SHELBOURNE VALLEY PLAN

(Proposed Update, January 2026)

Saanich

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 until the Plan was presented to Council, providing valuable feedback on the studies, as well as drafts of this Plan.

Building on their foundational work, the 2017 Shelbourne Valley Stakeholder Committee's renewed involvement helped ensure the Plan reflects current community priorities.

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)
Matthew Desjardins (resident)
Roberta Ferguson (Morguard Investments Ltd)
Theresa Fingler (UVic office of Community Based Research)
Michael Fisher (Greater Victoria Cycling Coalition)
Rita Fromholt (Sustainability Coordinator UVic)
James Gardiner (real estate agent and developer)
Andrea Gleichauf (resident)
Tanis Gower (Bowker Creek Initiative)
Ian Graeme (Bowker Creek Initiative)
Don Gunn (Gordon Head Residents Association)
Elsie Habbick (resident)
Karin Hanwell (Camosun College)
Soren Henrich (Bowker Creek Initiative)
Tim Hewitt (planning consultant)
Julie Higginson (Camosun College)
David Hill (resident)
Kathy Hogan (Victoria Urban Development Institute)
John Holland (UVic Bike Users Committee)
Caleb Horn (Camosun Community Association)
Daniel Hsu (resident)
Delano James (resident)
Derek Johnston (resident)
Ken Josephson (UVic office of Community Based Research)
Lisa Kadonaga (resident, UVic Dept. of Geography)
Steve Katchur (Lifecycles)
Travis Lee (area property owner and developer Tri Eagle Developments)
Maeve Lydon (UVic office of Community Based Research)
Patty Mack (Mt. Tolmie Community Association)
Meredith Maddern (business owner)
Helena Mahoney (Lifecycles)
Annie McKitrick (social planner and multi cultural consultant)
Duncan McLelland (Victoria Cycling Coalition)
Michael Murgatroyd (St. Michael's University School)
Jean Newton (resident)
Tom Newton (resident)
Judith Sales (resident)
Paul Sales (resident)
John Schmuck (Quadra Cedar Hill Community Association)
Ted Sheldon (resident)
Peter Spurr (Mt. Tolmie Community Association)
Alana Stewart (Gordon Head Residents Association)
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)
Alastair Wade (Gordon Head Residents Association)
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

SHELBOURNE VALLEY PLAN

(Proposed Update, January 2026)

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

TERRITORIAL ACKNOWLEDGEMENT

The District of Saanich is within Coast and Straits Salish territory, the traditional territories of the lək̓ʷəŋən (Lekwungen) peoples known today as Songhees and Esquimalt Nations and the W̱SÁNEĆ peoples known today as W̱JOŁEŁP (Tsartlip), BOḰEĆEN (Pauquachin), SṮÁUTW̱ (Tsawout), W̱SIḴEM (Tseycum) and MÁLEXEŁ (Malahat) Nations. The First Peoples have been here since time immemorial and their history in this area is long and rich.

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1 PLAN OVERVIEW

1.1 | About The Shelbourne Valley Plan

The Shelbourne Action Valley Plan was originally adopted on May 1, 2017 (Action Plan 2017). The Action Plan 2017 focused on implementing strategies to enhance the mobility network to better accommodate walking, cycling, and public transit. The Action Plan 2017 also includes policies to support the evolution of the Centres and Village in the Shelbourne Valley into a more liveable place, with opportunities for housing, employment, recreation, shopping, and services within close proximity.

After seven years of adopting and implementing the Action Plan 2017, a process to update the Action Plan 2017 was initiated. The update officially began in September 2024 with an expected completion date in 2026. The updated Action Plan 2017 is renamed 'Shelbourne Valley Plan (SVP)', for consistency with the naming convention of other Centre, Corridor and Village plans.

The Shelbourne Valley 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 OCP 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.


DRIVE THRU
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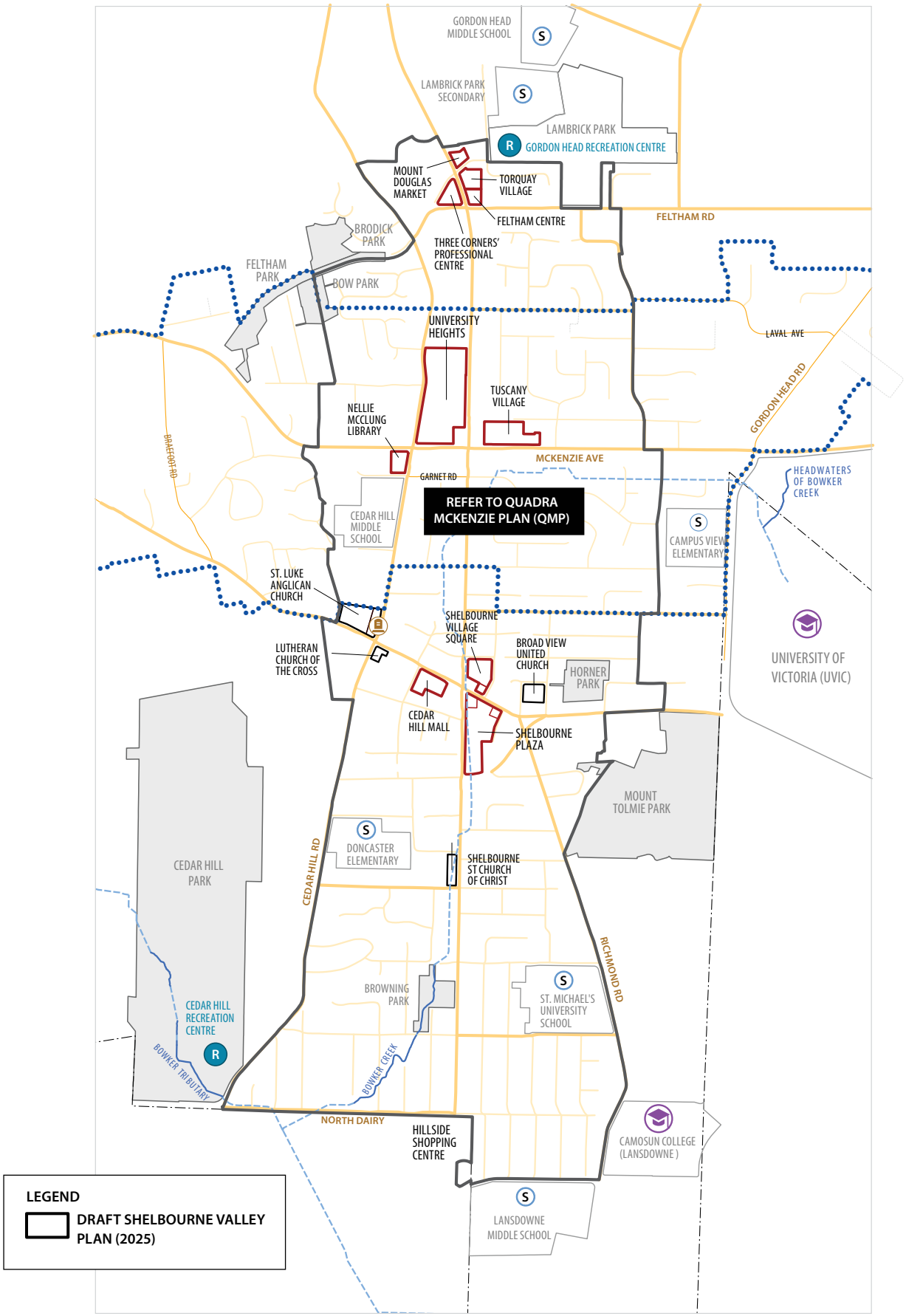
1.2 | Plan Area

The Shelbourne Valley Plan area is approximately 4 kilometers long and 1 kilometer wide, encompassing properties extending about 500 metres 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 kilometres). Four major intersections serve as focal points for the Centres and Village within the Valley: Hillside Centre, Shelbourne Valley Centre, Shelbourne McKenzie Centre (formerly 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-detached 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 within the Shelbourne McKenzie Centre 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


GORDON HEAD MIDDLE SCHOOL
LAMBRICK PARK SECONDARY
LAMBRICK PARK
GORDON HEAD RECREATION CENTRE
MOUNT DOUGLAS MARKET
TORQUAY VILLAGE
FELTHAM CENTRE
FELTHAM RD
BRODICK PARK
THREE CORNERS' PROFESSIONAL CENTRE
FELTHAM PARK
BOW PARK
UNIVERSITY HEIGHTS
LAVAL AVE
TUSCANY VILLAGE
GORDON HEAD RD
NELLIE MCCLUNG LIBRARY
BRAEFOOT RD
MCKENZIE AVE
GARNET RD
HEADWATERS OF BOWKER CREEK
REFER TO QUADRA MCKENZIE PLAN (QMP)
CEDAR HILL MIDDLE SCHOOL
CAMPUS VIEW ELEMENTARY
ST. LUKE ANGLICAN CHURCH
SHELBOURNE VILLAGE SQUARE
UNIVERSITY OF VICTORIA (UVIC)
LUTHERAN CHURCH OF THE CROSS
BROAD VIEW UNITED CHURCH
HORNER PARK
CEDAR HILL MALL
SHELBOURNE PLAZA
MOUNT TOLMIE PARK
CEDAR HILL PARK
DONCASTER ELEMENTARY
CEDAR HILL RD
SHELBOURNE ST CHURCH OF CHRIST
RICHMOND RD
BROWNING PARK
ST. MICHAEL'S UNIVERSITY SCHOOL
CEDAR HILL RECREATION CENTRE
BOWKER TRIBUTARY
BOWKER CREEK
NORTH DAIRY
HILLSIDE SHOPPING CENTRE
CAMOSUN COLLEGE (LANSDOWNE)
LANSDOWNE MIDDLE SCHOOL
LEGEND
DRAFT SHELBOURNE VALLEY PLAN (2025)

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 and integrates district-wide strategies and guidelines to achieve the OCP's vision: a compact mix of developments where all households in the Urban Containment Boundary are within a 15-minute (or 1.2 km) walk of key amenities that support daily living.

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

District-Wide Plans

Official Community Plan

The Official Community Plan 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

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

Area-Specific Plans

Quadra McKenzie Plan

The 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 take precedence in this Centre.

Local Area Plans

The boundaries of three Local Area Plans (LAPs) overlap with the Shelbourne Valley Plan (including the 2001 Quadra Local Area Plan, the 1997 Gordon Head Local Area Plan, and the 1998 Shelbourne Local Area 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

The Saanich Climate Plan outlines strategies and actions to promote energy-efficient development, active transportation, compact communities, green infrastructure and nature-based solutions to stormwater management, with the goal of achieving 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

The Active Transportation Plan is Saanich's 30-year strategy to enhance active travel in the District. It includes short-, medium- and long-term priority actions and programs that work 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 the Active Transportation Plan.

Development Cost Charge (DCC) Bylaw, Community Amenity Contributions (CAC) and Inclusionary Housing Policy

The DCC, CAC and Inclusionary Housing Policy provides a framework to help ensure new development addresses infrastructure and public amenities needed to support population growth.

Urban Forest Strategy

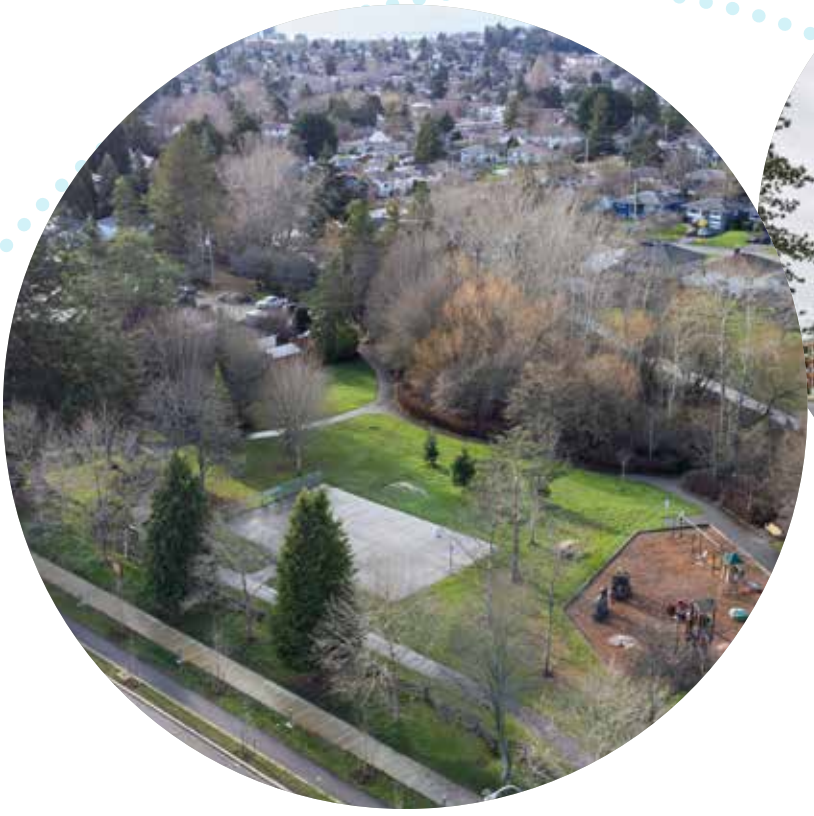
The Urban Forest Strategy sets a goal to increase Saanich's canopy cover to 44% over the next 40 years through community engagement, policy integration and incentives for landowners. In the Shelbourne Valley, Principles in Urban Forest Strategies are incorporated into the Shelbourne Valley Plan's environmental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

Biodiversity Conservation Strategy

The Biodiversity Conservation Strategy 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

The Housing Needs Report 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-disability-friendly buildings.



Housing Strategy

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

Economic Development Strategy

The Economic Development Strategy outlines a vision for sustaining and growing a diverse and prosperous economy.

Bowker Creek Blueprint (2025 – update in-progress)

The Bowker Creek Blueprint is a 100-year watershed restoration plan originally adopted in 2010. The short-term objectives of the plan are to remove invasive species and restore riparian areas. In the long term, the plan seeks to widen, reslope, realign, and daylight the creek. The Blueprint is currently being updated to ensure that it continues to guide local governments, the community, and other land stewards in managing and restoring the Bowker Creek watershed and creek corridor into the future.

BC Transit – Victoria Region Transit Future Plan

BC Transit – Victoria Region Transit Future Plan 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: 2009 – 2017 Action Plan Development and the 2024 – 2026 Strategic Update. Both stages involved extensive engagement with the public and other stakeholders to ensure that the resulting plan aligns with community needs and district-wide goals.

1.4.1 | 2009 – 2017 Action Plan Development

The vision and key priorities for the Valley were established during the 2009 – 2017 Action Plan Development. Key activities completed during the 2009 – 2017 Action Plan Development are summarized as follows:

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 creating walkable communities.
  - A Stakeholder-drafted “Creating a Walkable Shelbourne Community” report.

Exploring Options

- Three Open Houses, and a virtual on-line open house, were held to review the ideas, concepts and recommendations of the Transportation, Land Use and Urban Design studies. Approximately 400 people attended the 3 open houses and 334 participants 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 participants 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 design options for Shelbourne Street and an online survey.

1.4.2 | 2024 - 2026 Strategic Update

The 2024 - 2026 Strategic Update focuses on revising the land use framework in the Action Plan 2017 to align with the current OCP, reflecting up-to-date information on housing and demographics, addressing changing market conditions, and incorporating directions from other relevant recently adopted plans or projects. The process involved cross-departmental review and analysis, in addition to engagement with the public and other stakeholders in the area. The 2024 - 2026 Strategic Update was completed following the adoption of the Shelbourne Valley Plan.

Tasks completed during the 2024 - 2026 Strategic Update are summarized as follows:

PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5
Project Initiation and Preliminary Assessment	**Plan Evaluation**	**Plan Update**	**Draft Plan Review and Refinement**	**Plan Adoption**
Fall 2024	Winter 2024/2025	Spring - Summer 2025	Fall 2025	Winter 2025/2026

PHASE 1
Fall 2024

Project Initiation and Preliminary Assessment

- Approved the project's Terms of Reference
- Assessed the Action Plan 2017 outcomes
- Informed the public about the plan update

PHASE 2
Winter 2024/2025

Plan Evaluation

- Analyzed and reviewed potential changes to land use and other aspects of the Plan with various departments
- Engaged the public on the plan's progress and gathered ideas for its update
- Engagement activities completed include:
  - Two webinars, attended by 109 people
  - Two open houses, attended by 242 people
  - An online survey, completed by 77 people
  - Meetings with stakeholder groups

PHASE 3
Winter 2024/2025

Plan Update

- Reported the feedback from Phase 2 engagement activities
- Developed the first draft of the updated Shelbourne Valley Plan, incorporating lessons from Phase 2

PHASE 4
Fall 2025

Draft Plan Review and Refinement

- Informed Council about the first draft of the updated Shelbourne Valley Plan
- Consulted the public and other stakeholders on the draft Plan
- Engagement activities completed include:
  - Two webinars, attended by 24 people
  - Two open houses, attended by 283 people
  - An online survey, completed by 147 people
  - Meeting with stakeholder groups
- Developed the proposed updated Shelbourne Valley Plan

PHASE 5
Winter 2025/2026

Plan Adoption

The proposed updated Shelbourne Valley Plan was presented to Council

1.5 | Organization of the Plan

The Plan is organized into the following sections:

Sections 1 to 3 provide an overview of the Plan, outline the planning context, and set vision and goals for the Plan. These chapters describe the planning area and framework; outline the plan development and update process; describe the Valleys physical setting, history, and demographic and socio-economic profile; and outlines the opportunities and challenges for the planning area.

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.

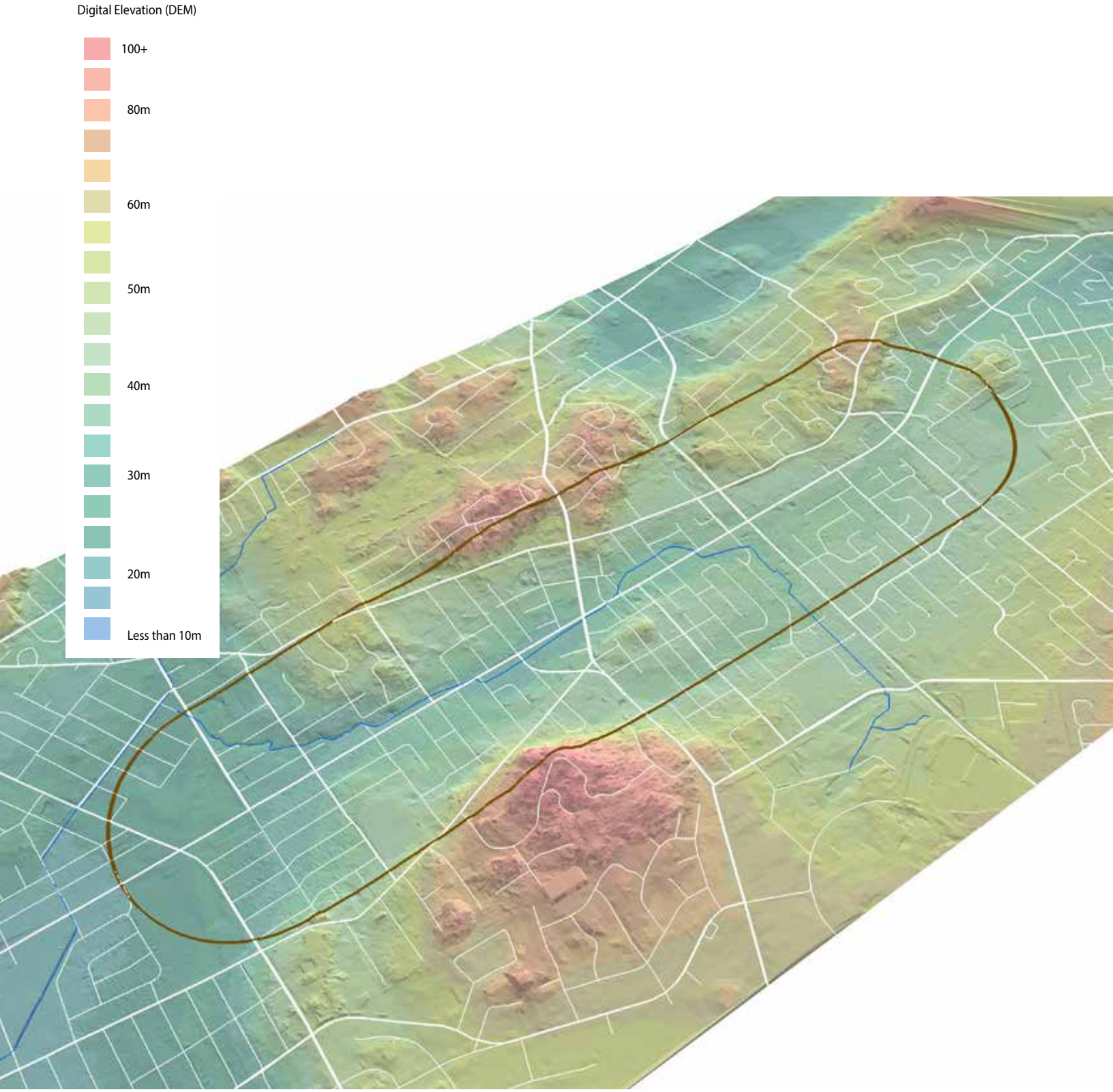
Section 8 outlines key implementation actions, including short-, medium- and long-term priorities. It also includes a framework to track progress towards achieving the Plan goals.

Section 9 contains technical terms used in the Plan and their definitions.

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.

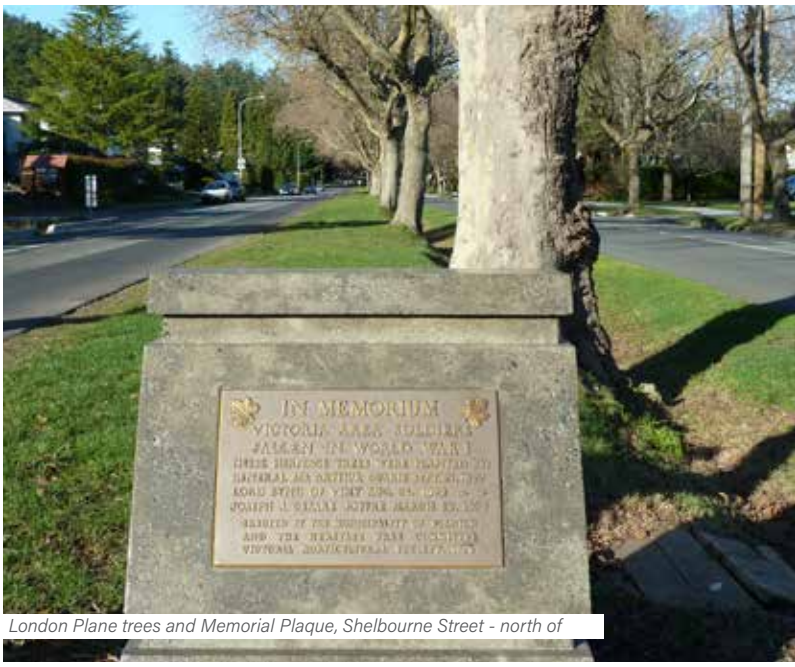


2.2 | History of the Shelbourne Valley

This section provides a high-level overview of some of the history of human settlement in the Shelbourne Valley Plan area. The oral history of the First Peoples tells of their presence in the region since time immemorial. Our understanding of this history may be incomplete and is best understood through engagement with Elders, Knowledge Keepers, and community members. The Royal Commission on Aboriginal People (1996) describes Indigenous knowledge as *"oral culture in the form of stories and myths, coded and organized by knowledge systems for interpreting information and guiding action...a dual purpose to manage lands and resources and to affirm and reinforce one's relationship to the earth and its inhabitants."*

Human settlement in the Shelbourne Valley dates back over 4,000 years. The Lək̓ʷəŋən families (Chekonein and Chilcowitch) lived on these territories. The W̱SÁNEĆ people also travelled these areas. The Bowker Creek and Garry Oak ecosystem are key subsistence features that attracted the First Peoples to the Valley. Bowker Creek, referred to as Thaywun by the lək̓ʷəŋən (Lekwungen) Peoples, was a natural above-ground stream with tributaries and surrounding wetlands. The creek supported the First Peoples by providing fresh water, fishes like coho salmon, and irrigation for the crops cultivated in the surrounding Garry Oak ecosystems. The Garry Oak ecosystems in and around the Valley were endowed with bulbs and root crops like kwetlal. Crops like camas and potatoes were also cultivated by First Nations on Southern Vancouver Island. Journal entries and letters by James Douglas between 1839 and 1846 identified the importance of potato cultivation to the First Nations. Records in the 1846 Fort Victoria Journal showed that 130 bushels of potatoes were traded with the Songhees on August 2nd, 1846, and over that amount was traded with both the Songhees and Cowichan on the 3rd and 4th of the same month.

