

Summary of Changes

Shelbourne Valley Action Plan (2017)
&
Shelbourne Valley Plan (Draft, July 2025)

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Overview

The Shelbourne Valley Plan is an updated version of the 2017 Shelbourne Valley Action Plan. While the 2017 Plan resulted in many successes, including the Shelbourne Street Improvement Project, and the addition of hundreds of new homes, an update is necessary to align the plan with Saanich’s new Official Community Plan (OCP); reflect changing market conditions and planning context, including population, provincial mandates and housing need; and integrate other recently adopted, or ongoing municipal and regional initiatives. The update aims to ensure that the Plan remains a relevant tool to guide land use decisions in the Shelbourne Valley for the next 30 years.

To effectively communicate the changes to the letters in the Plan, this document is to provide a synopsis of the chapters/ sections, objectives and policies in the 2017 vis-à-vis the 2025 Plan.

A new goal was added to specifically address the second land use objective in the OCP, “*to accommodate most new development in Primary Growth Areas*”, and the updated plan is renamed the “Shelbourne Valley Plan (SVP)” for consistency with other CCV plans.

Abbreviations

SVAP– Shelbourne Valley Action Plan adopted in 2017

SVP - Shelbourne Valley Plan July 2025 (Draft)

OCP – Official Community Plan

CCV – Centre, Corridor and Village

Action Legend

Retained	The objective or policy has been retained in the SVP 2025 Draft from the 2017 SVAP with no changes.
Revised	The objective or policy has been retained in the SVP 2025 Draft from the 2017 SVAP with changes.
Removed	The objective or policy has been removed in the SVP 2025 from the 2017 SVAP.
Added	The objective or policy did not previously exist in the 2017 SVAP and has been added in the 2025 SVP (draft).

Chapter 4: Climate Change and Environment

Summary of Changes

- Incorporated Saanich’s Environmental Framework (the Climate Plan, Urban Forest Strategy, and Biodiversity Conservation Strategy), updated Bowker Creek Blueprint (on-going), and Capital Region Extreme Heat Information.
- Replaced the 2017 ‘Energy Planning’ section with a new section on ‘Climate Planning’ featuring and policies on sustainability and resiliency and mapping of building vulnerability to extreme heat in the Shelbourne Valley
- Mapped Tree Equity Scores and Biodiversity Values for the plan area, and incorporated them into policies for urban forest expansion and ecological restoration

Outline

SVAP 2017	SVP 2025 (draft)
4.0 Environment	4.0 Climate Change and Environment
4.1 Natural Areas	4.1 Climate Planning
4.2 Watersheds and Stormwater Management	4.2 Natural Areas
4.3 Urban Forest	4.3 Watersheds and Stormwater Management
4.4 Energy Planning	4.4 Urban Forest

Objectives

SVAP 2017	SVP 2025 (draft)	Action
A. Protect and restore areas of ecological value, including Garry Oak ecosystems.	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.	Revised
B. Restore watershed health and rehabilitate Bowker Creek.	B. Restore watershed health and rehabilitate Bowker Creek, drawing on the Bowker Creek Blueprint and Daylighting feasibility Studies as a foundational reference.	Revised
C. Improve urban forest health and promote no net loss of tree canopy cover.	C. Protect, connect, and enhance the urban forest, in accordance with the vision and canopy cover targets in the Urban Forest Strategy.	Revised
D. Promote conservation and resiliency through green buildings, energy efficiency, district energy systems, and green infrastructure.	D. Promote conservation and resiliency through green buildings, energy efficiency and green infrastructure.	Revised
E. Enhance capacity to adapt to climate change impacts in both natural and human systems.	E. Enhance capacity to adapt to climate change impacts in both natural and human systems.	Revised

Policies

SVAP 2017	SVP 2025 (draft)	Action
4.1 Natural Features	4.2 Natural Areas	
4.1.1 Continue to protect and restore Garry Oak and wetland / riparian ecosystems.	4.2.1 Continue to maintain and restore Garry Oak and wetland / riparian ecosystems.	Revised
4.1.2 Encourage the use of native species and climate change resistant plants for landscaping on both public and private lands and continue to promote the principles of Naturescape.	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.	Revised
4.1.3 Use Natural State Covenants to protect remnant Garry Oak ecosystems as part of development proposals or through voluntary submissions.	4.2.3 Work towards maintaining Garry Oak ecosystems through the redevelopment process, including through the use of Natural State Covenants and Development Variance Permit.	Revised
4.1.4 Consider additional areas of environmental significance, including those identified on Map 4.2, for inclusion in the Environmentally Significant Areas Atlas.		Removed
4.1.5 Require an environmental assessment for redevelopment proposals located on properties identified as having “Potential Environmentally Significant Areas” on them as per Map 4.2.		Removed
4.1.6 Design and enhance greenway and trail networks to link environmentally significant areas and enhance habitat corridors	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.	Revised
4.2 Watersheds and Stormwater Management	4.3 Watersheds and Stormwater Management	
4.2.1 Adopt a District-wide Stormwater Management Bylaw, to reduce stormwater impacts on the Douglas Creek and Bowker Creek watersheds.		Removed
4.2.2 Minimize impervious surfaces in building and site designs and incorporate features that will encourage ground water recharge such as green roofs, vegetated swales and pervious paving material.		Removed

	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.	Added
	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.	Added
	4.3.3 Promote nature-based solutions and green infrastructure for integrated stormwater management.	Added
	4.3.4 Explore opportunities for stormwater management facilities on large outdoor spaces, including lands that are owned or operated by the School Board District, the University of Victoria, and District Owned Lands and Parks.	Added
	4.3.5 Explore opportunities to secure land for future stormwater management facilities in the following key locations: a. Mortimer Street at Shelbourne Street b. Thistle Street at Shelbourne Street c. Cedar Hill Cross at Shelbourne Street d. Derby Road at Shelbourne Street	Added
	4.3.6 Maintain existing ditches, particularly around Horner Park, as part of the municipal stormwater system.	Added
4.2.3 Integrate the principles and actions identified in the Bowker Creek Blueprint as part of redevelopment proposals and infrastructure replacement.	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.	Revised
4.2.4 Acquire key properties to facilitate the restoration of Bowker Creek, including for the purposes of daylighting sections, enhancing riparian areas, and improving stormwater management.	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.	Revised
4.2.5 Employ a flexible approach to achieve the daylighting of Bowker Creek, including re-routing or partially daylighting the Creek in stretches where technical constraints exist.	4.3.9 Employ a flexible approach to achieve the daylighting of Bowker Creek, including re-routing or partially daylighting the Creek in stretches where technical constraints exist, where resourcing allows.	Revised
4.2.6 Work cooperatively with the City of Victoria and the District of Oak Bay to develop common Development Permit	4.3.10 Work cooperatively with the City of Victoria and the District of Oak Bay to develop common guidelines or other	Revised

