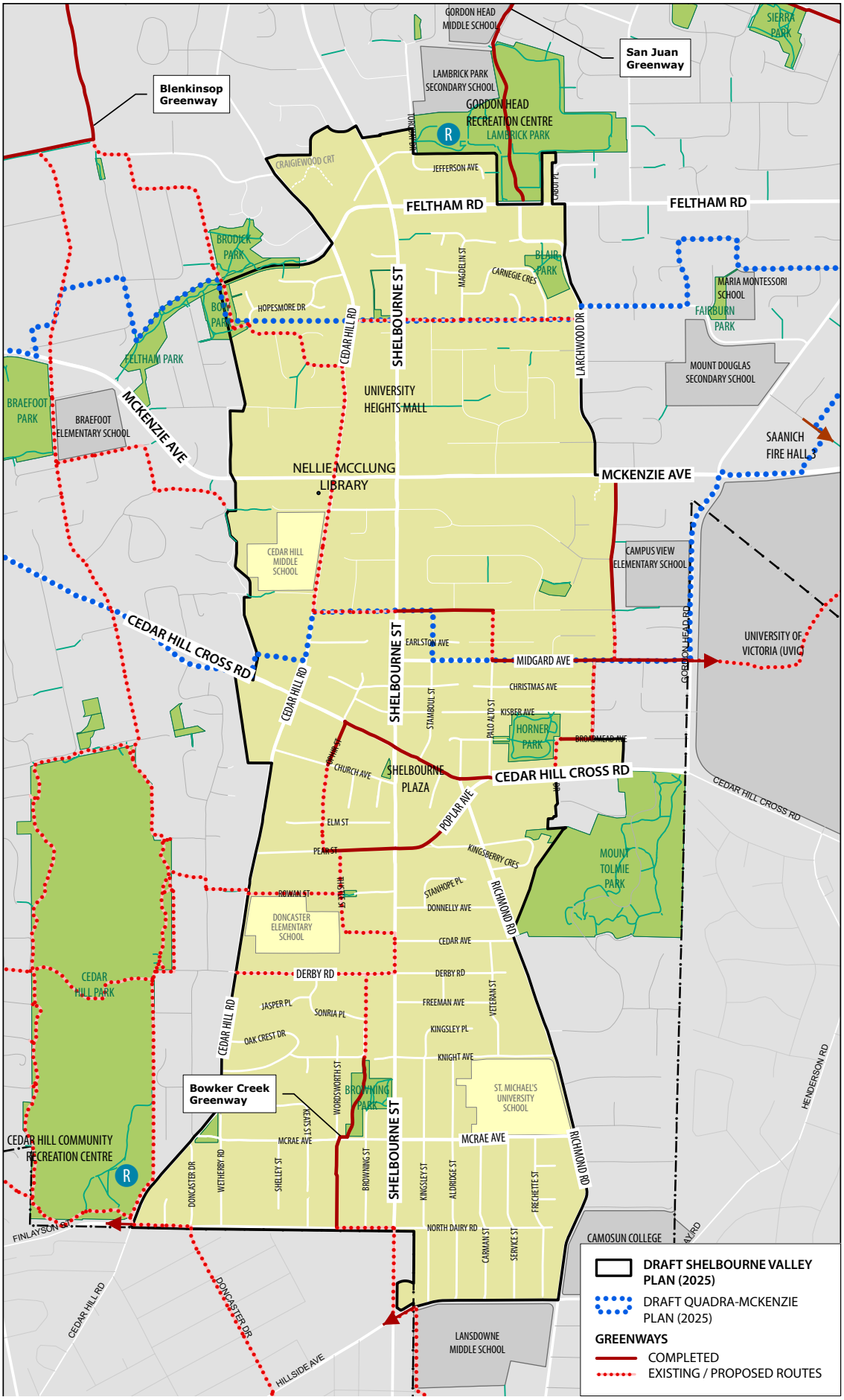
6.3.5 Continue to support trail and greenway development and enhancement through collaboration with state and non-state actors in the design and implementation.

6.3.6 For greenways that align with Bowker Creek, seek to implement and coordinate greenway enhancements with actions identified in the Bowker Creek Blueprint 2.0 (Map 6.4).

Implementation

6.3.7 Continue to seek funding opportunities for implementing the greenway and trail network and linking it to other greenways and trails.

6.3.8 Implement wayfinding to improve the navigability of greenways and orientation to major destinations, including community recreation facilities, educational institutions and Centres and Villages



Map 6.4 | Greenways and Trails

6.4 | Public Transit

Public transit connects users to the Valley's Village and Centres, the University of Victoria, Camosun College, the City of Victoria, and other communities to the north and east of the Shelbourne Valley. Key routes servicing the Valley offer competitive travel times and reduce many of the environmental and community impacts caused by single occupant vehicle use. For those who do not drive, transit may be the only option for getting to jobs, commercial areas, services and recreation. The mode share for transit in Saanich is approximately 7% in 2022. In line with the BC Transit's 10 Year Vision, Saanich transit mode share target is 14% by 2030 and 20% by 2050.

Four bus routes serve Shelbourne Street, two going the length of the Valley, with service about every seven minutes during peak rush hour periods. Approximately 3,200 passengers board their bus in the Valley daily, with the highest activity transit stops located in Shelbourne-McKenzie Centre and Hillside Centre.

Shelbourne Street is identified as a Frequent Transit Corridor, highlighting the importance of transit service reliability and high-quality facilities. This designation is reinforced by the Saanich OCP, which includes a number of policies to promote transit through increased density and a mix of land uses around Centres, Corridors and Villages.

The transit policies of this plan focus on three primary objectives:

- Create comfortable passenger and pedestrian facilities for transit users;
- Encourage higher density mixed-use development in the Valley's Centres and Village and within walking distance to Shelbourne Street; and
- Increase the speed and reliability of service and prioritize transit vehicles within the road network.

Policies

Modal Integration

6.4.1 Seek to incorporate elements such as bike lockers, public washrooms and wayfinding signage into the design of buildings adjacent to transit stops during development.

Shelbourne Street Transit

6.4.2 Explore opportunities to implement dedicated transit lanes along Shelbourne Street to support rapid bus.

6.4.3 Continue to implement the long-term Shelbourne Street cross-section (Map 6.5) to improve transit travel time, reliability, and connectivity at Cedar Hill Cross Road, McKenzie Avenue, and Feltham Road, encourage ridership, and accommodate increased service and demand.

6.4.4 Provide coordinated signal timings along Shelbourne Street with transit signal priority to accommodate increased transit services and minimize passenger delays.

6.4.5 Retain bus bays north and south of McKenzie Avenue and North Dairy Road to accommodate larger passenger loading and alighting volumes and maintain time transfer points for buses.

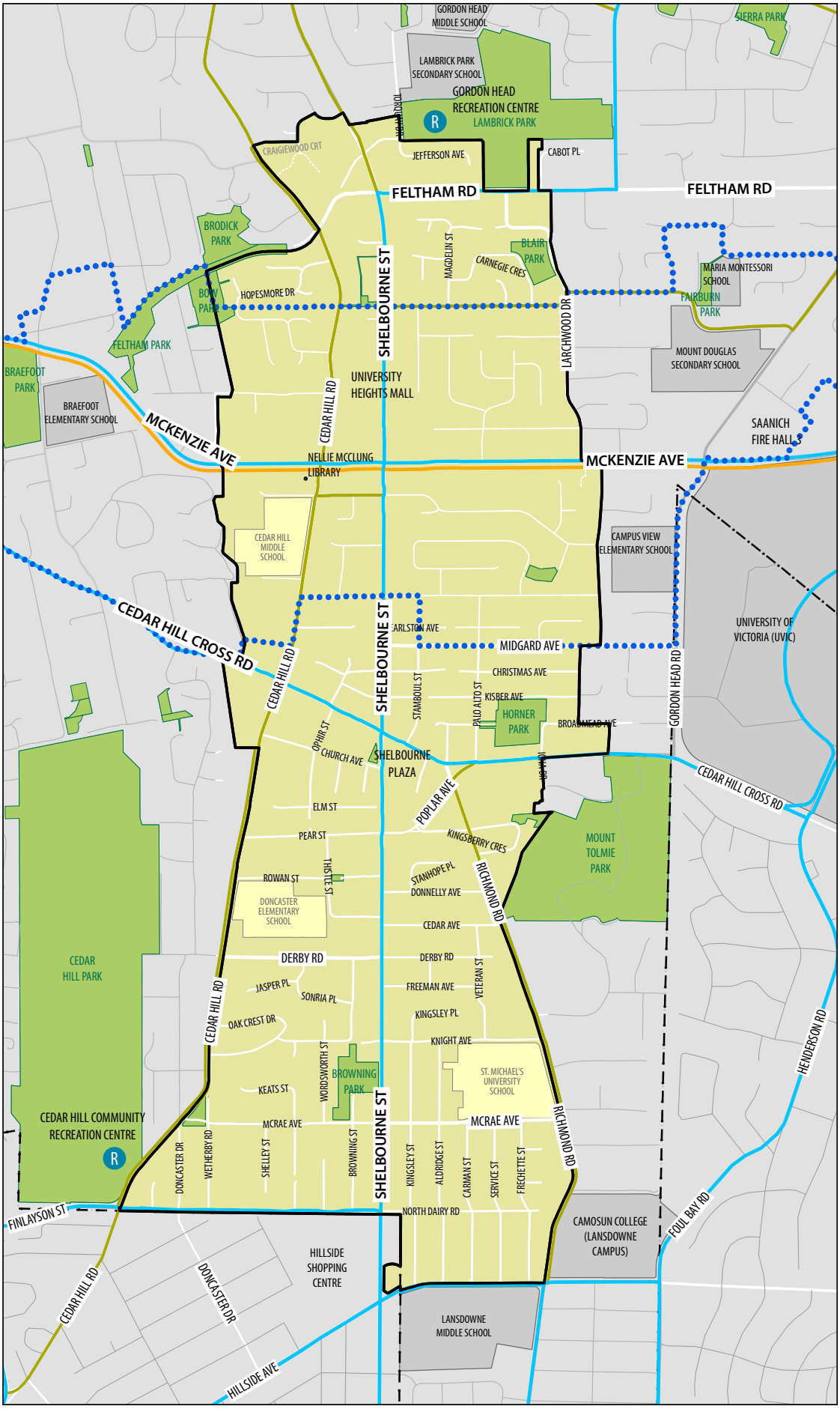
Transit Network

6.4.6 Work with BC Transit to introduce frequent transit service along Cedar Hill Cross Road with supporting infrastructure.

