

**TOWN OF SIDNEY**

**BYLAW NO. 2240**

**A BYLAW TO ADOPT AN OFFICIAL COMMUNITY PLAN PURSUANT TO PART 14 OF THE LOCAL GOVERNMENT ACT**

---

**WHEREAS** under the *Local Government Act*, Council may, by bylaw, adopt an Official Community Plan;

**AND WHEREAS** in accordance with the *Local Government Act*, Council has undertaken the necessary consultations and other steps for adoption of a new Official Community Plan;

**NOW THEREFORE** the Council of the Town of Sidney, in open meeting assembled, enacts as follows:

1. That this bylaw may be cited as “**Official Community Plan Bylaw No. 2240**”.
2. That Schedule “A” and Schedule “B” attached to and forming part of this bylaw are hereby adopted as the Official Community Plan for the Town of Sidney.
3. No provision of this bylaw depends for its validity on any other provision, and if any provision of this bylaw is held by a court to be invalid the remaining provisions of the bylaw shall remain in full force and effect.
4. That “Official Community Plan Bylaw No. 1920” and all amendments thereto are repealed.

Read a first time the 13<sup>th</sup> day of June, 2022

Read a second time the 13<sup>th</sup> day of June, 2022.

Public Hearing held the 27<sup>th</sup> day of June, 2022.

Read a third time the 27<sup>th</sup> day of June, 2022.

Adopted the 27<sup>th</sup> day of June, 2022.

---

MAYOR

---

CORPORATE OFFICER



# TOWN OF SIDNEY OFFICIAL COMMUNITY PLAN

Bylaw No. 2240



OFFICIAL COMMUNITY PLAN

# SIDNEY 2040

Our future by the Sea



## ACKNOWLEDGEMENTS

The Town of Sidney is located within the traditional territory of the WSÁNEĆ people, represented today by WJOŁEŁP (Tsartlip), SʔÁUTW (Tsawout), WSIKEM (Tseycum), BOKÉĆEN (Pauquachin), and MÁLEXEŁ (Malahat) First Nations. The WSÁNEĆ people have been here since time immemorial and this is their home.

The Town is grateful to the hundreds of community members who participated in the OCP update process and provided valuable ideas, insights, and contributions to this document. The Town would also like to express its appreciation to the many community organizations that participated in interviews and workshops or who provided invaluable input through emails and letters.

This Plan was developed by the Town of Sidney with the assistance of:

- Modus Planning Design & Engagement Inc.;
- Barefoot Planning;
- Origin Planning;
- Integral Group; and
- WATT Consulting Group.

## TABLE OF CONTENTS

---

<b>PART 1. INTRODUCTION</b>	<b>1</b>
1 BACKGROUND .....	4
2 VISION AND GOALS.....	8
3 COMMUNITY CONTEXT.....	10
4 REGIONAL CONTEXT .....	15
<hr/>	
<b>PART 2. OBJECTIVES AND POLICIES</b>	<b>21</b>
5 RESIDENTIAL LANDS.....	24
6 DOWNTOWN COMMERCIAL .....	29
7 WEST SIDNEY MIXED USE VILLAGE .....	35
8 NEIGHBOURHOOD COMMERCIAL.....	37
9 AIRPORT COMMERCIAL .....	39
10 WEST SIDE INDUSTRIAL .....	41
11 HARBOUR ROAD MARINE .....	43
12 ENVIRONMENT AND CLIMATE ACTION .....	45
13 MARINE .....	58
14 PARKS, PUBLIC OPEN SPACE, AND LEISURE FACILITIES.....	60
15 RECONCILIATION, CULTURE, AND HERITAGE .....	62
16 TRANSPORTATION .....	66
17 INSTITUTIONS, INFRASTRUCTURE, AND SERVICES .....	71
18 IMPLEMENTATION .....	76

---

**PART 3. DEVELOPMENT PERMIT AREAS** **79**

19	CONTEXT.....	81
20	APPLICATION.....	81
21	EXEMPTIONS.....	82
22	ENVIRONMENTALLY SENSITIVE AREAS .....	83
23	PUBLIC REALM AND OPEN SPACE .....	92
24	ENVIRONMENTAL SUSTAINABILITY .....	97
25	FORM AND CHARACTER.....	104

---

**PART 4. OFFENCES AND PENALTY** **139**

26	OFFENCES.....	141
27	PENALTY .....	141

---

**PART 5. MAPS AND SCHEDULES** **142**

MAP 1:	LAND USE PLAN.....	144
MAP 2:	PARKS, TRAILS, AND OPEN SPACE.....	145
MAP 3:	ROAD HIERARCHY.....	146
MAP 4:	ENVIRONMENTALLY SENSITIVE AREAS .....	147
SCHEDULE B:	WEST SIDE LOCAL AREA PLAN.....	148

---

**APPENDIX A: SENĆOŦEN PRONUNCIATION GUIDE** **150**

---

**APPENDIX B: GLOSSARY** **154**

# **PART 1. INTRODUCTION**

**Background**

**Vision and Goals**

**Community Context**

**Regional Context**



# PART 1. INTRODUCTION

The intent of Part 1 of the Official Community Plan is to provide the reader with a contextual understanding of Sidney that lays the foundation for the Objectives, Policies, and Development Permit Area Guidelines that follow. There are four Sections included under Part 1:

- **Section 1** provides specific background information related to an OCP, including such things as defining what an OCP is; outlining the process and establishment of a new OCP; and summarizing the public consultation and OCP development process.
- **Section 2** focuses on Sidney’s vision for the future and key planning goals articulated by the community during the OCP development process.
- **Section 3** establishes the community context by outlining Sidney’s geographical setting, historical evolution and demographic information.
- **Section 4** outlines the Regional Context Statement, linking the Town’s OCP to the Regional Growth Strategy (RGS) for the Capital Regional District.



# 1 Background

## 1.1 What is an Official Community Plan?

In British Columbia, the Local Government Act allows municipalities to prepare and adopt an Official Community Plan (OCP). An OCP is a local government bylaw that sets out the broad objectives and policies that help guide decisions on planning, land use, and the provision of municipal services in the community. An OCP provides a degree of certainty about the location and nature of community change to residents, businesses, and landowners and provides a framework for guiding and managing future development and growth. In doing so, it outlines the general framework for all of the key issues that concern a municipality, including:

- The identification of lands for residential, commercial, recreation, public utility, and other land uses;
- The establishment of objectives and policies to protect environmentally sensitive areas, and promote environmentally responsible development;
- The development of policies promoting community economic development;
- The creation of policies to address public infrastructure (such as roads and parks);
- The identification of the community’s social and cultural values; and
- The development of objectives, policies, and guidelines that ensure appropriate urban design and physical development.

An OCP can only be adopted or amended after a process of public consultation considered to be appropriate by Council, and a Public Hearing, held in accordance with the Local Government Act. Sidney’s OCP is also linked to the Capital Regional District Regional Growth Strategy, as a component of a larger vision for the long-term future of the Capital Regional District (CRD).

## 1.2 Sidney 2040: A new vision for the community

Sidney 2040 builds upon Sidney’s previous OCPs but also seeks to establish some new directions in how land will be used and how the community will grow over the next two decades. The OCP’s goals reflect what residents and businesses value as a community, and the OCP objectives and policies describe how we will work towards achieving them. The OCP helps to align priorities and guide other community plans and strategies. It is the roadmap for our collective path forward, setting the foundation for us to respond to the challenges of the future and create new opportunities for making our Town a better place.

Several objectives and policies have remained constant from the previous OCP and a number of key changes from previous OCP have been made. These include:

- Continued emphasis on downtown Sidney as the commercial centre of the Saanich Peninsula;
- An increased emphasis on environmental protection of the Town’s sensitive ecosystems;
- Emphasis on supporting liveable, resilient neighbourhoods;

- Managing the impact of height and density in the downtown and providing additional details on the form and scale of other neighbourhoods;
- Encouraging new forms of residential development to attract young families and address affordability;
- Adding housing options around neighbourhood commercial locations to improve accessibility and walkability;
- An increased emphasis on high quality building and landscape design;
- Integration of other plans and guidelines to create a more cohesive policy and design framework;
- Greater emphasis and specific policy to address climate change;
- Greater clarity about and support for active transportation; and
- Improvement to design guidelines to achieve high quality development without requiring a particular style of development.

### 1.3 Change and Growth in Sidney

Since the last OCP was adopted in 2007, Sidney has undergone significant changes, including major redevelopment in and around downtown. Other challenges that have become more prominent include the need for environmental preservation, action on climate change and housing affordability, and demand for new transportation options. The Provincial government has also outlined additional legislative requirements around affordable housing and climate change, and the recognition of the need for meaningful reconciliation with First Nations people has gained significant momentum. These converging challenges and requirements highlighted the need for an updated OCP that would outline a new community vision and intent to address these issues. In addition, many new long-range plans, studies, and best practices around housing, neighbourhoods, environment, climate, and more have been developed in Sidney in recent years to help guide an approach to these different aspects of Sidney. This OCP takes these documents, studies, and previous plans and, together with thoughtful input from the community, stakeholders and local First Nations, ties them together into a new vision for the future of the Town of Sidney.

### 1.4 Legislative Authority

The legislative authority for the Town of Sidney to adopt an OCP comes from Part 14 of the Local Government Act (LGA). Divisions 3 and 4 of the Act outline the required content of an Official Community Plan and describe the procedures a municipality must follow in order to adopt an OCP. This OCP has been prepared in compliance with the legislation.

## 1.5 Official Community Plan Update and Engagement Process

Town of Sidney Council identified the review and update of the Town’s OCP as a priority during their strategic planning process in early 2019. Prior to undertaking the project, the Town completed its first Housing Needs Report to identify gaps in the community’s housing supply and identify strategies to ensure adequate provision of all types of housing. The report, which is a requirement for local governments to complete in advance of, and to be considered during, an update to an OCP, was completed in the fall of 2019. In December of 2019, planning staff completed an approach report on possible options for an OCP update for Council’s consideration and in March 2020 a consultant was selected and the project to update Sidney’s OCP began in earnest. It is worth acknowledging that the project took place during the global COVID-19 pandemic, which spurred new solutions for how to engage with the community when the potential for gatherings was severely curtailed. The project team quickly took advantage of newly popular technology options and completed a hybrid engagement process with in-person and virtual meetings and workshops, as well as a variety of feedback options to suit individual comfort levels. Despite the challenges presented by the pandemic, the community showed strong interest in the project and provided a substantial level of comment and feedback. Between March 2020 and the summer of 2022, the project unfolded as follows:

### Phase 1: Project Initiation & Background Review (March 2020 – August 2020)

In Phase 1, the process began with stakeholder interviews, background research, and analysis to set the foundation for engagement and dialogue on key directions.

### Phase 2: Explore Options (September 2020 – August 2021)

Phase 2 explored specific topics and discussed key options and trade-offs. It started with the public launch event. This phase included a multi-day design workshop, online survey, stakeholder workshops and OCPizza Night Workbooks. The end of this phase culminated in the Key Directions Report.

### Phase 3: Draft the Plan (September 2021 – May 2022)

In Phase 3, the Project Team wrote the first draft of the OCP. Through an open house and online survey, the main elements of the draft OCP were shared and the feedback confirmed that the project was on the right track.

### Phase 4: Finalize the Plan (June 2022)

Phase 4 included some revisions to the draft OCP based on public feedback. The final version of the document was then presented to the public and was approved by Council following a public hearing and adoption of the bylaw.



## Engagement Activities and Community Input

The following lists the engagement activities during the development of this OCP and various ways the community was able to provide their input over the course of Phases 1 and 2:

- **Public Launch (virtual + in person)** | 200 people engaged;
- **Online Ideas Forum** | 149 ideas collected;
- **Stakeholder Interviews** | 11 stakeholder groups interviewed;
- **Sub-Regional Planning Session** | Six organization collaborative workshop;
- **Community Design Charrette** | 50 community members and stakeholder groups;
- **Feedback by Email** | 79 email submissions;
- **Community Design Survey** | 735 people took the survey;
- **OCPizza Night Workbooks** | 162 workbooks submitted;
- **Economic Development Workshop** | 10 members of the business community engaged, plus the Saanich Peninsula Chamber of Commerce and Sidney Business Improvement Area Society;
- **Stakeholder Interviews** | 11 stakeholder groups interviewed;
- **Youth Workshop** | 25 Parkland Secondary School students engaged; and,
- **WSÁNEĆ Community Forum** | 29 people in attendance.

## What We Heard Snapshot

Over the course of Phases 1 and 2, some of the most-often cited themes of general community engagement included to:

- maintain the character of Sidney as a quaint, community-focused seaside town;
- preserve environmental assets and features and support outdoor recreation; and
- increase and improve opportunities for active transportation.

Conversations with stakeholders and special interest groups also revealed hopes for:

- Sidney to be a diverse, inclusive and demographically-balanced community;
- action to be taken to address climate change;
- meaningful engagement with the WSÁNEĆ community and action taken toward Reconciliation; and
- the housing affordability crisis to be addressed.



## 2 Vision and Goals

### 2.1 Vision Statement

*The Town of Sidney – located in the area known as SET,TINES to the WSÁNEĆ people – is a vibrant, welcoming, and accessible seaside town that values its friendly, inclusive community, natural spaces, and rich cultural history. Its neighbourhoods provide a range of housing choices and supportive amenities that emphasize health, liveability, and prosperity for all, at all stages of life. Sidney’s downtown is the commercial and cultural heart of the community and its diverse and thriving local economy capitalizes on its proximity to spectacular natural assets and transportation hubs. Partnerships across the Saanich Peninsula work to improve the social, environmental, and economic connections that sustain the community and its region.*

### Official Community Plan Goals

The objectives and policies in the Official Community Plan work toward six major goals inspired by community input. The Town of Sidney will grow as a community while striving to achieve the following goals:

#### **Goal 1. A regionally connected, vibrant downtown.**

*As the social, cultural, and economic heart of the community and northern part of the Saanich Peninsula, downtown plays a special role in what makes Sidney special. The Town will continue to support and improve downtown as a commercial and cultural hub, as a place for people to work and congregate, and as a burgeoning residential neighbourhood. As part of this goal, downtown needs to be well connected to the community and region through a variety of transportation options.*

#### **Goal 2. A distinct seaside town reflecting local history, culture and context.**

*Sidney’s small-town, seaside charm is a result of its geography and rich history of connection to the ocean. Its location on the Saanich Peninsula, small size, and distinct character have allowed a strong sense of local community to develop over the years. Through its own unique history as a community, combined with its location on SET,TINES, the traditional territory of the WSÁNEĆ people, Sidney the municipality and community also seeks to forge a stronger relationship with the traditional stewards of these lands through the truth and reconciliation process.*

#### **Goal 3. Connected, accessible and liveable neighbourhoods that meet the needs of the whole community.**

*With the growth in popularity of Sidney as a place to live, work, and play, ensuring that Sidney provides accessible and affordable housing for people of all ages and walks of life becomes increasingly important. In addition to equitable access to housing for existing and future residents, housing that provides connection and a sense of place to the immediate neighbourhood – and the community as a whole – is fundamentally important. Sidney will build liveable neighbourhoods that strive to not only provide housing, but also achieve complementary environmental, social, and cultural goals.*

#### **Goal 4. A diverse and balanced community supporting a thriving local economy.**

*Sidney is home to a wide range of unique businesses and industries in a number of distinct commercial and industrial areas. Keeping these areas economically strong and maintaining quality local employment opportunities is a key factor in keeping Sidney as an attractive place to live and work.*

#### **Goal 5. Biodiverse, connected ecosystems informed by traditional, local and scientific knowledge.**

*Preserving and enhancing the natural environment has seen sustained and increasing interest among Sidney's residents in recent years. Sidney's biodiversity, such as the Bufflehead (*Bucephala albeola*) or remnant stands of Coastal Douglas fir and Arbutus trees, is located within and adjacent to a highly urbanized environment and highlights not only the unique beauty and character of Sidney, but serves to remind us of the challenge we face in ensuring these assets are preserved for future generations.*

#### **Goal 6. A healthy and resilient community that takes action to address climate change.**

*Perhaps the defining challenge of our time, this plan seeks to encourage bold action on the climate emergency in the areas of mitigation, adaption, and resilience. Reducing greenhouse gas emissions at both the corporate and community levels, preparing for climate-related impacts such as rising sea levels, and coordinating our actions with other organizations and levels of government are all included as areas for action.*



# 3 Community Context

## 3.1 Geographical Setting

The Town of Sidney is located at the southern end of Vancouver Island, 26 km north of Victoria, the capital city of British Columbia. With a geographic area of 5.04 square kilometers (1.9 square miles), Sidney is among 13 municipalities and three electoral areas that together comprise the Capital Regional District. Sidney is situated at the northern end of a peninsula, known as the Saanich Peninsula, which extends north from central Victoria. The Town of Sidney’s south, west and north boundaries are shared with the District of North Saanich; to the east, Sidney overlooks the Haro Strait, and the archipelago of the Canadian Southern Gulf Islands and American Northern San Juan Islands.

## 3.2 Historical Context

### 3.2.1 SET, TINES: The Traditional Territory of the W̱SÁNEĆ people

When considering the history and future of Sidney, it is important to listen and learn from the W̱SÁNEĆ people who have been here since time immemorial and continue to have a strong presence and connection to the land and surrounding waters.

The *Truth and Reconciliation Report* of 2015 made 94 recommendations to heal the relationship between Canada’s indigenous and non-indigenous people. As part of the Town of Sidney’s commitment to this healing process, it is important to acknowledge the history of the area, including the devastating impact government policies, such as the residential school system, have had on Indigenous communities on the Saanich Peninsula and across Canada, and commit to working cooperatively in the future.

We are now in the early stages of a journey toward reconciliation with indigenous communities. The development of this Official Community Plan included a dedicated engagement process involving the W̱SÁNEĆ Leadership Council and W̱SÁNEĆ Nations, the Town of Sidney, District of North Saanich, and District of Central Saanich. Initiatives stemming from these discussions can be found within this plan, particularly within the policies of Section 15 “Reconciliation, Culture, and Heritage”. Moving forward, the Town of Sidney will work to enact these policies and explore further opportunities for collaboration and trust building with local First Nations.

Below is an account of W̱SÁNEĆ history and ongoing presence on the Saanich Peninsula provided by the W̱SÁNEĆ Leadership Council. We are honoured to be able to share this knowledge and hope that it will create a deeper understanding between all those who live on the Saanich Peninsula.

14,000 years ago, at the end of the last ice age, the glaciers that had covered south Vancouver Island retreated and archaeological records show Indigenous people inhabiting the south coast from these times.

In W̱SÁNEĆ oral history, XÁLS (the Creator) signals a great flood which correlates with a flood event known to Western geological history. The people heeded XÁLS’ warnings and got in their boats with food and supplies. As the water levels rose, they anchored their canoes to arbutus trees located atop a mountain which was eventually fully submerged.

As the water levels eventually dropped, the top of Mount Newton emerged, and there they found

refuge. Many survived the great flood due to this LÁU,WELNEW (place of refuge) and from then on they called themselves the W̱SÁNEĆ (the emerging people).

Few archaeological sites on the Saanich Peninsula have been documented or dated and many sites have been obscured by changing sea levels or destroyed by urban development. Much of the fragile record of this history has yet to be fully appreciated. However, the archaeological work completed to date provides a glimpse of life of Indigenous people using and occupying the Saanich Peninsula intensively over at least the past 14,000 years.

The W̱SÁNEĆ are saltwater people. Their homes once existed all along the coast of the Saanich Peninsula, throughout the San Juan and Gulf Islands, and as far as Point Roberts. The W̱SÁNEĆ relationship to the sea is made evident by the reef-netting technology they invented to catch salmon in open waters and the clam gardens they conceived along the coast to increase shellfish productivity. The Saanich Peninsula is where permanent winter homes were built, in the shape of cedar longhouses. Here, the W̱SÁNEĆ proudly speak SENĆOŦEN, a dialect of Coast Salish languages. It is a language that has recently been revived due to efforts by the late Dave Elliott of the W̱JOLELP (Tsartlip) First Nation who devised an alphabet which was later adopted by the Saanich Indian School Board in 1984.

One of the most sacred pieces of land on the Saanich Peninsula is ṮXEN (pronounced tee-quan) also known as the Cordova Spit. It has been used by the W̱SÁNEĆ for as long as 10,000 years for gathering seafood, collecting medicinal plants, spiritual reflection and even used as a burial site. Elders used to say, “when the tide is out, the table is set.” ṮXEN is a place where generation after generation has come to honour ancestors, gather with family and celebrate.

The site which the Town of Sidney now sits on is called “SET,TINES”, which means “chest sticking out,” in reference to the way the land juts out into the water. The site at Bazan Bay provided a gathering site for camas as well as Xiwe (purple sea urchin) and Sqwiti (green sea urchin). This was a traditional site for greeting and celebrating visits from neighbouring tribe. From this site, First Nations people launched their canoes to travel to the various Gulf Island sites (i.e. Mandarte Island) to gather fresh sea gull eggs. Sea gulls laid their eggs in fields where the camas grew. There are the two W̱SÁNEĆ villages (now reserves), as well as a third historic village called W̱SI,I,KEM at Tsehum Harbour, along the border of Sidney and North Saanich. This village was abandoned because of repeated attacks by Kwakwaka-speaking people from the north; the xwsá7i7k'em [W̱SI,I,KEM] people moved across the Peninsula to Patricia Bay (formerly known as Union Bay) and transferred the village name over with them.





### 3.2.2 European Contact & Colonial Settlement

In the 18th century, Spanish and British expeditions navigated along Vancouver Island’s coast, looking to expand their colonial possessions. In 1843, Fort Victoria was established by the Hudson’s Bay Company as a trading post and fort under James Douglas. In 1849, the British Government established the colony of Vancouver Island. The Hudson’s Bay Company was contracted to administer the colony and bring over British citizens as colonists.

The Crown entered into treaty relationships with the W̱SÁNEĆ in 1852 through the signing of the North and South Saanich Douglas Treaties. While the written text of these treaties documents a transfer of land as well as the preservation of W̱SÁNEĆ village sites and enclosed fields, and the protection of W̱SÁNEĆ people’s right to fish and hunt, the W̱SÁNEĆ people’s oral histories describe them differently.

Under W̱SÁNEĆ oral history, the Douglas Treaties, often referred to as Douglas’ Word, signified a “new beginning” between the W̱SÁNEĆ people and the European settlers, following a string of disputes, including W̱SÁNEĆ efforts to stop timber extraction by employees of James Douglas near the village of ƧEL,İŁĆE (Cordova Bay), the shooting of a W̱SÁNEĆ messenger boy by a settler near Mount Tolmie, and threats W̱SÁNEĆ people had made against James Douglas and Fort Victoria in response to the above.

The oral histories state that Douglas acknowledged the extent of the W̱SÁNEĆ homelands, recognized W̱SÁNEĆ rights and responsibilities to the land, and the parties agreed that the W̱SÁNEĆ and settlers would live on these lands in a peaceful relationship with one another. Under W̱SÁNEĆ oral history, the W̱SÁNEĆ People did not sell W̱SÁNEĆ land.

From a colonial perspective, the land was surrendered to the Crown, meaning that the Crown could make it available for pre-emption by British and Canadian newcomers who began arriving in the 1850’s, at first in small numbers, but in ever-larger numbers after the gold rush of 1858.

In a very short time, the W̱SÁNEĆ people lost control over their land and resources. They were forced to take up wage labour for non-W̱SÁNEĆ people and faced discrimination and racism. In 1862, a major smallpox epidemic, originating from a ship landing in Victoria, killed between 20,000 and 30,000 indigenous people in what is now BC, including completely wiping out villages. Paired with the later Indian Act, the residential school system, and the ban on the potlatch, W̱SÁNEĆ communities were rendered devastated and depopulated.

The implications that have arisen as a result of the differing accounts of this historical event are still emerging today.

However, as noted in the W̱SÁNEĆ story of the flood, strength and resilience are no strangers to the W̱SÁNEĆ. Today, a growing population of W̱SÁNEĆ people, and other residents, both on and off reserve, are shaping the future of the peninsula. More and more children are learning SENĆOŦEN at school and efforts to include Indigenous voices and incorporate traditional knowledge in ecological restoration efforts and planning projects are increasingly common.

### 3.2.3 The Origins of the Town of Sidney

After the North and South Saanich Treaties of 1852, the British Crown surveyed the areas outside of the treaty boundaries, which they named the North and South Saanich Districts. The first European settlers to make residence in the North Saanich District were John and Mark Coles in 1857. In 1891, fifty acres of land owned by the Brethour family was subdivided in lots and registered as the Township of Sidney. By the close of 1892, there was a general store, a post office, a boat building shop, and a hotel. The name “Sidney” is purported to have arisen when Julius Brethour, who became the first president of the Victoria and Sidney Railway, was asked the question concerning a name for the site. “Brethour, looking across the water from the rude settlement, saw Sidney Island (previously known as Sallas Island) directly opposite, ‘It will be called Sidney’, said Mr. Brethour.” Sidney continued to grow as pioneer families moved into the area and businesses flourished.

Transportation played a major role in Sidney’s early evolution. The Victoria and Sidney Railway, established in 1892, linked Sidney to Victoria and beyond, connecting to shipping routes to the gulf islands and the mainland of both the US and Canada. Sidney also had its own thriving industrial waterfront, with canning operations, a sawmill and a rubber roofing factory all occupying locations around what is the downtown waterfront area. Sidney also saw a major boost in the 1930’s and 1940’s with the establishment of the Patricia Bay Airport, which served the war effort in World War II and saw a major increase in the population of the area. For much of the first half of the century, Sidney prospered as its own small community, with festivals, dances, a movie theatre and shopping.

Sidney was incorporated as a village on September 30, 1952, and saw steady development in the post-war period, with farmers’ fields slowly being converted to subdivisions to feed the post-war housing boom. The level of development increased in the 1960’s and 1970’s, with the spread of suburban style single-family housing at the north and south ends of Sidney, together with improved vehicle access from Victoria via a new Highway 17.

While initially built at what was the edge of town, Highway 17 eventually divided Sidney into east and west, as the farmland and forests surrounding the airport on the south-west side of Sidney were developed with suburban housing in the 1970’s. Northwest Sidney became an industrial area (now known as Sidney Business Park) thanks to its proximity to the airport, the highway and the ferry, and remains an economic engine of Sidney today. In the 1980’s and 1990’s, Sidney began seeing a different type of development, as apartment-style condominiums sprouted up to the north of Sidney’s downtown, driven by people attracted to Sidney’s walkable streets and small-town feel. This infill housing development has continued to the present day and more recently there have been several major redevelopment projects in Sidney’s downtown. Through all this, Beacon Avenue has remained Sidney’s primary downtown street and the centre of a thriving small town, supporting an active business area that has remained the centre of the community for over a century.