The first trails through the Valley were established by First Nations People travelling to Fort Victoria from Cordova Bay for trade among other purposes. The trail followed the current route of Cedar Hill Road to avoid the flood-prone Valley floor. Roads that follow Indigenous trails and still exist today are important indicators of traditional land uses.



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


Saanich Archives

Colonial settlement began to emerge in the 1840s when Hudson's Bay Company initiated land division and agricultural development. This evolution had and continues to have dire consequences for First Nations. During this time, the knowledge of kwetlal and trading practices were nearly eradicated with the colonization of traditional territories and the banning of Indigenous cultural practices. In the early 1900s, First Nations faced intense racism and further marginalization with waves of European settlers descending on the land. Urban and agricultural development spread through the Valley, resulting in an alteration of Bowker Creek's mainstream and tributaries. To reduce flooding from altering the Creek's system, tiled ditches were installed along Bowker Creek and later replaced with pipes carrying the Creek underground through most of the Valley. Today, more than half of the Creek is confined in culverts that form the backbone of the municipal stormwater drainage system.

In 1912, it was decided to build a more level and direct road between the Valley's farms and Victoria to transport agricultural resources to Fort Victoria. This informed the development of Shelbourne Street which was completed in 1916. Shelbourne Street was later dedicated as Canada's first Road of Remembrance in 1921, in honour of British Columbia 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. Construction of the University of Victoria began in the early 1960s. In anticipation of its impact on the surrounding area, the 1966 Plan for the university recommended new roads, sewers, apartment buildings and commercial uses along Shelbourne Street. Low-rise apartments, townhouses, and congregate care homes have since been built on major streets and at key intersections in the Shelbourne Valley to serve the increasing population and take advantage of convenient access to transit and services.

Understanding the history of human settlement in the Shelbourne Valley Plan area is relevant for present-day and future land use planning and reconciliation efforts.

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 considerably higher than the growth seen in the District as a whole (0.7%). The Shelbourne Valley has an aging population, with a slightly higher average of older adults (80+ years) than Saanich as a whole. 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.

LEGEND

Average Household Size (2021)

Ownership Status

	2011		2016		2021	
OWN	73%	65%	70%	61%	69%	60%
RENT	27%	35%	30%	39%	31%	40%

Total Population

Saanich Population
114,735
Shelbourne Population
14,100

Median Household Income

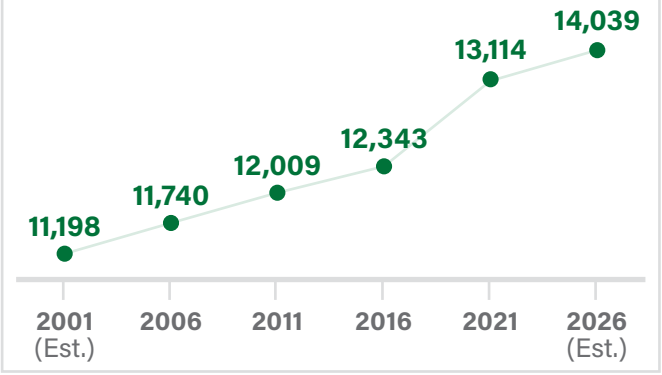
$42,744
One-person households (33.8%)

$104,080
Two-or-more-persons households (66.1%)

Housing Types

Single-Detached House	Duplex / Suite	Row House	Apartment
49%	13%	6%	32%

Population Growth



Economy

Labour Force Status

Unemployment rate: **7.50%**

Employment rate: **63.30%**

Indigenous ancestry for the population in private households

Indigenous ancestry
45

Parks and Environment

PARKS
(in and adjacent to the plan area)

13

44.54 HECTARES

FOREST CANOPY COVER (2019)

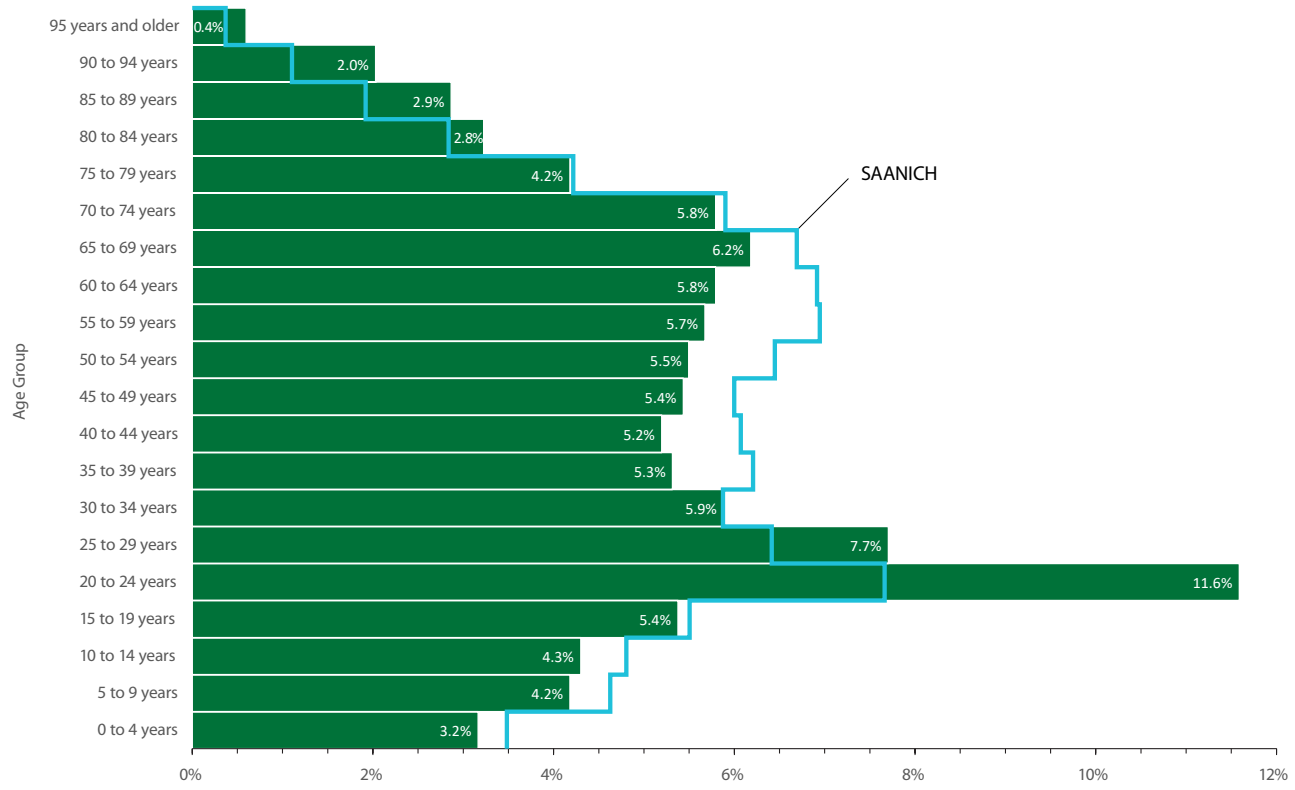
43% in Saanich

23% in SVP

Transportation

Walking	Cycling	Transit
10%	**6%**	**12%**

Population Distribution By Age



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. Significant investment is needed to redesign the street network, improve connections, safety, and accessibility for all road users, especially pedestrians and cyclists. This effort and investment are currently being implemented through the Shelbourne Street Improvements Project.

Creating a Sense of Place in the Valley

The Valley stakeholders indicated a strong desire for public spaces that foster a sense of community and provide opportunities for social interactions. While efforts to acquire dedicated spaces for parks, plazas and greenways are on-going, place-making elements need to be incorporated into existing road right-of-ways and public spaces. New large-scale residential developments should also be designed to reinforce pedestrian-orientated designs and increase the supply of publicly accessible spaces.

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 other demographics (such as new immigrants and students, among others), 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.

Fulfilling the Many Visions for the Future of Shelbourne Street

Shelbourne Street has been identified in many 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. As a result, in addition to expanding Shelbourne Street to make room for these improvements, making choices, establishing priorities, and managing trade-offs will be a continuous and necessary aspect of achieving the vision for Shelbourne Street.

Expanding Opportunities for Housing

The 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.

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.

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.

The Valley's natural and historical features are protected, respected and acknowledged.

- Bowker Creek flows above ground 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 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.

The Shelbourne Valley is recognized as a place to be with a built environment that is both welcoming and inclusive.

- Vibrant mixed-use Centres and a Village that are hubs of community activity and are easily accessible by bike, foot and public transit.
- Centres that are characterized by mixed-use development through incremental redevelopment, with building height moderated by quality design and ample open spaces.
- Individually unique 'sense of place' in Feltham Village, Shelbourne Valley Centre, and Hillside Centre.
- Variety of housing 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.
- Human-scaled Centre-Core and Village-Core, with both public and private spaces for community gatherings, sidewalk patios, public art and other attributes that invite people to interact and explore.

All Streets in the Shelbourne Valley are safe, with ample space, and enhanced mobility and accessibility features.

- 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, and 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.

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 2009 – 2017 Action 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.

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 2009 – 2017 Action Plan Development 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

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

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

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.

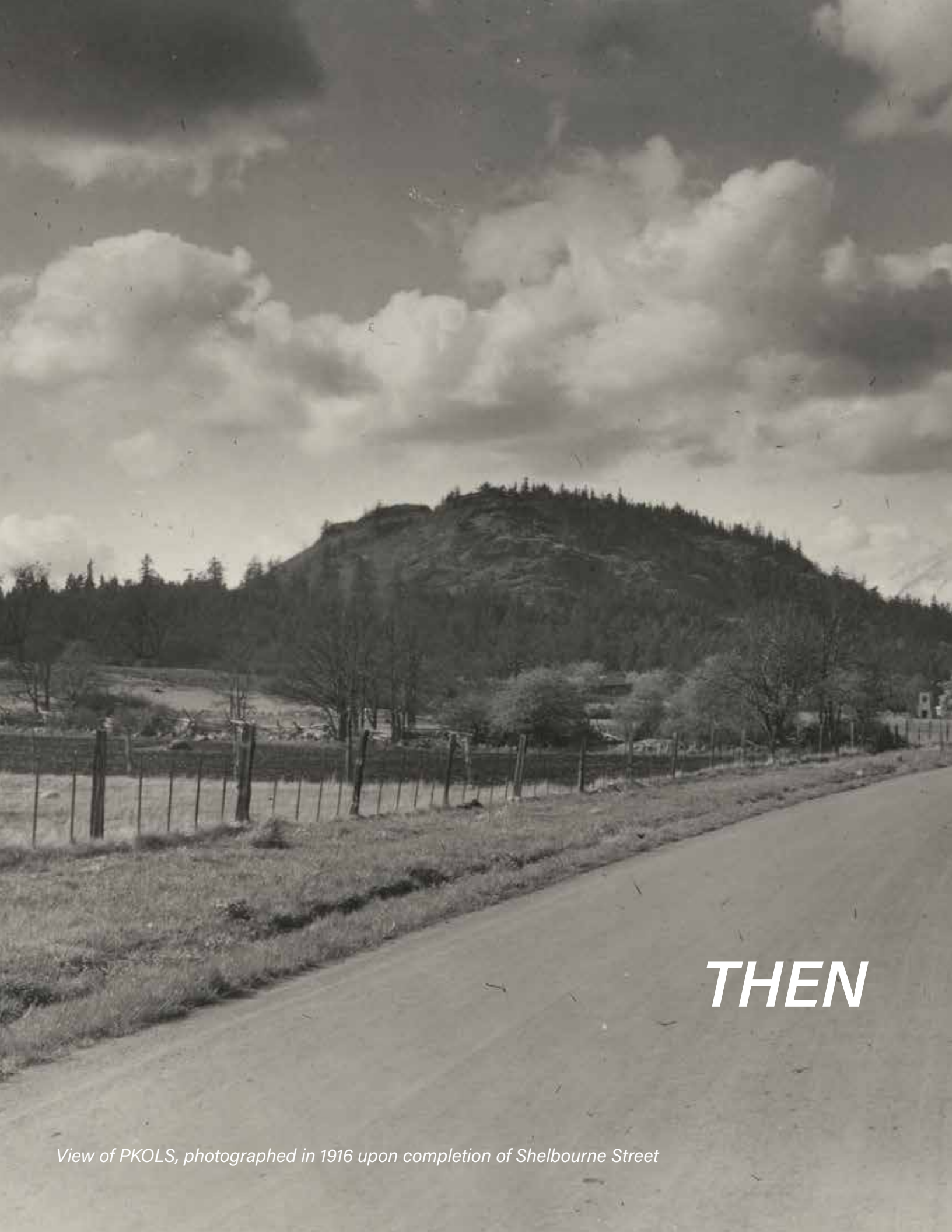
- BC Healthy Communities

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


PLEASE
DO NOT
FEED ANY
WILDLIFE

4.0 | Climate Change and Environment

Introduction

Natural systems are critical to the health and well-being of communities locally and globally. These systems include the climate, watersheds, watercourses, urban forests, and other natural areas. They support biodiversity, cleaner air and water, stormwater management, recreation, opportunities for people to connect with nature, as well as 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 Strategy, and the 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 within the Plan area include improving parks and open spaces, acquiring new parks, restoring and daylighting Bowker Creek, and developing green infrastructure. These initiatives are essential for 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 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 becoming evident in Saanich. Top hazards in the District include extreme heat, extreme precipitation and flooding, drought, wildfires, and poor air quality from wildfire smoke (see the CRD Extreme Heat Portal: https://heat.prepareyourself.ca/). To address climate change, the Saanich Climate Plan outlines actions to cut community greenhouse gas (GHG) emissions in half by 2030, achieve net zero by 2050, and transition to 100% renewable energy by 2050. It also addresses the impacts of 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 have the opportunity to live near services, amenities, and jobs. This urban form contributes positively to people's willingness and ability to engage in active transportation modes, which consequently supports the reduction of transportation-related greenhouse gas (GHG) emissions. This compact, mixed-used, 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 mixed-use and multi-unit building forms identified in the Plan are more energy efficient. Shared walls and the reduced use of resources in these buildings help decrease heat loss and embodied emissions. Intensified developments within a limited building footprint also leave more space for natural areas and urban forests to thrive. These features contribute to cooling, stormwater management, and other ecosystem services that help our community adapt to climate change.

An essential component of reducing GHG emissions

and enhancing community resilience to climate change is adopting zero carbon and sustainable building practices. Building on Saanich's adoption of the Zero Carbon Step Code, this Plan strengthens the Official Community Plan and Development Permit Area Guidelines by:

- Featuring policies that support green and sustainable building practices in new developments and retrofits;
- protecting and expanding natural areas and the urban forest; and
- encouraging designs that considers water conservation, reduced embodied carbon emissions, and works towards zero waste goals.

It is important to ensure that the community grows in a way that adapts to the potential impacts of projected climate changes. In the Shelbourne Valley, these impacts include extreme heat, poor air quality from wildfire smoke, and flooding. Therefore, both active and passive cooling systems are becoming imperative in buildings. Measures like tree planting are essential to cool the public realm and mitigate the urban heat island effect. The ecosystem services provided by these trees and other green infrastructure are crucial for adapting to climate change, mitigating flooding, and improving air quality.

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.

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 increase 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 promote the salvaging and reuse 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.

4.2 | Natural Features

The Shelbourne Valley was once dominated by the Garry Oak ecosystems and the oral histories of Indegenous Peoples tell of their presence and stewardship to nature since time immemorial. The extent of the Garry Oak have reduced over the years due to development: From about 285 hectares (equivalent to 83.3% of the Valley's total land area) in the 1890s to only about 2.6ha (equivalent to 0.75% of the Valley's total land area) today (Map 4.1). Over time, this ecosystem's extent has been reduced from about 285 hectares (equivalent to 83.3% of the Valley's total land area) in the 1890s to only about 2.6ha (equivalent to 0.75% of the Valley's total land area) 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 existing biodiversity habitat hubs and sites within Shelbourne Valley is important because high land values, limited available space, and the densification of development make it challenging to create new natural spaces.

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 Permits.

Greenways and Trails

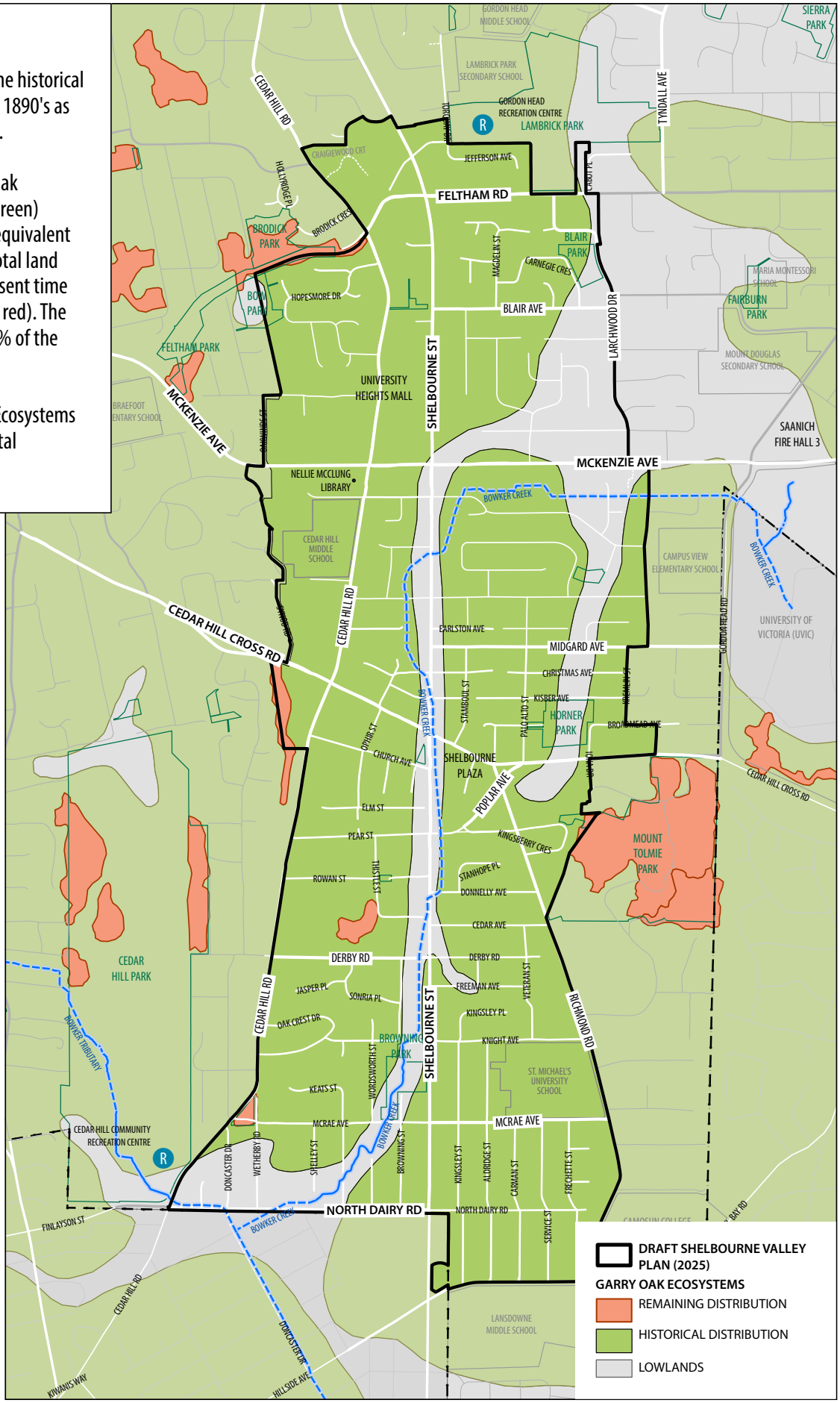
4.2.4 Design and enhance greenway and trail networks to link Habitat hubs and sites and enhance habitat networks, especially those outlined within the Biodiversity Habitat Network.

Garry Oak Ecosystems

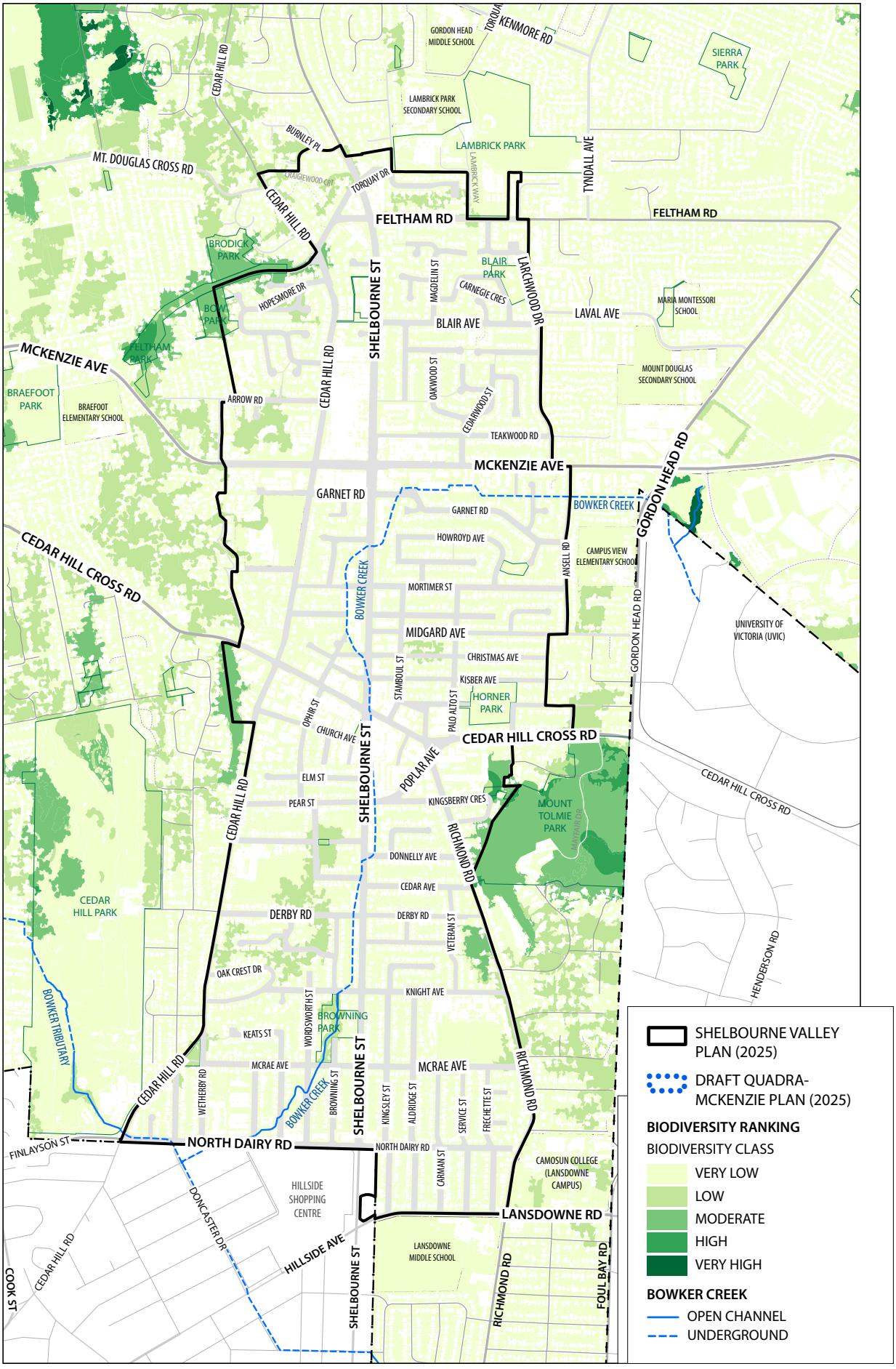
A 2006 study estimated the historical range of Garry Oak in the 1890's as as well as the present day.

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 4.1 | Historical Ecosystems



Map 4.2 | 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 that was 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.