guidelines or other tools to help implement the Bowker Creek Blueprint on private lands within the Bowker Creek Watershed.	tools to help implement the Bowker Creek Blueprint on private lands within the Bowker Creek Watershed.	
4.2.7 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.		Removed
4.2.8 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.	4.3.11 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.	Retained
4.2.9 Consider reducing streamside setbacks and removing other barriers to daylighting to acknowledge urban conditions and land use constraints in the Valley.		Removed
4.2.10 Encourage the daylighting of Bowker Creek, by considering additional building height allowances, including up to six storeys on sites designated for apartments.	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.	Revised
	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.	Added
4.2.11 Promote public awareness of the Valley's natural systems through the introduction of interpretive displays in key locations.	4.3.14 Promote public awareness of the Valley's natural systems through the introduction of interpretive displays in key locations, education and outreach on Bowker Creek, biodiversity, stormwater management, invasive species management and restoration, and green infrastructure.	Revised
	4.3.15 Foster community engagement opportunities, such as through volunteering (i.e. Saanich's Pulling Together program).	Added

4.3 Urban Forest	4.4 Urban Forest	
4.3.1 Retain existing tree canopy cover where possible, promote additional tree planting, and acknowledge the importance of contiguous tree canopy cover.	4.4.1 Retain existing tree canopy cover where possible, promote additional tree planting, and acknowledge the importance of contiguous tree canopy cover.	Retained
4.3.2 Implement the Urban Forest Strategy by retaining and planting trees along boulevards, on municipal properties, in riparian areas, in parks and on private lands as a means to		Removed

expand the urban forest, establish street tree canopies, and act as a climate change mitigation measure.		
4.3.3 Improve tree planting standards on designated greenways to provide a visual differentiation from other local streets and to help offset potential tree canopy loss in other areas.		Removed
4.3.4 Cluster tree and shrub plantings at major intersections (or other focal points) to create a visual respite in areas of extensive pavement and provide opportunities for significant understorey planting.		Removed
4.3.5 Seek to achieve adequate soil volumes in boulevard tree plantings through a minimum 2 metre wide planting area and through the use of engineered soil cells to ensure long term viability.		Removed
4.3.6 Explore opportunities to incorporate fruit and nut bearing trees on suitable public lands.	4.4.3 Explore opportunities to incorporate fruit and nut bearing trees on suitable public lands with the required community stewardship approach.	Revised
4.3.7 As part of street design, identity line assignments for trees to facilitate early planting in advance of road dedication.		Removed
4.3.8 Through periodic updates to the Tree Protection Bylaw and Environmental Development Permit Areas, promote the protection and designation of native, significant and wildlife trees.		Removed
	4.4.3 Connect Urban Forest Strategy goals with municipal project planning and design processes by revising, formalizing, and developing procedures to give trees early consideration in the planning process.	Added
	4.4.4 Identify High Value trees for retention in municipal projects planning phase.	Added
	4.4.5 Prioritize tree retention and planting in areas with high and very high extreme heat vulnerability (see Map 4.1), as well as in areas with low canopy and/or low tree equity scores (see Map 4.5).	Added
	4.4.6 Maximize land available for tree planting along streets, the Bowker Creek, and on public rights of way.	Added

	4.4.7 Encourage the retention of existing trees within residential redevelopment proposals to ensure all new housing is provided with shading and cooling benefits.	Added
4.3.9 Introduce native tree and shrub species on boulevards and public space plantings, where appropriate.	4.4.8 Plant native trees and shrubs on boulevards and public spaces where appropriate.	Revised
	4.4.9 Retain existing London Plane trees (Significant Trees) and assess ways in which new street trees can be selected and planted in furtherance of the rededication of Shelbourne Street as a Memorial Avenue.	Added
	4.4.10 Identify areas to plant London Plane trees on boulevards along Shelbourne Street, where feasible, as an acknowledgement of the street's designation as a Road of Remembrance.	Added

4.4 Energy Planning	4.1 Climate Planning	
4.4.1 Encourage the use of “green technologies” in the design of all new buildings, with a focus on measures that improve energy performance.		Removed
4.4.2 Encourage “green” development practices by considering variances, increased density, modified/alternative development standards or other appropriate mechanisms when reviewing development applications.		Removed
4.4.3 Encourage district energy feasibility studies for properties larger than 1 hectare.		Removed
4.4.4 Encourage hydronic heating systems in new developments to prepare for connections to a future district energy system.		Removed
4.4.5 Consider installing pipes and other infrastructure within the Shelbourne Street right of way that would support a future district energy system.		Removed
	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.	Added
	4.1.2 Support the use of electric heat pumps in all buildings for efficient heating, active cooling and ability to improve air quality.	Added
	4.1.3 Support the inclusion of solar photovoltaics and battery storage to maximize on-site renewable energy generation and resiliency.	Added

	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.	Added
	4.1.5 Support the adaptive reuse of buildings (either on- or off-site) and deconstruction rather than demolition to ensure salvage and reuse of building materials.	Added
	4.1.6 Encourage new buildings and major renovations to incorporate climateresilient design features such as high-performance building envelopes, passive cooling techniques, exterior shading devices, green roofs, and lightreflective materials to minimize internal heat gain and contribute to urban heat mitigation.	Added
	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.	Added

Chapter 5: Land Use

Summary of Changes

This section has been revised to include new land use designations that align with the OCP better, introduce Special-Sites, and added new policies to support the Plan objectives.

Outline

SVAP 2017	SVP 2025 (draft)
4.0 Land Use	5.0 Land Use
5.1 General Land Use	5.1 General Land Use
5.2 Centres and Villages	5.2 Shelbourne Valley's Centres, Corridor & Villages
Feltham Village	Feltham Village
University Centre	
Shelbourne Valley Centre	Shelbourne Valley Centre
Hillside Centre	Hillside Centre
	Shelbourne Corridor
5.3 Commercial and Mixed Use	5.3 Commercial and Mixed Use
5.4 Housing	5.4 Housing
5.5 Institutional	5.5 Institutional
5.6 Parks and Open Spaces	5.6 Parks and Open Spaces
5.7 Parking	5.7 Parking
5.8 Community Contributions	5.8 Community Amenities
5.9 Heritage	5.9 Heritage