## 3.3 Sidney Today

### 3.3.1 Community Profile

As of 2021, the Town of Sidney was home to over 12,300 people. According to the 2021 Census, the population has seen modest growth over the past few years, with a 5.5% increase since 2016 (1.1% growth per year), less than the 8% increase in the Capital Regional District (CRD). Of the current population, over 40% are 65 years of age and over and only around 20% of households in the community are families with children.

These statistics indicate that Sidney is highly attractive for older households of retirement age and may also indicate that housing for younger individuals and families may not be available or affordable, which will impact the diversity and vibrancy of the community. Changes in average household sizes also reflect these trends; from 2006 to 2016 the number of one- and two-person households increased slightly (from 77 percent in 2006 to 80 percent in 2016), while the number of three-or-more person households decreased slightly (from 22 percent in 2006 to 20 percent in 2016).

The 2015 median total income (before tax) in Sidney is \$63,840 per year and has been rising since 2001. There is a diversity of income earners in Sidney, ranging from under \$10,000 per year to over \$200,000.

Renter households have generally had much lower median household incomes than owner households - \$47,939 versus \$69,489 in 2015, respectively. The difference in income levels based on tenure helps to illuminate affordability differences for owners and renters, as well as barriers to homeownership. Employment in Sidney spans a wide variety of industries, with a large proportion of the labour force in health care (14.5%), retail (12.7%), accommodation (9.5%), and transportation (8.9%) industries.

With respect to the CRD overall, Sidney has seen slower growth, is home to an older population, and maintains a lower median income and employment rate.

## 3.4 Sidney Tomorrow

### 3.4.1 Community Growth Projections

According to population forecasts prepared by the Capital Regional District, Sidney is projected to continue growing to approximately 14,045 people in 2038. The number of dwelling units will increase much faster - to 7,795 units in 2038, as household sizes are anticipated to decrease.

According to the 2019 Housing Needs Assessment, over the next four years, the fastest growing age group is adults 75 to 84 (projected to increase by 530 individuals between 2019 and 2024), followed by: adults 65 to 74 (projected to increase by 178 over the same period), and adults 35 to 44.

The number of children 0-14 is expected to remain consistent (0% growth), while the number of individuals in the following age groups are projected to decrease: 15 to 24, 25 to 34, 45 to 54, and 55 to 64.

It is worth noting that these demographic projections are based on past trends. Sidney's demographic profile will undoubtedly continue to change. This plan contains objectives and policies that may help to guide that change to ensure a balanced demographic makeup in the future.

## 4 Regional Context

### The Regional Growth Strategy

As the closest urban centre to the Victoria International Airport and the Swartz Bay ferry terminal, Sidney is a place well connected to the region and beyond. Bordered on all sides by rural- and agriculturally-based North Saanich and with Central Saanich to the south, Sidney is highly connected to its neighbours through the role that its downtown and employment areas play and the many communities it supports.

This is reflected in the Regional Growth Strategy's designation of Sidney as a 'sub-regional node' of the Capital Regional District - a key contributing factor to the policy directions in this OCP. Indeed, that the OCP aligns with the purpose and goals of the 2018 Regional Growth Strategy is a requirement mandated by the Local Government Act. For Sidney this means:

- a significant reduction in community-based greenhouse gas emissions;
- accommodating much of the Saanich Peninsula's future growth in order to:
  - keep urban settlement in the region compact;
  - protect the integrity of North and Central Saanich rural communities; and,
  - foster a resilient food and agricultural community in North and Central Saanich.
- protect, conserve and manage ecosystem health;
- strengthen Sidney as a safe and complete community;
- build more affordable housing;
- extend the active transportation network and transit system to increase transportation choice; and,
- continue to strengthen the regional economy.

### Regional Context Statement

The Regional Context Statement describes how the OCP's goals and objectives conform to the vision and seven objectives and ten policies within the RGS and how the Town will manage a level of growth consistent with the projections in Table 1 of the Strategy.



*Sidney Business Improvement Area Society, 2021*

## 4.1 Managing and Balancing Growth

### 4.1.1 Keep Urban Settlement Compact

The RGS aims to accommodate 95% of all new dwelling units within the Urban Containment Policy Area (UCPA) of the CRD. The Town of Sidney is well positioned to assist in meeting this target, being situated entirely within the UCPA. As the Town is largely built out, growth will be mainly accommodated through higher density redevelopment in close proximity to the downtown. Sidney's downtown core area is designated as a Sub-Regional Node in the CRD RGS, as illustrated in Map 3b and as such will be a focus for residential and commercial intensification.

The Town's Official Community Plan contains policies, such as Policy 5.3.9 and Policy 6.3.1, which direct commercial and higher density residential development towards the downtown core, thereby endeavouring to keep the urban settlement compact. The Town will promote multi-family residential development in proximity to the downtown.

### 4.1.2 Protect the Integrity of Rural Communities

As per Policies 5.3.6 through 5.3.7, the Town will permit residential density to increase where feasible, promoting secondary suites and creating a complete and livable community, thus allowing adjacent municipalities to choose to maintain lower densities and a rural lifestyle and development pattern.

The Town will also promote industrial and commercial growth, and by permitting responsible residential densification with high quality architecture, the Town will help ease the pressures of growth on rural communities in the region. The Town does not have any lands within the renewable resource lands policy area.

## 4.2 Environment and Infrastructure

### 4.2.1 Protect, Conserve and Manage Ecosystem Health

The Town will support the protection of the areas designated as Capital Green Lands Policy Area on Map 3a of the RGS, and will maintain policies such as Policy 12.3.3 in the Official Community Plan regarding their protection. The Town will actively work to reduce contaminants to fresh and marine water bodies in cooperation with other organizations to support the regional targets.

The Town recognizes and will protect its own green and blue spaces, but will also encourage economic development in the area designated as Harbour Road Marine on Map 1 and as per Policy 11.2.2 of the Official Community Plan. While the Town recognizes this area as a working harbour, Policy 13.4.2 encourages environmental protection through reasonable mitigation efforts and best management practices.

The Town will continue to preserve its environmentally significant and sensitive areas through identifying these areas specifically as Development Permit Areas in the Official Community Plan (as per Policy 12.4.1 and Policy 12.4.2) and promote environmental preservation and enhancement in these areas. As per Policy 12.4.20 and Policy 12.4.27, the Town will endeavour to protect natural ecosystems in Mermaid Creek and Reay Creek so that the fish habitat areas are preserved and enhanced.

## 4.2.2 Manage Regional Infrastructure Services Sustainably

Section 17 of Sidney’s OCP supports the sustainable management of regional infrastructure through policies that encourage a “best practices” approach to local infrastructure management and ensure that local services deliver regional infrastructure capacity to residents in an efficient and cost-effective way. As Sidney is located fully within the UCPA, water system services are available throughout the community and no growth in serviced areas is anticipated.

Sidney’s OCP also focuses on reducing the impact on regional infrastructure where possible through policies such as 17.2.8, which seeks to reduce the Town’s impact on the Hartland Landfill. In addition, the Town’s approach to growth management (i.e. protecting the integrity of rural communities through a focus on permitting density to increase through infill development) means that regional infrastructure capacity and efficiency can be optimized by concentrating regional infrastructure service delivery to already built-up areas and avoiding the need to extend services to low density rural or hazard areas. This will support the RGS target to develop capital plans that consider the conservation of land, water and energy resources and the impacts of climate change and natural hazards.

## 4.3 Housing and Community

### 4.3.1 Create Safe and Complete Communities

A main goal of the Town’s OCP is to ensure that all residents of Sidney live within a complete community, aligning with the RGS target. Policy 5.3.10 is specifically dedicated to helping the Town to achieve this and articulates specific principles to support this objective. Other objectives and policies, such as Policy 5.3.38, to encourage a balanced population, and Policy 14.3.2, to provide a mix of amenities for all residents, support this primary goal and are included in the Official Community Plan. In addition, Policy 8.3.8 and various Design Guidelines promote thoughtful and deliberate design choices in new developments to maximize safety and security for residents.

The Town will endeavour to continue to be a primary service centre for the Saanich Peninsula, as is stated in Policy 6.3.2, providing commercial, industrial, professional, social, and leisure services. Sidney will also strive to be a primary employment centre for the Saanich Peninsula, providing a balanced mix of employment opportunities.

### 4.3.2 Improve Housing Affordability

The Town will pursue the development of a wide range of housing types across the housing continuum for all income groups through a variety of approaches.

Policy 5.3.18 states that the Town will work with non-profit and government agencies to provide non-market (social) housing and support services in the community. Policy 5.3.28 encourages the development of secondary suites in new single-detached housing as a method of increasing the supply of market rental housing, and Policy 5.3.25 supports the Town using zoning and other regulatory tools to encourage the provision of affordable housing, including the provision of bonus density when affordable housing is provided in a new development.

A variety of housing types and forms will also be encouraged, and in doing so, the Town will continue to work with developers and with other groups and agencies to promote affordable housing and reduce the number of people in core housing need in line with the targets in the RGS.

## 4.4 Transportation

### 4.4.1 Improve Multi-Modal Connectivity and Mobility

Increasing the variety of transportation choices for Sidney residents is key to the establishment of a complete community. Accordingly, the Town will continue to develop in a manner that allows people to live in proximity to the downtown core, thereby facilitating increased transportation choices and less reliance on personal vehicles. The Town will continue to promote pedestrian-oriented development as is stated in Policy 6.3.3, in order to enhance walkability in proximity to the downtown core and throughout the Town.

As per Policy 16.3.8, the Town will support the development of the CRD Regional Multi-Modal Network by developing safe and convenient bicycle and pedestrian networks within the community that enhance Sidney's connection with the Lochside Trail and the rest of the region. Finally, the Town will endeavour to improve access to and egress from the regional highway system as the public transit corridor for the Peninsula, with links to the airport, ferry and metropolitan core of the CRD. Together, these goals will support the regional goal of a transportation system that sees 42% of all trips made by walking, cycling, and transit in 2038.

## 4.5 Economic Development

### 4.5.1 Realize the Region's Economic Potential

Sidney recognizes the contributions and economic benefits of large and small industry and commerce within the community. By accommodating industrial and commercial economic development, the Town will continue to grow and progress as the major service and employment centre for the Saanich Peninsula. The protection of the integral role of Sidney's industrial lands and working harbour in job creation and product and service innovation will be maintained and protected as per Policies 10.2.1 and 11.2.1. Equally important is acknowledging the economic significance of small business (Policy 6.3.10), including the accommodation of home-based occupations.

The Town will also continue to accommodate developments in its industrial areas, working harbours and commercial areas in order to maintain and expand the Town's role as an economic centre and support the regional target of an overall jobs/population ratio of 0.53 for the Saanich Peninsula.

## 4.6 Food Systems

### 4.6.1 Foster a Resilient Food and Agriculture System

Sidney is a geographically small, built-out community with no agricultural land. As stated in Section 4.1.2, the role of the Town is to effectively manage its growth in order to permit other municipalities to retain their rural lifestyles and agricultural focus. This approach will allow adjacent municipalities to focus on developing resilient food systems and avoid the loss of important agricultural land to development. Sidney will continue to play a role in promoting local food products and systems through such initiatives as its Thursday night summer market.

## 4.7 Climate Action

### 4.7.1 Significantly Reduce Community-Based Greenhouse Gas Emissions

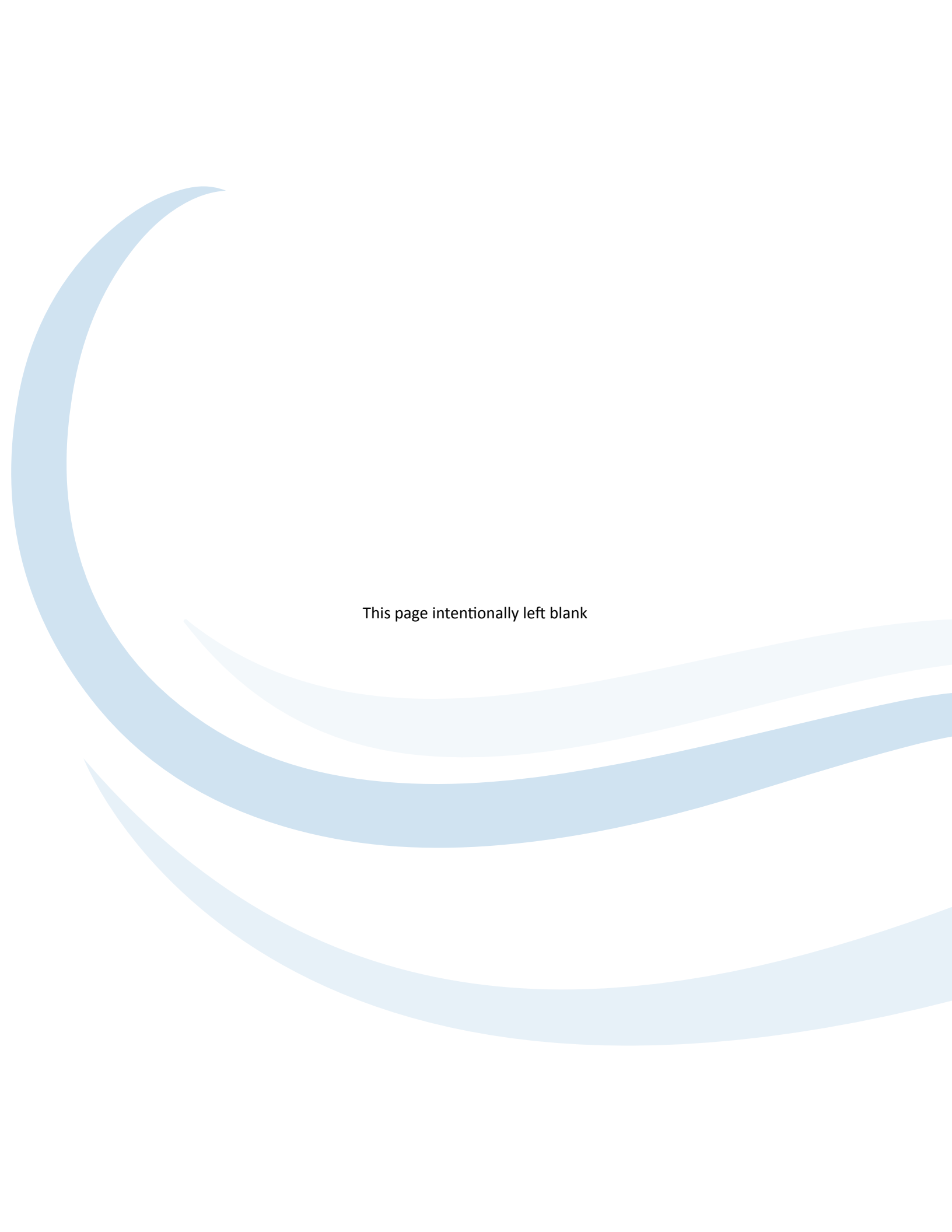
Policy 12.5.4 of the OCP sets ambitious targets for the reduction of community-wide greenhouse gas emissions in Sidney: 50% below the 2007 emission levels by 2030 and achieving net zero emissions by 2050. These targets will be supported through a variety of policies that primarily focus on reducing emissions from buildings and transportation modes. Through a focus on quality infill development (Policy 5.3.7), location-efficient smart growth (Policy 5.3.10), and encouraging environmentally responsible housing design (Policy 5.3.15), the Town will endeavour to reduce building and building-related greenhouse gas emissions.

Transportation emissions will be reduced through a focus on reducing single-occupant vehicle trips and encouraging active transportation modes. Policy 16.4.17 commits the Town to working cooperatively with BC Transit to improve the quality and provision of transit services in Sidney and on the Saanich Peninsula. Cycling and walking will be supported through Policy 16.3.8, which supports the development of quality cycling and pedestrian facilities that connect residents in Sidney with broader networks throughout the region. Policy 16.4.1 further supports pedestrian facilities in the community through the provision of sidewalks and walkway facilities linking local destinations.

The CRD has set targets to reduce community greenhouse gas emissions by 33% (from 2007 levels) by 2020, and by 61% by 2038. Sidney will work to support these targets by considering updates to its own policies and targets through a review of the Town's OCP and Climate Action Plan. objectives and policies







This page intentionally left blank

# **PART 2. OBJECTIVES AND POLICIES**

**Residential Lands**

**Downtown Commercial**

**West Sidney Mixed Use Village**

**Neighbourhood Commercial**

**Airport Commercial**

**West Side Industrial**

**Harbour Road Marine**

**Environment and Climate Action**

**Marine**

**Parks, Public Open Space and Leisure Facilities**

**Reconciliation, Culture, and Heritage**

**Transportation**

**Institutions, Infrastructure and Services**

**Implementation**



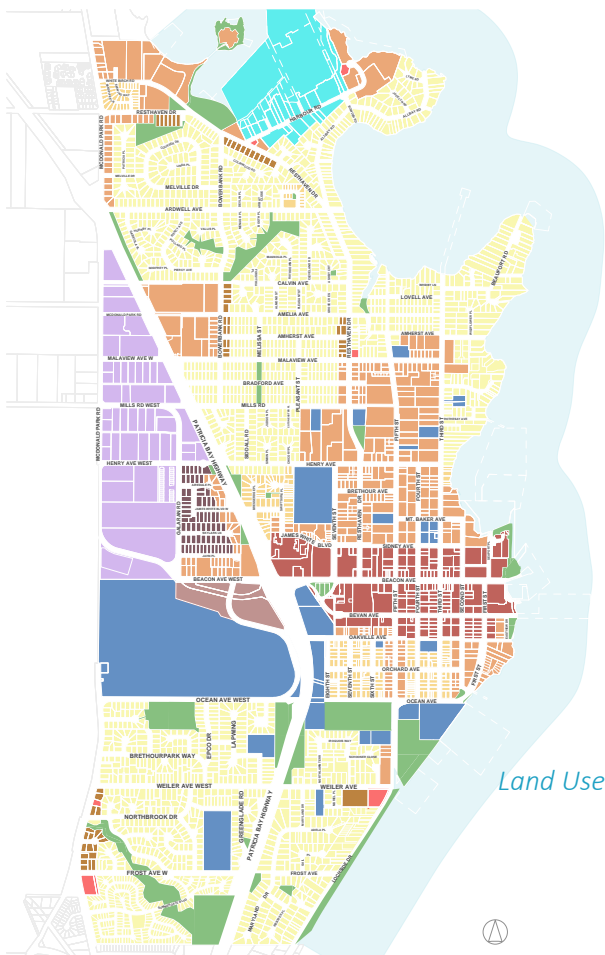
# PART 2. OBJECTIVES AND POLICIES

Managing growth and development through land use planning is perhaps the most important role of an Official Community Plan. How land uses are organized is fundamental to the sustainable management of a community. The location and density of new development and different types of commercial activity affects livability, walkability, environmental impact, viewsapes, and the capital and operating costs of infrastructure.

The primary mechanism to achieve this in the Town of Sidney is by designating the location and type of Residential, Commercial, Industrial, Institutional, and Parks and Open Space land uses on the Land Use Plan (Map 1 of this document). The Land Use Plan is then used by staff, Council, and the Advisory Planning Commission to evaluate proposals for re-zoning land for different types of development. Objectives and policies in areas that complement this land use planning process, such as Parks, Environment, Marine, Reconciliation, Culture and Heritage, Transportation, and Infrastructure and Services are also included in this section.

The *Local Government Act* requires that an Official Community Plan include statements and map designations regarding the approximate location, amount, type, and density of residential development required to meet anticipated housing needs over a period of at least five years and the approximate location, amount and type of commercial, industrial, institutional, agricultural, recreational, and public utility land uses. The land use designations and supporting policies in this plan have been developed to ensure these needs are met.

The land use designations used in this OCP are described in the policy sections for each land use category and correspond to the land use designations on Map 1: Land Use Plan.



*Land Use Map (see Maps & Schedules section)*



## 5 Residential Lands

### 5.1 Community Context

Sidney is a developed, urban community with neighbourhoods that continue to evolve through infill development. Sidney's existing neighbourhoods already provide a wide range of housing quality, choice, and affordability, all of which are essential for a healthy, diverse, and prosperous community. However, recent increases in housing prices - ownership and rental - present challenges in the availability of attainable and affordable housing and ensuring that people of all ages and stages in life are able to find appropriate housing and enjoy their neighbourhood to its fullest.

Sidney's history as small town on the outskirts of a larger city has been challenged in recent years with the discovery of Sidney as a popular retirement destination. The housing market in Sidney has focused on meeting the demand for retirement-friendly housing, which has resulted in the construction of substantial townhouse and apartment-style housing stock. Although this trend has continued for many years now, the challenge of ensuring that this new housing integrates suitably with the existing built form of the community and provides the housing required for a balanced demographic makeup for the community remains.

At the same time, issues affecting residential development such as environmental concerns around habitat loss, impacts on natural areas and the ocean, and the need to address climate change have arisen as additional significant considerations as the community grows. Balancing these multiple, often-competing challenges, will need to be addressed as Sidney continues to evolve.

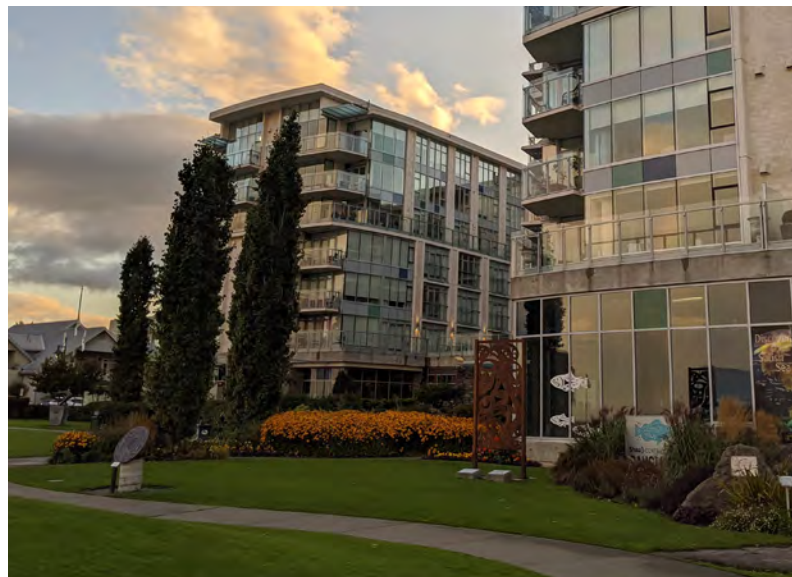
### 5.2 Objectives

- 5.2.1 To ensure housing densities and height are compatible with the context of the surrounding neighbourhoods.
- 5.2.2 To allow a range of housing densities and forms to encourage a variety of housing choices.
- 5.2.3 To allow and encourage a variety of housing types and tenures that retain and attract young families and individuals and to support community members with diverse needs and income levels.
- 5.2.4 To maintain the area surrounding downtown Sidney as the focus for medium to high density multi-unit residential development.
- 5.2.5 To improve the visual image of residential areas visible from Highway 17 and Beacon Avenue West and ensure that their future development provides an enhanced gateway into Sidney, including high-quality landscaping.
- 5.2.6 To respect the scale and character of existing residential areas.
- 5.2.7 To encourage adaptable housing for persons with disabilities.
- 5.2.8 To encourage housing for all income groups.
- 5.2.9 To foster an increasingly diverse and balanced demographic make-up in Sidney.

## 5.3 Policies

### Neighbourhood Form and Scale

- 5.3.1 The Neighbourhood Residential designation is intended to provide residential uses predominantly consisting of single-detached dwellings on a minimum lot size of 350 square metres and duplexes on a minimum lot size of 700 square metres at a scale between 1-2.5 storeys. This designation will also provide rental housing options in the form of secondary suites and detached secondary dwellings.
- 5.3.2 The Intensive Neighbourhood Residential designation is intended to provide residential uses with a high standard of design in a more compact building form, predominantly consisting of single-detached dwellings on a minimum lot size of 250 square metres and duplexes on a minimum lot size of 400 square metres at a scale between 1-2.5 storeys. This designation will also provide rental housing options in the form of secondary suites and detached secondary dwellings.
- 5.3.3 The Neighbourhood Townhouse designation is intended to provide residential uses in the form of townhouses near to Neighbourhood Commercial uses and larger transit corridors, on a minimum lot size of 750 square metres and at a scale between 1-2.5 storeys. This designation may also provide rental housing options in the form of secondary suites.
- 5.3.4 The Multi-Unit Residential designation is intended to provide residential uses in the form of multi-level apartment buildings, townhouses, and residential care facilities, on a minimum lot size of 750 square metres and at a scale between 1-4 storeys. This designation may also provide rental housing options in the form of secondary suites. Lands covered by the West Side Local Area Plan are intended to provide residential uses at a scale of between 1-6 storeys, as per Table 1. Land Use in the Local Area Plan.
- 5.3.5 Lot areas specified in this section are intended as a minimum baseline only. Minimum lot areas in the Town's Zoning Bylaw should also take into account the neighbourhood context and environmental, social, and other relevant policy objectives of the Town.
- 5.3.6 Continue to encourage and support residential infill development in areas designated as Neighbourhood Residential, Neighbourhood Townhouse, Intensive Neighbourhood Residential, Multi-Unit Residential, Neighbourhood Commercial, Downtown Commercial, and West Sidney Mixed Use Village.
- 5.3.7 Infill development in existing residential neighbourhoods shall be compatible with the scale and character of the surrounding neighbourhood in terms of minimum lot size, building massing, height, setbacks, and building form and character.
- 5.3.8 On the Multi-Unit Residential properties adjacent to the West Sidney Mixed Use Village, consideration should be given to the amount of workforce-oriented affordable/attainable housing provided within the proposed development.
- 5.3.9 Multi-Unit Residential dwellings, as part of mixed-use development proposals, are supported in Sidney's downtown to enhance livability and vitality.



5.3.10 Consideration shall be given to the following planning principles when reviewing and evaluating the appropriateness of Neighbourhood Townhouse and Multi-Unit Residential Development Permit, Development Variance Permit, and Zoning Amendment applications:

- a. The proximity of the proposed project to amenities and services (i.e. walking distance versus required vehicle travel);
- b. The distance of the proposed project from major collector routes in order to reduce traffic impacts on local streets;
- c. The service capacity of existing infrastructure;
- d. The potential of the proposed project to provide a range of housing types and tenures that are suitable for families, seniors, households with low and moderate incomes, and persons with disabilities;
- e. The transition and compatibility between the proposed project and surrounding lower-density housing forms;
- f. The compatibility of the proposed project with the range of densities and housing forms in the surrounding residential neighbourhood; and
- g. The architectural and design quality of the proposed project (i.e. massing, scale, building form, view and shadow impacts, and greenspace).