6.4.7 Retain access to the Garnet Road bus zone, west of Shelbourne Street, for local buses.

Accessibility

6.4.8 Explore bus stop enhancements on Cedar Hill Road as part of road, sidewalk and cycling improvements.



Map 6.5 | Transit Network

6.5 | Motor Vehicles

Despite decline in the use motor vehicle across the district in the last decade, this mode of transportation remains the most widely used mode of transport in Saanich. Currently, vehicular travels account for about 69% of travel in Saanich, an 11% reduction when compared 2017. Specifically, on Shelbourne Street, the traffic volume count at the north and south end was 18,000 and 25,000 vehicles, respectively, per day in 2017. Today, the traffic volume at these locations is around 12,500 and 22,000 vehicles per day. To achieve its sustainability goals, Saanich is committed to achieving a mode shift target of 64% to travel by private vehicles by 2030 and 50% by 2050. This Plan equally supports this initiative through land use policies and designations that promote a compact and dense development, in addition to improved connectivity for walking, cycling and better transit service.

While active transportation is the priority, efforts are also made to improve existing roads and integrate vehicular and non-vehicular modes of travel. The Shelbourne Street Improvements Project is a principal effort in the Plan area towards addressing this. Further efforts will be needed to improve connectivity on the west and east side of Shelbourne Street to ensure efficient movement of people, goods and services in and around the Plan area.

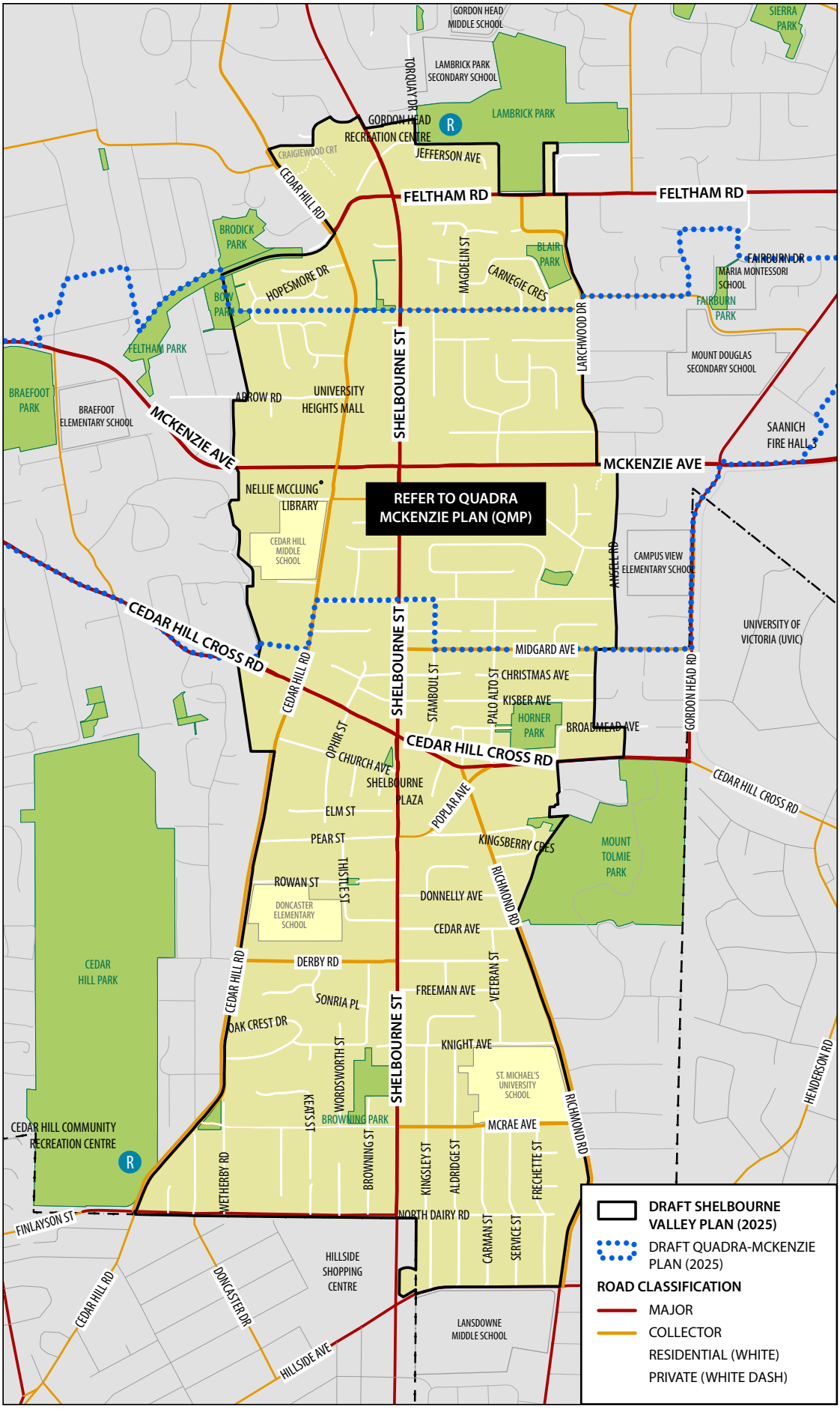
Policies

6.5.1 Continue to support opportunities for road upgrade and multi-modal circulation during development in alignment with the Saanich Mobility Pyramid.

6.5.2 Avoid changes to the transportation network that increase capacity for general purpose traffic.

6.5.3 As large (special) sites redevelop, explore opportunities to acquire lands for new streets or lanes to improve circulation, add connections for all modes, reduce the number of driveway accesses off major roads, and provide additional opportunities for street animation.

6.5.4 Support the efficient movement of commercial services and goods within the Shelbourne Valley through improved road connectivity and Transportation Demand Management and Parking approaches identified in the OCP.



Map 6.6 | Road Network

6.6 | Shelbourne Street

Shelbourne Street functions as both a community street used by Valley residents to access local destinations (including Centres and Villages), as well as an important regional link connecting major regional destinations within the CRD, such as the University of Victoria and Downtown Victoria. The Street was originally designed primarily for vehicular traffic, hence limited space and infrastructure to support a safe and convenient walking, cycling, and transit experience. Large block sizes, east-west linkages and accessible crossings, limited connections between neighbourhoods, schools, parks, and commercial areas, pose a challenge particularly for those relying on active transportation. Although the situation has been improved through recent upgrades, the long-term vision includes further enhancements to ensure the street is more comfortable, safe and attractive. Therefore, improving connectivity in the Plan area is germane to achieving the Plan's transportation and mobility objectives as well as the OCP's vision of a 15-minute community.

The Shelbourne Street Improvements Project, aimed at transforming Shelbourne into a complete street that supports multimodal connectivity, is a direct response to these gaps. Throughout the length of Shelbourne Street, new protected bike lanes are being built as well as better sidewalks without significant widening of the right of way. The project seeks to improve safety for all road users, access for pedestrians and cyclists and ensure vital underground utilities continue to function safely and reliably far into the future. The Shelbourne Street Improvements Project is anticipated to be completed in 2026.

Other highlights of the project include:

- Traffic signal additions and upgrades
- Full repaving of roadway
- Improved visibility of road markings
- Reduced intersection crossing distances
- Improved lighting
- New street trees and landscaping
- Improved bus stops with new shelters and lighting
- New street furniture, such as bike racks, waste receptables and benches
- A bike connector to the University of Victoria

The Plan supports continued transformation of Shelbourne Street into a well-connected, safe and convenient multimodal corridor with enhanced walking and cycling facilities, improved crossings, new transit stops, and upgraded public spaces.

Shelbourne Streetscape

Policies

Design Concept

6.6.1 Continue to transform Shelbourne Street into the long-term vision for the street.

6.6.2 Implement physical changes and design solutions that produce "Great Street" elements on Shelbourne Street, including a generous pedestrian realm, extensive landscaping, significant tree canopy and an improved public-private interface.

6.6.3 Explore design solutions that help reduce vehicle speeds on Shelbourne Street.

6.6.4 Support pilot projects that temporarily convert outside lanes on Shelbourne Street to trial transit initiatives or support community events.

Shelbourne Street Cross Section

6.6.5 Acquire additional right of way, as redevelopment occurs, to achieve the following right of way widths on Shelbourne Street:

a. 28 metres in most mid-block segments
b. 30 metres within Centres or Villages
c. 30 metres to accommodate left turn lanes or landscaped medians

6.6.6 Implement the mid-term Shelbourne Street cross sections indicated in Figures 6.5 and 6.6, as additional right of way is acquired, with:

a. 2.0 to 5.0 metre sidewalk separated from the roadway edge by the adjacent protected bike lanes and treed buffer area;
b. 2.0 to 3.0 metre protected bike lane along the full extent of Shelbourne Street; and,
c. A minimum 2.0 metre boulevard space to enable tree planting and stormwater management.

6.6.7 Explore opportunities to implement the long-term Shelbourne Street cross-section as indicated in Figure 6.7 with dedicated transit lanes to prioritize transit vehicles.

6.6.8 Provide wide (4 to 6 metre), accessible pedestrian areas in front of buildings in the Valley's Centres and Village, located within the right-of-way or partly on private property where direct building access is provided.

Intersection Treatments, Bus Bays and Turn Lanes

6.6.9 Manage potential conflicts between cyclists, pedestrians and vehicles at intersections through separation (where feasible), as well as appropriate pavement markings and signage.

6.6.10 Use raised sidewalk and bike lane crossings where Shelbourne Street crosses low volume local streets

6.6.11 Generally limit the introduction of new turn lanes at intersections along Shelbourne Street.

6.6.12 Eliminate bus bays and some turning lanes on Shelbourne Street, where feasible, to narrow the width of the street, improve transit operations, and improve cyclist and pedestrian safety along the corridor.