Objectives

SVAP 2017	SVP 2025 (draft)	Action
A. Focus new growth in Centres and Villages and along Shelbourne Street to support a more vibrant public realm and mobility improvements.		Retained
B. Support land use changes with public space additions, urban design improvements and walking, cycling and transit enhancements.		Retained
C. Encourage a mix of uses and activities within the Valley's Centres and Village through the integration of multi family residential, commercial, and public land uses.	C. Encourage a mix of uses and activities within the Valley's Centres, Corridor and Village through the	Revised

	integration of multi-unit residential, commercial, and public land uses.	
D. Provide gradual transitions of height and density with the apex near the core of each Centre and Village transitioning to the lowest height and density at the periphery		Retained
E. Retain and enhance strong and vibrant neighbourhoods by building on attributes that define the character of the Valley's neighbourhoods.		Retained
F. Accommodate current and projected demographic changes by developing housing, services and amenities suited to seniors, young adults and families.		Retained
G. Provide ample green space, including play areas, meeting places, tree cover, natural areas, parks, greenways and trail systems, to serve existing and future population.	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.	Revised
H. Provide a wide range of inclusive and accessible parks, trails and recreational opportunities to help people pursue healthy and active lifestyles.		Revised
	H. Create diverse housing opportunities by encouraging a mix of housing types, tenures, and densities, while promoting a walkable and transit-oriented community.	Added
	I. Integrate climate and environmental objectives through compact and climate-friendly development practices.	Added

Policies

SVAP 2017	SVP 2025 (draft)	Action
5.1 General Land Use	5.1 General Land Use	
5.1.1 Consider changes to use, density and height in the Shelbourne Valley based on designations identified on Map 5.1.	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.	Revised
5.1.2 Consider site-specific changes to land use and height designations, where projects advance overall plan objectives and provide significant community contributions.		Removed
	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	Added

	respective site-specific policies, with a goal of realizing development potential in a way that meets the plan’s goals and addresses site-specific objectives.	
	5.1.3 Ensure new development incorporates thoughtful massing, orientation, and site design to achieve the urban form envisioned in the land use designations shown on Map 5.1.	Added
	5.1.4 Generally concentrate the tallest buildings and highest densities in the core of Centres, Villages, and along Corridor frontages, and gradually transition to lower heights and densities at the periphery to integrate with adjacent neighbourhoods.	Added
	5.1.5 Enhance public realm and build social connections by promoting designs that integrate shared spaces, street furniture and weather protection.	Added
	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.	Added
5.1.3 Encourage land assembly that allows impacts of access and parking to be mitigated.	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.	Revised
	5.1.8 Support land assemblies for developments that enhance Bowker Creek as a key natural feature in the area.	Added
5.1.4 Discourage the orphaning of lots designated for multi-family or commercial redevelopment where the resulting frontage would be less than 30 metres.	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.	Revised

5.2 Centres and Village	5.2 Shelbourne Valley’s Centres, Corridor and Village	
	Feltham Village	
	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.	Added
	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.	Added

	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.	Added
	5.2.4 Seek to preserve Garry Oaks on Torquay Drive near Jefferson Avenue as part of any land use or transportation changes.	Added
	Shelbourne Valley Centre	
	5.2.5 Establish the Shelbourne Valley Centre as a vibrant, pedestrian-scaled centre by supporting mixed-use development with active frontages, an enhanced pedestrian realm, and public open spaces.	Added
	5.2.6 Support redevelopment of SS-01 (3868 Shelbourne Street - Hybury House) that: <ul style="list-style-type: none"> a. Incorporates greenway enhancements along Mortimer Street b. Explores opportunities for Bowker Creek daylighting and/or enhanced stormwater management and detention; c. Addresses replacement of existing rental units from a tenure, unit size and affordability level perspective; d. Preserves high value trees, including potentially trees fronting Shelbourne Street; and e. Exceeds 6 stories, only where nonmarket housing is provided, and the tallest massing is near Shelbourne Street with height transitions to adjacent midrise areas. 	Added
	5.2.7 Support redevelopment of SS-02 (3667 Shelbourne Street - Shelbourne Plaza) that: <ul style="list-style-type: none"> 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; 	Added

	<p>e. Improves access between Cedar Hill Cross Road and Poplar Avenue by creating a mid-block connection for pedestrians and cyclists;</p> <p>f. Focuses the tallest building heights on Shelbourne Street and Cedar Hill Cross Road;</p> <p>g. Considers land dedication or acquisition for the expansion and location of the Pear Lift Station;</p> <p>h. Includes a range of building heights up to 18 storeys where significant community amenities and larger scale public open spaces are provided; and</p> <p>i. Incorporates additional trees to achieve tree canopy in alignment with targets identified for Primary Growth Areas in the Urban Forest Strategy.</p>	
	<p>5.2.8 For SS-03 (1701 Cedar Hill Cross Road-Fraser Tolmie Apartments), support developments that:</p> <p>a. Retains or replaces rental housing units and adds diverse housing options to address community needs;</p> <p>b. Preserves existing stormwater functionality and ecological feature in and around Kingsberry Duck Pond;</p> <p>c. Orients vehicular access to Richmond Road to minimize impacts on Cedar Hill Cross Road;</p> <p>d. Improve opportunities for social connection near the intersection of Richmond Road and Poplar Avenue by exploring parklets or other public open spaces; and</p> <p>e. Improves pedestrian access and connectivity to Mt Tolmie and Kingsberry pond.</p>	Added
	Hillside Centre	
	<p>5.2.9 Enhance the Valley’s southern gateway by introducing unique street furnishings, signage, and landscaping that mark the transition between municipalities.</p>	Added
	<p>5.2.10 Support development that contributes to stormwater management, Bowker Creek restoration, daylighting, and riparian enhancement, by offering development incentives, coordinated infrastructure upgrades, and collaboration in delivering public realm improvements.</p>	Added

	5.2.11 Encourage the dedication of land for the expansion of Wetherby Lift Station near the intersection of North Dairy Road and Wetherby Road.	Added
	5.2.12 Consider redevelopment within the footprint of the existing structures on SS-07 (3221 Wordsworth Street; 1601-1617 McRae Avenue), SS-08 (3211-3255 Keats Street; 3226-3230 Wordsworth Street; 1577-1599 McRae Avenue) and SS-9 (1564 North Dairy Road; 3211 Shelley Street; 3202-3204 Keats Street) to acknowledge existing conditions and minimize impacts on Bowker Creek.	Added
	5.2.13 Support the redevelopment of SS-10 (3200-3290 Shelley Street) that: a. Considers consolidation with SS-11 (1550 North Dairy Road) to facilitate comprehensive planning for mid-rise development; b. Delivers a diverse supply of new housing, while addressing replacement of existing rental units; c. Provides publicly accessible green space or gathering areas to support community vibrancy; d. Provides opportunities to increase overall tree planting and canopy cover to address the low Tree Equity Score for the area; e. Enhances the pedestrian realm along Shelley Street with improved sidewalk and boulevard tree planting; and f. Supports sustainable mobility by minimizing surface parking and prioritizing walking, cycling, and transit access to nearby services and employment hubs; and g. Consider storm and sewer infrastructure improvement during road upgrades on Shelley Street.	Added
	5.2.14 Promote the inclusion of retail, services and office spaces in new development on SS-09 and SS-11 (1550 North Dairy Road).	Added
	"5.2.15 For SS-11 (1550 North Dairy Road): a. Encourage the dedication of land for daylighting the Bowker Creek; and b. Explore opportunities for stormwater management and detention facilities."	Added
	Shelbourne Corridor	