5.3.11 When developing new zoning designations for a transition from existing ground-oriented residential uses to higher density Neighbourhood Townhouse, Multi-Unit Residential, or Commercial uses, the following should be considered:

- a. Land assemblies should ensure a sufficient land base to support higher densities;
- b. Redevelopment should avoid resulting in an orphaned lot that could not feasibly be redeveloped on its own;
- c. Higher density developments should be sited in areas with optimal access to amenities and a variety of transportation options; and
- d. Redevelopment should create a sensitive transition to adjacent lower-density, ground-oriented uses.

5.3.12 Allow density of mixed-use developments to be increased subject to the provision of amenities as per Bonus Density and Community Amenity Contribution Policy No. DV-013, the Zoning Bylaw, and Section 482 of the Local Government Act.

5.3.13 When updating or developing new zoning designations for residential areas, the Town's most recent Housing Needs Assessment will be considered in order to ensure that needed housing types will be provided by future development.

5.3.14 Consider the use of variances to the Zoning Bylaw where they would achieve a more appropriate development in terms of streetscape, pedestrian environment, public view protection, overall site design, protection of natural features, and compatibility with neighbourhood character and adjoining properties.

5.3.15 The Town will encourage environmentally responsible housing design by supporting residential buildings that conserve energy, water, materials and other resources.

- 5.3.16 Despite any other policy, objective, or provision contained in this bylaw, single-detached and duplex uses may be permitted by subsequent zoning bylaws in areas designated in this Official Community Plan as Neighbourhood Townhouse, Multi-Unit Residential, and West Sidney Mixed Use Village on lands where these uses existed on May 1, 2022.
- 5.3.17 Where appropriate, the Town shall establish and maintain existing Neighbourhood Commercial uses within established residential areas as a means to enhance a sense of community through local amenities and gathering spaces.

**Attainable and Affordable Housing**

- 5.3.18 Partner with senior levels of government, WSÁNEĆ Nations, the Capital Regional Housing Corporation, non-profit housing agencies, and faith-based groups to address the housing gaps identified in the Housing Needs Assessment and prioritize housing and rental housing in the following categories: deep affordability, non-market, near-market, and purpose-built rental.
- 5.3.19 Convene conversations with local developers and BC Housing about available affordable housing programs to explore the potential for implementing these programs in Sidney.
- 5.3.20 Complete a land audit to identify under-utilized municipal, institutional, faith-based, and other lands in Sidney that could be potentially be used for housing. Use the land audit as an engagement process with institutional organizations and for the next step in planning.
- 5.3.21 Consider opportunities for affordable and/or attainable units in future municipal building redevelopment projects (e.g. library redevelopment).
- 5.3.22 Reduce development fees and charges, and consider municipal tax exemptions for developments that include deep affordability and below-market housing.

- 5.3.23 Protect existing rental housing stock by exploring the use of residential rental tenure zoning and other complementary tools. Continue to use housing agreements and covenants to protect new purpose-built rentals and below-market units.
- 5.3.24 Where redevelopment of affordable housing (i.e. older housing stock) forms part of an application for rezoning and subdivision, the applicant will work with the Town in the preparation of a plan to mitigate the loss of existing affordable units, as well as a plan to address potential compensation to (or re-housing of) existing tenants in order to minimize the loss of affordable housing stock and the impact to tenants.
- 5.3.25 Consider inclusionary zoning that requires a percentage of new units to be offered at below market and/or near-market rates. This may require developers to build a certain number of affordable units based on the percentage of overall units being built, or it could require an equivalent cash-in-lieu contribution towards the Town’s Amenity Reserve.
- 5.3.26 Take advantage of Amenity Reserve funding to support below market housing initiatives where the affordable housing component is secured through a Housing Agreement or similar instrument.
- 5.3.27 Encourage a mix of housing affordability levels and unit types and tenures within developments, including market ownership, affordable homeownership, purpose-built rental housing, below-market rental housing, cooperative housing, co-housing and other alternative housing forms that may provide more affordable housing options.
- 5.3.28 Support the creation of new and the retention of existing rental housing within the community and discourage the conversion of rental housing to strata ownership.
- 5.3.29 Regularly engage non-profit housing providers in the region to better understand their needs and support new projects in Sidney.



## Inclusive Housing

5.3.30 Encourage the development of a variety of housing and home types and tenures, particularly focusing on missing housing types, as well as:

- a. co-living;
- b. strata and bare-land strata;
- c. seasonal;
- d. court/lane housing;
- e. live/work;
- f. rental; and
- g. flex housing.

5.3.31 Encourage the development of family-oriented housing, including homes with three bedrooms or more.

5.3.32 Prepare an annual report on the progress towards Sidney’s housing needs, as well as potential policy and bylaw adjustments required to support those needs.

5.3.33 Consider introducing a secondary suite/detached secondary dwelling incentive program for existing homes.

5.3.34 Conduct a review of the Town’s Adaptable Housing standards to ensure new developments provide housing suitable for a wide range of ages and abilities. As part of this update, undertake a review of accessibility standards and best practices, including potential amendments to building bylaws and land use regulations for Multi-Unit Residential or mixed-use developments.

5.3.35 Consider marine-based housing (e.g. liveaboards and float homes) through the Zoning Bylaw. Where permitted, ensure that the environmental, social, and transportation-related impacts of the use can be appropriately mitigated.

5.3.36 Continue to require covenants that prohibit a strata bylaw from introducing age restrictions as a condition of development approval.

5.3.37 Encourage existing seniors housing developments to consider continuum of care from independent living to residential care and alter their facilities as appropriate to meet the need. Encourage “campus of care” facilities.

5.3.38 Encourage development proposals that address identified housing gaps. In particular, give favourable consideration to development proposals that provide:

- a. Affordable, below market housing;
- b. Fully accessible housing;
- c. Housing for Indigenous people;
- d. Family oriented rental housing;
- e. Attainable housing that supports individuals to enter into the housing market;
- f. Work force housing, including farm worker housing; and
- g. Housing diversity that allows residents to remain in the community as they age (i.e., compact, ground oriented, rental housing for seniors, and various forms of supportive housing and multi-level care facilities).

5.3.39 Encourage the development, design and distribution of housing for a variety of persons and needs throughout the community (rather than concentrated within a single area) such as for:

- a. Persons with disabilities;
- b. Seniors' housing and alternative care options; and
- c. Workforce housing, including for young people working in service or entry level jobs.



## 6 Downtown Commercial

### 6.1 Community Context

Downtown Sidney is the heart of the community. Historically a place of industry and commerce, downtown Sidney has evolved into a vibrant area combining its role as a regional commercial centre with a growing residential neighbourhood and other community services. Anchored by Beacon Avenue as its main street, its proximity to the picturesque oceanfront, its small-town feel, and its walkable street network create a unique and strong sense of place.

A robust and comprehensive transportation network is essential to the downtown’s ability to effectively serve the population and function as a regional hub. To address this need, the Town will continue to expand its transportation network in order to improve pedestrian, bicycle, and transit connectivity to key destinations and also enhance the accessibility of the network to meet the needs of all ages and abilities. The waterfront is also an integral part of downtown Sidney and brings with it a variety of recreational, tourism, transportation, and ecological opportunities.

Downtown Sidney serves the community in many ways - and supports the widest range of uses - of any part of Sidney. The variety of buildings and uses in the downtown has evolved over time, on a variety of street patterns and lot sizes. This has created distinct downtown areas; these include Beacon Avenue, Sidney’s traditional “main street” for the community; the pedestrian-friendly storefronts and mixed-use buildings of “Downtown East”; and the large blocks of “Downtown West” which developed largely in the automobile-focused post-World War II years. The OCP seeks to strengthen and/or leverage these areas’ unique characteristics and identities to enhance downtown Sidney’s role in the community and as the hub of the Saanich Peninsula.

Not only does the downtown support Sidney residents, it also welcomes visitors from the rest of the Saanich Peninsula, the region and beyond. It serves as the primary cultural, institutional, entertainment, shopping, and social centre of the community and as such supports a broad range of commercial uses including retail, office, financial, institutional, service, entertainment, food and beverage, and hotel accommodation.

### 6.2 Objectives

- 6.2.1 To maintain and strengthen downtown Sidney’s role as the commercial centre of the community and the Saanich Peninsula.
- 6.2.2 To create comfortable, attractive, and walkable public spaces that support diverse and vibrant public life.
- 6.2.3 To provide more outdoor green spaces within, or conveniently accessed from, the downtown area.
- 6.2.4 To enhance active transportation connections within and between downtown Sidney and the rest of the community and region.

- 6.2.5 To encourage residential intensification in the downtown core, above commercial development with a mix of residential unit types, prices and tenures that make living downtown accessible to people with a wide range of incomes and at all stages of life.
- 6.2.6 To effectively manage demand for vehicle parking in the downtown area.
- 6.2.7 To maintain downtown Sidney's small-town character through the implementation of development guidelines that result in high quality architecture.
- 6.2.8 To ensure Beacon Avenue and surrounding side streets are maintained with high-quality landscaping and street furniture.



## 6.3 General Policies

- 6.3.1 Sidney's downtown core is intended to function as the focal point of the community. Accordingly, it should contain the widest range of permitted uses within the Town, including a significant residential component, to bring vibrancy, quality architecture, urban design, and livability to the area.
- 6.3.2 In addition to Sidney's downtown continuing to serve as the commercial centre for the community, it will also function as the regional service centre for the northern part of the Saanich Peninsula.
- 6.3.3 All downtown development shall respond to the principles of compact, vibrant, and pedestrian-friendly urban form. Developments will be reviewed to ensure that existing block patterns are respected, small-scale building form is preserved, the pedestrian orientation of commercial retail units along the street frontage is maintained, and where feasible, that all off-street parking is underground.
- 6.3.4 Limit building heights in downtown Sidney as per the building height map in Figure 1: Downtown Height Limits.

- 6.3.5 In the area designated A: Downtown West in Figure 1, consider a fifth storey where the building provides a significant portion of units as deep affordable and/or below-market affordable residential housing secured through a housing agreement.
- 6.3.6 Encourage transit-oriented development around Beacon Avenue, between Fifth Street and Highway 17.
- 6.3.7 Locate large-format retailers west of Fifth Street in a mixed-use format. New development designed to accommodate these retailers must adhere to commercial frontage guidelines of the Downtown Commercial Development Permit Area.
- 6.3.8 Continue to permit residential as a secondary land use in the downtown, primarily through accommodation of mixed-use development with commercial or retail spaces on the ground floor and residential units above.

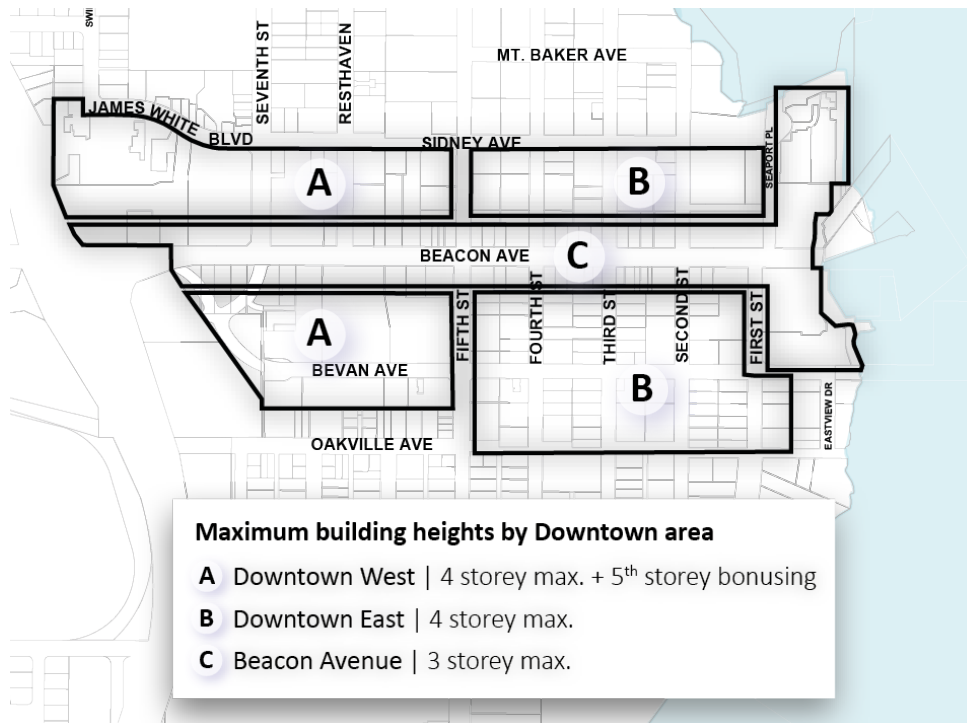


Figure 1. Downtown Height Limits

- 6.3.9 At street level along Beacon Avenue:
- a. require only retail or other uses which encourage window shopping and create a strong pedestrian-focused environment;
  - b. encourage smaller-scale and compact commercial development;
  - c. discourage big-box or large format retail;
  - d. build to the sidewalk or have pedestrian focused front yards; and
  - e. keep parking to the rear and share driveways and loading zones when possible.
- 6.3.10 Retain and encourage small businesses that lend an eclectic quality to the retail experience.
- 6.3.11 Continue to prohibit, through the Zoning Bylaw, residential and live-work development at the ground floor level in downtown Sidney.

- 6.3.12 Continue to revitalize downtown streets with a pedestrian-priority approach by implementing the design directions in the Downtown Streetscape and Urban Design Standards, focusing on a detailed pedestrian-oriented design approach that maximizes space for people walking and rolling and enhances the pedestrian experience with more places to rest, socialize, eat, and shop. At the time of redevelopment, require developers to reconstruct portions of the street that fronts their projects using these standards. Allocate Town resources to ensure progress in areas where redevelopment is not expected in the short term.
- 6.3.13 Ensure that through-block pedestrian connections remain accessible beyond business hours through the use of covenants or statutory rights-of-way.



6.3.14 Enhance the downtown area with pedestrian-oriented streets and through-block connections where feasible, using the following strategies:

- a. appropriate adjacent land uses;
- b. traffic calming measures and reduced vehicle speeds;
- c. varied and attractive surface treatments; and
- d. strategically-located landscape elements.

6.3.15 Actively promote “places for people” by establishing public (or privately owned and publicly accessible) open spaces such as plazas, pedestrian mews, parklets, and view areas.

6.3.16 Identify the location of and actively pursue the establishment of a central public square/plaza for downtown.

6.3.17 Make downtown Sidney a place for children and families by encouraging and establishing:

- a. a mix of housing unit sizes, prices, and tenures;
- b. suitably sized child-care facilities; and
- c. public spaces designed for children or to accommodate children, including play areas and water features, such as a “play trail” that includes play equipment, learning installations, and places to rest along the way.

6.3.18 Support the business community through continuing to work with organizations such as the Saanich Peninsula Chamber of Commerce, the Sidney Business Improvement Area Society (SBIA), and the South Island Prosperity Partnership.

6.3.19 Notwithstanding the existing zoning, the issuance of Temporary Use Permits may be considered by Council only in areas designated as Downtown Commercial and West Sidney Mixed Use Village on Map 1 of the Official Community Plan, subject to the conditions contained in Section 492 to 497 of the Local Government Act.



## 6.4 Downtown Waterfront

- 6.4.1 Provide services to visitors by allowing accessory commercial activities (e.g. bike or kayak rentals) in convenient locations in the downtown and downtown waterfront areas.
- 6.4.2 Further refine and implement concepts and ideas from the Downtown Waterfront Vision into Sidney's waterfront as opportunities arise, such as the creation of a cultural hub around the waterfront and provision of day moorage.
- 6.4.3 Consider redevelopment options for the lands at the end of Seaport Place that include a maritime village concept, including marine-oriented businesses, arts and cultural uses, restaurants, cafes, shops, and services catering to the needs of the public, tourists, and the local and transient boating community. Include public spaces that encourage community events and establish the area as a gateway between downtown Sidney and the ocean.





## 7 West Sidney Mixed Use Village

### 7.1 Community Context

The West Side Mixed Use Village represents an evolution of the existing residential area into a vibrant mixed-use area with a network of greenways and green spaces. Redevelopment will focus on accommodating light industrial or high tech uses on the ground floor and residential or live/work units in the upper storeys. Commercial uses that support the West Side Industrial Area may also be considered, in order to preserve limited industrial land in the adjacent area.

As the area evolves, there will be a focus on creating public spaces, streets that emphasize pedestrian comfort and safety, and the integration of storm water management features. A network of greenways and green spaces will provide increased pedestrian/cycling connectivity and needed open space for residents and employees alike. More details can be found in the West Side Local Area Plan, which is a schedule to the Official Community Plan.

### 7.2 Objectives

- 7.2.1 To provide a mix of residential, commercial, and light industrial uses that support industrial activity in the West Side Industrial area. This may include office or high tech uses on the ground floor and workforce residential or live/work units above.
- 7.2.2 To improve transportation connections within and between the Mixed Use Village and other areas of Sidney and North Saanich.
- 7.2.3 To create attractive and usable public spaces for the residents and employees of the Mixed Use Village.
- 7.2.4 To encourage a mix of housing types and tenures that support workforce housing for the employees of the West Side Industrial area and the Mixed Use Village.
- 7.2.5 To ensure that the redevelopment of the Mixed Use Village area is undertaken in a manner that minimizes disruption to the existing residential area.

### 7.3 Policies

- 7.3.1 Continue to implement the vision, goals, principles and recommendations of the West Side Local Area Plan, which forms part of this plan as Schedule B, specifically as it relates to the West Sidney Mixed Use Village.



- 7.3.2 West Sidney Mixed Use Village commercial uses should not compete with those in downtown Sidney. Allow select commercial uses in the Village, but limit or restrict primary uses that are already offered in downtown (e.g. ground floor retail). Accommodate accessory uses that support the local residential and employment population and establish social infrastructure for the growing population.
- 7.3.3 Prioritize adding more multi-unit residential uses to the West Sidney Mixed Use Village and adjacent Multi-Unit Residential area with a specific focus on affordable workforce housing.
- 7.3.4 Consider rezonings and redevelopment on properties in the residential neighbourhood north of Beacon Avenue West and west of Highway 17 beginning from Galaran Road, Beacon Avenue West, or Henry Avenue West.
- 7.3.5 Consider consolidating lots to create larger parcels for redevelopment.
- 7.3.6 All residential uses within the West Sidney Mixed Use Village and adjacent Multi-Unit Residential area will be subject to a restrictive covenant expressing knowledge of the proximity of industrial uses in the West Sidney Industrial area and potential noise from Victoria International Airport operations.





## 8 Neighbourhood Commercial

### 8.1 Community Context

Neighbourhood commercial uses can play a key role in building and maintaining a complete community. Local neighbourhood businesses add to the diversity of commercial services that are available to serve residents in key locations throughout the community. Commercial uses such as the corner “mom and pop” grocer or local restaurant, provide predominantly residential areas with convenient access to needed services and reduce the need for longer trips. However, the provision of such services must ensure a compatible fit with the surrounding neighbourhood. The following Objectives and Policies will provide a guide for evaluating future proposals for the redevelopment of existing neighbourhood commercial sites, or the development of new sites to serve the community.

Neighbourhood commercial is considered an essential element of any successful community as it provides for the daily requirements of local residences, reduces automobile reliance, and provides a focal point and identity for the neighbourhood it serves.

### 8.2 Objectives

- 8.2.1 To permit and maintain convenient neighbourhood commercial uses in residential areas that are compatible with the surrounding residential neighbourhood.
- 8.2.2 To ensure that proposed neighbourhood commercial developments are compatible in form and scale with the surrounding residential neighbourhood.
- 8.2.3 To reduce transportation-related greenhouse gas emissions by providing commercial services close to where people live.

## 8.3 Policies

- 8.3.1 The Neighbourhood Commercial designation is intended to provide Neighbourhood Residential, Neighbourhood Townhouse, and Multi-Unit Residential designated areas with convenient access to some commercial services, at a minimum lot size of 750 square metres and at a general scale of 1-3 storeys.
- 8.3.2 Neighbourhood commercial is considered an essential element of any successful community as it provides for the daily requirements of local residents, reduces automobile reliance, and provides a focal point and identity for the neighbourhood it serves.
- 8.3.3 Residential uses in upper storeys of neighbourhood commercial buildings are encouraged.
- 8.3.4 Proposals for new development in Neighbourhood Commercial areas should be considered by Council through the Town's established OCP and Zoning Amendment and Development Permit processes.
- 8.3.5 The following criteria shall be taken into consideration when evaluating the appropriateness of proposals for new neighbourhood commercial development within a residential neighbourhood:
- Its location near key intersections or on a major transportation route;
  - Its location near or adjacent to other neighbourhood amenities such as parks, schools, or existing commercial uses;
  - It has a maximum floor space of 200 m<sup>2</sup> (2,150 square feet) per tenancy or commercial retail unit, or a larger tenancy which will provide a substantial benefit specifically to the surrounding neighbourhood; and
  - Its site design and building form and character complement the adjacent residential neighbourhood.

- 8.3.6 In order to distinguish them from the surrounding residential functions and to accentuate their location, neighbourhood commercial buildings should be designed to emphasize its connection to the street with small-scale commercial storefronts and semi-public space such as patios or seating areas.
- 8.3.7 Residential dwellings located on upper storeys of neighbourhood commercial uses are encouraged at a density in accordance with the Zoning Bylaw. This provides a more diverse housing choice in neighbourhoods and improved neighbourhood safety through additional "eyes on the street".
- 8.3.8 Incorporate space for community gathering and connections in public spaces near neighbourhood commercial developments and on popular street corners.
- 8.3.9 Provide seating and bicycle racks in public space near neighbourhood commercial uses to support walking and cycling throughout neighbourhoods.





Sidney Business Improvement Area Society, 2021

## 9 Airport Commercial

### 9.1 Community Context

The Airport Commercial area, while within the Town’s boundaries, is primarily located on Federal land leased to the Victoria Airport Authority (VAA). Due to this complex jurisdictional structure, the Town and the VAA signed a Memorandum of Understanding in 2000 regarding these lands, which also includes a large area within the West Side Industrial designation. The Memorandum of Understanding helps to guide the land use decision-making process, allowing the Town’s zoning and design guidelines to work together with the VAA’s land use plan and Transport Canada zoning to jointly determine land use decisions.

In developing this area, there are several challenges to ensuring appropriate commercial development. Important issues to consider include access to the area, pedestrian linkages between commercial establishments, and quality architecture and urban design.

### 9.2 Objectives

- 9.2.1 To maintain and enhance Sidney as the commercial centre for the northern part of the Saanich Peninsula.
- 9.2.2 To encourage improvements in the design and siting of buildings through the consideration of design guidelines that focus on pedestrian-oriented development and high-quality architecture.
- 9.2.3 To improve the visual image of commercial areas visible from Highway 17 and Beacon Avenue West and ensure that their future development provides an enhanced gateway into Sidney including high-quality landscaping.
- 9.2.4 To increase the number of commercial services available to West Sidney residents, employees, and visitors.

## 9.3 Policies

- 9.3.1 Development shall provide for safe, convenient and barrier free pedestrian travel within the site, between the site and adjacent properties, and connecting to public walkways and multi-use pathways.
- 9.3.2 Signage shall be carefully sited and in keeping with good design and highway safety practices. Signage shall be in accordance with the Town's Sign Bylaw.
- 9.3.3 Permitted uses in the "Airport Commercial" designation may be developed as individual uses on separate lots or in the form of multiple use buildings around a plaza.
- 9.3.4 Adequate off-street parking and loading facilities shall be provided. Where possible, parking areas shall be sited on property such that large expanses of parking fronting on public streets are avoided. The visual appearance of the land surrounding parking areas shall be enhanced through landscaping and appropriate screening.
- 9.3.5 Continue to work with the VAA to promote appropriate quality development on VAA lands in West Sidney in accordance with the Memorandum of Understanding on Land Use and Development Guidelines between the Town and VAA.
- 9.3.6 Airport Commercial lands should respond to the needs of the local community as well as airport-oriented land uses.
- 9.3.7 Periodically review and, if necessary, update the Memorandum of Understanding on Land Use and Development Guidelines between the Town and VAA.
- 9.3.8 Development referrals from the VAA located on Airport Commercial areas shown on Map 1 will be reviewed against Public Realm and Open Space, Environmental Sustainability, General Form and Character, General Commercial, and Downtown Commercial Development Permit Area Guidelines.



# 10 West Side Industrial

## 10.1 Community Context

Sidney’s West Side Industrial area is an essential part of Sidney’s economic base, contributing to a healthy and productive local economy. The Town aims to retain and support the growth of established businesses while creating an attractive climate for the attraction of new business in this sector.

Sidney’s West Side Industrial Area is a relatively small area that supports a wide variety of industrial uses. The adoption of the West Side Local Area Plan (WSLAP) reconfirmed Sidney’s commitment to investing in infrastructure in this area. As the nature of industrial land uses and development in Sidney and the Capital Region continue to evolve and change, the Town should continually ensure its approach to supporting industry reflects policies that support existing businesses and accommodate emerging industrial needs. Sidney’s industrial areas are well located to take advantage of Sidney’s strategic location on the Peninsula, close to a variety of transportation hubs. Sidney should continue to support a spectrum of industrial uses that expand, diversify, and compliment the established transportation, technology, manufacturing, warehouse, and other related industrial businesses in this area.

Sidney’s industrial area should be maintained and supported through a policy approach that ensures long-term viability for industrial businesses and creates regulation, incentives, and mechanisms to permit industry in Sidney to compete over the long term.

## 10.2 Objectives

- 10.2.1 To provide for a broad range of light- to medium- industrial and technology uses that are key to supporting the Town’s economy.
- 10.2.2 To make effective and efficient use of available industrial lands, seeking to attract and accommodate high quality employment-intensive industries.
- 10.2.3 To encourage the continued operation and enhancement of existing industries that are viable and in locations that are to remain designated for industrial use.
- 10.2.4 To support value-added industries and employment opportunities.
- 10.2.5 To encourage industrial development that achieves high standards of sustainability including energy efficiency and the use of renewable energy, low carbon emissions, conservation of potable water, and minimizing the use of materials and the generation of waste and pollution.
- 10.2.6 To improve the visual image of industrial areas visible from Highway 17 and Beacon Avenue West and ensure that their future development provides an enhanced gateway into Sidney, including high quality landscaping.
- 10.2.7 To minimize impacts on the natural environment from industrial uses.
- 10.2.8 To preserve land for industrial uses over the long term and prevent its conversion to other uses.