Accesses and Loading Bays

6.6.13 Reduce the number of driveways on Shelbourne Street and convert existing accesses to right in / right out to minimize potential conflicts between motorists, pedestrians and cyclists.

Utilities

6.6.14 Encourage overhead wiring to be relocated underground.

6.6.15 Incorporate pedestrian scale lighting into expanded right of way to provide focused illumination on sidewalk and cycle track areas.

Street Furniture

6.6.16 Incorporate high levels of pedestrian amenities on Shelbourne Street, including benches, litter receptacles, drinking fountains, wayfinding signage and public art, with a focus on Village and Centre locations.

6.6.17 Locate comfortable and attractive transit stops adjacent to pedestrian generators.

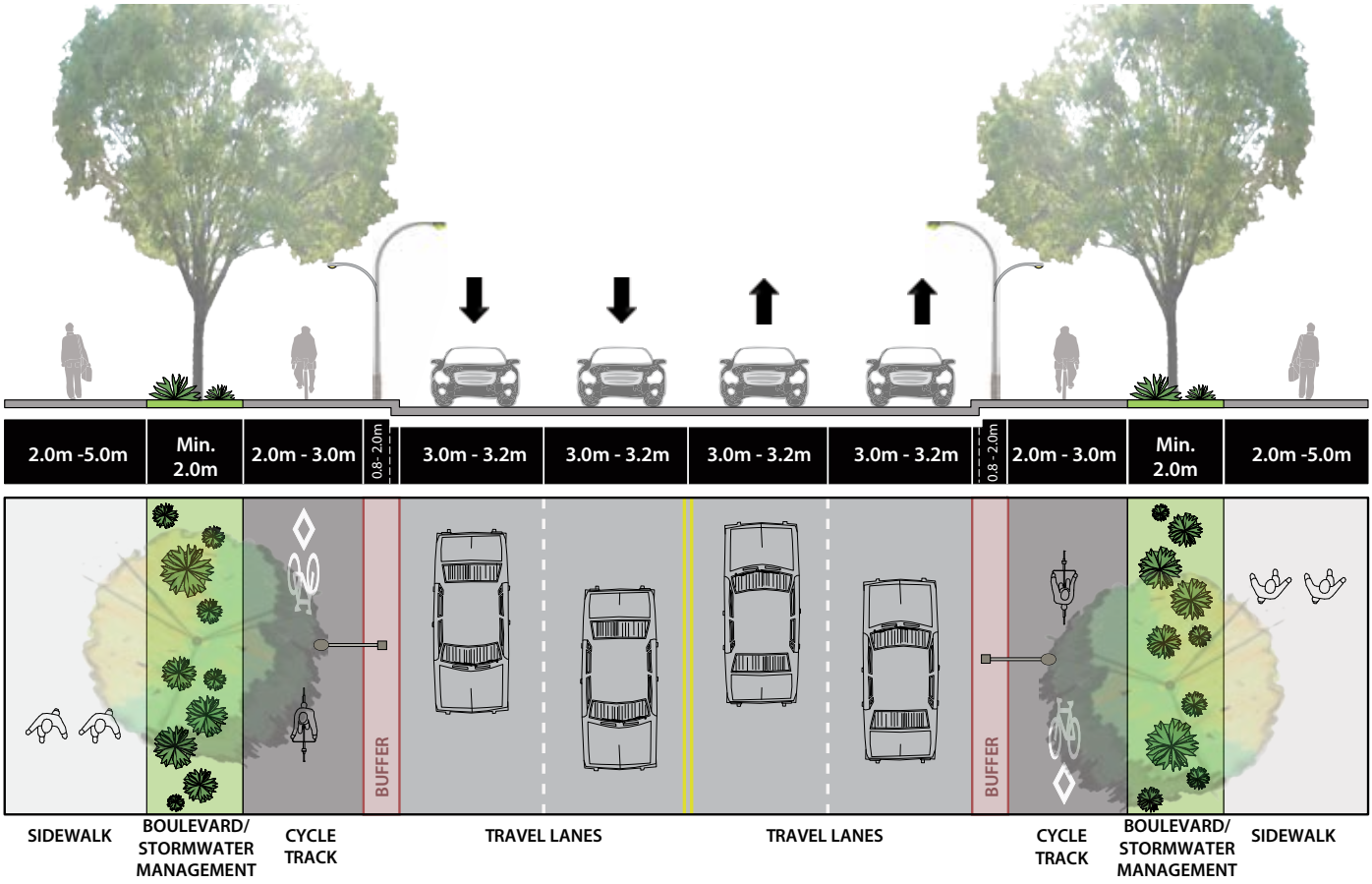


Figure 6.6 | Mid-term Shelbourne Street Cross-Section

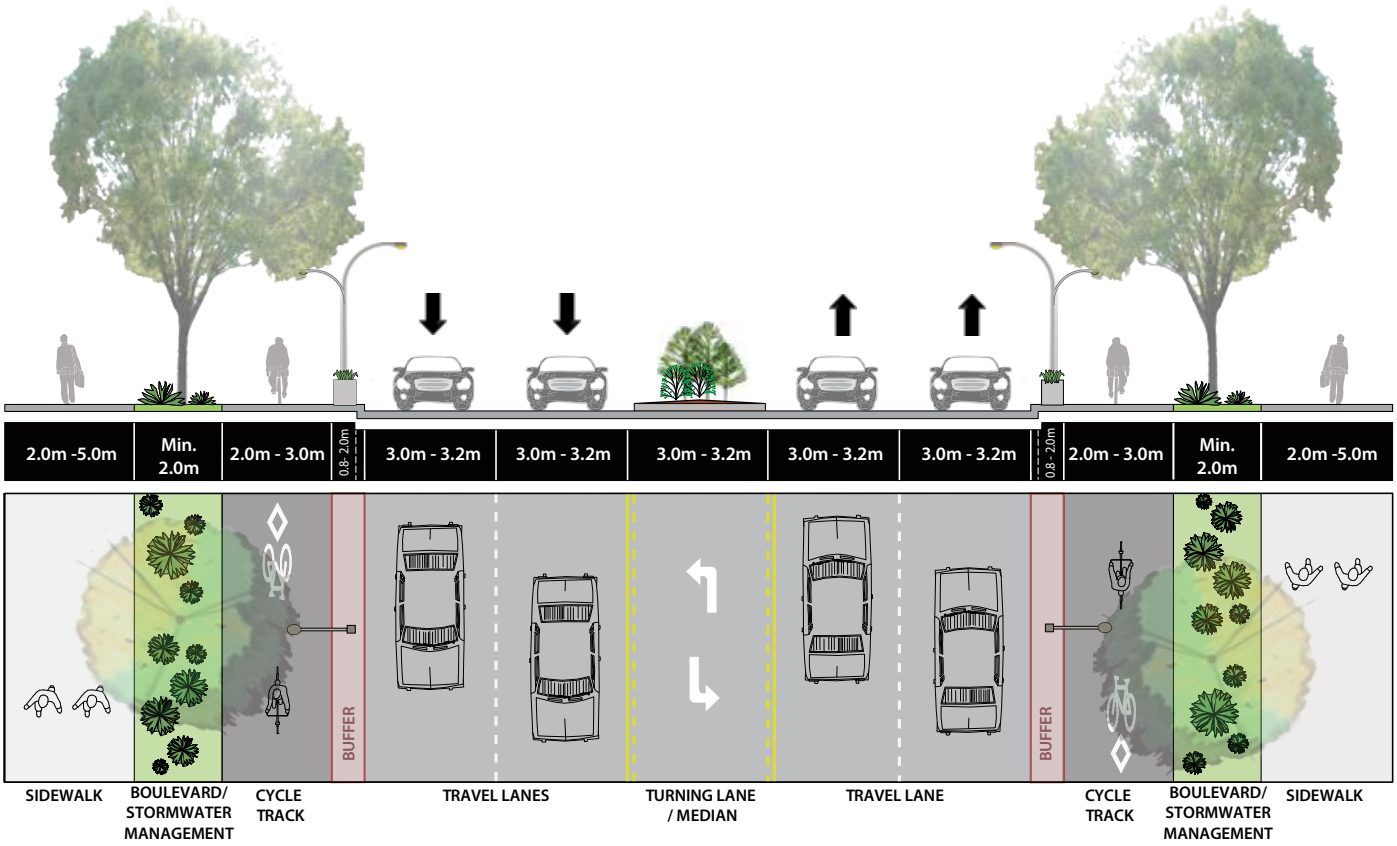


Figure 6.7 | Mid-term Shelbourne Street Cross-Section with Turn Lane / Landscaped Median