	5.2.16 Support neighbourhood scale commercial uses as part of mixed-use developments.	Added
	5.2.17 For SS-04 (3561-3597 Shelbourne Street), SS-05 (3460 Shelbourne Street - Shelbourne Street Church), SS-06 (3345 Browning Street; 3352-3410 Shelbourne Street) and SS-11 (1550 North Dairy Road), consider: a. Reduced setbacks and/or road dedication requirements along Shelbourne Street and North Dairy Road to address constraints resulting from existing municipal underground infrastructure; and b. Additional density or building height beyond land use designations to support assemblies that allow infrastructure constraints to be addressed and/ or Bowker Creek daylighting to be advanced.	Added

5.3 Commercial and Mixed Use		5.3 Commercial and Mixed Use	
5.3.1 Support mixed use development near the core of each Centre and Village.	5.3.1 Require mixed-use development with ground floor active uses like cafes, reduced front setbacks, articulated facades, visually appealing pedestrian realm and avenues for placemaking on all Centre and Village designated properties		Revised
5.3.2 For properties designated as mixed-use/commercial strongly encourage retail or other pedestrian oriented commercial use on the main floor.	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.		Revised
5.3.3 Encourage residential above the first floor in all properties designated for mixed-use/commercial.			Removed
	5.3.3 Prioritize active commercial uses at grade at along the Shelbourne Street where the property is located near intersections or transit stops.		Added
5.3.4 Permit hotels as a use in the University Centre.	5.3.4 Encourage new hotels as a use in the Centres.		Revised
5.3.5 Foster employment-generating uses such as commercial, medical/dental offices, high-tech and knowledge-based industries in University Centre.	5.3.5 Foster employment-generating uses such as commercial, medical/dental offices, high-tech, knowledge-based industries in the Centres.		Revised
5.3.6 Encourage the retention of existing commercially zoned properties outside the Valley's designated Centres and Village.	5.3.7 Encourage the retention of existing commercially zoned properties outside the Valley's designated Centres and Village.		Retained

5.3.7 Consider new locations for small neighbourhood oriented commercial uses on major and collector roads outside the Valley's designated Centres and Village.	5.3.8 Consider new locations for small neighbourhood-oriented commercial uses in the Shelbourne Valley.	Revised
5.3.8 Strongly discourage the further development of 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 Strongly discourage the further development of drive-thru businesses in the Valley in order to reduce the unnecessary idling of motor vehicles and support more pedestrian oriented commercial development.	Retained
5.3.9 Restrict the size of retail stores in the Valley's Centres and Village, other than University Centre, to a maximum of 3500 sq. m. (approximately 38,000 sq. ft.), in order to create the potential for a larger number and variety of stores and services.	"5.3.10 Generally limit the size of retail stores in the Valley's Centres and Village, to a maximum of 3500 sq. m. (approximately 38,000 sq. ft.), to create the potential for a larger number and variety of stores and services."	Revised

5.4 Housing	5.4 Housing	
5.4.1 Promote a range of housing types, forms and tenures to support a diverse, inclusive and multigenerational community.	5.4.3 Promote a range of housing types, sizes, and tenures to support a diverse, inclusive, multigenerational community and meet housing need.	Revised
5.4.2 Support apartment buildings on major and collector roads where designated on Map 5.1.		Removed
5.4.3 For areas designated for townhouses on Map 5.1: <ul style="list-style-type: none"> • Support 3 storey townhouses along major and collector roads, including stacked townhouses (patio apartments on main floor with townhouses occupying the 2nd and 3rd floors); • Support 2 storey townhouses along residential streets; and, • Consider 3 storey townhouses (but not stacked townhouses) on residential streets only where their height and massing will not be out of character with or overshadow adjacent properties 		Removed
5.4.4 Encourage family oriented multi-family housing around schools by encouraging three bedroom units with family oriented amenities.	5.4.4 Prioritize family-friendly multi-unit housing with two or more bedrooms within easy walking distance of schools.	Revised
5.4.5 Subject to the Zoning Bylaw, seniors housing and care facilities, including congregate housing and nursing homes, shall be permitted in all areas designated for apartment housing.	"5.4.6 Continue to support a full range of multiunit housing options for seniors, from fully independent to supportive and at all income levels."	Revised
5.4.6 Encourage seniors housing in walkable areas convenient to services and without hilly topography.		Removed

	5.4.1 Support the retention and development of non-market housing throughout the Shelbourne Valley area.	Added
	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.	Added
	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.	Added
	5.4.7 Explore the development of affordable multi-unit housing as part of the Lambrick Park Campus Master Plan.	Added
	5.4.8 Support the retention and renewal of secure, purpose-built rental housing.	Added
	5.4.9 Support the development of new secure, purpose-built rental housing.	Added
	5.4.10 Explore pre-zoning in the Shelbourne Valley, including to provide opportunities for more rental and supportive housing.	Added

5.5 Institutional	5.5 Institutional	
5.5.1 For properties currently zoned for institutional use, with the exception of public school sites, consider commercial, mixed-use, apartment or townhouse uses, consistent with adjacent land use designations in this Plan.	5.5.1 Consider ancillary uses such as residential and commercial on institutional sites.	Revised
5.5.2 Where appropriate, consider institutional uses on properties designated for mixed-use commercial and apartment, provided the institutional use is compatible with adjacent uses and doesn't exceed the designated height for the site.	5.5.6 Support new institutional uses in the Plan area, provided they are compatible with the scale of adjacent uses.	Retained
5.5.3 Support institutional uses as community focal points within each Centre and Village.	5.5.4 Support institutional uses as community focal points in the Centres and Villages.	Revised
5.5.4 Encourage the following uses within the mixed-use cores of each Centre and Village: post offices; community centres; community policing stations; live theatre venues; libraries; seniors' centres; child and adult daycares; and recreation facilities.	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.	Revised
	5.5.2 Support non-market housing on institutional sites.	Added
	5.5.3 Explore opportunities for stormwater management and detention on institutional sites.	Added