## 10.3 Policies

- 10.3.1 Continue to implement the vision, goals, principles, and recommendations of the West Side Local Area Plan, which forms part of this plan as Schedule B, as it relates to the West Side Industrial area.
- 10.3.2 Support efforts to attract new industrial businesses to the community to diversify the industrial area and achieving overall economic stability, resiliency, and job security for the local employment base.
- 10.3.3 Ensure industrial activity does not adversely affect proximate residential uses where they already exist and locate new residential development where it is compatible with industrial and commercial uses.
- 10.3.4 Limit commercial and other non-industrial uses in the West Side Industrial area unless they are clearly ancillary to the industrial use, do not dilute the industrial intent of the area, nor detract from the functions of the Downtown Commercial and West Sidney Mixed Use Village areas.
- 10.3.5 Reserve the West Side Industrial area for industrial uses by updating the Zoning Bylaw to support the relocation or establishment of commercial businesses that support the industrial sector into the West Sidney Mixed Use Village area.
- 10.3.6 Require industrial uses that may have a greater impact on the environment and surrounding area to undertake a mitigation study to ensure that no negative outcomes result.
- 10.3.7 Support opportunities to meet the needs of local industry, while enhancing education, training, and employment opportunities for local youth to join skilled trades.
- 10.3.8 Allow and encourage technology industries and light industrial uses in the West Side Industrial areas.
- 10.3.9 Notwithstanding the existing zoning, the issuance of Temporary Use Permits may be considered by Council only in areas designated as Industrial on Map 1 of the Official Community Plan, subject to the conditions contained in Section 492 to 497 of the Local Government Act.
- 10.3.10 Development referrals from the VAA located within the West Side Industrial area shown on Map 1 will be reviewed against Public Realm and Open Space, Environmental Sustainability, General Form and Character, and General Industrial Development Permit Guidelines.
- 10.3.11 Residential density in the West Side Industrial area will be limited to no more than one residential caretaker dwelling unit per lot.





## 11 Harbour Road Marine

### 11.1 Community Context

Sidney's connection to the sea and its support for the marine industry cannot be understated. Maintaining the Harbour Road Marine area as a "working harbour" is a priority, as it adds to Sidney's overall economy, as well as provides a geographic base for the marine industry. Sidney recognizes that the qualities inherent in a working harbour add vibrancy and interest to the area and the community as a whole, but that these qualities must be balanced with the needs of surrounding residential neighbourhoods. The continued presence of marine industry in the Harbour Road Marine area should be encouraged in recognition of its important role in the Town's economy.

Marine-industrial development along Harbour Road has continued to represent an eclectic mix of the marine sector, and has included a Federal Parks Canada office building, marine office space, marina, and a range of marine industrial and service businesses. The area also continues to see interest in residential development. Multi-Unit Residential development has principally occurred along the south side of Harbour Road where it has integrated well with marine-commercial and neighbourhood commercial uses and adjacent residential areas. However, residential development on the north (waterfront) side of Harbour Road is more challenging given the conflicting marine-industrial uses and should be limited.

### 11.2 Objectives

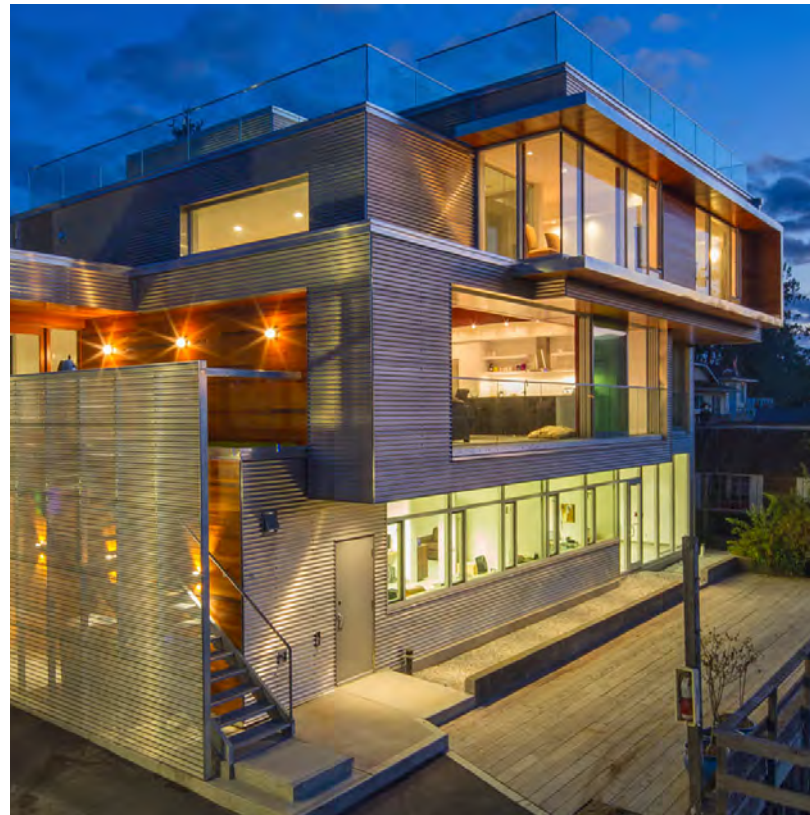
- 11.2.1 To provide for a range of marine-related industrial and commercial services along Harbour Road, with a limited residential component on upland properties.
- 11.2.2 To ensure that the Harbour Road Marine area continues as a working harbour by retaining and expanding the mix of marine industrial and marine commercial uses.
- 11.2.3 To encourage residential development on the south side of Harbour Road where it is compatible with marine industrial and marine commercial uses.
- 11.2.4 To ensure that uses on both the north and south sides of Harbour Road are compatible and that the uses on the south side incorporate an appropriate transition that mitigates impacts to adjacent residential areas.
- 11.2.5 To encourage the development of marine services by developing zoning that encourages and supports marine industries to locate in the Harbour Road area.



## 11.3 Policies

- 11.3.1 The Harbour Road Marine designation is intended to provide land for predominantly marine-industrial uses that support the marine industry and adjacent marinas, including some limited commercial and residential development, at a general scale of 1-3 storeys.
- 11.3.2 Industrial and commercial uses in the Harbour Road Marine area will be limited to those that maintain or support the marine industrial orientation of the area.
- 11.3.3 Residential density on waterfront lots in the Harbour Road Marine area will be limited to no more than one residential dwelling unit per lot.
- 11.3.4 All residential uses within and adjacent to the Harbour Road Marine area will be subject to a restrictive covenant expressing knowledge of the marine industrial and marine commercial uses that are currently established or will be established along Harbour Road.
- 11.3.5 Work collectively with Harbour Road stakeholders to enhance economic opportunities for the working harbour as part of ongoing economic development for the area.
- 11.3.6 Encourage property owners and businesses to take advantage of eco-tourism and cultural tourism opportunities that may arise in the Harbour Road Marine area so long as they are subordinate and supportive of the marine industrial focus of the area.
- 11.3.7 New development, in particular along the north side of Harbour Road, will be encouraged to preserve and respect key views to the harbour waterfront.

- 11.3.8 New development on the south side of Harbour Road should be used to buffer adjacent residential areas from the marine-industrial uses on the north side of Harbour Road.
- 11.3.9 Marine-industrial activities on the south side of Harbour Road that create noises, smells, or other adverse impacts to adjacent residential properties shall be prohibited by the Zoning Bylaw.
- 11.3.10 The Tsehum Harbour Authority should be consulted on all discussions concerning the Government Dock.





# 12 Environment and Climate Action

## 12.1 Community Context

The OCP plays an important role in managing land use and development to maintain the long-term health of the natural environment and community. Healthy, connected ecosystems promote biological diversity and increase resilience in the face of an unpredictable and changing environment. Protection of the natural environment is widely supported by the Sidney community and across the Saanich Peninsula. This section seeks to recognize that the natural environment does not start or stop at property lines or municipal boundaries, and its careful stewardship is a shared responsibility across the region. Accordingly, much of the work being done to protect and enhance the natural environment and ecosystems is being done collaboratively between W̱SÁNEĆ Nations, Saanich Peninsula municipalities, the CRD, post-secondary institutions, and volunteer organizations. The objectives and policies of this section seek to direct and support this shared responsibility.

A changing climate has many implications for the community – affecting our health, infrastructure, private property, ecosystems and species, and marine environment. Recognizing these risks, Sidney originally adopted climate action targets and policies into its OCP in 2010 and developed its first Climate Action Plan the following year. In March 2019, Sidney Council moved to declare a climate emergency. The objectives and policies in this section build on Sidney’s commitment to climate action with a strengthened policy framework and renewed greenhouse gas (GHG) emissions reduction targets that reflect the ‘net zero carbon by 2050’ goal recommended by the Intergovernmental Panel on Climate Change (IPCC).

Transportation is Sidney’s largest source of GHG emissions, accounting for 56% of the community’s total in 2018. The next largest source of emissions is from buildings within the community (34%), followed by industrial uses (7%), and solid waste (5%). In addition to continuing to build upon its compact, walkable land use framework, the following objectives and policies, along with others throughout the OCP, identify areas where Sidney can make significant progress on climate action.

As many of the sectors that will require emissions reductions are outside the scope of an OCP and even local government control, the Town also has a role to play in collaborating with regional partners and continuing to advocate for senior government action on climate.

TABLE OF CONTENTS

INTRODUCTION

OBJECTIVES & POLICIES

DEVELOPMENT PERMIT AREAS

MAPS & SCHEDULES

## 12.2 Objectives

### Natural Environment Objectives

- 12.2.1 To recognize the rich and interconnected ecology of the Saanich Peninsula and work in respectful collaboration with the WSÁNEĆ Nations, North Saanich, and Central Saanich to foster a healthy environment for current and future generations.
- 12.2.2 To support collaboration on Peninsula-wide initiatives to restore and protect the natural environment, particularly projects to improve ecological connectivity, improve biodiversity, and reduce habitat fragmentation.
- 12.2.3 To support the role of parks and recreational areas in preserving, enhancing, and connecting areas of habitat and ecological significance.
- 12.2.4 To maintain and restore shorelines, creeks, and streams in and to their natural state and ensure the protection of coastline, beaches, and riparian areas.
- 12.2.5 To foster environmental stewardship and support public knowledge of the environment to preserve and enhance ecological health and resilience.
- 12.2.6 To encourage development that reduces impacts on existing ecology including the shoreline and foreshore areas.
- 12.2.7 To improve and maximize the economic and environmental sustainability of the Town's infrastructure systems.
- 12.2.8 To recognize the role that natural systems play in supporting the Town's servicing needs and build their capacity to do so as Sidney grows.

### Climate Action Objectives

- 12.2.9 To reduce greenhouse gas emissions from the community as a whole.
- 12.2.10 To support the transition to 100% renewable energy use and sources.
- 12.2.11 To pursue local investment opportunities that reduce greenhouse gas emissions.
- 12.2.12 To sequester carbon through land use management and technology.
- 12.2.13 To increase the number of trips residents and visitors make by walking, cycling, transit, and other sustainable means of getting around.
- 12.2.14 To work toward electrifying all modes of transportation.
- 12.2.15 To ensure Sidney is resilient to the impacts of climate change by responding to climate-related risks.
- 12.2.16 To promote a healthy community for residents and visitors.

## 12.3 Natural Environment Policies

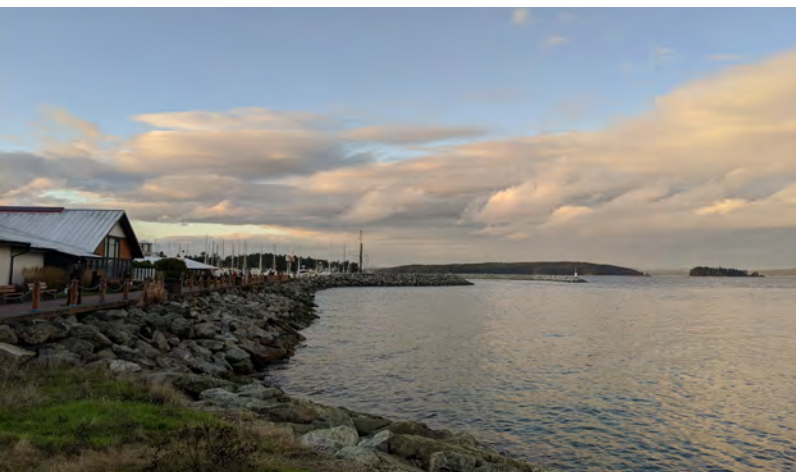
### Habitat Protection and Connectivity

- 12.3.1 Incorporate ecological connectivity into land use planning by prioritizing and building upon opportunities such as enhanced natural spaces, and trail and corridor development.
- 12.3.2 Support public and private environmental stewardship programs and regional trail network construction that contribute to protecting green and blue spaces in Sidney and the Capital Regional District.
- 12.3.3 Strategically utilize parkland acquisition and development tools to enhance biodiversity and connectivity, and facilitate the protection and restoration of natural assets.
- 12.3.4 Consider opportunities in the active transportation planning process for greenways to enhance both natural connectivity and urban connection.
- 12.3.5 Consideration of variances and more-flexible zoning will be encouraged as a means of promoting tree retention and the preservation of significant environmental features and assets along the shoreline.
- 12.3.6 In order to protect existing trees and promote the growth of new trees, limit subdivision potential on properties located within designated Environmentally Sensitive Areas by retaining larger lot sizes.

- 12.3.7 Trees containing the active nests of Great Blue Herons and Bald Eagles must be retained. Permits from the Provincial and/or Federal governments may be required under Provincial and/or Federal legislation. An adequately-sized buffer to ensure the continued viability of the nest site should be provided during development during the breeding season, as specified in the latest Provincial guidelines. Where there are nest trees, ensure that construction takes place only during the timing windows specified for nesting and rearing birds, as identified by the Province.

### Preservation and Restoration

- 12.3.8 Support traditional WSÁNEĆ methods of habitat and ecosystem protection and restoration.
- 12.3.9 Enhance and conserve the Town’s urban forest and tree canopy, particularly Douglas fir trees and Garry oak ecosystems. Continue to preserve and protect significant tree stands, particularly those on Beaufort Road and the area surrounding Roberts Bay.
- 12.3.10 Implement the Urban Forest Strategy to achieve a tree density target that equates to 18% tree canopy coverage.
- 12.3.11 Enforce the Tree Preservation Bylaw to support the protection, preservation, and conservation of trees on private property. Prioritize the retention of existing healthy trees instead of replacement.
- 12.3.12 Preserve and enhance existing natural ecosystems, vegetation, and watercourses in municipal parks such as Reay Creek Park, Melville Park, Brethour Park, and Peter Grant Park by strategically locating recreational amenities and restoring natural systems.
- 12.3.13 Establishment of covenants on private lands for the purpose of environmental conservation is strongly encouraged.
- 12.3.14 Support the restoration and maintenance of the Mermaid Creek estuary.
- 12.3.15 Utilize native and climate adaptive plants to support local biodiversity and minimize irrigation needs in new park design and upgrades.



12.3.16 Retain and plant trees along boulevards, municipal properties, and parks to expand the urban forest and act as a mitigation measure to address climate change.

### Partnerships and Collaboration

12.3.17 Work with WSÁNEĆ Nations to increase awareness of the traditional ecological knowledge, values, and culture of the WSÁNEĆ people.

12.3.18 Collaborate with WSÁNEĆ Nations, the District of North Saanich, the District of Central Saanich, the CRD, and local environmental organizations to:

- a. Protect, manage, and steward natural areas, local parks, and ecological reserves;
- b. Improve jurisdictional collaboration through protocol agreements, support for assessments or studies, sharing of knowledge and resources, and aligning policies on environmental protection as much as possible;
- c. Establish a centralized database and support a coordinated approach to the collection and use of environmental data, including information from WSÁNEĆ traditional knowledge;
- d. Maximize collaboration on similar projects; and
- e. Coordinate on public education and promotional programs to increase environmental awareness.

12.3.19 Support collaborative projects that would strengthen ecosystem connectivity, protect habitat, and improve biodiversity, such as:

- a. Partnerships among the public, private, not-for-profit sectors, and First Nations to coordinate efforts for environmental conservation and stewardship;
- b. Educational opportunities to increase public awareness on the value of protecting land and water resources of ecological significance;
- c. Preventing the loss of urban tree canopy by retaining existing healthy trees and encouraging the planting of new trees focusing on native and climate adaptive species;
- d. Monitoring and removal of invasive species; and
- e. Mapping and assessing potential opportunities for ecosystem connectivity.

12.3.20 Work with local governments, WSÁNEĆ Nations, other agencies (e.g. Victoria Airport Authority) and environmental stakeholders to develop a State of the Environment Report to inventory, protect, enhance, maintain, and monitor areas of ecological significance and connectivity across the Saanich Peninsula.

12.3.21 Continue to work with North Saanich and local organizations to ensure responsible planning and management of marine and shoreline areas (e.g. Harbour Road) used for industrial and recreational purposes while maintaining and protecting the environmental integrity of Tsehum Harbour and All Bay.

12.3.22 Continue to work with North Saanich, Provincial and Federal agencies, and local organizations to ensure responsible stewardship of the Shoal Harbour Migratory Bird Sanctuary.

12.3.23 Support education opportunities to improve public awareness of rockfish and Rockfish Conservation Areas.



- 12.3.24 Work with senior levels of government, WSÁNEĆ Nations, and environmental stakeholders to:
  - a. Restore fragile marine ecosystems such as eelgrass beds, dune ecosystems, and beach sediments; and
  - b. Map and restore fragile riparian habitat and monitor water quality and flows.
- 12.3.25 Work cooperatively with other local governments, WSÁNEĆ Nations, and the Victoria Airport Authority to address the impacts of storm water runoff on creeks, beaches, and ocean water quality in the area.
- 12.3.26 Collaborate with Saanich Peninsula municipalities and WSÁNEĆ Nations to implement recommendations and initiatives put forward by the Saanich Peninsula Wastewater Commission.

### Municipal Processes

- 12.3.27 Continue to build staff capacity and understanding of ecological planning principles as part of development and planning processes.
- 12.3.28 Incorporate ecosystems and biodiversity protection and restoration into the planning and development processes. Review and update policies and bylaws for habitat protection and enhancement opportunities.
- 12.3.29 Acknowledge and integrate ecological values and considerations into the municipal decision-making process by utilizing reports and information from Qualified Environmental Professionals and other authoritative sources.
- 12.3.30 In parks, public lands, and marine areas designated as Environmentally Sensitive Areas or where the Town plays a stewardship role, follow best practices when installing, modifying or removing any works or services.
- 12.3.31 Review and update the Town’s Seawall Policy, Zoning Bylaw, and other relevant regulations to facilitate the restoration of the shoreline, beach, and riparian areas as developments occur.

### Water Resources & Riparian Areas Regulation

- 12.3.32 Work cooperatively with government agencies, local organizations, and community groups to increase public awareness and knowledge of the Riparian Areas Protection Regulation and how it pertains to the Town.
- 12.3.33 Protect creeks, streams and coastal areas by:
  - a. Identifying and prioritizing the daylighting of covered historic streams;
  - b. Encouraging developments, businesses, and landowners adjacent to waterbodies to pursue relevant environmental certification; and
  - c. Working with Provincial and Federal agencies to improve in-stream channels and removing barriers to fish passage where watercourses have been altered by human activity.
- 12.3.34 Work with the Capital Regional District to monitor water outflow quality and identify and resolve issues if and when they arise.
- 12.3.35 Utilize proactive storm water management to reduce the volume and rate of storm water run-off in order to address an increased frequency and intensity of weather events. Consider nature-based approaches where feasible and site conditions allow.
- 12.3.36 Highlight the natural processes and values of rainwater management facilities in parks and look for new opportunities to integrate rainwater management in parks and trails beyond the storm water management facilities provided through development.
- 12.3.37 Work with the CRD, business owners, and property owners to monitor storm water flowing from Sidney’s light industrial areas (in the West Side and on Harbour Road) to identify sources of pollution and reduce impacts through changes in business operations and site improvements.
- 12.3.38 Periodically review Provincial and Federal regulations to protect riparian areas and update Town policies to reflect current requirements as needed.

# 12.4 Environmentally Sensitive Area Policies

While the Town of Sidney is a primarily urban community, it does contain a variety of important natural features including areas important to the W̱SÁNEĆ people, an IBA Canada designated Important Bird Area (IBA), habitats for Species at Risk, blue-listed ecological communities, and a salmon-bearing creek. Some of these natural features have been identified in Figure 2 below; however these mapped features represent only some of the important biota and habitats found within and around Sidney. More work needs to be done to gather information, properly identify, and further map these natural features, which may vary in their level of sensitivity and need for protection and restoration. Based on these and other known natural features, the Town has identified eight land and water areas as ecologically significant Environmentally Sensitive Areas (ESAs) to encourage and facilitate their protection for generations to come. These eight ESAs are specifically identified in Map 4 and encompass both public and private property areas. Policies and guidelines for the management and development of land and water within these ESAs can be found below and in Section 22 of the Development Permit Area Guidelines.

## General Policies

- 12.4.1 Environmentally Sensitive Areas within the Town are those designated as Environmentally Sensitive Areas on Map 4.
- 12.4.2 All properties within the Environmentally Sensitive Areas identified as “Marine Coastal” and “Riparian” on Map 4 are designated as Development Permit Areas and are subject to the objectives and guidelines of the section of this Plan entitled “Environmentally Sensitive Areas” in Section 22.
- 12.4.3 Periodically review Environmentally Sensitive Areas to ensure that they reflect new knowledge and best practices as well as significant changes to current conditions.
- 12.4.4 The Town will continue to use a standard review process to evaluate the environmental impacts of development proposals and major public works projects in Environmentally Sensitive Areas.
- 12.4.5 On public lands within Environmentally Sensitive Areas, the Town will follow best management practices and the relevant regulations of the Provincial and Federal governments.
- 12.4.6 Acquire land that can be added as municipal parkland in order to help preserve or enhance Environmentally Sensitive Areas.
- 12.4.7 Residents of properties within or abutting Environmentally Sensitive Areas should be made aware of the environmentally sensitive nature of the area and advised on how they can contribute as stewards of the land, such as environmentally conscious methods of erosion control, landscaping, and minimizing pollution.
- 12.4.8 Consider limitations on the subdivision of parcels in designated Environmentally Sensitive Areas to ensure the retention of larger lot sizes in order to assist in the protection of trees, green space, and other natural assets in the area.
- 12.4.9 The Town will work with the District of North Saanich and other local organizations to ensure a coordinated approach to managing Environmentally Sensitive Areas and natural assets that cross municipal boundaries.
- 12.4.10 Recognize and build awareness of the Town’s shoreline as an Important Bird Area and encourage measures to protect local bird populations, including encouraging bird-friendly design for buildings and development.
- 12.4.11 Encourage Green Shores/soft shores approaches that utilize more natural methods to protecting ocean shorelines.
- 12.4.12 The Town will work to mitigate negative impacts of storm drain outflows on the ecosystems and habitats of Environmentally Sensitive Areas.

- 12.4.13 Consider opportunities for dark sky compliant lighting in appropriate locations, including near sensitive wildlife habitat.

**All Bay/Tsehum Harbour Environmentally Sensitive Area**

- 12.4.14 All Bay/Tsehum Harbour is designated as an Environmentally Sensitive Area to protect and enhance the area as an important habitat area for migratory waterfowl, forage fish, and other bird and aquatic life.
- 12.4.15 The Town will work cooperatively with adjacent property owners, other levels of government, and non-governmental organizations to protect, conserve, and restore the environment and ecosystems of the area.
- 12.4.16 The Town will work with property owners and industry stakeholders to minimize the environmental impact of marinas, recreational and commercial boating, and related uses on the area.

**Roberts Bay Environmentally Sensitive Area**

- 12.4.17 Roberts Bay is designated as an Environmentally Sensitive Area for the protection and enhancement of the interconnected marine, foreshore, and upland ecosystems and the plant and wildlife living in this area.
- 12.4.18 Zoning designations and development on the shore land, inter-tidal and deep-water zones of the Roberts Bay area will be monitored to protect marine life and wildlife from harassment and habitat loss, deterioration, or contamination.
- 12.4.19 Regulatory frameworks and development within the Roberts Bay area should be reviewed periodically to ensure that they protect and enhance the interconnections between the ecosystems of upland properties and the marine environment with particular attention paid to bird habitat.

**Mermaid Creek Environmentally Sensitive Area**

- 12.4.20 Mermaid Creek is designated as an Environmentally Sensitive Area for the protection and conservation of its salt marsh, estuarine habitat, and vestigial creek bed.
- 12.4.21 The Town will work cooperatively with the community, other levels of government, and non-governmental organizations to protect, conserve, and restore the environment and ecosystems of the area.
- 12.4.22 Work toward renaturalizing Mermaid Creek through land acquisition, lot consolidation and development opportunities, with a long-term goal of daylighting piped sections of the creek, increasing tree and native species cover in creek setbacks, and enhancing public amenities such as a creekside trail or park, interpretive signage, and other community education and stewardship opportunities.
- 12.4.23 For any proposed Multi-Unit Residential redevelopment south of Mermaid Creek park and within 50 metres of the open channel creek or piped drainage course, buildings shall be sited to:
  - a. permit the eventual daylighting of Mermaid Creek in this area; and
  - b. minimize the current and future impacts on Mermaid Creek.

**Beaufort Grove and Armstrong/Thumb Point Environmentally Sensitive Areas**

- 12.4.24 The Beaufort Grove and Armstrong/Thumb Point Areas are designated as Environmentally Sensitive Areas for the protection of the significant stands of Douglas fir and Arbutus trees as rare and fragile vegetation and as an important wildlife habitat adjacent to the Shoal Harbour Migratory Bird Sanctuary.



- 12.4.25 The area surrounding Roberts Bay and including the Beaufort Grove and Armstrong/Thumb Point Environmentally Sensitive Areas will be maintained for the identification, protection, and preservation of trees which are rare, fragile or important wildlife habitat including Douglas fir and Arbutus trees.
- 12.4.26 Prohibit further subdivision of parcels in the Beaufort Grove Environmentally Sensitive Area to ensure the retention of larger lot sizes order to assist in the protection of trees, green space, and other natural assets in the area.

**ĶELSET (Reay Creek) Environmentally Sensitive Area**

- 12.4.27 ĶELSET (Reay Creek) is designated as an Environmentally Sensitive Area for the protection and enhancement of the creek as an important habitat for salmon, cutthroat trout, and other aquatic life and wildlife.
- 12.4.28 The Town will work with the District of North Saanich and the Victoria Airport Authority to monitor and maintain a continual well-water supply to Reay Creek, to ensure year-round water flow adequate to maintain levels to support fish.
- 12.4.29 The lands surrounding the up-stream and down-stream sections of Reay Creek are located within the District of North Saanich. As these lands are recognized as an integral and important part of the creek system, the Town will work with the District of North Saanich and the Victoria Airport Authority to protect, conserve, and enhance those sections of the creek.

**Lochside Environmentally Sensitive Area**

- 12.4.30 The shoreline area along Lochside Drive is designated as an Environmentally Sensitive Area to protect and enhance the area located between the Town’s boundary to the south and Tulista Park to the north as an important habitat for migratory waterfowl.

