

AGENDA
MAYOR'S STANDING COMMITTEE ON HOUSING AFFORDABILITY AND SUPPLY
Monday, October 25, 2021 at 8:30 a.m.
Held electronically via MS Teams

Due to COVID-19 measures, Saanich is unable to accommodate the public for any Council, Committee of the Whole, Advisory, Board or Foundation meetings while maintaining the limits on large gatherings due to the Public Health Order.

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1. CALL TO ORDER

- p. 2 **2. ADOPTION OF MINUTES (attachment)**
 ▪ June 14, 2021

3. NEW BUSINESS

- p. 9 a) Proposed Cordova Bay Local Area Plan – Attachments [3] (P. Hartling)
 ○ Discussion
- p. 149 b) Housing Strategy Monitoring Framework – Attachment (C. Scott)
 ○ Discussion
- c) Dinner & Learn Topics: Proforma, high level approach to long range planning;
 service delivery and housing strategy (Mayor Haynes)
 ○ Discussion
- d) Speaker to present on topic of financing for housing (Mayor Haynes)
 ○ Discussion

4. ROUNDTABLE

5. ADJOURNMENT

MINUTES
MAYOR'S STANDING COMMITTEE ON HOUSING AFFORDABILITY AND SUPPLY
 Held online via Microsoft TEAMS
June 14, 2021 at 8:30 am

Present: Mayor Fred Haynes (Chair), Councillor Zac de Vries, Councillor Karen Harper, Councillor Ned Taylor

Staff: Harley Machielse, Director of Engineering, Sharon Hvozanski, Director of Planning; Jason Hodgins, Development Services Manager; Cameron Scott, Manager of Community Planning; Tania Douglas, Senior Committee Clerk

Minutes

MOVED by Harper and Seconded by de Vries: "That the Minutes of the Mayor's Standing Committee on Housing Affordability and Supply meeting held April 12, 2021, be adopted as circulated."

CARRIED

Secondary Suites in New Single Family Dwellings

Committee members discussed secondary suites in new single family dwellings and whether this should be made a requirement for new construction applications.

The following was noted:

- There has been concerns expressed about increased density and secondary suites with some subdivision applications.
- It is thought that Staff have supported projects that do not include secondary suites in order to alleviate neighbours' concerns about increased density and parking.
- Secondary suites are very important and help with much needed housing.
- A question was asked about Saanich's policy, and if is there anything that can be done to ensure staff are supporting secondary suites in new single family dwellings.
- Secondary suites were not supported in the past but are now part of diverse housing.

The Director of Planning stated:

- In some cases it does not make sense to have secondary suites, and in some cases it is appropriate.
- Considerations to think about include looking at a whole neighbourhood, and also short term rentals versus long term rentals.
- The majority of people are supportive of longer term rentals, but one thing that staff hears consistently from neighbourhoods is around concerns about short-term accommodations with high turnover (eg. Air BnB).
- Ultimately Council makes the decision about supporting secondary suites, whether or not there is support by public or staff.
- A blanket policy on requirements for secondary suites may be considered a bit heavy handed because suites may not fit in all areas. Applications should be looked at case-by-case to see if they are an appropriate fit for the neighbourhood.
- If staff holds an educational public engagement forum about the benefits of affordable housing and different forms of housing, it would be a good way to receive feedback and also educate the public on this matter so that better proposals may come forward.

Committee comments:

- In the housing report that is coming forward, one recommendation is to continue with secondary and garden suites, and also to contemplate allowing both on the same property.
- This could provide an opportunity to inform the public that they are permitted to put in secondary suites without having to get special permission.
- If in area where permitted, it's a question of meeting building Code and obtaining a building permit, not getting permission.
- If there are covenants that say people cannot have secondary suites, it would be problematic as it would take away the property owner's right to do this. We should be consistent in our approach.
- The issues that are likely driving the public's concerns are likely around parking and we will want to make sure that when building occurs any concerns are addressed appropriately.
- If the project is seen as worthwhile it would be difficult to have to say there are different categories of homes within the Urban Containment Boundary (UCB), especially when an existing home could automatically construct a suite by getting a building permit and meeting Code.

The Director of Planning noted that:

- With development applications Council is likely to have a conversation either about secondary suites being allowed in each of the dwellings or about the number of dwellings overall.
- There are a number of denser developments coming forward.
- With re-zonings this issue comes up consistently in neighbourhoods.
- Staff could create a policy surrounding secondary suites if directed by Council.

In reply to a question the Director of Planning confirmed that restrictive covenants stay with a property until they are removed.

Committee comments:

- It used to be common to have restrictive covenants on properties. Some of these covenants were very biased and would exclude persons from a neighbourhood based on ethnicity. A suggestion was made that this puts a similar bias against people by raising the bar to enter a neighbourhood. We have a responsibility to ensure barriers to enter into neighbourhoods are not too high otherwise they become exclusive neighbourhoods.
- Not every house needs to have a secondary suite and Saanich shouldn't mandate secondary suites as a requirement but it would be good to also look at short term rentals.
- It would be good to have a policy on this issue as there needs to be firm communication surrounding secondary suites as well as short term rentals.
- There needs to be firm communication on this and we should focus on valid concerns and not be dissuaded from concerns that are not borne out of the facts. (eg. Gordon Head community concerns about having duplexes back in the 1980's).

The Director of Planning expressed concern about the comments made about restrictive covenants and comparing ethnicity to a land use discussion. Covenants today are very different than the ones made in the past, and they deal strictly with land use. Some old covenants still do exist, and staff expunge them as soon as they are found, although in some cases they cannot be undone. Land use decisions are unique to the community each community has its own approach. She understands the concern regarding fair access to housing, and noted there are ways this can be achieved. Secondary suites are only one tool, and fair housing for all is important.

Committee comments:

- Blanket covenants may result in unforeseen problems in the future.
- If part of the concern is Air BnB's and short term rentals, Saanich will need to have clear policies around this.
- During the Pandemic there were some changes in short term housing and housing has become even shorter in supply.
- Some buyers and also builders want homes without secondary suites; further down the road suites could be added into these homes.
- Residents have pushed for covenants against secondary suites for some developments and this is too restrictive.
- Point was made that family homes may increasingly become business-based as more people are working from home.

Motion: MOVED by K. Harper and Seconded by N. Taylor, "That the Mayor's Standing Committee on Housing Affordability and Supply recommends that staff be directed to create a policy for rezoning and subdivision applications to clarify appropriate terms and conditions surrounding secondary suites and covenants for new single family dwellings."

Committee comments:

- A policy would aid staff in having discussions with the public, could help with internal processes, and may result in less applications needing to come to Council.
- This could help address issues surrounding bed and breakfast establishments versus rentals.
- While covenants could be required and then lifted after a time, they could create a division in terms of housing affordability.
- This is an issue that has come up on numerous occasions and needs to be addressed.

Committee member clarified that although past restrictive covenants were much more direct, indirect ones matter as well. There are patterns where people are more likely to be economically disadvantaged or have lower income than their peers, so while not as direct, the implications of raising the bar to enter neighbourhoods is a problem. For too long this was just seen as a land use decision but these decisions have real social impacts and lead to issues with inclusion.

In reply to a question, the Director of Planning confirmed that this motion gives enough clarity to bring back a policy for committee's consideration.

The Motion was then Put and CARRIED

*** Councillor Taylor left the meeting at 9:00 am ***

Subdivision Bylaw Policy Review

This item was referred by Council on February 8, 2021. The Director of Engineering noted that this presentation is to provide background information as the review of the Subdivision Bylaw servicing levels will be done later in the year. Committee members will hear how service levels are established, look at the work plan, and can provide some initial input to the project work being undertaken. Prior to going to Council, staff will come back to this committee possibly later this year or early next year. Engineering is still looking to procure a consultant for the project.

The Development Services Manager presented information and noted the following:

- The Subdivision Bylaw covers the requirements for subdivisions and building permits and rezoning applications.
- Development cost charges (DCC) target areas speaks to the overall growth in the municipality.
- Community Amenity Contributions (CAC) are like gifts from developers for rezoning in exchanges for variances. These usually target above-ground infrastructure.
- Capacity requirements are required when a development puts municipal infrastructure over capacity (eg. downstream infrastructure cannot accommodate a specific development). This may be cost-shared with the municipality if existing infrastructure exists but is sub-standard.
- Local Area Services (LAS) are location-focused improvements that are paid for through taxes on the benefitting properties. If a petition from the public is received and it is a worthwhile venture staff can proceed the work. This can be cost shared, it could be paid back through specific taxes on the properties who benefit from the project. Grants from higher level government can also be obtained for local area services.
- When reviewing building permits staff look at the Building Bylaw which directly references the Subdivision Bylaw. A description of the Schedules within the Subdivision Bylaw was given.
- Service levels for building permits were described: Level 1 is for larger properties and rural zoned lots (RS-16 to RS-18, and Rural A-Zones). Level 2 is for RS-1 to RS-16.
- A set standard for development servicing was established in order to have consistent capacity to a development. Advantages include: there are no covenants needed to protect municipal interests when standards are adhered to; costs are generally known for public works; and ensures developments are done in a transparent manner.
- In terms of affordability, upfront costs can be large but then we have lower maintenance costs for something like pipes. General taxes do not pay for new installations to service a specific development.
- There are a few grey areas to interpret in the Bylaw. Shortcomings of the current bylaw were seen recently. The Bylaw lacks policy framework for scaling requirements relative to a development. With Service Level 2 it only permits a pipe connection for a drain service, otherwise you need a development variance. What constitutes a development is not easily defined and leads to different interpretations from applications.
- Our Bylaw is not modern and many advancements have occurred since it was written.
- Current objectives are to refresh and modernize specifications in the Bylaw, as well as clarify naming conventions and usability, create a policy framework for matching development size to servicing requirements and have alternative solutions when site conditions allow.
- Saanich is looking for a consultant to hire for approximately 1.5 years. The Integrated Stormwater Management Plan (ISMP) will take about five years to complete and will be integrated into the Subdivision Bylaw when completed.

Committee comments:

- If the Bylaw is inflexible, what can be done in the shorter term?
- If any work requiring a permit needs to meet the requirements in this Bylaw (eg. deck repairs) there could be unintended consequences; if people become aware that they live in an area without fulsome services they may just build without permits at all.
- When the presentation to Council was made on the Stormwater Management Plan it seemed clear that a longer range approach is to look at Saanich in sections/areas that may be treated differently, which makes sense from an infrastructure point of view. (eg. Uptown would need to be treated differently than Cadboro Bay). Some areas in the UCB are still rural.
- It is hoped that staff could bring back a shorter term solution.

- Some items in the Bylaw may be at odds with the Strategic Plan in terms of affordable housing. We want to bring goals in alignment from both the engineering and from the housing perspective. There are significant shortcomings.
- The long terms sustainability of the district is important and having a reformed policy to come back to committee for a closer look would be good.
- It is important that people benefitting from developments that needs infrastructure, should pay into the delivery of the infrastructure.
- The Bylaw is doing its job in many ways; there have been areas where there is a deficit of infrastructure that has been onerous on the resident (eg. Mt. Tolmie) but it should be considered on a case by case basis. We do need to recover costs somehow.
- A more detailed discussion would be in order.
- We have received concern from some residents wanting to build additions for family or to age in place, and we do want people to be able to construct garden suites. If the infrastructure is already there they should be asked to connect, but if it is not available there should be an alternative.
- Saanich is about 60% rural; urban areas have different requirements.
- Will all engineering options be considered, (eg pipes to the ocean vs groundwater infiltration)? If we are pushing for pipes what are the flooding risks and should we identify flood areas that do not meet ground water infiltration capacity and improve systems. Feedback on this would be appreciated.
- We are trying to build a more diverse inclusive type of housing and allow people to age in place. Garden and secondary suites are key to this.
- Costs are high to connect to infrastructure if it is not existing. This needs to be sorted this out and short term solutions should be found.

The Director of Engineering stated:

- We have been consistent, following the Bylaw requirements for decades.
- Regarding the discussion about use alternative stormwater systems this is an option currently within the bylaw. If new single family dwellings require onsite storm detention, options exist that allow recharge into the groundwater.
- We do have green infrastructure techniques today, but at some point during heavy storm events we need an over flow pipe system.
- Regarding the Bylaw we need to look at how much further we can leverage our green infrastructure. It is not known at this time whether we can leverage to the point we do not require a connection.
- We need to understand framework in how services may increase depending on the type of development.
- We need to ask if projects are scaleable based on the infrastructure. The current Bylaw is triggered for any expansion to the footprint of a building. Any interior renovation would not change the footprint or drainage aspect to the site.
- If this committee requested that Council ask staff to bring something short term back without having a framework in place or analysis completed, there would be no basis to make a recommendation to Council. Council could ask for this with no background information but it would be a struggle for staff to make a recommendation without the necessary data to support the decision.

Questions and responses are noted:

- Define the expansion to the footprint. Impervious surfaces can include a roof or driveway or general concrete area. Eg. if you rebuild a garage or build over an existing impervious area, what is considered the footprint?
 - Only the area under the dwelling is considered the footprint.
 - Council has asked for information on impervious aspects of driveways. There are no regulations around this from a Planning and Engineering perspective.
 - They are not connected but there is interest by Council to seeing how we can

- connect them.
- This is only relating to building bylaw application aspects and the only way service levels are triggered.
 - Question raised about intense weather situations: is there any data on higher risk areas? And risk mitigation for flooding in the municipality: is it just perception or is actual flooding occurring.
 - This is where the synergy of the Subdivision Bylaw and Integrated Stormwater Management Plan will work together. This is work in two different areas that need to inform each other.
 - In terms of data on flooding, we have data on our own roadways but not home ownership but none on private homes, although we do hear from some residents and some requests for variance brings up the flooding issue.
 - Question raised what is the capacity for ground infiltration? If the system is maintained, it needs to be measured against carrying capacity.
 - There is not a way to look at what our capacity is generally across the municipality. In the winter, most areas have zero capacity as groundwater is at surface level. In the summer it is very dry and challenging to get into the ground once it's hardened. It also depends on the sites themselves, geography and conditions, land use, etc. It will be important to ask ourselves if we can define this for different areas and give us the ability to allow alternative methods as part of the Bylaw.
 - Concern was expressed that circumstances are different depending on lot sizes, and there is an inflexible approach to solutions that are not equitable or fair. When doing the next iteration of the Bylaw it is hoped that a requirement will be included to hook up to infrastructure for new developments.
 - It is clear that the nature stormwater system can be quite different in various areas of Saanich and if we insist on using a one size fits all model this will be problematic.
 - Staff are encouraged to think progressively in how we apply the bylaw.
 - It is good to know that nuances are seen as important. Any future requests should be looked at with these nuances.
 - We would like to be able to assist the department in becoming more flexible, even if this means delegating authority to the Director in some way. Staff are the experts and Council would like to help you manage this.
 - There is concern about equity, fairness, environment, and impinging on the Housing Strategy. Many of the areas with less infrastructure are the oldest areas in Saanich where properties have been paying taxes longer than anyone else in Saanich, and these taxes have paid for infrastructure in other areas.

The Director of Engineering thanked committee for their input and noted the comments align with the challenges staff are seeing in the Bylaw. At some point a consultant will help with the analysis, hopefully by the end of the year.

Action: Councillor Harper, Mayor Haynes and the Director of Engineering will discuss this issue separately further.

Future Agenda Items:

The following was discussed:

- "Dinner and Learn" items on the agenda to be renamed as "Educational Topics".
- Regional Mayors have been working with UDI to receive a presentation on Proforma and Financing of Developments. This will be presented to Mayors and may also be presented to each Council around the region. This is something that should also be taken to SCAN and community associations.
- "High level approach to long range planning" will be struck from the next agenda as the KPMG study and the Saanich Housing Strategy are coming forward. These should

- be considered first before the long range planning item.
 - o Staff confirmed that an educational component is coming to Council soon.
 - Service delivery may be covered by KPMG and the Housing Strategy is coming forward. It makes sense for this committee to meet again when these items are complete. When they come forward it will be determined whether they need to come to this committee for further discussion.

Based on the above discussion it was determined that the next meeting will likely be held in late summer.

ADJOURNMENT

MOVED by Councillor Harper and Seconded by Councillor de Vries, "That the meeting be adjourned at 9:45 a.m."

Mayor Haynes, Chair

I hereby certify these Minutes are accurate.

Committee Secretary

DRAFT



Cordova Bay

LOCAL AREA PLAN

Advisory Committee Re-referral

Fall 2021

Housing policy in the Proposed LAP

- Policy is the first place to start in making changes to housing
- Cordova Bay LAP contains strong policy support for housing affordability and supply, and supports implementation of the Housing Strategy
- Staff are confident that the LAP is in alignment

Seven focus areas in Housing Strategy

1. Policy support for **affordable/supportive housing**
 - **Saanich parcel** on Doumac for non-market housing
 - Support for churches to **build housing on institutional parcels**
 - Support affordable/non-market housing on **Trio site**
 - **Implement Housing Strategy**
2. LAP encourages **rental housing** in area of high home ownership
 - Particularly where need is greatest (“very low” to “low to moderate” income)

Seven focus areas in Housing Strategy

3. Strong policy support for **expanding housing diversity and supply**
 - Supports new housing in **Village** and new **Ridge node**, and **Trio site**
 - **Village Plan** completed and the Village area (and # lots) is **expanded**
 - Supports **Neighbourhood infill** of duplex/triplex and four-plex on corner lots

4. To **reduce barriers to housing development**, LAP has:
 - Policy support for **reducing parking standards** (one per dwelling unit) during redevelopment
 - Supports a **review of bylaws and procedures** to make housing projects that are supported by policy easier to achieve, such as infill in single detached neighbourhoods

Seven focus areas in Housing Strategy

5. There is policy support to **strengthen partnerships** in housing, specifically with **local churches, NP housing orgs, and First Nations**
6. Housing Strategy calls for **enhanced community engagement**. Local Area planning process (updating LAPs) has provided an excellent opportunity to educate the public on housing needs in Saanich, to raise awareness of issues, to build support and community capacity

Seven focus areas in Housing Strategy

7. **Understanding housing demand and addressing land speculation** best done at District-wide level, although LAP provides **opportunity for community education and discussion**

How LAPs evolve over time

- Over time, Saanich may adopt policies or practices in support of **housing diversity and supply** that go beyond (or even conflict with) LAPs
- LAPs are not immune from progress toward housing goals
- OCP amendments will be proposed to keep LAPs up to date
- The Proposed Cordova Bay LAP will be evaluated every 5 years

Proposed Cordova Bay Local Area Plan

| Focus Area | How Addressed in the Proposed Plan |
|---|--|
|  <p>FOCUS AREA 1: Increase affordable and supportive housing</p> | <ul style="list-style-type: none"> • Support affordable and supportive housing throughout Cordova Bay (Policy 8.2.6) • Support affordable housing on church sites (Policy 5.4.3) and other institutional sites (Policy 5.4.5) • Be proactive in supporting and facilitating relationships for faith-based and non-profit organizations that are seeking to build non-market housing projects on institutional sites but not having property development skills or access to adequate resources (Policy 8.2.9) • Prioritize affordable and supportive housing when negotiating community contributions (Policy 5.14.4) • Support age-friendly and accessible housing for aging in place (Policy 8.1.6) • Consider not-for-profit housing for the Saanich-owned parcel on Doumac Avenue (Policy 8.2.5) • Consider increased height for sites designated Institutional Mixed-Use when non-market housing is proposed (Policy 10.3.1) |
|  <p>FOCUS AREA 2: Promote and protect rental housing</p> | <ul style="list-style-type: none"> • Support rental housing and other forms of housing tenure (Policy 5.2.5) • Consider incentives to attract affordable rental housing (Policy 8.2.7, Policy 8.2.8) • Provide more sites where 3 and 4 storey rental apartment buildings are supported (Map 10.2) • Support rental housing particularly for low-income households where need is greatest (Policy 8.2.3) • Provide additional rental by supporting both secondary suite and garden suite on one lot within the Village Sub-Area (Policy 5.11.4) |
|  <p>FOCUS AREA 3: Support housing diversity and increase supply</p> | <ul style="list-style-type: none"> • Support focused growth and a mix of housing types in the Village and Ridge node (Policy 5.1.2, Policy 5.2.2) • Support a range of housing options, shops, services, and amenities in the Village (Policy 5.11.1) • Support infill and “missing middle” infill housing in Neighbourhoods (Policy 5.2.3) |

| | |
|--|--|
| | <ul style="list-style-type: none"> • Support a range of infill options including duplex, triplex and four-plex on Neighbourhood residential lots (Policy 5.2.3, Policy 5.11.4) • Expand the Village footprint and increase the number of parcels where mixed-use, apartment and townhouse developments are supported (Map 5.1, Map 10.2) • Support Village Attached housing including duplex, triplex, fourplex, courtyard, and other innovative ground-oriented housing forms (Policy 5.11.6) • Support subdivision of smaller lot sizes in the Village Sub-Area (Policy 5.11.3) • Support housing supply in Cordova Bay for people at all of life's stages (Policy 8.2.2) |
|  <p>FOCUS AREA 4: Reduce barriers to housing development</p> | <ul style="list-style-type: none"> • Support reduced parking requirements of one space per dwelling unit for infill development (Policy 5.4.8) • Support parking variances for multi-unit residential buildings in areas with active transportation infrastructure (Policy 5.2.9) • Create design guidelines to ensure a positive fit for new Village and infill housing (Policy 5.2.4, Policy 5.12.1, Policy 5.12.2) |
|  <p>FOCUS AREA 5: Strengthen partnerships</p> | <ul style="list-style-type: none"> • Work in partnership with local institutions, churches, CRD, BC Housing, First Nations, non-profit organizations, and others to explore opportunities to develop affordable and supportive housing in Cordova Bay. (Policy 5.2.7, Policy 5.4.1, Policy 8.2.1) • Facilitate relationships for faith-based and non-profit organizations seeking to build non-market housing projects on institutional sites (Policy 8.2.9) |
|  <p>FOCUS AREA 6: Enhance community engagement</p> | <ul style="list-style-type: none"> • Local Area planning process (updating LAPs) provides an excellent vehicle for enhanced community engagement – community education, raising awareness of issues, building support and capacity for key directions |
|  <p>FOCUS AREA 7: Understand housing demand and address land speculation</p> | <ul style="list-style-type: none"> • Support implementation of the Housing Strategy to address housing priorities in Cordova Bay (Policy 8.2.4) |



Cordova Bay

LOCAL AREA PLAN

July 30, 2021

V76B

The District of Saanich is within the territory of the **Ləkʷəŋən** peoples known today as Songhees and Esquimalt Nations, and the **WSÁNEĆ** peoples, represented today by the **WJOLEŁP** (Tsartlip), **BOKEĆEN** (Pauquachin), **STÁUTW** (Tsawout), **WSIKEM** (Tseycum), and **MÁLEXEŁ** (Malahat) First Nations. The First Peoples have been here since time immemorial and their history in this area is long and rich.

The District of Saanich is proud that our name is derived from the **WSÁNEĆ** peoples. Saanich Council is committed to taking a leadership role in the process of healing wounds of the past and becoming a more just, fair and caring society.

ACKNOWLEDGEMENTS

In early 2018, the Cordova Bay Advisory Committee was formed. The committee's purpose was to help facilitate citizen engagement throughout the process, provide local context, identify issues, and provide feedback on ideas and concepts. The District of Saanich is grateful for the volunteer work and the sharing of ideas of this group of Cordova Bay residents and business owners.

Members of the Advisory Committee included:

Dave Chater
 Alex Izett
 June Klassen
 Jacquie Langley
 Barb Lucas
 Jon Marshall
 Colin Millard
 David Mitton
 Candace Nagy
 Michael Pasch
 Kate Phoenix
 Nancy Pye

A number of others provided important input and support to the plan. The District of Saanich wishes to thank and acknowledge:

Gord Elliott, W̱SÁNEĆ Leadership Council
 Eric Pelkey, W̱SÁNEĆ Leadership Council
 Justin Fritz, W̱SÁNEĆ Leadership Council
 W̱SÁNEĆ Technical Advisory Committee Members
 Mavis Underwood, Tsawout Nation
 Dr. Brian Thom, Department of Anthropology, University of Victoria
 Christine Culham, CRD Housing
 John Reilly, CRD Housing
 Larry Gontovnick, Cordova Bay Association for Community Affairs
 Bronson Bullivant, BC Transit
 Carolyn Stewart, CRD Parks

The development of the Cordova Bay Local Area Plan was supported by the following consultants who contributed to the Village Sub-Area Plan and design guidelines:

Rob Barrs and MODUS Planning, Design, and Engagement
 Frank Ducote
 Cal Srigley

KEY PLAN DIRECTIONS

1

Create a strong, vibrant Village

- More housing close to shops and amenities
- Village-scale design
- Improved public realm
- Places to meet and connect



2

Improvements to the Cordova Bay-Fowler-Sayward corridor

- Safe and convenient pedestrian crossings
- Tame traffic
- Sidewalks on both sides in the Village
- Define gateways



3

Strengthen beach accesses

- Improve beach access points
- Add amenities to build sense of place
- Adopt a wayfinding program



4

More diversity in housing choice

- More ground-oriented housing options
- Encourage affordable housing opportunities
- Mix of housing at Trio site



5

Maintain special character

- Two-storey streetwall along Cordova Bay Road
- Maintain larger lot sizes
- Street design that favours treed boulevards
- Protect natural areas and trees
- Maintain rural character of Lochside Regional Trail



6

Honour First Nations

- Acknowledge Indigenous history
- Collaborate to protect cultural sites and resources
- Build relationships and open dialogue
- Move toward a future of reconciliation



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* Urban Containment Boundary

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1. INTRODUCTION

Located in the north east corner of the municipality, Cordova Bay is within the traditional territory of the W̱SÁNEĆ and Ləḵʷəŋən First Nations. At least a millennia before Europeans settled the area and displaced the original inhabitants, First Nation families occupied the area at the original village called ʔEL,ILĆ (in SENĆOŦEN writing system) / čəlítč (as written by Ləḵʷəŋən speakers). In addition to the ʔEL,ILĆ / čəlítč village, the First Nations harvested, fished, and hunted in the land and water around Cordova Bay. Ancestral burial sites and other sites of cultural significance are still present in the archaeological record. The village site was well connected by trail networks and water routes to other First Nation communities in the region.

Cordova Bay today is home to 8,100 residents, and 7% of Saanich's population. It is unique within Saanich for being made up significantly of both urban and rural lands. It is known for its beach and natural features, and the topography allows for outstanding views from the ridge. Cordova Bay is mostly residential, and has a high proportion of single family homes.

The planning process to update the Cordova Bay Local Area Plan got underway in 2018. The plan was developed with the input of residents, business owners, community groups, students, First Nations, agencies, and professionals who shared their ideas in open houses, workshops, advisory committee meetings, and surveys. The plan provides a framework for guiding new growth, development, and public investment in Cordova Bay. It will be implemented in the years ahead through private development, partnerships, and Saanich initiatives.

The Cordova Bay Local Area Plan provides detailed policy guidance for land use management and planning decisions looking ahead 20 to 30 years. It addresses key issues identified by the community such as the improvements to the public realm, housing choice, active transportation, mobility improvements, and the recognition and respect of Indigenous land values and rights.

The local area plan includes a plan for strengthening the Village. It endeavours to maintain an intimate scale and seaside character while providing for a strong, vibrant core to serve the residents of Cordova Bay into the future.

The Cordova Bay Local Area Plan is intended to guide future decisions that will benefit local residents, and meet broader municipal goals for environmental sustainability, housing affordability, livability, community well-being, economic vibrancy, and protection of heritage resources.

1.1 What is a Local Area Plan?

A local area plan (LAP) is a planning document that contains statements of objectives and policies that are used to guide decisions on planning and land use management at the neighbourhood level. Looking ahead 20 to 30 years, a local area plan identifies how the area will grow and change over time.

In Saanich, local area plans, in addition to the *Sustainable Saanich Official Community Plan 2008* (OCP) and Development Permit guidelines, make up the official community plan policy framework (Figure 1.1). The OCP provides broad direction while the local area plans outline how the OCP's district-wide policies will be applied at the neighbourhood level. Local area plan policies must be consistent with the OCP.



View of Cordova Bay from Mount Doug

Purpose of Local Area Plans

Communities are constantly addressing change. Change can come not only from population growth, but also from shifts in demography, technology, climate change impacts, and societal philosophies regarding issues like inclusiveness, sustainability, First Nations reconciliation, and active transportation.

The purpose of local area planning is to look at land use management from a neighbourhood perspective to address questions like:

Where should people live, and what types of housing are needed?

What improvements to roads and transportation networks are needed to support all modes?

How can local commercial and institutional uses support the population?

Where will people gather and recreate, and how can heritage and culture be celebrated?

How can a high standard of design for buildings on private property and spaces within the public realm be ensured?

What are important environmental assets and how can they be protected and enhanced?



Figure 1.1: The official community plan framework

1.2 How to use the Local Area Plan

The Cordova Bay Local Area Plan (LAP) is intended to be used by Council, community members, staff and the development community to guide and evaluate potential change. This guidance extends to the evaluation of development applications, capital projects, and community initiatives and programs. The Cordova Bay LAP is adopted as part of the Official Community Plan Bylaw. The Official Community Plan is made up of the General Plan (sometimes referred to as the “OCP”), Local Area Plans, and Development Permit Area guidelines. The General Plan, Local Area Plans, and Development Permit Area guidelines are used to guide and support land use decisions.

Local Area Plans should be considered alongside other plans, policies, and regulations that may have an impact on each local area. These include the Housing Strategy, Climate Plan, Active Transportation Plan, BC Transit plans, Urban Forest Strategy, and Parks, Recreation and Culture Master Plan (Figure 1.2). Initiatives that come out of agreements with First Nations will also need to be considered.

The Local Area Plan will provide a greater amount of certainty on future change, but circumstances will arise that were not anticipated or where competing objectives

need to be balanced. In these situations, the vision and objectives of the General Plan and LAP will provide principled guidance and insight into how the situation would be addressed and trade-offs balanced to achieve the best outcome.

Planning Framework

- While the General Plan, LAPs and Development Permit Area design guidelines are referred to as distinct parts of the Official Community Plan Bylaw, they form an integrated whole and act as a comprehensive planning framework
- The General Plan provides broad guidance on potential land use change, with the LAP providing more detailed direction at the local level within the Official Community Plan framework
- Development Permit Area design guidelines have a more narrow focus (typically form and character of development) and, as guidelines, inherently have a greater level of flexibility in their application
- Council may, at any time, support proposals that do not align with specific General Plan or LAP provisions. In instances where a proposal gives rise to a direct conflict with the provisions of an LAP or the General Plan, a statutory process with public input would be required to amend the LAP and/or General Plan.

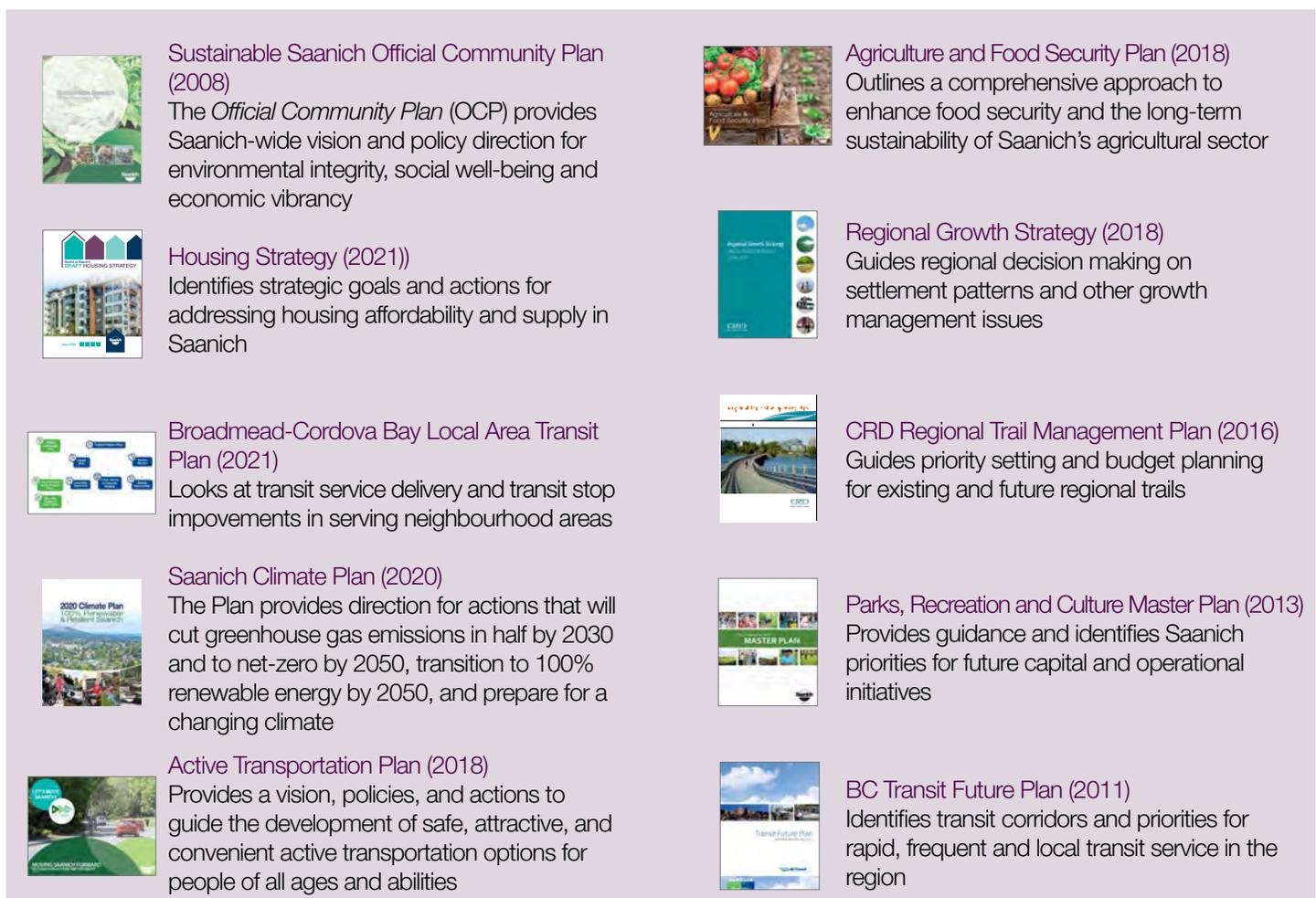


Figure 1.2: Policy context

Public Engagement

Development of the Cordova Bay LAP involved a comprehensive public engagement process in accordance with the District's Public Engagement Policy. The public engagement snapshot (Figure 1.1) summarizes the key planning phases and consultative activities.

The planning process included the following opportunities for community input:

Project Initiation

- A 12-member advisory committee, representing a range of interests, was established to serve as a community sounding board and provide input on the public engagement process, identify issues, and engage citizens.
- A Baseline Conditions Report (May 2018) was published highlighting key data and trends related to the study area.

Community Visioning

- Three open houses, meetings with stakeholder groups, a pop-up at Cordova Bay Day, and a community visioning survey were undertaken.

Plan Development

- A three-day Village Design Charrette was held with a focus on the future of the village area.
- A pizza and planning workshop was held for younger residents and their children.
- Workshops on transportation, housing, and parks were held to investigate issues with more depth.
- An historic Community-to-Community Meeting was held with WŚÁNEĆ Leadership Council, WŚÁNEĆ Nations elders, invited community members, Saanich Council, and senior staff facilitated by the University of Victoria's Department of Anthropology.
- Ongoing dialogue with the WŚÁNEĆ Leadership Council about incorporating indigenous values into the Local Area Plan

Draft Plan Review

- The community, First Nations and stakeholders reviewed and shared feedback on the Draft Plan through a virtual open house, in-person open house, survey, and conversations with staff.



Village visioning workshop



Public review of village design concepts



Meeting hosted by WŚÁNEĆ Leadership Council

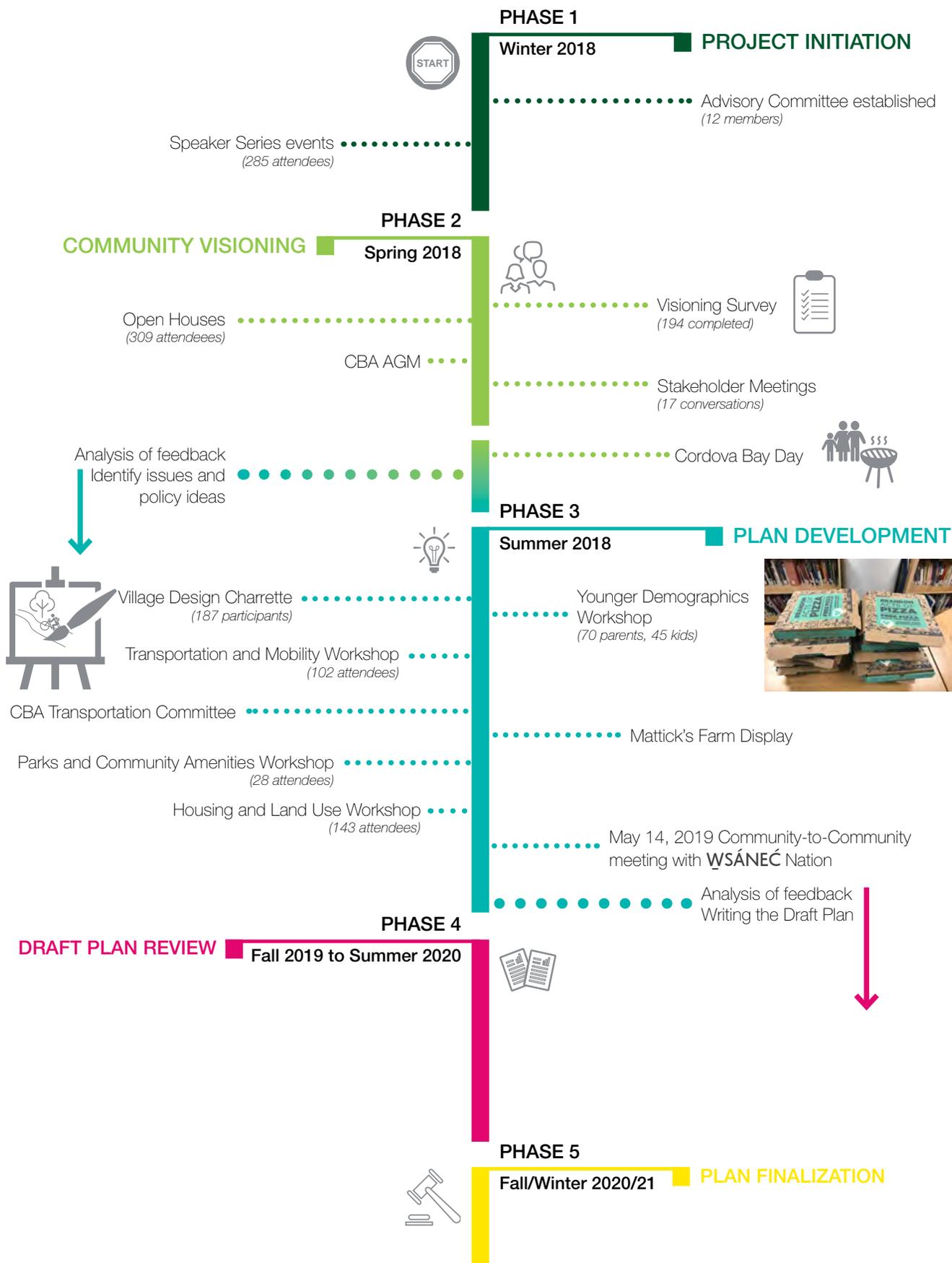


Figure 1.3: Public engagement snapshot

2. LOCAL AREA CONTEXT

2.1 Plan Area

The Cordova Bay local area (Map 2.1 and Map 2.2) is in Saanich's north-east corner. It is the only local area which is significantly urban and rural, each making up almost half of the 890 ha total area. The plan area is bordered by the agricultural lands of the District of Central Saanich to the north, and the Royal Oak and Blenkinsop Local Areas to the south. The key topographical feature is the ridge which runs north-south (Figure 2.1). To the east, the Cordova Bay beach and Haro Strait are key community focal points. Elk and Beaver Lakes lie to the west.

The heart of Cordova Bay is the Village which provides a commercial experience to local and regional shoppers. The Village area includes the plaza, Beach House Restaurant, and Mattick's Farm and some diversity of housing options. Before colonial settlement, the area was the site of a traditional First Nations village called **TEL,ĪĆE** in **SENĆOŦEN** and **čəlíłč** as written by **Lək̓ʷəŋən** speakers.

Highway 17 is the major north-south transportation route, connecting the north peninsula with the City centre to the south. The Lochside Regional Trail, part of the regional trails network managed by the Capital Regional District, is a key active transportation route following the former railway. Cordova Bay is primarily a residential neighbourhood, although Mattick's Farm along with its beach, golf courses, high school, and parks draw visitors from outside.