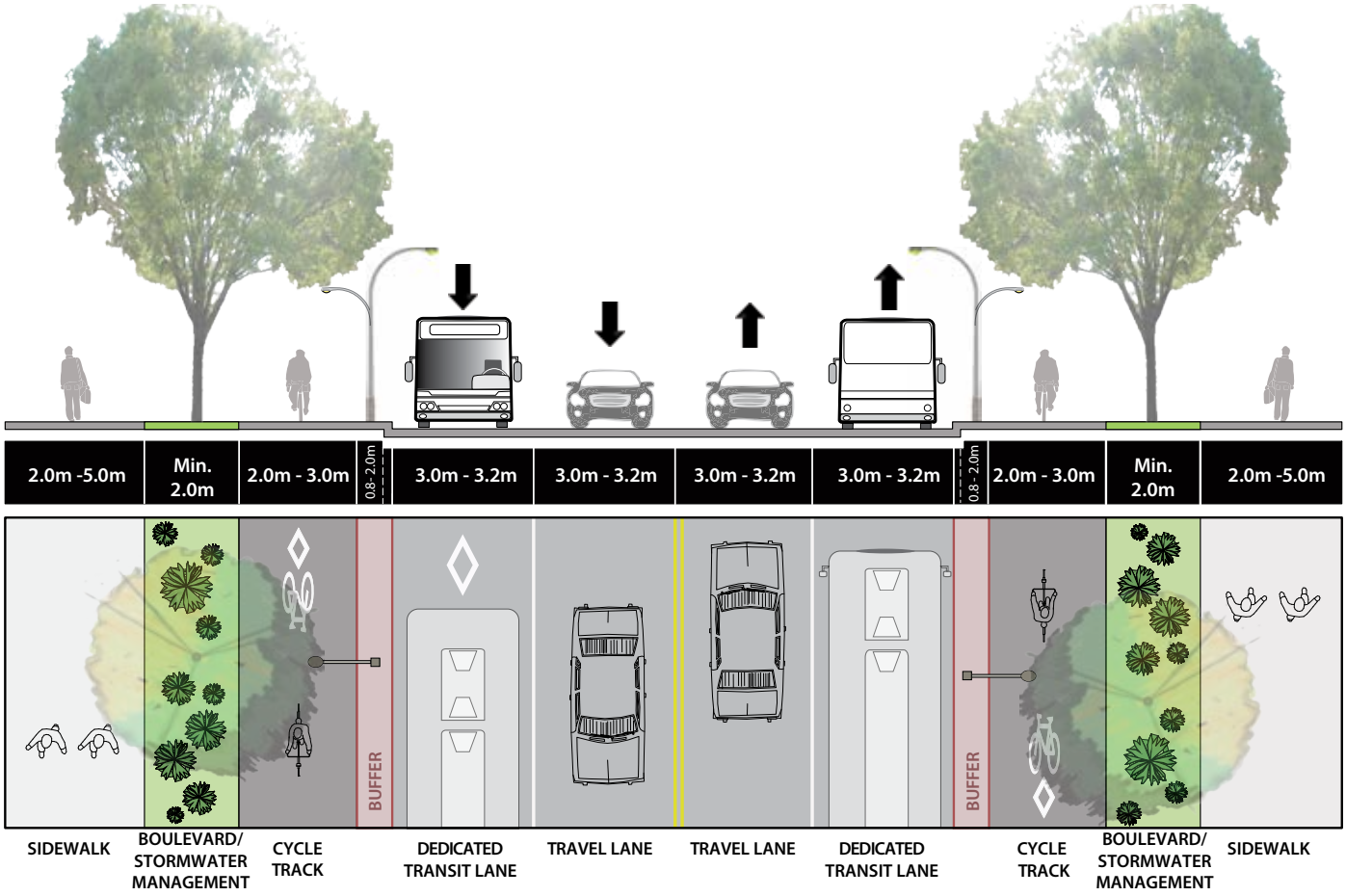


Figure 6.8 | Long-term Shelbourne Street Cross-Section with Dedicated Transit Lane

Figure 6.9 | Examples of Potential Shelbourne Street Transit Technology

7 URBAN DESIGN & ACCESSIBILITY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Introduction

Urban design is the practice of placemaking: the art of making places for people. It is about making connections between people and places, movement and urban form, nature and the built environment, and the processes that ensure successful places are developed and maintained. Urban design blends together architecture, landscape architecture, and city planning to make urban areas functional and attractive. Integrating land use policies with urban design principles enables the development of successful communities that are attractive, liveable and safe, with distinctive architecture, streetscapes, landscaping and character.

The existing urban design conditions in the Valley for the most part do not invite pedestrian activity or highlight the Valley as a special place. The current design is largely focused on utility and enabling easy vehicle access. In many instances, surface parking lots separate building entrances from the sidewalk resulting in poor connection between buildings and the pedestrian environment. A lack of public spaces and unprotected sidewalks in the Centres, Village and Corridor also limits potential community activity that can occur in the public realm. Furthermore, the area is lacking elements like high quality street furniture and public art that could add comfort and interest.

This Plan looks to create a people-focused urban environment in the Shelbourne Valley by incrementally improving land use and mobility, while integrating urban design principles to create a cohesive and accessible place for all ages and abilities. To ensure new development achieves a built form that matches the vision for the Valley, it will be evaluated more on design outcomes, rather than a prescribed density. Plan objectives, design principles, building height limits, and appropriate transitions and setbacks will all play a role in defining these outcomes. A primary focus of designing new development, capital projects and beautification elements will be to enhance the interface between the public realm and private property to invite activity and social interaction.

The urban design and accessibility principles in this chapter complement the Development Permit Area Guidelines (DPA Guidelines) which already provides comprehensive guidance on form and character, accessibility, and public realm design for all development in Saanich. The urban design policies in this Plan are intended to enhance the area's identity and support implementation of the land use framework, transportation and overall public realm improvements in the Shelbourne Valley. Strategy 2A in the Active Transportation Plan also provides actions towards ensuring infrastructure is accessible for all users in the District. Both the DPA Guidelines and the policies in this Plan are not intended to restrict design flexibility or creativity. Instead, they present expectations for development to fit into the community's coordinated vision.

Urban Design and Accessibility Objectives

A. Ensure new development and urban design are responsive to geographic conditions, natural areas, and site-specific constraints.

B. Foster community connections and interactions through improving physical connections and visual linkages.

C. Reduce the dominance of motor vehicles through orienting buildings to the pedestrian realm and improving the design and location of parking and vehicle access points.

D. Develop an age friendly environment with improved accessibility for all ages and abilities.

E. Green the Valley through urban design features, landscape enhancements and natural feature restoration.

F. Create places and points of interest through introducing beautification elements, animating public spaces, and highlighting the Valley's natural and historic elements.

G. Encourage high quality architecture and urban design.

7.1 | Valley Identity

Much of the Shelbourne Valley lacks a clear theme or cohesive set of elements that create an overall identity. Creating this identity will increase interest for residents and signify to people traveling through the Valley that they are entering a place that is more than just a shopping area or commuter route. Through the application of design principles, new development will create a much more intimate scale and pedestrian friendly dynamic, which will help to signify the Valley as a place for people. Creating a series of places within the Valley that have a unique identity and contribute to the Valley's identity as a whole is a critical aspiration for the Plan. Gateways, public spaces, public art and street furniture will reinforce a human scaled design and add to the Valley's quality of place.

Policies

Gateways

7.1.1 Celebrate Feltham Village and Hillside Centre as gateway locations to the Shelbourne Valley through public art, signage, architectural features and street furniture.

7.1.2 Increase awareness and profile of Memorial Trees as a key historic feature in the Valley.

Street Furniture

7.1.3 Develop a suite of street furniture that can be used to enhance the public realm and reinforce the identity of the Shelbourne Valley.

Public Art

7.1.4 Prioritize the addition of works of public art in the Centres and Village to reinforce their identity in the Shelbourne Valley.

7.1.5 Where possible, locate public art within parks or open spaces.

7.2 | Plaza and Open Spaces

An integral part of the quality of a place is having public open spaces that enable community activity and interaction. Section 5 of this Plan includes policies related to the location and acquisition of new parks and open spaces. This part of the Plan highlights key design considerations to enable integration of public spaces with building and mobility networks.

Policies

Plazas and Open Spaces

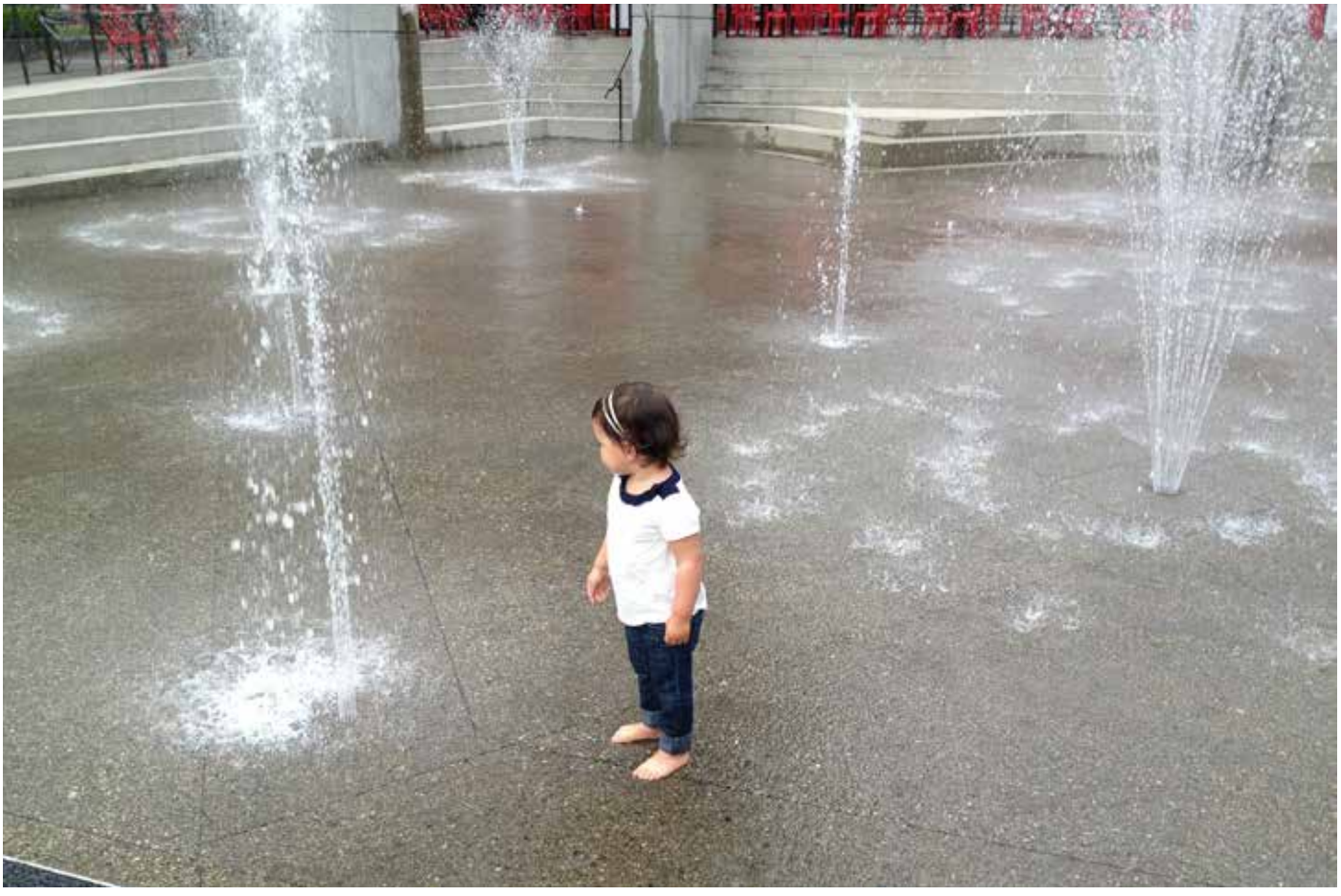
7.2.1 Promote the inclusion of urban plaza in major developments at the core of the Centre and Village.