- 12.4.31 The Town will ensure that the Lochside waterfront area will be maintained as a greenway corridor and that use will have a low environmental impact.

**Shoreacres Environmentally Sensitive Area**

- 12.4.32 The waterfront properties located between Surfside Place and Mt. Baker Avenue are designated as an Environmentally Sensitive Area to protect and enhance the area as an important habitat for migratory waterfowl, forage fish, and other aquatic life.
- 12.4.33 As opportunities arise, the Town will seek to protect and restore ecological functions, water flows, trees, and other environmentally significant features of properties in this area.
- 12.4.34 The Town will work with stakeholders to minimize the environmental impact of marinas, recreational boating, and related uses on the area.



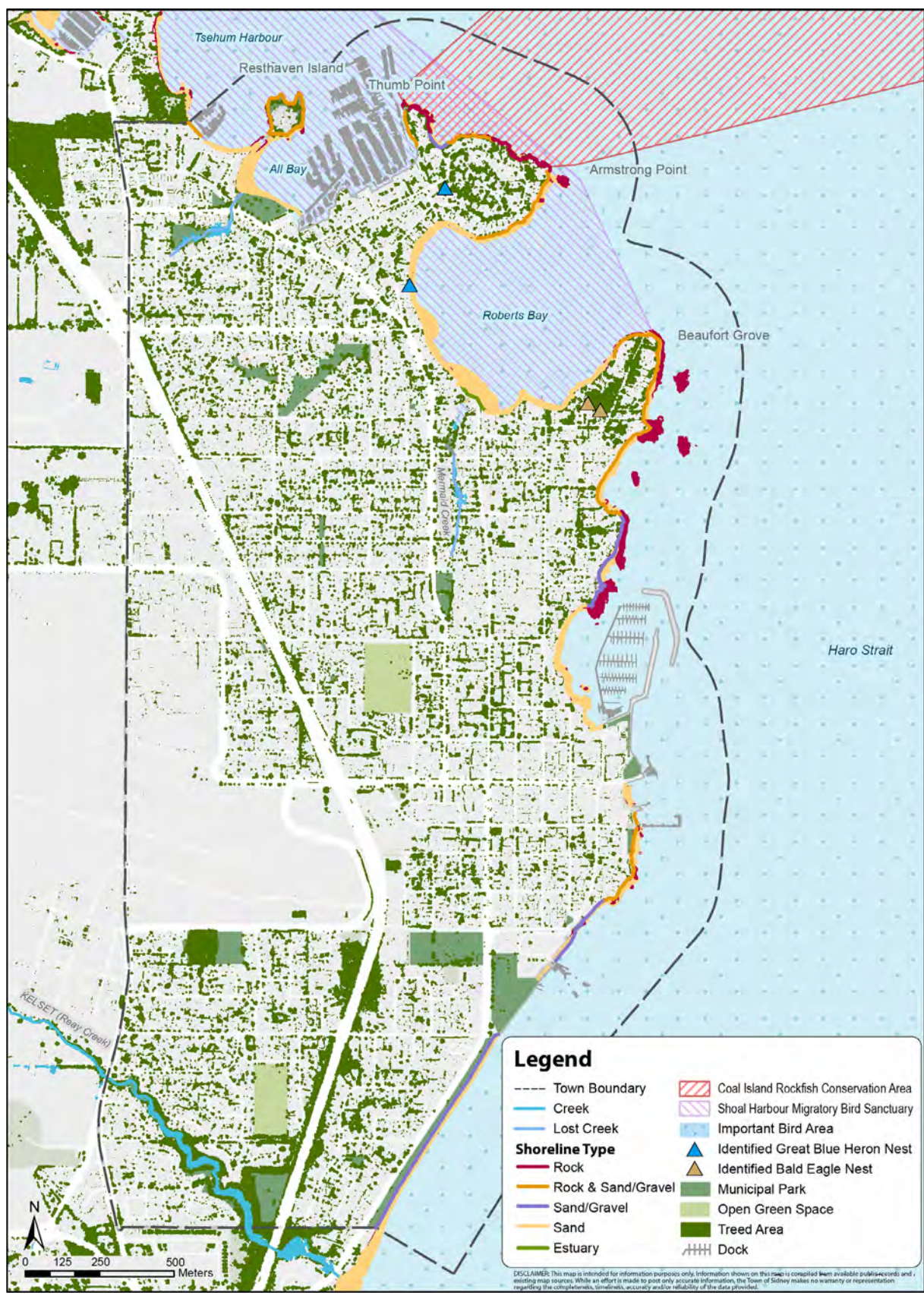


Figure 2. Town of Sidney Natural Features Map

## 12.5 Climate Action Policies

### Leadership in Climate Action

- 12.5.1 Update and implement the Climate Action Plan using a low carbon resilience approach.
- 12.5.2 Implement a climate lens to the Town's corporate decision making for municipal programs, projects, and services in order to integrate greenhouse gas reduction efforts and adaptation considerations.
- 12.5.3 Continue to work with the Capital Regional District and other municipalities to coordinate and implement local and regional climate change mitigation and adaptation planning initiatives.
- 12.5.4 Meet the following targets to reduce community greenhouse gas emissions: 50% below the 2007 emission levels by 2030 and achieving net zero emissions by 2050.
- 12.5.5 Reduce greenhouse gas emissions from the Town of Sidney's corporate operations in line with the Climate Action Plan in order to demonstrate community leadership on climate action.
- 12.5.6 Review greenhouse gas reduction targets periodically to align with best available science and updated targets at higher levels of government.
- 12.5.7 Consider the impacts of climate change on municipal infrastructure in order to better plan for resilient infrastructure systems.

### Natural Environment

- 12.5.8 Preserve and restore ecosystems as an integral component of climate change mitigation and adaptation strategies.
- 12.5.9 Protect and restore watercourses and marine ecosystems to enhance biological diversity and resilience.

- 12.5.10 Enhance the adaptive capacity of ecosystems and the urban forest to withstand climate change impacts. Support local biodiversity through increasing the use and diversity of native and climate adaptive species on both public and private lands.

### Built Environment

- 12.5.11 Implement the BC Energy Step Code, including consideration for the inclusion of low carbon energy systems, in advance of Provincially mandated adoption timelines.
- 12.5.12 Work with partners to implement a comprehensive, actionable, and equitable home energy and emissions retrofit program for existing buildings, with a goal of achieving meaningful greenhouse gas emissions reductions.

### Transportation

- 12.5.13 Promote the reduction of community greenhouse gas emissions related to mobility by:
  - a. Continuing to implement Sidney's compact land use framework to further support livable, walkable, and complete centres and neighbourhoods;
  - b. Supporting transit-oriented development; and
  - c. Developing active transportation infrastructure.



12.5.14 Continue to evaluate the Off-Street Parking and Loading Bylaw to better support low- and zero-emission mobility options and encourage active transportation including the following actions:

- a. Expand the number of uses that are required to provide Class I and Class II bicycle parking in new developments;
- b. Add requirements for bicycle end-of-trip facilities (e.g. lockers, showers, change rooms) for commercial and institutional uses to encourage and support cycling;
- c. Add e-bike parking requirements and design guidelines; and,
- d. Implement the recommendations of the Capital Region Local Government Electric Vehicle + Electric Bike Infrastructure Planning Guide to improve low-carbon transportation options by updating requirements for electric vehicle and e-bike charging in new developments.

12.5.15 Monitor emerging micro-mobility options (i.e., electric bikes, electric kick scooters) to ensure these modes can be accommodated in the overall transportation network where appropriate.

12.5.16 Actively promote opportunities to reduce usage of, and reliance on, fossil fuel vehicles by connecting community members to local, regional, and senior government incentive programs.

12.5.17 Continue to support the use of electric vehicles in the community and at the corporate level, including by:

- a. Instituting charging requirements for new construction;
- b. Converting the corporate vehicle fleet conversion, where practical; and
- c. Investing in public electric vehicle charging infrastructure.

## Waste Reduction

12.5.18 Periodically review the Town’s waste collection systems in order to ensure optimal efficiency, frequency, and value for the community.

12.5.19 Support the regional Solid Waste Management Plan and Provincial government goals and initiatives for waste reduction, reuse, and recycling.

12.5.20 Support and participate in programs that decrease the amount of landfill waste from residential, commercial, and industrial uses, including from construction activity.

12.5.21 Educate residents on the benefits and best practices of backyard composting in order to divert organics from waste streams, encourage local food production, and reduce pests.

## Sea Level Rise

12.5.22 In areas with marine shoreline and where properties may be subject to marine-related impacts of climate change, develop and implement sea level rise adaptation strategies based on Provincial guidelines.

12.5.23 Develop a Flood Construction Level Bylaw to determine appropriate flood construction levels, considering factors such as sea level rise, coastal inundation, and wave run-up during storm events.

12.5.24 Ensure that new construction in sea level rise risk areas reflects the character and design approach of the surrounding neighbourhood.

12.5.25 Collaborate with the Capital Regional District and other municipalities in the region on projects that address sea level rise such as mapping and coastal adaptation opportunities.

12.5.26 Utilize regional studies when considering and addressing the impacts of sea level rise to coastal foreshore and flood hazard areas on private and public lands.

12.5.27 Review opportunities to manage sea level rise risk through foreshore adaptation actions.

- 12.5.28 As public infrastructure undergoes maintenance and/or renewal processes, review potential sea level rise risk and opportunities to reduce that risk. Evaluate adaptation options to maximize resilience to sea level rise long-term.
- 12.5.29 Investigate the potential to implement hard and soft infrastructure such as dikes or coastal ecosystem rehabilitation (i.e. using a Green Shores approach).
- 12.5.30 Review and update the Town's Seawall Policy to ensure it addresses best practices related to sea level rise.

## 12.6 Healthy Community and Environment Policies

### Healthy Community

- 12.6.1 Collaborate with Island Health and other organizations to increase community awareness of how land use, neighbourhood design, transportation networks, natural areas, local food systems, and housing affect and influence community connectedness, mental and physical health, and chronic disease outcomes.
- 12.6.2 Consider the above health linkages when reviewing development proposals and when planning improvements or changes to public spaces, transportation routes, and land uses.
- 12.6.3 Prioritize places for people and various opportunities for community connection (i.e. different forms of seating, play areas, recreation, gathering, etc.) when planning improvements to parks and public places.
- 12.6.4 Provide opportunities for public enjoyment of natural areas and support low-impact, sustainable recreation where appropriate and without adversely affecting environmentally sensitive areas.
- 12.6.5 Incorporate trees and sufficient space for their growth into public spaces, boulevard improvements, and onto private properties being redeveloped.



- 12.6.6 Continue to protect air quality through:
- a. Building practices, such as replacing non-EPA certified woodstoves and promoting heating alternatives;
  - b. Reduction of transportation emissions, including support for compact development, active and alternative transportation options, expanded local/regional transportation options, transition to electric vehicles, and the CRD anti-idling bylaw;
  - c. Support for Provincial initiatives to reduce exposure to second hand smoke;
  - d. Participation in regional discussions on air quality issues; and,
  - e. Promotion of strategies to improve air quality impacts from the industrial and marine sectors.

## Community Outreach and Stewardship

- 12.6.7 Work with the Capital Regional District, School District 63, WSÁNEĆ Nations, and local conservation and community stewardship groups to promote environmental education and awareness, including:
- a. Public environmental education around coastal ecosystems, freshwater conservation, native fauna and flora and the importance of water conservation;
  - b. Use of WSÁNEĆ place names and traditional knowledge to characterize the original landscape of the Saanich Peninsula; and
  - c. Promotion of actions and funding for ecological enhancement.
- 12.6.8 Support the stewardship of private land to protect and restore the natural environment by:
- a. Developing a voluntary and/or incentive program;
  - b. Promoting Naturescape practices and creating ecologically sustainable landscaping;
  - c. Encouraging the use of conservation covenants to protect ecologically significant areas; and
  - d. Supporting restoration projects and the removal of invasive species.





## 13 Marine

### 13.1 Community Context

The importance of the ocean to Sidney was a recurring theme throughout the OCP public engagement process, where residents highlighted the physical, social, and cultural elements that contribute to the community and its seaside character.

Sidney's physical connection with the sea is extensive; there are 10 kilometres of shoreline in the Town of Sidney, representing 67% of the Town's overall boundary. But the sea's social, cultural, and historical connections to Sidney, or SET, TINES, is also significant. The W̱SÁNEĆ people who occupied this land long before the arrival of settlers refer to themselves as "saltwater people" showing the importance of the sea to their way of life. Following the establishment of the Sidney townsite by settlers, the new community depended on the sea for transportation, food and many of its economic activities.

Geographically, Sidney's Marine designation is defined as the water area between the foreshore and a distance extending 300 metres out into the sea. The natural environment and marine ecosystems are a fundamental feature of this designation that require protection and enhancement.

This water area also serves a diverse and important set of functions ranging from recreational activities, commercial and water transportation uses. Open water surrounding the shoreline providing a range of marine-related uses such as boating, recreation, and fishing.

### 13.2 Objectives

- 13.2.1 To encourage the use of the sea in a manner which promotes compatibility between the natural environment, cultural practices, commercial uses, navigation, and marine recreation.
- 13.2.2 To provide safe, secure, full-service and publicly accessible marine facilities to boaters and pedestrians.
- 13.2.3 To encourage tourist-oriented marine uses along Sidney's waterfront.
- 13.2.4 To encourage enhanced marine transportation oriented uses in the area of Beacon Wharf and the Sidney Ferry Terminal.

### 13.3 General Marine Policies

- 13.3.1 Continue to assess and update zoning designations within the Marine area to achieve compatibility between the natural environment, cultural practices, commercial uses, navigation, and marine recreation.
- 13.3.2 Work collaboratively with local marinas and the boating sector to highlight Sidney’s role as a major marine hub in the Pacific Northwest for recreational boating.
- 13.3.3 Zoning designations and changes to the foreshore, inter-tidal, and deep-water zones of designated Environmentally Sensitive Areas will be monitored to protect marine life and wildlife from harassment and habitat loss, deterioration, or contamination.
- 13.3.4 Encourage Green Shores/soft shores approaches that utilize more natural methods to protecting ocean shorelines.
- 13.3.5 Support and collaborate on projects to update mapping of marine ecosystems for the Saanich Peninsula, such as forage fish habitat/eel grass beds. Assess shoreline types and conditions to determine their overall ecological health and to monitor changes in level of disturbance.
- 13.3.6 Provide uninterrupted beach access along the foreshore and prohibit private residential moorage or docks. Instead, consider community or commercial moorage or docks in easy to access locations for public use.
- 13.3.7 Work with stakeholders to enhance the Sidney Ferry Terminal as a marine transportation centre by continuing to upgrade and enhance terminal facilities and access and wayfinding to and from the terminal.
- 13.3.8 Monitor the condition of Sidney’s waterfront infrastructure to ensure safe operations. Set aside sufficient resources for maintenance, replacement, or removal costs as required.
- 13.3.9 Encourage and support the use of the downtown waterfront area for recreational use of the beach and marine-oriented facilities and services (e.g. through provision of tap to rinse off, outdoor showers, changing rooms, equipment rental and sales, etc.).

### 13.4 Pollution and Impact Mitigation Policies

- 13.4.1 Continue to work with Federal, Provincial, and Regional agencies in enforcing environmental pollution regulations.
- 13.4.2 Minimize storm sewer contamination of shoreline areas through monitoring outfall sites and cooperating with other levels of government to achieve a high standard of water quality.
- 13.4.3 Review public development affecting the marine environment in consultation with the Provincial and Federal governments, W̱SÁNEĆ Nations, and other affected parties.
- 13.4.4 Work with senior levels of government and other partners to monitor and reduce marine pollution related to marinas, boating activity, discharge of municipal sewage system effluent, derelict boats, and other potential pollutants.
- 13.4.5 Support the Saanich Peninsula Harbours and Waterways Initiative and consider the following aspects of marine-based uses in order to reduce derelict vessels, illegal moorage, and other negative impacts on the marine environment:
  - a. Further developing policies and regulations on marine-based housing, (e.g. liveaboards, float homes);
  - b. Regulation of the placement of private mooring buoys;
  - c. Restriction on the placement of private docks or other structures in proximity to sensitive marine ecosystems such as eel grass beds, coastal areas exposed to high energy wave systems such as Haro Strait, or areas particularly vulnerable to marine related impacts of climate change; and
  - d. Preparation of a coordinated education and enforcement approach for marine waters that include the relevant Provincial and Federal agencies, W̱SÁNEĆ Nations, CRD, local police services and municipalities on the Saanich Peninsula.





## 14 Parks, Public Open Space, and Leisure Facilities

### 14.1 Community Context

Parks, trails and walkways, public gathering places, and leisure facilities all play a role in providing a range of recreational opportunities for Sidney’s diverse population. The majority of the Town ’s commercial and residential areas are developed. As urban infill and commercial revitalization bring more residents, businesses and tourists to the Town, public space and facilities become even more necessary to maintain a balanced community.

In recent years the Town has begun a process to revitalize its existing parks with new landscaping, walkways and playground facilities to make better use of existing space and to better meet the needs of surrounding residents. This revitalization of park space will continue, as Sidney recognizes the fundamental importance of park space and recreation within a community. However, the Town also recognizes that as the community grows, new parks and public open space will be required to meet the needs of the community.

Due to Sidney’s seaside location, public access to the waterfront is important to residents and visitors alike. The public waterfront walkway system, waterfront parks, and numerous beach accesses ensure that public access is available in almost all parts of the Town. Sidney will work towards expanding waterfront access as new developments occur along the waterfront.

### 14.2 Objectives

- 14.2.1 To provide for a range of active and passive parks, recreational facilities, trails, and public beach accesses, and to protect the natural environment and habitat areas.
- 14.2.2 To maintain and develop cultural facilities and activities to meet the needs of residents of all ages and socio-economic backgrounds.
- 14.2.3 To promote Sidney as a destination for a diverse range of cultural events, activities, and artistic endeavours that support and promote community spirit and identity.
- 14.2.4 To maintain and expand a public waterfront open space network that offers safe and convenient public access to the beach and marine amenities.
- 14.2.5 To ensure Sidney’s parks and green spaces, institutions, services, and cultural centres are accessible to people who live and work in or near Town.
- 14.2.6 To develop a high quality parks and open space network that meets the needs of residents of all ages and abilities.
- 14.2.7 To preserve and improve parks’ ecosystem values and contribution to the Town’s ecological diversity.

## 14.3 Policies

- 14.3.1 Implement and update the Town of Sidney Parks Master Plan.
- 14.3.2 Acquire, design, develop, and maintain parks, public spaces, and recreation facilities to fit the needs of residents of all age and abilities, including improving their social connections and well-being.
- 14.3.3 Develop a funding plan to address the acquisition of additional parks space in underserved areas within the community.
- 14.3.4 Cooperate with the Peninsula Recreation Commission, other governments, and local community service organizations to identify community needs and provide and enhance recreational services and facilities for residents.
- 14.3.5 Support the continued development of the Mary Winspear Centre, Greenglade Community Centre, and other locations as community/cultural facilities and events venues, with consideration given to providing additional space for recreation opportunities that are unavailable locally.
- 14.3.6 Encourage community gardens on public lands in Sidney through operating agreements with not-for-profit organizations.
- 14.3.7 Encourage food production on private property in Sidney where there is sufficient and appropriate available space.
- 14.3.8 Support local food sales through farmers' markets and local retail outlets.
- 14.3.9 Work with farm operators and other local governments to support initiatives that will connect residents and visitors to farms on the Saanich Peninsula, including educational programs that raise awareness of local food security, sustainable farm practices, and farmland preservation initiatives.
- 14.3.10 Work with and support Tourism Victoria with promoting regional cycling tours along the Saanich Peninsula and downtown Sidney.

- 14.3.11 Maintain and, where possible, expand an accessible public waterfront open space network, including expanding the waterfront walkway. Explore places where additional (or improved) beach access may be appropriate through land acquisition or securing statutory rights-of-way.
- 14.3.12 Multi-Unit Residential developments adjacent to the waterfront should provide a 4.5 metre wide strip of land abutting the landward side of the natural boundary, which will remain free of development with provision for public access through registration of a statutory right-of-way or other legal means. Provision will be made for access around any structure or development that extends below the natural boundary.
- 14.3.13 Establish uses and activities that reflect and enhance the unique pedestrian-oriented character and scale of the waterfront and foster the community's relationship with the shoreline.
- 14.3.14 Ensure waterfront access is designed to be safe, generous in width, well maintained, well signed and include bicycle parking. Where feasible, incorporate accessibility standards when creating new beach access points or improving existing ones. Include signage, on a case-by-case basis, to identify areas that should be avoided (e.g. First Nation harvesting areas, culturally or environmentally sensitive areas).





# 15 Reconciliation, Culture, and Heritage

## 15.1 Community Context

The Town of Sidney gratefully acknowledges that the ancestral land on which we are located is within the traditional territory of the WSÁNEĆ people. The WSÁNEĆ people have a rich cultural and spiritual connection to the lands extending over thousands of years. Sidney seeks to recognize and honour not only its own heritage and culture as a community, but its shared history with the WSÁNEĆ people in order to celebrate Sidney's/SET,TINES' many histories, stories and cultures in the context of Truth and Reconciliation as the community looks toward a shared future.

Sidney's history and settlement pattern as a small seaside village is evident in its small-town-style, main street commercial area and in many of the residential areas surrounding the downtown. Archeological sites including First Nation's middens have been found along the Lochside waterfront and may also be in other locations along the Town's shoreline. The preservation of these archeologically significant sites is important to the history of Sidney and to the region as a whole. Heritage recognition and preservation, of both Sidney's and First Nations' histories, are important in creating an inclusive community. Opportunities for heritage preservation and recognition come in many forms, from public displays and landmarks to community organized initiatives and events.

Sidney is home to a range of cultural facilities and organizations where cultural events involving local residents, businesses, and visitors are held throughout the year. Cultural opportunities and events are key elements in enhancing a shared community spirit and enriching the lifestyle of a town's residents and also in attracting visitors to an area. As population and tourism grows in Sidney, the need to enhance local cultural and recreational opportunities, events, and facilities becomes even greater.

The following objectives and policies aim to support an ongoing process and conversation with Sidney community members and the WSÁNEĆ people toward celebrating a rich history, diverse cultural backgrounds, and a shared future.

## 15.2 Objectives

- 15.2.1 To build a future with a strong community spirit, values, and identity through the recognition and sharing of physical, spiritual, and cultural traditions.
- 15.2.2 To strengthen relationships with and respect for WSÁNEĆ people and culture.
- 15.2.3 To preserve and enhance heritage - including Indigenous cultural heritage - resources in the Town's built, cultural, and natural environment.

## 15.3 Policies

### Reconciliation with First Nations people

- 15.3.1 Support opportunities to enhance awareness of local WSÁNEĆ Nations values, history, and culture.
- 15.3.2 Build and maintain relationships with WSÁNEĆ communities, individuals, and organizations through regular communication.
- 15.3.3 Establish a municipal training program that assists staff to learn about WSÁNEĆ values, history, and culture.
- 15.3.4 In collaboration with neighbouring municipalities and WSÁNEĆ Nations, develop a Reconciliation Strategy that charts a path towards greater cultural understanding of WSÁNEĆ heritage, values, and worldviews, and supports stronger government-to-government relationships.
- 15.3.5 Establish Memorandums of Understanding (MOUs) with WSÁNEĆ Nations to proceed towards common goals, and promote collaboration, cooperation, and dialogue.
- 15.3.6 Explore partnership opportunities with WSÁNEĆ Nations in economic development, housing, environmental stewardship, arts & culture, and wherever plans include shared priorities and goals.
- 15.3.7 Partner with the WSÁNEĆ Nations to identify areas where clam gardens can be restored within Sidney and to support clam garden restoration projects on the Saanich Peninsula. Include interpretive signs of any new or existing marine and sea gardens to educate the public on these important cultural features.
- 15.3.8 Explore the creation of traditional and medicinal gardens in municipal parks in collaboration with WSÁNEĆ Nations.
- 15.3.9 Where a traditional place or feature is referenced, support the revival of the SENĆOŦEN language by working with a WSÁNEĆ Language Group to:
  - a. Use SENĆOŦEN place names on maps, signage, and wayfinding features in public spaces; and
  - b. Incorporate SENĆOŦEN in municipal documents, websites, and communication materials.
- 15.3.10 With WSÁNEĆ Nations and other Saanich Peninsula municipalities, identify lands that may be suitable for economic development projects that meet the needs of Indigenous communities on the Saanich Peninsula.
- 15.3.11 Partner with WSÁNEĆ Nations and other Saanich Peninsula municipalities to identify joint economic development initiatives that benefit all parties.
- 15.3.12 Advocate for culturally inclusive programming and teachings that honour and respect WSÁNEĆ heritage and knowledge of the Saanich Peninsula.



## Culture and Heritage

15.3.13 Work with local businesses and community organizations to develop and promote Sidney as a cultural, recreational and eco-tourism destination that residents and visitors enjoy by:

- a. Developing and expanding local events and facilities, including those held at the Mary Winspear Centre
- b. Promoting the use of municipal parks for cultural events;
- c. Developing projects and programs that highlight the Town’s natural environment and its culture and history, including support for the Shaw Centre for the Salish Sea and the Sidney Museum;
- d. Supporting Sidney’s marinas and marine service industry with efficient access and servicing infrastructure;
- e. Promoting marine recreation, including boating, sailing, kayaking, scuba diving, and whale watching from Sidney’s marinas; and
- f. Maintaining access to the boat launch facility.

15.3.14 In collaboration with WSÁNEĆ Nations and Saanich Peninsula municipalities, develop a Saanich Peninsula Heritage Strategy that recognizes the shared history of the Saanich Peninsula and works to protect significant cultural sites.

15.3.15 Support efforts within the community to maintain, fund, and develop the historical collection of the Sidney Museum and Archives to enhance the community’s awareness and knowledge of local histories. Explore potential options for an expanded Sidney Museum facility and funding possibilities, as opportunities arise, suited to its long-term goals.

15.3.16 Consider potential means and incentives to encourage the preservation of heritage landmarks and resources as stipulated in the Community Charter and Local Government Act. These may include:

- a. Cultural sites;
- b. View corridors;
- c. Buildings with historically significant architecture; and
- d. Public spaces and public art.

15.3.17 Support local efforts to enhance community understanding of heritage values and assets and heritage resource preservation.

15.3.18 Support efforts to obtain assistance, including funding, from sources such as the BC Heritage Trust, towards the preservation and enhancement of heritage resources.

15.3.19 Work with WSÁNEĆ Nations communities, local and regional cultural organizations, businesses, and community service organizations to:

- a. Promote cultural activities and facilities;
- b. Include WSÁNEĆ Nations representation in official Town ceremonial activities; and
- c. Acquire and develop community cultural facilities that will meet the needs of local residents and cultural organizations.