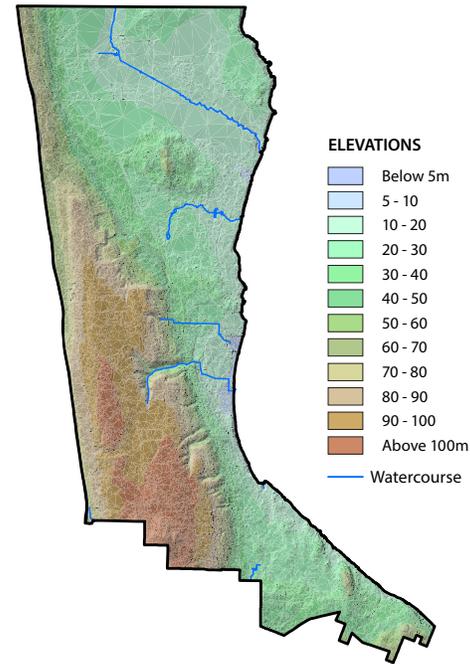
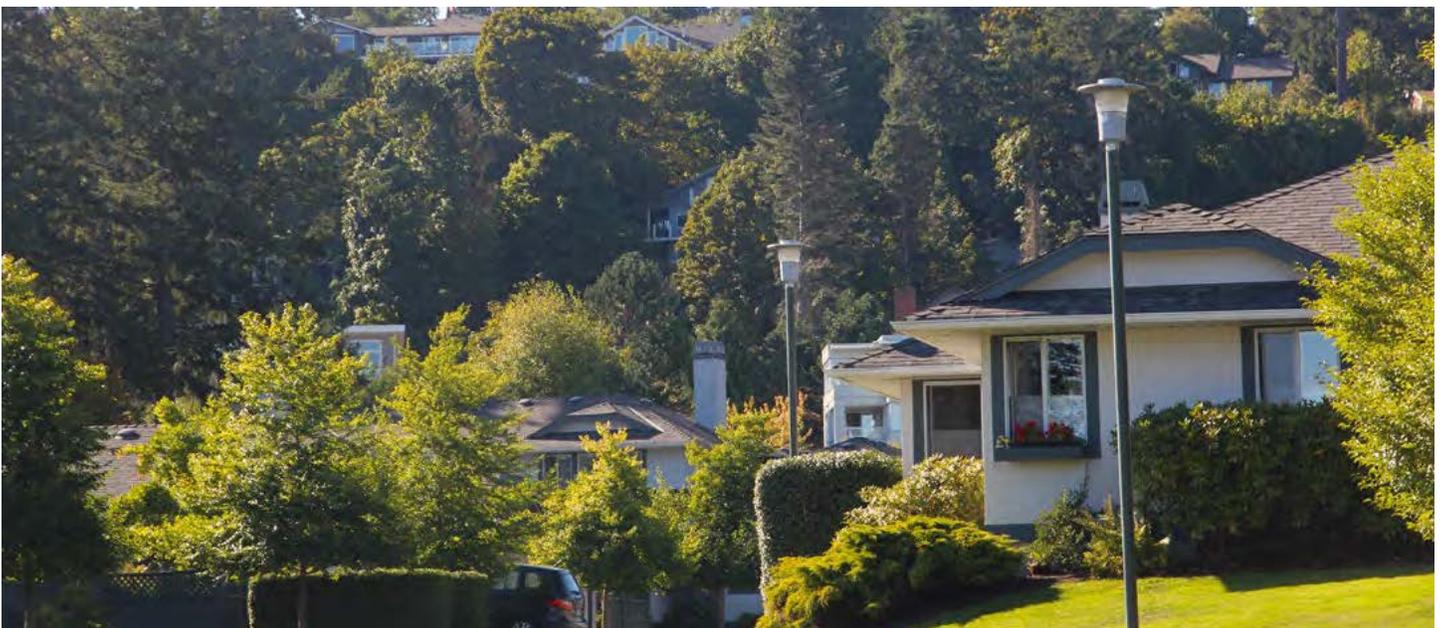
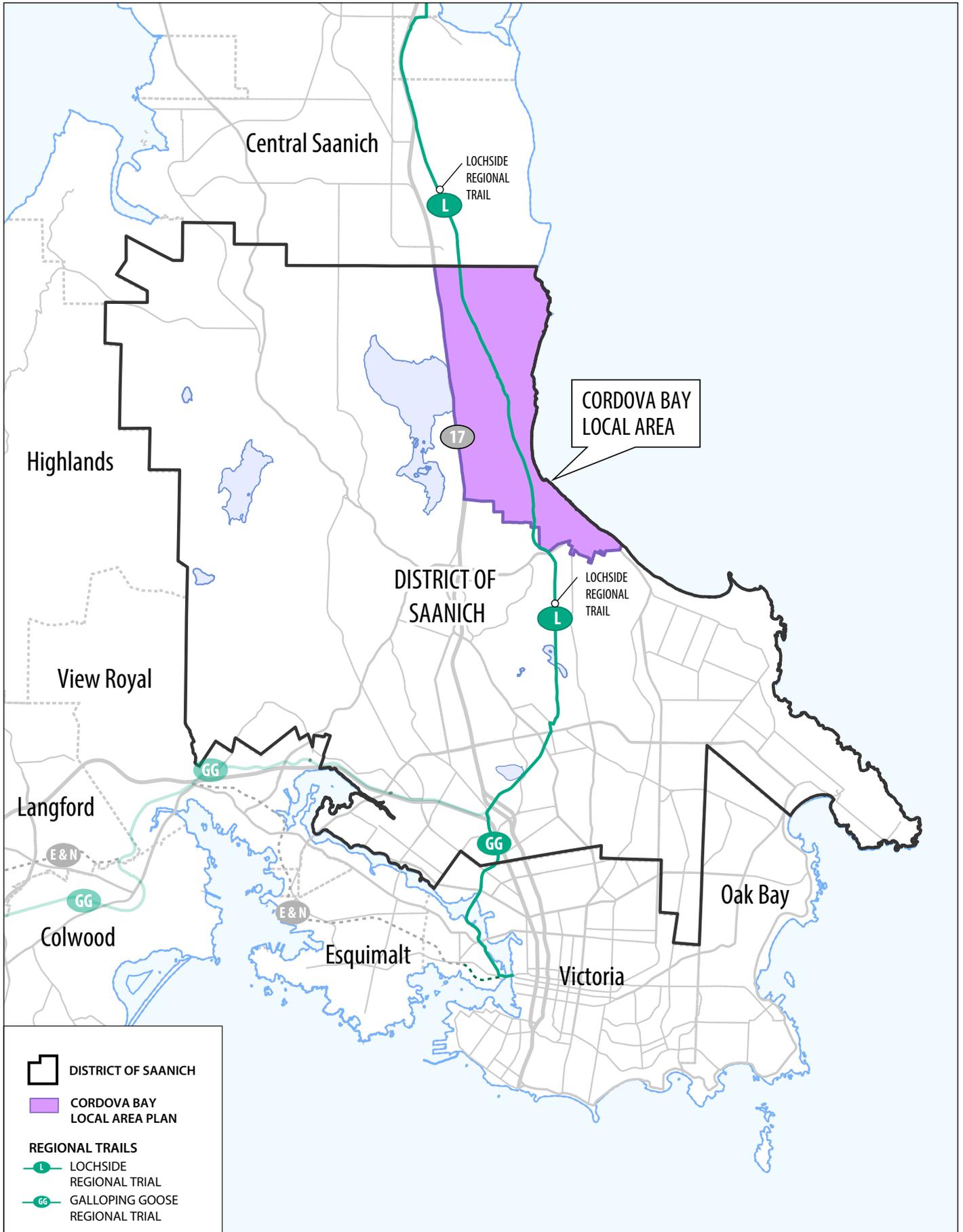


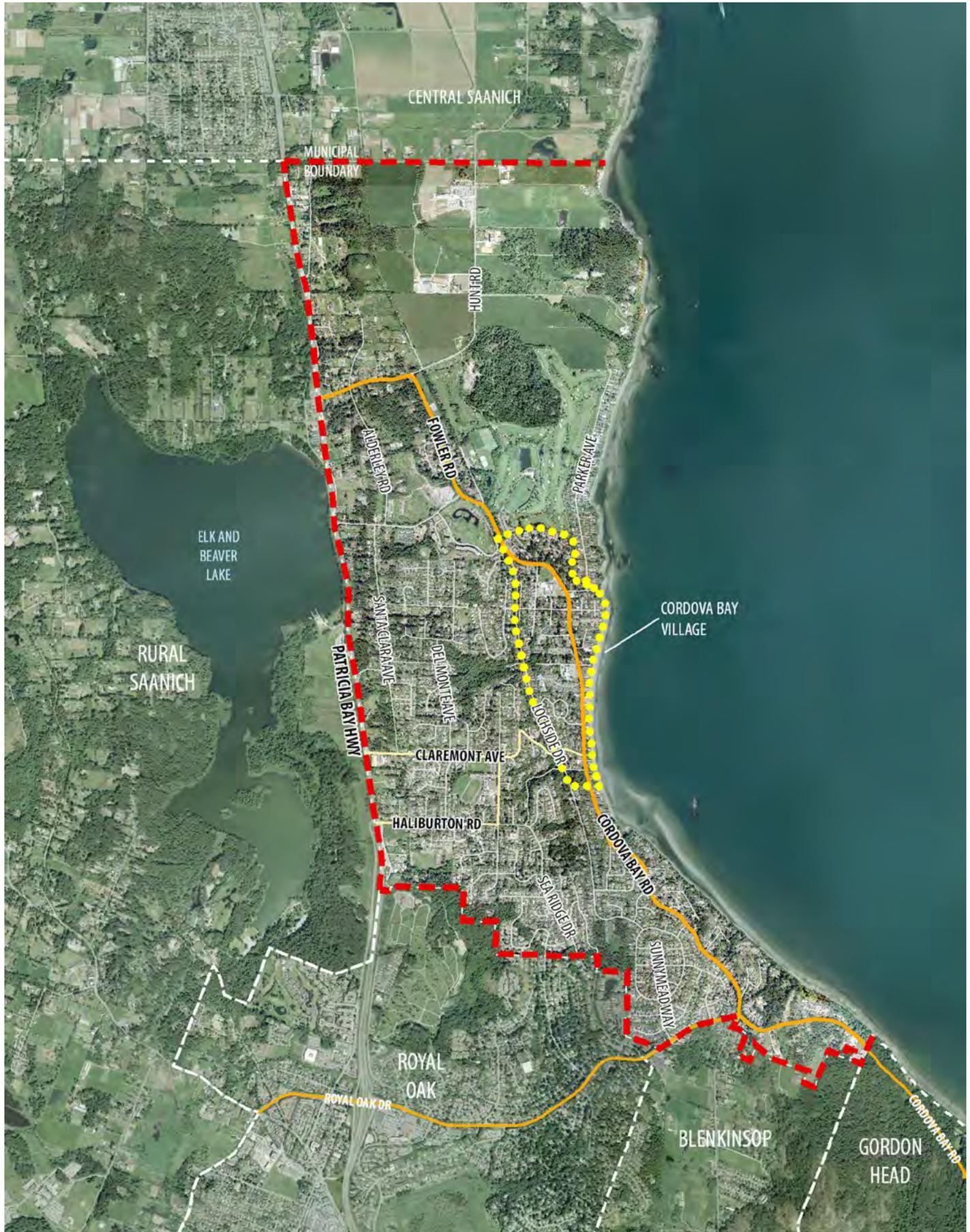
Figure 2.1: Topography



Cordova Bay Beach Estates



Map 2.1: Regional Context



Map 2.2: Plan area

2.2 Neighbourhood Features

Cordova Bay is home to many features of local and regional interest that contribute to its uniqueness and character.



Beach



Mattick's Farm



Lochside Regional Trail



Beach House Restaurant



Haliburton Farm



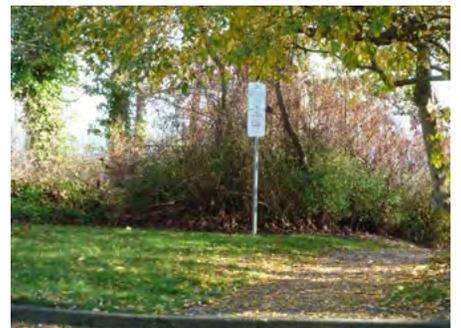
Cordova Bay Golf Course



Lochside Park



Claremont Secondary School



Parker Park



Rural Area



Doumac Ravine



Sayward Hill

2.3 History

Traditional Territory

At the end of the last ice age some 14,000 years ago, the glaciers that had covered south Vancouver Island retreated. Indigenous peoples' history of living on the south coast from these times is visible in the archaeological record. Sea levels fell, and rose again. **WSÁNEĆ** oral history places the **WSÁNEĆ** people in this region when **XÁ,EL,S** (the Creator) formed the landscape and recalls the events of a great flood that correlates with Western geological history. Though very few archaeological sites in the Saanich area have been systematically documented or dated (and many sites have been obscured by changing sea levels, or destroyed by urban development) artifact styles from local sites are consistent with others made up to 8,000 years ago. While much of the fragile record of this history has yet to be fully appreciated, the brief archaeological work done gives a glimpse of life of Indigenous peoples using and occupying Cordova Bay intensively over at least the past 1,000 years.

The people living at the **TEL,ILĆE / čəlítč** extensively utilized local marine resources, and the wealth of the region's impressive cedar forests and the habitats they support. Families at **TEL,ILĆE / čəlítč** had extensive relations to, and connections with, other Indigenous communities in the area including being linked to **WSÁNEĆ** and **Ləkʷəŋən** area villages by a network of trails. Oral histories and archaeological evidence of the daily lives of the people from **TEL,ILĆE / čəlítč** shows activities like hunting, camas harvesting, and medicine gathering in what is now Sunnymeade and the Ridge, selective harvesting of large cedars for ocean canoes and buildings, a fish trap and extensive intertidal food harvesting and production all the way along the beach and sandbar towards **PKOLS** (Mt. Douglas), crabbing and other marine harvesting in Cordova Bay, and caring for deceased loved ones in burials along the shore.

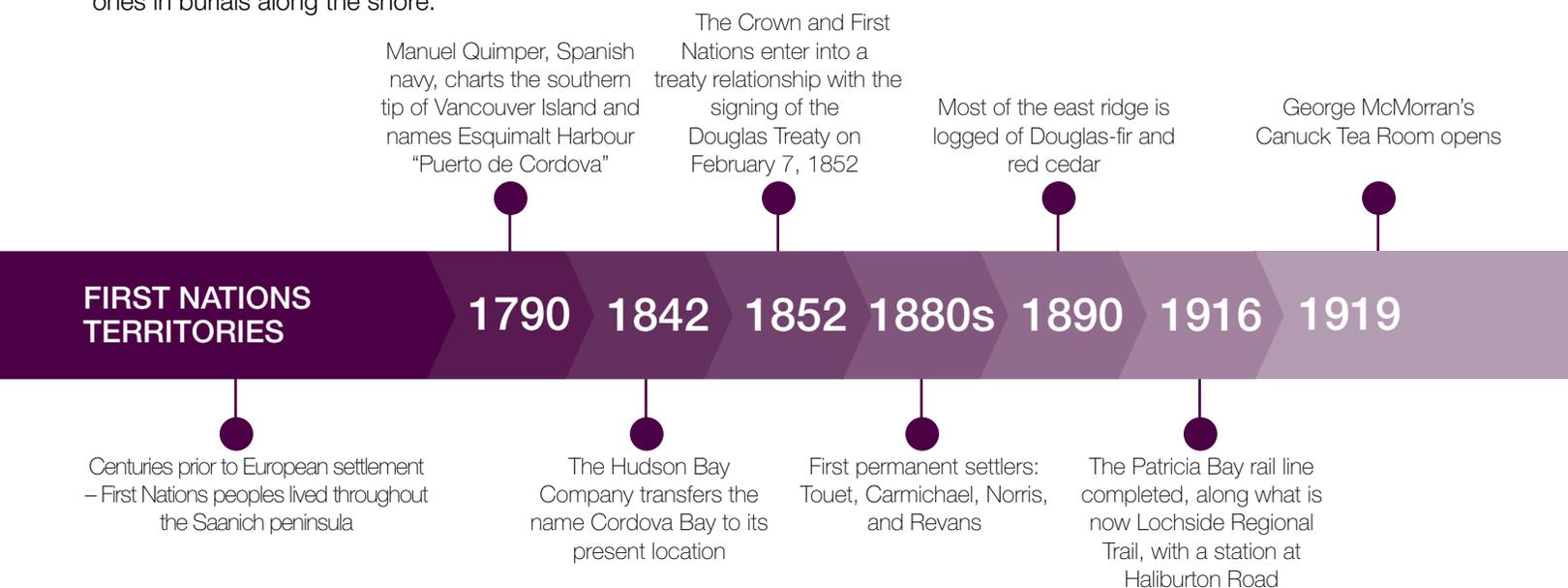
The **WSÁNEĆ** and **Ləkʷəŋən** were thought to number about 2,600 before European contact in 1774. Over the following century, heavy population losses occurred largely from the introduction of infectious disease. By 1929, the entire Indigenous population on Vancouver Island had dropped by 85% and the **WSÁNEĆ**, Esquimalt, and Songhees numbered 394 individuals.

European Contact and Early Colonial Settlement

The Spanish were the first Europeans to explore and chart the waters off Cordova Bay beginning in 1790. The ships logs tell that their excursion into Cordova Bay was repelled by the **WSÁNEĆ** peoples who lived there. In 1843, Fort Victoria was established by the Hudson Bay Company as a trading post and fort under James Douglas. In 1851, the lands of Vancouver Island were granted to the Hudson Bay Company for settlement as a Crown Colony.

The Crown entered into treaty relationships with the **Ləkʷəŋən** in 1850, and with the **WSÁNEĆ** in 1852. While the written texts of these treaty documents identify a transfer of land, the First Nation oral histories describe peace agreements between the parties. The implications of these treaties are still emerging today.

The South Saanich Treaty of 1852 applies to an area that includes most of Cordova Bay. The treaty signing followed a series of events including the killing of a First Nations boy and the nonconsensual extraction of timber by employees of the Hudson Bay Company. The treaty, viewed as a peace treaty by the **WSÁNEĆ** people according to their oral history (Figure 8.2), promised they would retain village sites and enclosed fields for their own use, and continue to hunt and fish. While the village site was permanently occupied until the mid-1850s, the Cordova Bay area was regularly used by Indigenous peoples for harvesting well into the 20th century.



In 1858, the first year of Crown land sales on the Saanich Peninsula, 400 hectares of land between Elk/Beaver Lake and Cordova Bay was sold. The first Europeans to settle permanently in the Cordova Bay area came in the 1880s. By the early 1890s, Cordova Bay was a popular summer retreat for Victoria residents.

Cordova Bay in the 1900s

In 1912, the Canadian National Railway installed tracks along what is now Lochside Drive and a station was constructed at Haliburton Road. This brought a flood of summer residents and sparked the subdivision of the waterfront into small lots. The first grocery store was opened in 1911 by George McMorran in the area known as the village. A tearoom and dance pavilion followed providing decades of weekly Saturday night dances. In 1928, McMorran constructed a 14-unit “auto court” on the west side of Cordova Bay Road, and by the 1930s was renting 72 summer cabins. McMorran constructed the Seaview Shopping Plaza in 1960.

The transition of Cordova Bay from summer retreat to year-round residential area began in the 1940s following the Second World War, as returning personnel sought family housing. During this time, churches were built at Elk Lake and Cordova Bay and the Cordova Bay Elementary School was constructed. Bill Mattick began farming in 1940, finding national markets for vegetables and daffodils. He opened a roadside market stand in 1958 and developed a nine-hole golf course in 1962.

By 1975, Cordova Bay had grown to about 3,500 people and land use was a mixture of farmland, single family dwellings, and a few commercial outlets. A proposal to build housing on Mattick’s Farm resulted in the formation of the Cordova Bay residents’ association. After 1980, the installation of sewers resulted in extensive development of single detached lots throughout Cordova Bay.

The first multi-unit residential building was constructed in the village in 1986. The Sayward gravel pit was zoned in 1998 for a mixed residential development and golf course. The project was completed in 2019 with the construction of an eight-storey residential building. The final large development site in Cordova Bay is the former Trio Ready-Mix gravel pit where a mix of housing forms is proposed.

Sources:

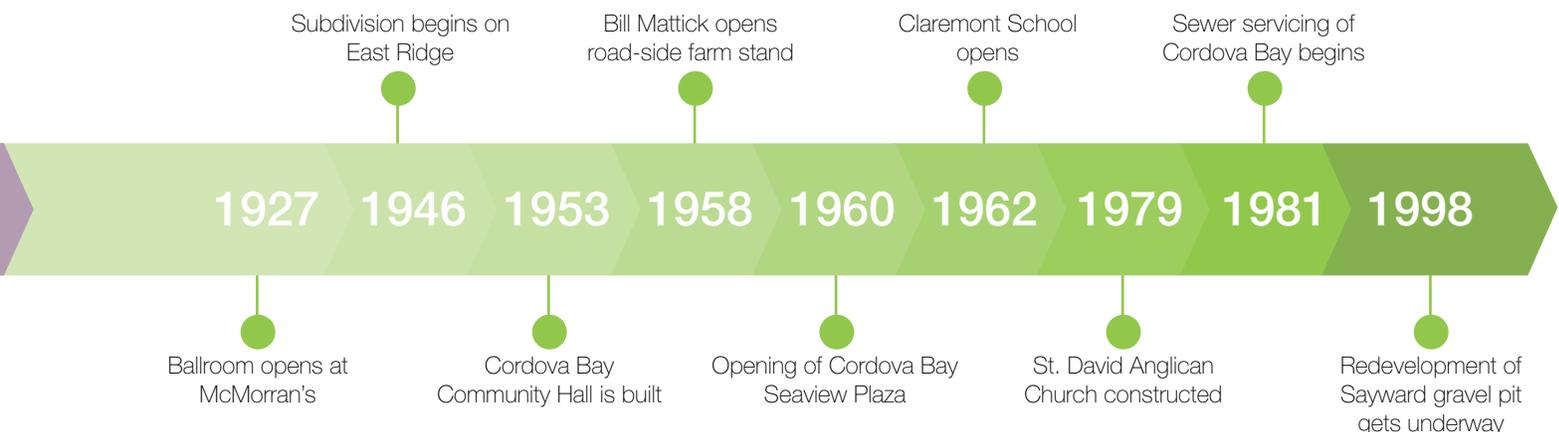
The WSÁNEĆ and their Neighbours: Diamond Jenness on the Coast Salish of Vancouver Island, 1935, Edited by Barnett Richling

Sea-Lake: Recollections and History of Cordova Bay and Elk Lake, Anne Pearson

Saltwater People as told by Dave Elliot Sr., Edited by Janet Poth

CRD First Nations Relations <https://www.crd.bc.ca/project/first-nations-relations>

“Puerto de Cordova” was the name given to Esquimalt Harbour by the Spanish in 1790, during their explorations of the southern coastline of Vancouver Island. In 1842, the English transferred the name to its present location. The area is called ƛEL,ƛĆE (as written the in SENĆOŦEN writing system by the WSÁNEĆ) or ɕəlɪʔɕ (as written in Ləkʷəŋən, the language of the Songhees and Esquimalt Nations).





Traditional clam bake circa 1900

Source: Image G-04230 courtesy of the Royal BC Museum and Archives



Cordova Bay regatta circa 1950



Bus on Cordova Bay Road 1910



McMorran Auto Court circa 1900



Mattick's farm roadside market 1958



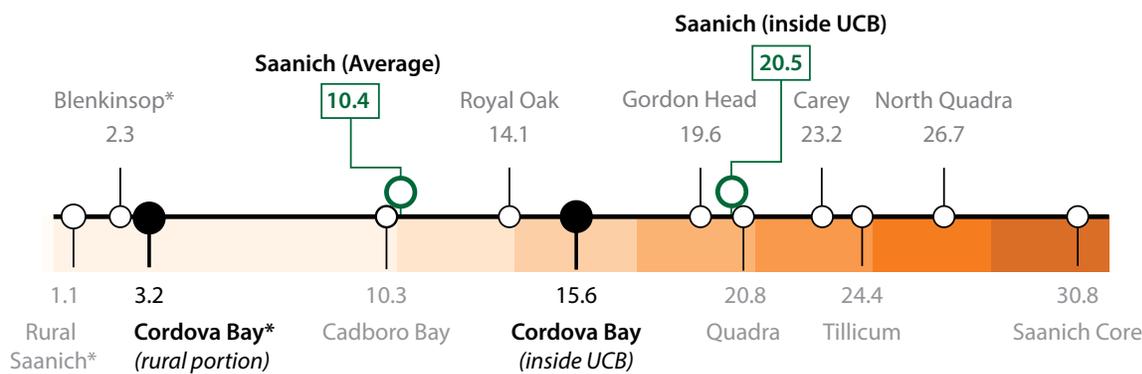
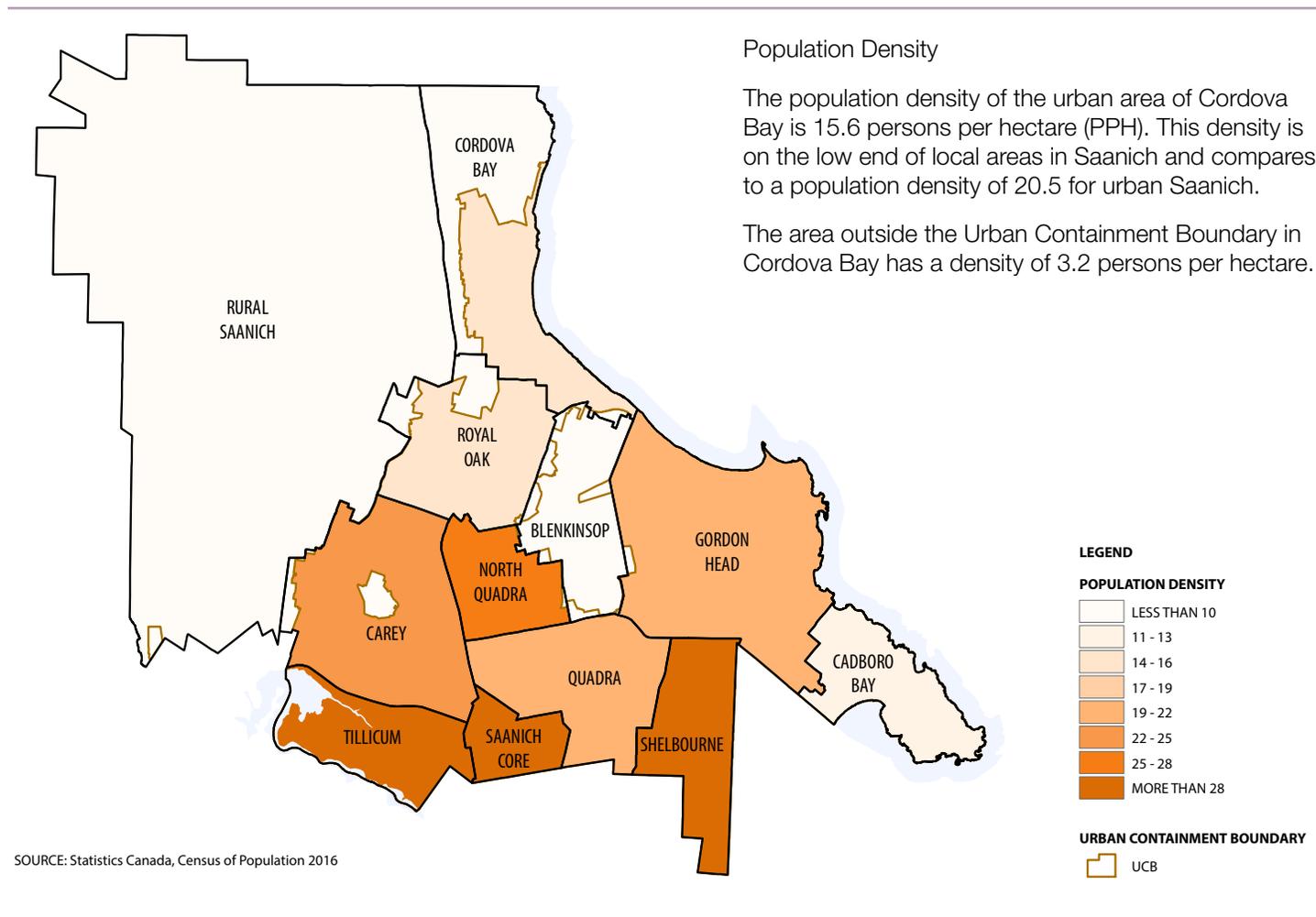
Aerial view of the plaza site 1974

Source: Saanich Archives

2.4 Local Area Characteristics

The characteristics of Cordova Bay can be found in demographic, household, and housing statistics. This information is compared with Saanich as a whole.

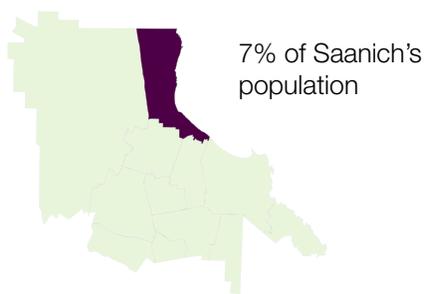
Source: Statistics Canada, Census of Population 2016



* denotes land outside Urban Containment Boundary (UCB)

Demographic Profile

Population



Median Age

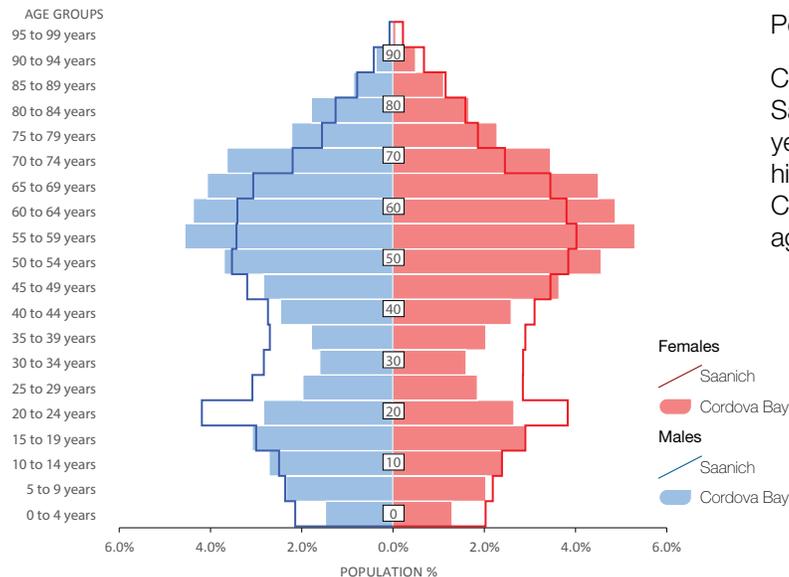
52.4 yrs



44.5 yrs



Age Cohorts

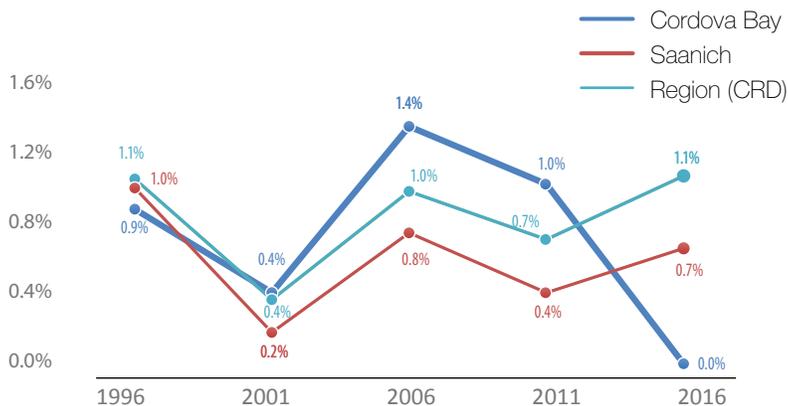


Population Profile

Cordova Bay residents are, on average, older than Saanich residents as a whole. The median age is 52.4 years compared to 44.5 years for Saanich. There is a higher proportion of residents 50 years and older living in Cordova Bay and proportionately fewer in the 20 to 44 age cohorts.

Population % Change

Cordova Bay was one of the last urban areas within Saanich to develop. The population of Cordova Bay grew by 18% over the 20-year period between 1996 and 2016 compared to 13% for Saanich overall. This is an annual growth rate of 0.82% while Saanich's was 0.59%. In the last census period, the population of Cordova Bay has stayed the same.



Household Characteristics

The average household size in Cordova Bay is 2.5 persons, slightly larger than Saanich overall at 2.4.

Median household income, at \$106,214, is high in Cordova Bay as compared to the District (\$77,282) and the region. Low-income households make up 1.32% of Cordova Bay households and 7.8% of Saanich households.



Visioning open house

Household Size



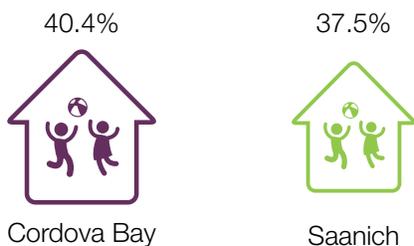
Median Household Income



Low-Income Households



Households with Children



Indigenous Population

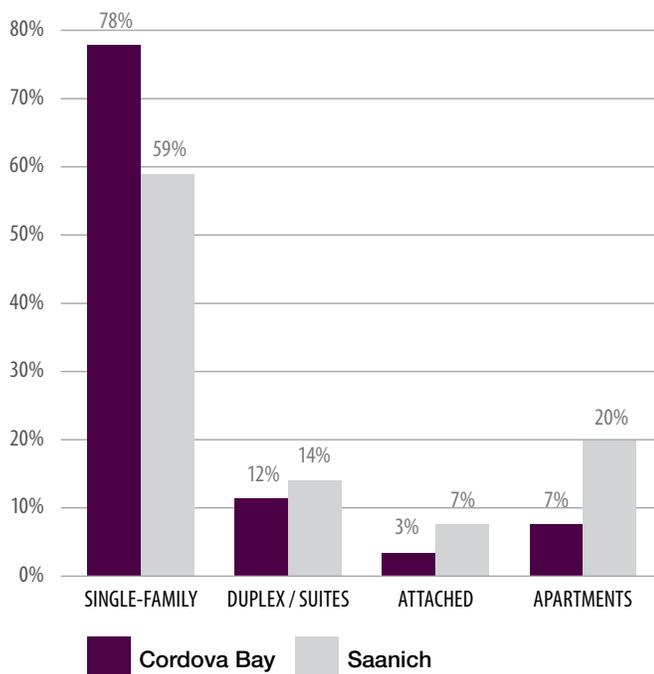


Housing

Housing Types

Single-family homes make up 78% of all dwelling units in Cordova Bay, as compared to 59% in Saanich.

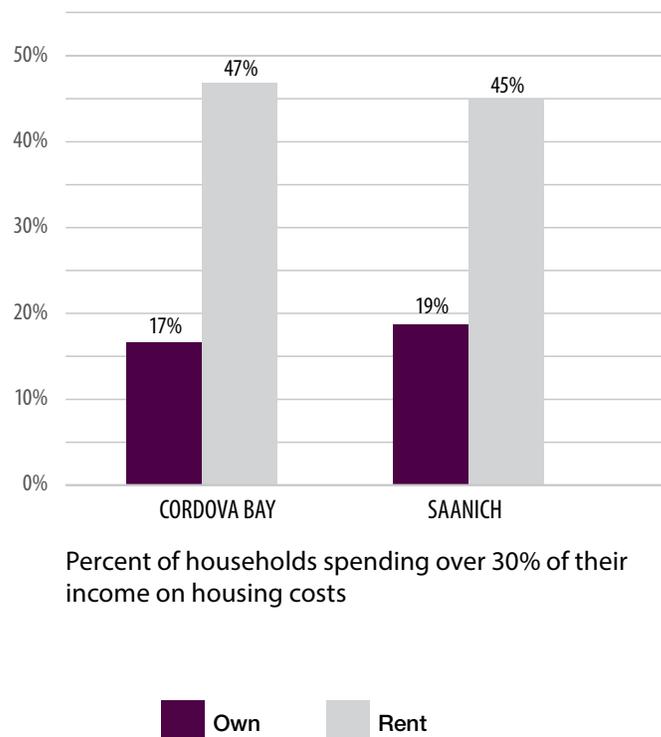
In the past 10 years in Cordova Bay, single-family housing construction has exceeded multi-family construction by 213 (72%) to 83 (28%). In Saanich overall, this trend is reversed.



Housing Affordability

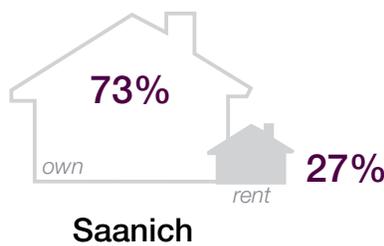
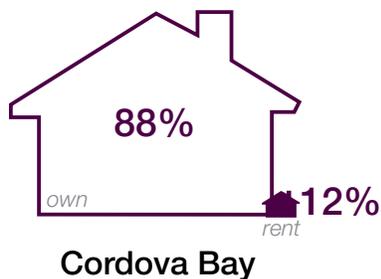
Housing is deemed unaffordable when the ratio of shelter costs to income exceeds 30%.

Among Cordova Bay households, 17% are living beyond Statistic Canada's threshold for affordability. Renters are more greatly impacted, with 47% of renting households falling into the unaffordable definition.



Housing Tenure (rental vs. ownership)

A high percentage (88%) of those living in Cordova Bay own their own homes, whereas 12% of households are rentals. This rate of home ownership is significantly higher than the District.



Statistics Canada National Household Survey, 2011

Social Housing

There is one social housing facility in Cordova Bay. Sutcliffe Court is a 10-unit subsidized facility for independent seniors run by the Greater Victoria Housing Society. In total, there are 2,332 units of social housing in Saanich.

3. COMMUNITY VISION

The Community Vision is a statement of the kind of future to which a community aspires. It describes the overall intention and seeks to communicate a sense of purpose and serve as a guiding beacon. It also considers the *Official Community Plan* and reflects on broader Saanich-wide goals and responsibilities.

Community members have identified a vision for the future that includes the following:

- A strong village and public places to gather
- Housing for a diversity of people
- Efficient public transit
- A place of great natural beauty
- Improved walkability and better pedestrian experience
- Lots of tree cover
- Affordable housing options
- Low impact from traffic
- A scale that is “village-like”
- Vibrant shops
- Less car dependency
- Preserving the village, rural, beach character
- Improved and celebrated access to the beach
- Recognizing and respecting Indigenous history and culture.



Cordova Bay beach

Cordova Bay Vision

Cordova Bay is a community by the sea known for its great natural beauty, vibrant walkable Village, diverse range of housing types, beaches, and public spaces that is enjoyed by people of all ages and backgrounds who celebrate and honour a true, rich history.

4. ENVIRONMENT AND SUSTAINABILITY

Environmental protection and climate action are priorities for the District of Saanich and fundamental components of a healthy, resilient, and sustainable community. Maintaining adequate greenspace, biodiversity, and well-functioning natural areas is important to both ecosystem health and human health.

A variety of natural features give identity to Cordova Bay — from the ridge to the Doumac Ravine to the sandy beaches to the Salish Sea. Cordova Bay has unique representative examples of the rare Coastal Douglas-fir ecosystem, including coniferous forests, woodland areas, wetlands, riparian areas and coastal areas. The rare terrestrial ecosystem is high in biodiversity. The beach and intertidal area provide important spawning and habitat areas for fish, and contribute to the health of the marine ecosystem which includes Killer Whales, Bald Eagles, herons, and all species of salmon.

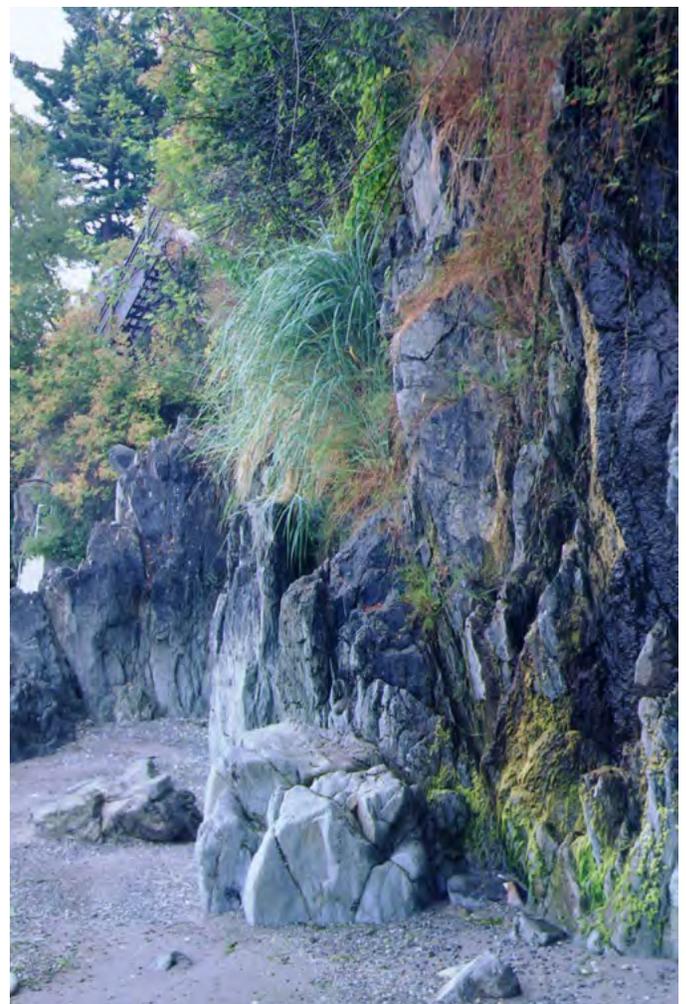
Well-functioning natural environments perform important functions such as cooling, slope stability, and stormwater management. Growth, redevelopment, climate change, invasive species, and agricultural activity all put pressure on the natural environment. There is a risk of losing the very features that have made the Cordova Bay area unique and desirable.

Climate change impacts are becoming more visible in Saanich and throughout the region, with warmer winters, hotter and drier summers, and more extreme weather events. Individual communities, including Cordova Bay, must consider the anticipated impacts of climate change and plan to be adaptable and resilient.

The Plan aims to enhance existing natural features, protect sensitive habitats, and encourage collective environmental stewardship in Cordova Bay. This Plan also aims to help achieve the goals of Saanich's *Climate Plan (2020)* to cut greenhouse gas emissions in half by 2030 and to net-zero by 2050, transition to 100% renewable energy by 2050, and prepare for a changing climate.

OBJECTIVES

- A. Protect and enhance the area's unique natural features and ecosystem services
- B. Maintain the generous tree canopy and Coastal Douglas-fir ecosystem
- C. Protect and enhance the marine shoreline and prepare for sea level rise
- D. Improve the health of watersheds and riparian areas in Cordova Bay
- E. Reduce energy consumption and greenhouse gas emissions
- F. Enhance the community's capacity to adapt to climate change



Cordova Bay shoreline

4.1 Natural Areas Network

Natural areas are important both in terms of people's access to nature and in terms of the natural functions they provide. In addition to the rich biodiversity and habitat, these areas provide important natural spaces for residents of Cordova Bay to enjoy and contribute to health and well-being.

Cordova Bay's natural areas network is shown in Map 4.1. Some of Cordova Bay's natural areas, such as Doumac Park and marine foreshore areas, are protected within the public realm. The Streamside Development Permit Area provides protection to identified streams and watercourses. Saanich's Environmentally Significant Areas (ESA) atlas is an inventory of federal, provincial, and municipal data.

Natural areas contribute to the "green infrastructure" that collectively provide society with a multitude of economic, environmental and social benefits. They perform important hydrological functions such as managing the amount and quality of stormwater.

Connecting natural areas with corridors and landscape linkages increases habitat and the ecosystem services we enjoy and rely upon. Natural areas provide pollination, cooling, slope stability, biodiversity, and habitat for insects and animals. Small natural areas, including private yards with native vegetation, provide important "stepping stones" for wildlife in lieu of corridors.