	5.5.7 Explore opportunities offered through the Lambrick Park Campus Master Plan to implement OCP objectives, address community needs, and expand recreational opportunities.	Added
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5.6 Parks and Open Spaces		5.6 Parks and Open Spaces
5.6.1 Acquire new park space strategically to respond to demographic changes, connect greenways, protect areas of ecological value, expand existing parks and animate the Centres and Village.	5.6.1 Acquire new parks and publicly accessible open spaces to support future and existing populations, connect greenways, protect areas of ecological value, and animate Centres and Villages.	Revised
5.6.2 Acquire new parks and publicly accessible open spaces that reflect the urban context of the Valley, provide amenity value in areas of higher density development, and support the overall hierarchy of walkable urban parks and open spaces shown in Figure 5.1.		Removed
5.6.3 Seek to acquire additional park space in close proximity to the core of University Centre and Shelbourne Valley Centre to support future population growth and aid their transition to more complete, people oriented Centres.		Removed
5.6.4 Support park acquisition locations identified in existing Local Area Plans.		Removed
5.6.5 Locate significant new urban open spaces in Feltham Village, University Centre and Shelbourne Valley Centre and design them to support animation and social interaction.		Removed
5.6.6 Encourage publicly accessible open spaces in new developments, such as plazas, walkways or small park nodes.	5.6.2 Encourage publicly accessible open spaces in new developments, such as plazas, walkways or small park nodes.	Retained
5.6.7 Consider private/public partnerships to acquire, develop and maintain open space within the Valley.	5.6.3 Consider private/public partnerships to acquire, develop and maintain parks and open space within the Valley.	Retained
	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.	Added
	5.6.5 Ensure developments adjacent to mitigate impacts to park character and limit shadowing or other negative impacts.	Added

	5.6.6 Support housing developments near parks and trails to realize objectives of the 3-30-300 policy.	Added
5.6.8 Encourage the retention and expansion of publicly accessible open space on private lands, including plazas.	5.6.7 Encourage the retention and expansion of publicly accessible open space on private lands, including plazas.	Retained
5.6.9 Partner with School District 61 to improve access to school lands within the Shelbourne Valley.	5.6.8 Partner with School District 61 to improve access to school lands within the Shelbourne Valley.	Retained
"5.6.10 Improve the quality of recreation opportunities within the street network through: • enhancing landscaping and tree canopy on greenways; • increasing the number of pedestrian and cyclist connections; and, • introducing wayfinding signage to improve navigation to major destinations."	"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. "	Retained
5.6.11 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 .	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.	Retained

5.7 Parking		5.7 Parking
5.7.1 Encourage underground parking for all new development and require it for all developments of 6 or more storeys.		Removed
5.7.2 Locate all surface parking to the rear of new development and screen from view.		Removed
5.7.3 Locate short-term bicycle parking in convenient locations near primary building entrances.		Removed
5.7.4 Consider parking variances where contributions are made to enhance cycling, walking and transit infrastructure.		Removed
5.7.5 Undertake a parking study to review parking standards in the Centres and Village, taking into consideration transit proximity, land use mix, walkability and other factors that support the use of alternative transportation modes.		Removed
	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.	Added

5.7.6 Incorporate raised pedestrian pathways across parking lots to provide safe pedestrian access between the street, the parking lot and building entrances.	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.	Revised
5.7.7 Incorporate landscaping, street trees, bioswales, permeable paving and other stormwater best management practices into the design of surface parking lots.	5.7.3 Incorporate landscaping, street trees, bioswales, permeable paving and other stormwater best management practices into the design of surface parking lots.	Retained
5.7.8 Provide shared access to parking between developments.	5.7.4 Provide shared access to parking between developments	Retained
5.7.9 For the redevelopment of corner properties fronting a major or collector street, where the adjacent side street is residential, access to parking should be off the adjacent residential side street, where feasible, using private lanes. Consideration and encouragement should be given to designing the lanes so they can potentially be extended to adjacent properties designated for possible redevelopment.		Removed

5.8 Community Contributions	5.8 Community Contributions	
5.8.1 As a component of rezoning applications, require a community contributions statement that indicates how specific components of the proposal contribute towards the objectives of the plan and items identified in Policy 5.8.2.	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.	Revised
"5.8.2 For redevelopment proposals within the Shelbourne Valley plan area seek to achieve community contributions, with a priority on the following items: <ul style="list-style-type: none"> • Parks or plazas • Bowker Creek daylighting or restoration • Enhancement of greenway or bikeway routes in accordance with Saanich standards • Dedications or easements that create new roads or pathways that improve the overall connectivity of the Valley, particularly for pedestrians and cyclists • Contributions to affordable housing • Significant contributions to public realm enhancement 	"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	Revised

<ul style="list-style-type: none"> • Public art • Undergrounding of above-ground utilities • Stormwater management that treats run-off from off-site and/or provides flood attenuation at the watershed scale • Use of alternative energy or contributions to district energy infrastructure • Contributions to the Urban Forestry Fund • Daycare space" 	<p>e. Implementation of stormwater management systems that treat off-site runoff and provide watershed-scale flood mitigation</p> <p>f. Restoration/ daylighting of the Bowker Creek</p> <p>g. Undergrounding of above-ground utilities</p> <p>h. Installation of public art"</p>	
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5.9 Heritage	5.9 Heritage	
	5.9.1 Continue to support Saanich-wide efforts to advance reconciliation with Indigenous people, including through enhancing archeological practices and collaboration with First Nations and other partners.	Added
	5.9.2 Support interpretive signage, public art, and other initiatives that communicate the Valley's history and Indigenous heritage.	Added
5.9.1 Continue to preserve and protect registered heritage buildings and those worthy of heritage protection by ensuring that new development is contextually sensitive and does not detract from their character and form.	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.	Revised
5.9.2 Conserve and enhance the heritage character of the Valley by working with the community to identify additional buildings suitable for inclusion on the Heritage Register.		Removed
	5.9.4 Support the retention and adaptive reuse of heritage-designated and heritage registered buildings in the Shelbourne Valley Plan area.	Added
	5.9.5 Maintain and enhance the commemorative function of the London Plane trees along Shelbourne Street as a living war memorial.	Added

Chapter 6: Transportation and Mobility

Summary of Changes

This section has been updated to reflect current data on transportation and mobility, status of the Shelbourne Street Improvements Project (SSIP), and align with the Saanich Mobility Priority Pyramid and Active Transportation Plan.

Outline

SVAP 2017	SVP 2025 (draft)
6.0 Mobility	6.0 Transportation and Mobility
6.1 Walking	6.1 Walking
6.2 Cycling	6.2 Cycling
6.3 Greenways and Trails	6.3 Greenways and Trails
6.4 Public Transit	6.4 Public Transit
6.5 Motor Vehicles	6.5 Motor Vehicles
6.6 Shelbourne Street	6.6 Shelbourne Street
6.7 Short-Term Mobility Priorities	

Objectives

SVAP 2017	SVP 2025 (draft)	Action
A. Increase pedestrian and cycling connectivity throughout the Valley by breaking up large blocks, enhancing crossing opportunities, and adding pedestrian and cycling paths.		Retained
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.		Retained
C. Reduce greenhouse gas emissions and energy consumption through improving active transportation options, and by not adding road capacity for single occupancy vehicles.		Retained
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.		Retained