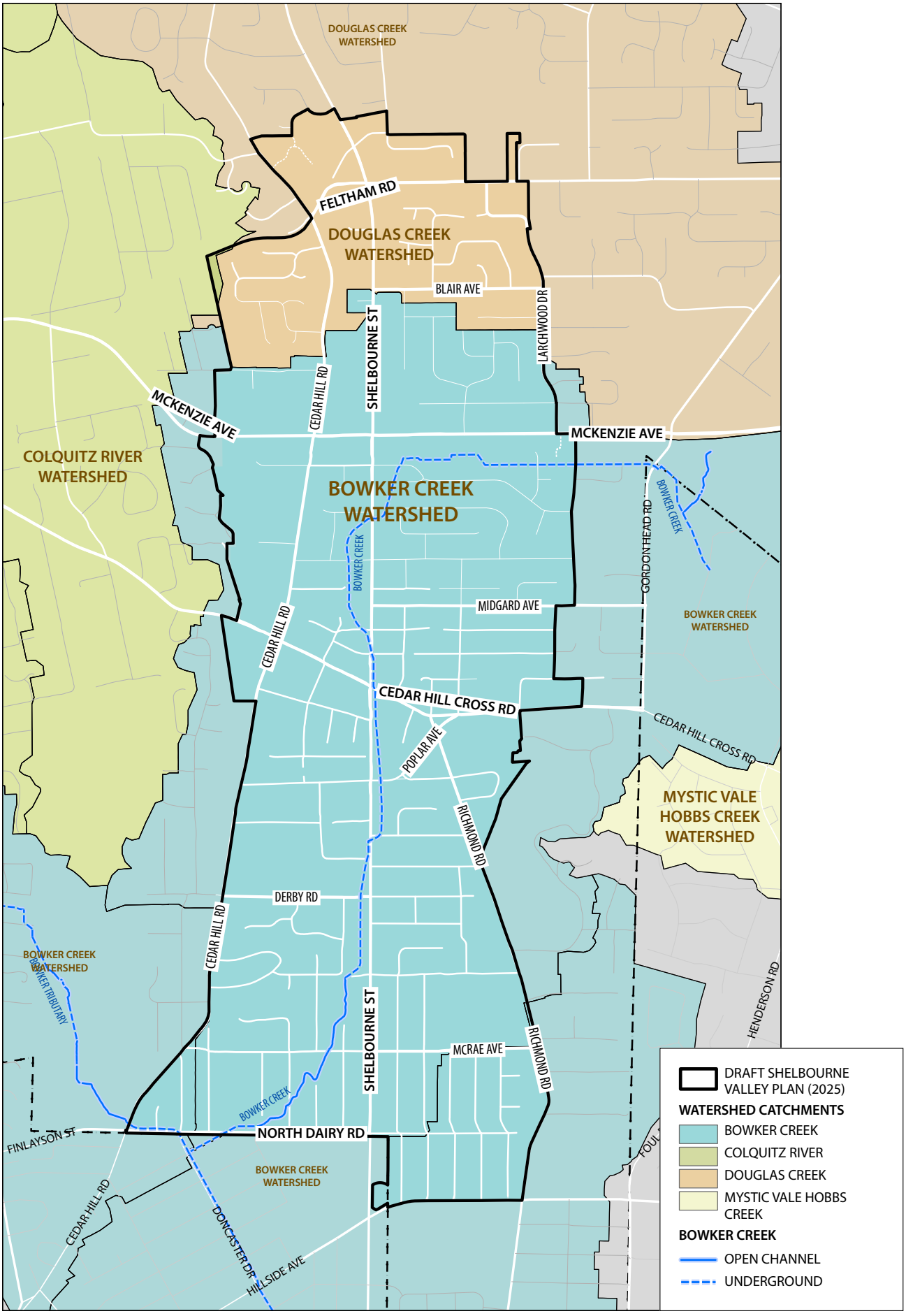
4.3.3 Promote nature-based solutions and green infrastructure for integrated stormwater management.

4.3.4 Explore opportunities for stormwater management facilities on large outdoor spaces, including lands that are owned or operated by the School 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 Road 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 4.3 | 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 about 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 daylighting the Bowker Creek, including re-routing or partial daylighting in stretches where technical constraints exist and resources allow.

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 interpretive displays in key locations, as well as education and outreaches that highlight the benefits of creek restoration, biodiversity conservation, green infrastructure and stormwater management, and invasive species control.

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

4.4 | Urban Forest

Saanich's Urban Forest Strategy sets a long-term canopy cover goal of 44% for all of Saanich: 20% for Primary Growth Areas, and 35% for neighbourhoods by 2064. The strategy emphasizes tree retention, strategic planting, and integration with urban development. The Strategy also aligns with the 3-30-300 rule which aims to address uneven distribution and access to urban forest canopy. The rate of equitable distribution of urban tree canopy compared to where the population that stands to benefit is located is measured by Tree Equity Score. Within the Shelbourne Valley Plan area, the Tree Equity Scores revealed a high distributional inequity (see Map 4.4). This implies a significant canopy gap in areas with the highest need for trees based on the priority index. The priority index for Saanich is based on urban heat (temperature) and sociodemographic indicators like age, income, unemployment and race.

High distributional inequity within the Shelbourne Valley Plan area poses a challenge to achieving the proposed 20% canopy cover goal in this segment of Saanich's Primary Growth Area. Additionally, competing demands for the limited space within the existing right-of-way for sidewalks, bike lanes and other utilities will impact the availability of spaces to plant new trees along the street. Addressing the distributional inequity of urban tree canopy in the Shelbourne Valley will require a multifaceted approach. One of the plan's measures is through acquiring additional land dedication for right-of-way when considering future developments along Shelbourne Street. Updated parking regulations also provide an opportunity to better regenerate urban forest on sites currently dominated by surface parking.

In addition to these measures, the policies under this section 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 the planning and design processes for municipal projects 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 the planning phase of municipal projects and in the early stages of the application for private projects.

4.4.5 Prioritize tree retention and planting in areas with high and very high extreme heat vulnerability, as well as in areas with low canopy and/or low Tree Equity Scores (see Map 4.4).

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

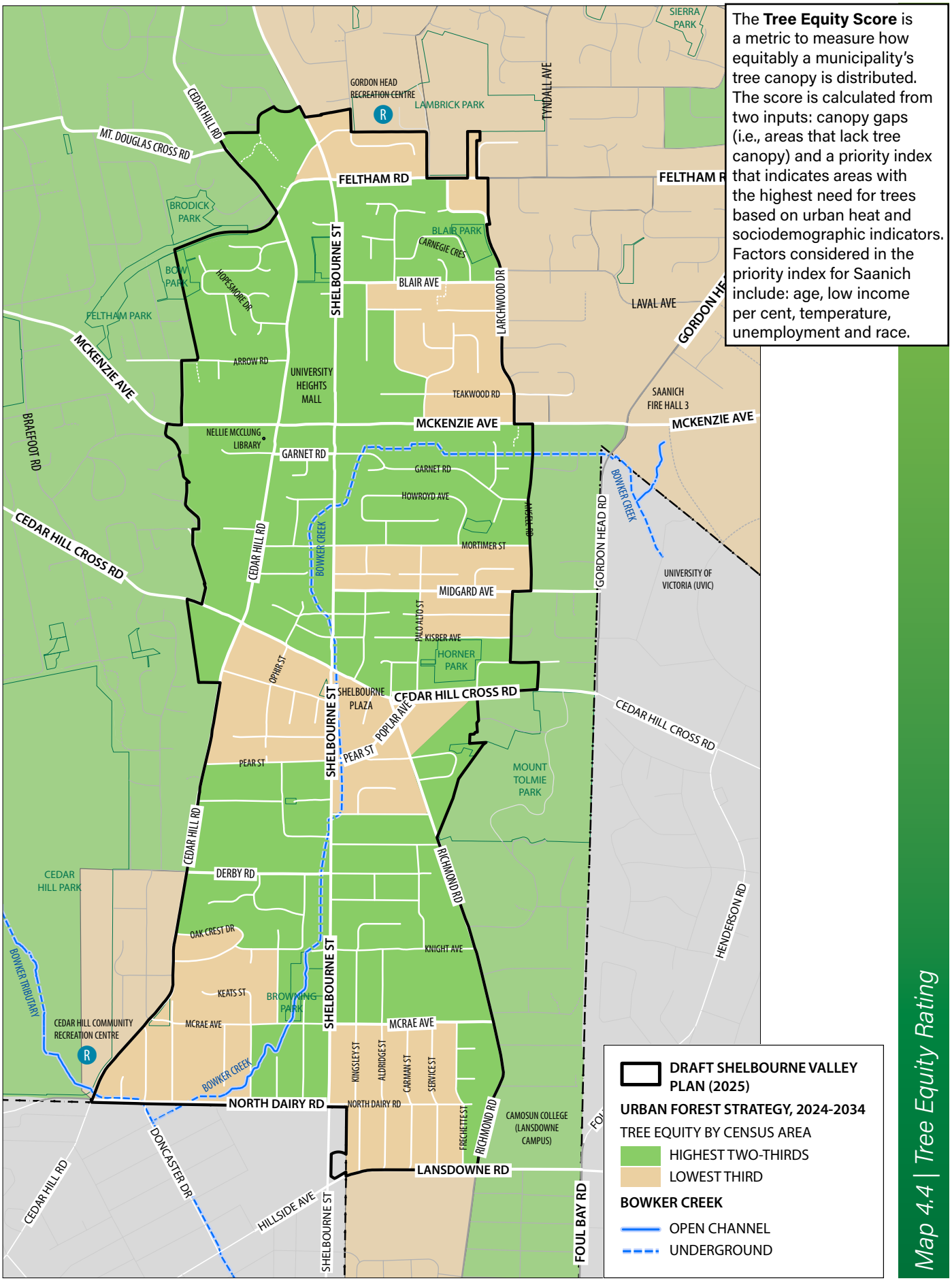
Native Species

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

Shelbourne Memorial Avenue

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

4.4.9 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 4.4 | 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 in order to create complete and sustainable urban areas. The Centres and Village in and around the Shelbourne Valley Plan area plays a crucial role in fulfilling the OCP objectives for the Primary Growth Areas. A significant number of commerce and services operating in Saanich are in the Shelbourne Valley. Shelbourne Street also offers great access to key destinations like the University of Victoria, Camosun College, and Downtown Victoria. These features, among others make the Shelbourne Valley Plan area one of the most suitable place to concentrate most of Saanich's future developments.

New developments in Shelbourne Valley have generally aligned with the Action Plan 2017, 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 for a greater supply of rental housing across the Shelbourne Valley remains.

The 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 gaps, coupled with demographic changes, improved housing needs information, market changes, Saanich Housing Strategy and provincial housing mandates have all created a context for policy development that is vastly different from what was applicable when The Action Plan 2017 was adopted.

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 OCP vision of a 15-minute community.

LAND USE OBJECTIVES

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

B. Focus new growth in the Centres, Corridor and Village 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 | Future Land Use Framework

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.

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

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 the goal of realizing development potential in a way that meets the Plan goals and addresses site-specific objectives.

5.1.3 Ensure new developments incorporate 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 and 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.

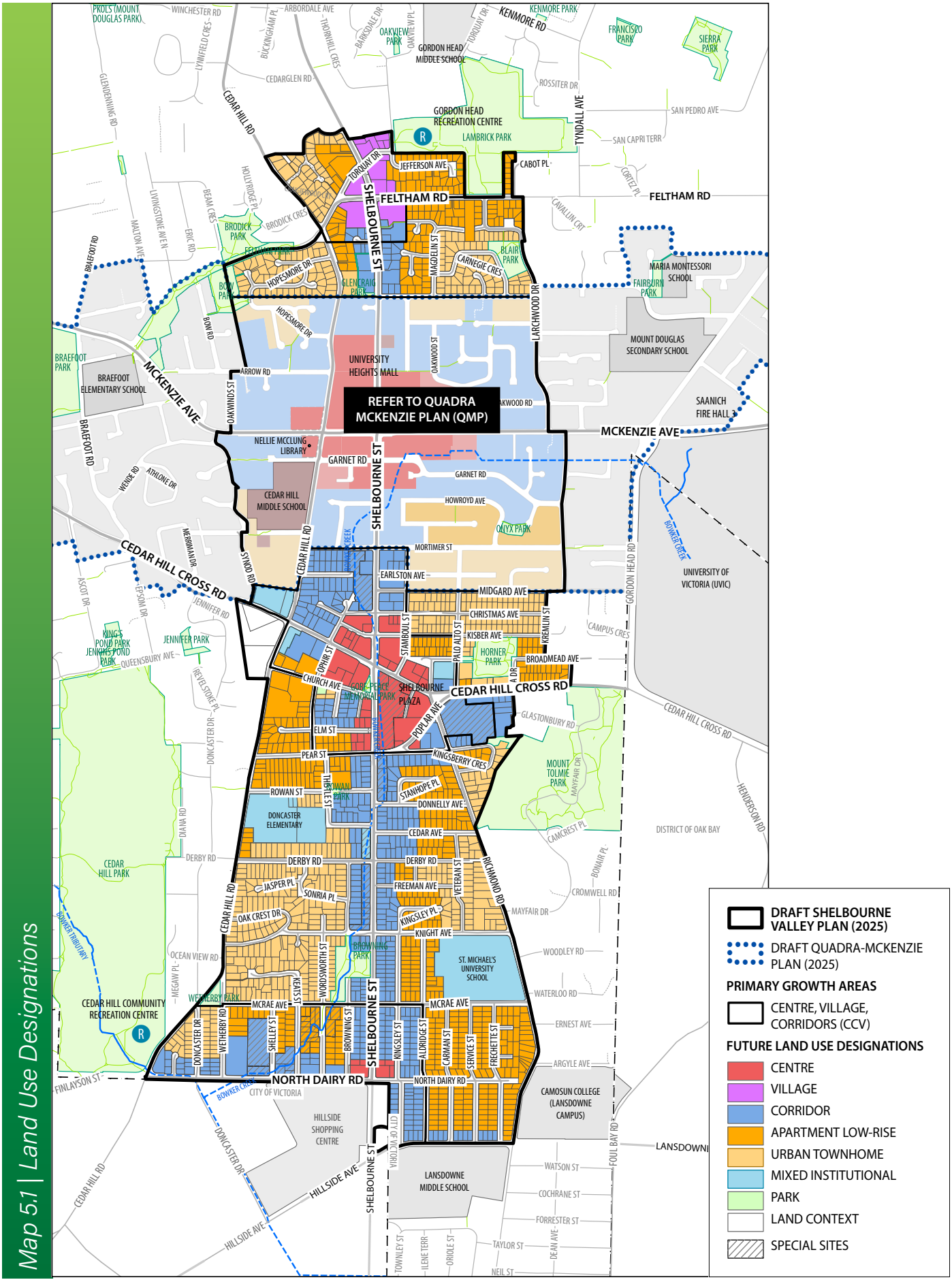
5.1.6 Support new developments that maintain and, where necessary, increase public rights-of-way to enable the operation, maintenance, or expansion of underground and above-ground infrastructure, including around Bowker Creek and the right-of-way between Cedar Hill Cross Road and Midgard Avenue.

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.

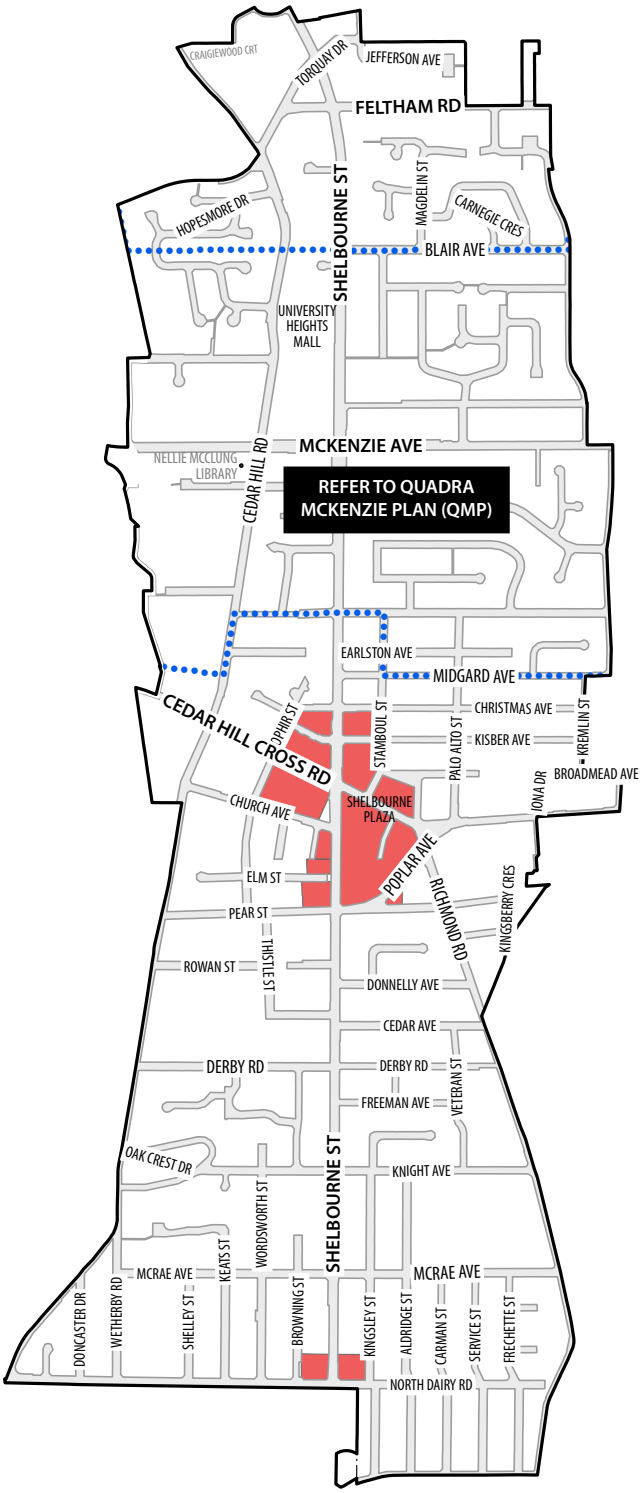
5.1.8 Support land assemblies for developments that enhance Bowker Creek as a key natural feature in the area.

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
REFER TO QUADRA MCKENZIE PLAN (QMP)
SHELBOURNE ST
FELTHAM RD
MCKENZIE AVE
CEDAR HILL CROSS RD
NORTH DAIRY RD
CEDAR HILL RD
GORDON HEAD MIDDLE SCHOOL
GORDON HEAD RECREATION CENTRE
LAMBRICK PARK
UNIVERSITY HEIGHTS MALL
MOUNT DOUGLAS SECONDARY SCHOOL
MARIA MONTESSORI SCHOOL
BRAEFOOT ELEMENTARY SCHOOL
NELLIE MCCLUNG LIBRARY
CEDAR HILL MIDDLE SCHOOL
SAANICH FIRE HALL 3
UNIVERSITY OF VICTORIA (UVIC)
SHELBOURNE PLAZA
DONCASTER ELEMENTARY
CEDAR HILL COMMUNITY RECREATION CENTRE
ST. MICHAEL'S UNIVERSITY SCHOOL
HILLSIDE SHOPPING CENTRE
LANSDOWNE MIDDLE SCHOOL
CAMOSUN COLLEGE (LANSDOWNE CAMPUS)
DISTRICT OF OAK BAY
CITY OF VICTORIA
DRAFT SHELBOURNE VALLEY PLAN (2025)
DRAFT QUADRA-MCKENZIE PLAN (2025)
PRIMARY GROWTH AREAS
CENTRE, VILLAGE, CORRIDORS (CCV)
FUTURE LAND USE DESIGNATIONS
CENTRE
VILLAGE
CORRIDOR
APARTMENT LOW-RISE
URBAN TOWNHOME
MIXED INSTITUTIONAL
PARK
LAND CONTEXT
SPECIAL SITES

CENTRE

Use	Predominantly mixed-use, with residential, institutional, and commercial uses; consideration for live/work units at grade; and integrated parks and open spaces on the site.
Building Type and Form	Mid- to High-Rise mixed-use buildings with commercial 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



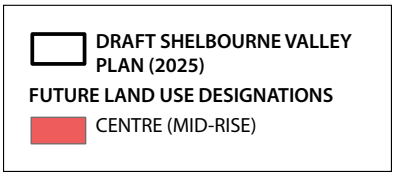


Figure 5.1.1: Centre Designation
Map 5.1.1: Centre Designation

VILLAGE

Use	Predominantly mixed-use, with residential, institutional, and commercial uses; consideration for live/work units at grade; and integrated parks and open spaces on the site.
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

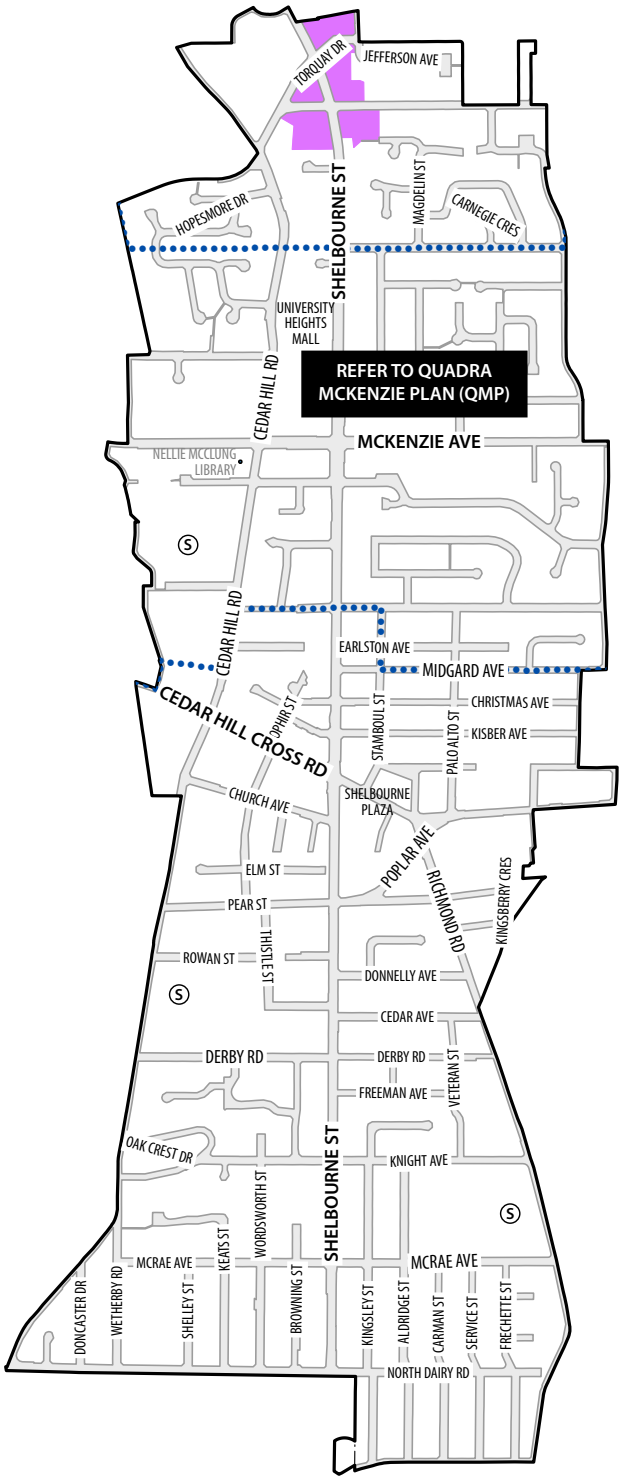
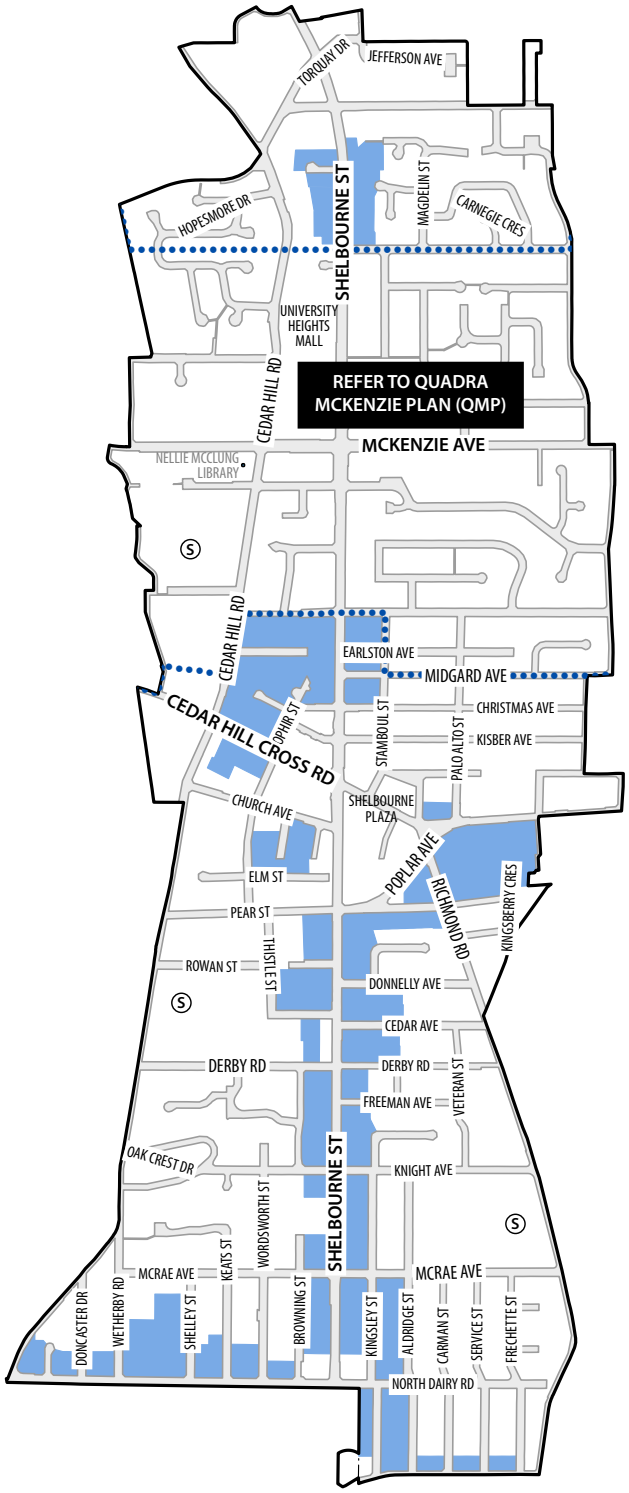