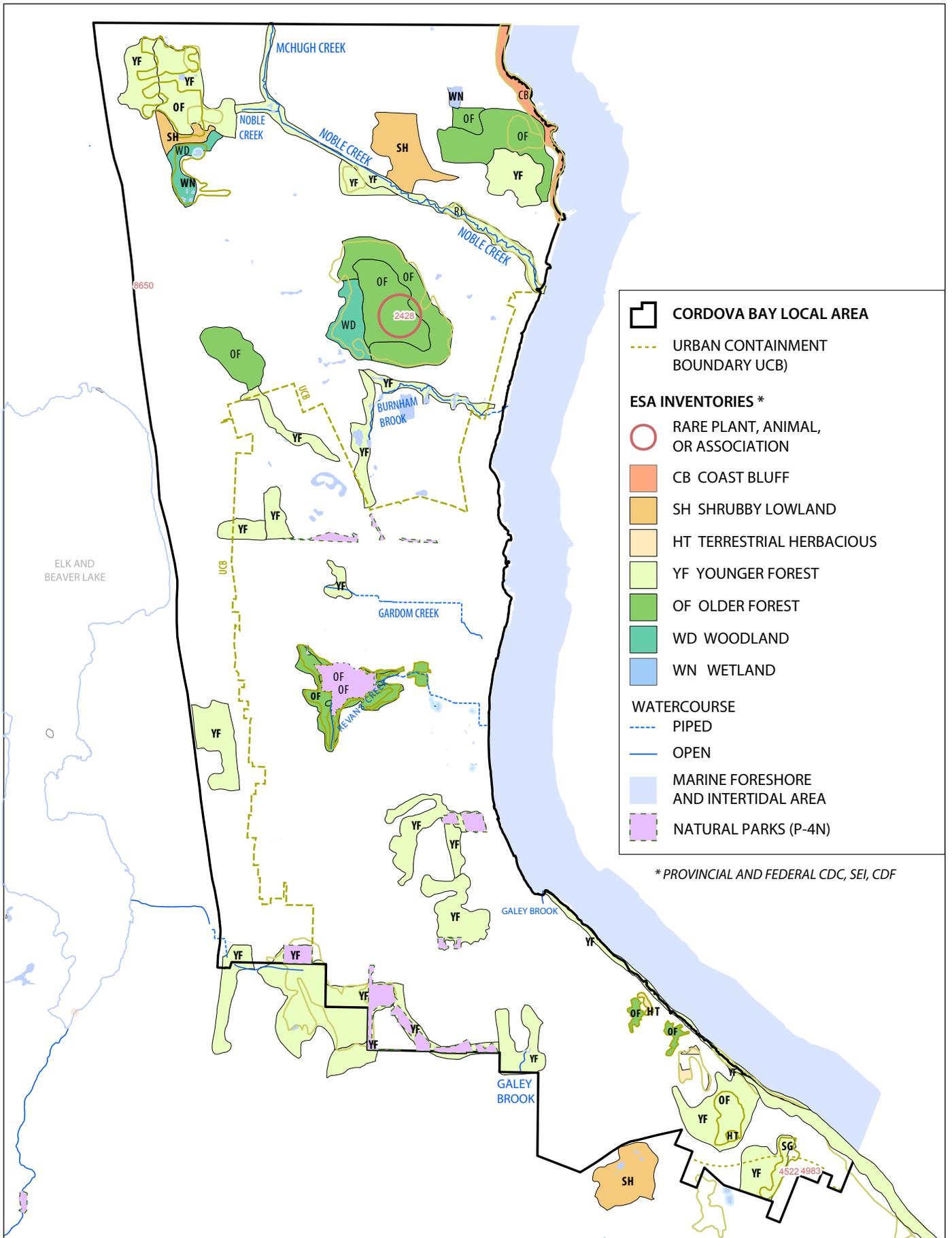
The plan aims to protect the existing network of natural areas, seek opportunities for expansion, and improve the connectivity between sites.

POLICIES

- 4.1.1. Protect the network of natural areas by maintaining the Urban Containment Boundary and encouraging compact urban form.
- 4.1.2. Add to and enhance the natural areas network by:
 - Undertaking and implementing a biodiversity conservation strategy
 - Considering the natural areas network through the parks acquisition process
 - Securing natural areas through covenants during the development process
 - Encouraging stewardship of natural areas on private property.
- 4.1.3. Develop valuations for natural assets which form part of Saanich's infrastructure and water resource management system.
- 4.1.4. Support connectivity between natural areas by considering wildlife corridors and species movement at the time of park and trail acquisitions and when reviewing development applications, and by encouraging stewardship.



Doris Page Park



Map 4.1: Natural areas network

4.2 Terrestrial Habitat

Like the rest of Saanich, Cordova Bay is within the Coastal Douglas-fir biogeoclimatic zone which contains some of the rarest and most threatened terrestrial ecosystems in the province. Biodiversity within the Coastal Douglas-fir zone is very high, particularly within Garry Oak and associated ecosystems.

Sensitive ecosystems are mapped in Saanich's Environmentally Significant Areas atlas using layers from federal, provincial, and municipal inventories (Map 4.1). These areas include young second growth forest and older forest of 100 years or more. The atlas also includes dryer ecosystems such as rocky outcrops (Terrestrial Herbaecous), Coastal Bluff, and Woodlands (Garry Oak and Arbutus) which are considered important for ecosystem resilience to climate change – these are underrepresented in Cordova Bay and important to conserve.

Outside the protection of public parks and spaces, there are a number of ways to protect these indigenous and sensitive ecosystems. Limiting infill and promoting tree retention on steep slopes provide important stabilization, water absorption, and climate control. Through the development review process, tools like development permit areas, natural state or tree covenants, and bylaws can be used to protect and enhance ecosystems.

Stewardship and community education programs can encourage retention of native vegetation, management of invasive species, and use of plants which enhance biodiversity and habitat. Plants species that attract pollinators, reduce the need for irrigation, and adapt well to climate change are important for biodiversity and climate resilience. Stewardship of natural areas can also help to connect areas of habitat that have become fragmented from urban development. Much of the landmark native flora and fauna of Cordova Bay has cultural significance for First Nation peoples.

The plan aims to protect sensitive ecological areas from cumulative impacts of urban and agricultural activity, and to maintain and enhance the area's natural functions and capacity for habitat and biodiversity.

POLICIES

- 4.2.1 Conserve the biodiversity and habitat of Cordova Bay by:
- Protecting and enhancing Environmentally Significant Areas (Map 4.1)
 - Supporting stewardship of Environmentally Significant Areas (Map 4.1) and other natural areas on public and private land through programs and partners in ecosystem restoration and by providing incentives for land owners
 - Promoting Naturescape practices and encouraging landscaping choices that include native species, plants that enhance biodiversity and habitat, pollinators, plants that adapt well to climate change, and plants that are drought tolerant and use less water
 - Managing invasive species as a community.
- 4.2.2 Provide steep slope stability by maintaining the treed slope area of the ridge through continued application and strengthening of the District's Tree Protection Bylaw, maintaining and planting trees and shrubs, maintaining larger lot sizes, and limiting infill development opportunities.
- 4.2.3 Support biodiversity and habitat by promoting the use of native plants adjacent to Environmentally Significant Areas particularly outside the Urban Containment Boundary.
- 4.2.4 Celebrate the natural environment and the community's connection to nature through community partnerships, park design, interpretative signage, park stewardship programs, and public art.
- 4.2.5 Encourage consideration for culturally-appropriate landscaping choices in areas of significance to the First Nations (Figure 4.1).
- 4.2.6 Consider opportunities to partner with academia, First Nations, and citizen science programs to further research, monitoring and education initiatives to protect and restore ecosystems and biodiversity.

Cultural Landscapes and Foodscapes

Trees, shrubs, and other kinds of plants, including seaweeds, are major sources of food, materials, and medicines for humans, and provide the backdrop and environmental texture for all cultural activities. The study of the many relationships between people and plants is called ethnobotany. Ethnobotany helps all of us to understand the importance of plants for human health and well-being, and the role of plants in human culture and language.

For the W̱SÁNEĆ, some culturally-important plants and food at ṮEL,İŁĆE include:

- SPÁÁNW (camas) the most important starchy food for W̱SÁNEĆ people
- KÁTEŁĆ (ocean spray) an important hardwood for making a huge range of practical tools from arrows and harpoon shafts, to salmon skewers and knitting needles
- ELILE,İŁĆ (salmonberry) and DEḴENİŁĆ (thimbleberry) plants that have delicious shoots and berries
- ŁEKES (*Porphyra*) edible seaweeds
- Á,ĆEX (crab) important traditional food in Cordova Bay
- SQŁÁ,İ, (littleneck clam), S,OXE, (butter) SWÁÁM (horse clam), SṮELO,EM, (cockles), ŁÁU,KEM, (bay mussel) and ṮEX,ṮEX (pacific oyster) though these are all closed because of contamination today
- XPÁ, (western red cedar) regarded as central and sacred, provides a wide range of materials for items such as house posts and planks, totem poles, dugout canoes, mats, baskets, clothing, and cordage
- ṮFÁ,ELĆ (broad-leaf maple) paddles and spindle whorls
- Other important forest species include JSÁ,İŁĆ (Douglas-fir), S̱KEMÍ,EKS (grand fir), and KEKEYİŁĆ (*arbutus*).



ELILE,İŁĆ (salmonberry)



SPÁÁNW (camas)

Photo credit: Thomas Munson

Sources: Plants of Coastal British Columbia, Paul Alaback et al
Saanich Ethnobotany, Nancy Turner and Richard Hebda

Figure 4.1: Cultural landscapes and foodscapes

4.3 Marine Shoreline

The backshore, beach, inter-tidal area, and sea are major contributors to the community's natural beauty and ecological health with over four kilometres of shoreline. The beach and foreshore are also important public spaces enjoyed by the community.

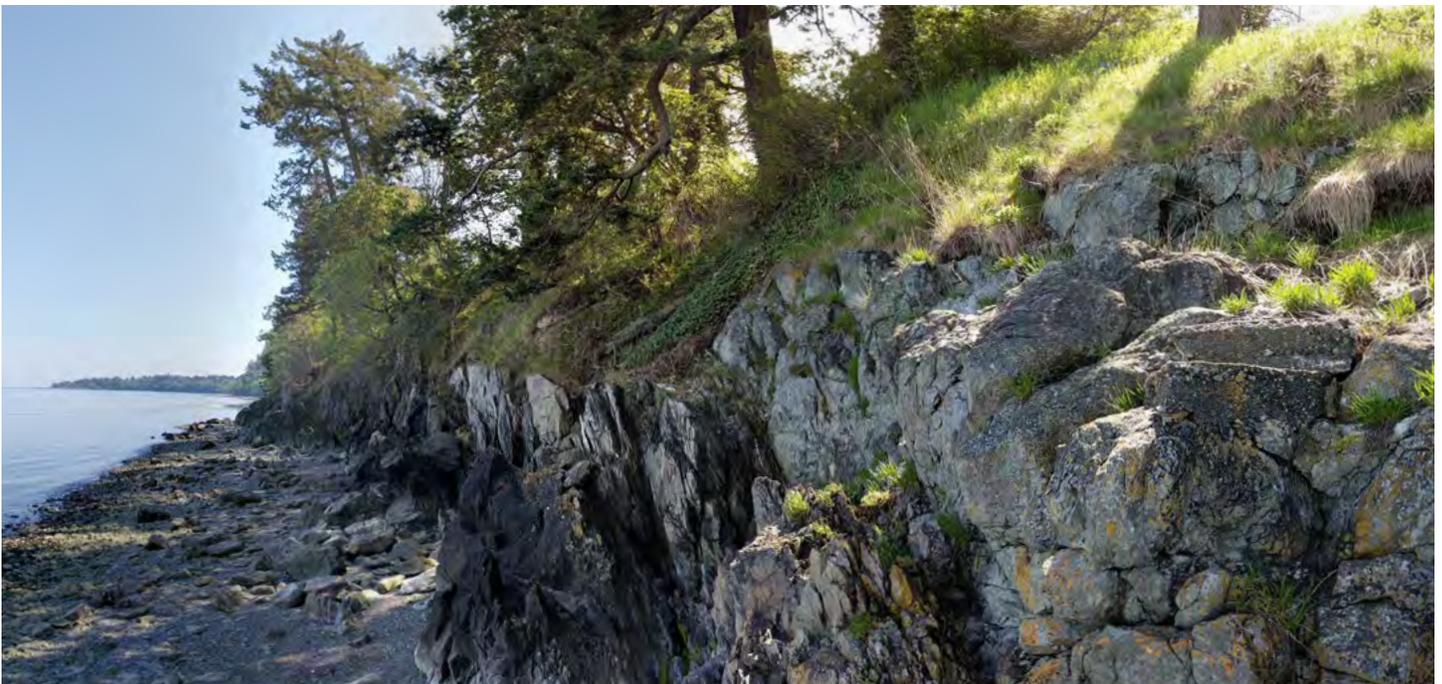
The meeting of native vegetation, natural beach, and the ocean create an ecological treasure. These areas provide habitat for fish, waterfowl, otters, and much more. Cordova Bay is known for its forage fish (small, schooling fish that provide food for other fish and wildlife) habitat which is easily damaged since a critical part of its lifecycle is in the wetted sand. Several watercourses empty into Cordova Bay providing estuarine habitat.

The shoreline of Cordova Bay is in poor condition due to decades of effort to prevent erosion. Concrete, rocks, and posts have been used to keep the sea at bay and protect property. Unfortunately, this has the cumulative effect of further erosion and loss of sand which has caused the beach to drop over the years. Shoreline development has seen the loss of native vegetation and habitat along the marine backshore. Wildlife trees for Bald Eagles are declining as mature trees are lost and not replaced.

The plan aims to protect the marine shoreline so that it continues to provide important opportunities for nature, wildlife, and space for community enjoyment and appreciation of nature.

POLICIES

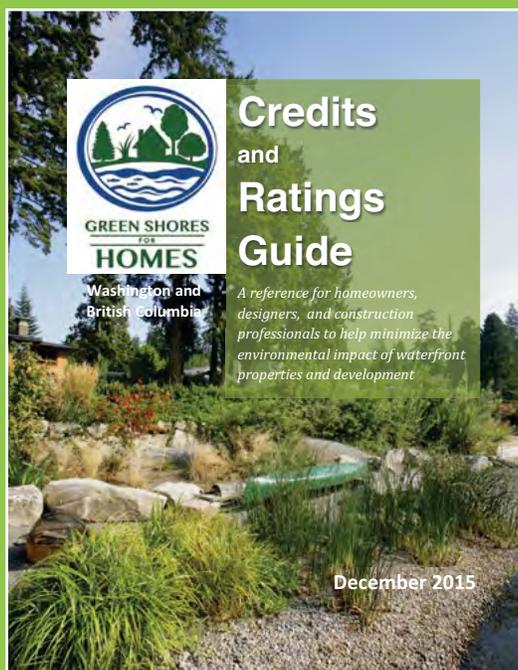
- 4.3.1 Protect properties from erosion, sea level rise, slope failure, stormwater drainage, and other hazards by considering tools to address marine shoreline stability during development.
- 4.3.2 Explore long-term management objectives and actions that work toward naturalizing the shoreline including through the promotion of Green Shores practices (Figure 4.2).
- 4.3.3 Support efforts by senior government and First Nation partners to protect marine shorelines and intertidal zones, marine ecosystem function, and marine habitat.
- 4.3.4 Consider a stewardship program to protect and enhance coastal wildlife and culturally-significant trees.
- 4.3.5 Build partnerships for marine shoreline education, stewardship, and potential citizen science programs to help protect habitats and ecosystem functions for species that rely on the marine shoreline.



Cordova Bay shoreline



Cordova Bay at low tide



Green Shores

Green Shores provides science-based tools and best practices to help people minimize the impacts of new developments in coastal areas and restore shoreline ecosystem function of previously developed sites. The guiding principles are:

- Preserve or restore physical processes such as the natural actions of water and sediment movement that maintain healthy shorelines.
- Maintain or enhance habitat function and diversity along the shoreline.
- Prevent or reduce pollutants entering the aquatic environment.
- Avoid or reduce cumulative impacts. Small individual effects add up to large impacts on shoreline environments.

Figure 4.2: Green Shores Program

4.4 Watersheds and Aquatic Health

A watershed is a land area that channels rain to watercourses and eventually to outflow points, such as the ocean. Since people live in watersheds, measuring watershed health is an important way to gauge how well humans are living within natural systems, particularly in urban areas. Thoughtful management of watersheds provides numerous environmental, social, and economic benefits to the community, the District, and the Capital Region.

Cordova Bay is part of five watersheds and some coastal areas of the community are not within a defined watershed (Map 4.2). Wetlands and riparian vegetation are critical elements of watersheds both for hydrological function, and as habitat. Both are underrepresented in Cordova Bay.

Cordova Bay's urban watersheds have impervious surfacing at approximately 24% (Figure 4.3). While water quality of run-off is generally acceptable, watershed health can be maintained and improved by maximizing natural filtration, reducing run-off through thoughtful site design, and using on-site stormwater retention techniques, such as harvesting rainwater.

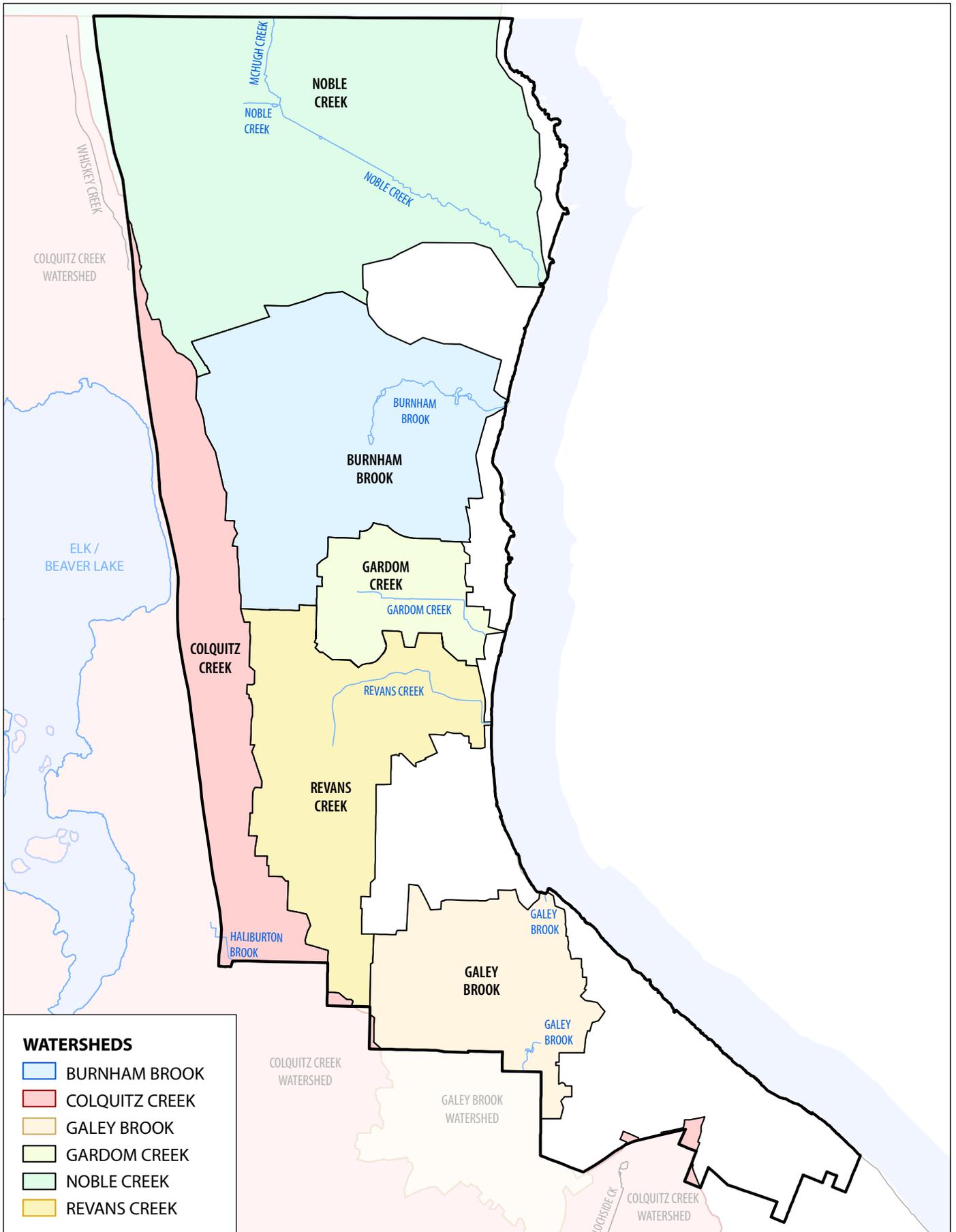
Noble Creek watershed is the largest in Cordova Bay, and the only one currently capable of supporting an anadromous fish population (freshwater fish that migrate to sea then return to spawn, such as Chinook Salmon). There is an opportunity to improve riparian and in-stream habitat to ensure its continued success. Partnering with agricultural landowners will aid in finding ways to benefit both watershed health and farming.

Some of Cordova Bay's watercourses are protected by the Streamside Development Permit Area (a 30 m wide zone each side). Most of the watercourses in urban areas, however, have been placed underground in pipes. Some watercourse sections may have potential to be "daylighted" back to a more natural stream bed to yield improved habitat and water quality.

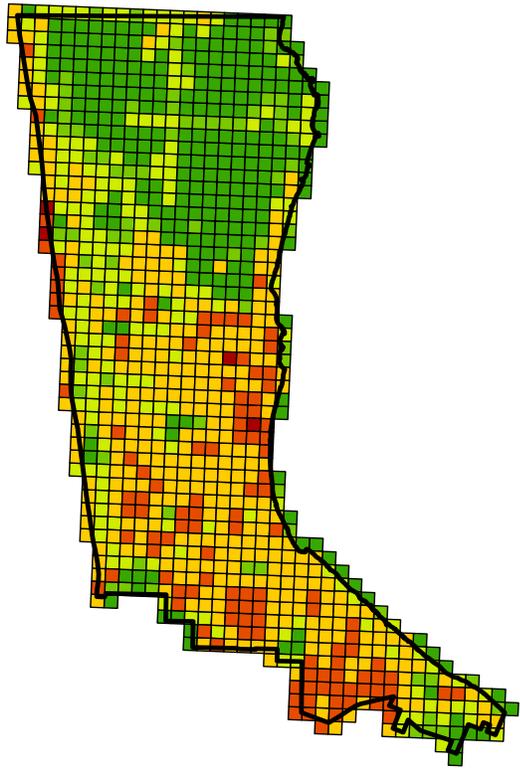
The plan aims to maximize the ability of the watershed to perform naturally to support a healthy aquatic system, maintain biodiversity, provide habitat, and perform erosion control. Working in an integrated way with engineered solutions can manage run off in an effective and fiscally-responsible way.

POLICIES

- 4.4.1 Undertake integrated watershed planning, including inventorying impervious cover and natural stormwater management assets, and identifying any additional natural areas that should be acquired.
- 4.4.2 Encourage on-site stormwater management techniques and retention of pervious areas during development by considering a bylaw that sets targets for private property stormwater run-off into the municipal drainage system and/or maximum on-site infiltration of stormwater.
- 4.4.3 Encourage residential site design practices and activities that use nature-based solutions for managing stormwater and reducing water use, such as maximizing site permeability, retaining natural vegetated areas, (re)planting trees, using rain barrels, and re-use of non-potable water for landscape irrigation.
- 4.4.4 Promote public awareness and stewardship of Cordova Bay's watersheds and natural features through restoration projects, community programs, community education opportunities, and partnerships with First Nations.
- 4.4.5 Work with property owners and other partners to develop and implement a long-term restoration plan for Noble Creek and its watershed to encourage a steady return of an anadromous fish population.
- 4.4.6 Encourage and support sustainable agricultural practices that preserve and enhance the area's watersheds, natural features, biodiversity, and ecosystem functions.
- 4.4.7 Identify piped streams with high potential for daylighting and consider acquiring rights-of-way through the development process.
- 4.4.8 Continue to protect and enhance riparian areas of all watercourses using the Streamside Development Permit Area and restoration initiatives.
- 4.4.9 Promote wetland restoration, expansion, and the creation of new wetlands to introduce more aquatic habitat and improve watershed hydrological functions and climate resilience.



Map 4.2: Cordova Bay watersheds



24% IMPERVIOUS SURFACE DENSITY (2011)

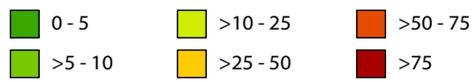
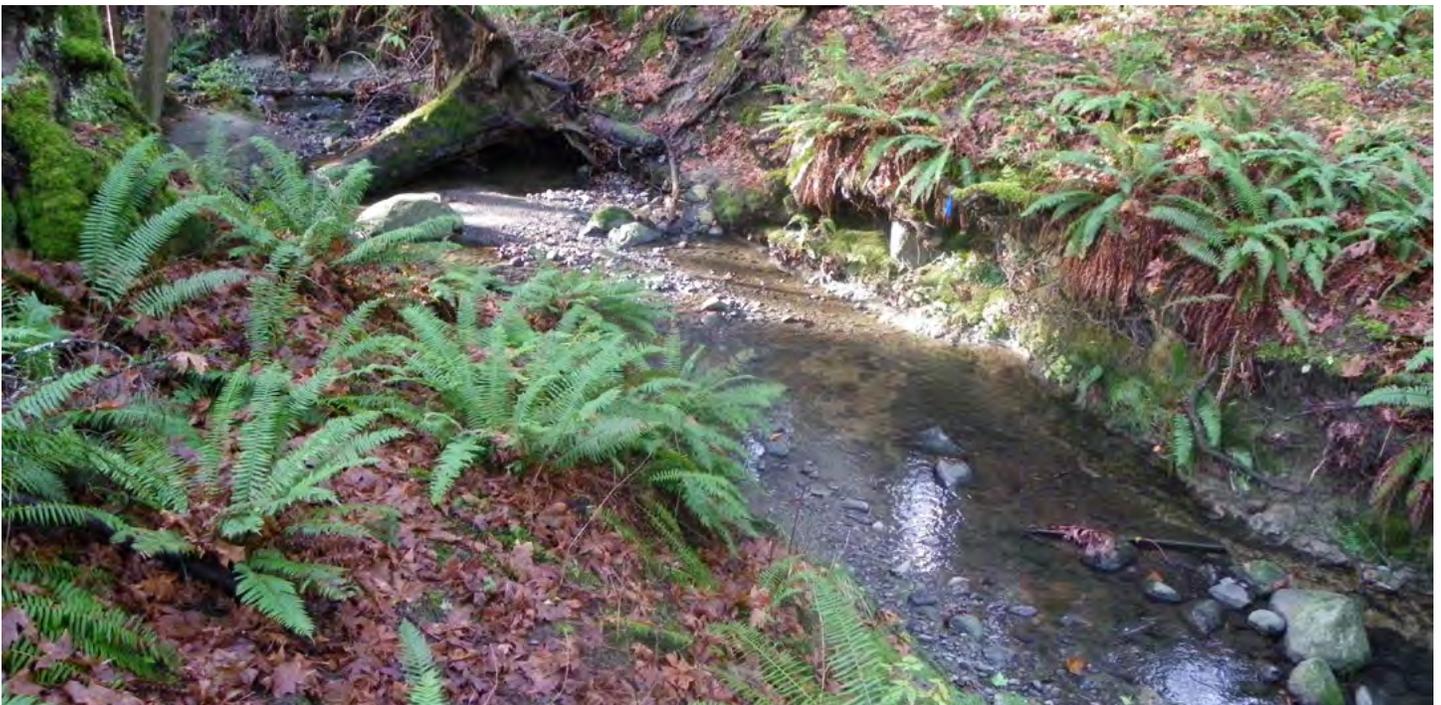


Figure 4.3: Percent impervious surfaces



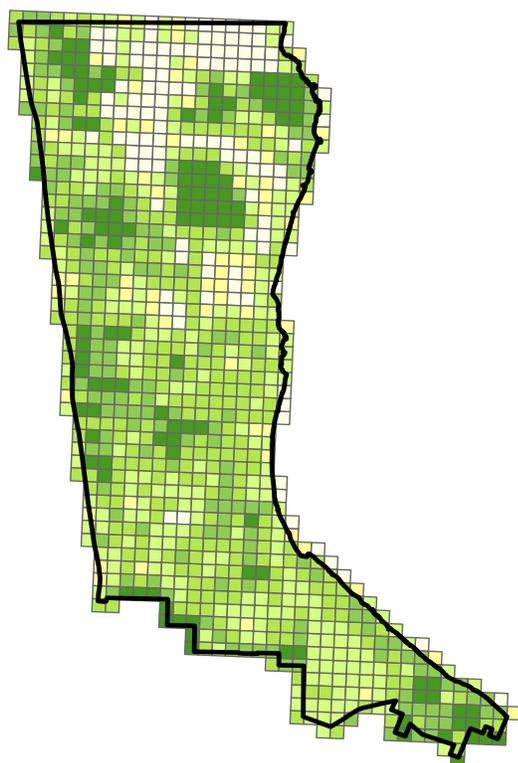
Douglas creek riffles

4.5 Urban Forest

The urban forest is the sum total of all trees and their associated ecosystems and includes trees on private lands, parks, boulevards and other public spaces. The urban forest is a critical component of a functional green infrastructure system and sequesters carbon, filters air and water, reduces energy demands, creates shade and contributes to social well-being.

The Saanich Urban Forest Strategy sets a goal of no net loss of tree canopy for the District. This goal will be a challenge as Saanich experiences increased urban development and increased demands within utility corridors for wider sidewalks, cycle tracks, and vehicle turn lanes.

Mature native trees including Douglas-fir, Grand Fir, Pacific Flowering Dogwood, Western Red Cedar, Arbutus and Big-leaf Maple, are a defining characteristic of Cordova Bay and have cultural importance to Indigenous peoples (Figure 4.1). There is a need to maintain healthy, mature native trees while incorporating other more urban-friendly species and ones that will survive and thrive under current and expected climate conditions.



36% TREE CANOPY COVER (2011)

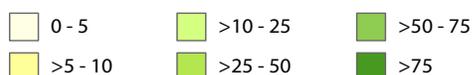
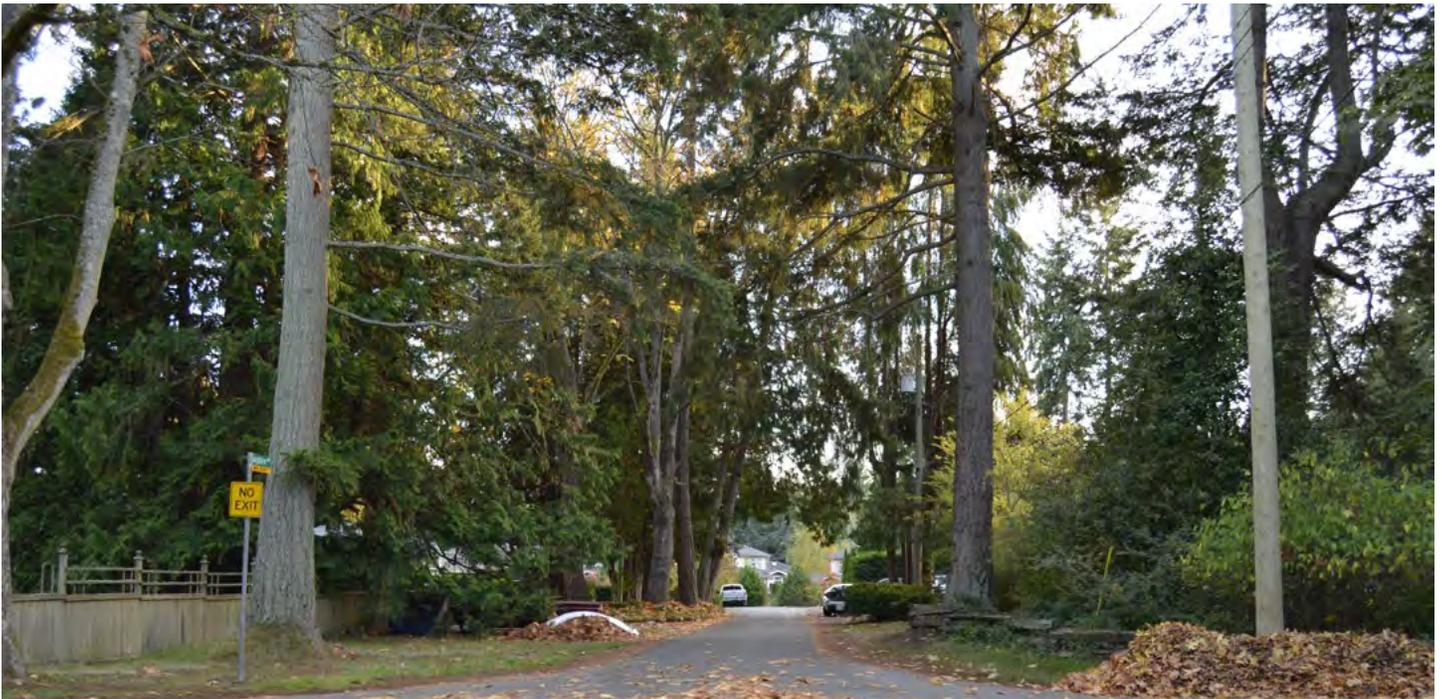


Figure 4.4: Tree canopy cover

Cordova Bay has a generous tree canopy cover of 36% including both rural and urban areas based on 2011 mapping (Figure 4.4). The plan aims to maintain the tree canopy, encourage tree planting in areas and boulevards where trees are missing, and encourage site design practices that minimize the loss of mature trees.

POLICIES

- 4.5.1 Retain trees that are indigenous to Cordova Bay.
- 4.5.2 Prioritize efforts to protect healthy, mature trees on private and public property during development.
- 4.5.3 Review tree canopy goals and establish targets for local areas of Saanich including Cordova Bay while considering additional objectives such as urban densification and expansion of the active transportation network.
- 4.5.4 Support urban forest goals by striving for continuous tree canopies along the Cordova Bay-Fowler-Sayward Road corridor, the Lochside Drive/Trail, and the Doumac east-west green corridor.
- 4.5.5 Plant street trees within boulevard areas of Cordova Bay with a consideration to framing views, narrowing perceived road widths, and separating pedestrians from vehicle lanes.
- 4.5.6 Increase the probability of long term health and success when planting new trees on private and public property by securing adequate and suitable planting areas and soil volumes. Consider the use of soil cells where necessary.
- 4.5.7 Support setback variances to protect mature trees.
- 4.5.8 Consider incentive programs and support for planting and maintaining trees on private lands.



Street trees along Sapphire Road



Doumac Park trail

4.6 Climate Mitigation

Mitigation involves preventing future climate change by reducing greenhouse gas emissions and enhancing “sinks” that remove greenhouse gases from the atmosphere.

Saanich is committed to reducing our community greenhouse gas (GHG) emissions by 50% by 2030 and to net zero by 2050. Initiatives to reduce energy use and switch to renewable and low-carbon energy sources also contribute to improved air quality and overall affordability through lower monthly utility bills and fuel costs. More compact building forms and sustainable building practices are associated with lower building emissions. Cordova Bay has an opportunity to lower emissions through retrofits given the share of single-family homes heated by oil tanks – as many as 14%.

Transportation is the greatest source of GHG emissions in Saanich, and is a particularly important focus for emission reduction in Cordova Bay, where 91% of its residents travel to work by vehicle (compared to 74% throughout Saanich). In areas of Saanich like Cordova Bay which are more car-dependant, conversion to low-carbon vehicles is desirable. As of June 2020, Saanich will require electric vehicle charging infrastructure in most new buildings with parking requirements under the District's *Zoning Bylaw*.

The Plan aims to encourage shifting to sustainable modes of travel, the use of lower-emission technologies, and higher performance buildings to reduce emissions in Cordova Bay.



Public electric vehicle charger

POLICIES

- 4.6.1 Promote the use of electric vehicles by encouraging installation of charging stations in existing multi-family buildings and in public parking areas. Work with the Ministry of Transportation and Infrastructure to install electric vehicle charging at future park-and-ride facilities along Highway 17.
- 4.6.2 Support land use goals that create complete, low-carbon neighbourhoods, including through increasing density in the Village, encouraging attached housing forms, and enhancements to the active transportation network.
- 4.6.3 Support opportunities to improve existing and create additional pedestrian and cycling pathways to increase the ability to safely walk and cycle to and through the Cordova Bay local area.
- 4.6.4 Encourage new development applications to choose renewable, low-carbon energy sources for space and water heating and meet higher Step Code levels than mandated to achieve improved energy performance (Figure 4.5).
- 4.6.5 Encourage the use of renewable energy generation at both the site-wide and individual unit level including solar photovoltaic, biomass, and wind.
- 4.6.6 Promote and encourage the use of rebate programs to help eliminate oil tanks for home heating and to encourage other measures to reduce energy use and GHG emissions.



Electric heat pump



The BC Energy Step Code was adopted by the Province of British Columbia in 2017 as a new standard for building energy performance. The Step Code is designed to help both government and industry chart a course to a future in which all new construction across the province is “net-zero energy ready” by 2032. Net-zero energy ready requires a building to be built to energy-efficiency standards such that it could, in the future, generate enough onsite energy to meet its own needs.

Figure 4.5: The BC Energy Step Code

4.7 Climate Adaptation

Adaptation is the process of adjusting to current or expected future climate and its effects.

Climate changes anticipated for the Capital Region include hotter, drier summers and warmer, wetter winters. For Cordova Bay, and many areas of Saanich, these changes may have impacts on ecosystem health, agriculture, slope stability, and social well-being. Rainstorms are anticipated to become more intense increasing the risks of overland flooding and landslides on steep areas subject to erosion, and placing additional strain on the District’s infrastructure.

With its coastline, there are distinctive risks in the Cordova Bay community from sea level rise, coastal flooding, and erosion that threaten public and private property as well as important ecosystems.

POLICIES

- 4.7.1 Support additional detailed studies and data collection by the District of Saanich, the Capital Regional District, the Province of British Columbia and others to advance coastal planning for Saanich and Cordova Bay.
- 4.7.2 Prepare for one-metre sea level rise by 2100 by maintaining large minimum lot sizes for shoreline parcels and working with property owners and partner agencies to mitigate potential impacts.
- 4.7.3 Work to provide support for vulnerable populations during periods of extreme weather through communication and outreach and by encouraging neighbourhood support programs. Designate cooling centres and places of refuge during extreme weather events such as heat waves, extreme storms, or other emergencies.
- 4.7.4 Support programs and partnerships that work towards adaptation in the agriculture sector including integrated stormwater management initiatives, agricultural extension programs, and pilot and demonstration projects.
- 4.7.5 Support redevelopment that introduces green space, adds to the urban forest, and provides weather protection and shading to reduce the urban heat island effect.
- 4.7.6 Design landscaping to adapt to an increasingly variable climate, including through the introduction of non-invasive species that are drought tolerant.
- 4.7.7 Encourage building design that uses passive cooling techniques for energy efficiency, lower financial operating costs, and improved thermal comfort.
- 4.7.8 Ensure new development meets Provincial flood construction level guidelines and develop mapping to provide guidance to shoreline property owners.



King tide at Cordova Bay beach



Barred owl in Sunnymead

5. LAND USE

Divided by the Urban Containment Boundary, Cordova Bay is both a suburban and rural neighbourhood featuring large single-family lots, local commercial, and neighbourhood institutional uses. It is one of the least dense neighbourhoods in Saanich. Maintaining larger lot sizes in most parts of the local area is generally important to residents.

The demographics indicate the area has a higher proportion of older residents as well as more family households with children than the Saanich average. The predominance of residential land use and lack of local employment and service opportunities mean that residents tend to leave the area for much of their work and shopping.

The population of Cordova Bay has remained static since the last Census. Under current subdivision policy and site conditions, such as steep slopes, there is very little subdivision potential remaining in Cordova Bay. After the development of the Plaza and Trio sites, it is anticipated that growth will occur slowly from Village densification and neighbourhood infill given the challenges of lot configurations and land economics.

Cordova Bay is divided into seven sub-areas. The plan aims to provide a consistent planning approach for each sub-area based on its unique features and characteristics. The plan also endeavours to implement *Official Community Plan (OCP)* goals to strengthen Villages by concentrating future growth there, expanding the range of housing choices in neighbourhoods, and ensuring that there is adequate commercial land to accommodate existing and future populations.

OBJECTIVES

- A. Focus new growth within the Village to support more housing choices, a greater range of shops and services, and public realm improvements
- B. Maintain the Village scale with a low-rise building form
- C. Support redevelopment of the former Trio site to include a range of types and tenures of housing and community amenities
- D. Maintain larger lot sizes and limit infill in the sensitive slope and coastal areas
- E. Encourage ground-oriented infill housing opportunities that are sympathetic to neighbourhood character
- F. Restrict development outside the Urban Containment Boundary



Sayward Hill

5.1 Future Land Use

Cordova Bay will continue to be a primarily residential and rural area within the 20 to 30 year plan timeframe. The key changes to land use will be the redevelopment of the Trio site and a plan for a stronger, more vibrant Village. Low-density infill is proposed in some areas to expand housing choice within Cordova Bay neighbourhoods. More details on land use can be found in the neighbourhood sub-area sections and Village Sub-Area Plan.