7.2.2 Include elements in plazas and parks that reinforce local identity including public art and other elements that highlight the natural and historic identity of the Valley.

7.2.3 Ensure new plazas or open spaces are located along active pedestrian streets to contribute to vitality and improve their visibility.

7.2.4 When new buildings are sited adjacent to a plaza, promote active commercial uses such as cafes or retail stores that have direct access to the plaza

7.2.5 Allow courtyards or squares to be located on private property with a statutory right-of-way for public use/ access.

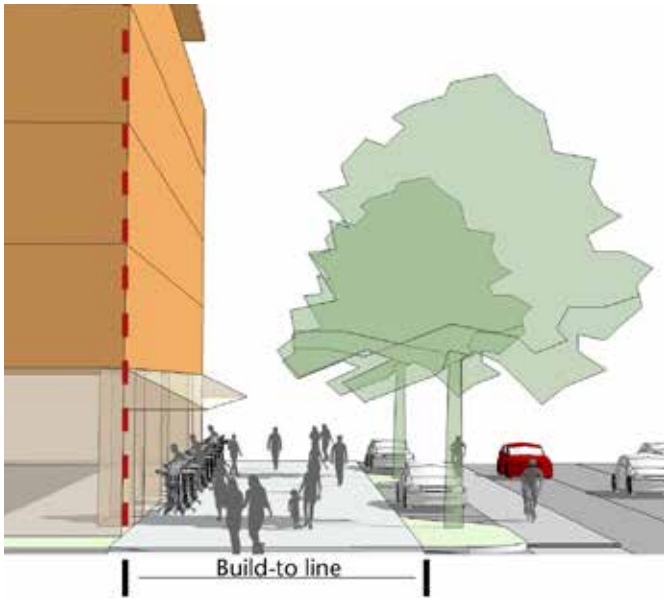


7.3 | Building Setbacks

Building setbacks provide spatial separation between adjacent buildings or between buildings and the public realm. Setbacks are typically used for fire protection, privacy, landscaping, Tree planting, a buffer from traffic and street noise, the preservation of natural features and viewscapes, and the creation of spaces for social interaction and temporary commercial uses, such as outdoor patios and merchandise displays. Establishing appropriate setbacks involves balancing these considerations, with the need to animate pedestrian spaces.

Setbacks will vary depending on the type of use. Active commercial uses are located closer to the street to more directly engage the public realm and invite pedestrian activity. Commercial or mixed-use buildings also typically have small or zero side yard setbacks to encourage a continuous streetscape. However, a side yard setback can allow flexibility to accommodate a driveway and/ or patios without creating excessive space between buildings. For apartments and townhouses, setbacks are generally larger to provide more privacy, while also incorporating design features, such as prominent entrances, that engage the public realm.

In general, existing setbacks as set out in the Saanich Zoning Bylaw will apply in most cases. This Plan identifies guidelines for front yard setbacks for apartments and townhouses and guidelines for pedestrian space for mixed use and commercial developments. These guidelines are intended to create developments that have a better relationship with the pedestrian environment and account for the future Shelbourne Street cross section. Figures 7.4 and 7.5 illustrate how sidewalk and building setback areas can be blended in commercial areas to create a cohesive streetscape.



Policies

Setback Guidelines

7.3.1 Generally achieve 4-6 metres of pedestrian space through a combination of sidewalks within the public right of way and building setbacks on private land in the Centre, Corridor and Village.

3m combined sidewalk and building setback

4m combined sidewalk and building setback

5m combined sidewalk and building setback

7.4 | Accessibility

The need to design the built environment so people can participate as fully as possible in community life is compelling. Accessibility is significantly affected by the way buildings, landscapes, sidewalks, paths, bus stops, and roads are designed. Traditionally, the built environment has been oriented to the "average" person who is able-bodied and at least moderately capable in most areas. However, design standards and practices based on an "average" person fail to accommodate many potential users. The ultimate objective should be to consider as many people in as many situations as possible – to create a built environment that is as inclusive as possible.

While at any time, a large portion of the population has some sort of identified permanent (long-term, medium-term or occasional) limitation in some of their daily activities, access is a particular concern to seniors, young children and those with disabilities. One in five Saanich residents is over 65 years of age and one in eight Canadians lives with a disability. With increasing age comes reduced mobility– between 35 and 40% of people over 65 years of age experience some reduced mobility. Also, designing an environment that has few accessibility barriers creates family friendly places, particularly for young children.

Many of the accessibility challenges in the Valley relate to the design of the mobility network. Sidewalks of variable quality, long crossing distances and a lack of benches and other amenities make travel through the Valley challenging for many people. Additionally, many buildings have not been built to contemporary standards to integrate accessibility features. Upgrades to the mobility network, new buildings with modern features, more public spaces, and buildings oriented to the public realm will all create a Valley that is broadly accessible and inclusive.

Policies (See also section 6.1 | Walking)

Universal Design

7.4.1 Apply universal design principles and accessibility for all ages and abilities in accordance with the DPA Guidelines, Saanich Subdivision Bylaw and the Active Transportation Plan in all new development and public realm improvements.

Mobility

7.4.2 Work with developers to provide drop-off bays that accommodate handyDART buses in developments that have a focus on seniors or other populations with potential mobility issues.

7.4.3 Implement the recommendations of the Access to Transit Report (2007), with respect to pick-up/ drop-off zones, sidewalks, corners, intersections, crosswalks, pathways and entrances to buildings.

7.4.4 Integrate access considerations for mobility scooters into the design of transportation facilities.

7.4.5 Install additional benches along major pedestrian routes and space at distances that provide rest opportunities for people with mobility challenges.

Community Services

7.4.6 Encourage businesses and business associations to implement senior-friendly programs.

7.4.7 Enable a range of community services to locate in Centres and Villages that are easily accessed by walking or transit.

Housing

7.4.8 Encourage new multi-unit developments to include patio-level, universally accessible ground-floor units with direct connections to the public sidewalk or internal walkways, especially in proximity to transit and services.

McKenzie Avenue Bus Stop

8 IMPLEMENTATION

Introduction

Advancing the objectives and policies in this Plan is essential to achieving the intended outcomes. This process will require a coordinated series of short- and long-term actions that will most likely happen incrementally over time. Council plays a key role in this process as their decisions with respect to priorities, funding, and implementation, alongside collaboration with senior governments, neighbouring municipalities, school districts, private and not-for-profit sectors, and the community.

Like many other plans, implementing the Shelbourne Valley Plan is a complex initiative that combines environmental, land use, and transportation goals. It is therefore challenging to know with absolute certainty what the future will bring in terms of new planning concepts, best practices, and technologies that may affect how the Plan's directions are carried out. Also, many actions require additional resources, and some depend on other jurisdictions or have far reaching impacts beyond the District Saanich.

To ensure effective implementation and track progress, this section outlines a set of key actions based on policies in each section of the Plan, with a relative sense of priority, implementation status and an approach for tracking the progress of the Plan.

8.1 | Prioritized Actions

Several priority actions were identified in 2017 when the original Plan was adopted. These actions align with other district-wide Plans and initiatives. The 2017 priority actions were undertaken systematically and as a component of various initiatives to implement the Shelbourne Valley Action Plan.

While some actions were completed, others are in progress or not yet started.

A summary of the actions prioritized in 2017, and their implementation status is provided as in Figure 8.1.

Action	Department (Initiative)	Status
Environment		
Consider additional areas identified on Map 4.2 for inclusion in the Environmentally Sensitive Areas Atlas	Planning/ Engineering (Biodiversity Conservation Strategy)	Complete
Adopt a Stormwater Management Bylaw	Engineering (Integrated Stormwater Management Planning)	In-Progress
Secure key properties to facilitate the restoration of Bowker Creek	Planning/ Parks	In-Progress
Work cooperatively with the City of Victoria and the District of Oak Bay to develop common Development Permit guidelines or another tool to help implement the Bowker Creek Blueprint on private lands within the Bowker Creek Watershed.	Planning	In-Progress
Support the Bowker Creek Initiative in the development of a study to assess the technical opportunities and constraints of daylighting Bowker Creek in the Shelbourne Valley.	Planning / Parks / Engineering	Complete
Update relevant Local Area Plans to align with Shelbourne Valley Action Plan	Planning	Complete
Land Use		
Secure park / plaza space in Shelbourne McKenzie Centre (formally known as the University Centre)	Planning/ Engineering (Biodiversity Conservation Strategy)	Partially Complete
Secure park / plaza space in Shelbourne Valley Centre	Engineering (Integrated Stormwater Management Planning)	In-Progress
Undertake a parking study to review parking standards in Centres and Villages	Planning/ Parks	In-Progress
Pursue economic development opportunities in Shelbourne McKenzie Centre (formally known as the University Centre) that strengthens linkages to the University of Victoria and associated knowledge-based industries	Planning	In-Progress and On-going

Action	Department (Initiative)	Status
Mobility		
Undertake a transit signal priority study in partnership with BC Transit	Engineering	Complete
Shelbourne Street short-term Improvements: McKenzie Avenue to Torquay Drive	Engineering (Integrated Stormwater Management Planning)	Complete
Shelbourne Street short-term Improvements: North Dairy Road to Pear Street		Complete
Shelbourne Street short-term Improvements: Pear Street to McKenzie Avenue		In-Progress
Upgrade UVic Bike Connector from Pear Street at Shelbourne Street to UVIC		Complete
Acquire pedestrian connections, as per map 6.1		Mostly Done
Develop and implement a pedestrian and cycling wayfinding signage program	Planning/ Engineering	Not Started
Incorporate bus shelters at all stops on Shelbourne Street	Engineering	In-Progress
Explore the introduction of on-street parking during off-peak hours on Shelbourne Street	Planning/Engineering (Off-Street Parking and Loading Regulations Update)	In-Progress
Evaluate land use changes, transportation trends and other factors every five years to update mobility implementation priorities to optimize progress towards the 30-year goals of the Plan	Planning/ Engineering (SSIP)	Completed
Acquire land to support short-term mobility improvements	Legislative Services/ Engineering (Shelbourne Street Improvement Project)	Completed
Monitor street network during and after Shelbourne Street changes to determine if subsequent improvements are required		Completed
Upgrade underground utilities along Shelbourne Street in coordination with short-term mobility improvements		Completed

Action	Department (Initiative)	Status
Urban Design and Accessibility		
Develop District-wide design guidelines for the Centres and Villages and include the Shelbourne Valley as a new Development Permit Area	Planning (Development Permit Area Guidelines)	Complete
Develop a suite of street furniture that can be used to enhance the public realm and reinforce the identity of the Shelbourne Valley	Planning/ Engineering	In-Progress
Install public art within Shelbourne McKenzie Centre (formally known as the University Centre) and Shelbourne Valley Centre	Planning	In-Progress
Explore the establishment of a public realm fund for the Shelbourne Valley	Planning (Community Amenity Contribution and Development Cost Charge Bylaw)	In-Progress

Figure 8.1. 2017 Priority Actions

Additional Priority Items

Building on the progress made since 2017, new priority actions have been identified through the 2024-2025 plan update. These actions reflect new priorities and trends, respond to evolving community needs and will complement the completion of outstanding actions from the original plan.