Figure 5.1.2: Village Designation
Map 5.1.2: Village Designation

DRAFT SHELBOURNE VALLEY PLAN (2025)
LAND USE DESIGNATION
VILLAGE

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



DRAFT SHELBOURNE VALLEY PLAN (2025)

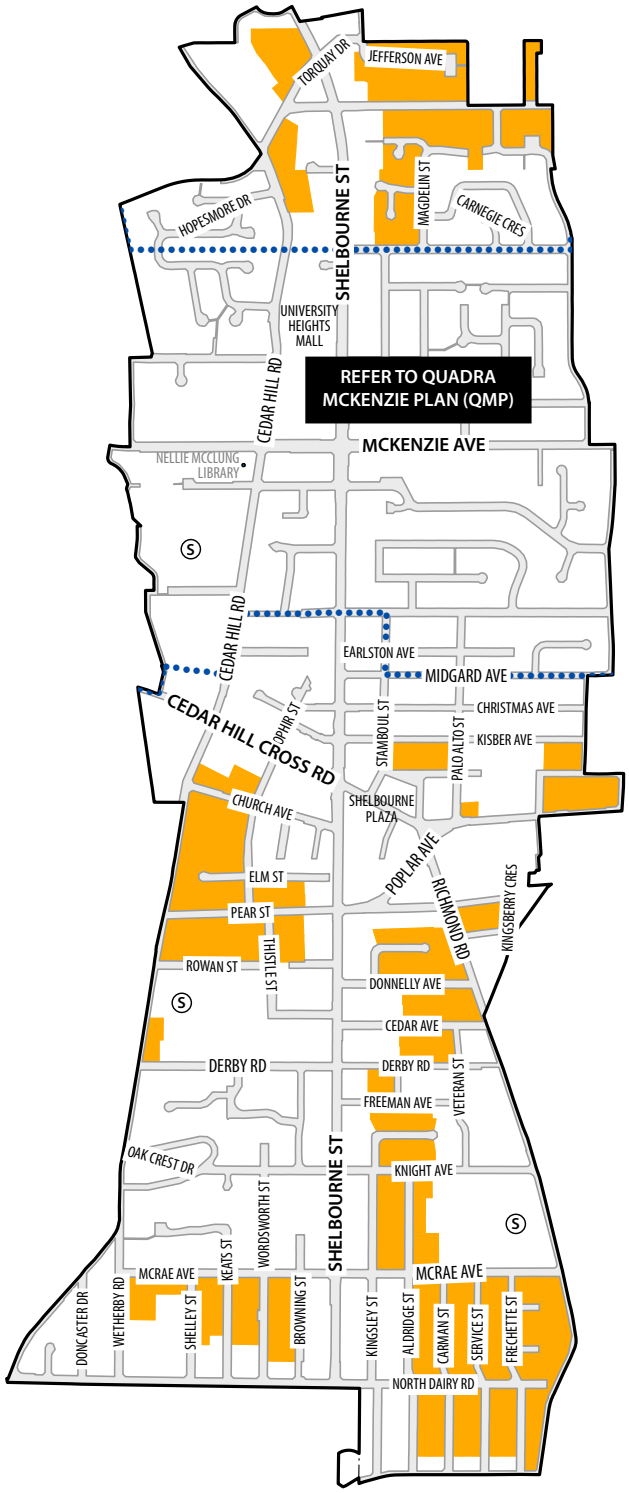
LAND USE DESIGNATION

CORRIDOR (MID-RISE)

Figure 5.1.3: Corridor Designation
Map 5.1.3: Corridor Designation

APARTMENT (Low-Rise)

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



DRAFT SHELBOURNE VALLEY PLAN (2025)

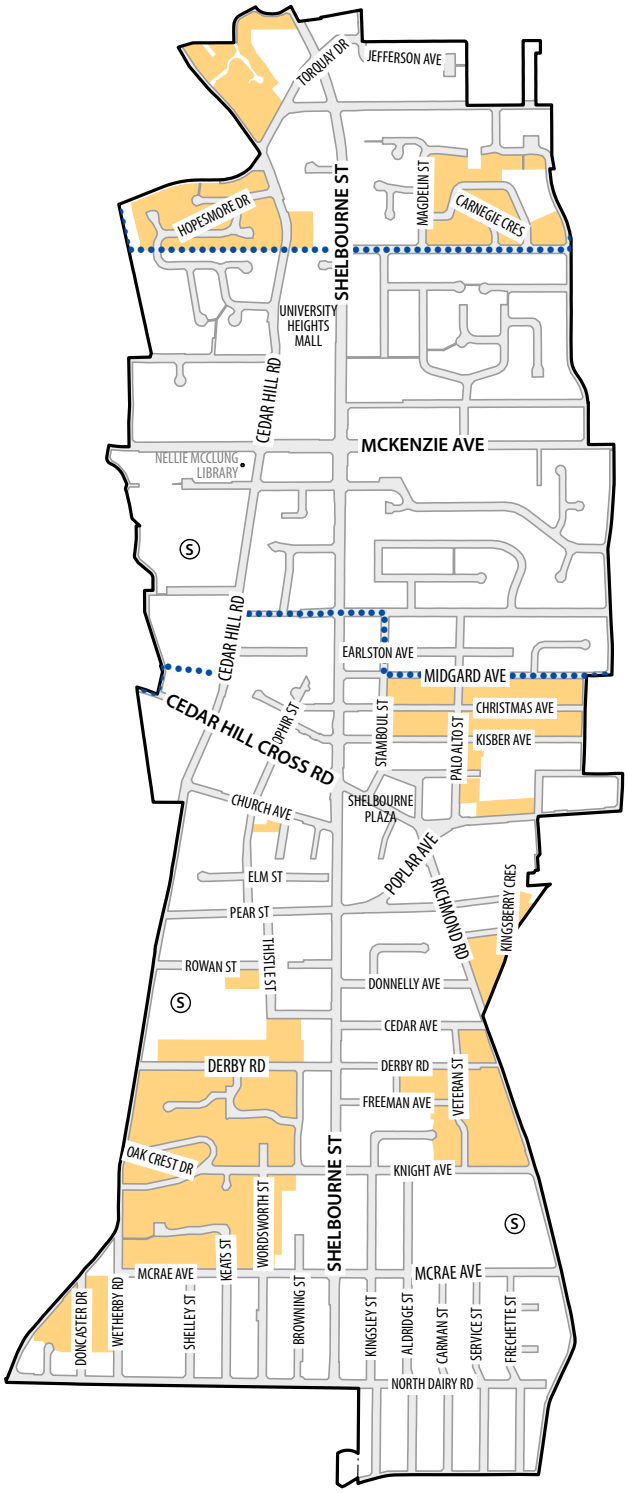
LAND USE DESIGNATION

APARTMENT (LOW-RISE)

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



DRAFT SHELBOURNE VALLEY PLAN (2025)

LAND USE DESIGNATION

URBAN TOWNHOME

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 and parks are featured, with consideration for residential, commercial, or light industries as ancillary uses.
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.

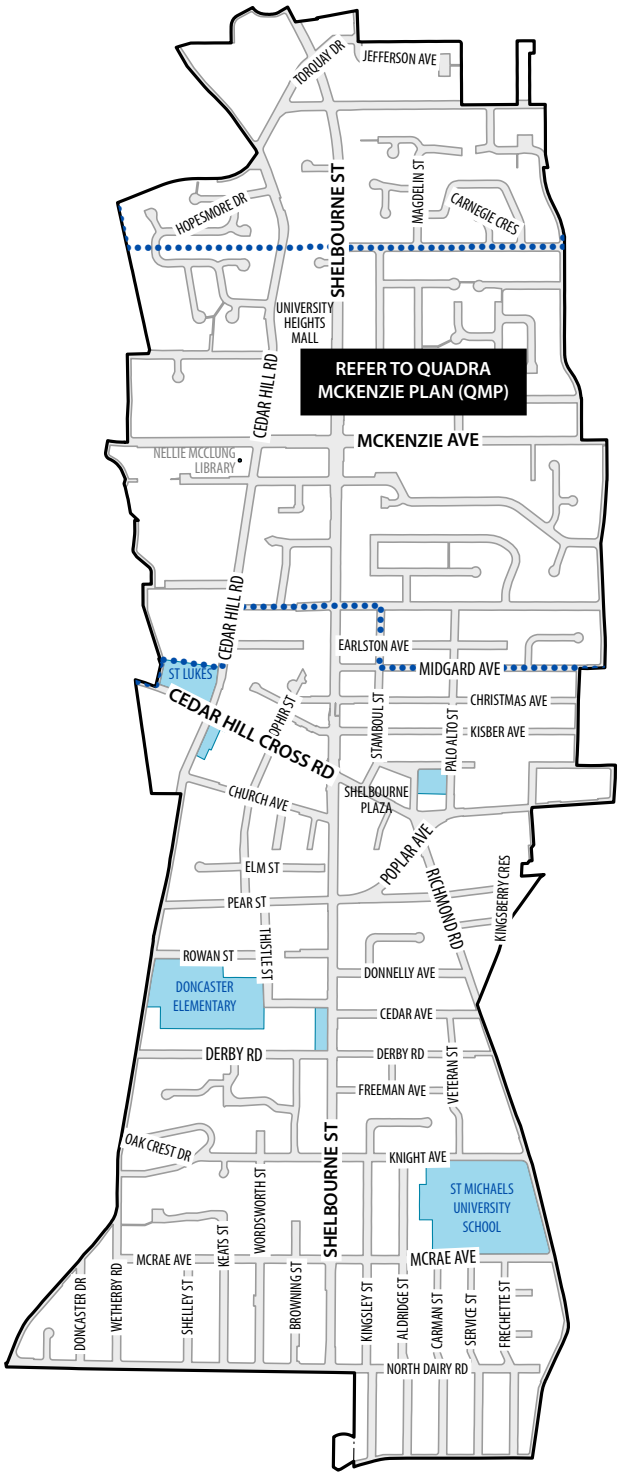
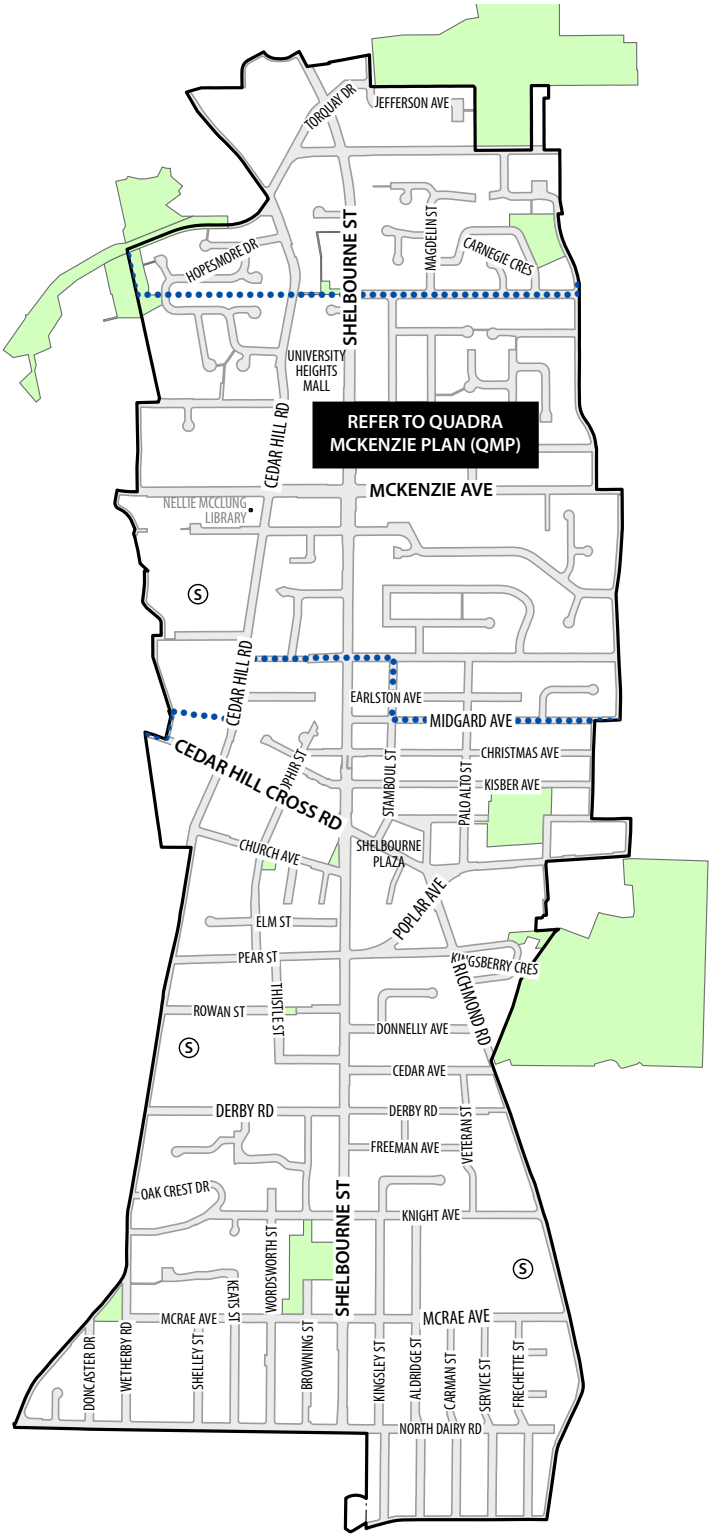


Figure 5.1.6: Mixed-Industrial Designation
Map 5.1.6: Mixed-Industrial Designation

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.



DRAFT SHELBOURNE VALLEY PLAN (2025)

LAND USE DESIGNATION

PARK

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;
- Directly impacted by Bowker Creek, either as a natural creek or one that is underground and has the potential to be daylighted; and/or
- 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.

5.2A 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 and the memorial trees on Shelbourne Street, just north of the Village, also 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, thereby improving 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 limited 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

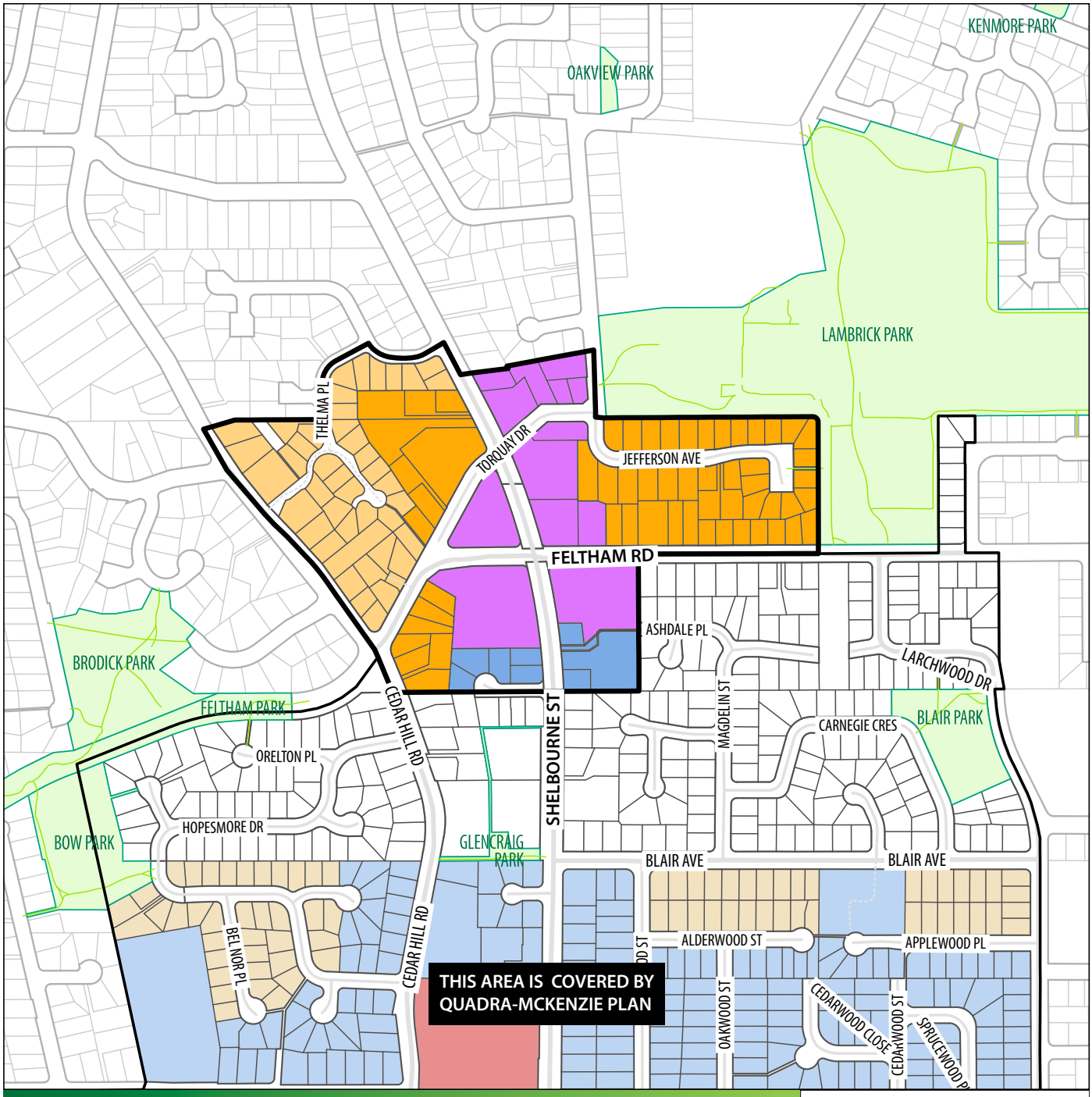
5.2.1 Support mid-rise mixed-use development that integrates local-serving retail and services at grade and housing suitable for a diversity of household types, including seniors and students.

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 For properties designated as Apartment (Low-Rise) with a frontage on Feltham Road, east of Shelbourne Street, support buildings up to five storeys in height provided development sites are of sufficient size and depth to address urban design considerations.

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



Map 5.3 | Feltham Village

LEGEND | 5-3 Feltham Village

PRIMARY GROWTH AREA

FELTHAM VILLAGE BOUNDARY (CCV)

FUTURE LAND USE DESIGNATIONS

- VILLAGE (5-6)
- CORRIDOR (3-6)
- APARTMENT LOW-RISE (3-4)
- URBAN TOWNHOME (3)
- PARK

5.2B 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 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 Road and Cedar Hill Road.

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 Cross 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 Shelbourne Street and Cedar Hill Cross Road. Development intensity will transition from high-rise at the core of the Centre to mid-rise and low-rise buildings at 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 to make 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

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

Site-Specific

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

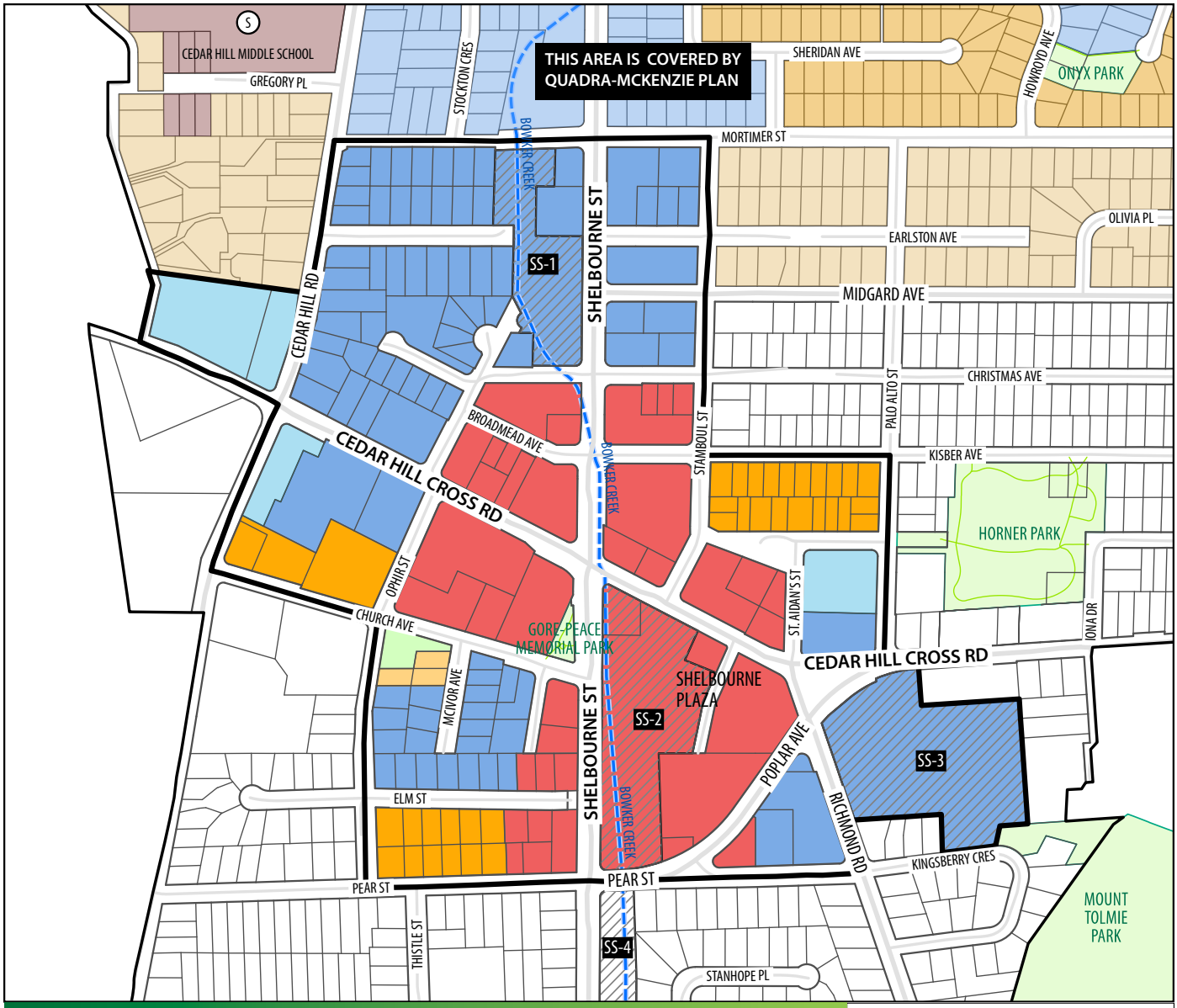
a. Incorporates greenway enhancements along Mortimer Street
b. Explores opportunities for Bowker Creek daylighting and/or enhanced stormwater management and detention;
c. Addresses replacement of existing rental units from a tenure, unit size and affordability level perspective;
d. Preserves high-value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

5.2.8 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; and
h. Incorporates additional trees to achieve tree canopy in alignment with targets identified for Primary Growth Areas in the Urban Forest Strategy.

5.2.9 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 features 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 Duck Pond.