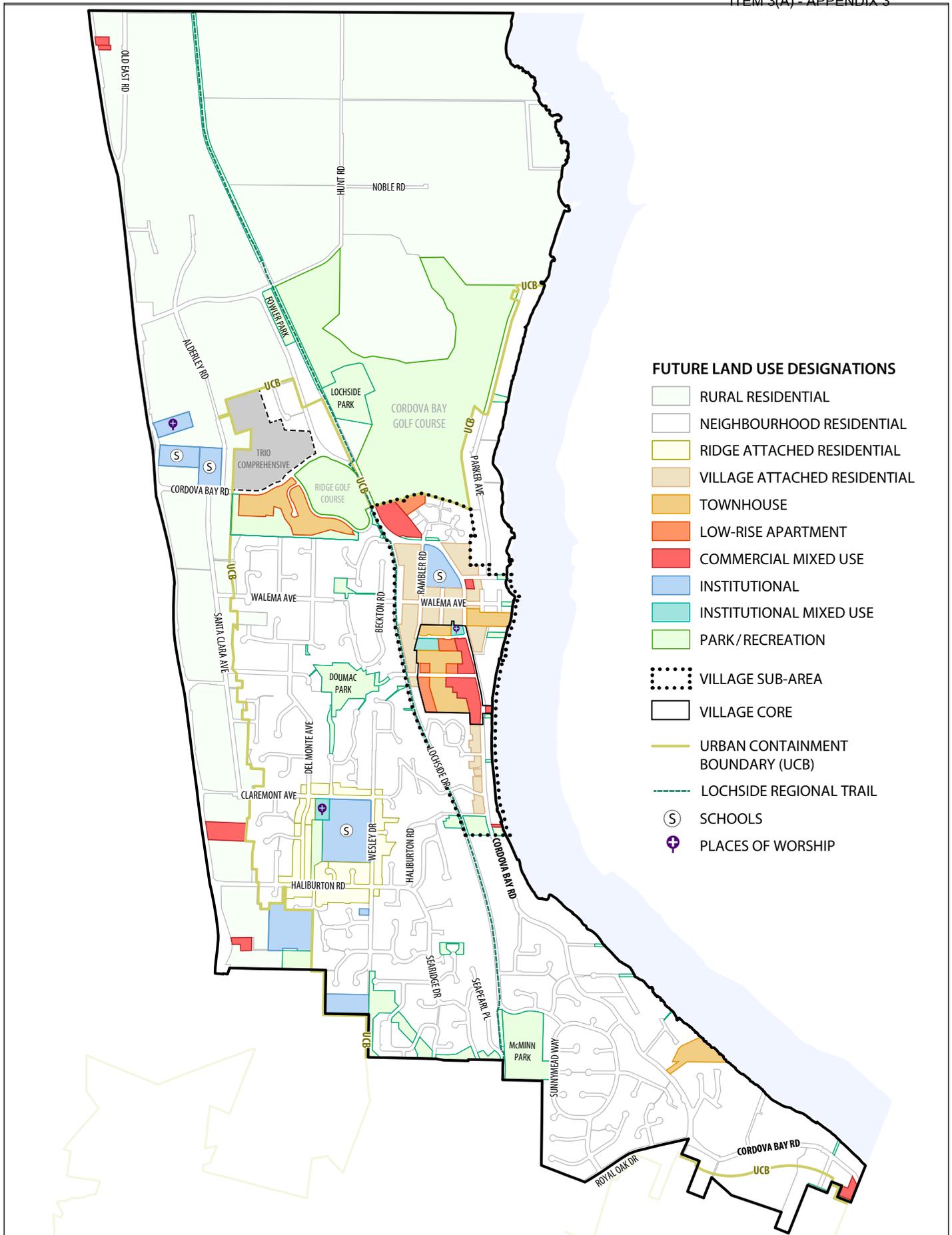
Trio site



Fable Beach Estates

POLICIES

- 5.1.1 Consider changes to land use in Cordova Bay based on future land use designations and building heights (Map 5.1 and Figure 5.1).
- 5.1.2 Support focused growth in the Village and Ridge node with a mix of housing types and uses to promote sustainability.
- 5.1.3 Support a redevelopment plan for the Trio site that integrates well into the community and provides a mix of housing types and community uses.
- 5.1.4 Assess potential impacts of new development (by study where necessary) to analyze impacts on active transportation networks, traffic flows, infrastructure capacity, ecological assets, trees, land use and building transitions, public views, shadowing and shading, and geotechnical conditions.
- 5.1.5 Increase awareness of the responsibility of developers to protect archeological sites and artifacts and encourage compliance under the *Heritage Conservation Act*.
- 5.1.6 As larger properties redevelop, look at opportunities to improve pedestrian network connectivity.
- 5.1.7 Maintain Cordova Bay as a low-rise community (four storeys and lower) outside of master planned developments at Sayward Hill and Trio.
- 5.1.8 Apply building height guidelines identified in Figure 5.1 and Figure 10.2 through:
 - Permitting a storey height based on current development standards, typically:
 - For residential: 2.4 to 3.6 metres above finished floor
 - For ground-floor commercial/ industrial: 4.5 to 6.1 metres above finished floor; and,
 - For commercial/industrial storeys above the ground floor: 4.3 metres above finished floor.
 - Considering lofts/mezzanines as a separate storey
 - Considering the building height in storeys at all elevations in assessing consistency with guidelines.



Map 5.1: Future land use designations

| Land Use Designation | Building Type and Use | Building Height | Floor Space Ratio (FSR) |
|------------------------------|--|-------------------|-------------------------|
| Rural Residential | Single detached dwelling | Up to 2 storeys | As per zoning |
| Neighbourhood Residential | Single detached; secondary suite or garden suite; low-density infill (see Figure 5.2) | Up to 2 storeys | Up to 0.5 |
| Ridge Attached Residential | Single detached; secondary suites and/or garden suites; houseplex; single-row townhouse or rowhouse; innovative housing forms | Up to 2.5 storeys | Up to 0.7 |
| Village Attached Residential | Single detached; secondary suites and/or garden suites; multi-unit residential buildings, mostly ground-oriented, including courtyard, houseplex, and attached housing; innovative housing forms | 2 storeys | 0.5 to 0.7 |
| | | 3 storeys | up to 0.9 |
| Townhouse | Attached units, mostly ground-oriented, strata or fee simple | 3 storeys | Up to 1.1 |
| Low-Rise Apartment | Multi-unit residential buildings including low-rise apartment and stacked townhouse | 3 to 4 storeys | Up to 1.5 |
| Commercial Mixed Use | Low-rise commercial and residential multi-unit buildings with ground-floor commercial | 3 to 4 storeys | Up to 1.5 |
| Institutional | Municipal, provincial, or federal buildings, utilities, affordable housing, and community uses | Site specific | Site specific |
| Institutional Mixed Use | Buildings with institutional, community recreation, residential, and commercial uses | Site specific | Site specific |
| Park/Recreation | Parks, trails, natural areas, plazas, and structures ancillary to park use | Site specific | Site specific |

* See Map 10.2 for site-specific building heights in Village Sub-Area

Figure 5.1 Future land use designations and building height designations

5.2 Housing

Housing in Cordova Bay is characterized by single family homes on large residential lots with pockets of higher-density development. The plaza and Trio sites are anticipated to get most of the larger-scale development in Cordova Bay. Other than these sites, most future housing is likely to be smaller-scale re-development and infill.

Saanich's *Official Community Plan and Housing Strategy* encourage a range of housing types to address community housing needs and to help build a complete community. There is a limited supply of many types of housing in Cordova Bay including rental units, affordable units, smaller units, and ground-oriented attached housing units. In many parts of the community, age restrictions or high unit prices significantly limit housing options for families or low-moderate income households. Section 8.2 addresses housing affordability.

The *Official Community Plan* also provides direction for growth in Saanich that is focused in neighbourhood centres and villages. The Cordova Bay Village is one of these identified areas, and a smaller neighbourhood node has been identified on the Ridge. Section 10 provides more detailed guidance on housing in the Village.

Through the LAP visioning process, the community expressed a need for a greater range of housing options, and more housing affordability for families, workers, and seniors. Generally, there was a desire to maintain larger lot sizes. The plan supports focusing residential density in the Village and encouraging sensitive infill that will fit appropriately with the character of the area.



Sutcliffe Road townhouses

POLICIES

- 5.2.1 Support low-rise residential and mixed-use residential buildings, and townhouses in the Village Core (Figure 5.1 and Map 5.1).
- 5.2.2 Support a variety of ground-oriented housing forms in areas designated as Ridge Attached Residential and Village Attached Residential (Figure 5.1 and Map 5.1).
- 5.2.3 Support infill in areas designated Neighbourhood Residential (Figure 5.2, Figure 5.3, and Map 5.2) and in alignment with Housing Strategy goals and initiatives in support of “missing middle” housing.
- 5.2.4 Create design guidelines for residential infill development and make updates to the *Zoning Bylaw* to provide a framework for supporting new neighbourhood development, and to encourage high quality design and a positive fit within established neighbourhoods.
- 5.2.5 Support the development of rental housing and other forms of tenure in Cordova Bay to expand housing options and affordability.
- 5.2.6 Be sensitive to streetscape character when considering applications for increased residential density.
- 5.2.7 Work in partnership with the CRD, BC Housing and other agencies to support affordable housing developments, including identifying potential affordable housing sites.
- 5.2.8 Support reducing parking requirements to one parking space per dwelling unit for infill developments within areas designated Neighbourhood Residential, Ridge Attached Residential, and Village Attached Residential in order to reduce impervious surfacing and provide opportunities for trees, outdoor amenity space, and landscaping.
- 5.2.9 Consider parking variances for multi-unit residential buildings where enhancements are made to active transportation infrastructure, and other community objectives are met such as expanding housing diversity and retaining permeable greenspace.

5.3 Commercial and Commercial Mixed Use

The Village has historically been the commercial core of Cordova Bay, and includes the plaza site, Mattick's Farm, and a few businesses in between along Cordova Bay Road. A small amount of commercial exists outside the Village including golf courses, tourist accommodation, veterinary clinic, medical offices, neighbourhood commercial, and restaurant (Map 5.1).

There is significant community support for enhancing local shops and services in the Cordova Bay Village. Over the 20 to 30 year plan period, the objective is to support existing commercial in the Village and provide opportunities for small amounts of additional street-oriented commercial and mixed-use development in the Village to provide local goods and services.

The goal of the plan is to reinforce Cordova Bay Road within the Village as the principal or main commercial street. A small amount of ground-level commercial would be supportable along Doumac Avenue, opposite the plaza site only.

POLICIES

- 5.3.1 Concentrate future commercial and commercial mixed use in the Village Core (Map 5.1).
- 5.3.2 Support a main street concept on Cordova Bay Road with buildings framing the street and a pedestrian-oriented public realm.
- 5.3.3 Require that new development contribute to a positive pedestrian experience by orienting to the street and providing a well-designed pedestrian environment.
- 5.3.4 Support Mattick's Farm as a key Village commercial node and encourage its long-term integration with the commercial area to the south as part of a "main street" concept.
- 5.3.5 In limited circumstances, consider neighbourhood-scale commercial outside the Village area if impacts, such as parking and access, are addressed and the development is in scale with neighbourhood character.
- 5.3.6 Do not support rezoning for new commercial sites on the western slopes or adjacent to the Pat Bay Highway.



Tall Trees at Mattick's Farm



Red Barn Market at Mattick's Farm

5.4 Institutional

Churches, community facilities, and schools within Cordova Bay are institutional uses that play an important role in community life (Map 5.1). These uses should be well integrated, both from a social and locational perspective, to be able to provide support to residents of Cordova Bay.

Older residents in Cordova Bay are well served by Cordova Bay 55+, co-located with the elementary school. Younger residents may not be as well served by local community facilities and programs. Cooperation and collaboration by community organizations could result in improvements in local social service delivery in the future. The Community Club offers potential to provide residents with additional recreational and social facilities and services.

Church sites provide important community spiritual, educational, and social benefits within Cordova Bay. Churches may need to re-invent themselves if they are experiencing a trend of diminishing congregations. Church sites offer the potential for affordable housing and other community uses to make better use of these sites in Cordova Bay.

The plan aims to integrate existing and anticipated local institutional uses within the neighbourhood to serve the Cordova Bay community well over the next 20 to 30 years. As these sites consider redevelopment, opportunities for public benefit should be explored.

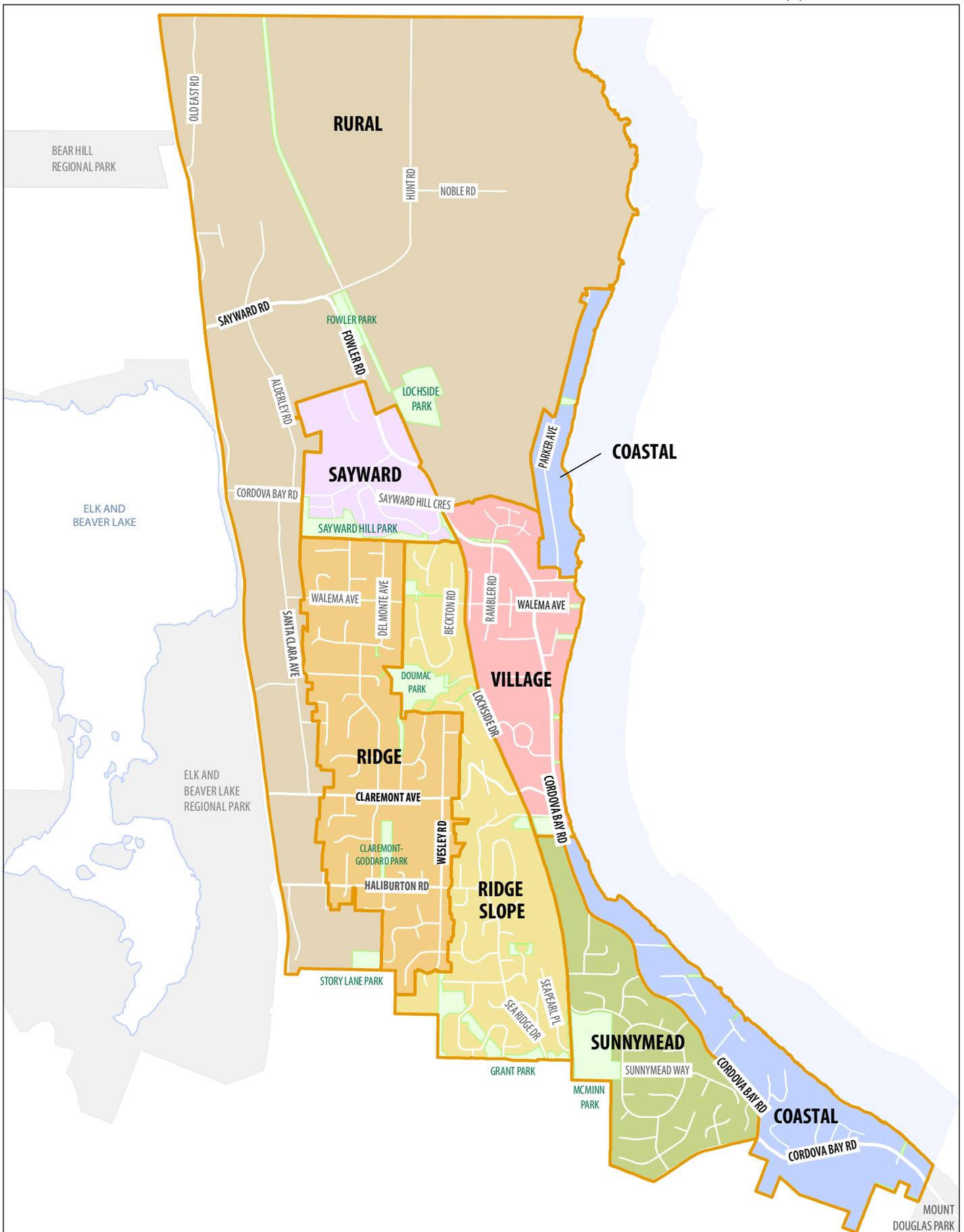
POLICIES

- 5.4.1 Work with and support community institutional organizations as they consider future planning and encourage them to work in cooperation and collaboration with other community partners to provide services to Cordova Bay residents.
- 5.4.2 Consider community institutional uses as part of the redevelopment of the Trio site provided they will be beneficial to future residents of the Trio site and to the broader local community.
- 5.4.3 Support future affordable housing and local community institutional uses on church sites.
- 5.4.4 Support the Community Club in their efforts to explore potential recreation and community uses that will be of benefit to the local community.
- 5.4.5 For properties designated institutional on Map 5.1, consider affordable or supportive housing or other use that has a significant community benefit.



Cordova Bay United Church





Map 5.2: Sub-Areas Map

| Supported Housing Types in Neighbourhood Residential | | | | | | |
|--|-----------------|-----------|------------|---------|----------|--|
| Sub-Area: | Single Detached | One suite | Two suites | Duplex* | Triplex* | Fourplex* on corner & double-fronting lots |
| Coastal | ✓ | ✓ | | ✓ | | |
| Sayward | ✓ | ✓ | | ✓ | | |
| Ridge | ✓ | ✓ | | ✓ | | ✓ |
| Village (waterfront lots)** | ✓ | ✓ | | ✓ | | |
| Village (non-waterfront lots) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Sunnymead | ✓ | ✓ | | ✓ | | ✓ |
| Ridge Slope** | ✓ | ✓ | | ✓ | | |

*rezoning required

**may be subject to Tree Protection Bylaw steep slopes provisions and need for geotech study

Figure 5.2 Supported Neighbourhood Residential Housing Types by Sub-Area

| Subdivision Minimums by Sub-Area | | |
|----------------------------------|--|-------------------------------------|
| Sub-Area: | Subdivision minimum (standard lot) | Subdivision minimum (panhandle lot) |
| Coastal | 930 m ² | - |
| Sayward | 930 m ² | - |
| Ridge | 930 m ² /665 m ² * | 930 m ² |
| Village (waterfront lots) | 930 m ² | - |
| Village (non-waterfront lots) | 560 m ² | 835 m ² |
| Sunnymead | 930 m ² | - |
| Ridge Slope | 930 m ² | - |

*lot averaging requirement (see Section 5.8)

Figure 5.3 Subdivision Minimum Lot Sizes by Sub-Area

5.5 Rural Sub-Area

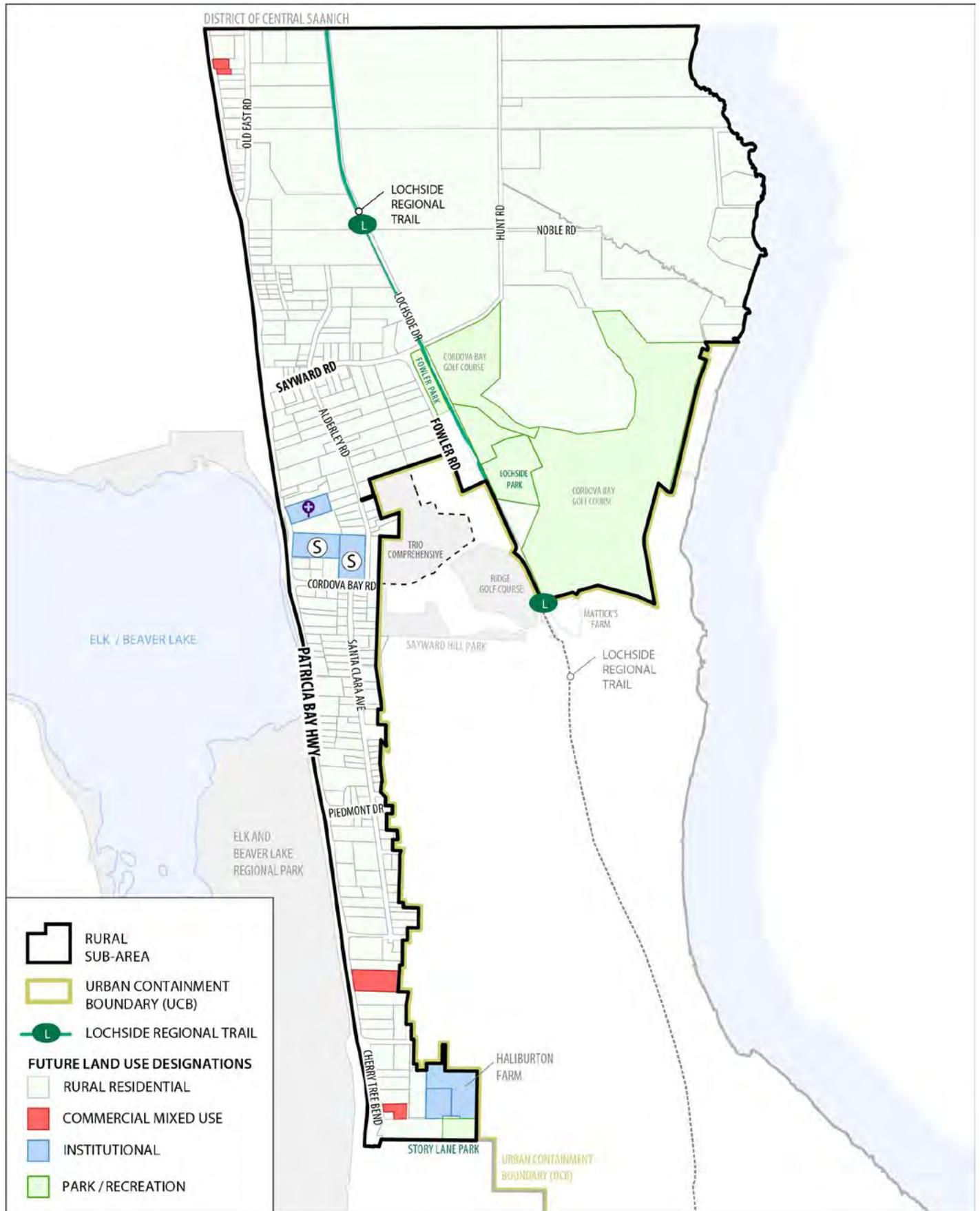
The Urban Containment Boundary (UCB) defines the edge of the urban area and aligns with long-term planned infrastructure investments for water and sewer. The land use objectives for the rural area (Map 5.3) are to maintain large lot sizes, protect land for agricultural use, and limit urban sprawl.

POLICIES

- 5.5.1 Maintain a minimum lot size of 2.0 ha outside the Urban Containment Boundary.
- 5.5.2 Do not support applications to adjust the Urban Containment Boundary.
- 5.5.3 Support efforts by agricultural operators to develop and sustain viable farm operations.



Hunt Road farm



Map 5.3: Rural Sub-Area

5.6 Coastal Sub-Area

The areas designated as Coastal are some of the most environmentally sensitive in the District. In the 1970s and prior to sewer servicing, the minimum lot size in Cordova Bay was increased to 2 ha to restrict development and address problems with septic systems. The RS-18 zoning in this area is a remnant of this decision.

Waterfront lots are vulnerable to shoreline stability and sea level rise. Saanich continues to plan for the long term impacts of sea level rise and climate change to coastal areas.

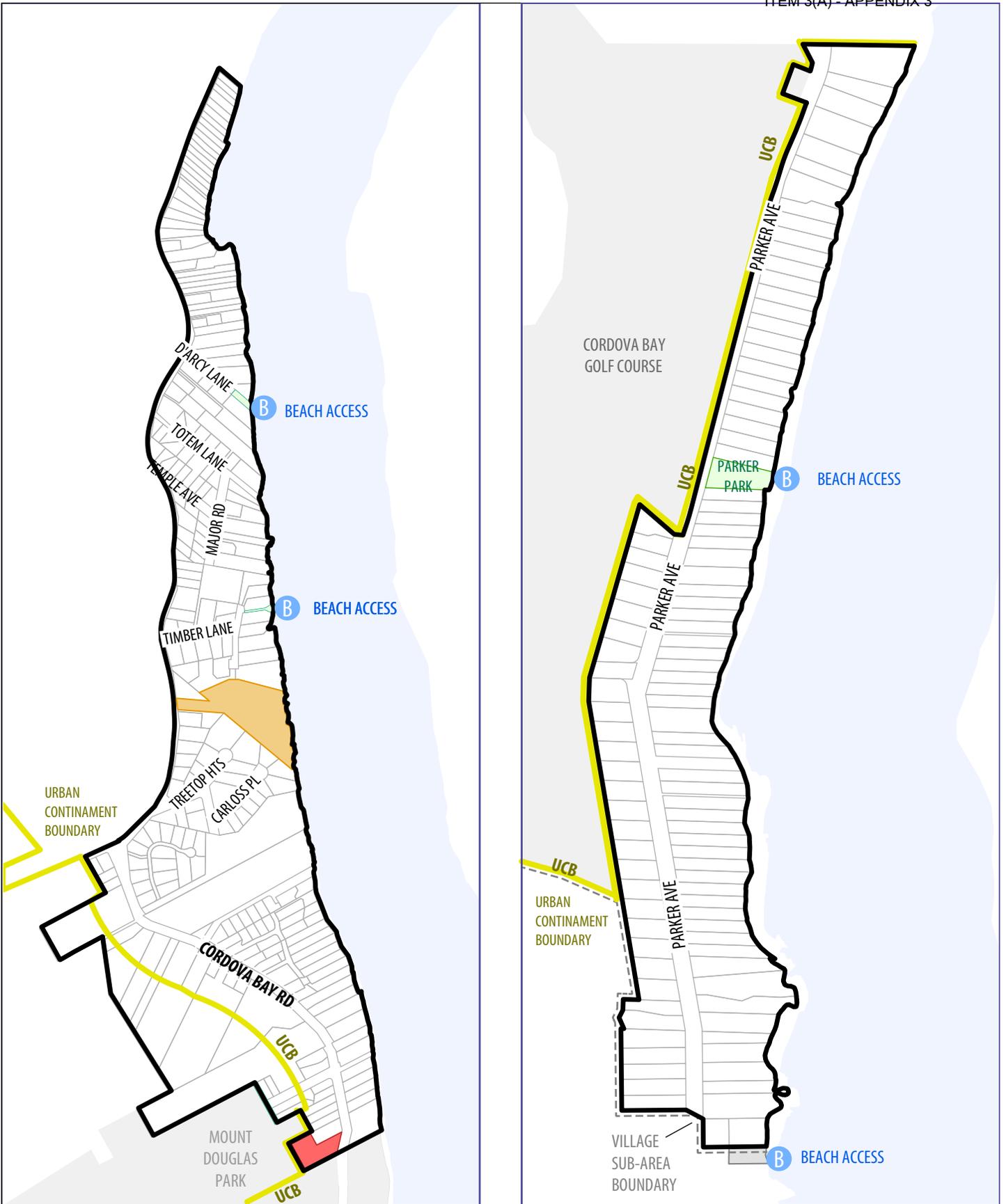
The plan aims to retain large minimum lot sizes and limit infill to protect properties from erosion, slope failure, sea level rise and other hazards. Site planning should also take into consideration views from public viewpoints.

POLICIES

- 5.6.1 Maintain a minimum lot size of 930 m² in the Coastal sub-area.
- 5.6.2 For properties designated Neighbourhood Residential in the Coastal Sub-Area (Map 5.4), support the following uses within the allowable density for detached homes:
 - duplex.
- 5.6.3 Undertake sea level rise mapping and assess potential impacts on Cordova Bay coastal areas as part of long-term planning for the impacts of climate change.
- 5.6.4 Consider tools to address marine shoreline stability during development to protect properties from erosion, sea level rise, slope failure, stormwater drainage, and other hazards.



Cordova Bay shoreline



Map 5.4: Coastal Sub-Area

5.7 Sayward Sub-Area

Sayward sub-area (Map 5.5) provides much of the existing multi-family housing in Cordova Bay. Within the Sayward Hill site, the construction of the eight-storey Pinnacle completes this masterplanned development.

The Trio site, a former gravel pit, has remained in a holding pattern for the term of the previous local area plan. The owner has submitted an application for a comprehensive mixed residential development and is preparing additional information for consideration by Council through the rezoning process. It is expected that a mix of housing types will be proposed.

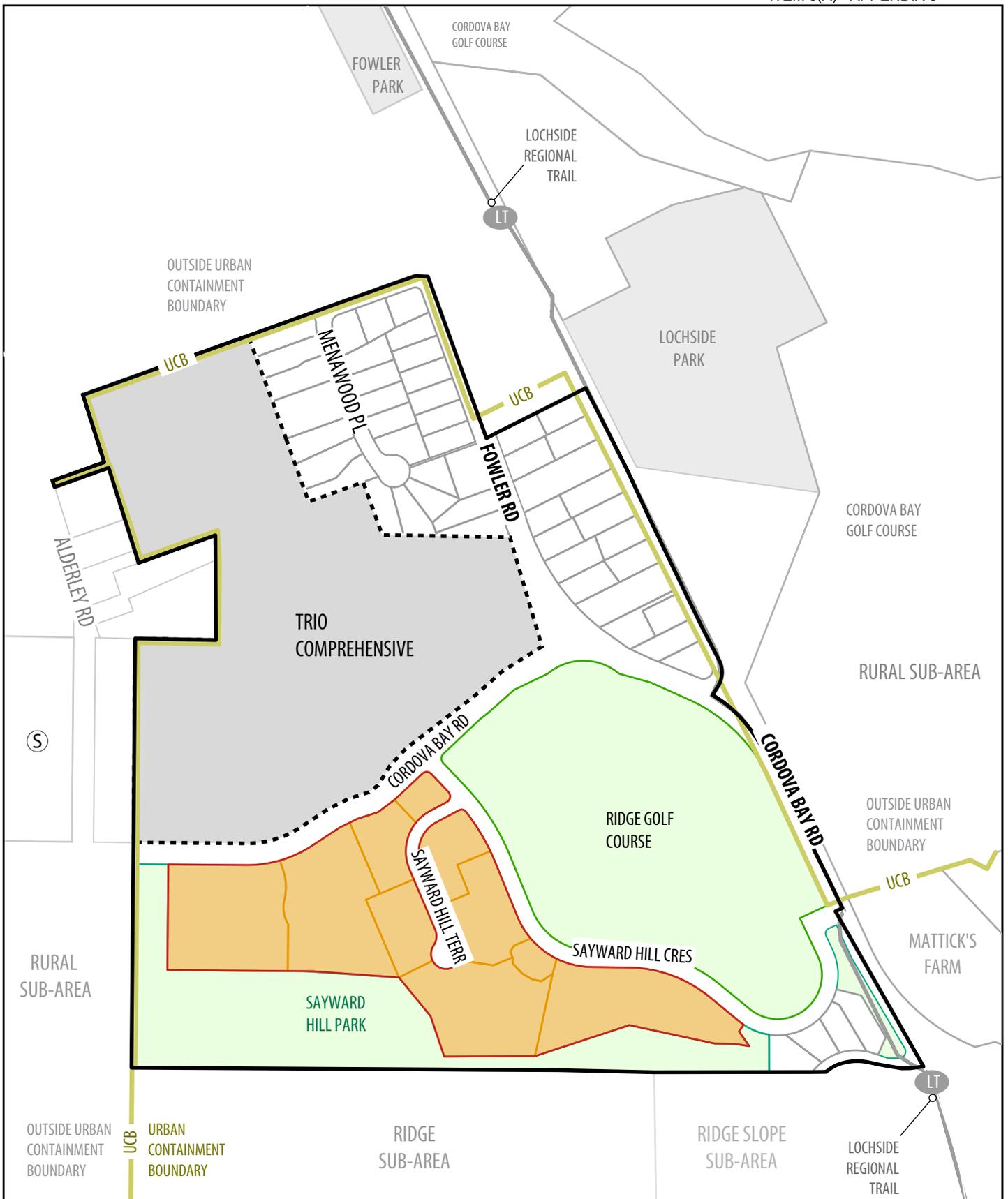
The single family residential lots in this area are adjacent to the rural area. To provide a transition to adjacent rural areas, the plan recommends maintaining large lot sizes.

POLICIES

- 5.7.1 Maintain a minimum lot size of 930 m² in the Sayward sub-area to provide a transition to the rural area.
- 5.7.2 For properties designated Neighbourhood Residential in the Sayward Sub-Area (Map 5.5), support the following uses within the allowable density for detached homes:
 - duplex.
- 5.7.3 Support a site-specific comprehensive development plan for the Trio site that addresses well-designed facilities for pedestrian and cycling mobility to and through the site, access to transit, connections to key community destinations, and vehicle circulation including access to Highway 17.
- 5.7.4 On the Trio site, support a range of housing types, a range of ownership tenures, affordable and not-for-profit housing, and community institutional space that is beneficial to the residents of the Trio site and to the broader community.
- 5.7.5 Support the development of rental housing units as part of the redevelopment of the Trio site to expand housing options in Cordova Bay.
- 5.7.6 Consider and seek to maintain public views from Cordova Bay Road toward Haro Strait when undertaking site planning for the Trio site.



Sayward Hill



Map 5.5: Sayward Sub-Area

5.8 Ridge Sub-Area

The Ridge with its rhythm of large lots, mature trees, narrower roadways, wide boulevards, lack of “urban” curb/sidewalks, and views of the ocean, exemplifies the character of Cordova Bay that many love. In the midst of this suburban residential area are Claremont Secondary and Cordova Bay United Church which serve as community focal points.

While there is general support from the community to maintain the large lot character on the Ridge, there was also support for adding more ground-oriented housing options. Increasing development opportunities for smaller dwelling units was seen as important to accommodate aging-in-place and smaller household sizes for population segments such as seniors, single-person households, or single-parent households. Many people also expressed a concern for “monster homes” being built.

While there is a basic level of transit service, the Ridge is mostly car-dependent. There is a fairly large population without access to shops within a reasonable walking distance. Claremont Secondary and the United Church provide an important but limited range of institutional uses to the community.

The aim of the plan is to establish the beginning of a node on the Ridge in the block surrounding Claremont Secondary (designated as Ridge Attached Residential on Map 5.6). The node would allow a range of low-density ground-oriented housing forms that can offer more housing options and a greater variety of unit sizes while remaining sympathetic to the existing detached neighbourhood character. Given the age of existing building stock, uptake for infill is likely to be low within the 20 to 30 year time-frame of this plan.

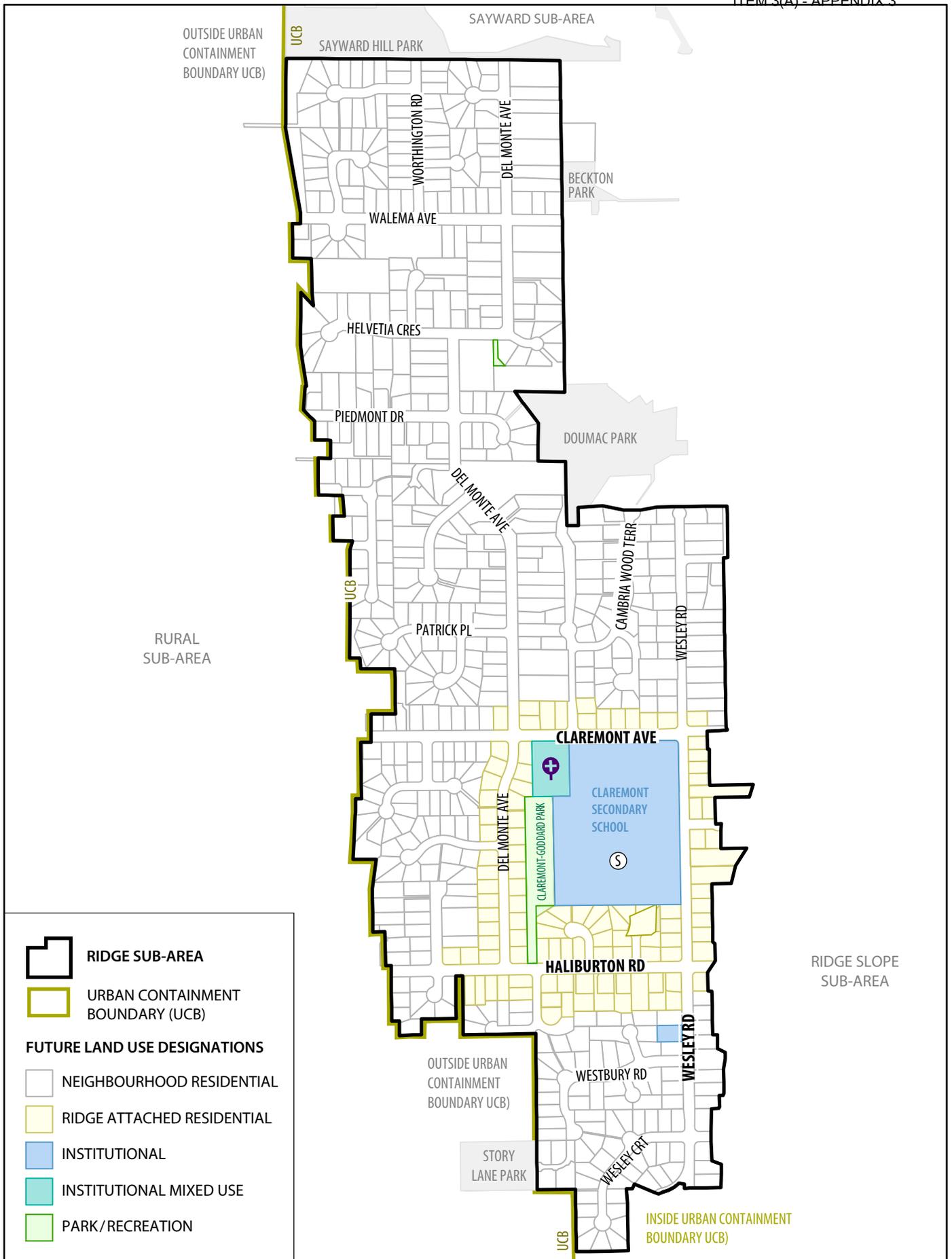
Within this node, the United Church site may be considered for institutional mixed use and/or affordable housing at some point in the future. Appropriate small-scale commercial activity may also be considered.



Home on the Ridge

POLICIES

- 5.8.1 Allow a minimum lot size of 665 m² for a conventional lot and 930 m² for a panhandle lot within the Ridge Sub-Area (Map 5.6) provided that the average lot area within the land being subdivided is not less than 930 m² and that no lot is created which has an area in excess of 1500 m².
- 5.8.2 Allow a minimum lot size of 560 m² in the area designated as Ridge Attached Residential (Map 5.6).
- 5.8.3 For properties designated Neighbourhood Residential in the Ridge Sub-Area (Map 5.6), support the following uses within the allowable density for detached homes:
- duplex
 - houseplex up to four units on corner and double-fronting lots.
- 5.8.4 Support the development of a future node on the Ridge centred around Claremont Secondary School and the Cordova Bay United Church (Map 5.6) by:
- Expanding the range and accessibility of community uses;
 - Supporting small-scale commercial uses;
 - Expanding the range of housing options compatible with neighbourhood character;
 - Improving active transportation and transit facilities; and,
 - Adding new centrally-located public space.
- 5.8.5 For areas designated Ridge Attached Residential (Map 5.6), support a range of ground-oriented housing types including houseplexes, single-row townhouse/rowhouse and other innovative housing forms.
- 5.8.6 Consider increased density, height, and a broader range of uses than permitted in current zoning for church and school institutional sites where affordable housing and community services are proposed.
- 5.8.7 Support a house-plex up to four units on lots where policy support exists for panhandle subdivision, and where a house-plex may result in improvements over panhandle subdivision with respect to:
- the protection of existing mature trees;
 - privacy impacts on adjacent properties;
 - maximizing permeable surfaces; and
 - maintaining neighbourhood and streetscape character.



Map 5.6: Ridge Sub-Area

5.9 Ridge Slope Sub-Area

The Ridge Slope is an area with environmental sensitivity and slope stability issues. The plan aims to maintain larger lot sizes and limit infill to support slope stabilization.

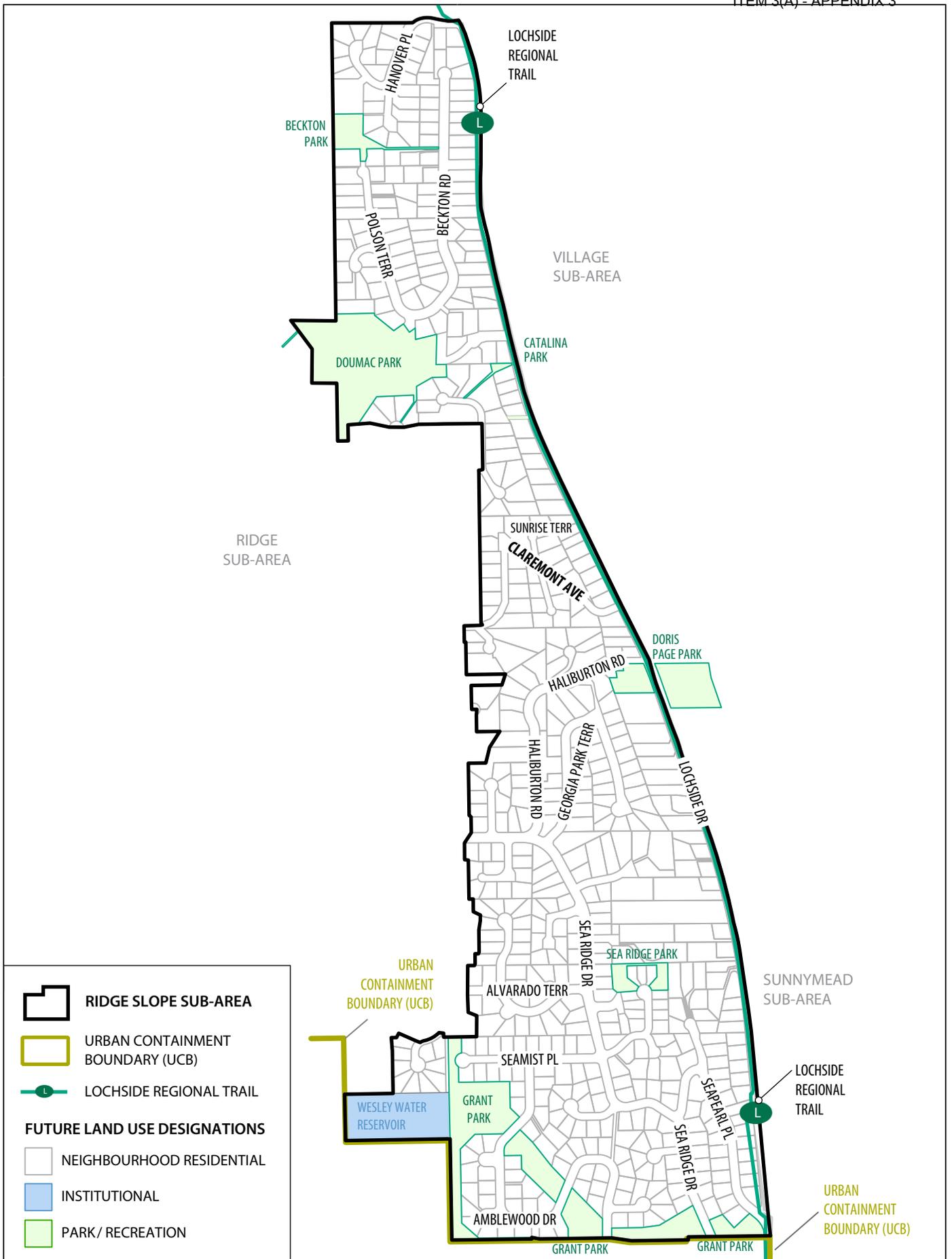
Development in this area will be subject to geotechnical engineering study of potential impacts on slope stability. The *Tree Protection Bylaw* requires a permit for any tree removal within the steep slope area.

POLICIES

- 5.9.1 Maintain a minimum lot size of 930 m² in the Ridge Slope Sub-Area (Map 5.7).
- 5.9.2 For properties designated Neighbourhood Residential in the Ridge Slope Sub-Area (Map 5.7), support the following uses within the allowable density for detached homes:
- duplex.



Home on the Ridge Slope



Map 5.7: Ridge Slope Sub-Area

5.10 Sunnymead Sub-Area

The Sunnymead neighbourhood was subdivided in the mid- to late-1980s, and was one of the last areas of Cordova Bay to develop. The curvilinear pattern of subdivision and reflects the trends of that time (Map 5.8).

The pattern of development in Sunnymead is large lot detached residential. The sub-area is largely car dependent, although there is transit service along Cordova Bay Road and Royal Oak Drive and good access to the Lochside Regional Trail. The area is outside a reasonable walking distance to amenities and shops for most residents.