15.3.20 Educate and inform property owners about their role and responsibilities in relation to protected sites under the BC Heritage Conservation Act and the significance of WSÁNEĆ traditional sites in the area.

15.3.21 Ensure that development applications on or adjacent to archaeological sites are referred to the Provincial Archaeology Branch.

## Interpretive Signage and Public Art

- 15.3.22 Provide and support a variety of educational features, such as interpretive signage, in areas of environmental and cultural significance.
- 15.3.23 Review the Sign Bylaw to ensure it continues to reflect the community's vision of a pedestrian-oriented town and keeps visual clutter to a minimum.
- 15.3.24 Pursue opportunities to establish new public art pieces, displays, and events in collaboration with and featuring local artists.
- 15.3.25 Review and expand the Public Art Policy to ensure it adequately reflects and encourages the diversity and talents of both traditional and contemporary artists in the community, with a focus on incorporating W̱SÁNEĆ artwork into public art initiatives and architecture.
- 15.3.26 Follow W̱SÁNEĆ protocols in the commissioning of W̱SÁNEĆ artists. In the process of delivering Indigenous public art, ensure that Indigenous heritage is considered from the first stage of public art conception through to delivery.





# 16 Transportation

## 16.1 Community Context

A well-connected transportation network is key to resident, visitor, and goods movement throughout the community and is an important element of the community’s overall livability. A well-connected transportation network means that whether people choose to walk, bike, or drive, they are able to get to their destination safely and efficiently.

Sidney has relatively good connectivity between its streets and neighbourhoods. However, as the community grows, a comprehensive planning approach is important to manage increasing pressure on the existing transportation network. Safe, convenient, and attractive walking and biking infrastructure, for example, is an important factor in making the choice not to drive more often. This infrastructure supports reducing traffic congestion and GHG emissions and promotes an active lifestyle by providing beneficial alternatives to driving, and reducing the demand for on-street parking.

Even though Sidney is a generally walkable community with a third of all trips taken by foot within the Town, there are gaps in the sidewalk network and other areas for improvement that could make walking more comfortable and convenient for residents and visitors. Sidney’s cycling network is currently underdeveloped, which may result in a lower number of cycling trips overall. With more cycling facilities that meet the needs of all ages and abilities, cycling has the potential to grow in the Town given its flat topography and compact size. Given Sidney’s unique demographic, it is important to recognize and address issues and challenges related to mobility for seniors and people with disabilities.

As Sidney’s neighbourhoods evolve, it will be valuable to explore emerging alternative modes of transportation and assess how they can improve the mobility for those with varying mobility needs. Providing diverse transportation options contributes to a complete and liveable community that meets daily needs and improves accessibility for visitors, local businesses, and residents alike.

## 16.2 Objectives

- 16.2.1 To provide a diversity of transportation choices for all residents and visitors in Sidney.
- 16.2.2 To increase the number of trips residents and visitors, make by walking, cycling, transit, and other sustainable means of getting around.
- 16.2.3 To design and implement cycling facilities that encourage users of all ages and abilities.
- 16.2.4 To ensure that Sidney’s streets serve the needs of everyone who uses them, including residents, visitors and businesses.
- 16.2.5 To move goods and people efficiently, conveniently, and safely around Sidney.
- 16.2.6 To minimize the impact of traffic on local residential areas.
- 16.2.7 To reduce the negative impacts of vehicle use and parking in the downtown.

TABLE OF CONTENTS

INTRODUCTION

OBJECTIVES & POLICIES

DEVELOPMENT PERMIT AREAS

MAPS & SCHEDULES

## 16.3 General Transportation Policies

### Complete Streets

- 16.3.1 Ensure all transportation infrastructure is designed to accommodate users of all ages and abilities.
- 16.3.2 Develop and maintain streets in Sidney in accordance with road categories shown on Map 3: Road Hierarchy. Ensure appropriate design standards and regulations that provide for a “complete streets” approach to future street design projects in order to better balance the allocation of space within the roadway between travel modes.
- 16.3.3 Design and implement active transportation infrastructure that better integrates with public transit, including the provision of short- and long-term bicycle parking at key transit stops.
- 16.3.4 As part of enhancing Sidney’s cycling network, ensure that all routes connecting with the Lochside Regional Trail have cycling facilities that are consistent with the standards in the BC Active Transportation Design Guide or equivalent.
- 16.3.5 Build and upgrade sidewalks, cycling facilities, and other active transportation infrastructure to account for motor vehicle speeds and road categories (e.g. arterial, local) that build upon the standards in the BC Active Transportation Design Guide (e.g. level of sidewalk separation).
- 16.3.6 Prioritize accessible, sustainable and active modes of transportation (e.g. walking, rolling, cycling, and transit) in decision-making, when designing streets and funding new transportation infrastructure. Integrate recommendations from the BC Active Transportation Plan when undertaking road upgrades.
- 16.3.7 Identify strategic investments in walking and cycling infrastructure and allocate investment to prioritize completion of those projects.
- 16.3.8 Work with the Ministry of Transportation and Infrastructure to provide a “green” entrance to Sidney through tree plantings and landscaping displays within the highway right-of-way.

### Partnerships

- 16.3.9 Work with other organizations and partners to improve the safety, connectivity and quality of multi-modal transportation options between Sidney and the region, including collaboration with:
  - a. Other municipalities in the region;
  - b. First Nations;
  - c. The Capital Regional District;
  - d. BC Transit;
  - e. The Ministry of Transportation and Infrastructure; and,
  - f. Car and bike share service organizations.
- 16.3.10 Work with ICBC, the Capital Regional District, and other municipal partners to explore strategies, initiatives, and information campaigns that:
  - a. Address conflicts between road users;
  - b. Create awareness of road safety for all users; and
  - c. Expand use of active transportation and transit.
- 16.3.11 Work with the School District, ICBC, residents and other stakeholders to prioritize improvements to pedestrian infrastructure and the public realm in key areas, including:
  - a. Routes to schools;
  - b. Locations connecting with transit stops;
  - c. Locations with high motor vehicle traffic; and
  - d. Locations with high pedestrian volumes.
- 16.3.12 Continue working with the Capital Regional District on the Active School Travel Planning initiative to help students and their families walk and roll to and from school.
- 16.3.13 Consider opportunities to implement bike share programs in partnership with public or private providers, other Peninsula communities, and the region.



- 16.3.14 Work with the Capital Regional District to improve wayfinding and signage to guide recreational and commuter cyclists from downtown Sidney to and from the Lochside Regional Trail.

**Emerging Technologies**

- 16.3.15 Review transportation policies as new mobility technologies emerge.
- 16.3.16 Support car and bike sharing programs and services by working in partnership with other jurisdictions, public organizations, businesses, and community partners to sustain such services.
- 16.3.17 Evaluate the need for public electric vehicle charging stations and collaborate with the Capital Regional District, BC Hydro, and other levels of government to install stations when opportunities arise.

**16.4 Multi-Modal and Active Transportation Policies**

**Connectivity**

- 16.4.1 Link and align active transportation and transit routes (transit stops, bike lanes, walking paths and sidewalks) with places where people shop or visit on a daily or regular basis (e.g. downtown, employment centres, residential areas, schools, neighbourhood commercial, parks, recreational facilities, and other amenities and services).
- 16.4.2 Establish and improve pedestrian linkages between parks and public spaces.
- 16.4.3 Work with the Ministry of Transportation and Infrastructure to improve multi-modal access to, from and across Highway 17 at Beacon Avenue, including the development of conceptual plans and detailed social, environmental, and technical impact assessments.
- 16.4.4 Improve multi-modal access between downtown Sidney and destinations on the Saanich Peninsula and beyond.
- 16.4.5 Strengthen existing and create new regional and active transportation connections from Sidney to destinations on the Saanich Peninsula and elsewhere in the region. This could include strengthening connections to and from the Lochside Trail, local farms, and other preferred or potential touring routes.

**Safety, Accessibility, and Convenience**

- 16.4.6 Address locations of traffic safety or speeding concern, particularly where they impact Sidney residents' willingness to walk or bicycle.
- 16.4.7 Develop and implement new traffic calming policies and measures in locations that will encourage active transportation and reduce existing impacts of vehicle traffic.



- 16.4.8 Assess the Town’s wayfinding and signage system along active transportation routes to improve overall navigation as per the BC Active Transportation Design Guide.
- 16.4.9 Design the pedestrian network to ensure it is continuous, accessible, safe, comfortable, and enjoyable for all ages and abilities starting with identifying and addressing gaps in:
  - a. Existing pedestrian facilities including sidewalks; and
  - b. Crossings and/or transition between pedestrian facilities including crosswalks and curb ramps.
- 16.4.10 Update the Off-Street Parking & Loading Bylaw to include requirements for pedestrian connections in off-street parking areas in order to improve access from the parking stall to a sidewalk or path that leads to building entrances.
- 16.4.11 Design and implement a continuous, safe, and convenient cycling network throughout Sidney that appeals to a range of people of all ages and abilities and is consistent with the standards in the BC Active Transportation Design Guide.
- 16.4.12 Where new municipal facilities are expected to generate high or consistent traffic volumes, consider providing:
  - a. Short-term bicycle parking in the form of racks, bicycle corrals, or covered/ sheltered parking; and
  - b. Long-term bicycle parking in the form of bicycle lockers, bike cages, and bike rooms, where appropriate.
- 16.4.13 Work with the downtown business community to improve, retrofit, and expand existing short-term bicycle parking in the form of racks, bicycle corrals, or covered/sheltered parking. Consider options for long-term bicycle parking, where demand exists.
- 16.4.14 Work with the local business community, tourism sector, and other stakeholders to position Sidney as an Accessible Tourism destination.

**Transit**

- 16.4.15 Identify strategic investments in bus stops to improve accessibility, amenity provision, and overall user experience.
- 16.4.16 Work with BC Transit to implement the recommendations of BC Transit’s Peninsula Local Area Transit Plan.
- 16.4.17 Work with BC Transit and the Victoria Regional Transit Commission to improve the quality of transit services, including:
  - a. Service frequency and operating hours;
  - b. Local and regional connections; and
  - c. Alignment with school, post-secondary, and work commuter schedules.
- 16.4.18 Work with BC Transit to establish a multi-modal transportation hub in downtown Sidney near Highway 17 and Beacon Avenue that:
  - a. Connects different transit service layers (RapidBus, Frequent, and Local Transit);
  - b. Features a facility supportive of sustainable transportation modes including secure bicycle parking and designated parking for carsharing;
  - c. Offers charging stations for electric vehicles and electric bikes; and
  - d. Includes appropriate wayfinding signage.
- 16.4.19 Support the development of the future Peninsula RapidBus line between Swartz Bay and Victoria.
- 16.4.20 Periodically reassess the feasibility of establishing a fuel-efficient micro-transit system to service Sidney’s downtown, waterfront, and West Side.

## 16.5 Managing Motor Vehicles

### Through Municipal Processes

- 16.5.1 Identify and implement long-term strategies that support an increase in non-automobile transportation options to decrease reliance on private vehicles.
- 16.5.2 In residential areas surrounding the downtown, address the issue of long-term on-street parking through the use of parking restrictions, enforcement and by providing information about alternate modes of transportation other than personal vehicles.
- 16.5.3 Complete a parking study of the downtown core every five years that examines parking capacity and needs in order to determine appropriate changes to existing supply and requirements including assessing the feasibility of a structured parking facility in the downtown core.
- 16.5.4 Work with the Ministry of Transportation and Infrastructure to improve access to and egress from Highway 17.
- 16.5.5 Improve wayfinding in the downtown area to direct drivers to under-utilized parking stalls in the commercial core, as well as to provide information on where public parking is available.
- 16.5.6 Continue to review demand for parking on-street and in off-street public lots and utilize management strategies such as priced parking and time restrictions to ensure demand does not exceed available supply.
- 16.5.7 Facilitate efficient goods movement and the safe operation of commercial trucks and traffic within Sidney and to/from the West Side Industrial area, Harbour Road Marine area, and downtown Sidney.

### Through Development Processes

- 16.5.8 Encourage and support Transportation Demand Management (TDM) measures to increase non-automobile transportation and decrease reliance on private vehicles, including considering reduced parking requirements for new development proposals which support active transportation and transit through the provision of pedestrian and bicycle facilities, transit pass programs, car-share programs, electric bike and vehicle charging, and other appropriate TDM strategies.
- 16.5.9 When developments request a variance to parking requirements, require a Transportation Demand Management (TDM) study for new development proposals that outlines:
  - a. How transportation needs could be met through a combination of transportation options, such as car share vehicles and parking stalls, more secure long-term bicycle parking, electric bike parking, and transit passes; and
  - b. The volume of traffic to be generated, the needs and/or standards for entrances, turning lanes, vehicle stacking, signalization, on-site directional movements, and parking.
- 16.5.10 Encourage underground parking in Multi-Unit Residential and Mixed-Use developments of three or more storeys to enhance the overall site design and landscaping opportunities and minimize the impact of vehicle-oriented spaces on the design of the building.
- 16.5.11 Periodically conduct post-occupancy parking studies to assess appropriate parking requirements for developments in the Off-Street Parking and Loading Bylaw, while considering other relevant policy objectives.



## 17 Institutions, Infrastructure, and Services

### 17.1 Community Context

Institutional facilities such as schools, libraries, churches and government offices are found in many of Sidney’s neighbourhoods and in the downtown commercial area. In order to provide the highest quality services to the residents of Sidney, it is necessary that facilities are maintained and upgraded to ensure they remain operational and keep pace with the needs of the population and the changing dynamics of the Town. New facilities are also considered when the need arises.

Infrastructure refers to both above ground and underground utility infrastructure, including sanitary sewer, storm drain, and water supply systems that are operated and maintained by the Town. The Town’s potable water supply is provided and treated by the Capital Regional District (CRD). The storm drain system collects rainwater throughout the Town and discharges it into the ocean at several different outfall locations. The Town’s wastewater is collected by the Town’s sanitary sewer system and transferred to the CRD-operated Saanich Peninsula Wastewater Treatment Plant, which has been in operation since 2000 (and replaced older treatment plants from the early 1970’s.) The facility provides secondary treatment for wastewater from the Town of Sidney as well as from Central Saanich, North Saanich, WSÁNEĆ Nations lands, and the Victoria International Airport.

Other services can be provided by the Town, or alternately by a private contractor, as is the case with residential garbage collection, which is provided through a municipal contract with a private contractor. Third party utility services such as gas, hydro, telecommunications, and internet are installed, operated and maintained by other providers.

### 17.2 Objectives

- 17.2.1 To provide for a range of government or non-profit services to the community such as schools, places of worship, medical facilities, or municipal services.
- 17.2.2 To encourage the physical upgrading of institutional facilities within the Town of Sidney.
- 17.2.3 To ensure that institutional and infrastructure development occurs in a manner which is sensitive to the character of the surrounding neighbourhood.
- 17.2.4 To ensure sufficient system capacity exists to meet current and future servicing demands.
- 17.2.5 To maximize the economic lifecycle of the Town’s capital infrastructure systems and avoid the need for premature replacement.
- 17.2.6 To deliver infrastructure services in a cost effective and sustainable manner.

- 17.2.7 To ensure that municipal infrastructure and services constructed or provided by other agencies or parties, are undertaken and completed in accordance with the appropriate standards and in a manner that provides maximum benefit to the Town.
- 17.2.8 To achieve a reduction in the Town’s solid waste disposal at the Hartland Landfill through the exploration of zero waste initiatives.
- 17.2.9 To work toward a zero-waste economy.
- 17.2.10 To ensure that the water system always provides adequate fire protection for the Town.
- 17.2.11 To strengthen local emergency response capacity through emergency preparedness initiatives that build community resiliency.
- 17.2.12 To promote individual, business, and community preparedness for response and recovery from emergencies and disasters.



## 17.3 Policies

### Institutional

- 17.3.1 Designate land for a range of public and private institutional uses, including: schools; libraries; fire, police, and ambulance stations; museums; places of worship; adult and child care facilities; government offices; and public works facilities.
- 17.3.2 Discourage the conversion of institutional lands to other uses.
- 17.3.3 Through careful site planning, and building, and landscape design, ensure that new institutional facilities, uses, and activities are compatible with and integrated into the surrounding area.
- 17.3.4 Develop programs to support housing and invest in assets and infrastructure that support a balanced demographic in Sidney, with a focus on children, youth, and elder-friendly features.
- 17.3.5 Upgrade and/or replace Town-owned buildings (e.g. the Town Hall) and facilities to ensure the future needs of the community are met, such as adequate service provision, accessibility, etc.
- 17.3.6 Whether integrated with other cultural and civic uses or built as a standalone structure, ensure that the Town Hall is a clearly identifiable building and its civic character articulated in the architecture, site design, and landscaping.
- 17.3.7 Upgrade and improve Town-owned institutional facilities where resources permit.
- 17.3.8 Require that government/institutional services and facilities constructed or provided by other agencies or parties are undertaken and completed in accordance with the appropriate standards and in a manner which provides maximum benefit to the community.

- 17.3.9 Provide public facilities in open spaces and publicly accessible areas and locate them to be easily found (whether visually or through wayfinding), including:
  - a. Restrooms,
  - b. Charging stations,
  - c. Drinking fountains,
  - d. Bicycle parking,
  - e. Structures for posting public notices and advertisements, and
  - f. Waste receptacles.

### Municipal Services

- 17.3.10 Monitor the delivery of contracted municipal services (i.e., organic and solid waste collection and disposal) to ensure appropriate standards of service and value are maintained.
- 17.3.11 Encourage and promote initiatives to reduce the production of waste in the community.
- 17.3.12 Periodically review the Town's waste collection systems in order to ensure optimal efficiency, frequency, and value for the community.
- 17.3.13 Support the regional Solid Waste Management Plan and Provincial government goals and initiatives for waste reduction, reuse, and recycling.
- 17.3.14 Support and participate in programs that decrease the amount of landfill waste from residential, commercial, and industrial uses, including from construction activity.
- 17.3.15 Educate residents on the benefits and best practices of backyard composting in order to divert organics from waste streams, encourage local food production, and reduce pests.

- 17.3.16 Explore options to support the creation of new childcare facilities including:
- Commitments of space within private and public redevelopment proposals;
  - Nominal rents for non-profit childcare facilities in Town-owned space;
  - Working with School District 63 to expand childcare spaces in their facilities or on their lands;
  - Working with the Capital Regional District Housing department and BC Housing to incorporate childcare spaces into family social housing developments;
  - Working with faith groups to incorporate childcare spaces into their facilities; and
  - Supporting the creation of early learning programs.

### Emergency Preparedness

- 17.3.17 Improve community capacity and resilience in advance of and following weather events by increasing public awareness of climate change, its expected impacts, and how the community can prepare.
- 17.3.18 Continue to support initiatives that strengthen community emergency planning and Town of Sidney business continuity planning.
- 17.3.19 Ensure emergency planning documents are updated to current standards and regional coordination continues where feasible (i.e., partnering with Peninsula Emergency Measures Organization).
- 17.3.20 Consider developing a community evacuation plan that includes support for vulnerable members of the population during emergencies, and ensure public awareness of an evacuation plan or strategy.
- 17.3.21 Improve fire risk awareness in the community by promoting Fire Smart principles and practices and continue to enhance fire flow infrastructure.
- 17.3.22 Plan for continuous service provision of public infrastructure and utilities during emergency events.

### Infrastructure

- 17.3.23 Maintain the municipal sewer, storm drain and water systems, reducing rainwater inflow and infiltration into the sewer system and improving the capacity, resilience, and efficiency of these systems. Expansion of these systems should focus on increasing the capacity of the existing system, rather than extending it to unserved areas
- 17.3.24 Review development proposals with consideration for Capital Infrastructure Plans. Require proponents to cover the cost, in part or in whole, of any unanticipated upgrading or revisions to the Town's infrastructure required to accommodate the development.
- 17.3.25 When assessing infrastructure systems:
- Evaluate their ability to meet current and future demand;
  - Design to avoid premature replacement; and
  - Evaluate their resiliency to climate change and natural disasters such as seismic and extreme weather events.
- 17.3.26 Develop and maintain an asset management plan to optimize the life cycle of Town infrastructure and corresponding budgets.
- 17.3.27 When replacing infrastructure, consider the potential for:
- Using a natural asset management approach or nature-based solutions; and
  - Serving multiple purposes (e.g. employing low-impact and integrated design practices).
- 17.3.28 Continue to monitor the infrastructure needs of the Town's industrial areas and industries, ensuring a complete understanding of the needs for utility demands and the flow of goods to and from industrial facilities both in the present and what is projected for the future. Maintain ongoing communication with the business community to ensure an adequate understanding of their needs.

- 17.3.29 Work with communication infrastructure providers to upgrade technologies and improve the speed and reliability of internet and phone connections.
- 17.3.30 Carefully consider the appropriate location of telecommunication towers and other infrastructure. Where warranted, encourage (or when appropriate require) owners of taller buildings to provide space for communications infrastructure.
- 17.3.31 Review data regarding legacy infrastructure (such as wells) and formalize the status and any associated action for such infrastructure including maintenance or improvements.
- 17.3.32 Where a property or development provides or proposes to provide public infrastructure such as sidewalks, water, drainage, or sewage systems under, on, or through private lands, the property owner shall provide the municipality with a right-of-way permitting the installation and repair of such services, in accordance with the Municipality's standard right-of-way agreement.

**Natural Assets**

- 17.3.33 Adopt an approach that acknowledges the role, extent, dynamics, and connectivity of natural assets on the Peninsula, including their benefits for municipalities.
- 17.3.34 Recognize the role that natural assets and ecosystems play in the provision of municipal infrastructure services and work to protect and enhance those assets to ensure long-term sustainability.
- 17.3.35 Explore a Peninsula-wide approach to identifying, protecting, and enhancing natural assets, in consultation with other municipalities and W̱SÁNEĆ Nations.
- 17.3.36 Work with regional partners to collect data on local natural assets. Establish and support programs for long-term, ongoing, and comprehensive data collection and dissemination.
- 17.3.37 Consideration should be given to restoring the natural environment on both public and private land. For example, barriers to fish movement should be removed (e.g. poorly designed or installed culverts), trees and natural vegetation protected, and watercourses daylighted.







## 18 Implementation

### 18.1 Community Context

Sidney 2040, Sidney's OCP establishes goals, objectives and policies related to managing land-use and development and maintaining a healthy, livable, prosperous community. Implementation (i.e. achieving the goals and objectives) of this OCP will require making decisions about land-use, building and site design, as well as public investments in programs, parks, infrastructure, and the public realm that are consistent with this Plan. In some cases, it will also require the development or revisions of other plans, strategies and bylaws and in other cases implementation will be best achieved through partnerships and cooperation. Perhaps most importantly, the OCP will require the ongoing interest and support of the community as they participate in the Town's civic discourse.

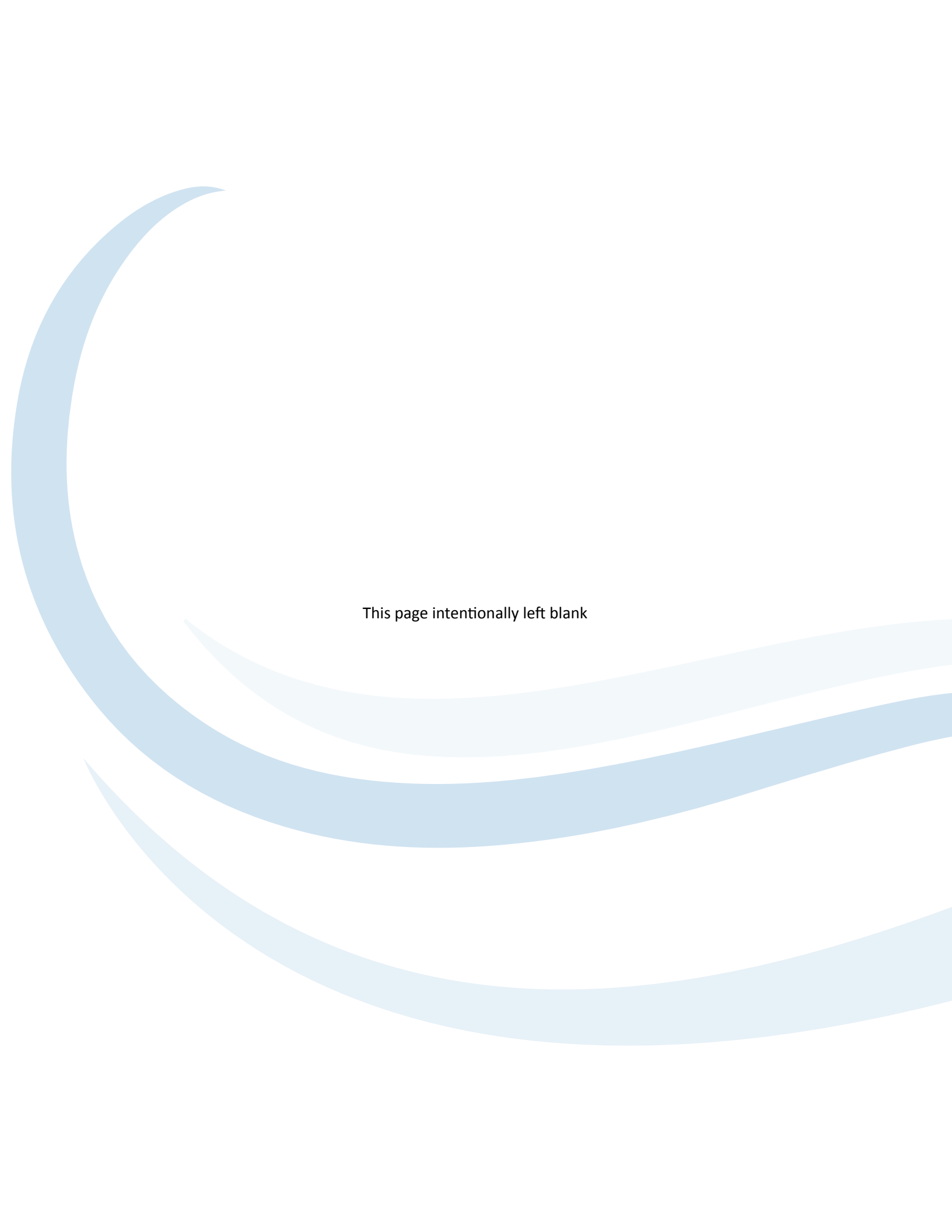
Specifically, implementation of Sidney's OCP is expected to occur through a variety of mechanisms, including:

- Updates to the Zoning Bylaw and zoning bylaw amendment (re-zoning) decisions;
- Decisions regarding subdivision, development and servicing;
- Review of development permit applications referencing the applicable development permit area guidelines;
- The development and implementation of Local Area Plans including the West Side Local Area Plan;
- The support, development and funding of various programs related to social well-being, health, culture, recreation and the arts;
- Investment in municipal infrastructure, streets, buildings, parks, and open spaces; and
- Other plans and strategies.