E. Enhance access to businesses by sustainable modes of transportation through better integrating land use and transportation enhancements.	Enhance access to businesses by sustainable modes of transportation through better integrating, site design land use and transportation enhancements.	Revised
F. Improve transit efficiency and accessibility to all residents by facilitating frequent transit service on Shelbourne Street and improving service levels on other routes.		Retained
G. Provide a cycling network suited to all ages that includes a range of routes for all abilities and interests.		Retained
H. Strengthen linkages between land use and transportation through coordinating land use changes, increases in density, and transportation improvements.		Retained

Policies

SVAP 2017	SVP 2025 (draft)	Action
6.1.1 Work towards achieving a connected pedestrian and cycling network with connections (roads, trails, footpaths) spaced approximately 100 metres apart.	6.1.1 Work towards achieving a connected pedestrian and cycling network with connections (roads, trails, footpaths) spaced approximately 100 metres apart.	Retained
6.1.2 Acquire rights-of-way or easements for trails or footpaths at the time of rezoning or subdivision.	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.	Revised
6.1.3 Acquire 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.		
6.1.4 Consider additional pedestrian crossing locations in the Valley, where warranted, 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.	6.1.3 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.	Revised
6.1.5 Where feasible, reduce intersection crossing distances, increase signal crossing times and introduce median refuges, particularly in areas with a high number of seniors and people with mobility challenges.	6.1.4 Where feasible, reduce intersection crossing distances, increase signal crossing times and introduce median refuges .	Revised
6.1.6 Eliminate bus bays and turning lanes, where feasible, to narrow the width of Shelbourne Street at key intersections to shorten crossing distances and improve safety.	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.	Revised

6.1.7 Introduce automatic activation of pedestrian crossing signals at Cedar Hill Cross Road / Shelbourne Street and McKenzie Avenue / Shelbourne Street intersections.		Removed
6.1.8 Construct sidewalks on all residential streets within 500 metres of the primary intersection of a Centre or 200 metres of the primary intersection of a Village.		Removed
6.1.9 Design sidewalks on major and collector roads, where possible, with buffer areas to separate pedestrians from vehicle traffic and cyclists.		Removed
6.1.10 Ensure the design of sidewalks and other pedestrian facilities considers mobility devices.		Removed
6.1.11 When undertaking underground works consider constructing new sidewalks at the same time if determined to be cost effective.		Removed
6.1.12 Support the implementation of pedestrian improvements identified in the Safe Routes to School Program.		Removed
6.1.13 Provide pedestrian amenities such as benches and drinking fountains on major pedestrian routes and greenways, with a focus on routes linking higher density development and seniors' housing with major destinations.		Removed
6.1.14 Continue to develop and provide route maps and install wayfinding signs to encourage and promote walking.		Removed

6.2 Cycling and Micro-Mobility	6.2 Cycling and Micro-Mobility	
6.2.1 Implement the cycling network according to routes identified on Map 6.2.	6.2.1 Continue to support the implementation a complete and connected cycling network; and all ages and abilities network, as identified on Map 6.2 and Map 6.3.	Revised
6.2.2 Develop a network of greenways and trails, as identified on Map 6.3, to provide a north-south route through the Shelbourne Valley and links to cycling routes and major destinations.		Removed
6.2.3 Work to better integrate bikeway and greenway networks, including connecting routes to enable efficient north-south cycling through the Valley.		Removed

6.2.4 Acquire rights-of-way or easements at the time of rezoning or subdivision, to implement and add connections to the bike network.	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.	Retained
6.2.5 Add Blair Street and Derby Road, as identified on Map 6.2, to the District Bike Network.		Removed
6.2.6 Develop an integrated wayfinding system for cycling that identifies bikeways and greenways and links major destinations.	6.2.3 Support on-going efforts to develop consistent signage and integrated wayfinding system for cyclist across the region.	Revised
6.2.7 Achieve end of trip facilities within the Valley through redevelopment and new bicycle parking requirements.	6.3.4 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.	Revised
6.2.8 Require bicycle parking/storage, and encourage change and shower facilities, where appropriate, in commercial, institutional, public and recreational buildings and facilities.		Removed

6.3 Greenways and Trails	6.3 Greenways and Trails	
6.3.1 Implement the greenway and trail network as shown on Map 6.3.	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)	Revised
6.3.2 Maintain flexibility in the routing of greenways to maximize potential route options based on property acquisition or opportunities presented through redevelopment.	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.	Revised
6.3.3 Complete the greenways network by acquiring property, gaining access to property through easements, and improving connections to the overall mobility network.	6.3.3 Consider opportunities to acquire properties or easements to improve connectivity within the trail, greenway and overall mobility network.	Revised
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.	6.3.4 Give priority to cyclists and pedestrians on designated greenways by providing safe crossings at major streets, introducing traffic calming and providing intersection priority.	Retained
6.3.5 Elevate “green” elements of the greenways network through: <ul style="list-style-type: none"> • enhancing landscaping, tree planting and tree canopy cover within right-of-ways and on adjacent properties; 		Removed

<ul style="list-style-type: none"> • integrating design elements and wayfinding that highlight intersections with Bowker Creek and environmentally significant areas; and, • introducing stormwater management features such as rain gardens and bio-swales. 		
	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.	Added
6.3.6 For greenways that align with Bowker Creek seek to implement and coordinate greenway enhancements with actions identified in the Bowker Creek Blueprint.	6.3.6 For greenways that align with Bowker Creek, seek to implement and coordinate greenway enhancements with actions identified in the updated Bowker Creek Blueprint.	Revised
6.3.7 Continue to seek funding opportunities for implementing the greenway and trail network and linking it to other greenways and trails.	6.3.7 Continue to seek funding opportunities for implementing the greenway and trail network and linking it to other greenways and trails.	Retained
6.3.8 As properties along greenways redevelop, seek improvements to pedestrian facilities, enhancements to landscaping and tree planting, and improvements to stormwater management infrastructure.		Removed
6.3.9 Implement wayfinding to improve the navigability of greenways and orientation to major destinations, including community recreation facilities, educational institutions and Centres and Villages.	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.	Retained

6.4 Public Transit	6.4 Public Transit	
6.4.1 Integrate transit with other modes of transportation by ensuring safe accessible pedestrian and cycle routes between transit stops and major local and regional destinations.		Removed
6.4.2 Support BC Transit in the development of a transit exchange at the intersection of McKenzie Avenue and Shelbourne Street.		Removed
6.4.3 Seek to incorporate elements such as bike lockers, public washrooms and wayfinding signage to support the development of a transit exchange at McKenzie Avenue and Shelbourne Street.	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.	Revised
6.4.4 Work with BC Transit to implement changes along Shelbourne Street to assist the introduction of Frequent		Removed