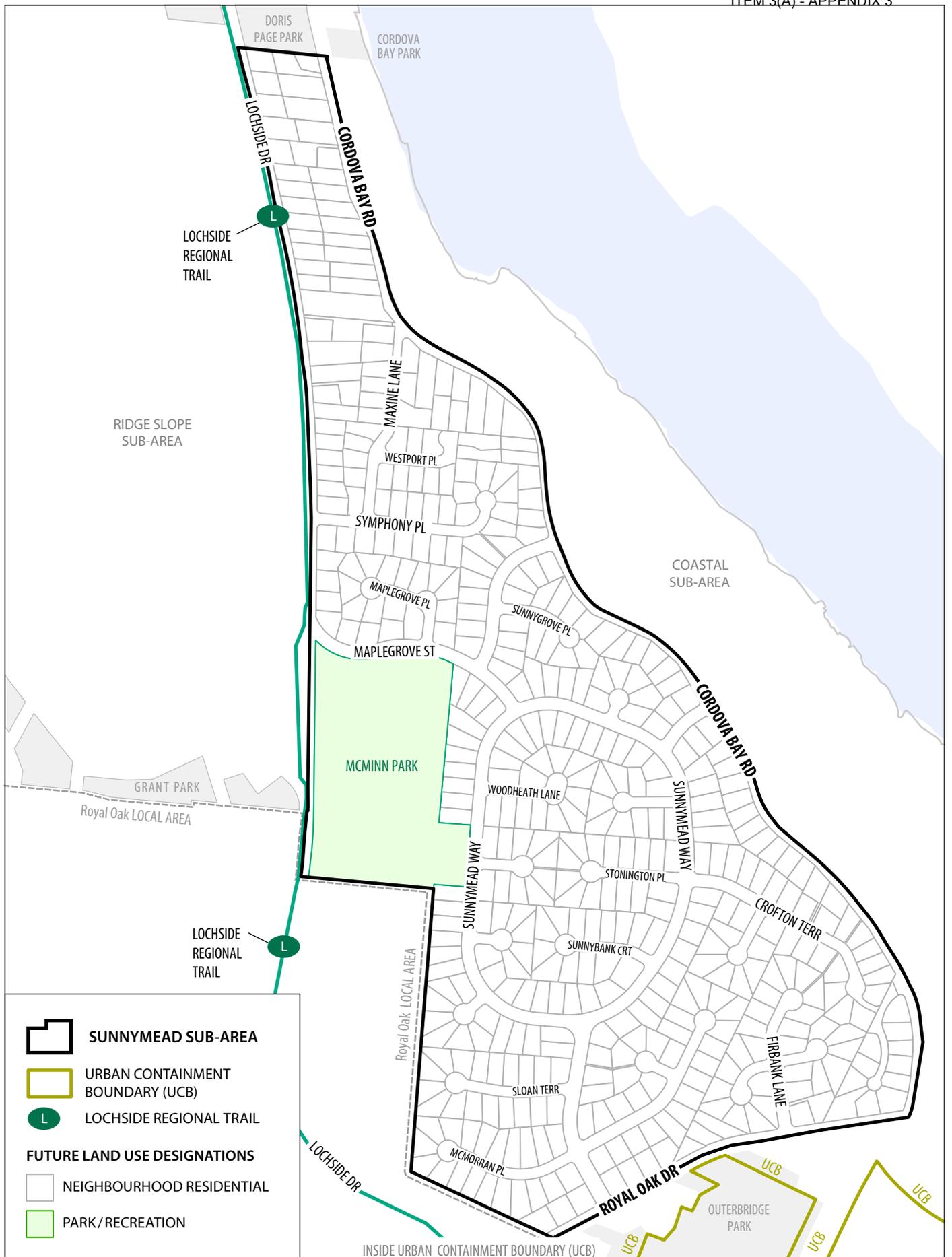
Vehicle reliance and connectivity challenges arise from the pattern of land use and road design. The plan provides some limited opportunities to expand the diversity of housing options in Sunnymead while retaining neighbourhood character. The age of housing stock suggests that there will not be a lot of change to this area within the 20 to 30 year plan timeframe.

POLICIES

- 5.10.1 Maintain a minimum lot size of 930 m² in the Sunnymead Sub-Area.
- 5.10.2 For properties designated Neighbourhood Residential in the Sunnymead Sub-Area (Map 5.8), support the following uses within the allowable density for detached homes:
 - duplex
 - houseplex up to four units on corner and double-fronting lots.
- 5.10.3 Support opportunities to create additional pedestrian and cycling pathways to improve the ability to walk and cycle to and through Sunnymead.
- 5.10.4 Support wayfinding in Sunnymead to help the public navigate between transit, community trails, and key neighbourhood destinations such as McMinn Park.



Sunnymead neighbourhood



Map 5.8: Sunnymead Sub-Area

5.11 Village Sub-Area

The Village provides a mix of land uses and an opportunity in Cordova Bay for housing options beyond single family (Map 5.9). Currently, the Village continues to be car-oriented, but the goal is to start to shift this during the timeframe of this plan. This does not mean that cars will not be welcome – Cordova Bay is some distance from employment areas, shops, and services and realistically, cars are needed to access these things. What it does mean is that the Village can go a long way to improving the character of the built environment, the range of goods and services, and the quality of the public realm. It can become a walking node where one can shop locally, meet friends and neighbours, and have the choice to live “lightly” without car-dependency.

The Village Sub-Area Plan provides a detailed plan for the Village in Section 10 including site-specific building height designations (Map 10.2).

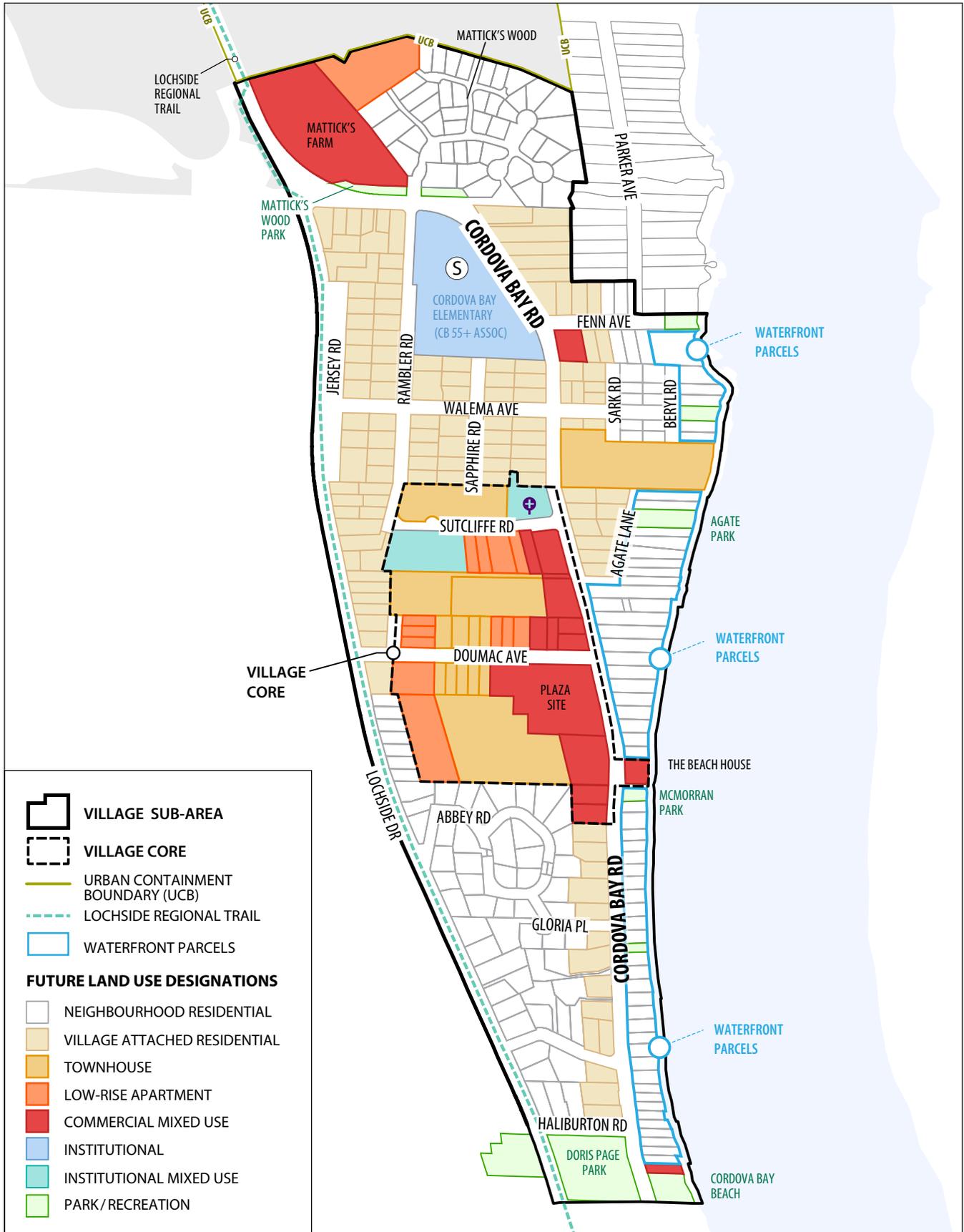
The key objectives for residential land use are to provide multi-unit residential and commercial mixed use in the Village Core, encourage sensitive infill adjacent to the Core, and maintain large minimum lot sizes for coastal lots east of Cordova Bay Road.



Condominium building at Mattick's Farm

POLICIES

- 5.11.1 Support the development of a complete Village with a range of housing options, shops, services, and community amenities through the implementation of Village Sub-Area Plan policies in Section 10.
- 5.11.2 For waterfront parcels designated as Neighbourhood Residential in the Village Sub-Area shown on Map 5.9, maintain a minimum lot area of 930 m².
- 5.11.3 For parcels designated as Neighbourhood Residential and not waterfront parcels in the Village Sub-Area (Map 5.9), allow a minimum lot area of 560 m² for single detached lots and 835 m² for panhandle lots.
- 5.11.4 For areas designated Neighbourhood Residential and not waterfront parcels in the Village Sub-Area (Map 5.9), support the following uses within the allowable density for detached homes:
 - Detached dwelling with a secondary suite and garden suite
 - Houseplex up to three units on a lot
 - Houseplex up to four units on corner and double-fronting lots.
- 5.11.5 Support low-rise multi-unit residential and commercial mixed use development in the Village Core and at Mattick's Farm (Map 5.9).
- 5.11.6 For areas designated Village Attached Residential in the Village Sub-Area (Map 5.9), support a range of mostly ground-oriented multi-unit residential buildings including courtyard housing, houseplex, attached housing, and other innovative housing forms.
- 5.11.7 Consider tools to address marine shoreline stability during development to protect properties from erosion, sea level rise, slope failure, stormwater drainage, and other hazards.



Note: see also Map 10.2

Map 5.9: Village Sub-Area

5.12 Urban Design

Urban design pays attention to the spaces between buildings, and seeks to make spaces for people that are well liked and well used – both now and into the future. Urban design brings together the disciplines of urban planning, architecture, civil engineering, and landscape architecture. Well-designed urban spaces make an important contribution to the success and vitality of an area.

Cordova Bay has some outstanding destinations, such as Mattick’s Farm, the Beach House Restaurant, the beach, and public parks. What is lacking is how well these destinations tie together, and Cordova Bay remains largely a vehicle-oriented area.

The urban design framework and guidelines adopted with this plan aim to influence the way buildings and the public realm are organized, designed, and built to make Cordova Bay a community where it is comfortable and inviting to walk, shop, and gather in the public realm. It seeks to create memorable spaces that are strongly evocative of Cordova Bay and foster interactions between people and the natural environment and historical/cultural references of the area.

The objectives and policies in this plan will be supplemented and implemented by area-specific design guidelines for Cordova Bay Village, Mattick’s Farm, Sayward Hill, and the Trio site.

POLICIES

- 5.12.1 Adopt and apply updated Village Development Permit Area guidelines to multi-family and commercial redevelopment proposals in the Village.
- 5.12.2 Develop Saanich-wide infill design guidelines and updates to the *Zoning Bylaw* to encourage high quality design and a positive fit for multi-unit housing within existing neighbourhoods.
- 5.12.3 Encourage the incorporation of public art into new buildings in order to activate the street, enrich the pedestrian experience, and foster community identity. Consideration to the art of local First Nations should be given to support goals of reconciliation and to celebrate the culture and heritage of local First Nations.



Beach House Restaurant

5.13 Water Resources Infrastructure

The condition and capacity of this municipal infrastructure is a hidden but important part of the quality of life for Cordova Bay residents. Saanich's water resources infrastructure includes watermains, sanitary sewers, storm drains and watercourses. Saanich evaluates the capacity of its services as a part of the redevelopment process. Optimal water pressure conditions have been identified for the water system for domestic use and fire suppression. Saanich works on the integrity of its water system by reducing the number of dead ends and correcting non-conforming utility corridors. Many of these can be achieved within roadways but, in some cases, watermain looping will need to be provided through statutory rights-of-way over private property. Locations for looping will be identified through future study.

Unique to the sewer network in Cordova Bay is the foreshore gravity sewer trunk main buried into the beach foreshore area. Sewage is pumped from the pump station below Cordova Bay Park to the Haliburton pump station at Lochside Drive. As this trunk main ages out, a new system of sewage collection that is less vulnerable to changing weather patterns and sea level rise will need to be considered.

In partnership with the Capital Regional District's core area wastewater treatment plant, Saanich has been allocated a quota for use of the sewage system. Currently, there is capacity to add new development within that quota. Eventually, Saanich will reach its limit, and new development will need to attenuate (hold back) sewage during peak times, and pump when there is available capacity.

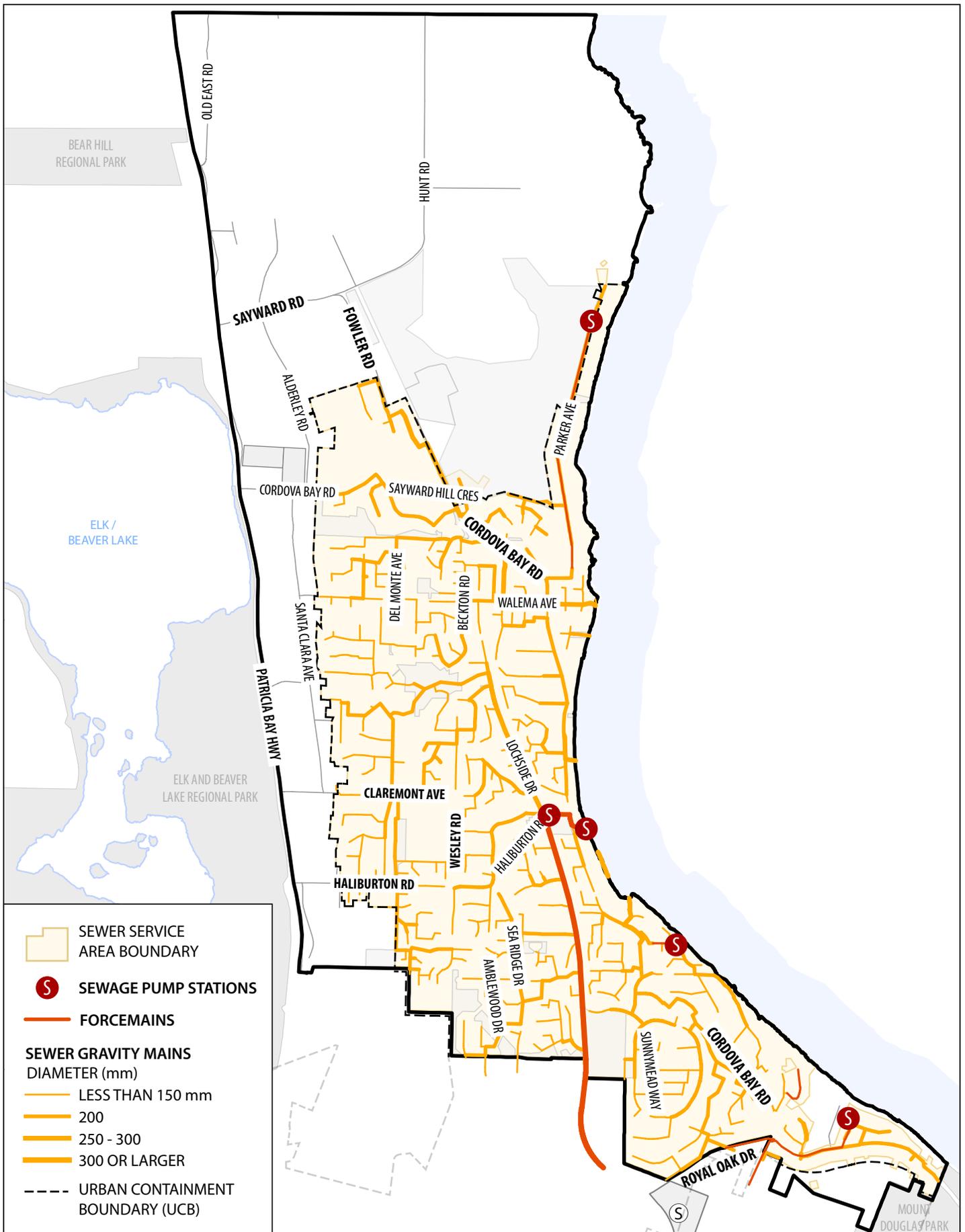
Cordova Bay encompasses several drainage watersheds. Among them are Noble Creek, Burnham Brook, Gardom Creek, Revans Creek and Galey Brook. These natural assets are key to maintaining the drainage network that conveys rainwater flows to the foreshore. With rainfall frequencies and intensities ever-changing, the resilience of these assets is a primary focus as discussed in Section 4.4.

POLICIES

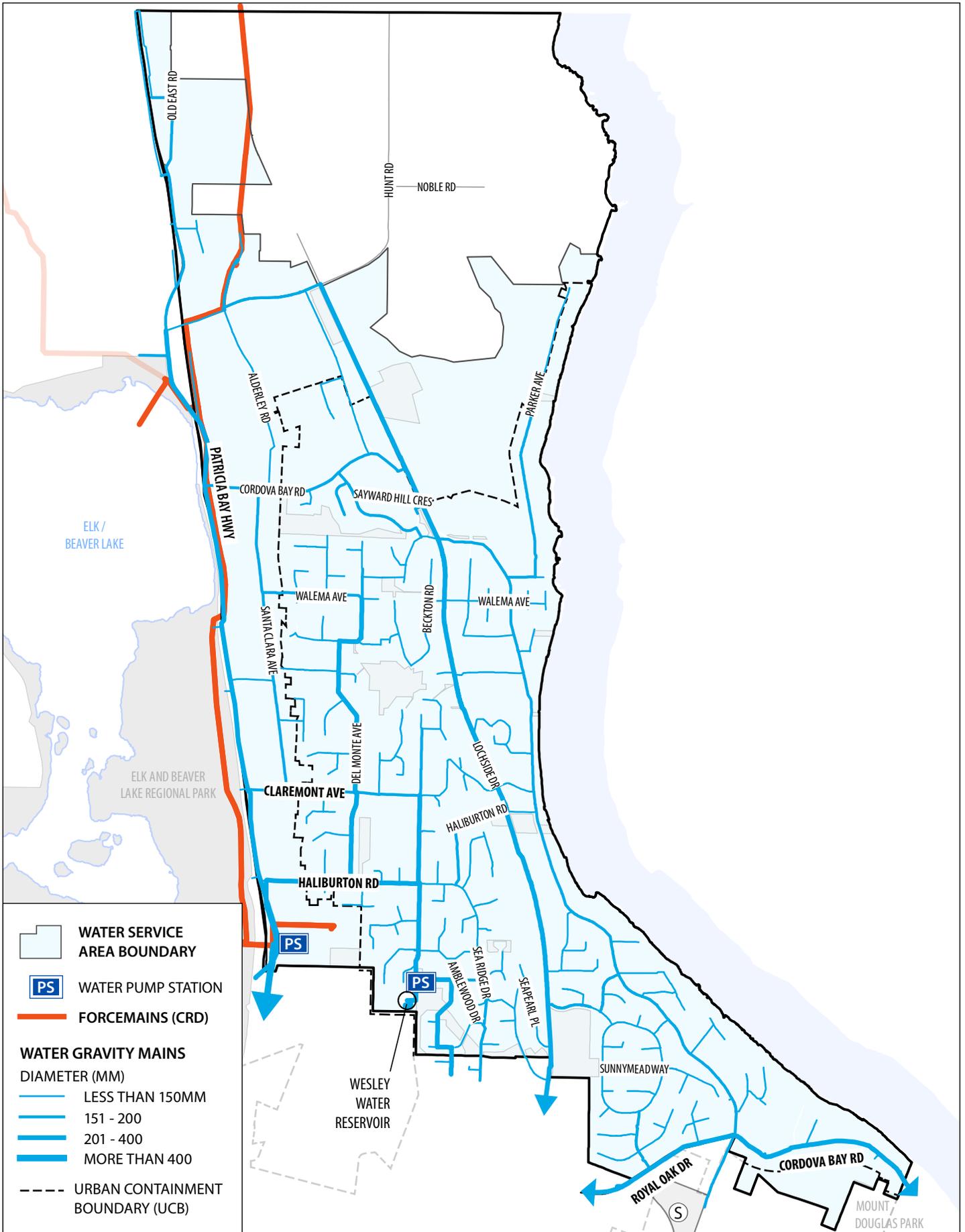
- 5.13.1 Continue to review and update information on infrastructure and ensure adequate water, sewer and drainage capacity is available to support growth.
- 5.13.2 Improve the integrity of the water system by identifying locations where watermain looping is necessary and negotiate statutory rights-of-way with private property owners for these utility corridors.
- 5.13.3 Consider options for sewer servicing for properties that are gravity-fed on the east side of Cordova Bay Road. Consider modifying the pump station below Cordova Bay Park and removing the foreshore sewer pipe.
- 5.13.4 Evaluate the potential impact of new development on the District of Saanich sewer system. Seek to optimize the efficiency of the network through the use of sewage attenuation during peak periods for new development where necessary to work within regional allocations.
- 5.13.5 Evaluate the long-term effects of climate change on the municipal stormwater system and its adaptive capacity.



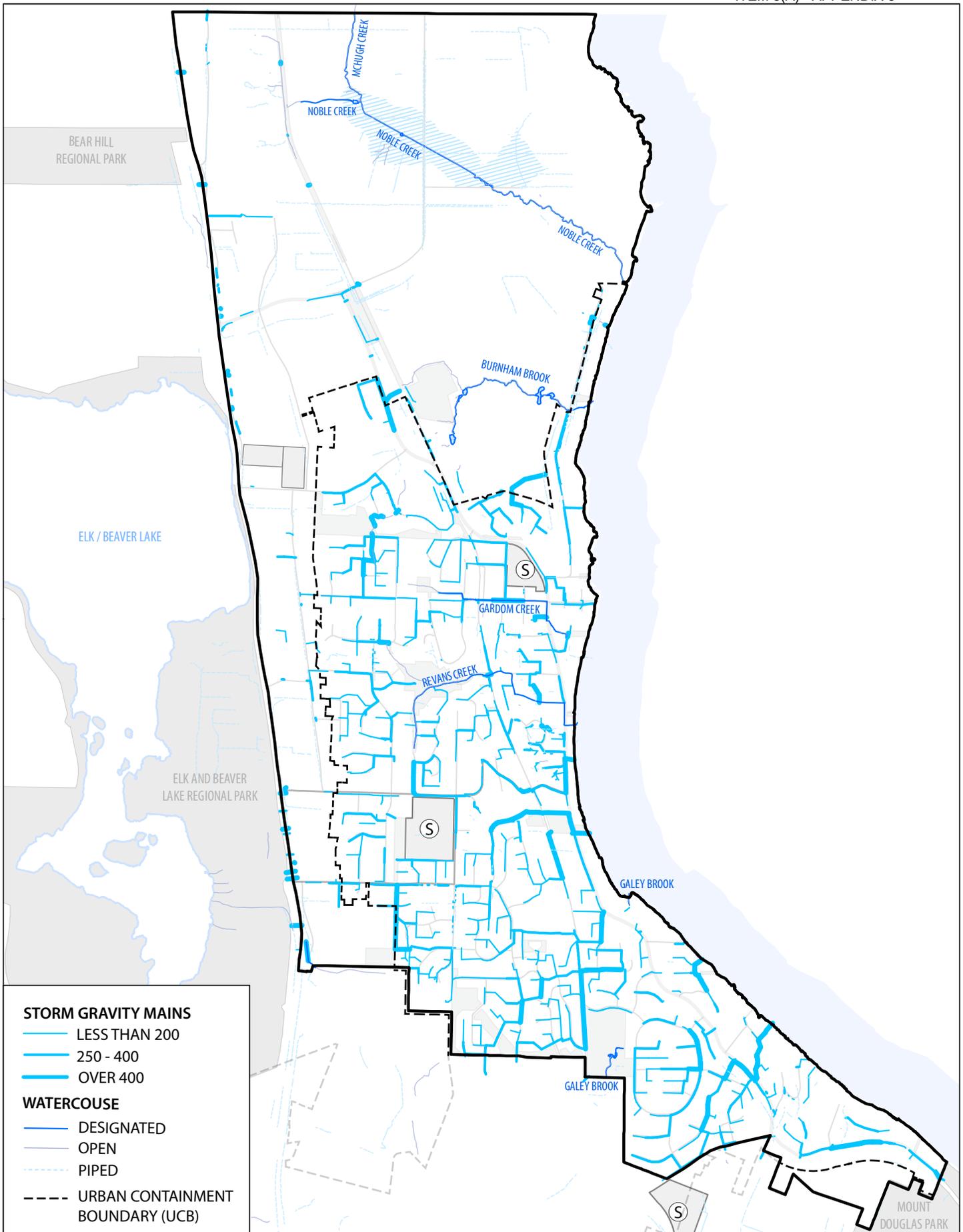
Watermain installation



Map 5.10: Sewer service area



Map 5.11: Water service area



Map 5.12: Storm drainage infrastructure

5.14 Community Contributions

To help deliver new community facilities and infrastructure for the benefit of residents, developers are asked to make community contributions in the neighbourhoods where new development is proposed to occur. Community contributions are intended to capture for the community a portion of the benefit produced by the change in zoning.

These community benefits are sometimes built into a new project (such as a childcare facility or affordable housing) or will go toward benefits that exist off-site (such as a bus shelter or park space). Community contributions supplement Development Cost Charges (DCCs) which are fixed-rate contributions that help finance growth.

Affordable housing, public realm improvements, environmental protection, and urban forest enhancement were identified as priority community amenities through the planning process.



POLICIES

- 5.14.1 Seek community contributions through the development process that provide important and needed benefits related to growth in Cordova Bay.
- 5.14.2 Seek community contributions that are commensurate with the scale of the proposed development and additional density.
- 5.14.3 Require a community contribution statement as a component of all rezoning applications.
- 5.14.4 When considering community contributions, prioritize the following:
- Improvements to the public realm at or near the development site including benches, bicycle parking facilities, transit stops, public art, traffic calming, public toilets and wayfinding elements;
 - Beach access improvements such as bike racks, benches and other connectivity and amenity improvements.
 - Affordable housing with a priority for greatest-need housing that is affordable to households at the “very low income” to “low-to-moderate income” ranges of the Region’s housing spectrum;
 - Protection of environmentally-significant and culturally-significant features;
 - Protection and enhancement of the urban forest; and,
 - Park acquisition and improvement (non-DCC) such as interpretative panels, amenities, and trail development.

6. TRANSPORTATION AND MOBILITY

A community's health and resilience is strongly influenced by its transportation system. Cordova Bay has both transportation assets and shortcomings that impact quality of life. Working to address these will go a long way to enhancing the livability of this local area.

Cordova Bay's distance from urban centres and adjacency to the rural area provides a quiet, tranquil environment but also presents some challenges with limited pedestrian and cycling facilities, a reliance on motor vehicles, and infrequent transit service. Further, the steep topography and curvilinear road pattern limit travel options funneling traffic to two key north-south routes. The Pat Bay Highway carries 60,000 vehicle trips per day and portions of Cordova Bay Road handle almost 10,000. Over the term of the plan, the goal is to improve transportation and mobility to work towards the community's vision is for an improved and attractive pedestrian realm, efficient transit, continuous bike lanes, safe shared streets, less car dependency, and lower impact from traffic.

Through the Active Transportation Plan (ATP), Saanich has committed to bringing balance to its transportation network by developing a multi-modal system. One of the long-term targets of the ATP is to have 50% of all trips made by walking, biking, or transit by 2050. This target, along with the Saanich's target to reduce greenhouse gas emissions by 50% below 2007 levels by 2030 and achieve net-zero emissions by 2050, provides further direction for focusing transportation planning efforts on active and sustainable transportation choices. The plan identifies the long-term walking and cycling networks and short-term capital works initiatives that are key to the plan's successful implementation.

One of Cordova Bay's best mobility assets is the Lochside Regional Trail. This, in addition to a trail system and series of narrow, treed character streets, provides pleasant opportunities for cycling and community walking that residents enjoy and value. Policies in this section will help address conflicts between user groups, improve connectivity, and implement wayfinding to promote these trails and make community routes safe and comfortable for all users.

Closely tied to active transportation is land use. The objectives and policies in this section align the transportation network with future land use outlined in Section 5 to improve pedestrian and cycling connections and infrastructure in the Village and along key roadways and transit routes benefiting health, social well-being,

quality of life, and supporting the local economy. These gradual changes should result in a more sustainable community over the next 30 years.

The following objectives and policies seek to support a multi-modal transportation and mobility network for Cordova Bay that will help create safe, convenient, effective and sustainable mobility choices to move around the community.

OBJECTIVES

- A. Develop a sustainable and balanced transportation network that provides safe and comfortable opportunities for walking, cycling and transit use
- B. Improve connectivity of the street and trail network
- C. Reduce conflicts between travel mode user groups on the Lochside Regional Trail and other shared streets
- D. Prioritize pedestrian-friendly streetscapes with separated sidewalks, street trees, landscaped boulevards, and other public realm elements to encourage walking and social interactions within the public realm.
- E. Support improvements to vehicle access and transit along the Pat Bay Highway
- F. Strengthen linkages between land use and transportation through coordinating changes in land use, density increases, and improvements to transportation facilities
- G. Improve the streetscape of Cordova Bay Road to improve pedestrian comfort, slow traffic, and support a Village commercial main street

6.1 Network Connectivity

A well-connected transportation network that provides safe and convenient travel options is the basis of an efficient multi-modal system. In Cordova Bay, there are challenges to connectivity due to topography and a disconnected road pattern due to the curvilinear road design. Looking for opportunities to improve connectivity will make walking, cycling, and the use of transit more convenient and attractive. While the topography and adjacency to Highway 17 will prevent Cordova Bay from being a highly connected community, incremental changes can improve links between destinations.



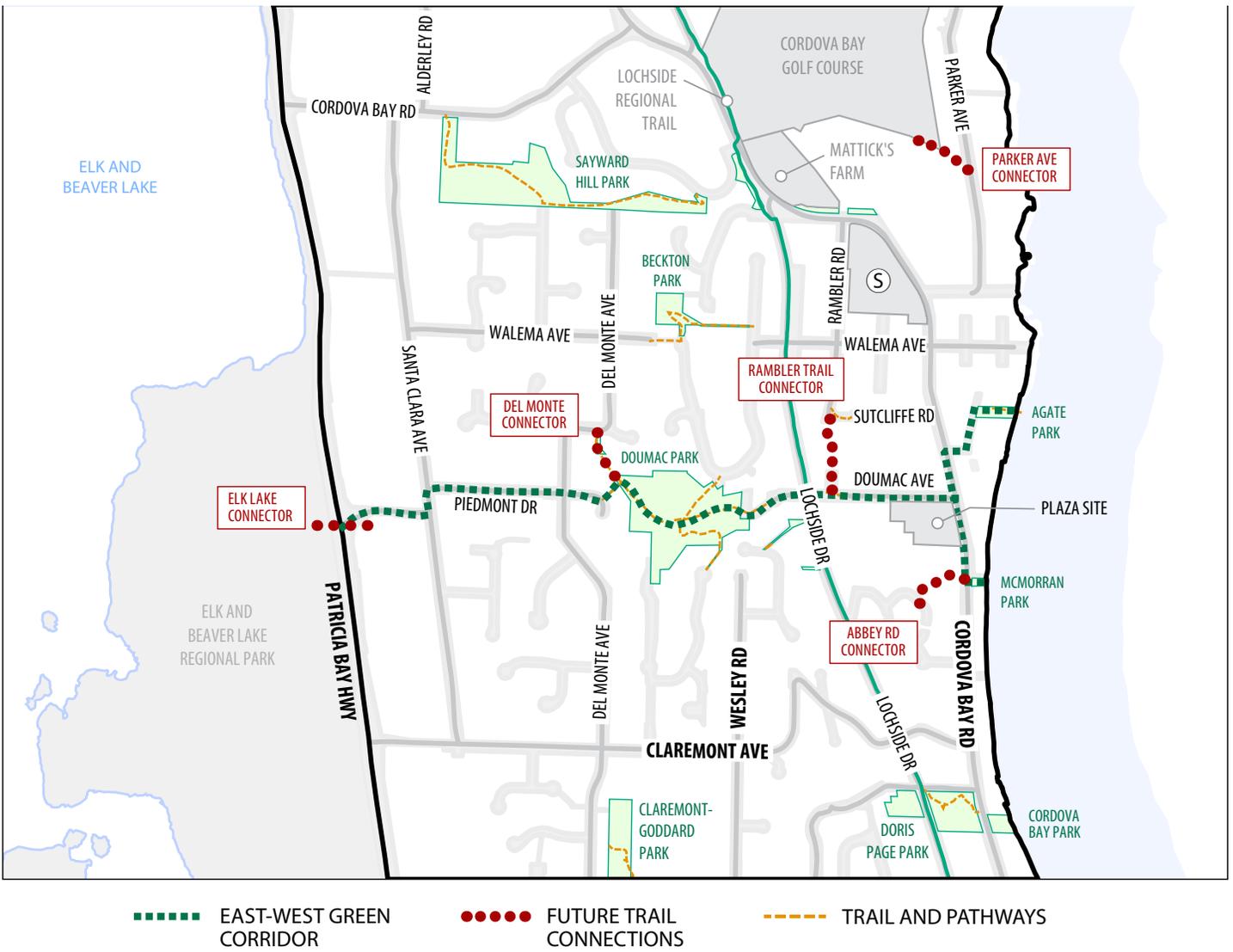
Lochside Regional Trail plaza

POLICIES

- 6.1.1 As larger properties redevelop, look for opportunities to improve pedestrian connections to and through these sites.
- 6.1.2 In the long term, consider options to provide a trail connector over/under Highway 17 from Cordova Bay (possibly at Piedmont Drive) to Elk/Beaver Lake Regional Park (Map 6.1).
- 6.1.3 Complete the Del Monte trail connector between Doumac Park and Del Monte Avenue (Map 6.1).
- 6.1.4 Complete the Rambler trail connector between Sutcliffe Road and Doumac Avenue (Map 6.1).
- 6.1.5 Look for an opportunity to obtain a pedestrian and cycling pathway from Abbey Road to the Village core to improve connectivity and access.
- 6.1.6 Support the development of a trail that provides pedestrian connectivity between Parker Avenue and Mattick's Farm (Map 6.1).



BC Transit public engagement



Map 6.1: Future network connections



Doumac Park

6.2 Walking

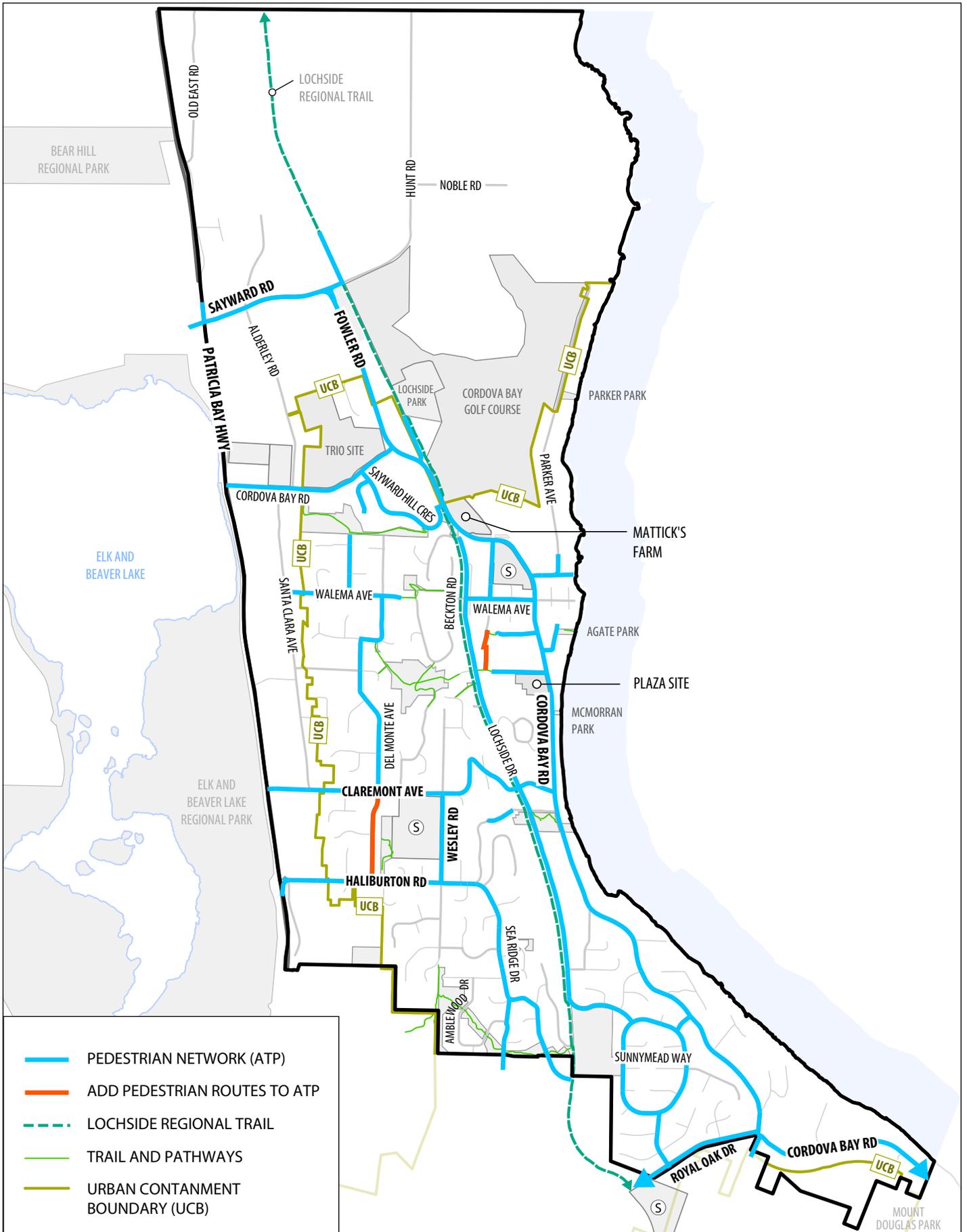
While walking within Cordova Bay can be very pleasant, challenges exist with the lack of pedestrian facilities in the Village, safety concerns on shared residential streets, and the general lack of pedestrian comfort and safety at intersections and along busier roadways such as the Cordova Bay-Fowler-Sayward Road corridor.

The Active Transportation Plan identifies the long-term pedestrian infrastructure network. Through the LAP planning process, additional routes have been identified for future sidewalks (Map 6.2). For these streets, investments will be made to pedestrian facilities including sidewalks, boulevards, landscaping, and crossings according to the ATP schedule. On streets where no sidewalk facilities are planned, there is the opportunity for the community to explore low-cost, temporary measures to improve pedestrian comfort and safety.

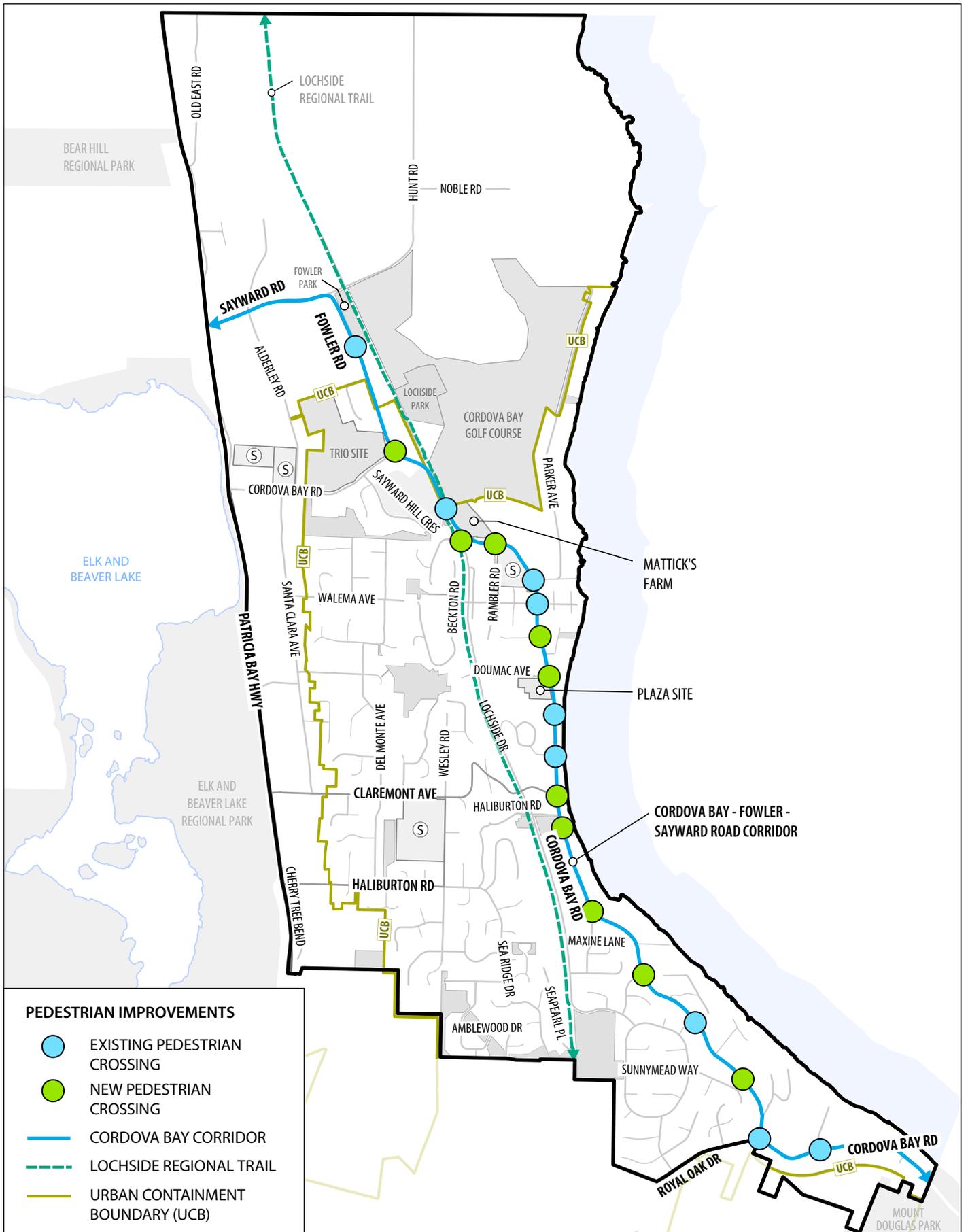
When making improvements to the public realm, the comfort, convenience, and safety of pedestrians should guide design considerations. It will be through a beautiful and efficient pedestrian streetscape that Saanich can meet goals for tree canopy, active mobility, and successful density in urban cores.