The concepts, policies and operational measures in these bylaws, programs, plans and decisions should be consistent with the objectives, land use designations, and policies within the OCP. However, it is important to note that the Town is not obligated or compelled to carry out any of the projects and actions listed within the OCP. Those will be brought forward by staff over time and considered independently by Council.

## 18.2 Implementation Policies

- 18.2.1 Projects and policies in this plan will be prioritized and implemented through the Town’s annual strategic planning and budgeting processes and individual department work plans.
- 18.2.2 Prioritize clear and timely engagement with community members during the development of plans, strategies, and policies that involve the community. The intent of community engagement is to:
- a. Keep community members informed about any major initiatives;
  - b. Enable community members to provide input that can meaningfully impact decisions;
  - c. Ensure a high degree of transparency about how and why decisions are made;
  - d. Foster relationships and build trust with community members; and
  - e. Result in well-supported and well-understood plans, strategies, and policies.
- 18.2.3 Continue to establish advisory committees or task forces for major projects and initiatives.
- 18.2.4 Continue to update and explore ways to inform residents about municipal operations and decisions, such as website, newsletters, signage, and brochures.
- 18.2.5 Encourage developers to hold public information meetings to consult with residents and stakeholders that would be affected by a development proposal before submitting a development application.
- 18.2.6 In order to effectively and efficiently address challenges and capitalize on opportunities that are more suited to sub-regional or regional collaboration (e.g. addressing climate change, regional transportation, emergency planning) continue to strengthen relationships with the Capital Regional District (CRD), regional municipalities, and W̱SÁNEĆ Nations.
- 18.2.7 Make existing and proposed research easily accessible so that councillors, municipal staff, and the public may stay informed and advocate for policy changes.
- 18.2.8 Encourage and support the development of the local economy through the implementation of the Economic Development Strategy in partnership with business and other community organizations.
- 18.2.9 Undertake periodic reviews of infrastructure servicing areas to ensure adequate capacity for planned development levels.
- 18.2.10 Consider the policies and guidelines in the West Side Local Area Plan related to the phasing in of new development when considering redevelopment applications in the West Sidney Mixed Use Village area.



This page intentionally left blank

# PART 3. DEVELOPMENT PERMIT AREAS

**Context**

**Application**

**Exemptions**

**Environmentally Sensitive Areas**

General

Marine Coastal

Riparian

**Public Realm and Open Space**

**Environmental Sustainability**

**Form and Character**

General Form and Character

General Residential

Intensive Neighbourhood Residential

Neighbourhood Townhouse and Multi-Unit Residential

General Commercial

Downtown Commercial

Neighbourhood Commercial

West Sidney Mixed Use Village

General Industrial

Harbour Road Marine



**NO**  
CYCLING  
SKATE  
BOARDING  
ROLLER  
BLADING

**PICK-UP  
AFTER  
YOUR  
PET.**  
BY-LAW NO. 1760

**PLEASE**  
DO NOT FEED THE WILDLIFE  
INCLUDING  
SEABIRDS AND PACIFIC  
SEALS  
HELP KEEP THE AREA  
CLEAN AND HEALTHY

# PART 3. DEVELOPMENT PERMIT AREAS

## 19 Context

Section 488(1) of the Local Government Act provides the legislative authority for Official Community Plans to designate Development Permit Areas for one or more of the following purposes:

- a) protection of the natural environment, its ecosystems and biological diversity;
- b) protection of development from hazardous conditions;
- c) protection of farming;
- d) revitalization of an area in which a commercial use is permitted;
- e) establishment of objectives for the form and character of intensive residential development;
- f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- g) in relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region;
- h) establishment of objectives to promote energy conservation;
- i) establishment of objectives to promote water conservation; and
- j) establishment of objectives to promote the reduction of greenhouse gas emissions.

Upon designating key Development Permit Areas, an Official Community Plan must then describe the special conditions or objectives that justify the designation. Following that is the provision of specific guidelines respecting the manner by which the special conditions or objectives will be addressed.

Planning staff, the Advisory Planning Commission, and Council will utilize the Development Permit Guidelines when reviewing and assessing development proposals within the Town of Sidney.

## 20 Application

No development shall take place in a Development Permit Area unless the Town, in accordance with the objectives and guidelines outlined in this section, has issued a Development Permit.

# 21 Exemptions

Pursuant to Part 14, Section 488(4) of the Local Government Act, issuance of a Development Permit is not required for the following:

- 21.1 Repair and maintenance of existing legal or legal non-conforming buildings, structures or utilities provided there is no alteration of land or vegetation.
- 21.2 Gardening and yard maintenance activities within an existing landscaped area, such as lawn mowing, tree and shrub pruning, vegetation planting, and minor soil disturbance that do not alter the general contours of the land. Tree pruning must meet the requirements of the Town’s Tree Preservation Bylaw.
- 21.3 Development on lots used for single- and two-family dwellings that are greater than 400 square metres in area, including secondary dwellings, except where the lot is within a designated Environmentally Sensitive Area.
- 21.4 New signs or alterations to existing signs.
- 21.5 Minor alterations to approved Development Permits, which do not change the intent of the guidelines, may be permitted without an amendment to the Development Permit, subject to the approval of Town staff in accordance with policy approved by Council.
- 21.6 Internal renovations that do not affect the external appearance of a building or increase the floor area. (Note: a Building Permit may still be required.)



## 22 Environmentally Sensitive Areas

### 22.1 Designation

All properties identified under the *Marine Coastal* or *Riparian* categories on Map 4 are designated as Development Permit Areas pursuant to Section 488(1)(a) of the Local Government Act and are subject to the Objectives and General Guidelines under this section.

All properties identified under the *Marine Coastal* categories on Map 4 are designated as Development Permit Areas pursuant to Section 488(1)(a) and (b) of the Local Government Act and are subject to the Marine Coastal guidelines under this section.

All properties identified under the *Riparian* categories on Map 4 are designated as Riparian Development Permit Areas pursuant to Section 488(1)(a) of the Local Government Act and are subject to the Riparian Area guidelines under this section.

### 22.2 Justification

Section 488(1) of the Local Government Act authorizes local governments to designate development permits where desired and justified for:

- a) protection of the natural environment, its ecosystems and biological diversity;
- b) protection of development from hazardous conditions;

The following is justification for the designation of Environmentally Sensitive and Hazardous Conditions Development Permit Areas within the Town of Sidney:

#### Marine Coastal

Sidney is a community that is intrinsically linked with its marine environment. It is located on a peninsula and over half of its municipal boundary borders the sea. The Town's shoreline areas have high ecological values – particularly Roberts Bay and the Beaufort Peninsula. Development, and associated shoreline improvements or protection measures, can threaten the ecological and physical integrity of the marine environment, foreshore and upland areas. Sea level rise and storm surges associated with climate change must also be considered when planning new development along the foreshore.

Requiring a development permit will help to balance development opportunities with ecological restoration of the marine foreshore, while also considering potential hazards from the marine environment.



## Riparian

Aquatic ecosystems and their riparian habitat areas are significant and limited features in the Town of Sidney. Aquatic ecosystems include all watercourses that are defined and protected by the Water Sustainability Act or Riparian Areas Protection Regulation including creeks and ditches. Some of these aquatic ecosystems may be ephemeral, and are only wet during the winter months, drying up in the summer. The geography and vegetation that surrounds, protects and interacts with the aquatic environment is called the riparian area. Together, the watercourse and the riparian area form an aquatic ecosystem.

The riparian habitats associated with these watercourses and aquatic ecosystems support high levels of biodiversity and can provide important travel corridors between core habitat areas. Many rare and endangered species rely on aquatic ecosystems and associated riparian areas.

Aquatic ecosystems and riparian areas contribute to the livability of Sidney. These areas are found primarily in KÉLSET (Reay Creek) and Mermaid Creek and provide important ecosystem services including natural water purification and filtration. They have the capacity to slow storm water runoff, maintain water quality by reducing the levels of sediment, nutrients and toxic chemicals and prevent erosion.

The functional hydrology of a watershed is highly interconnected and fragile. A change in one part of a stream or wetland can have downstream consequences that can impact wildlife, people, and property. Unnecessarily disturbing these sensitive and important aquatic environments may harm their vitality and the ecological services they provide.

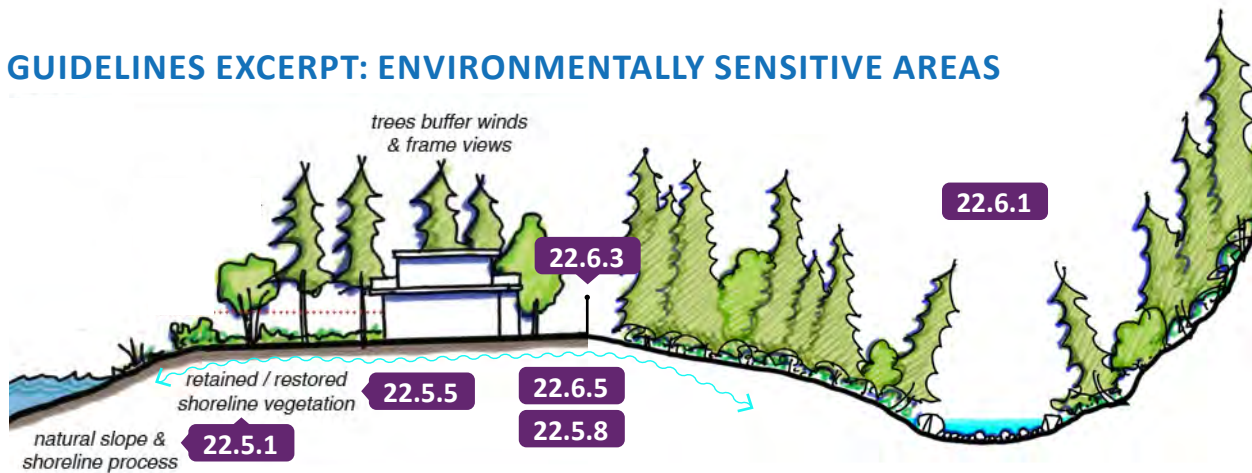


## 22.3 Objectives

The objectives of the guidelines are to:

- 22.3.1 Ensure that any future development being proposed within an area designated as an Environmentally Sensitive Area does not negatively impact the environmental significance and ecological integrity of that area;
- 22.3.2 Maintain safe, public access to the shoreline in a manner that does not compromise the ecological integrity of the shoreline;
- 22.3.3 Guard against erosion of and damage to foreshore properties including that resulting from sea level rise and storm surges;
- 22.3.4 Preserve and protect fish habitat and sensitive aquatic ecosystems while allowing for sensitive development of adjacent lands;
- 22.3.5 Allow for safe, public access to riparian areas in a manner that does not compromise the ecological integrity of the riparian areas; and
- 22.3.6 Meet or exceed the protection requirements of the Riparian Areas Protection Regulation.

## GUIDELINES EXCERPT: ENVIRONMENTALLY SENSITIVE AREAS



### marine coastal

- 22.5.1** Preserve the areas within the natural boundary setback and the intertidal zone in their natural state.
- 22.5.5** When flooding and erosion protection is required, apply the 'softest' possible shore protection measures (i.e. natural plantings, beach nourishment).
- 22.5.8** Storm water outflows shall have water quality and water quantity/erosion control features installed that avoid impacts to slope stability and aquatic habitat integrity.

### riparian

- 22.6.1** Developers and landowners must meet and are encouraged to exceed the minimum protection standards defined by the Riparian Area Protection Regulation.
- 22.6.3** Introduce "source control" storm water management initiatives to emulate the pre-development natural watershed.
- 22.6.5** Existing trees and shrubs to be retained should be clearly marked prior to development, and temporary fencing installed at a distance prescribed by an ISA Certified Consulting Arborist or QEP to protect them during clearing, grading and other development activities.

## 22.4 General Guidelines

- 22.4.1 A detailed plan indicating the location and condition of existing trees and vegetation on a site should be produced by a qualified professional and provided to the Town as part of the development application.
- 22.4.2 For all new development, a tree retention plan should be submitted to ensure that trees will be retained and that any trees that must be removed will be replaced.
- 22.4.3 Design landscapes to support native pollinators (i.e. native flowering plants, composted mulch/incorporate logs) and migratory song birds (i.e. include coniferous trees for refuge); and, design plant areas so that they have multiple layers of foliage (e.g. ground cover, shrub layer and trees).
- 22.4.4 Landscape and planting plans should include trees and plant species that are resilient to the changing climate.
- 22.4.5 Active bird nests, as well as the nests of some species, including bald eagles, peregrine falcons, osprey, and heron, whether occupied or not, are protected under the Provincial Wildlife Act. A Qualified Environmental Professional (QEP) should identify and assess these nests and submit a report identifying their locations and recommended buffer distances that meet the recommended Provincial standards of protection.
- 22.4.6 Any land clearing activities should be planned outside of the breeding windows for species at risk in the region (such as herons, eagles, and osprey), as specified by Provincial and Federal regulations. Any clearing activities that are planned in this period should be preceded by preclearing nest surveys. Active nest sites must be identified and flagged so that the nest and the appropriate adjacent area can be left undisturbed until the young birds have fledged and left the nest.
- 22.4.7 A report prepared by a QEP is required where the Town considers that a proposed development or alteration of the land may cause adverse impacts to significant environment features or assets.
- 22.4.8 The planting or introduction of invasive species must be avoided.
- 22.4.9 Soil removal or deposit within or adjacent to a sensitive ecosystems or habitat must be avoided.
- 22.4.10 Alteration of natural drainage systems in ways that increase or decrease the amount of water available to a sensitive ecosystem should be avoided.
- 22.4.11 Driveways and other accesses should be limited to the number required for safe access, with shared driveway access where feasible. Driveway lengths and widths should be limited to the minimum necessary. The use of impervious surfaces is discouraged.
- 22.4.12 Existing native trees and vegetation should be retained wherever possible to minimize disruption to habitat and to protect against erosion and slope failure.
- 22.4.13 Vegetation species used in replanting, restoration or enhancement should be native to the area and be selected to suit the soil, light and groundwater conditions of the site. They should also be selected for erosion control and/or fish and wildlife habitat values as needed.
- 22.4.14 Integrate smaller natural sites, neighbourhood tree canopies, and Naturescape practices into new development to complement existing green spaces (e.g. green roofs, green walls, and bioswales).



## 22.5 Marine Coastal Guidelines

22.5.1 Preserve the areas within the natural boundary setback and the intertidal zone in their natural state, except in accordance with:

- a. The conditions of an approved Development Permit; and
- b. Any Provincial or Federal requirements, if applicable.

22.5.2 Maintain ecological processes on and adjacent to the shoreline that are important to the long-term health of the intertidal zone, including drainage and hydrology and natural sediment or detritus movement (accretion and erosion).

22.5.3 Avoid adding fill to the area on and adjacent to the shoreline and intertidal zone.

22.5.4 Protect against flooding, erosion and sea level rise in ways that minimize loss of environmental value, for example by applying soft-shores approaches or designing hard-shore approaches that minimize influence on sediment transport and create additional habitat (e.g. using rip rap rather than concrete walls).

22.5.5 When flooding and erosion protection is required:

- a. Apply the 'softest' possible shore protection measures (i.e. natural plantings, beach nourishment); and
- b. Limit the size and impacts of shoreline protection measures.

22.5.6 Retain or restore (with appropriate shoreline vegetation) an average 15 metre (with a 5 metre minimum) wide shoreline zone above the natural boundary over a minimum 50% of shoreline length, with recognition that the type and extent of vegetation may vary depending on the type of foreshore ecosystem.

22.5.7 New roads or driveways should not be located within 20 metres of the natural boundary. If such a location cannot be avoided, its encroachment should be minimized, and the design and construction of the road or driveway be supervised by a QEP that is experienced working in shoreline ecosystems.

22.5.8 Storm water outflows shall have water quality and water quantity/erosion control features installed that avoid impacts to slope stability and aquatic habitat integrity.

22.5.9 All development must be undertaken and completed in such a manner as to prevent the release of sediments or pollutants onto the marine foreshore or to any watercourse or storm sewer that flows to the marine shoreline.

22.5.10 Materials used for shoreline stabilization should consist of inert materials. Stabilization materials must not consist of debris or contaminated material that could result in pollution of tidal waters.

22.5.11 Harder shoreline protection measures such as revetments (rip rap slopes) and bulkheads (retaining walls) should only be constructed if no other alternative exists.



Shore Protection Measures include a range of modification measures to the shoreline, or adjacent seaward or landward areas, for the purpose of protection against erosion. Structural protection methods are often referred to as “hard” and “soft” (See at right). “Hard” measures refer to those with solid, hard surfaces, such as concrete bulkheads and seawalls, while “soft” structural measures rely on less rigid materials, such as biotechnical vegetation measures or beach enhancement. There is a range of measures varying from soft to hard that include:

**SOFT**

- Vegetation enhancement
- Upland drainage control
- Biotechnical measures
- Beach enhancement
- Anchor trees
- Gravel placement
- Rock (rip rap) revetments
- Gabions
- Concrete groins
- Retaining walls or bulkheads
- Seawalls

**HARD**

In general, the harder the construction measure, the greater the impact on shoreline processes, including sediment transport, geomorphology, and biological functions.

22.5.12 While natural solutions to shoreline erosion are preferred (e.g. softshores, etc.), where bulkheads, seawalls or retaining walls are proposed:

- a. The owner must provide a report prepared by a qualified professional as required by the Town’s Seawall Policy certifying that the construction of the wall is required to control erosion of the owner’s land and that “soft-shores” approaches are not viable in this location. In addition, the retaining wall must be designed so as to minimize both the removal of natural vegetation and negative impact on the marine and wildlife habitat;
- b. They must not be located where geo-hydraulic processes are critical to shoreline conservation. Construction in areas on or near feeder bluffs, eelgrass beds, spits or hooks must be avoided;
- c. They should be located parallel to and landward of the natural boundary of the ocean and as close to any natural bank as possible;
- d. They should allow the passage of surface or groundwater without causing ponding or saturation; and
- e. They should be constructed of stable, non-erodible materials that preserve natural shoreline characteristics. Adequate toe protection including proper footings and retention mesh should be included. Beach materials should not be used for fill behind bulkheads.

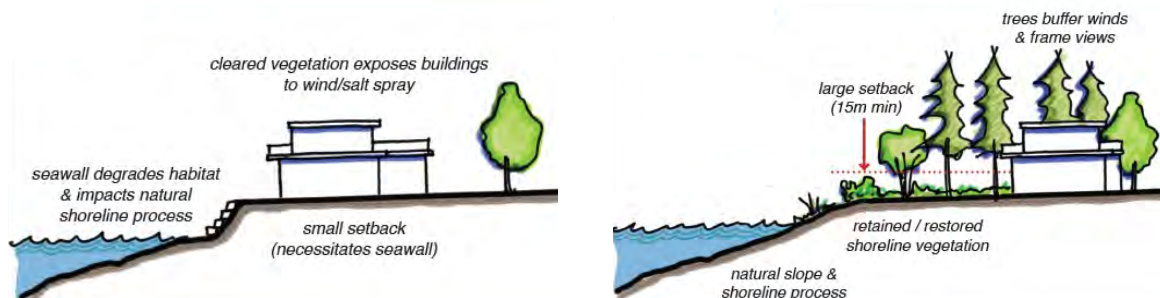


Figure 3. Shoreline protection diagram

- 22.5.13 Shoreline protection measures should not restrict appropriate public access along the shoreline (beach/foreshore walks) except where such access is determined to be infeasible because of incompatible uses, safety, security, or harm to ecological functions.
- 22.5.14 Incorporate ecological restoration and access improvements into public projects.
- 22.5.15 The construction of public road or pathways should not result in a net loss of shoreline ecological functions.
- 22.5.16 Development of new public accesses through sensitive ecosystem areas should be restricted or carefully designed to minimize impact.
- 22.5.17 Fill should not be placed at or below the natural boundary of the ocean for the purposes of providing a trail or walkway.
- 22.5.18 Parking areas should be placed away from the shore, buffered or landscaped, and constructed to minimize erosion and water pollution by controlling storm water runoff. Structural measures such as catch basins, oil separators, filtration trenches or swales, unpaved or permeable all weather surfaces should be considered for this purpose.
- 22.5.19 Development on properties abutting marine areas should occur in such a way that any potential negative impact on the existing habitat is minimized.
- 22.5.20 Any hard surfacing including walkways or patios (excluding foreshore protection), should not affect more than 10% of the property area that is located between the natural boundary and a line running parallel 10 metres inland from the natural boundary or to the face of an existing building, whichever is less.
- 22.5.21 Permeable surface materials and/or appropriate drainage and surface water retention solutions should be used to minimize rapid water runoff onto the foreshore.
- 22.5.22 Landscaping for new development should retain natural vegetation where possible, and new landscaping should include native plant species. Xeriscaping, which is landscaping using various methods and drought-resistant plant species to minimize the need for irrigation, is encouraged.
- 22.5.23 Excavation during construction should impact the smallest possible area of the property and a construction management plan may be required where there are significant environmental features or assets on the property that require protection. The plan should identify areas to be fenced off during construction, best practices for minimizing silt runoff onto the foreshore (e.g. silt fencing or covering excavated material) and other strategies to preserve natural environmental features or reduce construction impacts.
- 22.5.24 Any storm drains that drain to the sea shall be designed to reduce or eliminate erosion of the marine foreshore and not significantly impact natural habitat in the area.

## 22.6 Riparian Guidelines

22.6.1 Developers and landowners must meet and are encouraged to exceed the minimum protection standards defined by the Riparian Area Protection Regulation (RAPR).

22.6.2 For any proposed development within the Development Permit Area, a Qualified Environmental Professional (QEP) should be retained at the expense of the applicant for the purpose of preparing a report pursuant to Division 2 Section 144(2) of the RAPR and the RAPR Assessment Methodology Guidebook. The report should be electronically submitted to the appropriate Provincial and Federal authorities' Riparian Areas Protection Regulation Notification System and a hard copy must be provided to the Town.

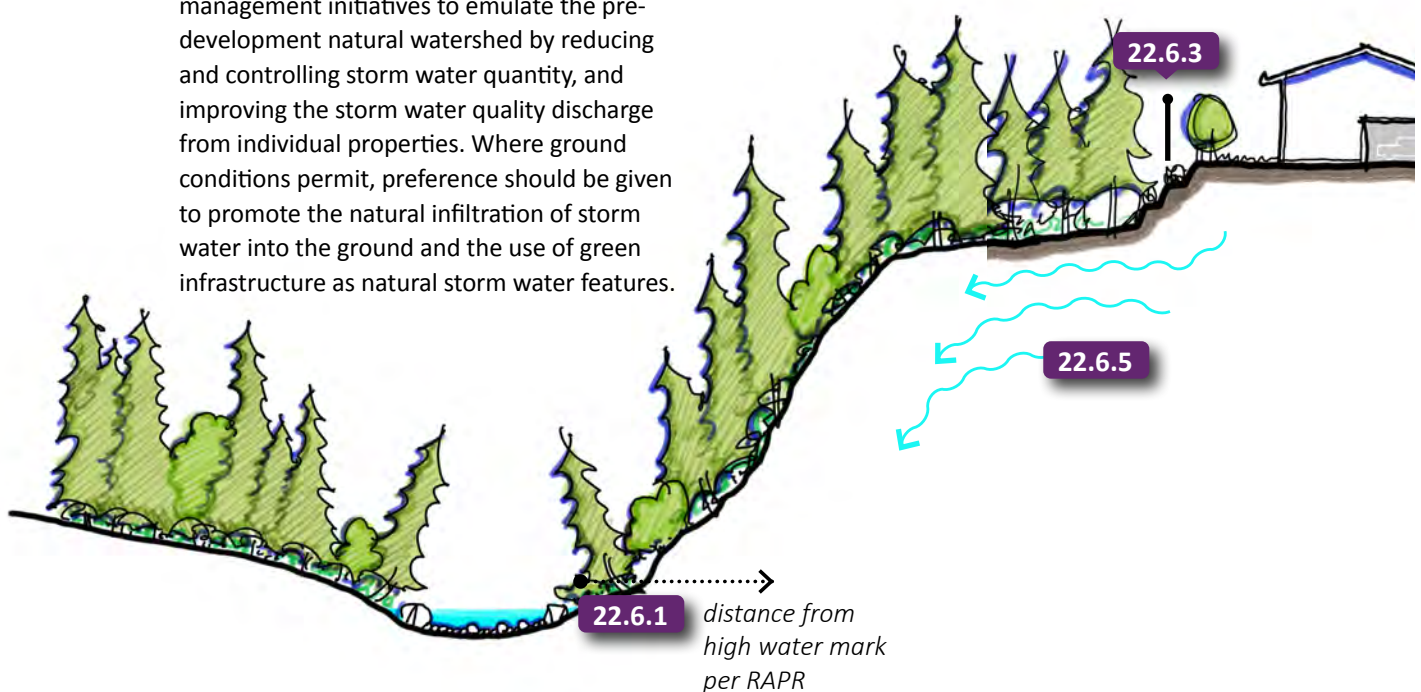
22.6.3 Existing trees and shrubs to be retained should be clearly marked prior to development, and temporary fencing installed at a distance prescribed by an ISA Certified Consulting Arborist or QEP to protect them during clearing, grading, and other development activities.

22.6.4 All new developments on properties abutting creeks should be located and designed to minimize any negative impact on the riparian and aquatic habitat.

22.6.5 Introduce "source control" storm water management initiatives to emulate the pre-development natural watershed by reducing and controlling storm water quantity, and improving the storm water quality discharge from individual properties. Where ground conditions permit, preference should be given to promote the natural infiltration of storm water into the ground and the use of green infrastructure as natural storm water features.

22.6.6 Utilize proactive forms of storm water management to address an increased frequency and intensity of weather events expected as a result of climate change by restoring and enhancing natural hydrologic pathways and reducing the volume of storm water run-off based on the following strategies:

- Minimize storm water run-off and increase on-site infiltration into the ground or reuse it at the site level through vegetated bioswales, rain gardens, rainwater harvesting, or other green infrastructure practice;
- Where a green infrastructure approach is insufficient to achieve pre-development levels of run-off, an engineered storage and detention system may be considered;
- Support a design approach of using absorbent landscaping (including 12" to 18" of topsoil) for storm water management; and
- Consider integrated drainage and watercourse improvement projects that demonstrate multiple environmental benefits.