New priority actions identified for implementation is outlined in Figure 8.2.

Action	Policy	Sections
Explore pre-zoning in the Shelbourne Valley, including to provide opportunities for more rental and supportive housing.	5.4.10	Housing
Explore opportunities offered through the Lambrick Park Campus Master Plan to implement OCP objectives, address community needs, and expand recreational opportunities.	5.5.5	Land Use

Figure 8.2. 2024-2025 Priority Actions

8.2 | Monitoring and Evaluation

The Shelbourne Valley Plan was originally adopted as an Action Plan in 2017. As part of the monitoring and evaluation exercise, the original Plan was updated seven years later to align with the Official Community Plan, other initiatives and recent changes in the District and Region. The update also incorporated an assessment of the outcomes of development activities in the area since the Plan was adopted.

To ensure the Plan remains a useful and relevant framework for the Shelbourne Valley, the policies of this Plan will continue to be monitored regularly. This is in line with Council's Strategic Plan direction to review and assess the need for five-year updates of Centre, Corridor and Village Plans. The Plan lean on other District-wide initiative including the Housing Strategy, Housing Need Report, Climate Plan, and Annual Report, to monitor and report progress on certain key actions and aspects in the Plan. Amendments arising from the monitoring process will be brought forward for City Council consideration where appropriate.

The primary objective of this Plan is to assist in achieving the overall goals of the Official Community Plan (OCP). Through implementation of the Shelbourne Valley Plan, key OCP objectives, such as accommodating growth in the Centres, Corridor and Village, and improving options for walking, cycling and public transit, will be advanced. As a result, the broader OCP monitoring and evaluation framework will be used to track and assess many vital elements of the Plan to determine if progress is being made.

Decisions regarding implementation funding and relative priority will be made through the annual public Strategic Planning and Budget Planning process.

9 GLOSSARY

15-Minute Community	All households within the Urban Containment Boundary are within a 15-minute walk (or 1.2 km) of key amenities that support daily living. Where these amenities do not exist, long-term planning to guide land use changes will occur to meet community needs.
3-30-300 Rule	An urban forestry management tool which states: everyone can see at least three trees from their home, all neighbourhoods where people live have at least 30% canopy cover, and all homes are located within a 300 m of a park or green space to ensure urban forest benefits are sufficient and accessible to all.
Accessibility	Accessibility is the degree to which a product, service, or environment is available to as many people as possible. The concept often focuses on barrier-free design – designs intended to assist those with a particular limitation, e.g. people with disabilities or special needs.
Active Commercial Use	Commercial units, typically located at grade or the first two storeys of a development, and include services that generate activity within the public realm (e.g. cafes, restaurants, retail shops, service shops, etc.) through opportunity for spill-over of uses and often combined with increased transparency of store fronts.
Active Transportation	Any active trip made to get from one place to another using any form of human powered transportation. This includes a range of methods with walking, cycling, and rolling the most common. Transit is included in active transportation as it is active to get to and from a bus stop.
Active Transportation Facility	Features such as sidewalks, bicycle lanes, multi-use pathways, and pedestrian bridges that both promote and enhance active transportation.
Active Uses	Uses that generate many visits, in particular pedestrian visits, over an extended period of the day. Active uses may be shops, cafes, and other social uses.
Affordable Housing	Housing where the rent or mortgage plus taxes is 30 percent or less of a household's gross annual income. Households that have no option but to pay more than 30 percent of their gross income on shelter expenditures, in reasonable condition and of appropriate size, are households that need affordable housing.
All Ages and Abilities (AAA)	A network of interconnected bicycle facilities that are both comfortable and attractive to all users, regardless of ability, and designed to be suitable for people aged 8 to 80 years old. Typical 'AAA' facilities include bicycle boulevards, protected bicycle lanes and multi-use pathways.
Amenities	Items that add to the physical, aesthetic, and/or functional appeal of a particular site, neighbourhood, or the community in general.
Bicycle lane/Bike Lane	A lane intended for the exclusive use of bicycles and sometimes skateboards, in-line skates, scooters, or other active modes, within a roadway used by motorized vehicles.

Biodiversity	Biodiversity is a term used to describe the variety and variability of life on Earth. Biodiversity encompasses all living species and their relationships with each other. This includes the differences in genes, species, and ecosystems.
Boulevard Street	A major road or collector street containing vehicle lanes, bicycle lanes, and pedestrian facilities and designated for special consideration with respect to boulevard/median landscaping and planting.
Boundary	See "Urban Containment Boundary"
Canopy Cover	A measure of the extent of the urban forest based on the amount of ground covered by the foliage of trees when viewed from above.
Capital Regional District	The provincially established federation of local governments and administrative districts providing services to the Capital Region.
Centre, Corridor and Village (CCV) Plans	Detailed land use plans for Primary Growth Areas. These may include portions of several neighbourhoods. This approach integrates land use and transportation planning, ensuring that planned density will be well served by Saanich's active transportation network and the regional transit service.
Climate Adaptation	Actions taken to help the community cope with or adjust to a changing climate.
Climate Change	In the context of this plan, climate change refers to the effects of burning fossil fuels and emitting other greenhouse gasses (including methane and refrigerants), which trap increasing amounts of the sun's energy in our atmosphere, causing potentially serious and rapid changes in the earth's climate.
Climate Mitigation	Actions taken to reduce climate change, primarily by reducing greenhouse gas emissions.
Collector Street	A street which provides services to secondary traffic generators (i.e., neighbourhood commercial centre and parks) and distributes traffic between neighbourhoods, as well as providing direct access to residential properties. Transit service is permitted.
Community Amenity Contribution (CAC)	Physical amenities or cash contributions provided by developers when Council approves increased density through rezoning. Such contributions help address the increased demand for community facilities and services that come with growth and development.
Community Well-Being	A concept that refers to an optimal quality of healthy community life. Community well-being is only possible when the basic needs of all community members are met, and community members have the skills and abilities to contribute to their own well-being, and the well-being of the community.

Complete Streets	Roads designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete streets will look different based on the context and location, but may include wide sidewalks, protected bike lanes, designated transit lanes, comfortable and accessible transit stops, frequent and safe crossing opportunities, accessible pedestrian signals, landscaping, intermittent shelter, or narrower travel lanes. Complete streets promote a shift in the way road design is approached, both in terms of designing for the full variety of users, and in terms of ensuring safe and reliable integration with the larger transportation network.
Connectivity	The directness of links and the density of connections in a path or road network. A connected transportation system allows for more direct travel between destinations, offers more route options, and makes active transportation more feasible.
Containment	See "Urban Containment Boundary"
Cycle Track	A cycle track is an exclusive bicycle facility that provides space for bicycles and is separated from vehicle travel lanes. Cycle tracks can be either one-way or two-way, on one or both sides of a street, and are separated from vehicles and pedestrians by pavement markings or coloring, bollards, curbs/ medians or a combination of these elements.
Daily Needs	Daily needs refer to resources that people typically need access to more than once a week. Examples include shops, restaurants, workspaces, internet, community services, housing, transit, schools and parks.
Daylighting	Restoring a watercourse that has been channelized and or contained within a pipe or man-made structure, to its natural state.
Density	As defined in the "Local Government Act" S. 872: "the density of use of the land, parcel or area, or the density of use of any buildings and other structures located on the land or parcel, or in the area".
Development or Density Incentive	An increase in the permitted number of dwelling units or gross floor area in return for the provision of certain amenities or affordable or special needs housing.
Development Cost Charge	A levy applied to new developments to offset the long-term cost of providing new or extended services to the community.
Development Permit	An area designated pursuant to the "Local Government Act" where approval of a development permit is required before a building permit can be issued or a subdivision is approved with specified exemptions. Development Permit Areas may be established to: protect the natural environment and biodiversity; protect development from hazardous conditions; revitalize designated commercial areas; guide the form and character of commercial, industrial, and multi-family development; and guide the form and character of intensive residential development or to protect farming.

Development Variance Permit (DVP)	A permit that allows for variances to requirements set out in Saanich bylaws, such as the Zoning Bylaw or the Sign Bylaw. A variance, whether granted via a DVP or through the Board of Variance, may not vary the density or use of land. Changes to the land use or density of a site are done through the Rezoning Process.
Diversity	Appreciating our differences but also our interconnectedness, recognizing systemic and institutionalized discrimination, building relationships across our differences, and celebrating the beauty of our differences.
Dwelling Unit	A self-contained set of habitable rooms with a separate entrance intended for year-round occupancy with complete living facilities for one or more people, including provisions for living, sleeping, cooking, and sanitation.
Ecosystem	A complete system of living organisms interacting with the soil, land, water, and nutrients that makes up their environment. An ecosystem is the home of living things, including humans. It can be any size, but it always functions as a whole unit. Ecosystems are commonly described according to the major type of vegetation, for example an old growth forest or grassland ecosystem.
Environment	All the terrestrial and aquatic ecosystems and landscapes and their associated components, functions, and processes.
Equity and Inclusion	Denotes fairness and justice in process and in results. Equitable outcomes often require differential treatment and resource redistribution to achieve a level playing field. To foster equity and ensure that individuals and communities thrive, local governments must recognize and remove all barriers to participation.
Food Security	A state where sufficient, safe, and nutritious food to maintain a healthy life is always available and accessible to everyone.
Frequent Transit	Transit service that provides medium to high density land use corridors with a convenient, reliable, and frequent (15 minutes or better) transit service all day long. The goal of the Frequent Transit network is to allow people to spontaneously travel without having to consult a transit schedule and is characterized by transit priority, right-of-way improvements, a high level of transit stop amenities, and corridor branding.
Great Street	A concept developed by Alan Jacobs, “Great Streets” are where people want to be, spend time, live, play, work. They provide settings for activities that bring people together; they are memorable; they provide a sense of community and history; and a space for urban public life. Foundation principles include places for people to walk with some leisure, physical comfort, street definition, qualities that engage the eye, and maintenance.
Green Infrastructure	A broad category that includes natural assets and designed and engineered elements that have been created to mimic natural functions and processes in the service of human interests.