POLICIES

- 6.2.1 Prioritize pedestrian infrastructure improvements on routes identified on Map 6.2 and update the Active Transportation Plan to align with these priorities.
- 6.2.2 Install new pedestrian crossings along the Cordova Bay corridor as shown on Map 6.3.
- 6.2.3 Install sidewalks on both sides of Cordova Bay Road in the Village in the short term (see Section 10.5).
- 6.2.4 Install sidewalks on both sides of the road along the Cordova Bay corridor inside the Urban Containment Boundary in the long term. Install sidewalks on one side of the road along the Cordova Bay corridor in the long term outside the Urban Containment Boundary as a minimum, and to both sides where opportunities arise such as during improvements to Fowler Park (Map 6.3).
- 6.2.5 Improve the sidewalk on Claremont Avenue to provide a better east-west pedestrian route between the Ridge and Cordova Bay Road.
- 6.2.6 Increase pedestrian safety at intersections with landscape maintenance and road design measures that signal to drivers that pedestrians have priority. Prioritize the Haliburton Road and Wesley Road intersection for improvements.
- 6.2.7 Improve the pedestrian experience and encourage walking by building sidewalks separated from the roadway by treed boulevards in order to:
- buffer pedestrians from motor vehicles;
 - maintain narrow road widths;
 - retain neighbourhood character; and,
 - improve tree canopy.
- 6.2.8 Design and build pedestrian-oriented roadways by siting sidewalks against property lines as the default condition. Consider varying this standard in order to:
- protect mature trees that are suitable for boulevards and have long-term viability;
 - address unique servicing conditions; and,
 - address significant slope that makes building separated sidewalks infeasible.
- 6.2.9 Improve the safety and comfort of pedestrians and cyclists on residential streets by considering pilot projects and interim designs to address immediate community needs using low-cost and quick-build techniques such as:
- bollards;
 - rubber curbs;
 - planter boxes; and,
 - road paint.
- 6.2.10 Protect pedestrians, promote traffic calming, and reduce damage to boulevards by continuing to communicate with the public on boulevard parking requirements outlined in the *Streets and Traffic Bylaw*.
- 6.2.11 Engage property owners on their responsibility to trim vegetation on the public boulevard to maintain visibility and reduce encroachment on pedestrian facilities.
- 6.2.12 Encourage walking and cycling to schools by working with partner agencies and implementing recommendations from the *Active and Safe Routes to School Program*.
- 6.2.13 Seek opportunities to make walking safer and more enjoyable outside the Urban Containment Boundary by working with willing property owners to build off-road trails.
- 6.2.14 Retain and add boulevard trees on Cordova Bay streets to:
- enhance neighbourhood character;
 - improve air quality, moderate urban temperatures, and reduce stormwater runoff;
 - enhance biodiversity and habitat; and,
 - improve the pedestrian environment.
- 6.2.15 Ensure the Trio development site provides convenient, well-designed, and well-integrated pedestrian facilities to and through the site as part of a comprehensive development plan.



Map 6.2: Long-term pedestrian infrastructure network (ATP)



Map 6.3: New and existing corridor pedestrian crossings

6.3 Cycling

Having safe and convenient cycling routes to destinations and residences is important for an active community. The Lochside Regional Trail provides an excellent north-south spine through the community for recreational and commuter use. Quiet residential streets also provide a pleasant cycling experience.

Saanich's Active Transportation Plan identifies a spine network of cycling routes as the backbone of its cycling infrastructure. The network will be suited to all ages and abilities (AAA), from aged 8 to 80.

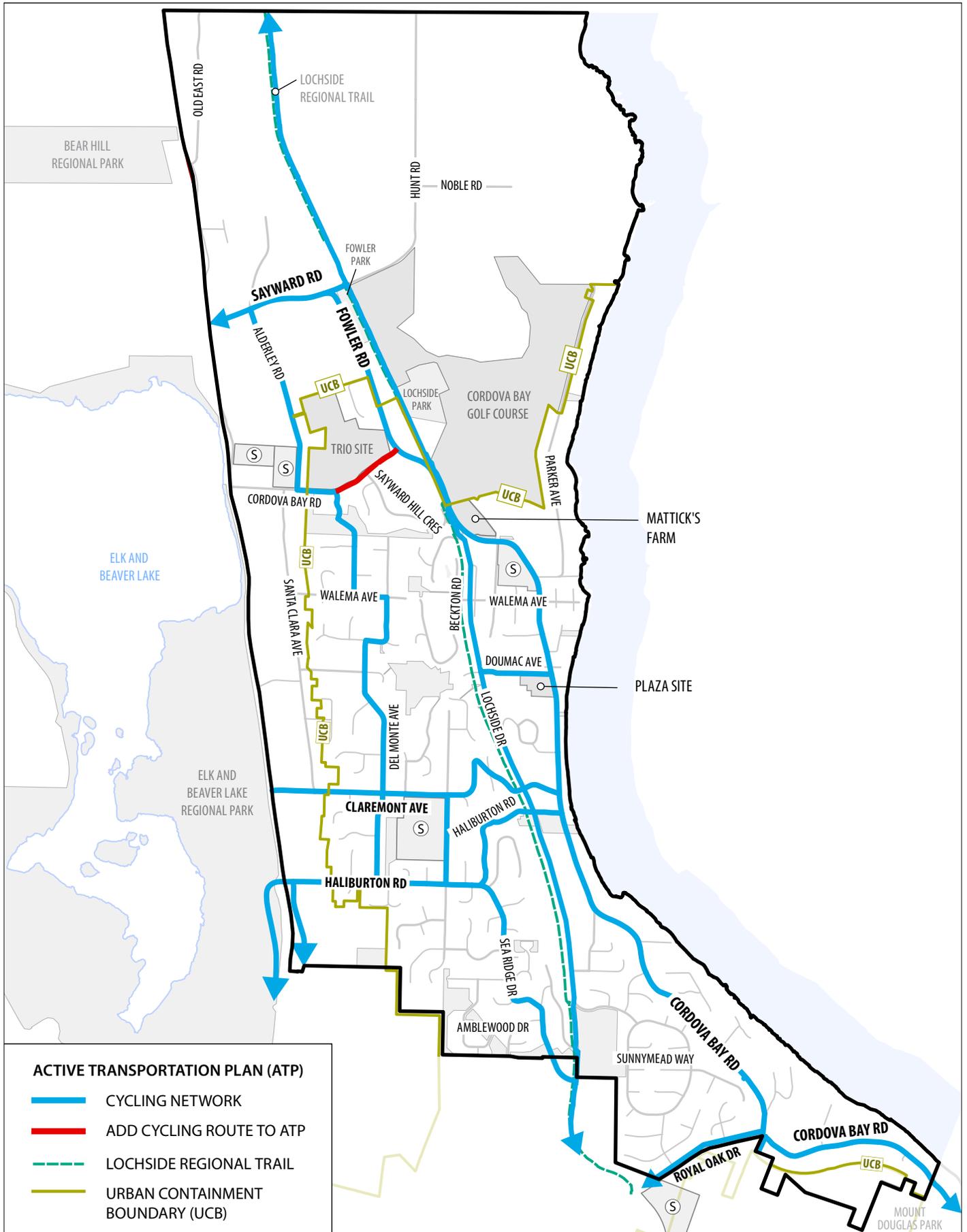
The routes of the cycling network within Cordova Bay are illustrated in Map 6.4. This plan seeks to support implementation of the spine network and identify local improvements to support cycling in Cordova Bay.



Lochside Regional Trail along Lochside Drive

POLICIES

- 6.3.1 Complete bike lanes on both sides of the Cordova Bay/Fowler/Sayward Road corridor (Map 6.4).
- 6.3.2 Improve the experience and safety of cyclists and other users of Lochside Regional Trail by continuing to make enhancements to the shared, on-road portion of the regional trail.
- 6.3.3 Work cooperatively with the Capital Regional District when considering improvements to the Lochside Regional Trail.
- 6.3.4 Make cycling more convenient and enjoyable by providing amenities such as bike racks, benches, public art, water fountains, electric charging, and bike repair kitchens on key active transportation routes and at important destinations such as parks, commercial areas and beach access points.
- 6.3.5 Improve the safety and comfort of pedestrians and cyclists on residential streets by considering pilot projects and interim designs to address immediate community needs using low-cost and quick-build techniques such as:
 - bollards;
 - rubber curbs;
 - planter boxes; and,
 - road paint.
- 6.3.6 Ensure the Trio development site provides convenient, well-designed, and well-integrated cycling facilities to and through the site as part of a comprehensive development plan.



Map 6.4: Long-term cycling infrastructure network

6.4 Public Transit

The frequency and convenience of the transit system ranks near the top of community transportation concerns. Cordova Bay currently receives a basic level of transit service. Providing more frequent transit service is challenging given the area's low population and relatively low demand. Plans for future transit improvements in Cordova Bay are established through BC Transit's Broadmead-Cordova Bay Local Area Transit Plan.

Highway 17 is designated as a future Rapid Transit corridor, and currently has priority service levels. There are informal park-and-ride locations near transit stops along Highway 17 at Haliburton Road and Sayward Road. Transit use from these locations would be more inviting if park-and-ride facilities were formalized and improvements were made to pedestrian access and amenities such as benches, accessibility, and weather protection.

Increasing transit ridership is a key objective of Saanich's Active Transportation Plan (ATP). For Cordova Bay, transit goals are to support infill along transit routes, improve bus stop access and amenities in the Village, and make use of park-and-rides on the Highway 17 corridor more attractive. Expanding transit service to the Ridge in the future is also a goal.

POLICIES

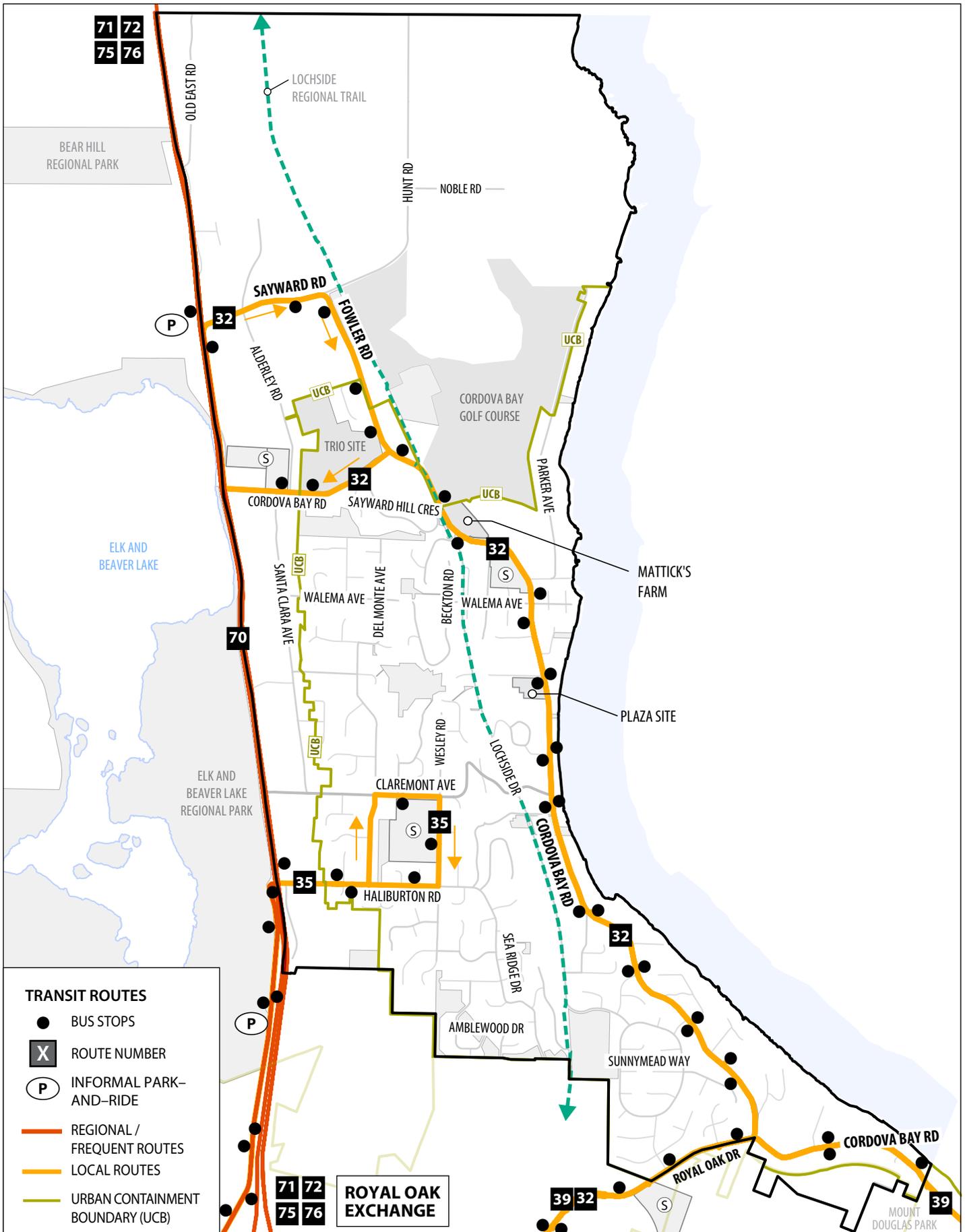
- 6.4.1 Support BC Transit efforts to improve infrastructure, accessibility, service levels, and reliability of local transit service (Map 6.5).
- 6.4.2 Support efforts by BC Transit to improve transit service on the Ridge.
- 6.4.3 Explore formalizing park-and-ride facilities for transit users on Highway 17 by:
- improving the use of on-street parking;
 - working with BC Transit and the Ministry of Transportation and Infrastructure to develop park-and-ride sites; and,
 - including multi-modal amenities such as electric charging and secure/sheltered bicycle parking.
- 6.4.4 Improve pedestrian access to transit by relocating mid-block bus stops closer to intersections to align with existing or planned sidewalks.
- 6.4.5 Enhance safety for transit users by encouraging the Ministry of Transportation and Infrastructure to provide safer pedestrian access across Highway 17 to transit stops southbound at Haliburton Road-Elk Lake Road and Sayward Road.
- 6.4.6 Promote transit use and lower levels of private vehicle ownership in the Village by focusing future residential growth in the Village area, improving transit stops, and enhancing pedestrian access.



Public art at transit stop



BC Transit bus along corridor



Map 6.5: Transit routes

6.5 Motor Vehicles

Cordova Bay's road network is made up of a series of highway, major, collector, and residential streets (Map 6.6). The key goal of managing traffic is to enable efficient travel while improving safety and livability in Cordova Bay. Discouraging drive-through traffic and speeding along the corridor and through-streets on the Ridge are important to residents.

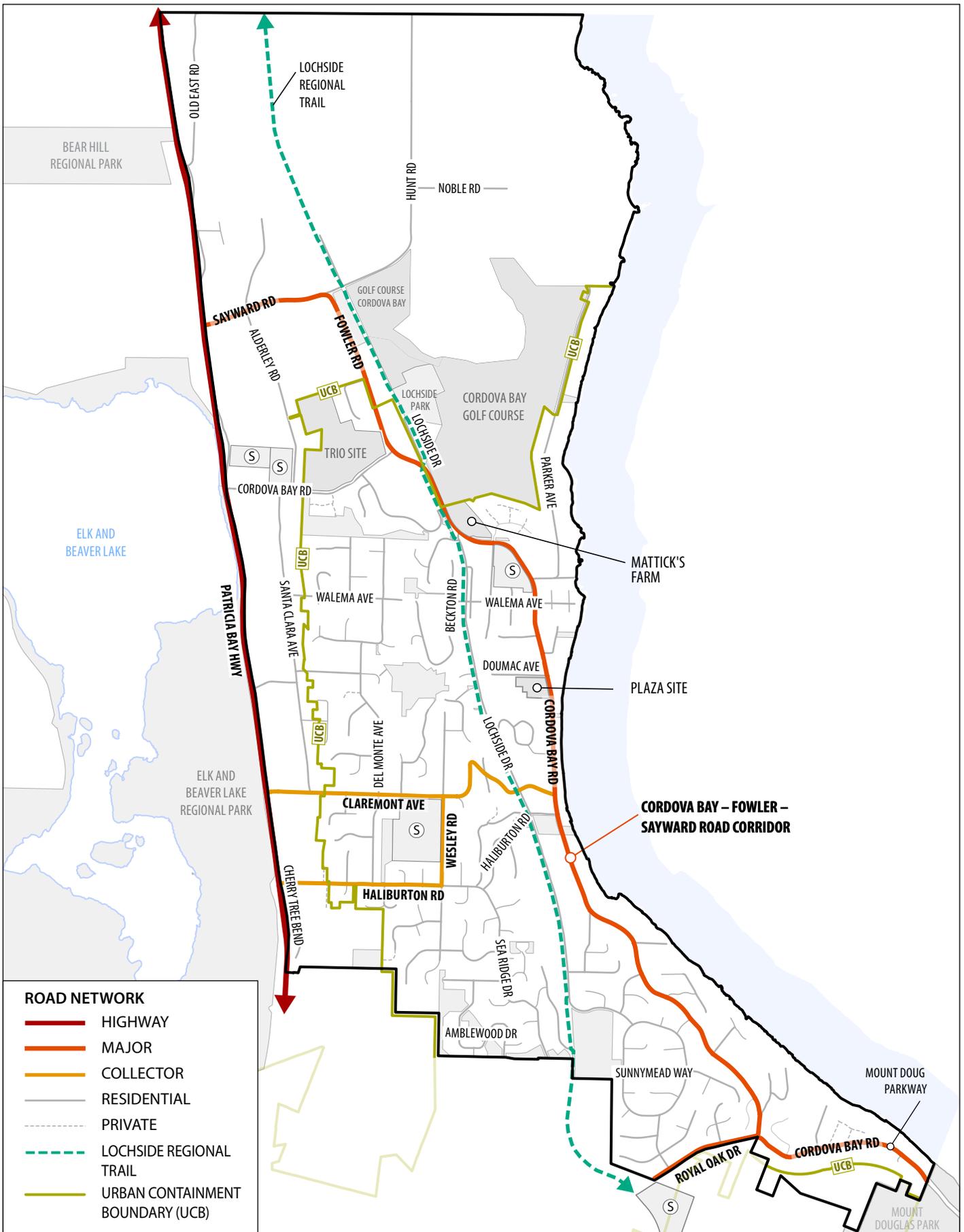
Safe and convenient access to Highway 17 is another key concern. Some of the problem areas are the access to Highway 17 southbound from Sayward Road, wait times at Haliburton Avenue turning south, and safety at the Haliburton, Cordova Bay, and Sayward Road intersections.



Fowler Road

POLICIES

- 6.5.1 Work to reduce traffic speeds and cut-through traffic through measures such as on-street parking, sidewalk extensions, street trees, and design elements that visually narrow the road.
- 6.5.2 Assess impacts and require improvements to the road network as part of any proposed development of the Trio gravel pit.
- 6.5.3 Acknowledge the Ministry of Transportation and Infrastructure's long-term plan to close minor access roads on the east side of Highway 17 and work with the Ministry regarding land use and transportation decisions that will impact Cordova Bay.
- 6.5.4 Improve road safety and access to Highway 17 by working with the Ministry of Transportation and Infrastructure to:
- Improve Highway 17 access, wait times, and safety at Haliburton Road and Sayward Road intersections;
 - Implement a dedicated left-turn at Sayward Road south-bound on Highway 17;
 - Improve Sayward Road access for south-bound traffic onto Highway 17; and,
 - Improve access to transit and park-and-ride facilities along the Highway 17 corridor for bus commuters.
- 6.5.5 Encourage the Ministry of Transportation and Infrastructure to maintain current access to/from Highway 17, including at Cordova Bay Road, until other measures such as a service road are undertaken in the future.
- 6.5.6 Consider developing a long-term plan for Mt. Doug Parkway, including possible re-alignment, due to erosion and slope instability.



Map 6.6: Road network

6.6 The Cordova Bay-Fowler-Sayward Road Corridor

The Cordova Bay-Fowler-Sayward Road corridor is the main north-south route to and through Cordova Bay (Map 6.6). The corridor is classified as a major road. Speed, volume, and pedestrian safety are key community concerns.

Improvements are planned to the corridor using Development Cost Charge (DCC) funds that have been collected over the years. The purpose of the project is to install pedestrian and cycling facilities and make boulevard improvements along the full length of the corridor, between Royal Oak Drive and Highway 17. With the exception of a portion adjacent to the elementary school to be undertaken in the short term, the project will be implemented within five to 10 years.

As improvements to the corridor are made, opportunities should be considered to achieve additional community goals such as building a vibrant village, improving the public realm, improving pedestrian comfort and safety, slowing traffic, creating a sense of place, and achieving a continuous tree canopy.

Improving crossings and pedestrian safety will result in more formalized on-street parking. Some parking capacity may be reduced in order to accommodate the crossings and achieve safe sight lines.



Cordova Bay-Fowler-Sayward Corridor

POLICIES

- 6.6.1 Maintain the Cordova Bay-Fowler-Sayward Road corridor (Map 6.6) as a two-lane major road with intermittent centre turn lanes.
- 6.6.2 Design improvements to the Cordova Bay-Fowler-Sayward Road corridor in adherence with the conceptual road sections illustrated in Figure 6.1 and Figure 6.2.
- 6.6.3 Provide complete and continuous sidewalk facilities along the Cordova Bay-Fowler-Sayward Road corridor from Royal Oak Drive to Highway 17.
- 6.6.4 Provide sidewalks on both sides of the Cordova Bay-Fowler-Sayward Road corridor within the Urban Containment Boundary (Map 6.6).
- 6.6.5 Provide bicycle lanes along both sides of the Cordova Bay-Fowler-Sayward Road corridor.
- 6.6.6 Separate pedestrian and cycling facilities from traffic with landscaped, treed boulevards (Figure 6.1, Figure 6.2) where possible in an effort to:
- provide a safe and comfortable experience for pedestrians and cyclists;
 - retain and enhance the urban forest; and,
 - narrow the perceived road width to reduce traffic speeds.
- 6.6.7 Seek opportunities to use the public realm to create a sense of place and build public gathering places through placement of street furniture, wayfinding signage, public art, shade trees, and other amenities.
- 6.6.8 Improve pedestrian safety and foster connectivity by installing new pedestrian crossings along the corridor (Map 6.3).
- 6.6.9 Install gateway elements at the entrances to the Cordova Bay Village to signal the importance of the area and provide engineered and visual cues to help reduce vehicle speeds (Map 10.3).
- 6.6.10 Retain and enhance the urban forest and contribute to attractive streetscapes by striving for a continuous tree canopy along the Cordova Bay-Fowler-Sayward Road corridor.
- 6.6.11 Retain urban tree canopy by designing new sidewalks to meander around existing trees that are mature, are suitable for the boulevard, and have long-term viability.

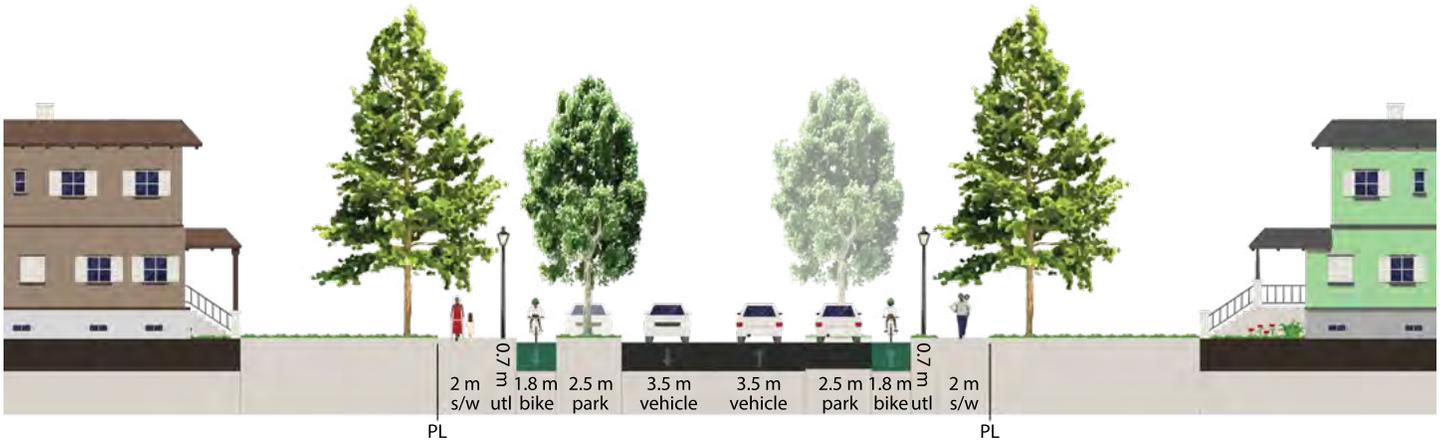


Figure 6.1: Cordova Bay-Fowler-Sayward Road corridor inside the Urban Containment Boundary



Figure 6.2: Cordova Bay-Fowler-Sayward Road corridor outside the Urban Containment Boundary

6.7 Lochside Regional Trail and Lochside Drive

Lochside Regional Trail is part of the regional trail system managed by the Capital Regional District (CRD). Lochside Drive is an on-road section of the Lochside Regional Trail, and within Saanich's jurisdiction. Some portions of Lochside Drive have been built to typical municipal road standards with 8.5 m width, sidewalk, curb and gutter. Other portions have not.

During the update of the local area plan, the community helped develop a vision and principles for Lochside Drive to inform future improvements. This vision has been developed into policies and road design sections which will be used by Saanich Engineering at the time that improvements are made. The Active Transportation Plan (ATP) identifies Lochside Drive for improvements in the medium term (5 years).

Use on this portion of the trail is shared between recreational trail users, limited through-traffic, and vehicles accessing private properties. Improvements made to Lochside Drive in the future should seek to reduce user conflict while retaining the rural character, treed landscape, and narrow, intimate road width. Access to private properties will be maintained.

POLICIES

- 6.7.1 Continue to work with the CRD to develop Lochside Regional Trail as an exceptional regional walking and cycling route for people of all ages and abilities.
- 6.7.2 When considering municipal improvements along the Lochside Regional Trail route, liaise with the CRD to ensure consistency with the Regional Trail Management Plan while considering operational requirements of both jurisdictions.
- 6.7.3 Maintain the character of Lochside Drive as a narrow, shared roadway and active transportation corridor.
- 6.7.4 Improve safety for Lochside Regional Trail users by considering traffic and parking reduction strategies and piloting diversions and closures on Lochside Drive.
- 6.7.5 Work with the CRD to maintain and enhance a continuous tree canopy along the Lochside Regional Trail.

- 6.7.6 Consider the following strategies to reduce user conflicts on Lochside Drive:
 - Prioritize north-south travel
 - Continue to discourage through-traffic on Lochside Drive
 - Explore reducing the speed limit to 30 km/hr.
- 6.7.7 When installing pedestrian facilities along Lochside Drive, protect mature trees by building separated pathways only where the removal of mature trees is not required, and by meandering pedestrian pathways around mature trees (Figure 6.4).
- 6.7.8 Consider piloting advisory shoulders for pedestrians (Figure 6.3) on Lochside Drive where the installation of separated pedestrian pathways would cause significant tree loss. Continue to have bicycles and vehicles share the roadway (Figure 6.5).
- 6.7.9 Continue to improve intersections and pedestrian crossings along Lochside Drive as part of redevelopment. Prioritize the intersection at Lochside Drive and Doumac Avenue for a key trail connector and public square.
- 6.7.10 As part of a community wayfinding program, work with the CRD to install signage on the Lochside Regional Trail to direct visitors to commercial areas, parks, beach access points, and amenities such as public washrooms.



Figure 6.3: Advisory shoulder for pedestrians

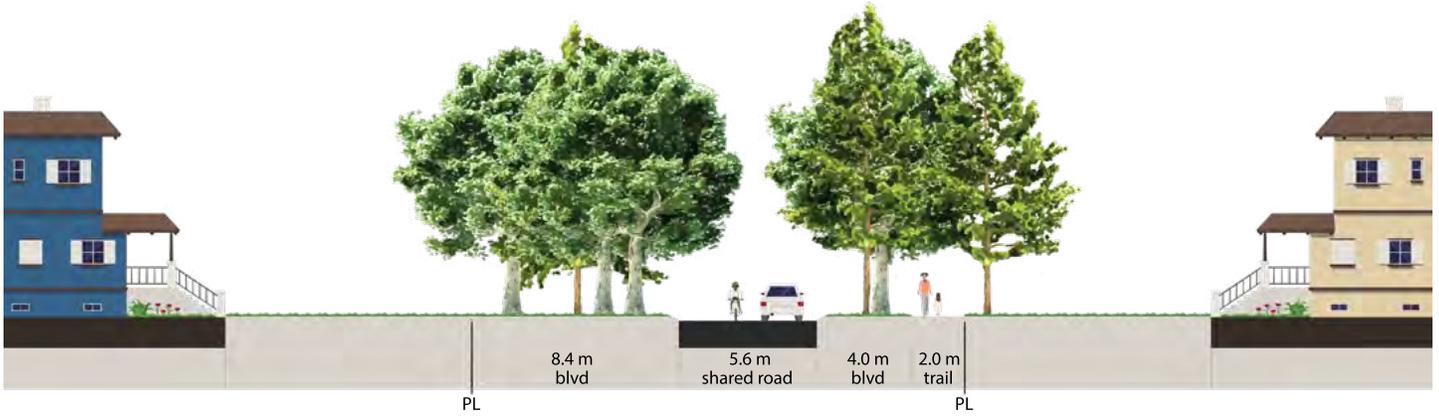


Figure 6.4: Lochside Drive with future separated pedestrian pathway

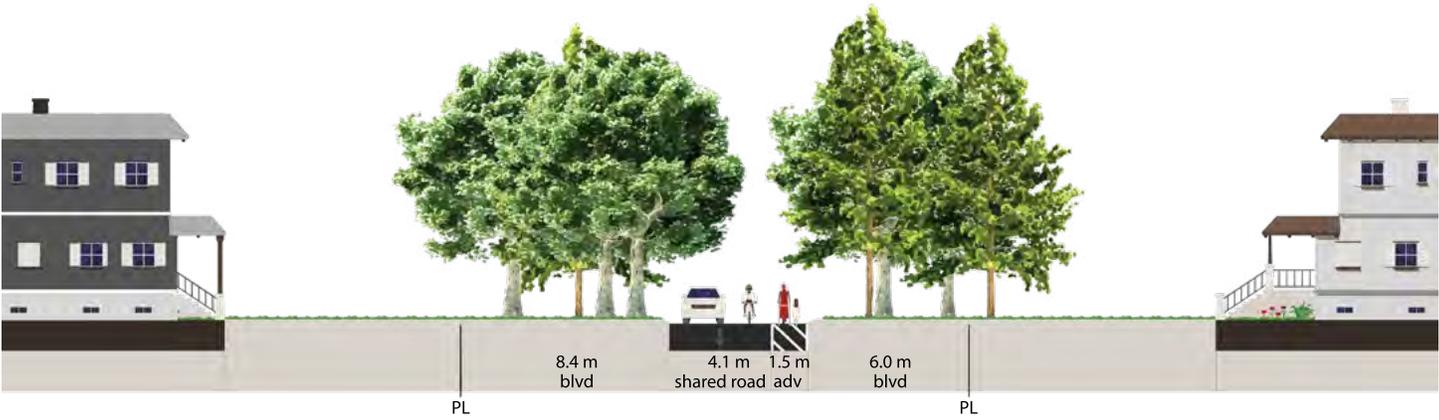


Figure 6.5: Lochside Drive with future pedestrian advisory shoulder



Lochside Regional Trail

6.8 Residential Streets on the Ridge

The Active Transportation Plan designates several “residential” streets on the Ridge as key active transportation routes. These streets, including Del Monte Avenue, a portion of Wesley Road, and Sea Ridge Drive, are planned to receive sidewalks in the long term (Map 6.3).

Through community input, design concepts for active transportation use were developed for these routes to address potential user conflicts, safety, and streetscape character. These concepts are illustrated both for streets which are currently constructed to residential road design standards (Figure 6.6) and for those “character” streets which are narrower and do not meet residential road design standards (Figure 6.7).

The long term concept is for sidewalks separated by a treed boulevard. In the short term, there are opportunities to pilot temporary measures to create pedestrian facilities.



Del Monte Drive

POLICIES

- 6.8.1 As improvements are made to streets on the Ridge, install new sidewalks next to property lines and separate them from the roadway with treed boulevards as the default condition (Figure 6.6, Figure 6.7). Consider varying this standard in order to:
- protect mature trees that are suitable for boulevards and have long-term viability;
 - address unique servicing conditions; and,
 - address significant slope that makes building separated sidewalks infeasible.
- 6.8.2 Improve pedestrian safety by supporting efforts in the short term to pilot pedestrian advisory shoulders (Figure 6.3) using road paint and/or bollards to create temporary pedestrian facilities. Consider limiting on-street parking to one side of the road and to support pedestrian use on the other side.
- 6.8.3 Continue to have bicycles and vehicles share the travel lane on low-volume residential streets.
- 6.8.4 Consider traffic calming measures such as centre landscaped medians to slow traffic.
- 6.8.5 In order to maintain street character and encourage lower traffic speeds, consider maintaining existing road widths for streets that are narrower than the residential standard (Figure 6.7).

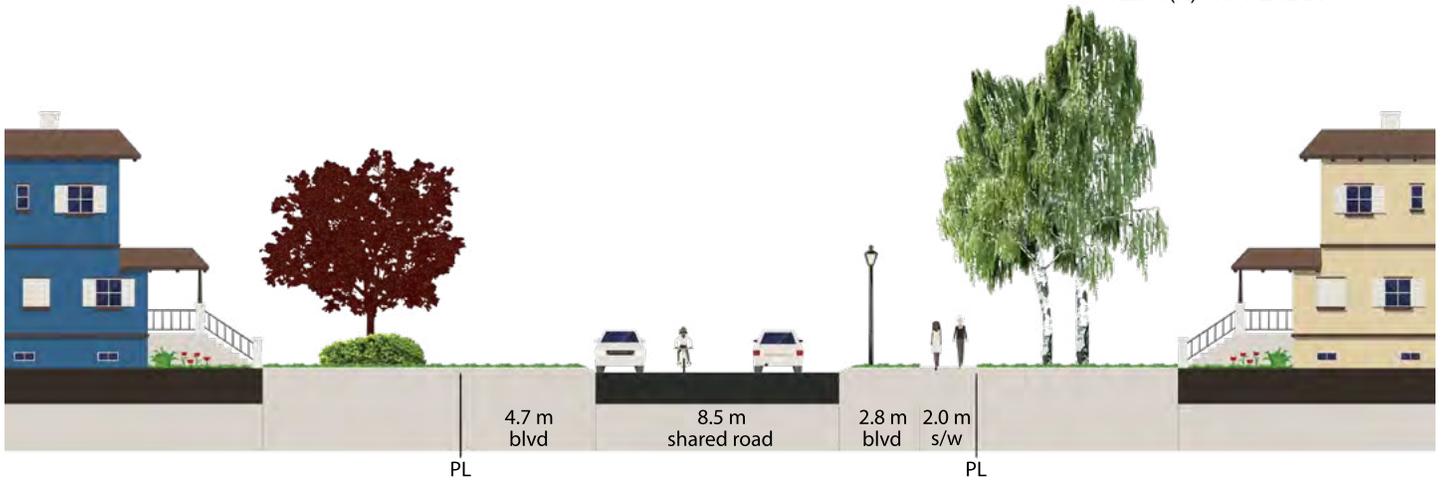


Figure 6.6: Future sidewalks for standard Ridge streets

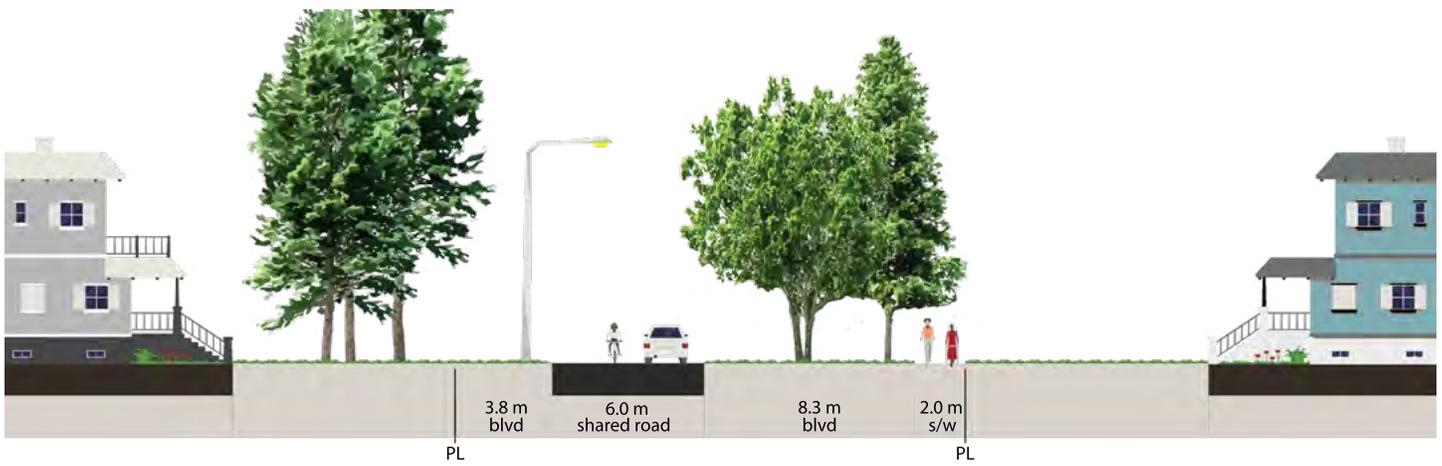


Figure 6.7: Future sidewalks for non-standard Ridge streets



7. PARKS, OPEN SPACE, TRAILS, AND COMMUNITY FACILITIES

The parks, trails, and beach areas of Cordova Bay are an essential part of the neighbourhood's character, history, culture, and appeal. These areas support ecological functions, provide numerous social and recreational opportunities, and give residents the chance to connect with nature and take in outstanding views. Several parks protect key Indigenous archeological sites. Cordova Bay residents use and value parks and natural areas very highly.

Cordova Bay is well served by parks both within the local area, and nearby (Map 7.1). Saanich's *Official Community Plan* (OCP) establishes a standard for parks and open space for each neighbourhood. Cordova Bay is slightly short of the park space standard (Figure 1). Opportunities to continue to add to the parks, trails, and open space network based on the direction in this Plan will bring Cordova Bay closer to its OCP target.

In addition to parks, Cordova Bay is fortunate to contain a major trail facility. The Lochside Regional Trail runs north-south through Cordova Bay and serves as a regional commuter and recreational corridor. While the trail is managed by the Capital Regional District (CRD), Saanich has jurisdiction over portions that also serve as a public roadway. Saanich will continue to work towards improving the safety and comfort of users on shared portions, and with the CRD on the long-term goal of building a world-class regional trail facility. The Plan also identifies other trail and wayfinding priorities that will enhance network connectivity.

Park improvements and upgrades can enliven existing park space and ensure that facilities serve a diverse public. A number of parks are due or near-due for investments including Fowler Park, Lochside Park, and Cordova Bay Park. Undertaking these improvements with consideration to how each of these parks relate to each other and the wider network will be important. These improvements should involve adding amenities that continue to enhance user experience and meet the needs of the community.

Parks, trails and beach areas contain important First Nations heritage and natural resources. In addition to a village site now partially covered by Agate Park, and ancestral sites at McMorran and Cordova Bay Parks, other parks and open spaces in the Cordova Bay area are refuges for culturally-significant resources.

Ancestral burial sites have been disturbed in the past, and Saanich is committed to protecting these places. Parks

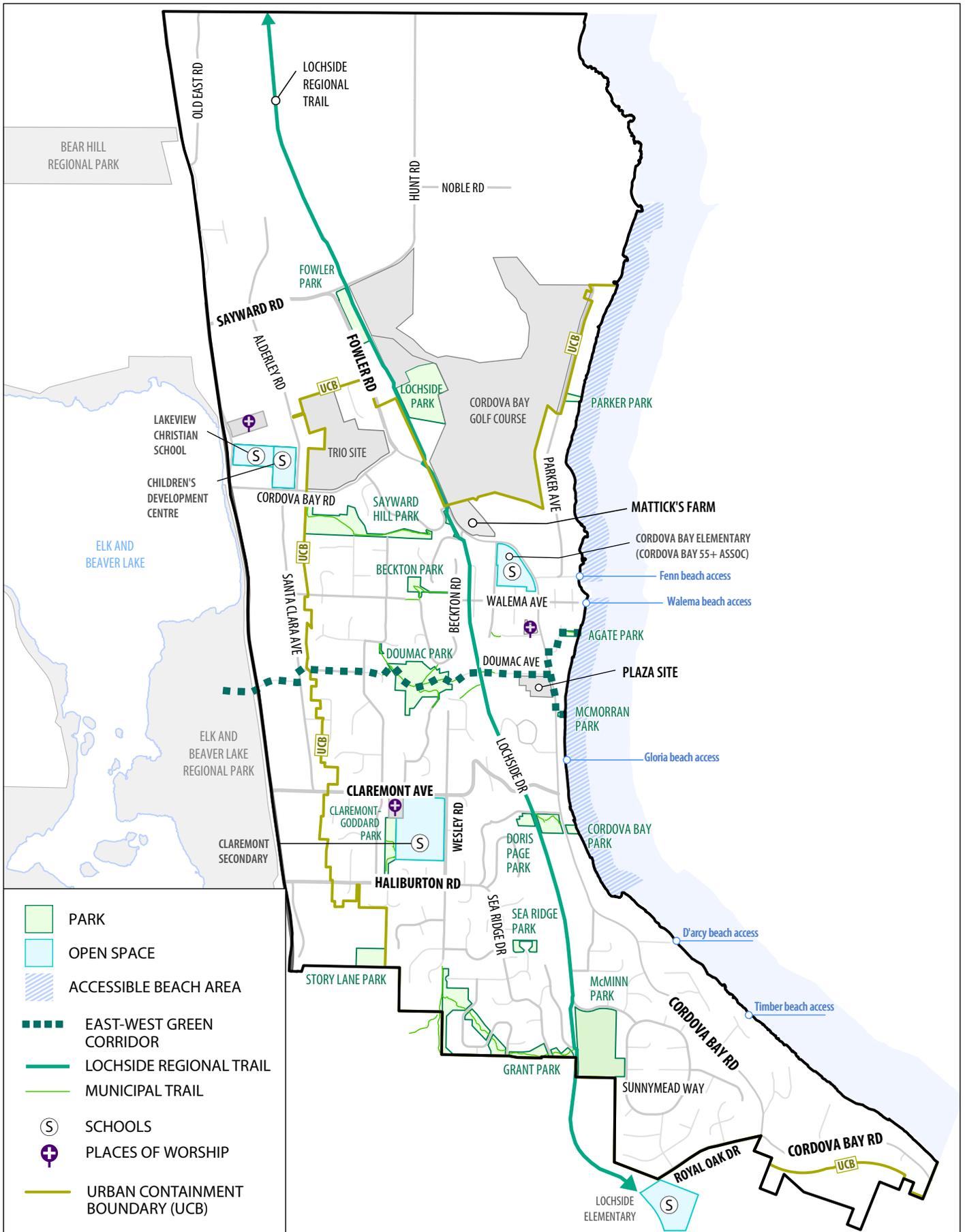
properties provide an opportunity to honour, experience, and celebrate the history of Indigenous peoples in the region and encourage their continued presence. Further, these places provide the District of Saanich with the opportunity to work directly with local First Nations to ensure that ancestral remains are respectfully stewarded in ways that embrace Indigenous cultural and ancestral values.