Map 5.4 | Shelbourne Valley Centre

LEGEND | 5-4 Shelbourne Valley Centre

PRIMARY GROWTH AREA

- SHELBOURNE VALLEY CENTRE BOUNDARY (CCV)

FUTURE LAND USE DESIGNATIONS

- CENTRE (6-12)
- CORRIDOR (3-6)
- APARTMENT LOW-RISE (3-4)
- URBAN TOWNHOME (3)
- MIXED INSTITUTIONAL*
- PARK
- SPECIAL SITES (SS-#)

BOWKER CREEK

- OPEN CHANNEL
- UNDERGROUND (PIPED)

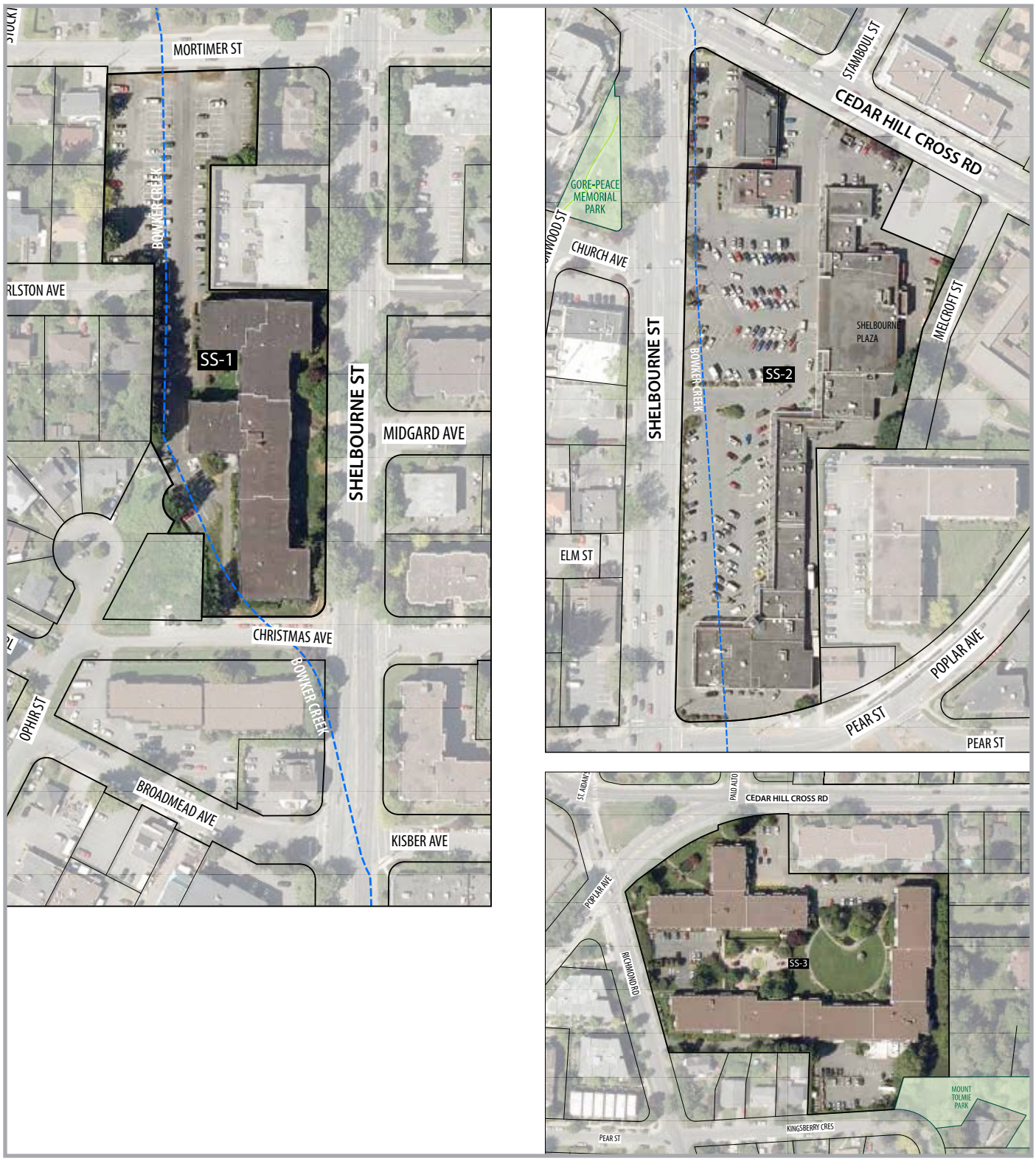


Figure 5.2 | Special Sites in Shelbourne Valley Center

SS-1: 3868 Shelbourne Street - Hybury House

SS-2: 3667 Shelbourne Street - Shelbourne Plaza

SS-3: 1701 Cedar Hill Cross Road - Fraser Tolmie Apartments

SS-1: 3868 Shelbourne Street - Hybury House

SS-2: 3667 Shelbourne Street - Shelbourne Plaza

SS-3: 1701 Cedar Hill Cross Road - Fraser Tolmie Apartments

5.2C Hillside Centre

Existing Conditions

Hillside Centre is a Regional Centre that is shared with the City of Victoria. By virtue of its location, the Centre serves as the southern gateway to the Shelbourne Valley. The dominant commercial development in the Hillside Centre is the Hillside Shopping Centre. This shopping centre is located in the City of Victoria and is one of the region's largest shopping malls. Other commercial use within the Saanich portion of the Centre is limited to a handful of locations along Shelbourne Street and North Dairy Road. The Saanich portion of the Centre is dominated by Single-detached dwellings, with several low-rise apartments fronting North Dairy Road, and a few townhouse developments between North Dairy Road and McRae Avenue.

Amenities in the Centre 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 continues to serve as a gateway to the Valley, with right-of-way design and pedestrian realm improvements that provide 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.

New buildings form, primarily mid-rise with limited opportunities for high-rise forms at the intersection of Shelbourne Street and North Dairy Road, create a continuous streetscape along Shelbourne Street. New housing opportunities are provided through mid-rise developments on Shelbourne Street, with extensions on North Dairy Road to enhance connections to Cedar Hill Park and Recreation Centre. Transitioning into streets adjacent Shelbourne Street, housing will be supplied through a mix of low-rise buildings and townhouses. Hillside Centre will contribute to Saanich's housing needs 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

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

5.2.11 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.

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

Site-Specific

5.2.13 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.

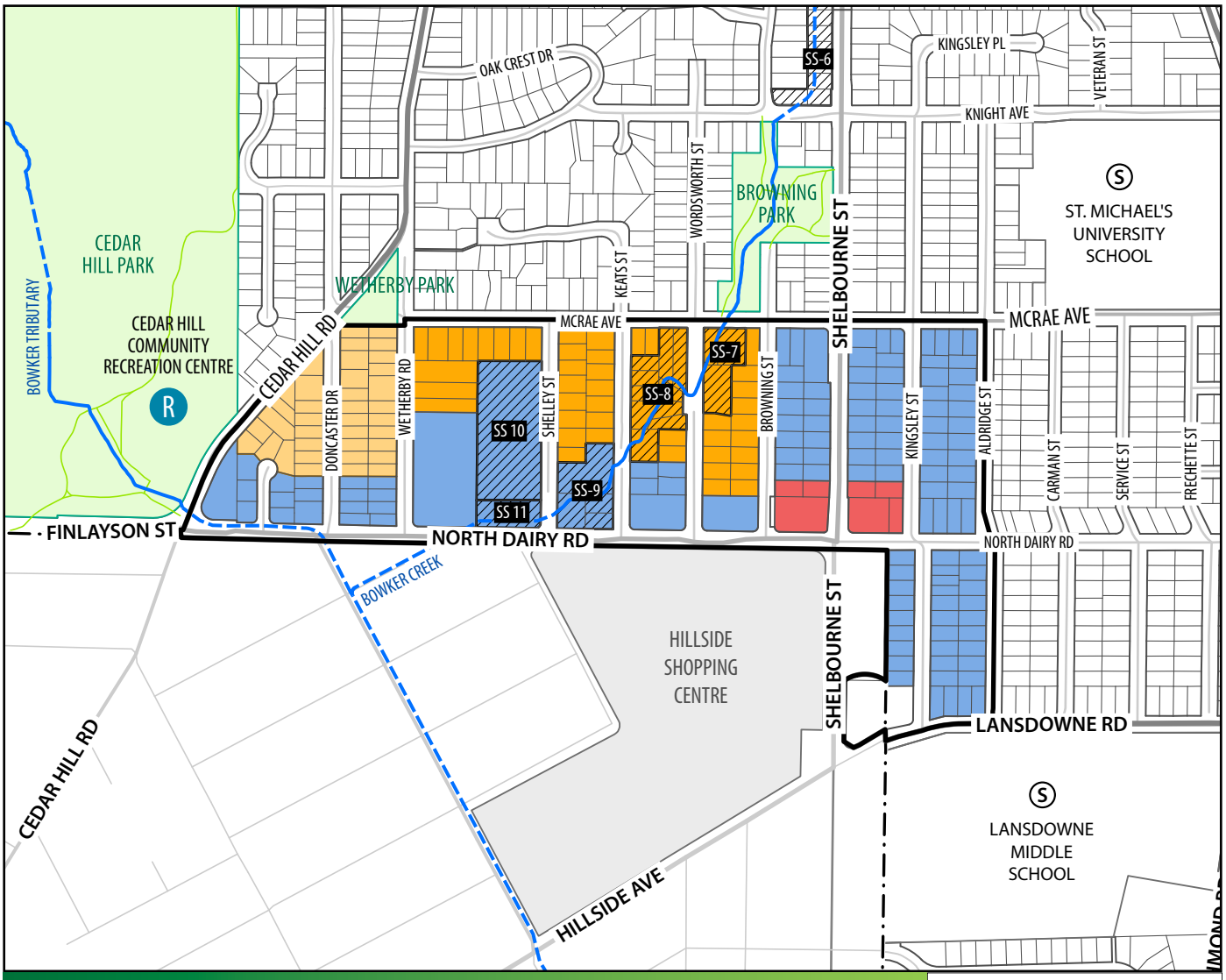
5.2.14 Support the redevelopment of SS-10 (3200-3290 Shelley Street) that:

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.

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

5.2.16 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.



Map 5.5 | Hillside Centre

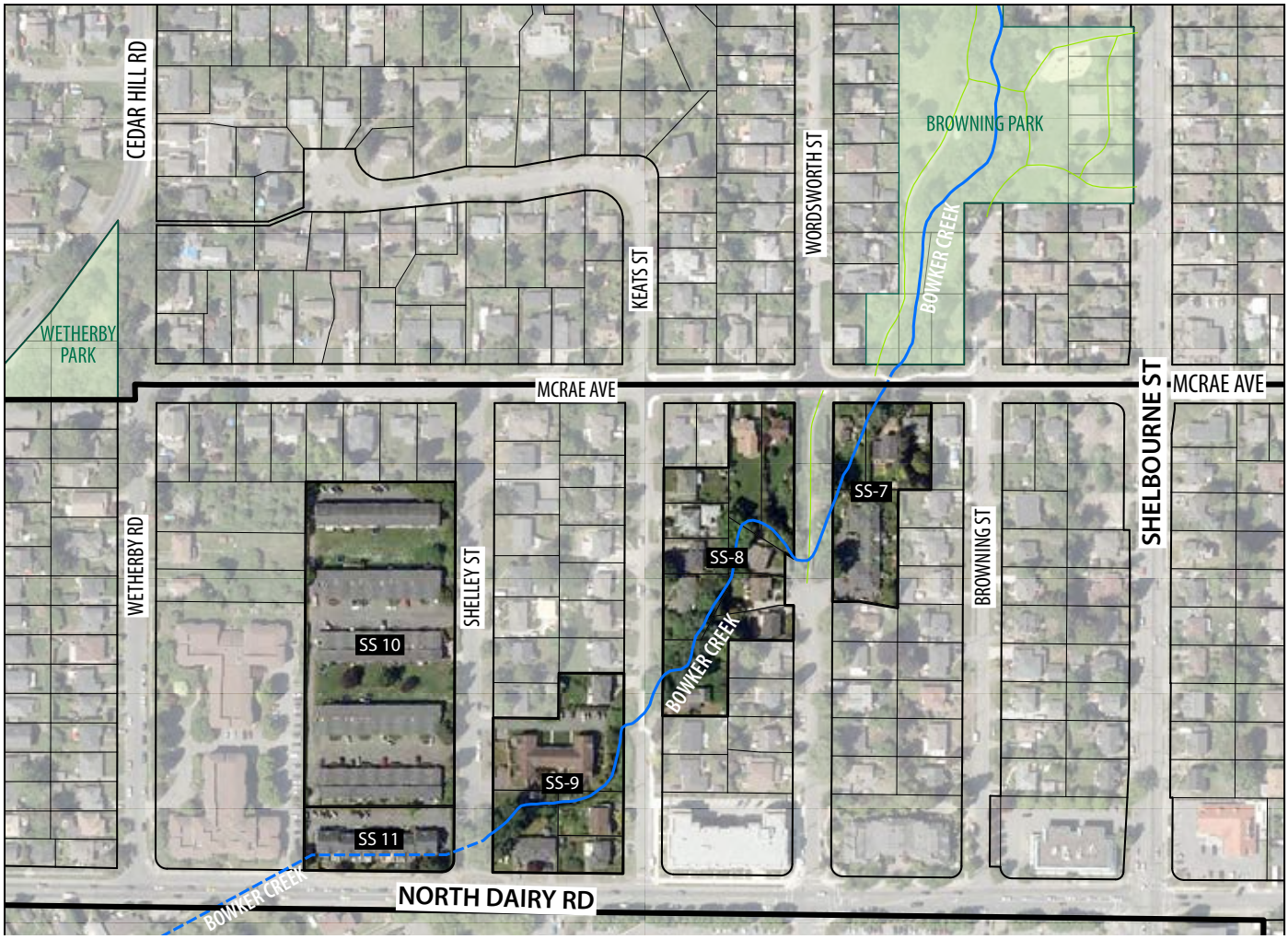


Figure 5.3 | Special Sites in Hillside Center

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

5.2D Shelbourne Corridor

Existing Conditions

Shelbourne Corridor extends approximately 500m on both sides of Shelbourne Street and includes areas between the 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: Shelbourne Corridor (North) - Map 5.6.1 and Shelbourne Corridor (South) - Map 5.6.2.

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 the 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 enhanced sidewalks, add new pedestrian and cycling connections and provide space for tree planting. The public realm will also be enhanced by buildings with active frontages, connected sidewalks, trees and pocket parks to foster social interaction and community engagement.

POLICIES

General

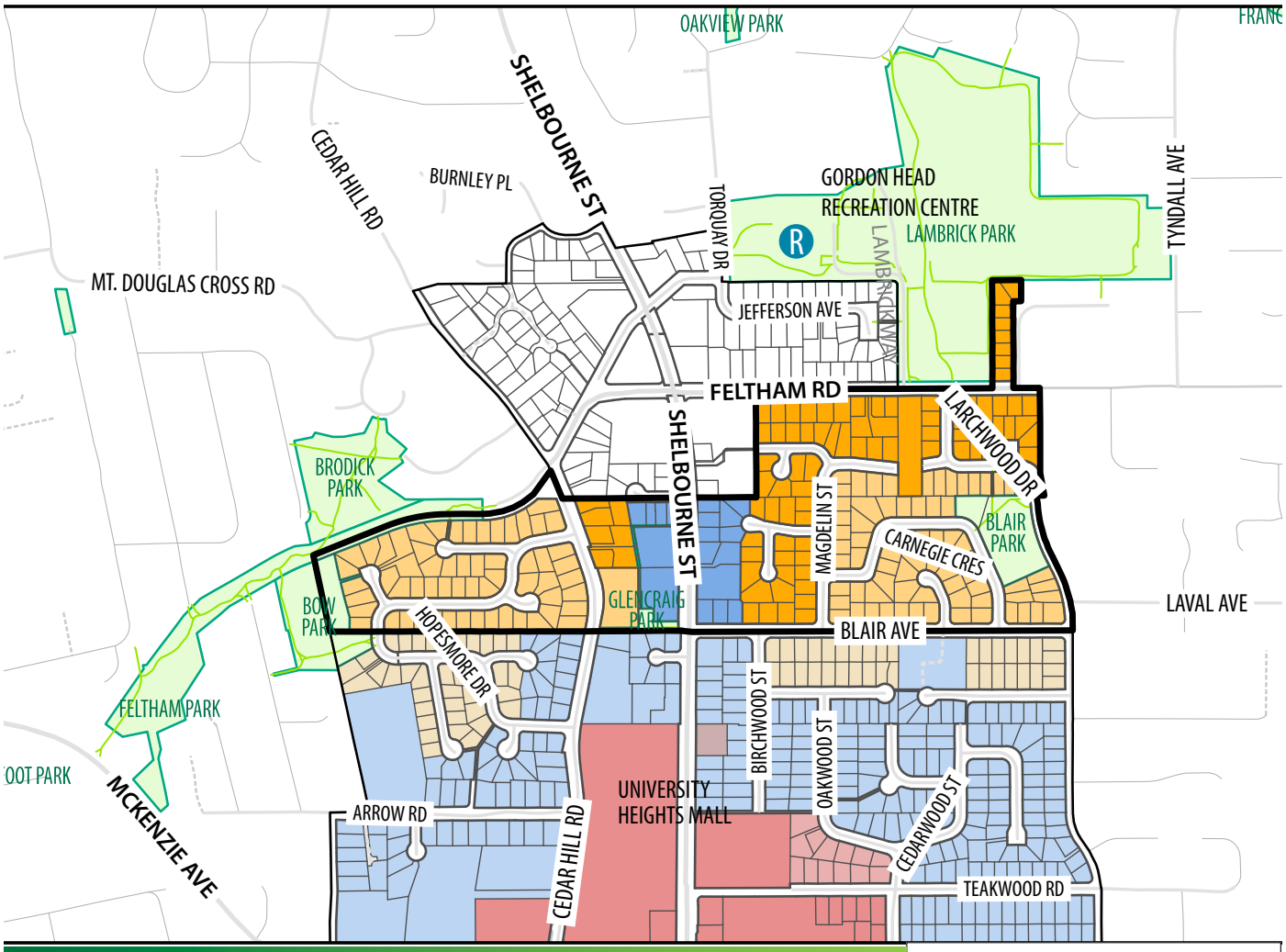
5.2.17 For properties designated as Apartment (Low-Rise) with a frontage on Feltham Road support buildings up to five storeys in height provided development sites are of sufficient size and depth to address urban design considerations.

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

Site-Specific

5.2.19 For SS-04 (3561-3597 Shelbourne Street), SS-05 (3460 Shelbourne Street - Shelbourne Street Church), and SS-06 (3345 Browning Street; 3352-3410 Shelbourne Street), consider:

a. Reduced setbacks and/or road dedication requirements along Shelbourne Street 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 5.6.1 | Shelbourne Corridor (North)

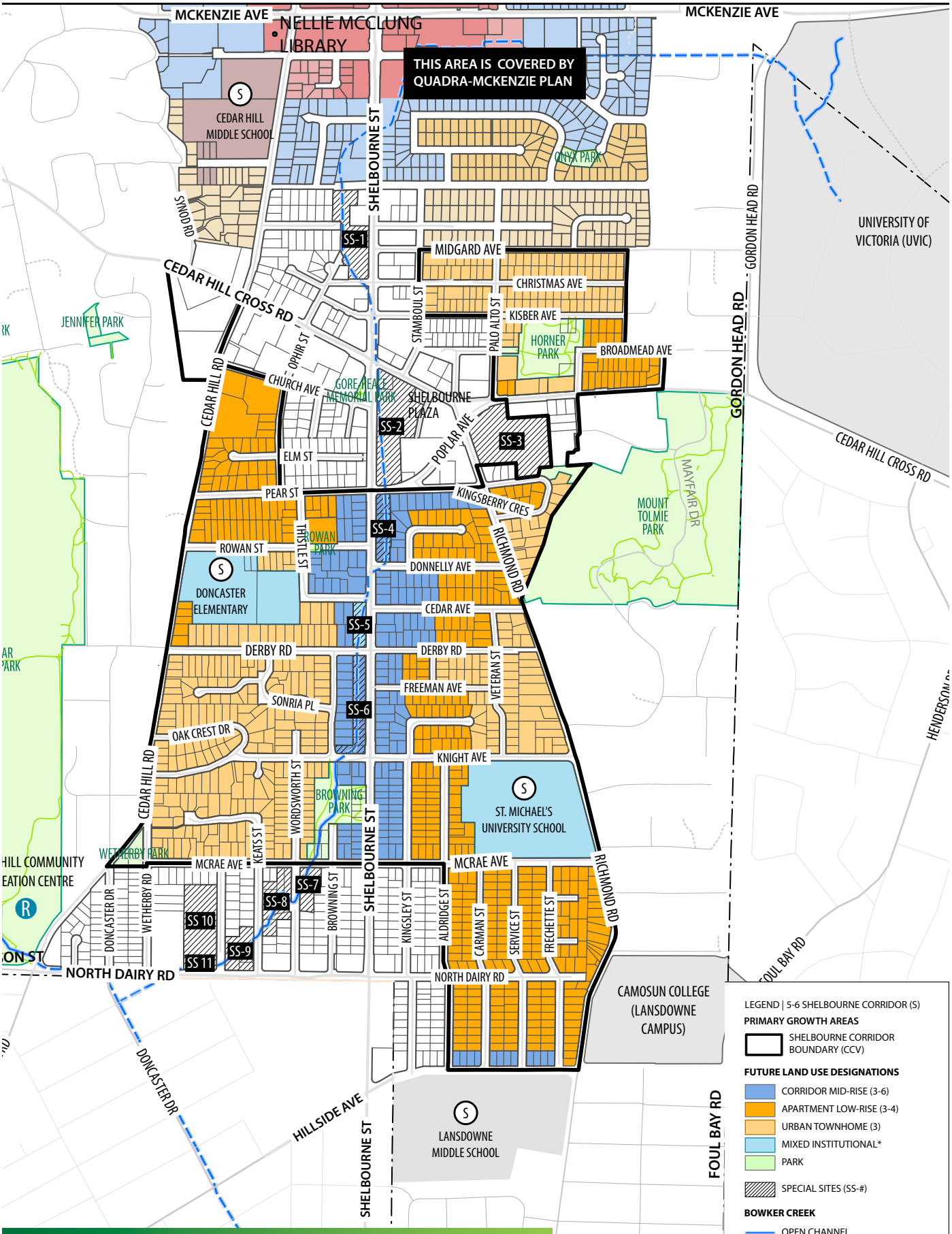
LEGEND | 5-6 SHELBOURNE CORRIDOR (N)

PRIMARY GROWTH AREA

- SHELBOURNE CORRIDOR BOUNDARY (CCV)

FUTURE LAND USE DESIGNATIONS

- CORRIDOR MID-RISE (3-6)
- APARTMENT LOW-RISE (3-4)
- URBAN TOWNHOME (3)
- PARK



Map 5.6.2 | Shelbourne Corridor (South)

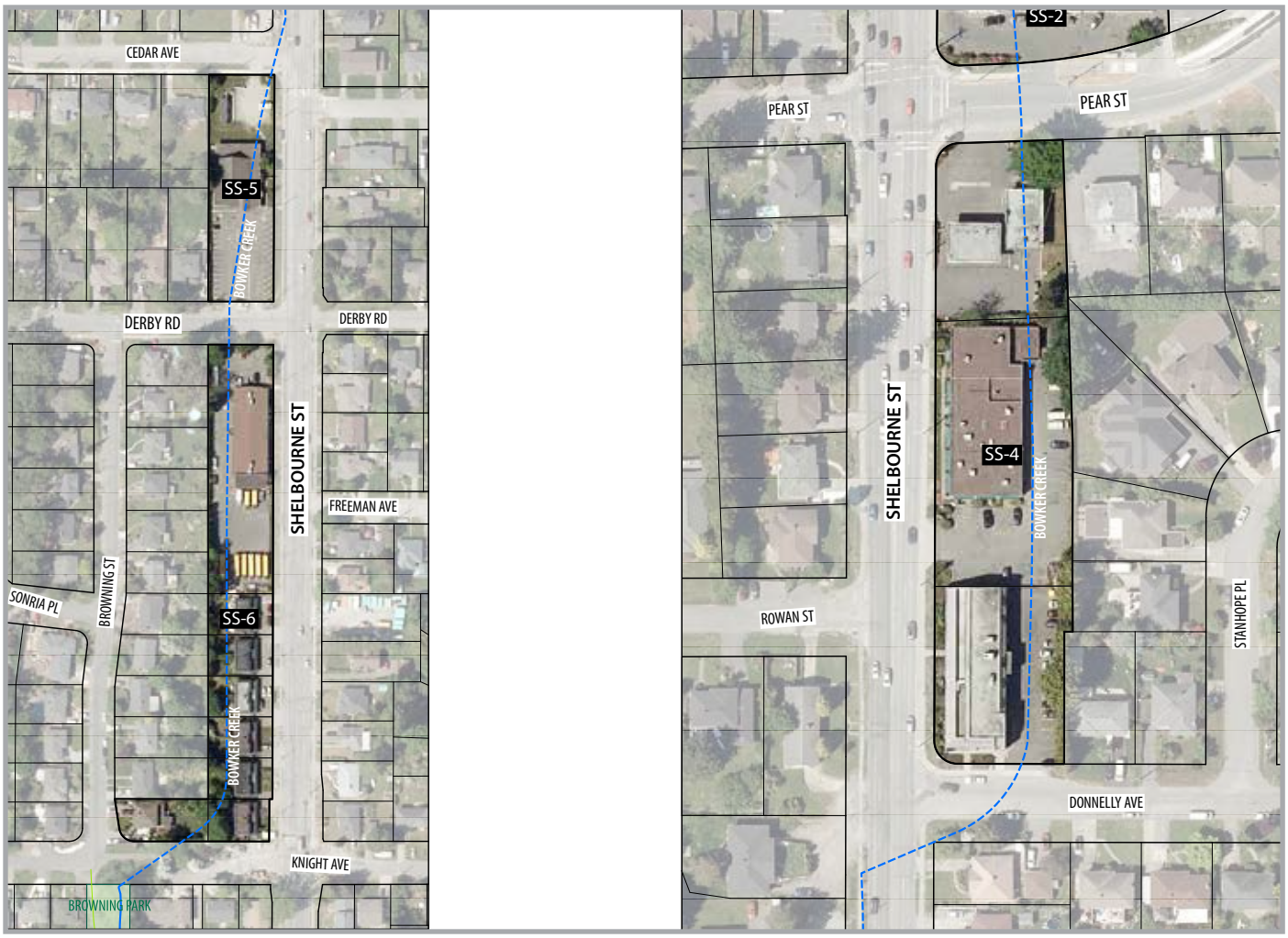
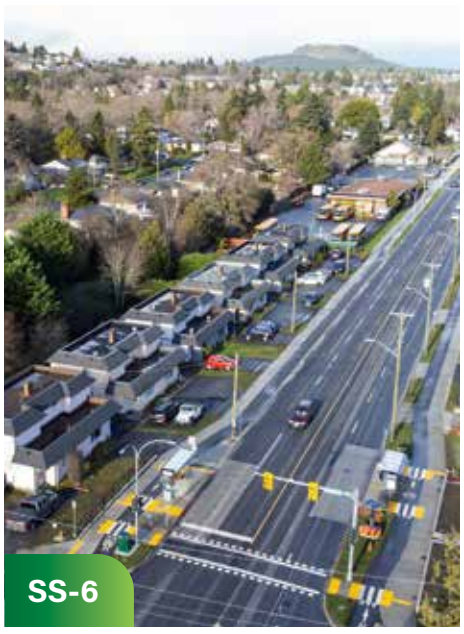


Figure 5.4 | Special Sites in Shelbourne Corridor

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, workers 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 alongside 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 Support mixed-use development with reduced front setbacks, articulated facades, visually appealing pedestrian realm, avenues for placemaking, and active ground-floor uses on seleted properties in the Centres, Village and Corridor, as indicated on Map 5.7.