Green Roofs	A landscape on a roof which can be distinguished between two major types, namely intensive and extensive roofs. Intensive green roofs can be seen as a gardening and living space, going beyond functional utility by additionally providing aesthetical and social value. In contrast, extensive roofs are kept simple and seen solely as a functional unit for achieving cost savings. In general, this Plan seeks application of intensive green roofs as an extension of open spaces (private or public).
Greenhouse Gas (GHG)	A gas that contributes to climate change by trapping heat in the earth's atmosphere, compared to carbon dioxide (CO2) and measured over a specific time horizon.
Greenway	Linear green space corridors that connect natural areas and communities, associated with watercourses, trails, and transportation routes which provide wildlife habitat and increase recreational opportunities.
Ground-Oriented	Buildings that have direct access to the street or ground level.
Ground-Oriented Dwelling	A residential unit that has individual and direct access to the ground, whether detached or attached, including single-detached dwellings, duplexes, rowhouses and townhouses, as well as the principal unit and secondary suite in single-detached dwelling.
Ground-Oriented Unit	A unit in a multi-storey building that has access from the street via a landscaped patio or garden.
Habitat hubs	Large areas (approximately >10 ha) that provide protected interior habitat and are somewhat isolated from the influence of urban development and activity. These refuge areas are important habitat areas for wildlife less tolerant of urbanization.
Healthy Communities	The Healthy Communities movement originated in Toronto in 1984, at an international conference on healthy public policy and is now globally recognized. There is no one-size-fit-all approach to creating a healthy community, and each region has different characteristics, and each community has a unique history of supporting collective health and wellbeing. Social experiences show that there are four cornerstones for success: community engagement; multi-sectoral partnerships; local government commitment; and healthy public policy.
Heritage Designation	Bylaw to protect a heritage property that is formally recognized for its heritage value from exterior alterations, removal, or demolition without the approval of the City Council.
Heritage Property	A structure, building, group of buildings, district, landscape, archaeological site, or other place in Canada that has been formally recognized for its heritage value.
Heritage Register	A list of property that is formally recognized by the local government to have heritage value or heritage character.

Heritage Site	Properties and sites of historic, architectural, archaeological, paleontological, or scenic significance to the Municipality, that may be designated under the "Local Government Act" or the "Heritage Conservation Act".
High Value Trees	Includes trees that are worthy of retention efforts based upon the review of a professional (ISA) arborist that includes criteria such as age, structure, health, vitality, species, the tree's ability to withstand development activities in and around its above and below ground structures, the suitability of that tree relative to its location and on-site use and infrastructure, and the feasibility of the techniques required to retain the tree. These criteria will help inform when and where extra efforts can be focused to practically retain trees with an excellent chance of thriving into the future. This definition does not mean to negate that fact that all trees embody multiple values.
High-Rise Building	A building twelve storeys and greater in height.
Houseplex	Attached housing containing multiple units in one building. Common forms are duplex, triplex, fourplex and sixplex.
Impervious Surface	Any human-made graded, hardened surface covered with materials comprised of asphalt, concrete, masonry or combinations thereof. An impervious surface is the opposite of a permeable surface and is much less preferred.
Inclusion	Refers to the notions of belonging and participation, it means working together to create and sustain a welcoming place and community for people of all backgrounds, cultures, lifestyles, ages and abilities and actively ensuring that everyone feels they belong.
Infrastructure	The physical assets developed and used by a municipality to support its social, cultural, and economic services.
Invasive Species	A species which is not native or is outside of its natural distribution and which is negatively impacting the environment, people and/or the economy.
Landscaping	Any combination of trees, bushes, shrubs, plants, flowers, lawns, vegetation landscaping, bark mulch, decorative stones, boulders, gravel, paving, planters, foundations, sculptures, fences and the like, professionally arranged and maintained to enhance and embellish the appearance of a property or, where appropriate, to effectively screen a portion of a site.
Liveability	A measure related to quality of life which considers various amenities, services, aesthetics, opportunities, and other features that impact how people live in a given place.
Local Area Plan	Neighbourhood plans that are not currently being updated. Gradually being superseded by CCV plans and District-wide planning.
Low-Rise Building	A building four storeys or less in height.
Major Road	Means a highway, other than arterial, where direct access from abutting properties is limited to safeguard the flow of traffic and where major intersections are controlled by traffic lights.

Micromobility	Small, lightweight vehicles that generally operate at lower speeds and may operate as a shared mobility or transit service.
Mid-Block Crossing	A defined crossing of a public street located approximately at the middle of the block, with pedestrian priority improvements including such things as a painted crossing, curb bulbs, signage, pedestrian refuges, and pedestrian activated crossing signals.
Mid-Rise Building	A building from five to eleven storeys in height.
Mitigation	Measures taken during the planning, design, construction, and operation of works and development to alleviate potential adverse effects on natural habitats. Developments that combine residential, commercial, and other uses in the same building or development. Residences above shops and live-work residences are examples of mixed-use developments. Mixed-use developments enable people to live close to work and amenities.
Mixed Use	Developments that combine residential, commercial, and other uses in the same building or development. Residences above shops and live-work residences are examples of mixed-use developments. Mixed-use developments enable people to live close to work and amenities.
Monitoring	The continuous, systematic process of collecting and analyzing data to track progress towards achieving designated goals.
Multimodal Design	An approach to design where multiple modes of movement are incorporated into private and public developments. Linked with pedestrian-oriented and transit-oriented design approaches, multi-modal design seeks to achieve the heightened health of communities through the merging of transit, bike, and car sharing, taxi, and pedestrians, and to a much lesser extent, vehicles, into one integrated and inclusive system.
Multimodal Transportation	Linking together different forms of transportation, such as walking, cycling, transit, and vehicle travel, to move around the community safely and conveniently.
Multi-Unit Residential Building	A complex containing three or more dwelling units on a lot and includes housing typologies such as houseplexes (triplex, fourplex, etc.) townhouses, rowhouses, apartments and condominiums, also referred to as Multi-Family Development.
Multi-Use Pathway (MUP)	A path with multiple users of different types (e.g., pedestrians, bicycles, and similar user types); MUPs may be shared (all users share the same pathway space, with or without a marked centre line) or may be separated (e.g., the pathway is separated into parallel travelled ways, e.g., one exclusively for pedestrians and one exclusively for bicycles, skateboards, and other active transportation users).
Multi-Use Trail	A paved or unpaved route that is suitable for different types of users including pedestrians, runners, bicyclists and in certain segments equestrians. A MUT is used for active transportation and recreation and can be shared spaces with all users travelling on the same surface or separated with dedicated space for different types of users.

Natural Area	Any physical area that contains sufficient native species, ecological communities, or habitat features to support native biodiversity.
Natural Asset	The stock of natural resources or ecosystems that contribute to the provision of one or more services required for the health, well-being and long-term sustainability of a community and its residents.
Natural Environment	Natural and semi-natural areas, both land and water, that have ecological, scenic, renewable resource, outdoor recreation, and/or greenway value. The natural environment may be within developed or undeveloped areas, whether publicly or privately owned, and not necessarily an undisturbed area.
Natural features	Natural features refer to the natural elements of a landscape, which may include geophysical formations, landforms, vegetation, hydrological features, and any aspect of the environment that occurs without human intervention. These features are essential components of maps and geographic information systems (GIS), serving as critical data points for environmental studies, urban planning, and resource management.
Naturescape	A method of landscape design and landscaping that allows people and nature to coexist. For example, incorporating certain plants, especially native ones, into private and public spaces will attract insects, birds and other fauna that are beneficial to the natural environment, and contribute to healthy watersheds.
Community-oriented commercial use	Community-oriented commercial use refers to strategies and practices that prioritize the well-being, needs, and interests of the local community.
Non-Market Housing	Ranges from temporary shelters such as emergency shelters for people who are experiencing homelessness to supportive and subsidized housing for individuals and families who cannot afford to pay market rents, or who have needs that are not being met by the market. Non-market units are typically owned and operated by a government agency, or a non-profit society and rents may be controlled by a housing agreement.
Non-Profit Housing	A housing development that a non-profit housing provider owns and operates.
Official Community Plan (OCP)	As set out in section 471 of the Local Government Act, an Official Community Plan is a statement of objectives and policies to guide decisions on planning and land use management, within the area covered by the plan, respecting the purposes of local government. An Official Community Plan must be adopted by bylaw. Saanich's Official Community Plan, "Sustainable Saanich," of which this UD Plan is part, falls under Official Community Plan Bylaw, 2008, No, 8940, as amended or replaced from time to time.
Open Space	Lands on which structures for residential, commercial, institutional, or industrial use are not located and are important to the community for their aesthetic, recreational, or ecological value. Lands may be in a 'natural' state (e.g. nature parks, reserves, or undevelopable lands such as flood plains, beaches, and wetlands) or 'developed' state (e.g., playing fields, boulevards, squares, plazas, and cemeteries). They may be in the public domain (e.g. municipal, regional, or provincial parks, roads, and pedestrian networks), or in the private domain (e.g. golf courses).