Transit service and enhance transit service and facilities in each Centre and Village.		
6.4.5 Explore opportunities to implement dedicated transit lanes along Shelbourne Street to support rapid bus, street car or tram service.	6.4.2 Explore opportunities to implement dedicated transit lanes along Shelbourne Street to support rapid bus.	Revised
6.4.6 Improve transit travel time, reliability, and connections along Shelbourne Street and at key cross-street intersections such as at Cedar Hill Cross Road, McKenzie Avenue, and Feltham Road, to accommodate increased service and demand.		Removed
	6.4.3 Continue to implement the long-term Shelbourne Street cross-section (Map 6.5) to improve transit travel time, reliability, and connectivity at Cedar Hill Cross Road, McKenzie Avenue, and Feltham Road, encourage ridership, and accommodate increased service and demand.	Added
6.4.7 Provide coordinated signal timings along Shelbourne Street with transit signal priority to accommodate increased transit services and minimize passenger delays.	6.4.4 Provide coordinated signal timings along Shelbourne Street with transit signal priority to accommodate increased transit services and minimize passenger delays.	Retained
6.4.8 Remove bus bays, where feasible, along Shelbourne Street to improve transit efficiency, improve bus stop areas, and create more 'people space' between the road edge and buildings.		Removed
6.4.9 Retain bus bays north and south of McKenzie Avenue to accommodate larger passenger loading and alighting volumes and maintain time transfer points for buses.	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.	Revised
6.4.10 Work with BC Transit to expand the transit network through the Valley and to re-introduce previously cancelled routes, especially those going east to west.	6.4.6 Work with BC Transit to introduce frequent transit service along Cedar Hill Cross Road with supporting infrastructure.	Revised
6.4.11 Support enhancements that improve the quality and efficiency of transit along the McKenzie Corridor as part of its transition to a Rapid Transit Priority Corridor.		Removed
6.4.12 Retain access to the Garnet Road bus zone, west of Shelbourne Street, for local buses.	6.4.7 Retain access to the Garnet Road bus zone, west of Shelbourne Street, for local buses.	Retained
6.4.13 Implement the recommendations of the Access to Transit Report (2007) with respect to: pick-up/ drop-off zones (for both Handy DART and the conventional bus system),		Removed

sidewalks, corners, intersections, crosswalks, pathways and entrances to buildings.		
6.4.14 Explore bus stop enhancements on Cedar Hill Road as part of road, sidewalk and cycling improvements.	6.4.8 Explore bus stop enhancements on Cedar Hill Road as part of road, sidewalk and cycling improvements.	Retained
6.4.15 Support BC Transit initiatives to improve transit service, including the potential provision of park and ride areas.		Removed

6.5 Motor Vehicles	6.5 Motor Vehicles	
6.5.1 Continue to upgrade major roads, collector roads and local roads, as identified on Map 6.5, to implement pedestrian, cycling and vehicle facilities consistent with Saanich standards.	6.5.1 Continue to support opportunities for road upgrade and multi-modal circulation during development in alignment with the Saanich Mobility Pyramid.	Revised
6.5.2 Restrict changes to the transportation network that increase capacity for general purpose traffic.	6.5.2 Avoid changes to the transportation network that increase capacity for general purpose traffic.	Revised
6.5.3 Support the use of Transportation Demand Management practices, including carsharing, to reduce motor vehicle use.		Removed
6.5.4 As large sites on superblocks redevelop, consider introducing additional streets to improve circulation, reduce accesses off of major roads, and provide additional opportunities for street animation.	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.	Revised
6.5.5 Consider traffic signal coordination as a mechanism to reduce greenhouse gas emissions.		Removed
6.5.6 Consider improvements to the intersection of Richmond Road and Cedar Hill Cross Road to improve traffic flow, including examining the introduction of a round-about.		Removed
6.5.7 Ensure major roads continue to provide adequate service levels and access opportunities to allow the efficient movement of commercial services and goods.	6.5.4 Support the efficient movement of commercial services and goods within the Shelbourne Valley through improved road connectivity and Transportation Demand Management and Parking approaches identified in the OCP.	Revised
6.5.8 Ensure loading facilities are located and screened to limit their impact on adjacent residential dwellings.		Removed

6.5.9 Consider designating and managing on-street parallel parking along Shelbourne Street in off-peak hours, with a focus on commercial areas.		Removed
6.5.10 Update off -street parking and loading area standards for Centres and Villages.		Removed
6.5.11 Consider parking variances where contributions are made to enhance cycling, walking and transit infrastructure.		Removed
6.5.12 Promote the use of electric vehicles, including through encouraging charging facilities in higher density developments.		Removed

6.6 Shelbourne Street	6.6 Shelbourne Street	
6.6.1 Work towards transforming Shelbourne Street into a complete street that comfortably accommodates all modes of travel.	6.6.1 Continue to transform Shelbourne Street into the long-term vision for the street.	Revised
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.	6.6.2 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.	Retained
6.6.3 Explore design solutions that help reduce vehicle speeds on Shelbourne Street.	6.6.3 Explore design solutions that help reduce vehicle speeds on Shelbourne Street.	Retained
6.6.4 Support pilot projects that temporarily convert outside lanes on Shelbourne Street to trial cycling and transit initiatives or support community events.	6.6.4 Support pilot projects that temporarily convert outside lanes on Shelbourne Street to trial transit initiatives or support community events.	Revised
6.6.5 Acquire additional right of way, as redevelopment occurs, to achieve the following right of way widths on Shelbourne Street: <ul style="list-style-type: none"> • 28 metres in most mid-block segments • 30 metres within Centres or Villages • 30 metres to accommodate left turn lanes or landscaped medians • Properties close to the intersections of Shelbourne Street at McKenzie Avenue and Shelbourne Street at Cedar Hill Cross 	6.6.5 Acquire additional right of way, as redevelopment occurs, to achieve the following right of way widths on Shelbourne Street: <ol style="list-style-type: none"> 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 	Retained

Road will require a detailed design to determine appropriate dedication.		
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: <ul style="list-style-type: none"> • 2.0 to 5.0 metre sidewalk separated from the roadway edge by the adjacent cycle tracks and treed buffer area; • 2.0 to 3.0 metre cycle track along the full extent of Shelbourne Street; and, • A minimum 2.0 metre boulevard space to enable tree planting and stormwater management. 	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: <ol style="list-style-type: none"> 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. 	Retained
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.	6.6.7 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.	Retained
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.	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.	Retained
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.	6.6.9 Manage potential conflicts between cyclists, pedestrians and vehicles at intersections through separation (where feasible), as well as appropriate pavement markings and signage.	Retained
6.6.10 Use raised sidewalk and cycle track crossings where Shelbourne Street crosses low volume local streets.	6.6.10 Use raised sidewalk and bike lane crossings where Shelbourne Street crosses low volume local streets	Revised
6.6.11 Generally limit the introduction of new turn lanes at intersections along Shelbourne Street.	6.6.11 Generally limit the introduction of new turn lanes at intersections along Shelbourne Street.	Retained
6.6.12 Eliminate bus bays and some turning lanes on Shelbourne Street, where feasible, to narrow the width of the street and improve cyclist and pedestrian safety.	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, cyclist and pedestrian safety along the corridor.	Revised
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.	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.	Retained
6.6.14 Accommodate loading bays on site for properties fronting major streets.		Removed