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 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, and high-tech or knowledge-based industries in the Centres.

Commercial outside Centres and Village

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

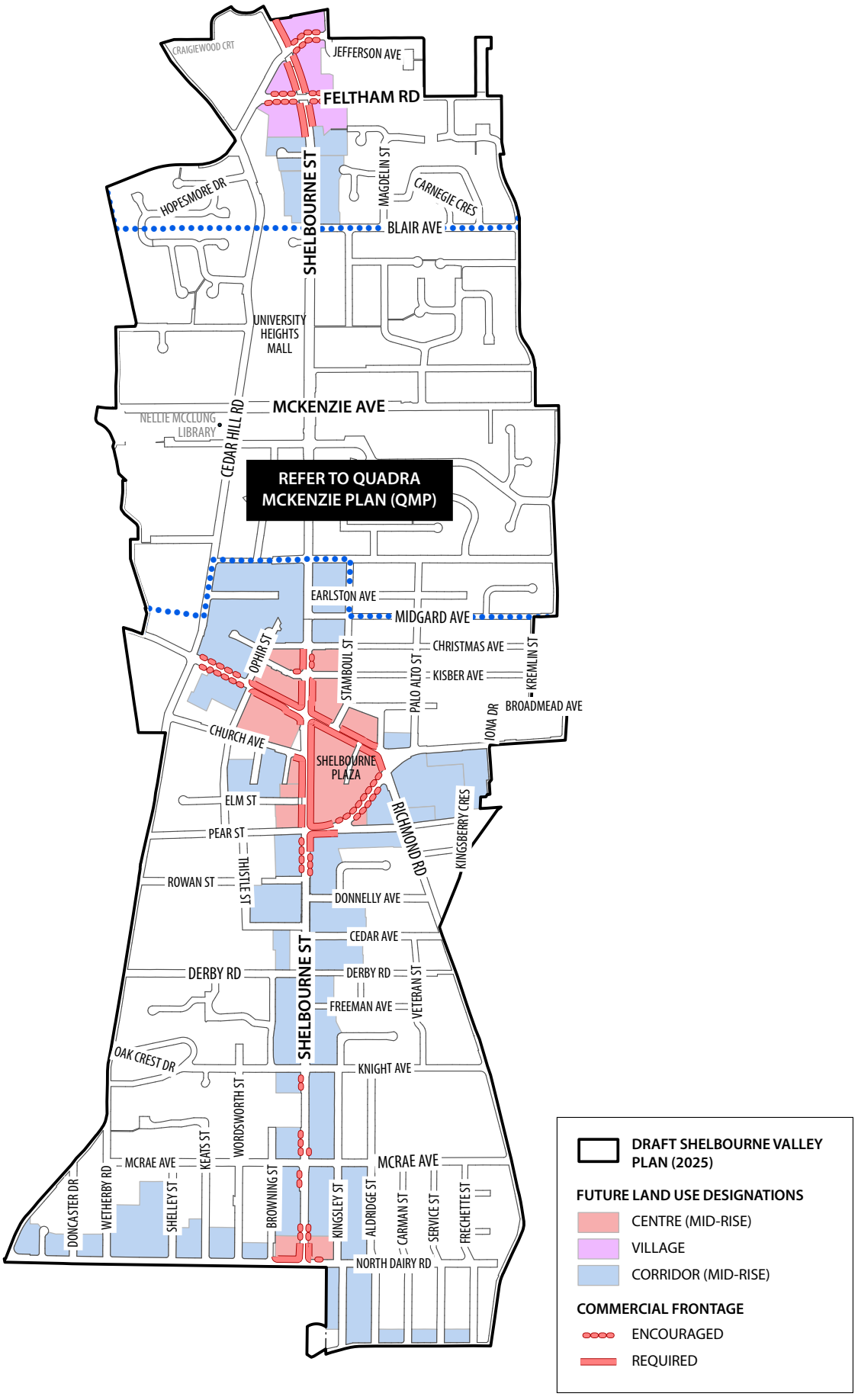
5.3.7 Consider new locations for small community-oriented commercial uses in the Shelbourne Valley.

Commercial Restrictions

5.3.8 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.

5.3.9 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 Action Plan 2017 supported a land use framework that encouraged a greater diversity of housing forms. Between 2017 and 2025, the Action Plan 2017 guided land use and transportation decisions for 17 development applications, including purpose-built rentals, mixed-use buildings, and townhouses in the plan area. Purpose-built rentals comprise a substantial share of the new housing projects (12 of the 17 approved) aligning with the OCP's direction to expand the secure rental supply. Upon completion, these developments will add 1,751 dwelling units to the Valley.

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 this housing can be supplied in Saanich.

In addition to the District-wide objectives for housing, the policies in this section aim to facilitate the delivery of diverse housing and a range of support services in the Shelbourne Valley. These policies are necessary in the pursuit of a stronger, healthier, more equitable and sustainable Saanich for everyone.

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.

5.4.11 Encourage building and site design of new housing developments that provides opportunities for urban agriculture, such as ground-level or rooftop gardens, edible landscaping or on-site composting.

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, Lansdwon, Cedar Hill, and Gordon Head Middle Schools, 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

General

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.

5.5.8 Support co-location of institutional uses with urban agriculture initiatives, such as community kitchens, food storage and distribution centres, or community gardens.


St. Luke
Cedar Hill
Anglican Church

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, the 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.

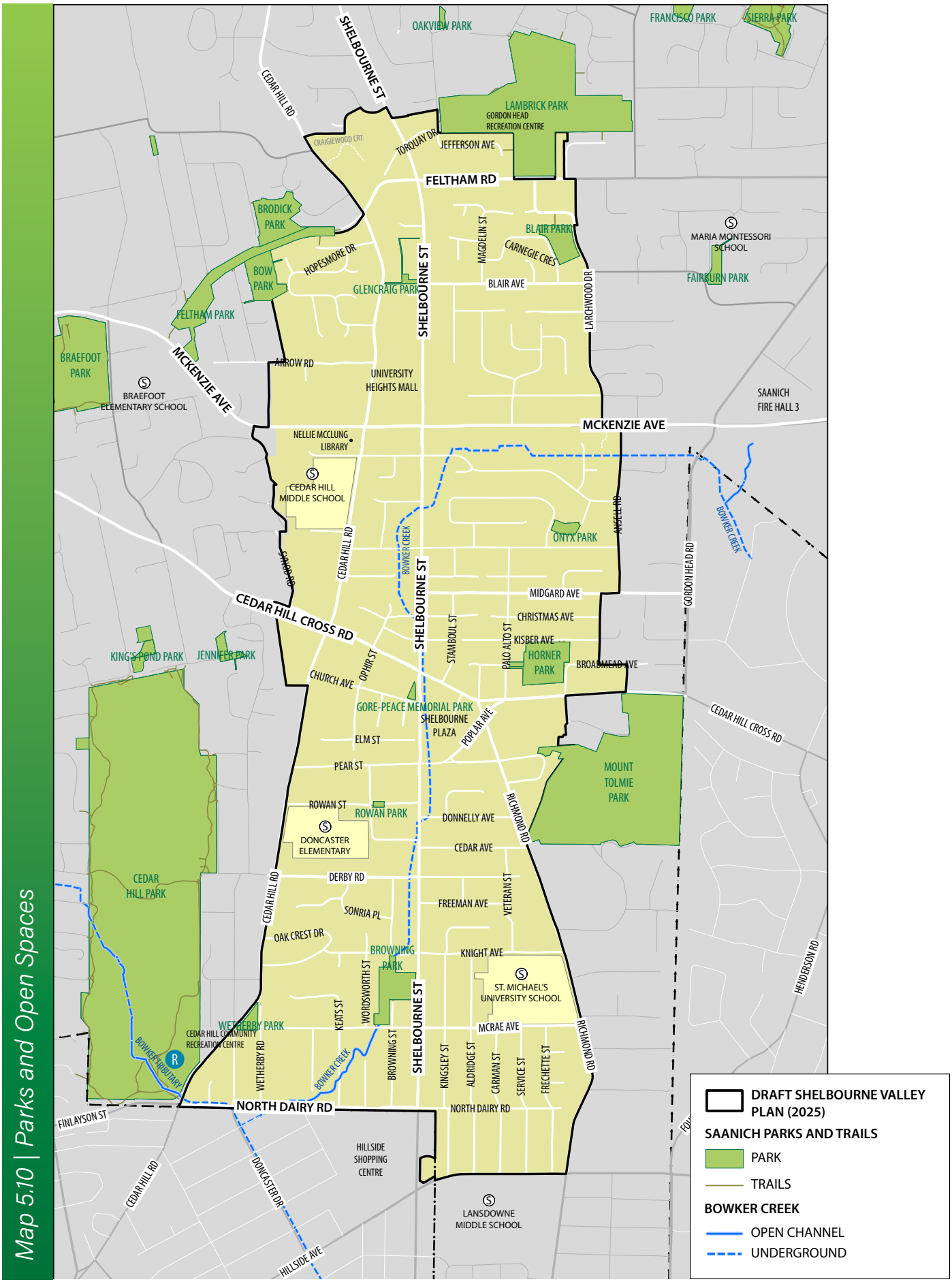
Public Right of Ways

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 ST
OAKVIEW PARK
FRANCISCO PARK
SIERRA PARK
CEDAR HILL RD
LAMBRICK PARK
GORDON HEAD RECREATION CENTRE
CRAIGIEWOOD CRT
TORQUAY DR
JEFFERSON AVE
FELTHAM RD
BRODICK PARK
BOW PARK
HOPESMORE DR
GLENCRAIG PARK
MAGDELIN ST
BLAIR PARK
CARNEGIE CRES
BLAIR AVE
LARCHWOOD DR
MARIA MONTESSORI SCHOOL
FAIRBURN PARK
FELTHAM PARK
BRAEFOOT PARK
MCKENZIE AVE
ARROW RD
UNIVERSITY HEIGHTS MALL
BRAEFOOT ELEMENTARY SCHOOL
SAANICH FIRE HALL 3
NELLIE MCCLUNG LIBRARY
CEDAR HILL MIDDLE SCHOOL
ONYX PARK
ANGELL RD
BOWKER CREEK
GORDON HEAD RD
SAANICH RD
MIDGARD AVE
CHRISTMAS AVE
KISBER AVE
CEDAR HILL CROSS RD
KING'S POND PARK
JENNIFER PARK
STAMBOUL ST
PALO ALTO ST
HORNER PARK
BROADMEAD AVE
CHURCH AVE
OPHIR ST
GORE-PEACE MEMORIAL PARK
SHELBOURNE PLAZA
POPLAR AVE
ELM ST
PEAR ST
MOUNT TOLMIE PARK
ROWAN ST
ROWAN PARK
DONCASTER ELEMENTARY
DONNELLY AVE
RICHMOND RD
CEDAR AVE
CEDAR HILL PARK
DERBY RD
FREEMAN AVE
VETERAN ST
SONRIA PL
OAK CREST DR
BROWNING PARK
KNIGHT AVE
ST. MICHAEL'S UNIVERSITY SCHOOL
HENDERSON RD
WETHERBY PARK
CEDAR HILL COMMUNITY RECREATION CENTRE
KEATS ST
WORDSWORTH ST
MCRAE AVE
BOWKER TRIBUTARY
WETHERBY RD
BROWNING ST
KINGSLEY ST
ALDRIDGE ST
CARMAN ST
SERVICE ST
FRECHETTE ST
NORTH DAIRY RD
FINLAYSON ST
HILLSIDE SHOPPING CENTRE
DONCASTER DR
LANSDOWNE MIDDLE SCHOOL
HILLSIDE AVE
DRAFT SHELBOURNE VALLEY PLAN (2025)
SAANICH PARKS AND TRAILS
PARK
TRAILS
BOWKER CREEK
OPEN CHANNEL
UNDERGROUND

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 5.2 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 5.5 | 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. Updates to Saanich's parking standards 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

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.

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, the 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 sites) 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 fallen soldiers 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 peoples, including through enhancing archeological practices and collaboration with First Nations and other partners.

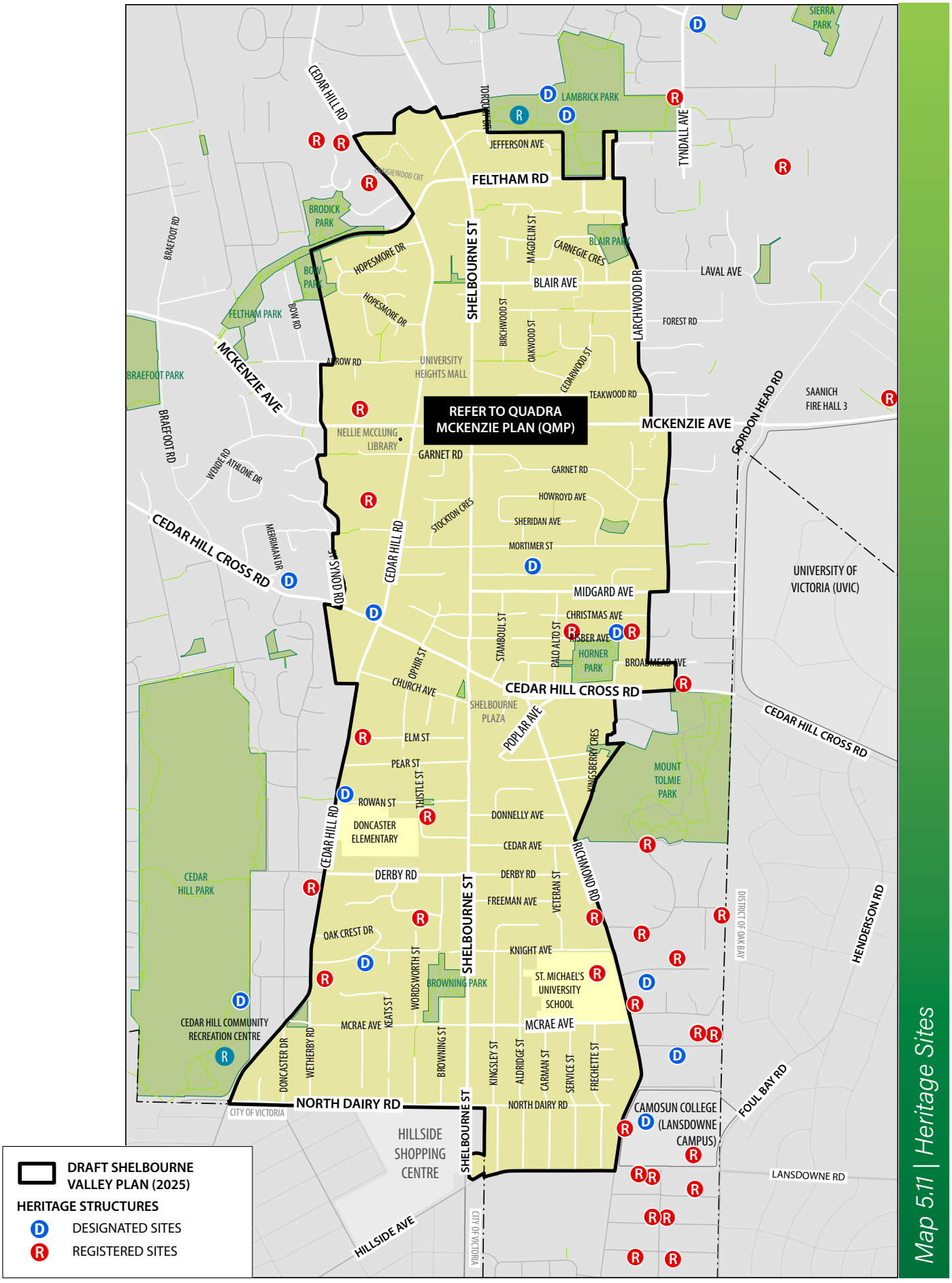
5.9.2 Support interpretive signage, public art, and other initiatives that communicate the Valley's history and Indigenous heritage.

Heritage Buildings

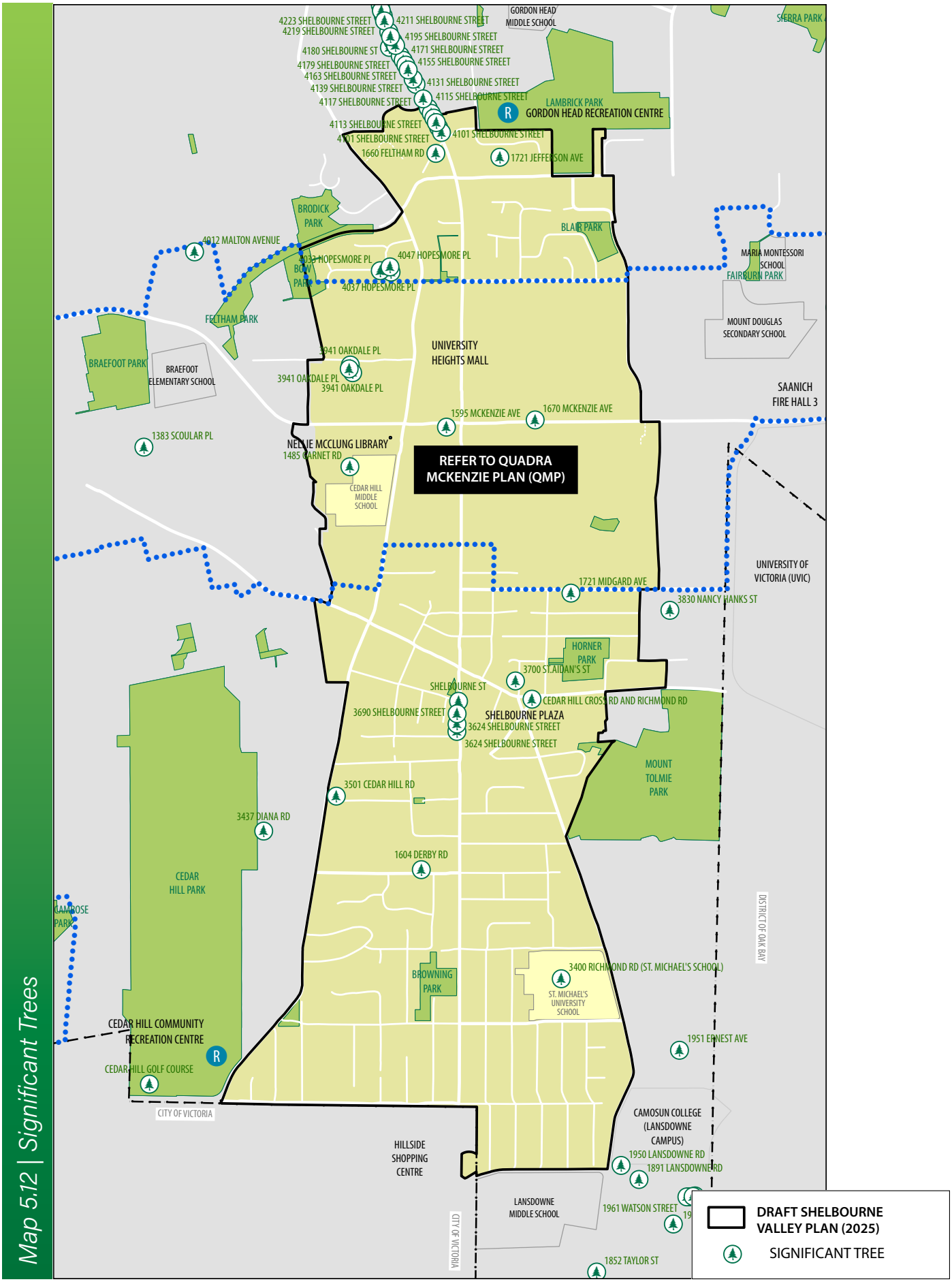
5.9.3 Continue to preserve and protect designated and registered heritage buildings by ensuring that new development is contextually sensitive and does not detract from their character and form.

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.



Map 5.11 | Heritage Sites


Map 5.12 | Significant Trees
4223 SHELBOURNE STREET
4219 SHELBOURNE STREET
4211 SHELBOURNE STREET
4195 SHELBOURNE STREET
4180 SHELBOURNE ST
4171 SHELBOURNE STREET
4179 SHELBOURNE STREET
4155 SHELBOURNE STREET
4163 SHELBOURNE STREET
4131 SHELBOURNE STREET
4139 SHELBOURNE STREET
4115 SHELBOURNE STREET
4117 SHELBOURNE STREET
4113 SHELBOURNE STREET
4101 SHELBOURNE STREET
1660 FELTHAM RD
1721 JEFFERSON AVE
GORDON HEAD MIDDLE SCHOOL
SIERRA PARK
LAMBRICK PARK
GORDON HEAD RECREATION CENTRE
BRODICK PARK
BLAIR PARK
4012 MALTON AVENUE
4033 HOPESMORE PL
4047 HOPESMORE PL
4037 HOPESMORE PL
BOW PARK
MARIA MONTESSORI SCHOOL
FAIRBURN PARK
FELTHAM PARK
MOUNT DOUGLAS SECONDARY SCHOOL
BRAEFOOT PARK
BRAEFOOT ELEMENTARY SCHOOL
3941 OAKDALE PL
UNIVERSITY HEIGHTS MALL
3941 OAKDALE PL
3941 OAKDALE PL
SAANICH FIRE HALL 3
1595 MCKENZIE AVE
1670 MCKENZIE AVE
1383 SCOULAR PL
NELLIE MCCLUNG LIBRARY
1485 GARNET RD
REFER TO QUADRA MCKENZIE PLAN (QMP)
CEDAR HILL MIDDLE SCHOOL
UNIVERSITY OF VICTORIA (UVIC)
1721 MIDGARD AVE
3830 NANCY HANKS ST
HORNER PARK
3700 ST.AIDAN'S ST
SHELBOURNE ST
CEDAR HILL CROSS RD AND RICHMOND RD
3690 SHELBOURNE STREET
SHELBOURNE PLAZA
3624 SHELBOURNE STREET
3624 SHELBOURNE STREET
MOUNT TOLMIE PARK
3501 CEDAR HILL RD
3437 DIANA RD
1604 DERBY RD
CEDAR HILL PARK
RAMROSE PARK
DISTRICT OF OAK BAY
BROWNING PARK
3400 RICHMOND RD (ST. MICHAEL'S SCHOOL)
ST. MICHAEL'S UNIVERSITY SCHOOL
CEDAR HILL COMMUNITY RECREATION CENTRE
1951 ERNEST AVE
CEDAR HILL GOLF COURSE
CITY OF VICTORIA
CAMOSUN COLLEGE (LANSDOWNE CAMPUS)
1950 LANSDOWNE RD
1891 LANSDOWNE RD
HILLSIDE SHOPPING CENTRE
LANSDOWNE MIDDLE SCHOOL
1961 WATSON STREET
CITY OF VICTORIA
1852 TAYLOR ST
DRAFT SHELBOURNE VALLEY PLAN (2025)
SIGNIFICANT TREE

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 77% of journey-to-work trips in Saanich 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.

Given that transportation accounts for 45 to 46 per cent of Saanich's greenhouse gas emissions, the Shelbourne Valley Plan Area is part of Saanich's Primary Growth Area, and Shelbourne Street is a designated provincial Frequent Transit Corridor, a well-grounded approach to integrating land use and sustainable transportation is essential to expand active transportation and reduce greenhouse gas emissions in the Shelbourne Valley and by extension in Saanich."