Parks	Land that has a high capacity for active or passive recreation use and is potentially available for such use. Also includes land set aside for archaeological, historical or ecological purposes.
Parkland Dedication	As per the Local Government Act, a municipality may require a landowner to dedicate up to 5% of a parcel for park purposes for subdivision applications that propose three or more lots. A municipality can also consider cash-in-lieu for parkland dedication, where circumstances are appropriate.
Pedestrian-Oriented or Pedestrian-Friendly	An environment designed to make travel on foot and/or by assisted mobility device safe, convenient, attractive, and accessible for all ages and abilities. Considerations include directness of the route, interest along the route, safety, street activity, separation of pedestrians and traffic, street furniture, surface material, sidewalk width, prevailing wind direction, intersection treatment, curb cuts, ramps, and landscaping.
Permeable Surface or Paving	A surfaced area that is porous or can be penetrated by liquid to collect precipitation and stormwater runoff (including pavers, blocks, special asphalt, etc.) thereby enabling any collection to slowly infiltrate into the soil below. A permeable surface is the opposite of an impervious surface and is strongly encouraged.
Placemaking	An approach to the planning, design and management of public spaces that seeks to maximize the built environment's function, highlighting a community's assets, inspirations and development potential, with the intention to create public spaces that promote health, happiness, and well-being.
Primary Corridor	Higher-density housing options supported by the Frequent Transit Network, all ages and abilities cycling facilities, and other sustainable transportation infrastructure. Located along sections of Major Roads, Primary Corridors tie into regional destinations along key transportation routes and connect Centres and Villages. More details on Primary Corridors are outlined in Section 7 (Land Use) of the Official Community Plan.
Primary Growth Area	Refers to the areas of the District where most of its new housing and employment growth will be accommodated in vibrant walkable Centres and Villages linked by Corridors, frequent transit service, and All Ages and Abilities cycling infrastructure. These areas include a range of services, amenities, active transportation connections, and higher density housing and employment opportunities. More details on the different components of the Primary Growth Area are outlined in Section 7 (Land Use) of the Official Community Plan.
Public Realm	Spaces that are open and freely accessible to everyone, regardless of their economic or social conditions. These spaces can include streets, laneways and roads, parks, public plazas, waterways and foreshores.

Rapid Transit	Transit service designed to move high volumes of passengers between major regional destinations along key transportation corridors. Services are very frequent (15 minutes or better) and stop less often than traditional transit services. To improve travel time and reliability Rapid Transit utilizes an exclusive or semi-exclusive right-of-way to eliminate or significantly reduce the impact of general traffic on transit vehicles. Rapid services use high-capacity transit vehicle technologies such as light rail and bus rapid transit vehicles.
RapidBus	A high-capacity transit service that outperforms the personal automobile in speed, comfort, and reliability. RapidBus connects regional nodes like urban centres with frequent, fast, and reliable service, with a targeted minimum frequency of 10 minutes or better. RapidBus is part of the 'Frequent Transit Network' and provides a branded service with transit priority infrastructure, express service (limited stops), and enhanced transit stations.
Regional Context Statement	A statement included in a municipal official community plan, and accepted by the regional district board, that explains the relationship between the official community plan and the Regional Growth Strategy.
Regional Growth Strategy	A political agreement between a regional district and its member municipalities on social, economic, and environmental goals and priority actions, aimed at achieving a common vision of the region's future. A regional growth strategy expresses how communities have agreed to work together to enhance regional quality of life.
Resilient Saanich	Saanich's process to develop an environmental policy framework to current policy gaps in natural environmental objectives by developing plans, policies, bylaws, and strategies to support the vision of an environmentally conscious future.
Restoration	Measures taken to re-establish habitat features, functions, and conditions damaged or destroyed by human or natural activities.
Right of Way (ROW)	Publicly owned land containing roads and streets and/or utilities.
Riparian Area	The moist nutrient rich lands adjacent to streams, lakes, and wetlands that provide a transitional zone between aquatic and terrestrial (or upland) ecosystems.
Sense of Place	The essential character and spirit of an area. More specifically, characteristics which make a place special or unique and foster a sense of authentic human attachment and belonging.
Significant Tree	A significant tree is a tree designated as significant by bylaw, because it has one or more characteristics considered worthy of a high level of protection, such as that the tree is an outstanding specimen, a rare species, of historic significance, part of a significant row or grove, a landmark, or a wildlife habitat tree. There are more than 150 significant trees designated under Saanich's Tree Protection Bylaw, 2014, No. 9272, as amended or replaced from time to time.

Social Infrastructure	Social infrastructure refers to physical spaces, services, programs and the networks across and within these spaces where people come together and enhance overall well-being. Social service centres, including neighbourhood houses, Indigenous wellness and cultural centres, social enterprises and informal gathering spaces are all examples of social infrastructure.
Special Sites	Selected properties in the Plan that warrant site-specific attention due to their unique characteristics, assets, environmental conditions, or infrastructure constraints. They are found in the Shelbourne Valley Centre, Hillside Centre, and Shelbourne Corridor. Refer to section 5.2 of the Plan for details.
Steep Slope Land	All lands with a slope greater than 30% for a continuous run of 6 metres or more.
Stewardship	Responsibility for the care and protection of resources so that they will be available to future generations.
Street Frontage	Refers to where there is an active visual engagement between those in the street and those on the ground and upper floors of buildings.
Street Wall	The front wall of a building facing the street forms a street wall. The street wall is an important urban design element that establishes human scale and contributes to the public realm. A street wall also occurs where the sides of buildings physically touch each other, and the building facades visually join into one long wall defining a street space.
Streetscape	The elements within and along the street right-of-way that define its appearance, identity, and functionality, including street furniture, public art, landscaping, trees, sidewalks, and pavement treatments.
Supportive Housing/ Special Needs Housing	A type of housing that provides on-site support and services to residents who cannot live independently. It may include Housing for people who are homeless or at risk-of-homelessness and who may have barriers to housing such as mental illness or substance use; and/or Housing for seniors or persons with disabilities or others who require services such as meals, housekeeping, 24-hour response system and social and recreational activities.
Sustainability or Sustainable Development	The concept of meeting the needs of the present without compromising the ability of future generations to meet their needs. Sustainability is based on the efficient and environmentally responsible use of natural, human, and economic resources, the creation of efficient infrastructures, and the enhancement of residents' quality of life.
Sustainable Transportation	Travel modes with low to zero carbon emissions per person. These include public transit (transition to electric buses by 2030), electric car-share programs, electric micro mobility (e.g., e-bikes, e-kick-scooters), and active transportation including walking, biking, and rolling.
The Plan	Shelbourne Valley Plan (SVP)

Traffic Calming	Aims to reduce vehicle speeds and/or traffic to improve safety for pedestrians and cyclists, enhance quality of life for residents by reducing noise and air pollution, and recognize that streets have many social and recreational functions that can be impaired by car traffic. Examples include speed humps, lane narrowing, street trees, boulevard landscaping, chicanes, and on-street parking.
Transit Oriented Area (TOA)	Geographic area within a prescribed distance from a transit station as defined by provincial regulation.
Transit Oriented Development (TOD)	The practice of designing communities and planning for growth in a manner that enables and encourages people to drive less and walk, cycle, and use transit more. TOD requires higher-density, mixed-use, pedestrian-oriented development in close proximity to transit. It is further reinforced by a well-connected network of streets and paths, designed with user safety and comfort in mind.
Transportation Demand Management (TDM)	The application of strategies and policies to influence traveler behavior with the aim of reducing automobile travel demand, as a means to save energy, reduce greenhouse gas emissions, improve air quality, and reduce traffic congestion.
Universal Accessibility	The ability of all users to safely negotiate spaces and is a key factor in ensuring the usability of buildings and the public realm.
Universal Design	Universal Design (also called Inclusive Design, Accessible Design, or Accessibility) refers to facility designs that accommodate the widest range of potential users, including people with mobility and visual impairments (disabilities) and other special needs. Although Universal Design addresses the needs of people with disabilities, it is a comprehensive concept that can benefit all users. For example, people who are unusually short or tall, carrying packages, or pushing a cart, are not disabled, but their needs should be considered in facility design. Increased walkway widths, low floor buses, and smooth walking surfaces improve convenience for all travellers, not just those with mobility impairments. Curb ramps are important for people using handcarts, scooters, baby strollers, and bicycles, as well as wheelchair users. Automatic door openers are another example of Universal Design features that can benefit many types of users.
Urban Containment Boundary	The regulatory boundary established within the CRD's Regional Growth Strategy and designated in the Official Community Plan that defines the limit of urban growth and servicing and protects rural and resource areas from urban development.
Urban Design	The practice of incorporating urban planning, landscape design, engineering, and architecture into the design of urban places with distinct identities, while considering developmental, political, economic, and social pressures.
Urban Forest	All trees within the District of Saanich, including those in private yards, public parks, conservation areas, boulevards, natural areas, and other locations in urban areas and Rural Saanich.

Urban Heat Island Effect	The amplification of high temperatures in urban areas, relative to natural or rural areas, due to a greater proportion of paved surfaces, fewer trees and less vegetation, which traps and intensifies heat. The effect is further intensified by heat generation within cities, including through the increased use of furnaces, air conditioners and vehicles.
Urban Porches	Positioned between the streetscape of a neighbourhood and the privacy of the interior of a house lies the porch. It is an interstitial space between the home and the street, weaving together the family life inside the house and the public life outside it, and creating a space between the private and public for both serendipitous encounters and for pausing.
Walkability	The ability to safely access services and amenities by foot within a 15-minute walk.
Watercourse	A river, stream, creek, waterway, lagoon, lake, spring, swamp, marsh or other natural body of fresh water; or a canal, ditch, reservoir or other man-made surface feature in which water flows constantly, intermittently or at any time.
Watershed	An area of land where surface water from rain, melting snow, or ice converges and “sheds” to a single exit-point at a body of water.
Wayfinding	A form of spatial problem solving in an urban environment. Wayfinding assists in locating and learning about one’s whereabouts, both geographically and historically and in terms of the current and desired location. The combination of several elements can create good wayfinding, including signage, information/historical boards, architectural clues, lighting, banners, public art and sightlines.
Zoning	The division of the District into different types of land uses, including residential, commercial, and industrial uses. The District’s Zoning Bylaw regulates permitted uses, minimum lot sizes, the type and size of buildings and structures, and off-street parking on each parcel of land within the District.