OBJECTIVES

- A. Develop and improve parks to meet diverse needs
- B. Enhance existing beach accesses
- C. Enhance the network of trails to support recreational use and promote active transportation
- D. Identify opportunities to expand recreational services, programs, and facilities
- E. Support a community wayfinding strategy
- F. Work with local First Nations to recognize and celebrate Indigenous history and culture, and protect ancestral sites



McMinn Park



Map 7.1: Parks, open space, trails, and community facilities

7.1 Park and Trail Network

Parks and trails provide Cordova Bay residents the opportunity to be active and connect with nature, and their cultural history. Key additions to parks and trails will result in enhancements the network that will improve the experience of users. Opportunities exist to work with First Nations to recognize and celebrate indigenous history through the Parks system in Cordova Bay through parks spaces, place names, and education.

POLICIES

- 7.1.1 Support the acquisition of additional public parks, open spaces, and trails to enhance the network of parks, natural areas and trails in Cordova Bay consistent with the OCP standard.
- 7.1.2 Design and upgrade existing parks to meet the needs of a diverse range of ages, abilities, cultural groups, and interests.
- 7.1.3 Undertake planning for improvements to Fowler Park concurrently with planning for Lochside Park, so that facilities and amenities for both parks are complementary to each other.
- 7.1.4 When designing Fowler Park improvements, give consideration to the following:
- facilities for youth;
 - washroom facilities;
 - parking;
 - electric bike/vehicle charging stations;
 - improved trail connections; and,
 - other facilities and amenities for users of the Lochside Regional Trail.
- 7.1.5 When undertaking Lochside Park improvements, consider pedestrian and cycling amenities, parking, washroom facilities, clubhouse upgrades, and connection to the Lochside Regional Trail.
- 7.1.6 Encourage community contributions during redevelopment to support upgrades or expansions to parks and trails.
- 7.1.7 Complete the Del Monte trail connector between Doumac Park and Del Monte Avenue (Map 6.1).

- 7.1.8 Build a plaza at the intersection of Lochside Drive and Doumac Avenue and provide “on-route” pedestrian and cycling amenities and create a more deliberate connection to Cordova Bay Village and the beach.
- 7.1.9 Implement an east-west green corridor that connects the beach and Village to Elk/Beaver Lake Regional Park via Doumac Avenue, Doumac Park, and Piedmont Crescent (Map 7.1).
- 7.1.10 Consider property acquisition or land swaps in order to build an all-abilities pathway connector from Lochside Drive to Doumac Avenue (Map 6.1).
- 7.1.11 Support the establishment of a community wayfinding and signage program to help residents and visitors navigate the community and to promote local places of interest.
- 7.1.12 Collaborate and partner with local First Nations when planning and designing park improvements, undertaking ecological restoration, and considering future park acquisitions in Cordova Bay.
- 7.1.13 Work with the First Nations to honour the traditional village site and celebrate First Nations culture and history within Cordova Bay parks and public spaces owned by Saanich. Collaborate to protect ancestral burial sites and ensure remains are treated in a way that is consistent with First Nations cultural and ancestral values.
- 7.1.14 Complete the Rambler trail connector between Sutcliffe Road and Doumac Avenue (Map 6.1).
- 7.1.15 Continue to work with the CRD to make improvements to the Lochside Regional Trail to improve the safety, comfort and enjoyment of users.
- 7.1.16 Support the development of a pedestrian connector between Parker Avenue and Mattick’s Farm (Map 6.1).

7.2 Marine Areas and Beach Access

The beach is a defining feature for Cordova Bay and among the most appreciated of the community's open space assets. Marine areas - defined as those below the high water mark - are under the jurisdiction of the Crown and considered public space.

Improving existing beach accesses and maintaining the environmental integrity of marine areas are key community priorities. Beach areas are also areas of archaeological and cultural significance to the First Nations requiring sensitivity and respect.



Agate Park beach access



Parker Park beach access

POLICIES

- 7.2.1 Seek opportunities to make improvements to beach parks and beach accesses such as pathways, stairs, public toilets, drinking fountains, accessibility improvements, landscaping, seating, signage, public art, information kiosks, and other amenities.
- 7.2.2 Continue to work with partners, agencies, organizations, the public, and private property owners to protect the environmental integrity and function of marine areas.
- 7.2.3 Consider future sea level rise and climate change to minimize associated impacts, such as flooding and erosion, on marine ecosystems, areas of significance for First Nations, and beaches and beach amenities.
- 7.2.4 Transfer beach access points (i.e. road ends) currently under the jurisdiction of Saanich Engineering to Saanich Parks, have them identified as Parks assets, and include them in the Parks Operational Plan and budget.
- 7.2.5 Work with First Nations to address archeologically-important areas and ancestral remains in parks, beach accesses, and marine areas ensuring that information be kept confidential.
- 7.2.6 Explore opportunities to create additional beach access points through easements and property acquisition.
- 7.2.7 Support pedestrian and cycling access to and from the beach through improvements to sidewalks, bike facilities, pedestrian crossings, trails, and wayfinding and amenities such as bike racks, benches, picnic tables, and other public facilities.
- 7.2.8 Explore opportunities and consider pilot programs for commercial activity at beach parks and access points, such as food trucks and recreational equipment rentals.
- 7.2.9 Support special and community events at beaches and consider allowing temporary commercial activity during such events.
- 7.2.10 Consider opportunities to increase the parking supply near beach access points.
- 7.2.11 Use interpretative signs and public art as opportunities to educate and connect users with the cultural and natural history of the area.

7.3 Community Facilities and Programming

Through the District's centralized recreation model, Saanich Commonwealth Place (SCP) serves Cordova Bay. Recently, Saanich undertook a market analysis of its recreational facilities to guide the development of wellness and health programs, activities, services and experiences. Recommendations include ongoing maintenance and enhancement of SCP as an important community asset.

Services and programming are also provided by community organizations and facilities. Within the local area, Cordova Bay 55 Plus is highly active providing seniors with recreation, social activities, and outreach. The Cordova Bay Golf Course provides two courses that are open to the public. The Community Club is in the planning stages for redeveloping its site to provide recreational facilities. The churches and schools also provide community facilities for Cordova Bay residents.

Saanich will continue to provide recreational services and programming to Cordova Bay through SCP. There is the potential for continued and expanded collaboration and partnerships between local community organizations in local service delivery. While seniors' programming is well developed, there is a need for services for youth, younger adults, and families that smaller community facilities could provide.

POLICIES

- 7.3.1 Support ongoing maintenance and enhancement of the Saanich Commonwealth Place as the primary recreational facility for Cordova Bay residents, and consider the needs of youth, seniors, and diverse cultures in any future expansion of its programs or services.
- 7.3.2 Support partnerships with and between community organizations, schools, and other groups to deliver recreational and community services in Cordova Bay, with an emphasis on additional family oriented, child care, and youth programs.
- 7.3.3 Continue to support Cordova Bay 55 Plus as an important community-led facility.
- 7.3.4 Explore opportunities for additional, small-scale community spaces and facilities as part of larger redevelopment projects, including daycares, community centres, and community meeting spaces.
- 7.3.5 Consider identifying places that can be used as cooling centres and places of refuge during extreme weather events, power outages, and other emergencies.



Cordova Bay 55 Plus

8. SOCIAL AND CULTURAL WELL-BEING

The well-being of people and community is closely linked to a strong sense of social inclusion, values, and cultural identity. In a democratic and multi-ethnic society, it is important to provide caring for a diversity of people and to express a multitude of cultural identities.

Social well-being includes aspects of life that contribute to happiness, quality of life, safety and welfare. Cordova Bay has a legacy of community facilities, organizations, and parks and public spaces that have supported the social, spiritual, and community needs of residents.

The Plan supports activities that foster a sense of belonging and social inclusion. Affordable housing that can accommodate people of different ages, incomes, family structures, and physical and social needs is a basic need. Access to a nutritious food supply, health and safety, nature, and opportunities for employment are also vital.

Cultural health is the vitality that comes from the freedom to express arts, history, heritage, and traditions, and to participate in recreation and creative activities. The Plan aims to protect and promote culture as an essential part of connecting and celebrating the past, linking the past to the present, and in creating a sense of place, belonging and pride.

A significant part of promoting cultural health is understanding, respecting, and celebrating local Indigenous culture and history. To encourage broader cultural health, specific attention and care needs to be given to remedy past and continued injustices inflicted upon Indigenous peoples.

The Plan aims to open up dialogue with the local First Nations and work toward developing a relationship aimed at healing and creating a welcoming feeling in Cordova Bay for ɫəkwəŋən, W̱SÁNEĆ and other Indigenous peoples.



Cordova Bay 55 Plus members

OBJECTIVES

- A. Explore affordable housing initiatives
- B. Encourage and promote social interaction and inclusion
- C. Support local community organizations and facilities
- D. Support public art and place-making that reinforces community identity
- E. Honour and respect local First Nation heritage and celebrate First Nations art, culture, and history and work toward a future of reconciliation
- F. Improve public awareness of archeological sites under the Heritage Conservation Act
- G. Protect agricultural land and support access to local, healthy food



Beachfront house near Gloria Road access



Figure 8.1: S,YEWE History pole at the University of Victoria tells the transformer story of ʔEL,İĆĒ (artist: Charles Elliot Temosen-hut, 1990)

8.1 Social Well-Being

A healthy community is one where residents have opportunities to nurture their physical, social and mental well-being. Key to well-being are principles of equity, inclusiveness, accessibility, and dignity for all and at all life stages.

Quiet, personal space, and natural beauty contribute to a positive sense of well-being for many in Cordova Bay. Continuing to enhance opportunities to improve walkability, access to local services, housing diversity, and social interaction can have continued positive impacts on social well-being.

In addition to the policies in this section, social well-being is addressed in all parts of this plan with policies concerning:

- healthy neighbourhood design, density and land use
- diverse, comfortable, and active transportation networks
- access to the natural environment and outdoor recreation opportunities
- local systems to grow and buy healthy food
- diversity in the quality and affordability of housing.

Public policies across numerous agencies and levels of government contribute to community health. Ongoing coordination among partners and community members in Cordova Bay is crucial to ensuring that there is support and the ability to thrive for all including the most vulnerable citizens.

POLICIES

- 8.1.1 Within Cordova Bay, support the development of a compact, walkable Village that offers access to local services and attractive public spaces, and facilitates positive social connectedness.
- 8.1.2 Support healthy and active physical and social lifestyles for residents in Cordova Bay by:
- developing accessible and attractive public spaces
 - building a safe and inviting public realm
 - investing in active transportation infrastructure
 - nurturing access to green spaces.
- 8.1.3 Adopt a social equity lens when considering public investment in Cordova Bay.
- 8.1.4 Support community organizations that provide community services such as resources for families, seniors, and marginalized populations.
- 8.1.5 Improve community resilience to a changing climate by developing supports for vulnerable people during extreme weather events, power outages, and other emergencies.
- 8.1.6 Encourage housing that supports a broad range of accessibility and age-friendly features, preferences, and family structures including the ability to age in place.



Cordova Bay United Church

8.2 Housing Affordability

Housing that can support people of different ages, incomes, family structures, and physical/social needs is fundamental to a healthy, inclusive, and sustainable community. In Cordova Bay, there is a limit of housing choice, affordability options, and forms of tenure. The Region's high housing costs, low vacancy rates, and limits in the diversity of housing supply present a challenge to housing people.

Saanich undertook a Housing Needs Report in 2020. The report shows a shortage of housing for "very low" and "low to moderate" income levels. The need is particularly acute for renters.

Saanich completed a Housing Strategy in 2021 to address challenges in the availability and cost of housing in Saanich within the next ten years. The findings from the Housing Needs Report and the strategic direction of the Housing Strategy are reflected in the housing policies of the local area plan. As implementation occurs, there may be opportunities to update the local area plan to reflect Housing Strategy initiatives.

Within the Village and Trio site, there are opportunities to develop partnerships to build not-for-profit housing and encourage housing that is affordable to households at low and moderate income levels. The plan aims to encourage these affordable housing opportunities while supporting infill that is sensitive to neighbourhood character and provides a range of smaller unit sizes.



Sutcliffe Court not-for-profit housing

POLICIES

- 8.2.1 Explore opportunities with partners including CRD, BC Housing, First Nations, churches, non-profit organizations, and institutional uses to develop affordable and supportive housing in Cordova Bay.
- 8.2.2 Support the supply of a diversity of housing types, sizes, tenures, and house prices in Cordova Bay to provide a broader range of housing options for people at all of life's stages.
- 8.2.3 Support the development of rental housing units to increase the availability of rental housing in Cordova Bay acknowledging that the most significant need is within "very low" and "low to moderate" income levels.
- 8.2.4 Support implementation of the Housing Strategy to address housing priorities in Cordova Bay.
- 8.2.5 Consider not-for-profit housing as a use for the Saanich-owned parcel on Doumac Avenue.
- 8.2.6 Support affordable and supportive housing throughout Cordova Bay.
- 8.2.7 Support the development of not-for-profit rental housing by considering:
- reductions of municipal fees such as DCCs
 - property tax exemptions
 - financial support through the Saanich Affordable Housing Fund
 - reduced parking requirements
 - additional density and building heights
 - continued prioritized application review and approvals timelines.
- 8.2.8 Support the development of below-market, affordable rental housing by considering:
- reductions of municipal fees such as DCCs
 - reduced parking requirements
 - continued prioritized application review and approvals timelines.
- 8.2.9 Be proactive in providing support and facilitating partnerships for faith-based and non-profit organizations that are seeking to build non-market housing projects on institutional sites but may not have property development skills or access to adequate resources.

8.3 First Nations Heritage

There is a rich Indigenous history in Cordova Bay that has long been denied and at places has been physically uprooted or destroyed. With recent conversations and a historic meeting hosted by the W̱SÁNEĆ Leadership Council at ʔEL,ḷÉĆE, there is a tremendous opportunity to meaningfully honour those who occupied the area for thousands of years before colonial settlement.

The area that is Cordova Bay is the traditional territory of the W̱SÁNEĆ and Ləḵʷəŋən people. The original Cordova Bay village site was called ʔEL,ḷÉĆE (in SENĆOŦEN writing system) or cəlíłč (as written by Ləḵʷəŋən speakers), and was a hub of Indigenous life. In addition to houses and domestic areas, the surrounding areas supported harvesting, fishing, medicine gathering, and hunting. Burial areas, fish traps, sacred places, traditional trails, canoe runs and bathing sites are still located throughout Cordova Bay. In W̱SÁNEĆ oral traditions, powerful transformer stories are centred on the beach area have been honoured in the carving of the pole shown in Figure 8.1.

The importance of this place to the First Nations is visible in the physical presence of the recorded archaeological sites in Cordova Bay (13 sites as of 2020). Further, areas of high archaeological potential are mapped throughout Cordova Bay and the provincial registry continues to be updated with new information. Appreciating and preserving this fragile archaeological record and the cultural values related to its treatment is an important part of moving forward in a respectful way.

The village site was permanently occupied until the mid-1850s. The South Saanich Treaty of 1852, viewed as a peace treaty by the W̱SÁNEĆ people, applies to an area that includes most of Cordova Bay. W̱SÁNEĆ oral history tells us that this peace treaty was signed in response to a number of significant events in the region (Figure 8.2). The area was regularly used by Indigenous peoples for harvesting well into the 20th century.

The Plan aims to honour, respect, and celebrate First Nations culture and heritage with respectful development practices and sensitive treatment of ancestral remains. Public art and other place-making initiatives provide ongoing opportunities for residents to learn, engage, and connect with First Nations culture, history, and values. By deepening the relationship with First Nations and practicing culturally-appropriate behaviour, Cordova Bay can move toward a future of reconciliation.

POLICIES

- 8.3.1 Work with First Nations and other partners to promote the First Nation history of Cordova Bay and First Nation cultural values and practices.
- 8.3.2 Undertake actions to welcome and meaningfully include local First Nations in the current fabric of Cordova Bay by:
- identifying sites of First Nations significance
 - incorporating Indigenous languages on public signage
 - renaming places of significance
 - installing local Indigenous public art.
- 8.3.3 Develop protocol agreements with each of the First Nations to inform government-to-government relations. Consider agreements or memorandums of understanding with First Nations to address topics such as ancestral burial sites, cultural legacy projects, archaeological review process, and other topics of interest.
- 8.3.4 Continue to improve the development review process with respect to archaeology for both external and internal development projects. Promote awareness of the responsibility of developers and other property owners to protect archeological sites and artifacts, and encourage compliance under the *Heritage Conservation Act*.
- 8.3.5 Work with local First Nations to enhance District of Saanich policies for protection of archeological sites when undertaking municipal works.
- 8.3.6 Seek to include sites of First Nations' significance as part of a wayfinding framework in consultation with First Nations. Work to recognize and revitalize historical First Nations trails.
- 8.3.7 Prioritize local First Nations when considering public art in Cordova Bay.
- 8.3.8 Work with local First Nations to develop interpretive panels and other educational elements in parks, public spaces, beach access areas, and other suitable locations.

Throughout the process of updating the local area plan, the District of Saanich had dialogue with the W̱SÁNEĆ Nation to learn about W̱SÁNEĆ history, values, and rights. The District of Saanich will continue to collaborate with the W̱SÁNEĆ Nation to find ways to respect the oral history of the Douglas Treaty, to honour the teachings of XÁ,EL,S (Creator), and give space to W̱SÁNEĆ people to enact W̱SÁNEĆ laws.

At an historic community meeting in May 2019, Elders and community members shared oral histories and memories of ʔEL,łĆÉ with District of Saanich Council and staff. A summary of what was shared follows:

ʔEL,łĆÉ (also called Cordova Bay) is within the traditional territory of the W̱SÁNEĆ Nation. ʔEL,łĆÉ, as a village site, was a hub of W̱SÁNEĆ life. Medicine-gathering areas, fish traps, canoe runs, bathing sites, clam beds, ancestral burial sites, transformation stones, sacred places, traditional trails, and potable streams are still located throughout Cordova Bay in the vicinity of ʔEL,łĆÉ.

Due to its value, ʔEL,łĆÉ is at the centre of the South Saanich Douglas Treaty of 1852. The written history states that James Douglas sought to purchase the land from W̱SÁNEĆ people in order to build a sawmill and harvest timber. In 1852, according to this history, Douglas did so while ensuring that W̱SÁNEĆ people would be able to “hunt over the unoccupied lands, and to carry on our fisheries as formerly.”

W̱SÁNEĆ oral history tells us that, instead, James Douglas and the W̱SÁNEĆ Nation entered into a peace treaty in response to a number of significant events. These events include the encroachment/timber extraction by employees of James Douglas near the village of ʔEL,łĆÉ (Cordova Bay), the shooting of a W̱SÁNEĆ boy by a settler near Mount Tolmie, and threats W̱SÁNEĆ peoples had made against James Douglas and Fort Victoria in

response to the above. In 1852, James Douglas met with W̱SÁNEĆ peoples to remedy these concerns and gestured out to the land in recognition of W̱SÁNEĆ’s ownership of their territory. The agreement held that settlers and W̱SÁNEĆ peoples would continue to live on these lands with respect for one another. This did not occur.

The written version of the Douglas Treaty is a direct breach of W̱SÁNEĆ law. Throughout this territory, W̱SÁNEĆ people have obligations to the land, water, and all living things as given to them by XÁ,EL,S, (Creator): “I, ʔÁU, ʔENS QENT E ʔFE SCÁLEĆE LÁ,Ē TOL” (“You will also look after your Relatives of the Deep”). W̱SÁNEĆ obligation to fulfill the laws given to us by XÁ,EL,S could not have been superseded by any treaty made with James Douglas.

The story of the great flood relates to the need to uphold these W̱SÁNEĆ laws. At some point, W̱SÁNEĆ peoples forgot the teachings of XÁ,EL,S, who then caused the water to rise. To survive, W̱SÁNEĆ ancestors boarded their canoes, tying themselves to an arbutus tree at the top of ŁÁU,WELNEW (Mount Newton) with a large cedar rope. As the flood subsided, the peak of ŁÁU,WELNEW emerged, and the survivors were able to make it safely back to dry land. They then gathered around the cedar rope and gave thanks. From this experience, W̱SÁNEĆ ancestors named themselves W̱SÁNEĆ, meaning “The Emerging People.”

It is from this history, and the history of the W̱SÁNEĆ people, that the District of Saanich gets its name. Throughout this process, the District of Saanich has collaborated with the W̱SÁNEĆ Nation in order to ensure that the true history of the Douglas Treaty is respected, the teachings of XÁ,EL,S, are honoured, and W̱SÁNEĆ people are given space to enact W̱SÁNEĆ laws. The goal of this collaboration is to create a welcoming feeling in ʔEL,łĆÉ for W̱SÁNEĆ people.

Figure 8.2: ʔEL,łĆÉ, the South Saanich Treaty, and W̱SÁNEĆ Oral Histories

Pronunciation Guide

ʔEL,łĆÉ in SENĆOŦEN:

ʔ is like -ts’

, is a glottal stop (‘uh-oh’)

ł is a lateral fricative -lh

Ć is -ch

Say it like: Tsul-i-lh-ch

ćálíťč as written by Ləkʷəŋən speakers:

ć is like -ts’

í is a glottalized -l (l’)

Í shows stress on vowel

ť is a lateral fricative -lh

č is -ch

Say it like: tsul-i-lh-ch

8.4 Heritage Properties

Both the built and natural heritage of Cordova Bay provide the area with a unique identity. The District of Saanich works with other organizations to protect its heritage buildings and sites. Protection of heritage properties in Saanich are guided by The Standards and Guidelines for the Conservation of Historic Places in Canada (Parks Canada, 2003).

There are 15 properties in Cordova Bay on the Saanich Heritage Register, three of which have a Heritage Designation (Map 8.1). All heritage properties are monitored by the District of Saanich and the Saanich Heritage Foundation, to ensure that alterations respect the heritage significance and character.



Reeves Residence at 5094 Santa Clara circa 1919



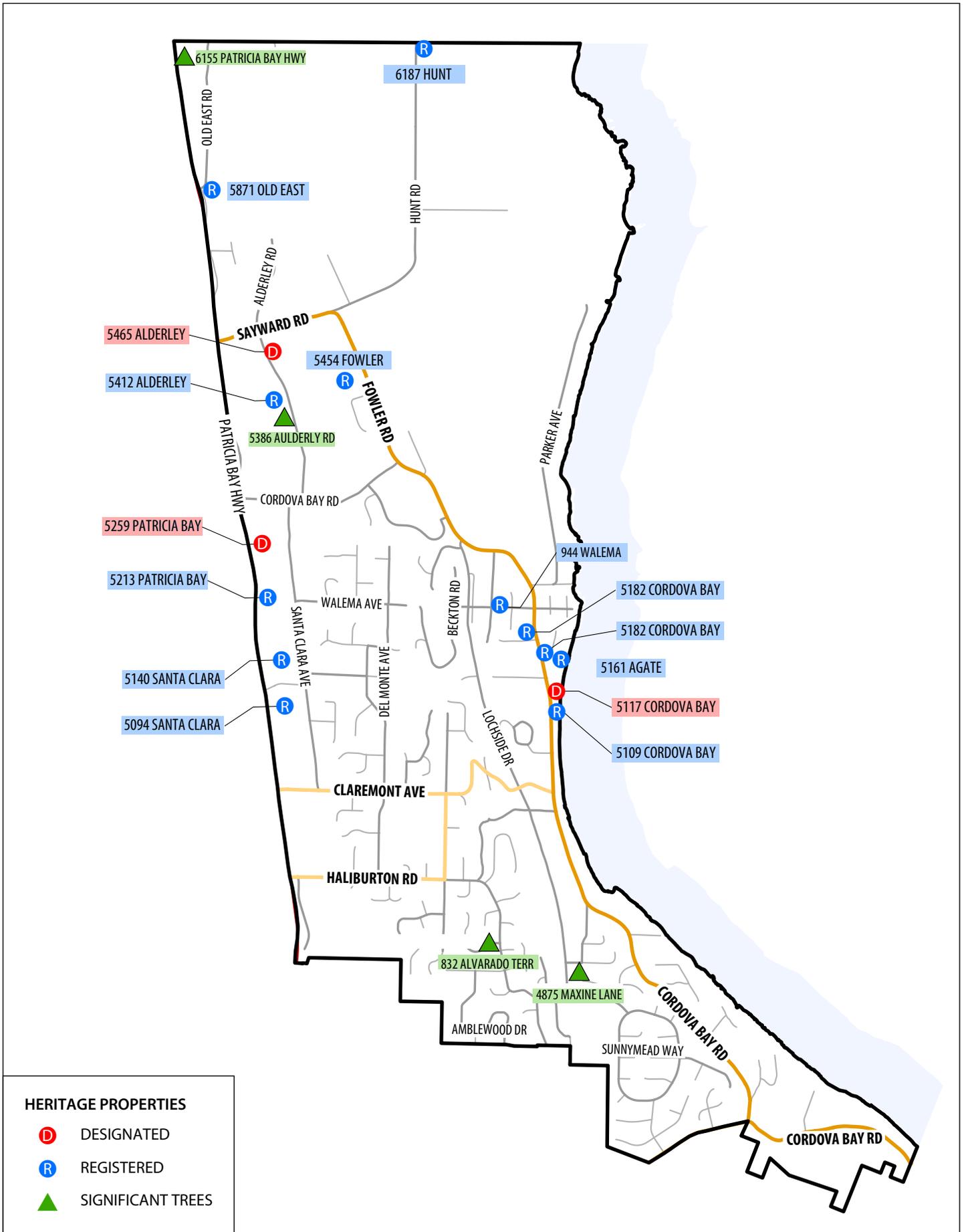
De Blois Residence at 5165 Cordova Bay Road 1947



McMorran Tea Room 5109 Cordova Bay Road circa 1920

POLICIES

- 8.4.1 Conserve the heritage value of Cordova Bay properties on the Saanich Heritage Register and all buildings and sites with a Heritage Designation, and ensure preservation, rehabilitation and restoration of these valuable resources through development processes.
- 8.4.2 Strive to maintain the public visibility of heritage assets from the public realm. Where possible, maintain a strong visual presence to the street.
- 8.4.3 Encourage owners to seek Heritage Designation when considering applications related to properties on the Saanich Heritage Register.
- 8.4.4 Develop a heritage walking tour brochure to promote sites of heritage significance in Cordova Bay.



Map 8.1: Heritage designated properties and significant trees

8.5 Arts and Culture

As Cordova Bay grows, an increase in the presence of public art and cultural spaces will help to reinforce the community's identity and create an attractive public realm. An increased presence of art and culture may be realized through a community arts space, gallery, or theatre, or through outdoor public gathering spaces for cultural displays and events.

Cordova Bay residents recognize the need to acknowledge and celebrate the Indigenous heritage of Cordova Bay, including beachfront areas, the village site, burial grounds, and areas of resource harvesting. The Plan aims to ensure that this heritage is honoured and celebrated through new public art and cultural spaces.

Public art acquisitions in the District come through contributions made during the redevelopment process, and from Saanich arts funding. Saanich's Comprehensive Arts Policy directs that 1% of the District's budgets for capital above-ground works, municipal/parks facility construction or renovation, and parks development budgets be spent on public art. Should projects be considered in marine/beach areas, it is important to recognize that shared jurisdictions and interests could require partnerships with multiple levels of government.



Salish Sea by **W̱SÁNEĆ** artist Chris Paul
(Located in Oak Bay)

POLICIES

- 8.5.1 Support cultural events and programming that celebrate the community, its unique features, and its diverse history.
- 8.5.2 Support the development of new art and cultural spaces such as galleries, outdoor plazas, and heritage spaces, that are accessible to a diverse population to celebrate community identity and reinforce a sense of place.
- 8.5.3 Increase the presence of public art in Cordova Bay by:
- Identifying potential locations for future public art installations (Map 10.3);
 - Incorporating public art into future capital works projects and integrating art into the public realm as per Saanich's Comprehensive Art Policy;
 - Encouraging public art as part of development projects; and
 - Exploring additional funding and partnership opportunities for public art installations.
- 8.5.4 Support the goals of reconciliation by working with local First Nations to incorporate Indigenous art into public spaces to celebrate the culture and heritage of local First Nations, and strengthen community identity.

8.6 Agriculture and Food Security

A sustainable food system is an important component of a prosperous, resilient community. Well-managed productive agricultural land can also contribute to environmental health. Almost one-third of Cordova Bay is within the Agricultural Land Reserve and is protected for agricultural use into the future (Map 8.2). Saanich's *Official Community Plan* and *Agriculture and Food Security Plan* provide clear direction to support farming and protect farmland.

Productive agricultural land and prosperous local farming are just two pieces of a sustainable food system. Food security also requires the consideration of local food access and awareness, food and health education, food culture, and community. Consideration should also be given to food security, medicinal plants, and cultural foodscapes of local First Nations. In addition to policies that are aimed at protecting agriculture land, this section sets out policies to increase food security in the community.

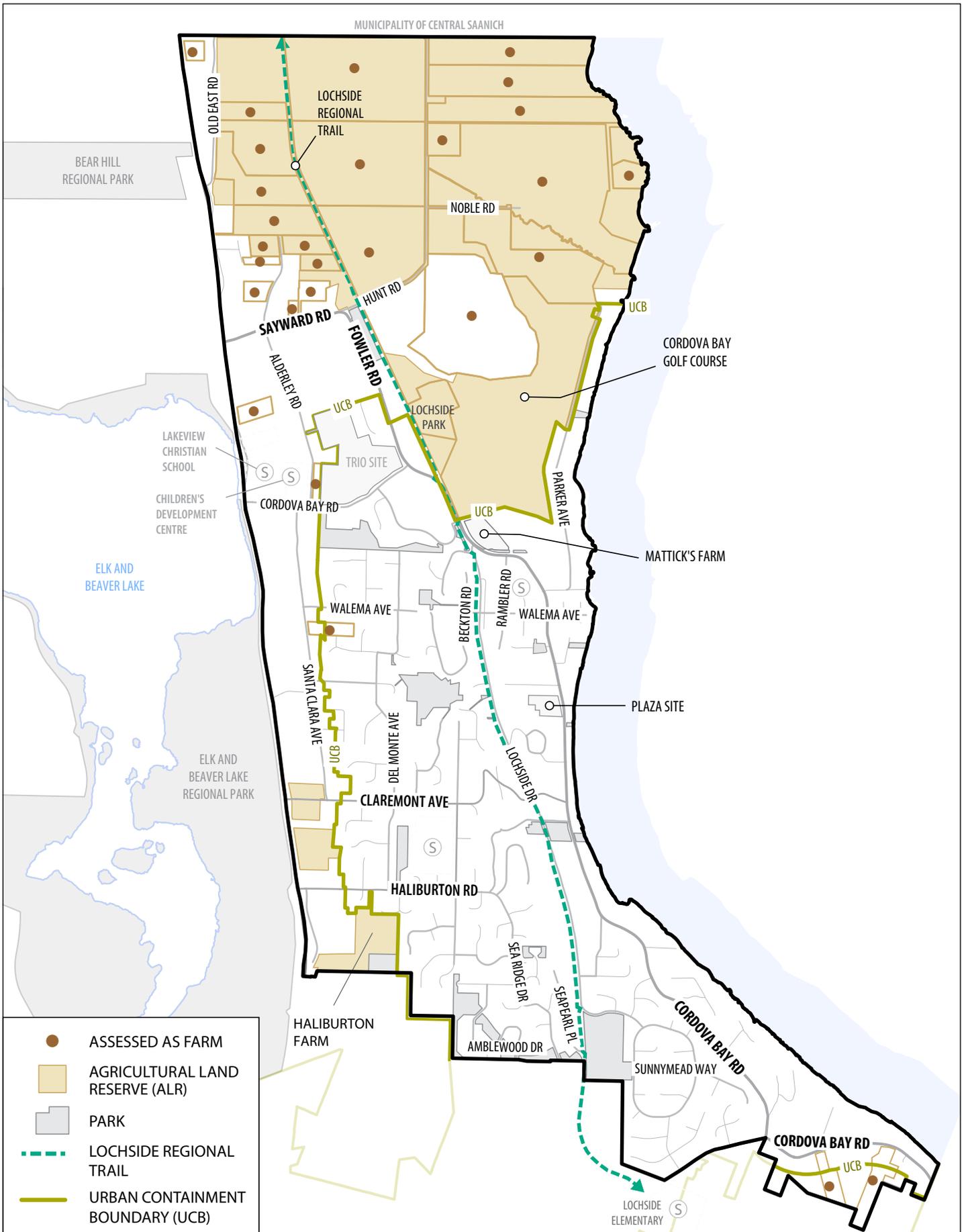
These policies will work together with polices provided in the Land Use chapter to help realize Saanich's long-term vision for agriculture and food security in Cordova Bay.

POLICIES

- 8.6.1 Do not support applications to remove land from the Agricultural Land Reserve.
- 8.6.2 Explore the expansion of opportunities for food stands and farm gate sales in urban and rural areas of Cordova Bay.
- 8.6.3 Continue to support the cultivation of land and incubator farms at Haliburton Community Farm as a key stimulant for growth in Saanich's agriculture sector.
- 8.6.4 Support efforts to restore Indigenous plants and food sources, improve access to cultural foodlands, and increase public awareness of local Indigenous food systems.
- 8.6.5 Promote local access to healthy food retail options.
- 8.6.6 Support and encourage urban farming and the development of a community garden in Cordova Bay.
- 8.6.7 Encourage developers to make community contributions that support local agriculture.
- 8.6.8 Work with the CRD to explore opportunities to promote farming to trail users along the rural portion of the Lochside Regional Trail.
- 8.6.9 Incorporate local food and agriculture points of interest into a wayfinding strategy.



Haliburton Farm is a community-based sustainable demonstration farm



Map 8.2: ALR and farm properties



Cordova Bay Beach circa 1900



Figure 9.1: Mattick's Farm

9. ECONOMIC VIBRANCY

Commercial activity in Cordova Bay occurs through local retail and services, restaurants, speciality and tourist retail, and the two golf courses. The larger commercial centres at Royal Oak and Broadmead provide much of the commercial needs of the community. The redevelopment of the plaza site will add significantly to the vibrancy of the Core.

The community vision is to have a thriving Village which provides many of the daily needs of residents. Having more services available locally reinforces an accessible, walkable neighbourhood and reduces car-dependency. More Village commercial activity will increase social interaction and build a sense of community. The focus for the economic and social health of Cordova Bay is to encourage Village-scale commercial businesses located primarily in the Village Core and Mattick's Farm.

OBJECTIVES

- A. Support and encourage a range of local commercial activities
- B. Focus commercial growth in the Village
- C. Promote building on local assets
- D. Support the sustainability of local businesses

9.1 Economic Sustainability and Enhancement

The Plan supports a sustainable local commercial Village centre that provides an increasing diversity of goods and services to Cordova Bay residents.

POLICIES

- 9.1.1 Support Cordova Bay as a complete community, with successful commercial businesses that provide a variety of services and goods for the local community as well as a focal point and identity for residents and visitors.
- 9.1.2 Support residential density in the Village to enhance the viability of local businesses.
- 9.1.3 Outside of those properties currently zoned and designated for commercial use, support limited small-scale commercial in the Village sub-area, Ridge node, and Trio site that are consistent with surrounding residential neighbourhood scale and form.
- 9.1.4 Build on the Lochside Regional Trail as a contributor to local economic development. Liaise with the CRD to promote business opportunities that provide services to users of the Lochside Regional Trail.
- 9.1.5 Work with the First Nations to explore economic development opportunities in Cordova Bay.
- 9.1.6 Support implementation of the *Agriculture and Food Security Plan* in an effort to strengthen local business opportunities in the agricultural sector.
- 9.1.7 Support regulatory changes to allow piloting small-scale and mobile businesses that enhance the beach experience such as kayak rental and food trucks.
- 9.1.8 Support the development of a small local hotel in the Village core and Mattick's Farm.
- 9.1.9 Support the development of affordable workforce housing.
- 9.1.10 Recognize the economic importance of home-based occupations in the local economy and their importance as incubators for small business.
- 9.1.11 Consider a welcome sign along Sayward Road to define the entrance of the Cordova Bay local area.

10. VILLAGE SUB-AREA PLAN

The Village, located along the major Cordova Bay Road corridor, has historically been the commercial core of Cordova Bay. In addition to shops, offices, and restaurants, the Village provides multi-family housing options in the form of townhouses and apartments. Other community destinations include the elementary school, Cordova Bay 55+, Community Club, and St. David's church. The Village is within walking distance (500 m) for almost 2,400 residents.

A healthy neighbourhood village is the heart of a community. It is a meeting place where people can connect with their neighbours, do local shopping, and enjoy spending time in pleasant public space. Planning compact, complete communities is one of the most beneficial actions a local government can take to combat climate change and "future proof" communities. The *Official Community Plan* and *Climate Plan* support the intensification of Village nodes. Building a successful village in Cordova Bay is an important goal that will provide great benefit for local residents now and into the future.

Village sub-area planning was undertaken concurrent with the update of the local area plan. The purpose was to develop a vision, objectives, and policies to guide the development of the Village looking ahead 20 to 30 years. The policies and objectives of this section provide more policy detail and act as additional layers to other sections of this local area plan.

Most of the improvement described in this section will be dependent on private development. Change will not occur without a willing property owner, and is expected to occur slowly over time.

This section identifies the Village boundary and establishes future land use. It provides an urban design framework and policies to ensure that future development enhances the distinctive physical, cultural, economic, historical, and social assets of Cordova Bay while meeting potential for positive growth and change. The directions in this section are supplemented by Design Guidelines that provide guidance for the form and character of development in the Village.

OBJECTIVES

- A. Transition the Village to a pedestrian-oriented hub with an attractive public realm
- B. Support housing options for a range of lifestyles and needs
- C. Support Cordova Bay Road as a multi-modal street that is a central component of a dynamic Village node
- D. Concentrate commercial activity in Village Core and Mattick's Farm nodes
- E. Strengthen the connection between the commercial nodes
- F. Ensure a high standard of urban design that reflects the identify and assets of the area
- G. Ensure sensitive transitions of building heights from the Village core to adjacent neighbourhoods
- H. Improve connections and wayfinding to the beach and key destinations
- I. Reinforce the Village scale and a strong sense of place
- J. Respect and honour the original First Nations village site and its remaining legacies



Beach House Restaurant

10.1 History and Identity

The identity of Cordova Bay Village today is tied to its historical roots. The outstanding natural landscape and recreational opportunities have long made it a respite from busy city life.

Long before colonial settlement, there was an indigenous village located at and around the current site of Agate Park. The village, called ʔEL,İĆE (in SENĆOŦEN writing system) / ɕəlɪtʃ (as written by Ləkʷəŋən speakers), was linked with the upper and lower peninsula by a series of trails and runners would take messages between village sites. Its proximity to the beach and sandbar was significant for food and the Cordova Bay slope and ridge was an important stand of monumental cedar. The village was the site of the South Saanich Treaty of 1852. The beach provided access to destinations throughout the Salish Sea.



Crop of map by J. D. Pemberton (1852) showing “Indian trails” in the vicinity of Cordova Bay

With European settlement, the village area began to be used as a summer cottage and recreation destination for Victorians. Outdoor activities like beach camping, boating, swimming, and clam digging were popular. Social activity has long been part of the local fabric. McMorran’s Tea Room became an iconic community focal point and dance hall, and the Community Club served as a social and recreational facility.

This tradition of outdoor life and recreation has persisted. Cordova Bay continues to be a place valued for the natural environment and community activity. Locals love to walk recreationally throughout the beaches, trails, and quiet streets. The area hosts two golf courses and opportunities for horseback riding, cycling, pickleball, badminton, and soccer.



McMorran's Pavillion circa 1920

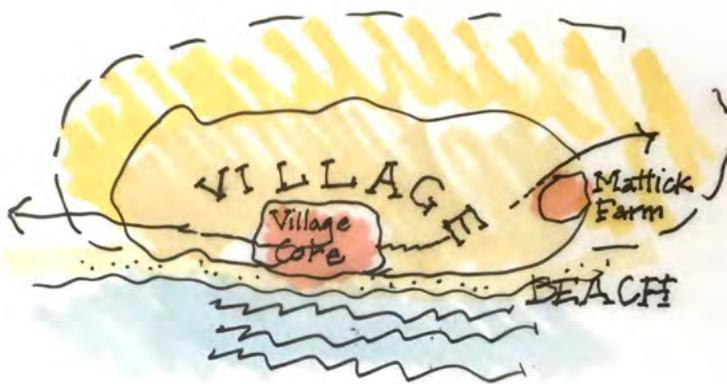
10.2 Cordova Bay Village Boundary

Developing a land use plan for the Village required establishing a formal Village boundary (Map 10.1). Through public consultation, it was clear that the community's concept of the Village included the dual commercial nodes of the Village Core (the area around McMorran Park, Beach House Restaurant, and plaza site) and Mattick's Farm.