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. The existing Valley transportation network is also 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.

CONNECTIONS

Less connectivity results in fewer options for travel routes and creates "superblocks" that extend travel time for walking and cycling.

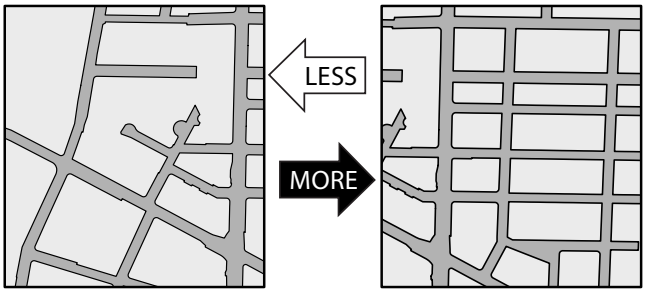


FIGURE 6.1 | Sample Street Networks in Shelbourne Valley

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-integrated 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 with the Plan's future land use direction 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.

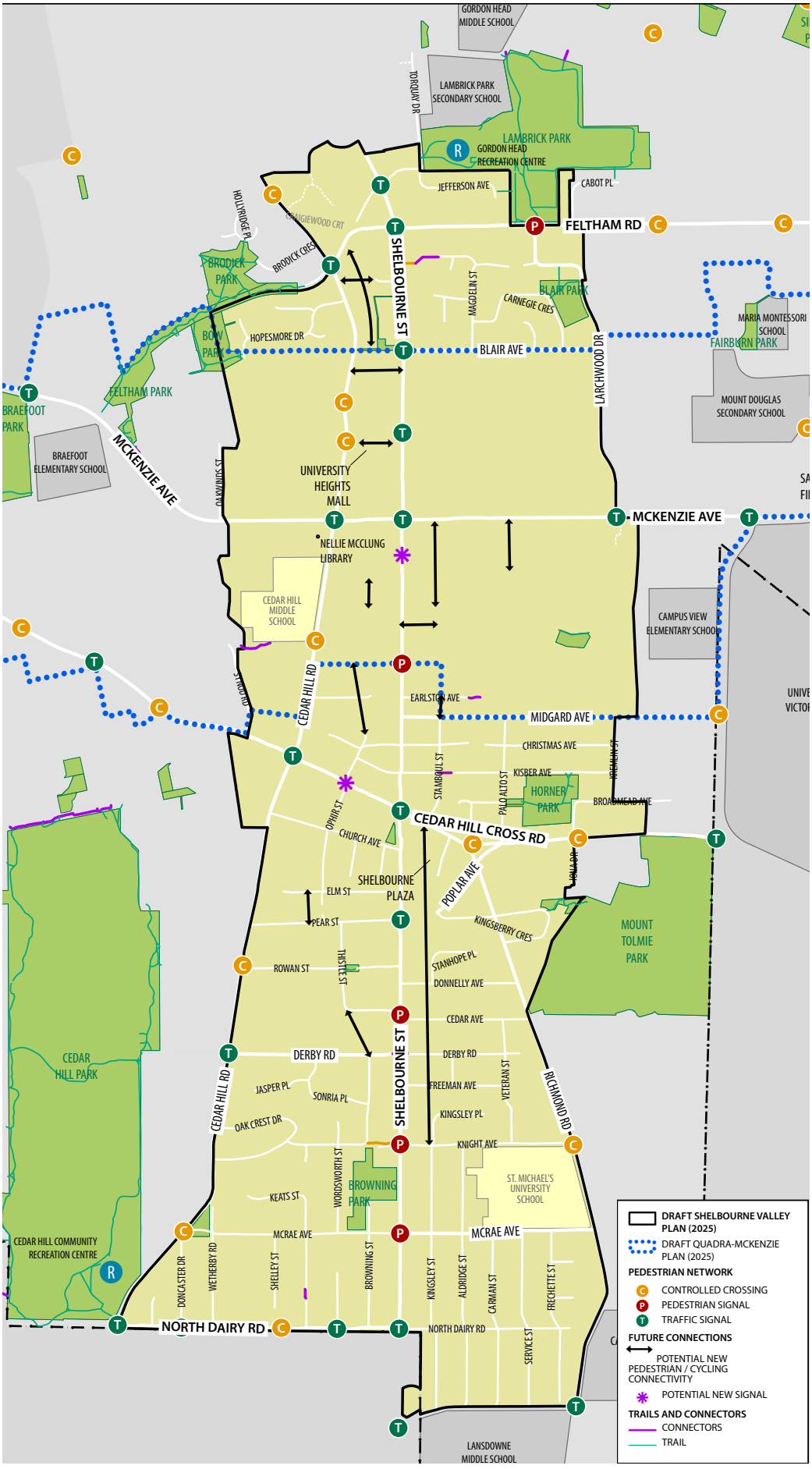
6.1.2 Acquire rights-of-way or easements for walking/cycling connections, including those identified on Map 6.1, through redevelopment or property acquisition, to improve overall network connectivity and complete the greenway network.

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. 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 of 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.

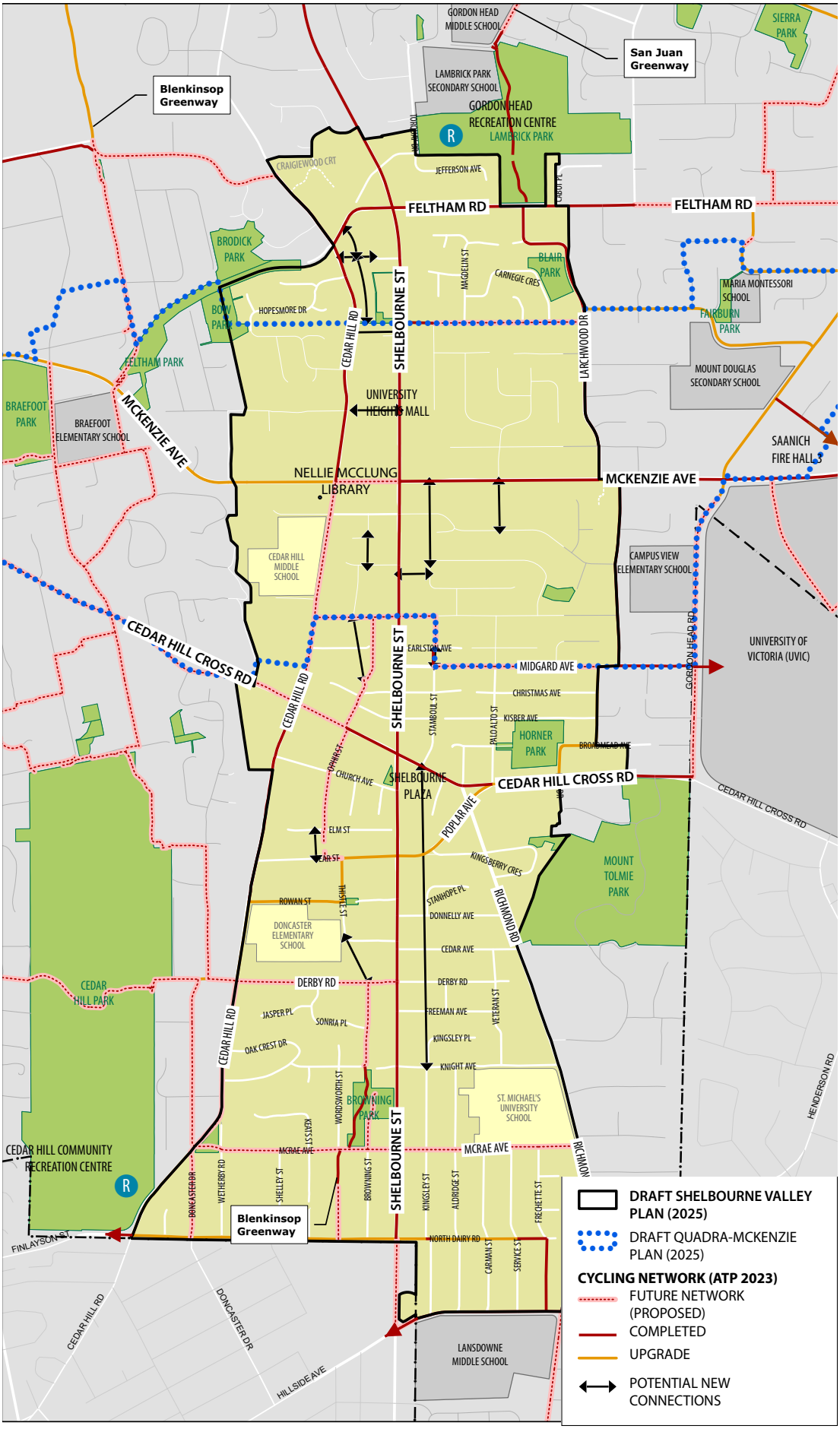
Wayfinding

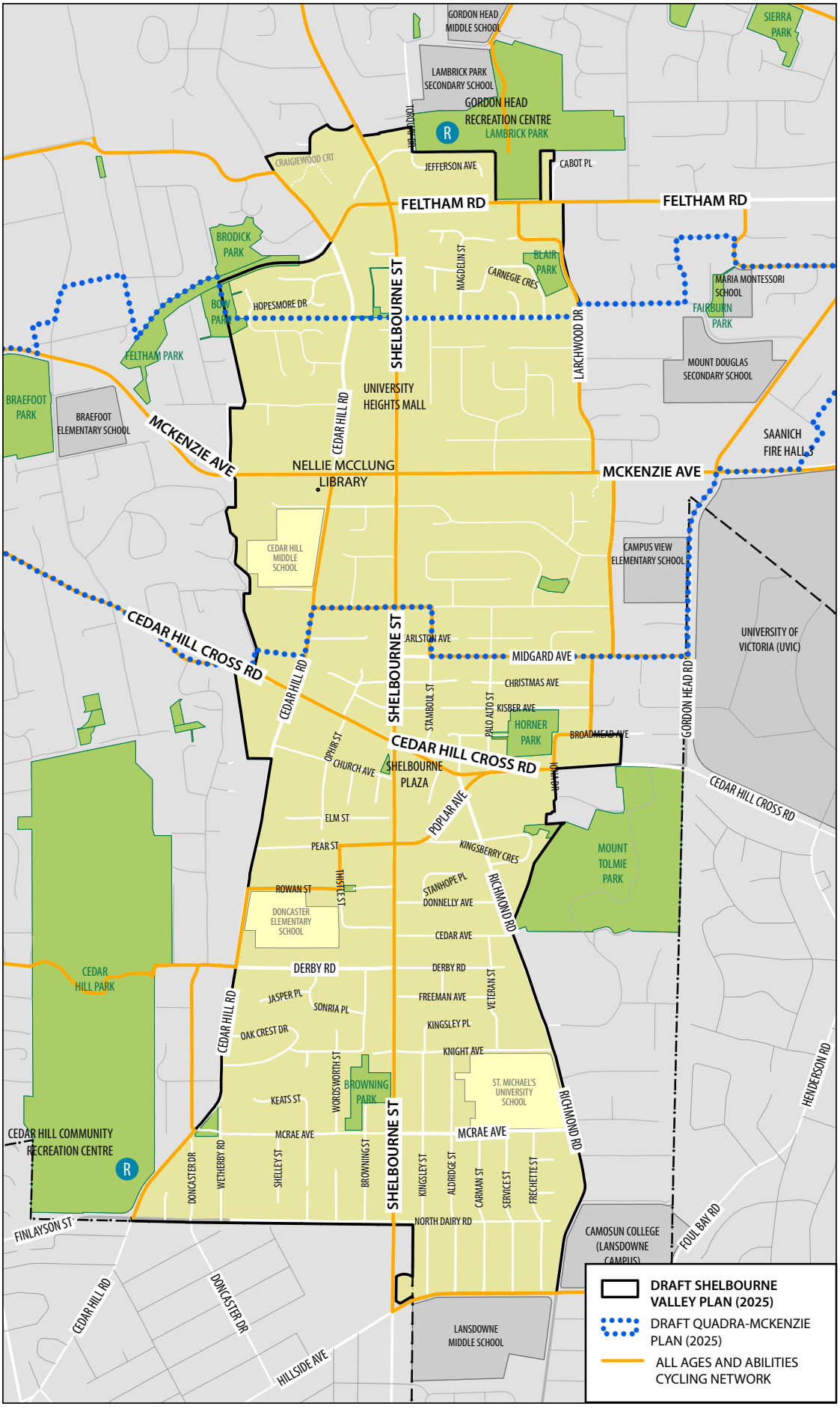
6.2.3 Support on-going efforts to develop consistent signage and integrated wayfinding system for cyclists across the region.

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 the experience of walking, cycling and other forms of non-motorized transportation. The Active Transportation Plan identified these networks as the most important opportunities for enhancing walking in the district. Together, greenways and trails combine to form a 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 the updated Bowker Creek Blueprint (in-progress) 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 updated Bowker Creek Blueprint (in-progress) (see Map 6.4).

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.

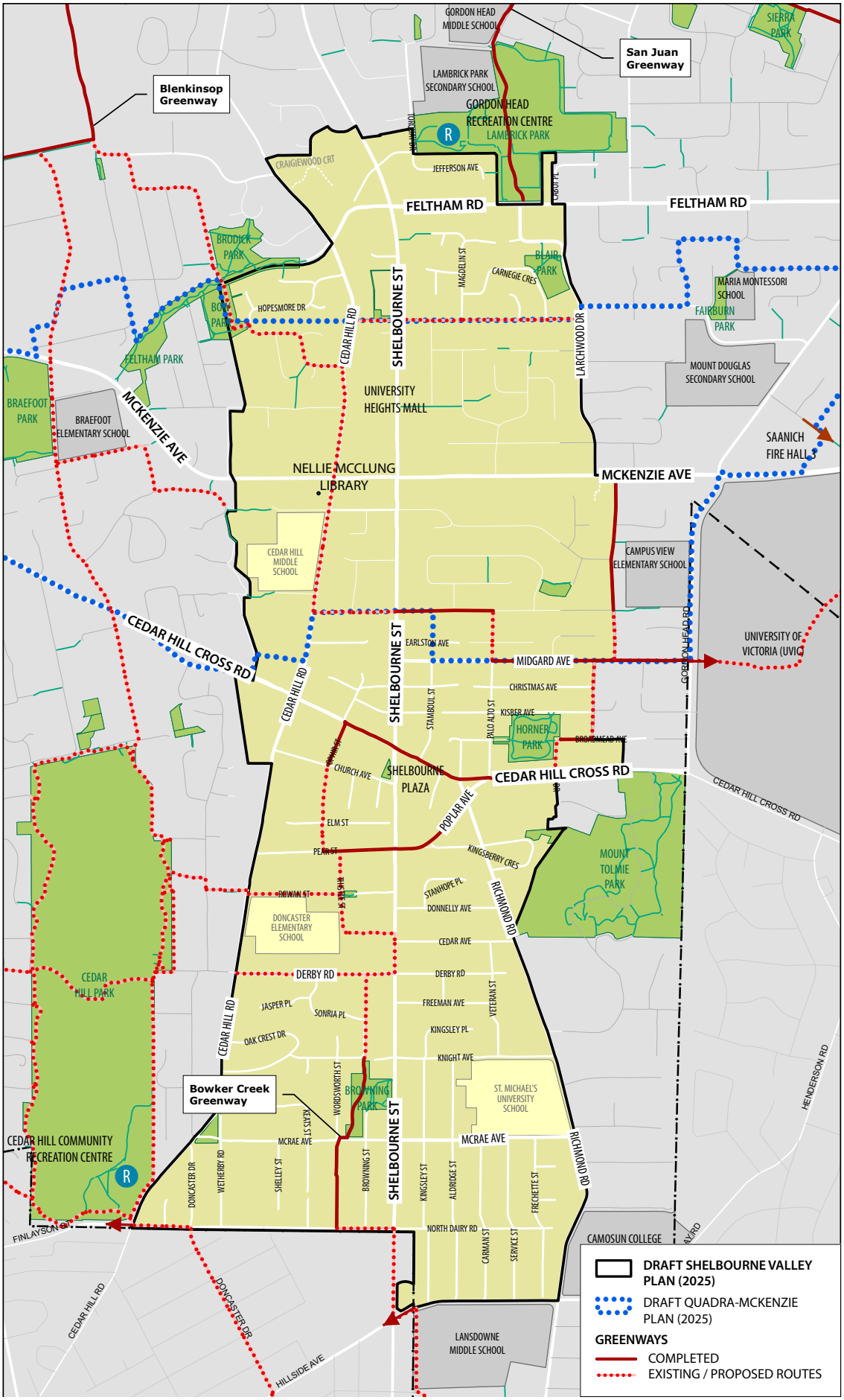
6.3.6 For greenways that align with Bowker Creek (Map 6.4), seek to implement and coordinate greenway enhancements with actions identified in the updated Bowker Creek Blueprint (in-progress).

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, with two running the length of the Valley and service about every seven minutes. Approximately 3,200 passengers board a 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 of 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 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

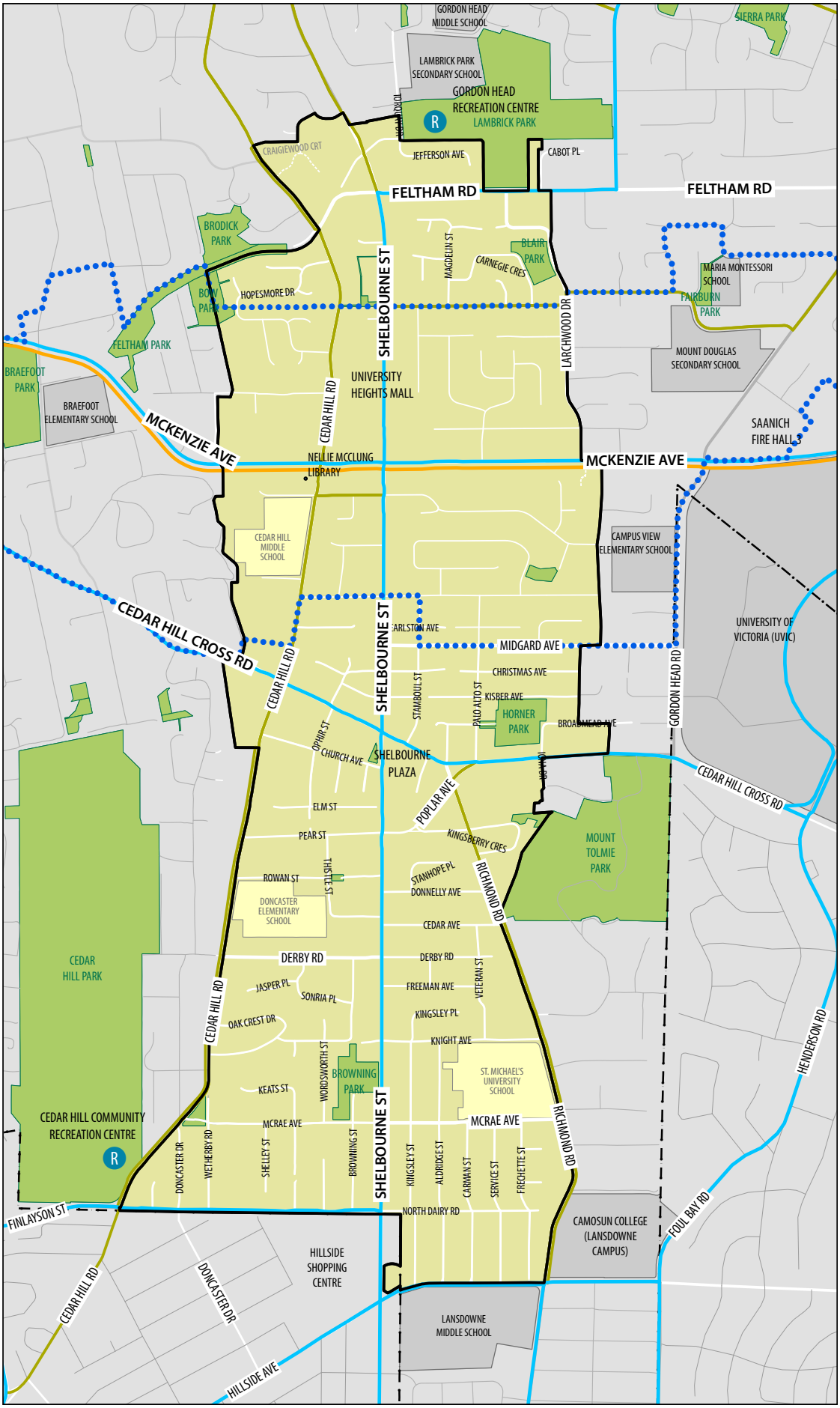
6.4.6 Work with BC Transit to introduce frequent transit service along Cedar Hill Cross Road with supporting infrastructure.

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 a decline in the use of motor vehicles across the district in the last decade, this mode of transportation remains the most widely used in Saanich. Currently, vehicular travels account for about 69% of travel in Saanich, an 11% reduction when compared to 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 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 works 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.

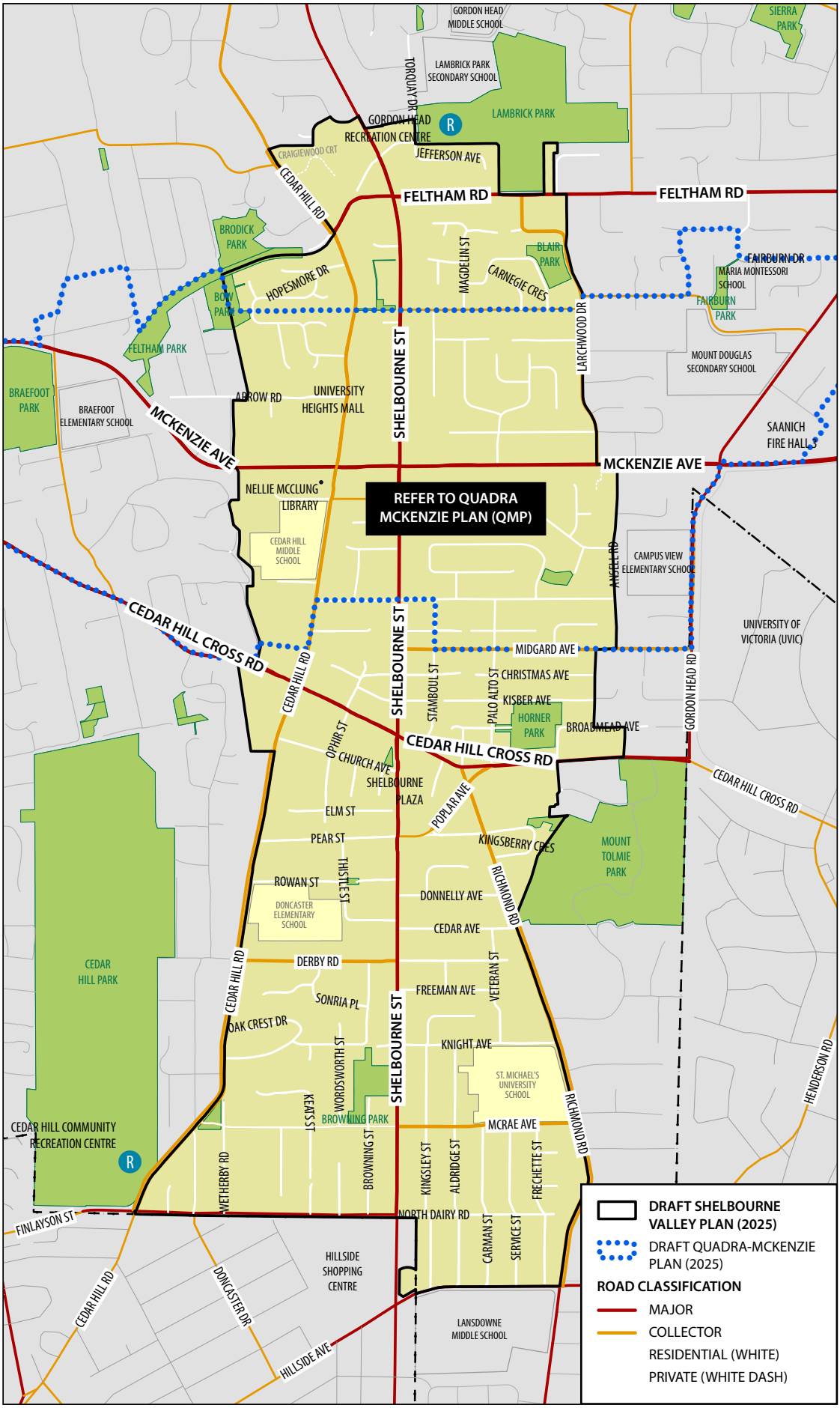
POLICIES

6.5.1 Continue to support opportunities for road upgrades 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 and the transportation demand management and parking approaches identified in the OCP.