6.6.15 Encourage overhead wiring to be relocated underground.	6.6.14 Encourage overhead wiring to be relocated underground.	Retained
6.6.16 Relocate hydro poles closer to the roadway edge in a 0.8m buffer, where feasible.		Removed
6.6.17 Add conduit along Shelbourne Street, as a component of road reconstruction projects, to enable a future removal of hydro poles.		Removed
6.6.18 Incorporate pedestrian scale lighting into expanded right of way to provide focused illumination for sidewalk and cycle track areas.	6.6.15 Incorporate pedestrian scale lighting into expanded right of way to provide focused illumination on sidewalk and cycle track areas.	Retained
6.6.19 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.	6.6.16 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.	Retained
6.6.20 Locate comfortable and attractive transit stops adjacent to pedestrian generators.	6.6.17 Locate comfortable and attractive transit stops adjacent to pedestrian generators.	Retained
6.6.21 Explore the potential for on-street parking on Shelbourne Street during off-peak periods, while taking into consideration the need to maintain a high level of transit service and traffic flows.		Removed
6.6.22 Explore pilot projects that introduce on-street parking in the Centres and Village.		Removed

6.7 Short Term Mobility (including policies in this section – 16 policies)		Removed
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Chapter 7: Urban Design and Accessibility

Summary of Changes

This section has been updated to reference the new District-wide Development Permit Area Guidelines (2024).

Outline

SVAP 2017	SVP 2025 (draft)
7.0 Urban Design and Accessibility	7.0 Urban Design and Accessibility
7.1 Valley Identity	7.1 Valley Identity
7.2 Urban Design	
7.3 Plazas and Open Spaces	7.2 Plaza and Open Spaces
7.4 Building Setbacks	7.3 Building Setbacks
7.5 Height and Density Transitions	
7.6 Accessibility	7.4 Accessibility

Objectives

SVAP 2017	SVP 2025 (draft)	Action
D. Develop an age friendly environment with improved accessibility for seniors and the disabled.	D. Develop an age-friendly environment with improved accessibility for all ages and abilities.	Revised

Policies

SVAP 2017	SVP 2025 (draft)	Action
7.1 Valley Identity	7.1 Valley Identity	
7.1.1 Celebrate Feltham Village and Hillside Centre as gateway locations to the Shelbourne Valley through public art, signage, architectural features and street furniture.	7.1.1 Celebrate Feltham Village and Hillside Centre as gateway locations to the Shelbourne Valley through public art, signage, architectural features and street furniture.	Retained
7.1.2 Increase awareness and profile of Memorial Trees as a key historic feature in the Valley.	7.1.2 Increase awareness and profile of Memorial Trees as a key historic feature in the Valley.	Retained
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.	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.	Retained

7.1.4 Prioritize the addition of works of public art in University Centre and Shelbourne Valley Centre to reinforce the identity of these Centres and the Shelbourne Valley.	7.1.4 Prioritize the addition of works of public art in the Centres and Village to reinforce their identity in the Shelbourne Valley.	Revised
7.1.5 Where possible, locate public art within parks or open spaces.	7.1.5 Where possible, locate public art within parks or open spaces.	Retained
7.1.6 Explore the establishment of a public realm improvement fund to assist in the implementation of beautification projects that create unique places and a cohesive identity for the Valley.		Removed

7.2 Urban Design (including all policies in this section - 2 policies, 24 design principles)		Removed
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7.3 Plazas and Open Spaces	7.2 Plaza and Open Spaces	
7.3.1 Locate urban plazas close to the heart of each Centre and Village.		Removed
7.3.2 Include elements in plazas and parks that reinforce local identity including public art and other elements that highlight the natural and historic identity of the Valley.	7.2.2 Include elements in plazas and parks that reinforce local identity including public art and other elements that highlight the natural and historic identity of the Valley.	Retained
7.3.3 Ensure new plazas or open spaces are located along active pedestrian streets to contribute to vitality and improve their visibility.	7.2.3 Ensure new plazas or open spaces are located along active pedestrian streets to contribute to vitality and improve their visibility.	Retained
7.3.4 When new buildings are sited adjacent to a plaza, encourage active commercial uses such as cafes or retail stores that have direct access to the plaza.	7.2.4 When new buildings are sited adjacent to a plaza, encourage active commercial uses such as cafes or retail stores that have direct access to the plaza.	Retained
7.3.5 Allow courtyards or squares to be located on private property with a statutory right-of-way for public use/ access.	7.2.5 Allow courtyards or squares to be located on private property with a statutory right-of-way for public use/ access.	Retained

7.4 Building Setbacks	7.3 Building Setbacks	
7.4.1 For mixed-use / commercial buildings, 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.	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.	Revised
7.4.2 For apartment and townhouse developments, generally achieve a 6 m front yard setback.		Removed

7.4.3 Consider the same front yard setback for residential and commercial components of a mixed-use building.		Removed
7.4.4 Where lots designated for apartments or townhouses are of shallow depth (generally less than 30 m after road right of way dedication), consider reducing front yard setbacks to 5 m.		Removed

7.5 Height and Density Transitions		Removed
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7.6 Accessibility	7.4 Accessibility	
7.6.1 Apply universal design principles to the design of the built environment.	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.	Revised
7.6.2 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.	7.4.2 Work with developers to provide dropoff bays that accommodate handyDART buses in developments that have a focus on seniors or other populations with potential mobility issues.	Retained
7.6.3 Implement the recommendations of the Access to Transit Report (2007), with respect to pick-up/ drop-off zones, sidewalks, corners, intersections, crosswalks, pathways and entrances to buildings.	7.4.3 Implement the recommendations of the Access to Transit Report (2007), with respect to pick-up/ drop-off zones, sidewalks, corners, intersections, crosswalks, pathways and entrances to buildings.	Retained
7.6.4 Integrate access considerations for mobility scooters into the design of transportation facilities.	7.4.4 Integrate access considerations for mobility scooters into the design of transportation facilities.	Retained
7.6.5 Install additional benches along major pedestrian routes and space at distances that provide rest opportunities for people with mobility challenges.	7.4.5 Install additional benches along major pedestrian routes and space at distances that provide rest opportunities for people with mobility challenges.	Retained
7.6.6 Encourage businesses and business associations to implement senior-friendly programs.	7.4.6 Encourage businesses and business associations to implement senior-friendly programs.	Retained
7.6.7 Enable a range of community services to locate in Centres and Villages that are easily accessed by walking or transit.	7.4.7 Enable a range of community services to locate in Centres and Villages that are easily accessed by walking or transit.	Retained
7.6.8 In multi-family residential developments, encourage the provision of fully accessible housing units with street accessible patio units.	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.	Revised