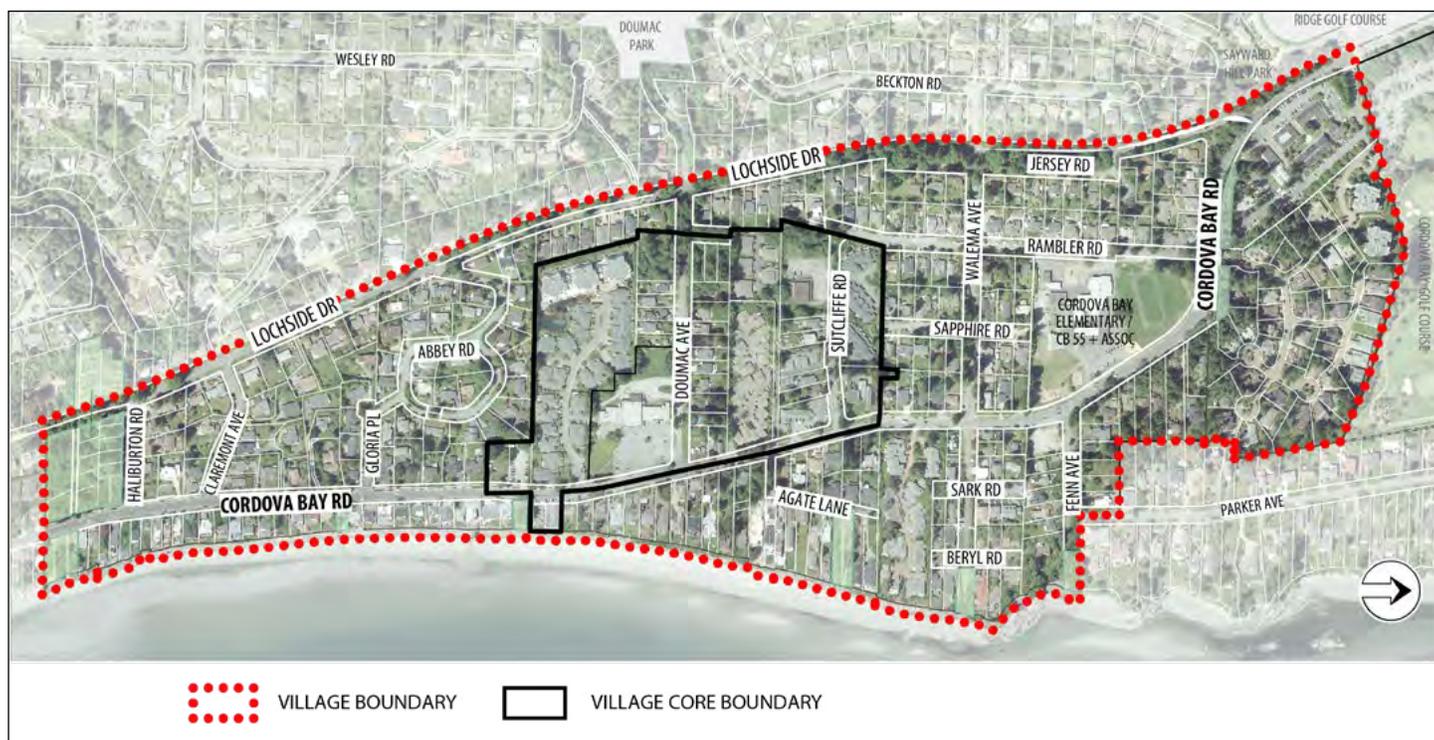
In addition to these commercial nodes, the Village includes the residential neighbourhoods that support the Village and are within walking distance to shops and services.

Within the Village is an area defined as the Village Core (Map 10.1). Outside of Mattick's Farm, the Core contains most of the area's commercial uses and taller buildings. Mattick's Farm supplements the area with a range of commercial services in a concentrated low-scale node.

The policies in this section provide direction for growth and change to the Village Core and adjacent residential areas within the 20 to 30 year timeframe of this plan. The policies work in conjunction with Development Permit Area guidelines which apply to commercial, mixed-use, and multi-family development within the Village.



Village concept



Map 10.1: Cordova Bay Village boundary

10.3 Village Land Use

Successful village nodes offer a range of housing types that are able to accommodate a diversity of housing needs within walking distance to shops, services, and transit. In order to provide more housing choice, there is support in the Plan for townhouses and low-rise apartments in the Village Core, as well as ground-oriented housing in adjacent residential areas.

There is also support in the Plan for future land use to include a small amount of new commercial, fronting Cordova Bay Road and Doumac Avenue (across from the plaza site). The commercial designation is intended to create a “main street” concept and bring the street to life by creating interesting pedestrian street frontages. The small amount of new commercial space should not negatively impact the economic health of existing businesses operating within the Village.

Scale, massing, and height have a significant impact on neighbourhood character. In the Village Core, the Plan limits height for commercial, institutional, and multi-family buildings to low-rise forms (four storeys or lower). Building heights designations give consideration to sensitive transitions from taller buildings in the Village Core to residential areas where most buildings are one or two storeys (up to 7.5 m) in height.

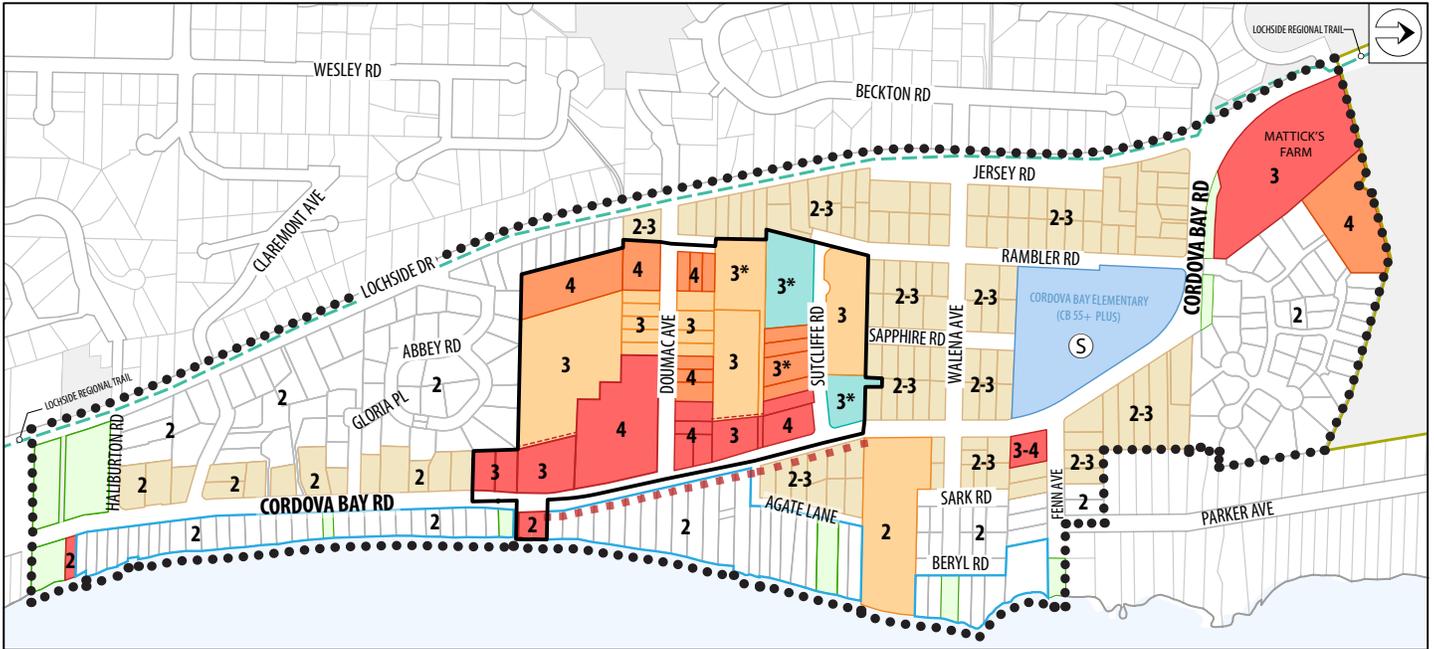
Doumac Avenue is designated as a green corridor, that in the long term is envisioned to connect the beach to Elk/Beaver Lake Regional Park. West of the plaza site, low-rise apartment and townhouse housing is proposed along Doumac Avenue to Lochside Drive. The land use and height designations at the Doumac-Lochside intersection are intended to provide adequate development potential to make a trail connector work, given the grade change.



Figure 10.1: Street-front commercial that reinforces a “main street” concept

POLICIES

- 10.3.1 Consider changes to land use, height, and density in the Village based on the land use and building height designations identified in Map 10.2 and Figure 10.2, and policies contained in Section 5.11 and all other sections of this plan.
- 10.3.2 Maintain Cordova Bay Village as a low-rise neighbourhood, with building heights of four storeys maximum.
- 10.3.3 Within the Village sub-area, apartment, commercial, and mixed-use developments should be generally limited to areas within the Village Core, Mattick’s Farm, and existing commercial sites.
- 10.3.4 Support commercial and commercial mixed-use on the west side of Cordova Bay Road within the Village Core to enhance the streetscape and create interesting pedestrian frontages. On the east side of Cordova Bay Road within the Village Core, consider small-scale accessory commercial that reinforces a “main street” pattern (Figure 10.1).
- 10.3.5 During redevelopment, seek community contributions that are consistent with the policies in Section 5.14 and the policies in this section.
- 10.3.6 Develop a trail connector and small public square at the intersection of Lochside Drive and Doumac Avenue.
- 10.3.7 Along Lochside Drive, maintain two-storey building heights. Consider up to three storeys only where slope allows the additional height to be set into the slope away from Lochside Drive.



FUTURE LAND USE DESIGNATIONS

- NEIGHBOURHOOD RESIDENTIAL
- VILLAGE ATTACHED RESIDENTIAL
- TOWNHOUSE
- LOW-RISE APARTMENT
- COMMERCIAL MIXED USE
- INSTITUTIONAL
- INSTITUTIONAL MIXED USE
- PARK / RECREATION

BUILDING HEIGHT DESIGNATIONS

- # MAXIMUM HEIGHT (IN STOREYS)
- * IF NON-MARKET HOUSING, OR SUITABLE COMMUNITY CONTRIBUTION, UP TO 4 STOREYS

- VILLAGE BOUNDARY
- VILLAGE CORE
- WATERFRONT PARCELS
- SMALL-SCALE COMMERCIAL

Map 10.2: Future Village land use and building height designations



Mattick's Farm commercial

| Land Use Designation | Building Type and Use | Building Height | Floor Space Ratio (FSR) |
|------------------------------|--|-----------------|-------------------------|
| Neighbourhood Residential | Single detached; secondary suite or garden suite; low-density infill (see Figure 5.2) | Up to 2 storeys | Up to 0.5 |
| Village Attached Residential | Single detached; secondary suites and/or garden suites; multi-unit residential buildings, mostly ground-oriented, including courtyard, houseplex, and attached housing; innovative housing forms | 2 storeys | 0.5 to 0.7 |
| | | 3 storeys | up to 0.9 |
| Townhouse | Attached units, mostly ground-oriented, strata or fee simple | 3 storeys | Up to 1.1 |
| Low-Rise Apartment | Multi-unit residential buildings including low-rise apartment and stacked townhouse | 3 to 4 storeys | Up to 1.5 |
| Commercial Mixed Use | Low-rise commercial and residential multi-unit buildings with ground-floor commercial | 3 to 4 storeys | Up to 1.5 |
| Institutional | Municipal, provincial, or federal buildings, utilities, affordable housing, and community uses | Site specific | Site specific |
| Institutional Mixed Use | Buildings with institutional, community recreation, residential, and commercial uses | Site specific | Site specific |
| Park/Recreation | Parks, trails, natural areas, plazas, and structures ancillary to park use | Site specific | Site specific |

Figure 10.2: Future Village land use and building height designations

10.4 Urban Design

The character of Cordova Bay Village has been shaped by its location along a major corridor within a commuter neighbourhood, and relatively removed from urban centres. Parcels here are large, and buildings are often separated from the public road by parking areas, vegetation, or deep setbacks. Buildings are typically oriented away from the street, often toward views or landscape areas, with vehicle access taking prominence.

Urban form is evolving in the Village. Rather than a series of disconnected car-oriented enclaves, there is opportunity to bring a cohesive vision to the Village environment based on the premise that communities work best if designed at the pedestrian scale. The benefit will be an improved public realm which enhances the character and charm of the community.

Urban design is concerned with the interface between the private and public realm, and the transition space in between (Figure 10.3). How well a space works largely depends on how well these realms are designed and the way they relate to each other. The design and attractiveness of the public realm plays a critical role in the character and functioning of a Village node.

Key urban design considerations for the Cordova Bay Village include pedestrian orientation, the area's seaside and natural character, and retention of the intimate Village feel and scale. The policies in this section work with the *Cordova Bay Village Development Permit Guidelines* to guide design of new commercial, mixed-use, and residential infill buildings. Together, the policies and design guidelines work to ensure that new development is consistent with the community vision.



Seniors housing concept at St. David's Anglican church



Detached infill cluster housing



Figure 10.3: Public and private realms

Building Form

Building form refers to new buildings and building additions in the private realm. The plan aims to guide building form to ensure that new buildings fit well into the existing built environment, activate and define the public pedestrian realm, and reflect community character, scale, and identity. Design should reflect the cottage and beachside roots of Cordova Bay.

POLICIES

- 10.4.1 Maintain a two-storey street wall along Cordova Bay Road. Step back upper storeys (above the second storey) or locate taller buildings to the rear of the site away from the corridor (Figure 10.4).
- 10.4.2 Buildings should be “village scale.” Larger buildings must use varied and articulated building massing and facades to be pedestrian-friendly at street level.
- 10.4.3 Natural grade should be used to minimize the massing and visual impact of taller buildings.
- 10.4.4 Building heights and massing should be designed sensitively to transition from lower-height residential areas to areas of taller buildings in the Village Core (Figure 10.5).
- 10.4.5 Buildings should be designed with a strong orientation to the street. Building and unit entrances, views, business activities (such as outdoor dining and merchandising), landscaping, and other physical elements should be oriented to the street.
- 10.4.6 Building and unit entrances must be oriented to the street rather than parking areas. Parking areas must be sited underneath, to the rear, or to the side of buildings and screened from view.
- 10.4.7 Corner buildings should be designed to accentuate the corner and establish a visual presence. Building entrances should be located at the corner and engage both streets.
- 10.4.8 The inclusion of semi-public outdoor amenity space such as patios, courtyards, plazas, and gardens are encouraged to provide an interface between the private and public realm and facilitate community interaction (Figure 10.6).
- 10.4.9 Trees and landscaping should be used to frame pedestrian areas and contribute to a high-quality public realm.

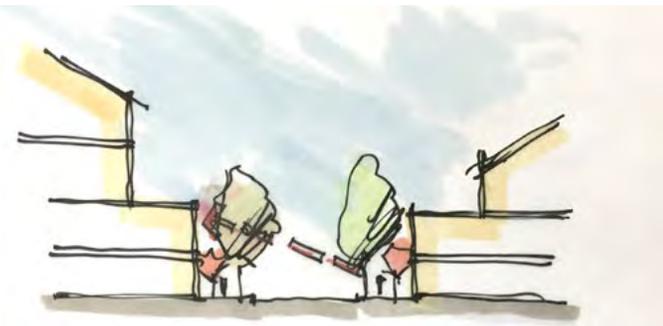


Figure 10.4: Maintain a two-storey street wall along Cordova Bay Road

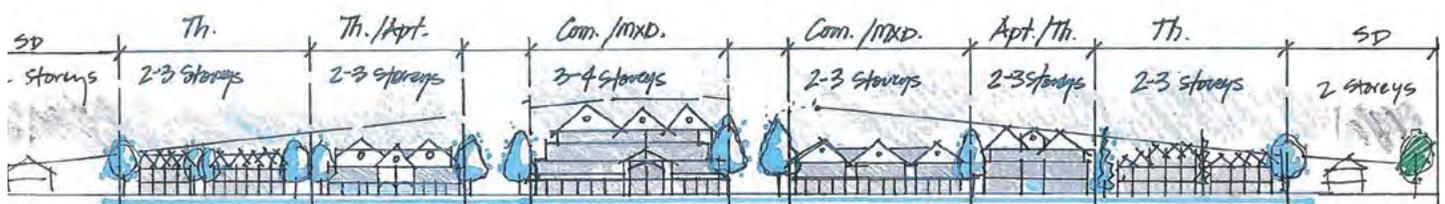


Figure 10.5: Transitioning concept of building heights and massing from Village to lower-density areas

- 10.4.10 Architectural projections such as overhangs, canopies, and awnings that provide weather and sun protection over pedestrian areas are required. Projections are to be located at one-storey height to provide a sense of enclosure and reinforce a human scale.
- 10.4.11 The incorporation of art into new buildings is encouraged in order to animate the street, enrich the pedestrian experience, and foster community identity.
- 10.4.12 The incorporation of local Indigenous art into new buildings is encouraged to support goals of reconciliation, to enhance the quality of the public realm, and celebrate the culture and heritage of local First Nations.
- 10.4.13 Provide windows at ground level in commercial and mixed-use buildings to provide a high degree of transparency in support of an engaging pedestrian environment.
- 10.4.14 Quality building materials and exterior finishes should be used that reference the area's west coast forest and beach character (Figure 10.7).
- 10.4.15 Ensure building lighting is incorporated into building design and is consistent with the intimate, natural Village character. Lighting should enhance the façade and illuminate entrances and pedestrian areas.
- 10.4.16 Amend the Sign Bylaw to include specifications for signage that is in scale with a village commercial area.



Figure 10.6: Community amenity in the form of publicly-accessible plaza space adjacent to the public realm



Figure 10.7: Encourage the use of quality building materials and finishes

Public Realm

In addition to circulation, streets and rights-of-way provide much of the public space within neighbourhoods. The identity of the Village as a destination amid an outstanding natural environment can be reflected in the design of public spaces, and through attention to signage, seating, lighting, gateways, landscaping, and other elements in the public realm. The plan aims to build an attractive, well-designed public realm to reinforce and enhance a sense of place and lead to increased pedestrian activity, economic vitality, and community pride.

POLICIES

10.4.17 The Village public realm should be designed with the primary goal to create an inviting, comfortable, accessible, and convenient pedestrian environment (Figure 10.9).

10.4.18 Street furnishings including seating, street lighting, refuse/recycling containers, wayfinding signage, banners, and bike racks should be used to create a convenient and inviting public realm and convey a sense of place. Furnishings should not impede pedestrian pathways.

10.4.19 Within the Village commercial areas, street furniture should be coordinated into a cohesive aesthetic. Efforts should be made to visually and physically tie together the two Village commercial nodes at the Village Core and Mattick's Farm.

10.4.20 Benches should be located at transit stops and along key pedestrian routes (Map 6.2) to promote active transportation in the community and provide rest stops for people of all ages.

10.4.21 Undertake a wayfinding program through signage and other means such as digital to:

- promote the Village as a walking and cycling destination
- assist in navigating the community
- reinforce the unique sense of place
- enhance the public realm
- promote historic, cultural, commercial, and recreational assets.

10.4.22 Ensure street trees and landscaping are used as defining features of the public realm (Figure 10.10). Street trees should be used to frame the street edge, and provide a comfortable sense of scale and enclosure to the pedestrian realm.



Figure 10.8: Install gateways at Village entries

10.4.23 Street tree selection shall be made by the Parks Department based on options that are appropriate for a pedestrian-oriented Village streetscape environment and that are best suited for long-term success given specific site conditions.

10.4.24 Public utilities should be located outside pedestrian pathways and circulation areas as much as possible.

10.4.25 Seek to provide opportunities for public outdoor space within the Village Core. Public space, such as parkettes, should be oriented toward the public right-of-way and framed by building facades to create interesting pedestrian spaces.

10.4.26 Install gateways at entries to the Village (Map 10.3) to announce arrival to a special place. Gateway elements (Figure 10.8) should:

- be designed for multiple modes of transportation, including pedestrian, bicycle, and motor vehicle
- alert drivers to the presence of pedestrians and the need to slow down
- reference the Village's history, cultural roots, and unique identity.



Figure 10.9: Design a public realm that is inviting for pedestrians



Figure 10.10: Showcase the natural environment

10.5 Streetscapes, Sidewalks, and Crossings

The plan aims to improve pedestrian and cycling facilities and connectivity between the Village nodes, beach, and Lochside Regional Trail. “Friction” elements like signage, gateway structures, crossings, on-street parking, trees, and landscaped medians within the Village provide a sense of arrival, invite vehicles to slow down, and encourage people to spend time.



Figure 10.11: Use trees to buffer pedestrians

POLICIES

- 10.5.1 Support pedestrian safety and access to community destinations in the Village by installing new pedestrian crossings on Cordova Bay Road (Map 6.4).
- 10.5.2 Encourage pedestrian activity to and through the Village by installing sidewalks on both sides of Cordova Bay Road in the Village.
- 10.5.3 Improve pedestrian connections between the Village Core and Mattick’s Farm.
- 10.5.4 Look for opportunities to create small publicly-accessible plaza spaces.
- 10.5.5 Adopt the road design concept shown in Figure 10.12 when making improvements to Cordova Bay Road in the Village Core in order to provide multi-modal facilities, treed boulevards, utilities, and on-street parking.
- 10.5.6 Require road dedications along Cordova Bay Road in the Village Core as properties redevelop in order to acquire adequate right-of-way for the desired road section in the long term (Figure 10.12).
- 10.5.7 Designate Doumac Avenue as an east-west green corridor, linking the beach and Village with Doumac Park (Map 10.3). Adopt a road design concept for Doumac Avenue that supports active modes of transportation and generous treed boulevards (Figure 10.13).
- 10.5.8 Develop an improved accessible connection for cyclists and pedestrians from the Lochside Regional Trail to Doumac Avenue to invite trail users to access the Village, beach and amenities (Map 10.3).
- 10.5.9 Retain existing trees and plant new ones adjacent to the road in order to reduce the perceived road width and slow traffic, provide a buffer for pedestrians, and create a high quality pedestrian environment (Figure 10.11).
- 10.5.10 Work with BC Transit to make transit stops accessible within the Village.

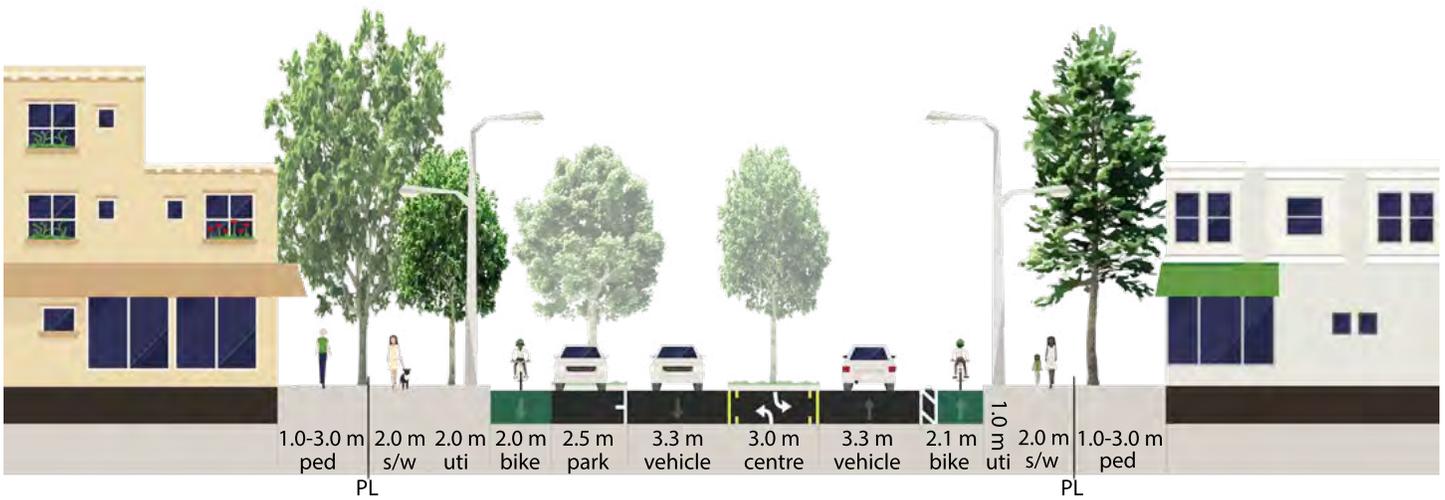


Figure 10.12: Cordova Bay Road in the Village Core

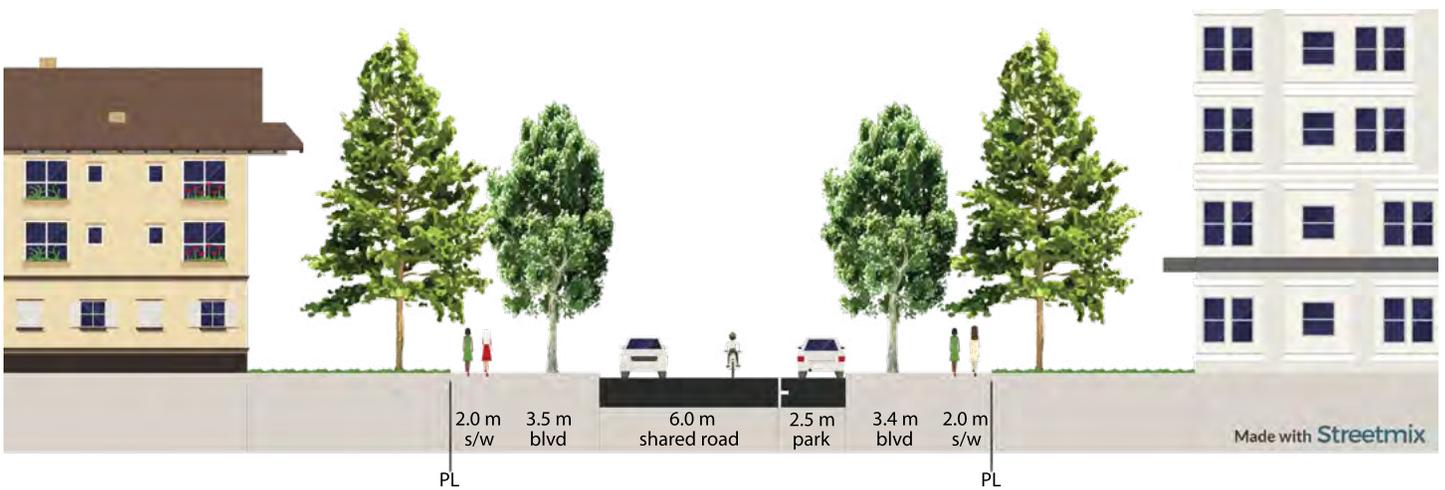


Figure 10.13: Residential portion of Doumac Avenue

10.6 Parks, Public Space, and Beach Accesses

Park space, in all its forms, is important to Village life now and into the future. There are a number of existing parks in the Village – Agate, McMorran, Doris Page, and Cordova Bay Parks. Undeveloped road ends provide access to the beach and waterfront areas that are highly valued by residents. Additional open space at Cordova Bay Elementary School and St. David’s Anglican Church serve as important community focal points.

In the early engagement stage of this plan, the concept of a “pearls on a necklace” was used to describe all the connections to the beach in the Village. It summed up the importance of the beach and access to it for local residents. This concept is strongly represented in planning for parks and public spaces in the Village with the addition of other important linkages.

The Plan identifies opportunities to add new public spaces and improve existing assets. As the Village redevelops over time, these locations offer potential for community amenities, social interaction, and to add to the richness of place.

POLICIES

- 10.6.1 Through the Parks capital planning process, undertake park improvements to beach accesses and amenities.
- 10.6.2 Undertake Parks planning for each beach access and consider parks improvements based on: purpose and use, historical context, natural features, and other thematic choices (Figure 10.14).
- 10.6.3 Prioritize Agate Park and Cordova Bay Park for Village waterfront park improvements, respecting the First Nations historical legacy at these sites.
- 10.6.4 Develop the Lochside-Doumac intersection as a key public plaza for users of Lochside Regional Trail. Incorporate amenities for active transportation users such as benches, wayfinding signage, bicycle racks, fountains, and public art. Provide strong linkages to the east-west green corridor on Doumac Avenue.
- 10.6.5 Work with local First Nations to celebrate connections to and histories of *TEL,ILĆE/čalíč*, the original village located in and around the Agate Park area.

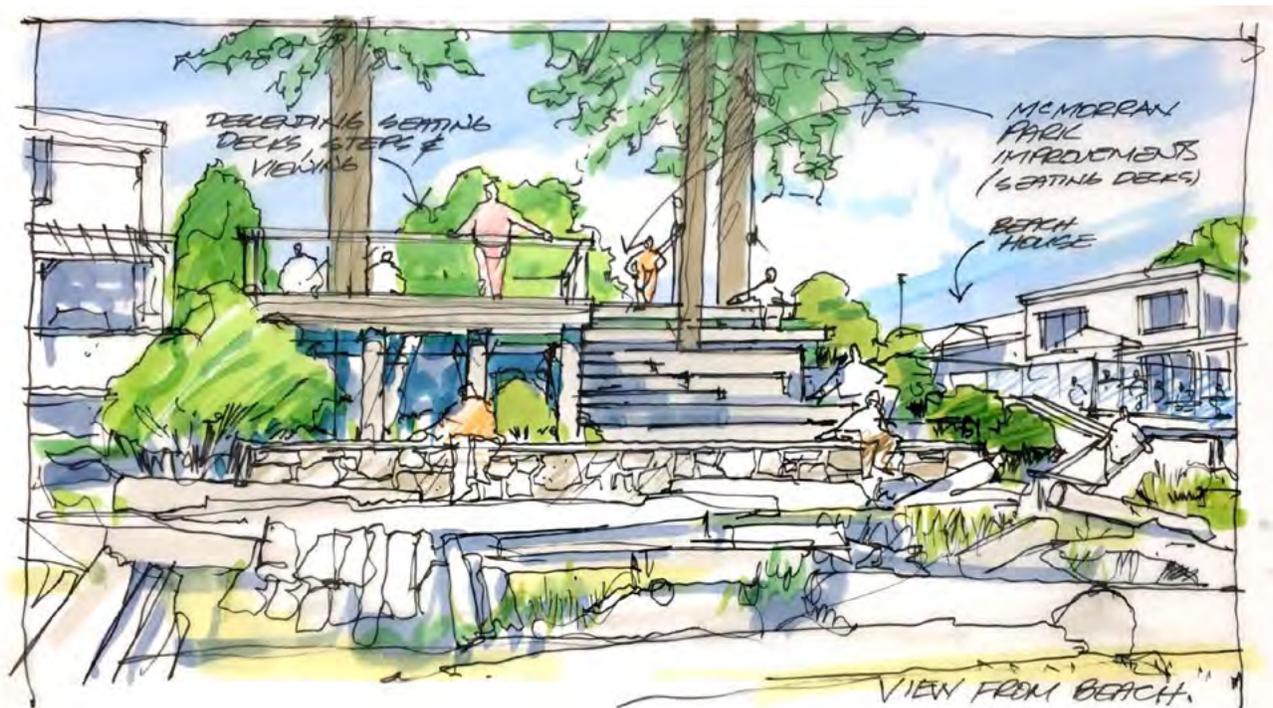


Figure 10.14: Consider park improvements to beach accesses

POLICIES

- 10.6.6 At key pedestrian nodes, look for opportunities to create small public plazas (Map 10.3). Incorporate amenities such as seating, wayfinding signs, lighting, and public art that celebrate the Village.
- 10.6.7 Seek opportunities for the creation of public plaza space during the redevelopment of key sites (Map 10.3). Encourage creative ways to create outdoor community spaces that foster community interaction, engagement, and well-being.
- 10.6.8 Consider opportunities to acquire an additional beach access in the Village Core.
- 10.6.9 Prioritize a wayfinding program through signage and other means to connect places of interest, Village commercial areas, and beach access points.
- 10.6.10 Work with the CRD to develop signage along the Lochside Regional Trail to promote Cordova Bay.



Wayfinding signpost in Squamish BC



Map 10.3: Urban design concept

10.7 Natural Environment and Sustainability

The Village area is rich with natural features that contribute to its appeal. Tall indigenous trees, marine areas, dunes, and upland parks are greatly valued by residents and perform essential natural functions. As the Village evolves over time as a focal point for more residential and commercial activity, it will be important to protect these natural assets while incorporating landscaping that supports biodiversity and habitat.

The Village has a special role in climate change mitigation and adaptation. Land use policies that focus residential density in the Village and support reduced energy use, affordable housing, local commercial, social connection, and active transportation enhance sustainability. It is worthwhile to explore ways in which the Village neighbourhood can continue to contribute to community resilience.

In addition to the policies in Section 4, the plan aims to enhance the urban forest in the Village, protect ecologically-sensitive areas, promote biodiversity, encourage low-carbon growth, and prepare for a changing climate.

POLICIES

10.7.1 Incorporate native plants, plants that promote biodiversity and pollination, and plants that have cultural significance to local First Nations into landscaping.

10.7.2 Add to the urban forest in the Village by:

- Enhancing public and private trees within streetscapes
- Protecting existing mature trees during street improvements
- Supporting variances to building setbacks to protect mature trees
- Requiring trees in parking areas to reduce heat island effect.

10.7.3 Encourage opportunities for public electric vehicle charging in the Village.

10.7.4 Encourage increased energy efficiency and the use of renewal energy in new buildings that are constructed in the Village.

10.7.5 Look for opportunities to provide interpretative panels and other public educational elements on the marine and natural environment at parks and beach access areas (Figure 10.15).

10.7.6 Enhance neighbourhood resilience through education, capacity building, and supporting social connectedness. Support emergency preparedness activities such as neighbourhood resource and skills inventorying. Support long-term resilience efforts and innovations such as community gardens, rain water capture, and renewable energy hubs.



Figure 10.15: Undertake public education of natural areas

11. TAKING ACTION, TRACKING PROGRESS

11.1 Action Plan

In addition to policies, the Local Area Plan contains a number of action items for the Cordova Bay local area (Figure 11.1). These actions make up the Action Plan, with each being assigned a priority level and departmental lead. Funding has not been allocated to action items.

The Action Plan is intended to be referred to by departments in the development of their workplans, and reviewed periodically by Planning to confirm priority levels and consider changes to community circumstances and needs.

Implementation of the Action Plan must be balanced with the availability of resources and with other District priorities. Action plan items will be considered through the District's annual strategic planning and budget processes.

| ACTION | POLICY | LEAD | PRIORITY |
|---|---|-------------------------------|-------------|
| Environment and Sustainability | | | |
| Undertake a biodiversity conservation strategy | 4.1.2 | Planning | High |
| Undertake integrated watershed planning | 4.4.1 | Engineering | Medium |
| Consider a stormwater run-off bylaw | 4.4.2 | Engineering | Low |
| Establish tree canopy goals and targets under the Urban Forest Strategy | 4.5.3 | Parks | High |
| Undertake coastal flood mapping and update bylaws | 4.7.1 | CRD, Planning | High |
| Land Use | | | |
| Raise awareness of archaeological sites/significance | 5.1.5 | Planning | High |
| Develop a Village/infill parking standard | 5.2.8 5.2.9 | Planning | High |
| Develop options for sewer service to east side of Cordova Bay Road | 5.13.3 | Engineering | High-Medium |
| Transportation and Mobility | | | |
| Provide trail connector to Elk/Beaver Regional Park | 6.1.2 | MOTI, CRD, Engineering, Parks | Low |
| Complete Doumac Park - Del Monte connector | 6.1.3 | Parks | High |
| Install new crossings along Cordova Bay Road | 6.2.2 | Engineering | High |
| Complete sidewalks on both sides of Cordova Bay Road in the Village | 6.2.3 | Engineering | Medium |
| Make improvements to Lochside Drive to address user conflicts and enhance pedestrian safety | 6.7.3 6.7.5 6.7.6 6.7.7 6.7.8 | Engineering | Medium |
| Complete sidewalks along the major corridor | 6.2.4 | Engineering | Medium |

| ACTION | POLICY | LEAD | PRIORITY |
|--|-------------------------|------------------------------|----------|
| Improve the Claremont Avenue sidewalk | 6.2.5 | Engineering | Medium |
| Complete bike lanes on major corridor | 6.3.1 | Engineering | Low |
| Install gateway elements to Village | 6.6.9 | Engineering, Parks | Medium |
| Parks, Open Spaces, Trails, and Community Facilities | | | |
| Plan improvements to Fowler Park and Lochside Park | 7.1.3 | Parks | High |
| Build Lochside–Doumac trail connector/plaza | 7.1.8 | Parks, Engineering | Medium |
| Undertake beach access improvements | 7.2.1 10.6.1 | Parks | High |
| Transfer beach accesses to Parks and undertake parks planning | 7.2.4 10.6.2 | Engineering, Parks | Low |
| Social and Cultural Well-being | | | |
| Explore opportunities for not-for-profit housing in Cordova Bay, including on Saanich-owned parcels | 8.2.1 | Corporate, Planning | High |
| Undertake a ceremony with the WSÁNEĆ knowledge holders on Cordova Bay beach to honour and reassure ancestors who have been disturbed there. | 8.3.3 8.3.4 8.3.5 | Planning | High |
| Work with First Nations to develop protocol agreements to inform government-to-government relations. | 8.3.3 | Corporate | High |
| Work with First Nations to develop agreements or memorandums of understanding to address ancestral remains and burial sites, and cultural legacy projects. | 8.3.3 | Corporate | High |
| Undertake and implement a Housing Affordability Strategy | 8.2.4 | Corporate, Planning | High |
| Work with First Nations to improve policies and procedures for the protection of archaeological sites when undertaking municipal works. | 8.3.5 | Engineering, Parks, Planning | High |
| Adopt improvements to the development review process to protect archaeological sites | 8.3.5 | Planning | High |
| Village Sub-Area Plan | | | |
| Develop an accessible trail connection between Lochside Road / Doumac Avenue and the Village | 10.5.8 | Engineering, Park | Medium |
| Work with First Nations to develop a legacy project within ʔEL,ɫĆE/čəlířč. | 10.6.4 | Parks, Planning | Medium |

Figure 11.1: Priority actions

11.2 Monitoring and Evaluation

It will be important to monitor the progress of the Cordova Bay Local Area Plan in order to assess its progress and make sure that it continues to be an effective tool for guiding land use and planning decisions and meeting community needs.

At five year intervals, an evaluation of the progress of the area plan will be undertaken to assess the following:

- status of the implementation of priority actions
- progress of Key Plan Directions
- updating demographic, housing, and household census data
- alignment with other policy documents and initiatives
- other indicators as necessary.

The result of the evaluation could include local area plan amendments, identification of future study, revisions to the Action Plan, and additional actions. The findings will be provided in a report to Council for their consideration and direction.



Cordova Bay Golf Course

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5. HOUSING STRATEGY: IMPLEMENTATION & MONITORING

The Housing Strategy provides a foundation to address housing issues in a structured manner, looking to address issues that have been identified through data analysis and community input. While a significant amount of work has been undertaken to establish this foundation, there is an acknowledgement that housing trends and conditions are extremely dynamic. Macro-economic factors, changing demographics and senior government policies can greatly impact the housing market and the ability of various segments of the population to find affordable, suitable and appropriate housing.

The care given to implementation and monitoring of the Housing Strategy will be critical to its long-term success. Monitoring housing data and indicators is essential to understand progress towards meeting Housing Strategy goals and ensuring the strategy remains relevant, responding to new and emerging trends. Monitoring and implementation will work hand in hand, as data collected through monitoring will help inform adjustments to priorities.

IMPLEMENTATION PROCESS

The Housing Strategy is action oriented and provides clear direction for implementation. The strategy includes actions that are prioritized as follows:

- Top 12 Actions - Immediate Priorities (12)
- Phase 1 - High Priority Actions (28)
- Phase 2 - Medium Priority Actions (18)
- Phase 3 - Low Priority Actions (15)

It is intended that all actions identified in the Housing Strategy will be addressed within a 10-year timeframe. Additionally, it is intended that all of the Top 12 Actions and many high priority items will be initiated within three years of the strategy's adoption. It is important to note that the actual pace that actions are implemented will largely be dictated by resources made available by Council through the strategic planning and budget processes.

Given the fluid nature of housing issues, priorities will need to be continually evaluated and adjusted. The Annual Housing Strategy Progress Report (see below) will provide valuable information to guide whether adjustments to priorities are needed. Additionally, potential partnership and funding opportunities may provide a strong rationale to elevate certain priorities. Finally, Council may choose to prioritize specific actions through the strategic planning process.

MONITORING AND EVALUATION

Maintaining a clear picture of housing trends is essential to understanding the housing ecosystem in Saanich and assessing the efficacy of various policies and initiatives. Two key tools are proposed to monitor trends, information and progress of the Housing Strategy:

- Annual Housing Strategy Progress Report; and
- Housing Needs Report Updates.

Annual Housing Strategy Progress Report

A critical component of the Housing Strategy will be to regularly monitor housing and development data, demographic and community trends, and senior government policies and initiatives. The multiplicity of factors that can influence a healthy housing system requires constant review and adjustment to ensure progress is being made towards achieving the objectives of the Housing Strategy.

An Annual Progress Report will be prepared for Council, which outlines progress on specific actions, and present housing data and analysis in relation to demand estimates. The report will provide an update on both process and outcome indicators.

Process based information in the report will include:

- An update on Housing Strategy actions initiated and completed; and
- An update on related Saanich and Regional initiatives that address housing and housing related outcomes.

Outcome-based indicators will report on overall housing trends, with a focus on new housing development and general housing conditions. Indicators that will be tracked and reported on include:

- Number of new housing units (all types)
- New housing units by type (i.e. single family, townhouse, apartment over 5 stories, apartment under 5 stories)
- Number of new units by tenure (rental and owner)
- Net growth of rental housing stock – units lost and gained
- New market, below market and non-market units
- Non-market housing waitlist numbers
- Assessment of new affordable housing units (below-market and non-market)
- New units by # of bedrooms
- Geographic distribution of new units
- Market trends, including vacancy rates, median rental rates, median sales prices and inventory levels.

Housing Needs Report Updates

The Saanich Housing Needs Report was developed in 2020 and supported development of the Housing Strategy. Provincial legislation requires that Housing Needs Reports be updated every five years and provides a comprehensive accounting of housing and demographic data as well as identifying projected housing demand over a 10-year period. The most recent Housing Needs Report used 2016 Census data. Future updates of the Housing Needs Report will align more closely with the release of new census data in order to improve the integrity and relevancy of the data.

The Housing Needs Report will remain an integral part of the information base that informs housing priorities and actions in Saanich. As a component of the Housing Strategy monitoring and evaluation framework, the Housing Needs Report work items will include the following:

1. Update the Housing Needs Report every five years to align with the five year Census cycle
2. Initiate an update of the Housing Needs Report by 2023 to reflect and incorporate 2021 Census data
3. Work with the CRD and regional partners to explore the creation of a housing dashboard that shares regional housing data, including findings from Housing Needs Reports.