GORDON HEAD MIDDLE SCHOOL
SIERRA PARK
LAMBRICK PARK SECONDARY SCHOOL
TORQUAY DR
LAMBRICK PARK
GORDON HEAD RECREATION CENTRE
JEFFERSON AVE
CRAIGIEWOOD CRT
CEDAR HILL RD
FELTHAM RD
FELTHAM RD
BRODICK PARK
BLAIR PARK
MAGDELIN ST
CARNEGIE CRES
FAIRBURN DR
MARIA MONTESSORI SCHOOL
FAIRBURN PARK
HOPESMORE DR
BOW PARK
FELTHAM PARK
SHELBOURNE ST
LARCHWOOD DR
MOUNT DOUGLAS SECONDARY SCHOOL
BRAEFOOT PARK
BRAEFOOT ELEMENTARY SCHOOL
ARROW RD
UNIVERSITY HEIGHTS MALL
MCKENZIE AVE
SAANICH FIRE HALL 3
MCKENZIE AVE
NELLIE MCCLUNG LIBRARY
REFER TO QUADRA MCKENZIE PLAN (QMP)
CEDAR HILL MIDDLE SCHOOL
ANGELL RD
CAMPUS VIEW ELEMENTARY SCHOOL
CEDAR HILL CROSS RD
UNIVERSITY OF VICTORIA (UVIC)
MIDGARD AVE
CEDAR HILL RD
SHELBOURNE ST
STAMBOUL ST
PALO ALTO ST
CHRISTMAS AVE
KISBER AVE
HORNER PARK
BROADMEAD AVE
GORDON HEAD RD
OPHIR ST
CHURCH AVE
CEDAR HILL CROSS RD
SHELBOURNE PLAZA
CEDAR HILL CROSS RD
ELM ST
POPLAR AVE
PEAR ST
KINGSBERRY CRES
MOUNT TOLMIE PARK
ROWAN ST
THISTLE ST
DONNELLY AVE
RICHMOND RD
DONCASTER ELEMENTARY SCHOOL
CEDAR AVE
CEDAR HILL PARK
DERBY RD
CEDAR HILL RD
SONRIA PL
FREEMAN AVE
VETERAN ST
OAK CREST DR
KNIGHT AVE
ST. MICHAEL'S UNIVERSITY SCHOOL
HENDERSON RD
WORDSWORTH ST
KEATS ST
SHELBOURNE ST
BROWNING PARK
MCRAE AVE
RICHMOND RD
CEDAR HILL COMMUNITY RECREATION CENTRE
WETHERBY RD
BROWNING ST
KINGSLEY ST
ALDRIDGE ST
FRECHETTE ST
FINLAYSON ST
NORTH DAIRY RD
CARMAN ST
SERVICE ST
HILLSIDE SHOPPING CENTRE
CEDAR HILL RD
DONCASTER DR
LANSDOWNE MIDDLE SCHOOL
HILLSIDE AVE
DRAFT SHELBOURNE VALLEY PLAN (2025)
DRAFT QUADRA-MCKENZIE PLAN (2025)
ROAD CLASSIFICATION
MAJOR
COLLECTOR
RESIDENTIAL (WHITE)
PRIVATE (WHITE DASH)

6.6 | Shelbourne Street

Shelbourne Street functions as both a community street used by Valley residents to access local destinations (including Centres and Village), as well as an important regional link connecting major regional destinations within the Capital Regional District (CRD), such as the University of Victoria and Downtown Victoria. The Street was originally designed primarily for vehicular traffic, with large blocks, limited connections, poor walking, cycling, and transit infrastructure. These gaps, particularly the inadequacy of space and infrastructure to support safe and convenient active transportation and mobility, were key concerns during the development of the Shelbourne Valley Action Plan 2017 (Action Plan 2017)

The policies in Section 6 (Transportation and Mobility) of the Action Plan 2017 collectively provide a 30-year vision for mobility in the Valley. However, implementation of many of the mobility directions, particularly as they relate to Shelbourne Street, is largely predicated upon redevelopment that will likely occur over a long period of time in a relatively unpredictable manner. Therefore, the Action Plan 2017 also included a section on Short-Term Mobility Actions Program to address urgent transportation and mobility needs along Shelbourne Street pending the completion of the long-term Shelbourne Street design (which includes ideal-width boulevard features - green space, separated sidewalks and bike lanes).

The primary goal of the Short-Term Mobility Actions Program is to provide improved pedestrian and cycling conditions in the near term and a continuous All Ages and Abilities (AAA) cycling connection for the full length of the Shelbourne Corridor. The Short-Term Mobility Actions Program addresses more compact interim improvements that can largely be implemented under current conditions with minimal to no property acquisition (minimal right-of-way expansion). The Program bridges the gap between short- and long-term mobility improvements. The long-term mobility improvements are dependent on redevelopment or property acquisition (due to insufficient existing road right-of-way width). Through short-term improvements, a major step can be made towards improving mobility in the Shelbourne Valley.

It is important to emphasize that the short-term improvements are intended to be implemented primarily within the existing road right-of-way with only very limited property acquisition for right-of-way expansion. Extensive property acquisition is something to be avoided as it is very cost-prohibitive, requires long timelines and may cause significant disruption or disturbance to property owners.

The design concept for the Short-Term Mobility Actions Program was developed to include adequate sidewalks, bike lanes, vehicle lanes and limited space for trees. This was accomplished by limiting the widths of the individual design elements to be safe, yet significantly narrower than what the optimal widths envisioned by the Action Plan 2017 for implementation in the long-term. In the years or decades following implementation of the Short-Term Mobility Actions Program, as properties adjacent Shelbourne Street are redeveloped, the short-term improvements fronting those properties will be upgraded to match the long-term configurations. The Short-Term Mobility Actions Program ensures significant mobility improvements will be in place early on throughout the corridor, while much more significant improvements will be implemented in conjunction with redevelopment in the long term. Eventually, this process will result in the long-term vision being implemented along the whole Shelbourne Corridor.

Shelbourne Street Improvements Project (SSIP)

In 2018, the process of implementing (detailed design and construction) the Short-term Mobility Actions began through the initiation of a capital project called the Shelbourne Street Improvements Project (SSIP). Using the conceptual design identified in the Action Plan 2017 as the starting point, a detailed design was developed. As recommended in the Action Plan 2017, this detailed design also incorporated significant underground utility upgrades which are required to replace failing or near end-of-life pipes (60 to 100 or more years old), and to also allow for upgraded capacity to support higher demand that will result from the increased population density supported by the long-term street improvements. These vital utility upgrades will greatly reduce the need for major utility works along Shelbourne Street in the years and decades following completion of the SSIP.

Key highlights of the SSIP include:

- New All Ages and Abilities (AAA) protected bike lanes
- Better sidewalks
- Traffic signal additions and upgrades
- Full roadway repaving
- Improved high visibility road markings
- Reduced pedestrian crossing distances
- Improved lighting
- 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

Due to the size, complexity and cost of the SSIP, the design and construction was split into three consecutive phases, each comprising approximately one-third (1/3rd) of the total project scope. Each phase of the SSIP has a different cross-section due to the significant differences in existing road right-of-way widths and traffic volumes. Figure 6.6 and Figure 6.7 show the typical Shelbourne Street cross-sections for short-term improvements that are nearing completion.

The design of all phases of the SSIP is based on the approved concepts in the Action Plan 2017. The concepts balances the needs of regular vehicle traffic, transit, and active transportation modes. Where possible, certain SSIP elements were designed to match the longer-term configuration envisioned by the Action Plan 2017 to avoid the need for future reconstruction as adjacent lands redevelop. For example, between North Dairy and Pear Street (Phase 2), the curbs were realigned, shifted, and straightened to address existing substandard lane widths and correct inconsistencies in curb alignment. The new vehicle lanes and curb locations match those required by the long-term Shelbourne Street cross-section. This means the curbs will not have to be replaced in the future to implement the long-term cross-section. Future improvements here will focus on mobility features between the curbs and property lines, such as widening and separating sidewalks and bike lanes. In other SSIP phases, existing curbs were kept as-is, but modular bike barriers were used between vehicle lanes and bike lanes. In the long term, road widening will be required to implement the mid- and long-term road improvements, and boulevards will be introduced between the bike lanes and sidewalks.

Construction for Phases 1 and 2 has been completed, and Phase 3 will be completed in 2026. So far, recently completed phases of the SSIP (from Garnet Road to Torquay Drive and North Dairy Road to Pear Street) are beginning to yield positive outcomes – improved traffic flow, safety and modal split. Through the SSIP, Shelbourne Street is intended to become a safer route for all road users, with adequate, functional and reliable underground utilities that will accommodate future demands and provide climate change resilience. Although the on-going Shelbourne Street Improvements Project is anticipated to be completed in the year 2026, the Shelborne Valley Plan will continue to support and guide the implementation of the mid- and long-term cross-sections beyond year 2026.

POLICIES

Design Concept

6.6.1 Continue to implement the long-term vision for Shelbourne 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.

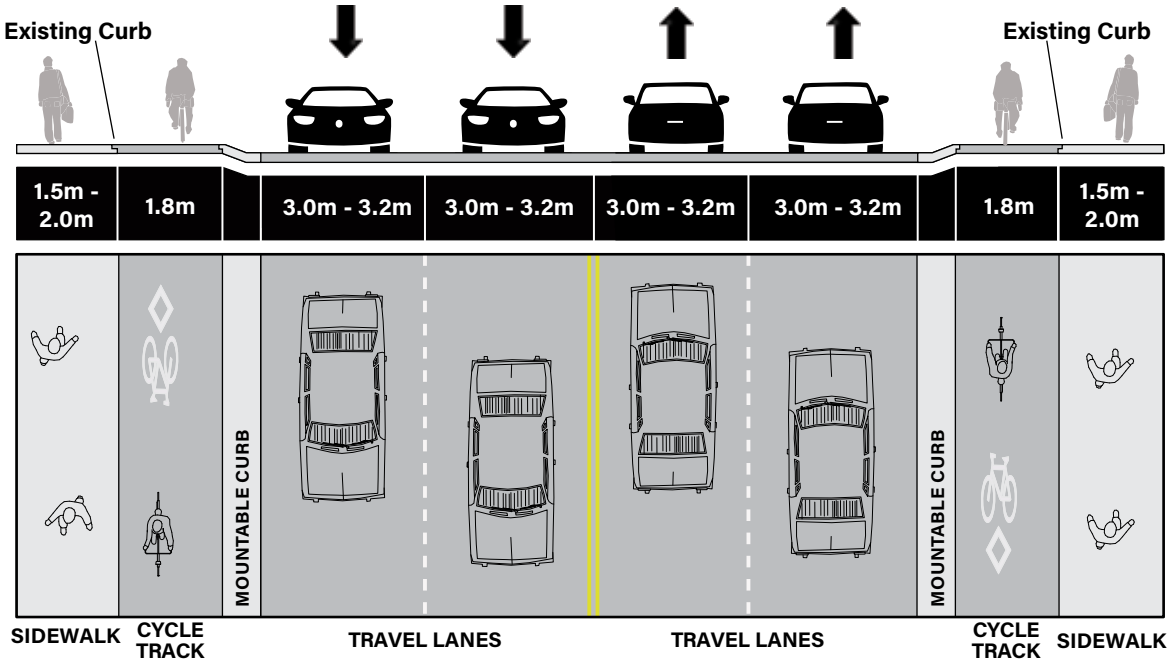


Figure 6.6 | Typical Short-term/ Existing Shelbourne Street Cross-Section (Case 1: Pear Street to Christmas Avenue)

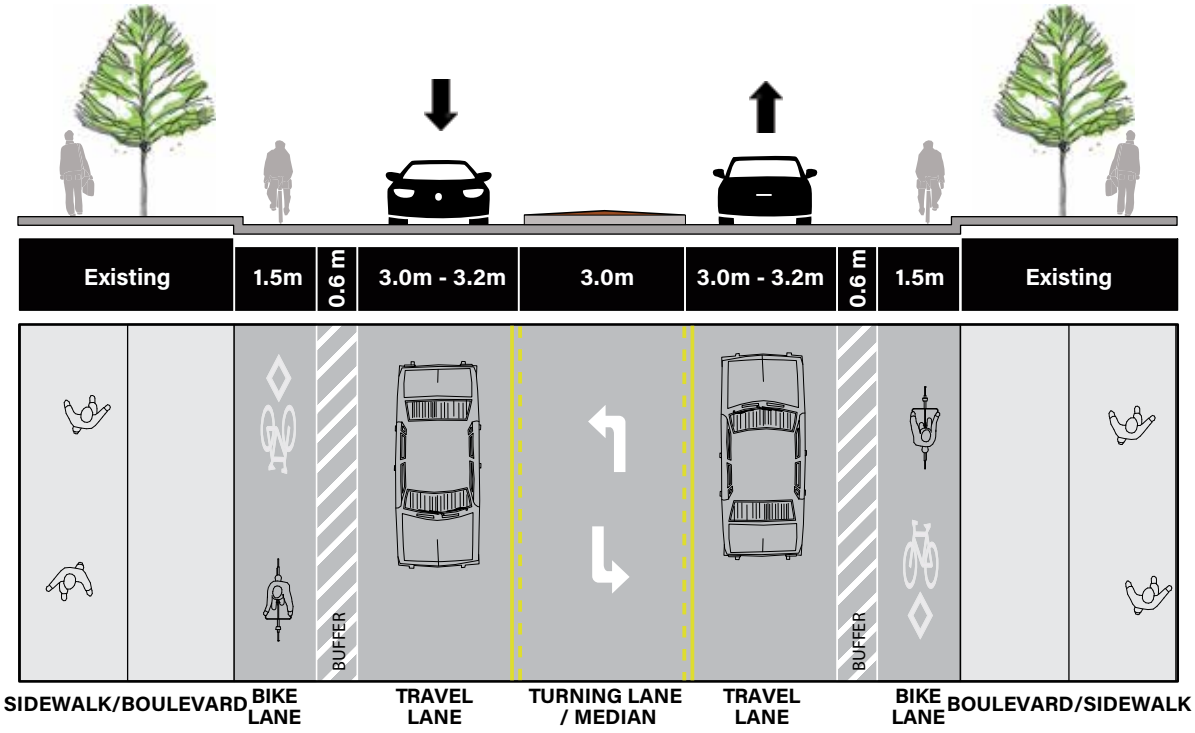


Figure 6.7 | Typical Short-term/ Existing Shelbourne Street Cross-Section (Case 2: Christmas Avenue to Garnet Road and north of McKenzie Avenue to Torquay Drive)

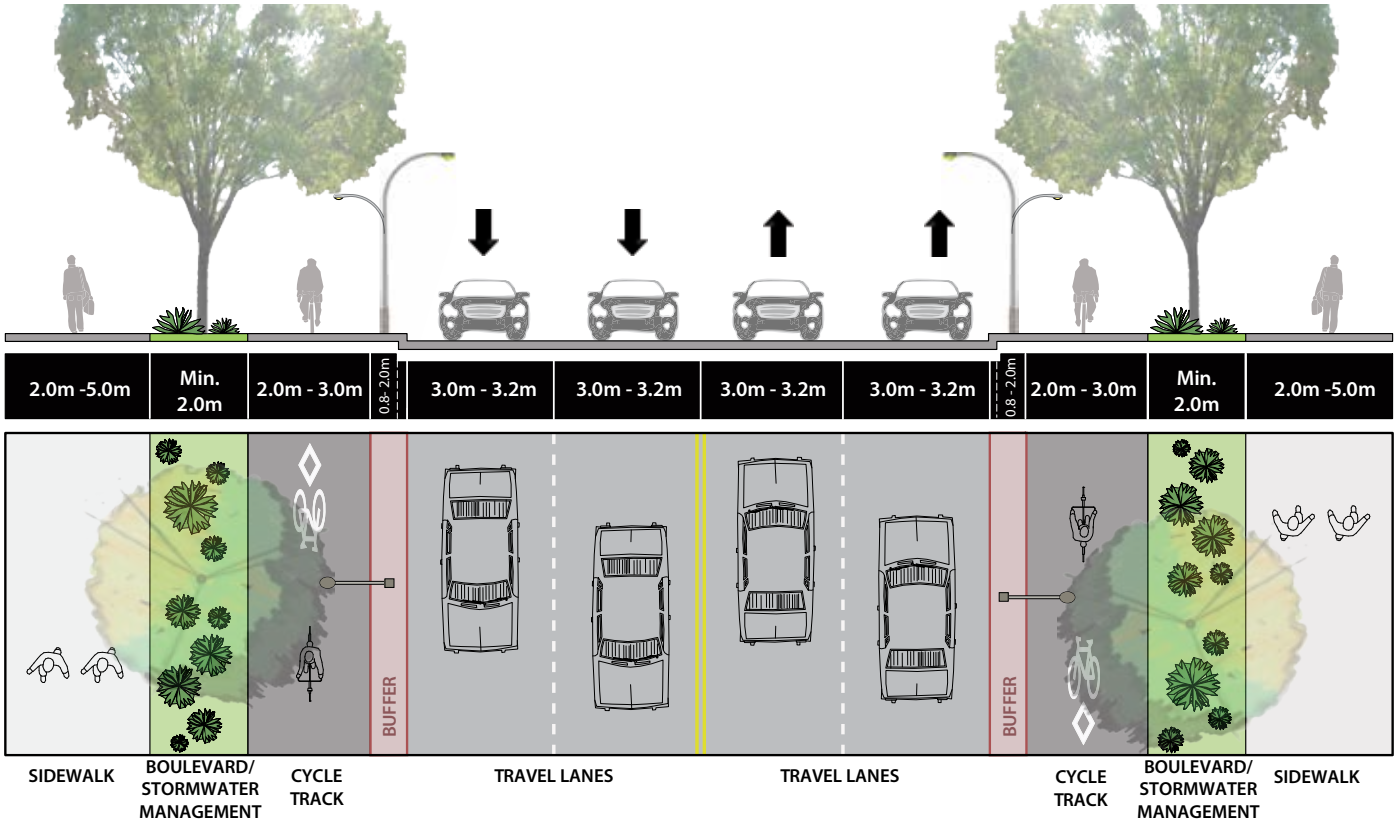


Figure 6.8 | Mid-term Shelbourne Street Cross-Section

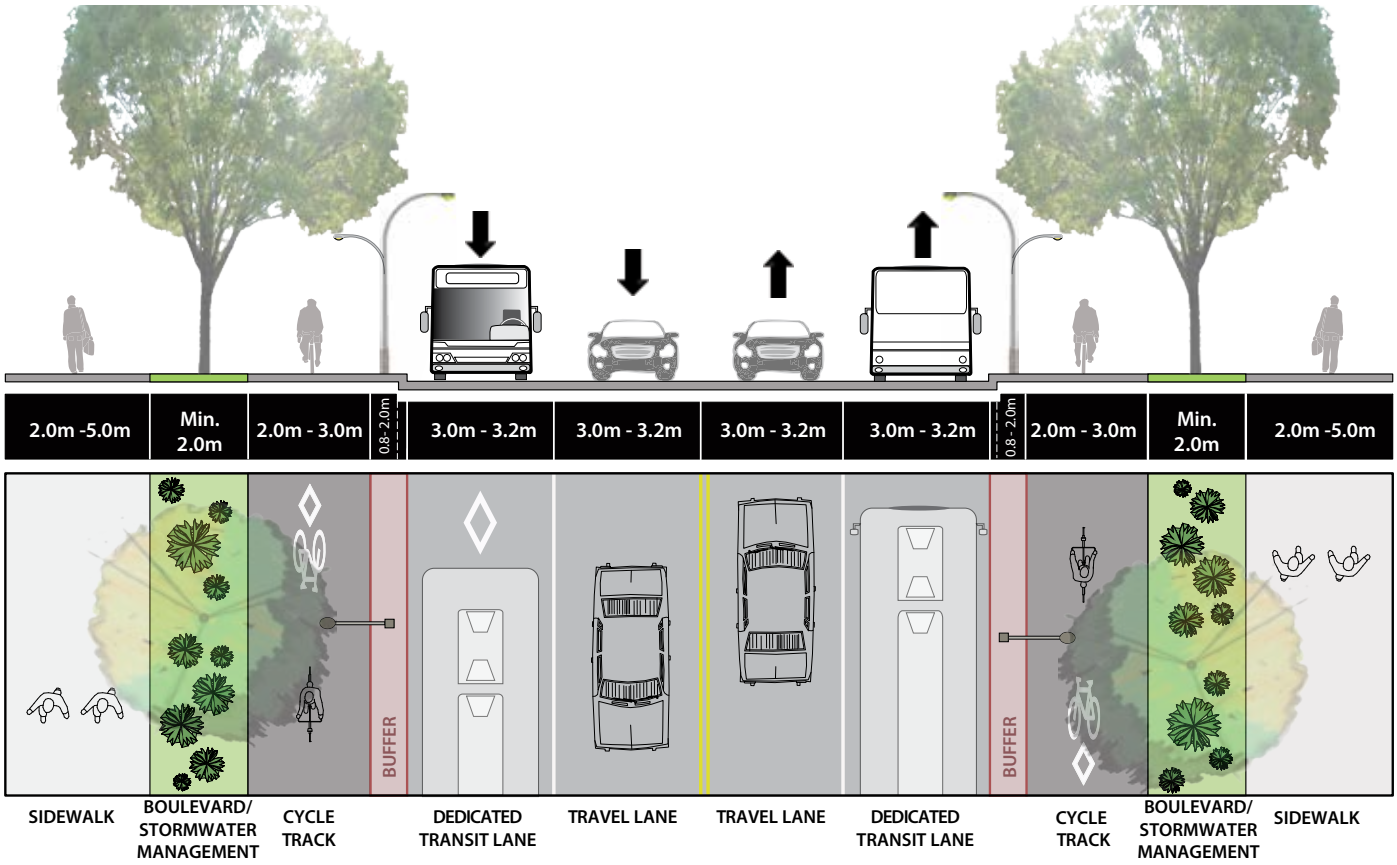


Figure 6.9 | Long-term Shelbourne Street Cross-Section with Dedicated Transit Lane

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.

For the most part, the existing urban design conditions in the Valley 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 connections 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 of 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 gateways 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 a unique identity in the Shelbourne Valley.

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

7.2 | Plazas 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 plazas 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 features that highlight the natural and historic identity of the Valley.

7.2.3 Ensure new plazas and open spaces are located along active pedestrian streets to contribute to vibrancy 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

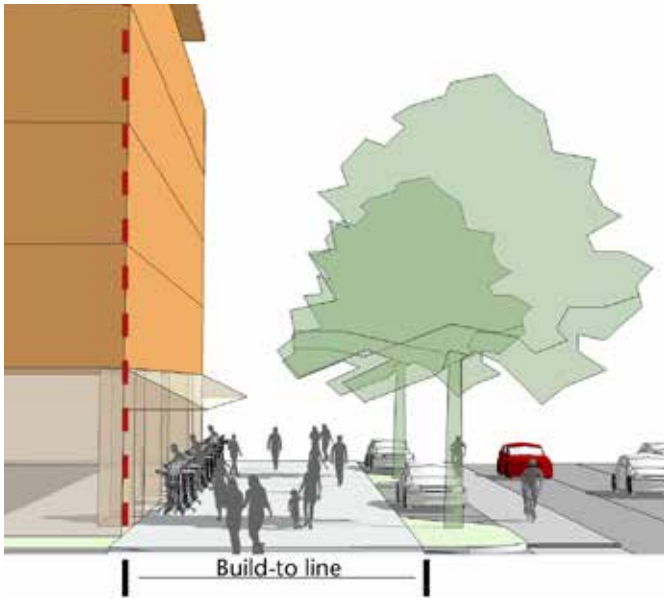
7.2.5 Allow courtyards or squares to be located on private property with a statutory right-of-way for public use/access.

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 typically 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, setback requirements described 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 design of the build environment has considerable impacts on people's ability to participate in community life. 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 given time, a large portion of the population has an 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. Designing an environment with reduced accessibility barriers also 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 Ensure that transit use is facilitated, by designing pick-up/drop-off zones, sidewalks, corners, intersections, crosswalks, pathways and entrances to buildings thoughtfully, to allow safe, convenient, reliable, and comfortable access to transit for all.

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 through their decisions regarding 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 Shelbourne Action Valley 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 in Figure 8.1.

Action	Department (Initiative)	Status
Environment		
Consider additional areas identified on Map 4.1 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		Near Completion
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 leans on other District-wide initiatives including the Housing Strategy, Housing Need Report, Climate Plan, and Annual Report, to monitor and report progress on certain key actions and directions 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 300m 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.
Census Dissemination Area	A dissemination area (DA) is a small, relatively stable geographic unit composed of one or more adjacent dissemination blocks with an average population of 400 to 700 persons based on data from the previous Census of Population Program. It is the smallest standard geographic area for which all census data are disseminated. DAs cover all the territory of Canada.
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. Foundational 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.
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 Plan is part, falls under Official Community Plan Bylaw 2023, No. 10000 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 address 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.

The District Of Saanich