- 22.6.7 The Streamside Protection and Enhancement Area (SPEA) for the protection of the aquatic ecosystem, as determined by a QEP on each parcel for which a development permit application applies, should remain undisturbed. The intention is that the SPEA should be untouched by development and left in its natural condition, or, if damaged by previous use or construction, should be restored or enhanced at the time of development.
- 22.6.8 Where possible, SPEAs and open spaces should be linked to develop a continuous network of natural ecosystems.
- 22.6.9 Networks of SPEAs, open spaces and foreshore may provide public access where it is designed in a way that is not detrimental to the integrity of the natural environment.
- 22.6.10 All SPEAs should be identified and protected along their perimeter during all phases of construction through the placement of temporary construction fencing in order to prevent any accidental disturbance to the SPEAs.
- 22.6.11 Where the SPEA has been impacted by construction, provisions should be in place to restore it immediately following construction using native species.
- 22.6.12 Maintain or, where feasible re-establish natural hydrologic regimes and processes including flooding, seasonal drawdown, and groundwater recharge. Changes to surface and ground water flow can negatively impact aquatic, riparian, wetland and forest ecosystems. Trails, roads, construction and development should be designed to maintain the hydrology of these ecosystems.
- 22.6.13 Riparian vegetation should be maintained where intact, or restored where disturbed or where invasive plants have established.
- 22.6.14 Development design should reflect the objectives and guidelines of current best practices.
- 22.6.15 Vegetation species used in replanting, restoration or enhancement should be native to the area and be selected to suit the soil, light and groundwater conditions of the site. They should also be selected for erosion control and/or fish and wildlife habitat values as needed.
- 22.6.16 Replanting requirements prepared by a QEP should be set out in plans developed as part of the development permit application and should form part of the development permit.
- 22.6.17 All replanting and restoration requirements should be maintained by the property owner for a minimum of two years from the date of completion of the planting. This may require removal of invasive, non-native weeds and irrigation. Unhealthy, dying or dead stock must be replaced at the owner’s expense within that time.
- 22.6.18 To minimize rapid water run-off, the use of permeable surface materials is encouraged on properties with a property line abutting KÉLSET Creek or Mermaid Creek.
- 22.6.19 On properties abutting KÉLSET (Reay Creek) or Mermaid Creek, between the property line adjacent to the creek and a line running parallel 7.5 metres inland (away from the creek):
- a. No building or structure shall be permitted; and
  - b. Walkways should be designed so as to have minimal or no impact on the creek and its riparian habitat.
- 22.6.20 Where a QEP determines that a development results in the harmful alteration, disruption or destruction (HADD) of fish habitat, a development permit shall not be issued unless and until approval by the Minister of Fisheries and Oceans is granted.





## 23 Public Realm and Open Space

### 23.1 Designation

All properties identified as:

- *Intensive Neighbourhood Residential*
- *Neighbourhood Townhouse*
- *Multi-Unit Residential*
- *Neighbourhood Commercial*
- *Downtown Commercial*
- *West Sidney Mixed Use Village*
- *West Side Industrial, and*
- *Harbour Road Marine*

on Map 1 are designated as General Development Permit Areas pursuant to Sections 488(1)(e) and (f) of the Local Government Act and are subject to the Public Realm and Open Space objectives and guidelines under this section.

### 23.2 Justification

Section 488(1) of the Local Government Act authorizes local governments to designate development permits where desired and justified for:

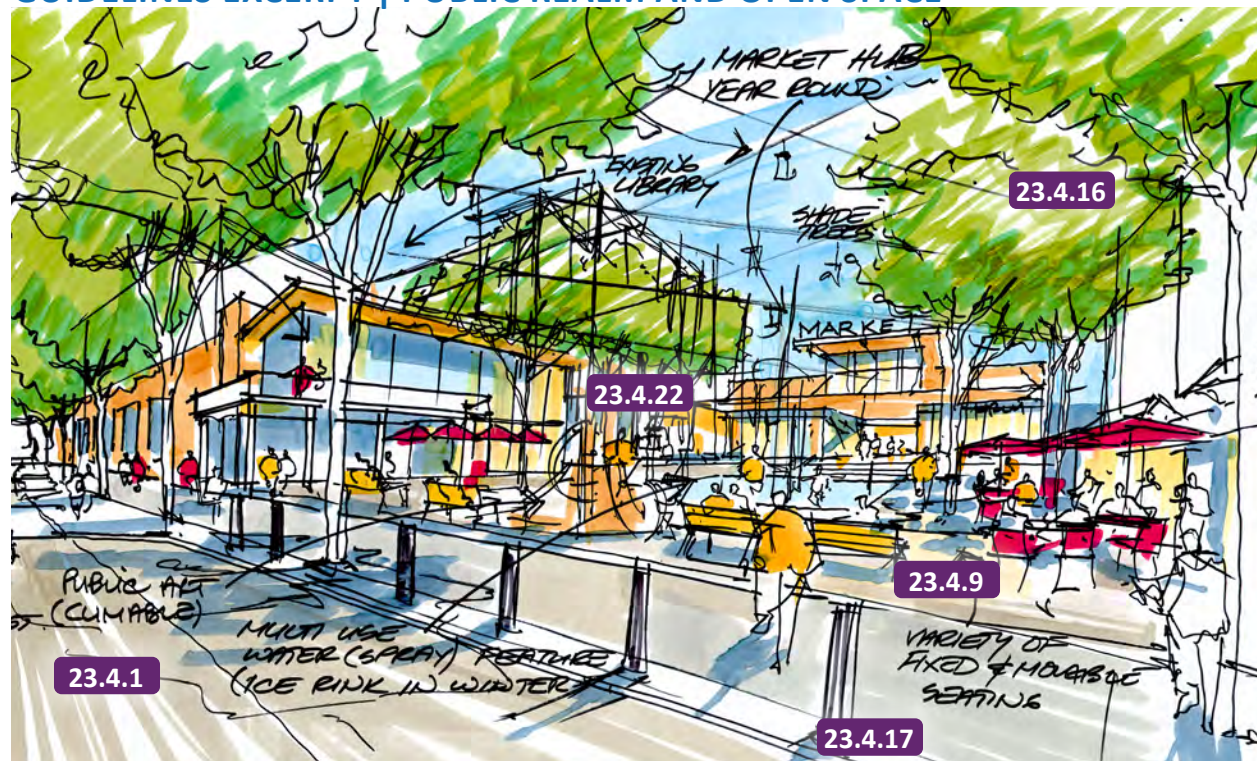
- e) establishment of objectives for the form and character of intensive residential development;
- f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development;

Public realm and open spaces are complex in their jurisdictions and uses, through their combinations of public and private ownership and use. Putting specific emphasis fostering places for people, the public realm and open space guidelines ensure a cohesive, high-quality network of public and private open spaces that contributes to a unique sense of place and identity and enhances pedestrian activity, safety and comfort.

## 23.3 Objectives

- 23.3.1 To ensure high quality design of all streets and open spaces in Sidney.
- 23.3.2 To create visual interest, comfort, and safety for pedestrians.
- 23.3.3 To offer flexible, accessible open space programmed to relate to its users.
- 23.3.4 To positively contribute to urban ecology and storm water management.
- 23.3.5 To ensure that pedestrian environments and streets are safe for all user groups.
- 23.3.6 To increase connectivity to the surrounding area for everyone and the various ways chosen to get around; to ensure functional vehicle movement (servicing, access and parking).

### GUIDELINES EXCERPT | PUBLIC REALM AND OPEN SPACE



**23.4.1** All streetscape and public realm improvements shall be barrier-free to accommodate individuals of all abilities, including the elderly and those using mobility aids.

**23.4.9** Provide bench pads that are 1.0 metre longer than the proposed bench to accommodate strollers, wheelchairs, scooters and other mobility aids.

**23.4.16** Enhancement of streetscapes throughout the Town is encouraged through tree preservation and tree planting on public open spaces and boulevards, where possible.

**23.4.17** Incorporate easy-to-maintain traffic calming features,

**23.4.22** Design plazas and urban parks to be: sunny, furnished, have weather protection and be animated with landscaping /building edges

## 23.4 Guidelines

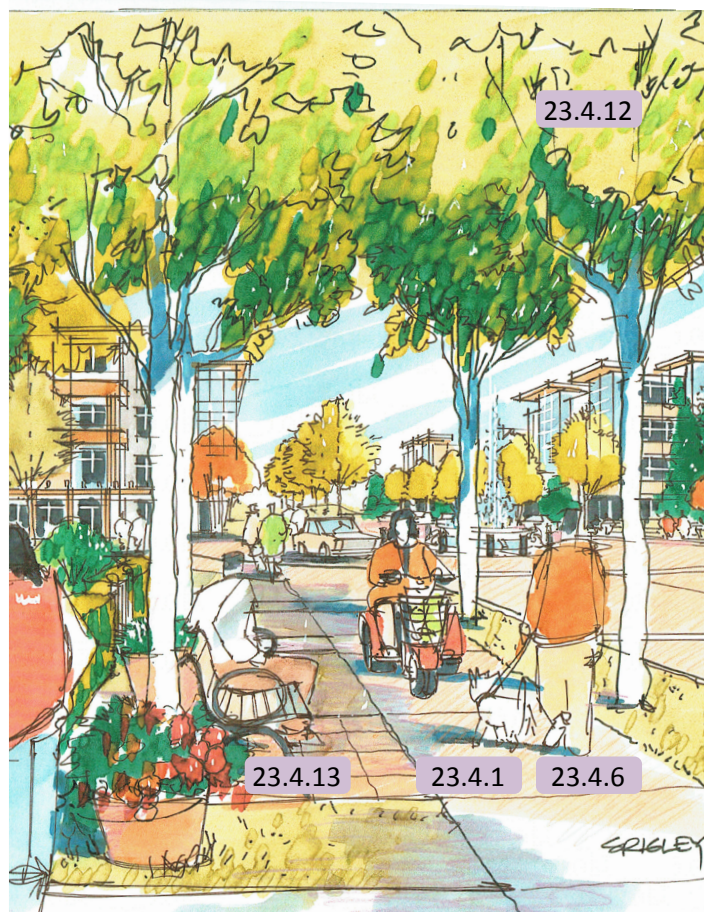
The following guidelines apply to all public spaces (including streets, parks and plazas) as well as publicly accessible private spaces in Sidney:

### Accessibility

- 23.4.1 All streetscape and public realm improvements shall be barrier-free to accommodate individuals of all abilities, including the elderly and those using mobility aids.
- 23.4.2 Include audible tones and pedestrian countdown signals at signalized crossings and consider fully accessible pedestrian signals including options such as braille, vibrating plate and audible location identifier.
- 23.4.3 Tactile warning surfaces shall be used at all street corners, midblock crossings, and sidewalk driveway crossings, to alert pedestrians of the potential danger of entering a vehicle through-zone.
- 23.4.4 Avoid changes of grade or gaps in paved surfaces greater than 6 mm.
- 23.4.5 Avoid pavement slopes greater than 5% in direction of travel and 2% cross slope.
- 23.4.6 Provide smooth walking surfaces with adequate width to accommodate multiple users, mobility devices, and assist the visually and mobility impaired.
- 23.4.7 Prioritize the use of sawcut joints over tooled joints.
- 23.4.8 Ensure that transit stops utilize the Universally Accessible Bus Stop (UABS) Design Guidelines.
- 23.4.9 Provide bench pads that are 1.0 metres longer than the proposed bench to accommodate strollers, wheelchairs, scooters and other mobility aids.

### Sidewalks + Pedestrian Facilities

- 23.4.10 Build pedestrian facilities that reflect and respond to Sidney's varying character, such as residential neighbourhoods, major road corridors, recreational and natural areas.
- 23.4.11 On a public sidewalk, where a single surface material already exists, that material should be continued for the remainder of the block, with the exception of Beacon Avenue which must be surfaced with interlocking brick.
- 23.4.12 Select tree species that will establish a substantial canopy over public sidewalks while minimizing root damage to sidewalks and other infrastructure.
- 23.4.13 Ensure sidewalks are wide enough to maximize space for pedestrian activities and movement while still accommodating landscaping and activities.
- 23.4.14 Provide sidewalks and pathways connecting multiple buildings on a site with each other and the street.
- 23.4.15 **West Side/West Sidney Mixed Use Village greenways** are to be designed in accordance with the direction outlined in the West Side Local Area Plan (see Section D4 - Street Typologies).



## Streets + Streetscapes

- 23.4.16 Enhancement of streetscapes throughout the Town is encouraged through tree preservation and tree planting on public open spaces and boulevards, where possible.
- 23.4.17 Incorporate easy-to-maintain traffic calming features, such as on-street parking bays and curb extensions, textured materials, and crosswalks.
- 23.4.18 Locate and design publicly accessible open space to:
- Be directly accessible from the fronting public sidewalk;
  - Maximize access to sunlight and encourage year-round use through the provision of landscaping, seating, and weather protection;
  - Where possible, complement and connect with publicly accessible open space on neighbouring properties; and
  - Maximize safety, comfort, amenity, and accessibility.
- 23.4.19 Where there is an on-street bus stop within one block of new development, improvements shall be made to the pedestrian route leading to the stop. This includes:
- A continuous, barrier-free pathway;
  - Curb-cuts and ramps;
  - Adequate lighting; and
  - Seating in a sheltered waiting area.
- 23.4.20 **West Side / West Sidney streets must be designed in accordance with the direction outlined in the West Side Local Area Plan (see Sections - D4 Street Typologies and D6 Transportation Design Direction Gallery) to enhance streetscapes and accommodate sidewalks, crosswalks, greening, beautification, and stormwater management.**

## Gateways

- 23.4.21 Strengthen the **West Side Industrial and West Sidney Mixed Use Village** precincts by establishing or improving gateways at:
- Galaran Road and Beacon Avenue, including signage, lighting, landscaping, and pedestrian amenities; and
  - To the north, in partnership with North Saanich.

## Parks, Plazas, and Patios

- 23.4.22 Design plazas and urban parks to be:
- Defined and animated on three sides by active building edges or landscaping at-grade;
  - Located in sunny, south facing areas;
  - Designed with weather protection where possible; and
  - Furnished to encourage a range of seating and gathering opportunities.
- 23.4.23 Design public spaces to allow for easy visibility into, around, and through the space.
- 23.4.24 Situate water features together with landscaping and seating in publicly accessible places to provide natural gathering places.
- 23.4.25 The planting of indigenous plant species is encouraged in all parks and landscaping in public open spaces.
- 23.4.26 Open space designs **within the West Sidney Mixed Use Village** must reference the direction outlined in the West Side Local Area Plan (see Section E7 Design Direction Gallery: Mixed-Use Village).

## Publicly Accessible Private Open Space

- 23.4.27 Include publicly accessible open space in private developments, such as hard or soft landscaped setbacks, plazas, courtyards, and mid/through-block pedestrian connections wherever possible.
- 23.4.28 Design mid-block connections to include active frontages, seating, and landscaping.

## Lighting

- 23.4.29 All pedestrian and street lighting shall be shielded and downcast, following Dark Sky principles. Pedestrian lighting shall be installed no more than 4 metres above grade, and street lighting shall be installed between 6 and 8 metres above grade but shall be shielded in order to not cast light onto adjacent buildings.

## Outdoor Furniture

- 23.4.30 Place public waste receptacles in convenient locations, especially in areas with high volumes of pedestrians. Ensure a uniform design to aid in recognition and complement other street furniture.
- 23.4.31 Permanent street furniture, including seating, lampposts, bicycle racks, waste receptacles, bollards, and signage shall be constructed of robust materials (e.g. wood or steel) and exhibit corrosion-resistance either in materiality or finish.
- 23.4.32 All new permanent street furnishings shall exhibit simple, modern style in the interest of creating a calm, neutral streetscape palette.
- 23.4.33 Temporary street furniture, including moveable tables and chairs, shall be constructed of robust materials. Colours will be bright, as a punctuating element on the neutral streetscape palette.

## Wayfinding

- 23.4.34 Pedestrian signage shall be located in proximity to street corners, with wayfinding and maps presented in an easily understandable and consistent format.

## Public Art

- 23.4.35 Locate public art at key pedestrian spaces such as courtyards, mid-block connections, lanes, and plazas.
- 23.4.36 Where applicable, integrate public art with private development to generate interest and activity and consider reflecting the unique natural, Indigenous, or human history of the area.
- 23.4.37 Consider building setbacks and public space to accommodate the pedestrian view and experience of public art installations.





## 24 Environmental Sustainability

### 24.1 Designation

All properties identified as:

- *Intensive Neighbourhood Residential*
- *Neighbourhood Townhouse*
- *Multi-Unit Residential*
- *Neighbourhood Commercial*
- *Downtown Commercial*
- *West Sidney Mixed Use Village*
- *West Side Industrial, and*
- *Harbour Road Marine*

on Map 1 are designated as General Development Permit Areas pursuant to Sections 488(1)(h), (i) and (j) of the Local Government Act and are subject to the Environmental Sustainability objectives and guidelines under this section.

### 24.2 Justification

Section 488(1) of the Local Government Act authorizes local governments to designate development permits where desired and justified for:

- h) establishment of objectives to promote energy conservation;
- i) establishment of objectives to promote water conservation; and
- j) establishment of objectives to promote the reduction of greenhouse gas emissions.

In support of Sidney's commitment to being a complete, compact and energy efficient community, the sustainability guidelines provide direction for the design of low emitting, climate adapted, and resilient development. These give guidance particularly in the absence of adherence to established sustainability standards such as Step Code or LEED.

The efficient design and construction of buildings and landscaping within the built environment can play a significant role in the reduction in the use of energy, water, and greenhouse gas emissions. The following objectives and policies are intended to ensure that developers and residents in Sidney use energy and water resources wisely and reduce the community's impact on the natural environment and climate.

## 24.3 Objectives

- 24.3.1 To ensure buildings are designed to reduce energy demand and maximize occupant health and comfort, while ensuring visual interest.
- 24.3.2 To conserve water resources through efficient building design and fixtures, and landscaping that minimizes water use.
- 24.3.3 To design and build comfortable and energy efficient buildings and outdoor spaces that are resilient to climate change.
- 24.3.4 To reduce community greenhouse gas emissions and build community resilience to a changing climate.

### GUIDELINES EXCERPTS | ENVIRONMENTAL SUSTAINABILITY



**24.4.5** Ensure site planning and design achieves favourable microclimate outcomes through strategies such as: Locating outdoor spaces where they will receive ample sunlight, planting trees to provide a balance of shading in the summer and solar access in the winter, and using building mass, trees, and planting to buffer wind.

**24.4.9** Use appropriately designed exterior shading devices (such as fixed awnings or retractable canopies, roofs projections, overhangs, and fixed fins) to block unwanted solar gains.

**24.4.13** The use of green technologies is encouraged, including incorporating green roofs where appropriate to help absorb storm water, reduce heat gain and provide outdoor amenity space for residents.

## 24.4 Guidelines

### Site Design

24.4.1 Prior to the design of the project, a detailed survey indicating the location and condition of existing trees and vegetation on a site should be conducted and provided to the Town as part of the development process.

24.4.2 Recognizing the environmental impact of removing existing buildings, where a development site contains existing dwellings or structures that have not reached the end of their life expectancy, consider:

- Retaining them on site;
- Relocating them off-site; or
- Salvaging and repurposing their materials.

24.4.3 Consider passive solar design strategies in the siting of buildings and outdoor living spaces to optimize penetration of sunlight in winter and shading of afternoon sun in summer.

24.4.4 Orient larger buildings with double loaded corridors north-south so that all units receive direct sunlight at some point during the day throughout the seasons.

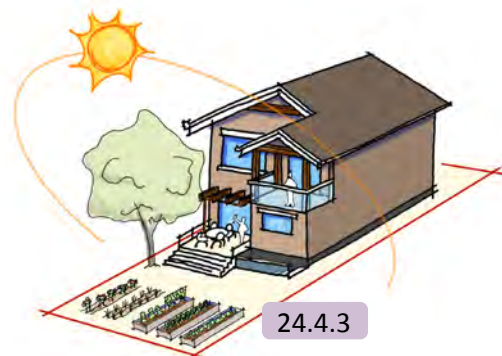
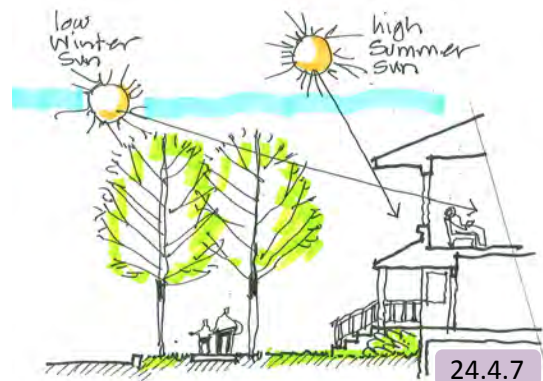
24.4.5 Ensure site planning and design achieves favourable microclimate outcomes through strategies such as:

- Locating outdoor spaces where they will receive ample sunlight throughout the year;
- Using materials and colours that minimize heat absorption;
- Planting both evergreen and deciduous trees to provide a balance of shading in the summer and solar access in the winter; and
- Using building mass, trees, and planting to buffer wind.

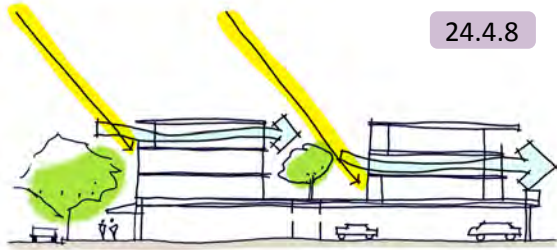
24.4.6 Provide bicycle parking that follows the BC Active Transportation Design Guidelines to maximize usability, specifically:

- Locate bicycle parking where it is easily accessible to the street to maximize convenience;
- Locate public bicycle parking in well-lit and highly visible locations to encourage passive surveillance;
- Design bicycle parking to be functional for a wide range of bicycle types (i.e. e-bikes, bikes with child carriers, bikes with accessories);
- Design bicycle parking so that people of all ages and abilities can safely and easily park a bicycle without having to lift the bicycle onto a rack; and
- Consider providing secure bike parking options such as bike lockers.

24.4.7 Design and orient buildings to maximize solar access to adjacent streets and public spaces, while also considering optimizing for solar orientation to improve energy performance and occupant comfort.





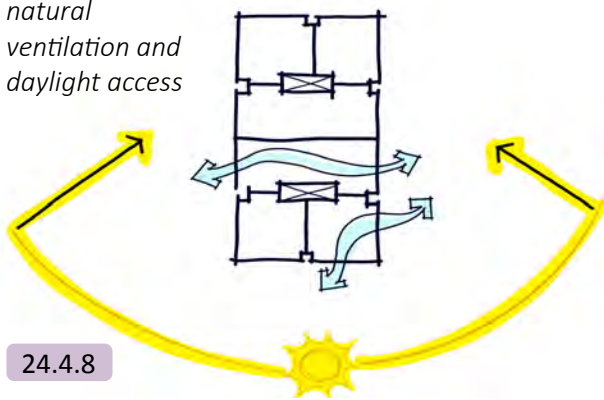


24.4.8

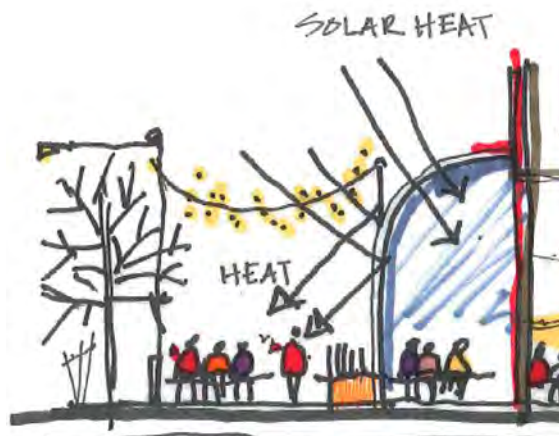
*courtyard designs create dual aspect units and amenity spaces for residents*

*corner and through units facilitate natural ventilation and daylight access*

24.4.10



24.4.8



24.4.8

## ACHIEVING HIGH PERFORMANCE WITH FORM AND CHARACTER IN MIND

The BC Energy Step Code establishes measurable energy efficiency requirements for new construction, up to net-zero energy ready performance by the year 2032. Over time, and supported by ongoing industry engagement, the Town will support increased energy performance for new buildings to the highest levels of the Step Code.

The Step Code is performance-based, which allows designers flexibility on how to balance project conditions and constraints (e.g. building code, urban design guidelines, site characteristics) in order to meet energy performance targets. The guidelines in this section are meant to provide guidance and flexibility so that designers are able to achieve high performance design alongside urban design best practices.

### Building Design: Passive Energy Strategies

24.4.8 Utilize passive heating, lighting, and cooling approaches to building design. Window sizing and orientation should be optimized to take advantage of and adapt to seasonal weather and light conditions. For example, windows on south and west facing elevations should be recessed slightly or shielded to reduce heat gain.

24.4.9 Use appropriately designed exterior shading devices (such as fixed awnings or retractable canopies, roofs projections, overhangs, and fixed fins) to block unwanted solar gains in warmer months while maximizing solar gains from lower winter sunlight. Additional considerations include:

- Their use should be prioritized on southern elevations;
- Shading is not necessary on north-facing façades; and
- Vertical fins are a good strategy to use for blocking incoming summer sun on western elevations.

Generally, overhangs and fins should be approximately 0.6 m to allow for winter sun penetration while blocking summer mid-afternoon sun.

**24.4.10** Buildings and units should have access to exterior ventilation (operable windows) on at least two sides to encourage passive cooling through cross ventilation and access to daylight. For larger Multi-Unit buildings, this may be achieved through:

- a. Design of narrow building forms and floor plans that maximize corner and through units (dwellings with exterior access on two sides) with a central courtyard or mews; and
- b. Greater floor to ceiling heights to increase the amount of interior space that can be day-lit from windows, and to allow for vertical air ventilation, particularly for units with exterior walls on only one side.

**24.4.11** Use glazing technologies that allow daylight penetration into buildings while reducing heat gain.

**24.4.12** Incorporate durable, thermally efficient roofs that reduce heating and cooling and enhance thermal comfort. For example, high albedo or Energy Star-rated roofing materials that will reflect solar radiation and reduce heat transfer to the interior.

**24.4.13** The use of green technologies is encouraged, including:

- a. Incorporating green roofs where appropriate to help absorb storm water, reduce heat gain and provide outdoor amenity space for residents; and
- b. Incorporating roof top solar panels (i.e. solar thermal and solar-voltaic modules) into building design. When this is not possible, construct new buildings as Solar Ready for the future installation of solar energy systems. For instance, orient roofs to optimize solar energy collection when using solar thermal and photo voltaic (PV) modules.

## Simplified Building Massing

**24.4.14** Consider the impact of massing and articulation on energy performance, including consideration for strategies such as:

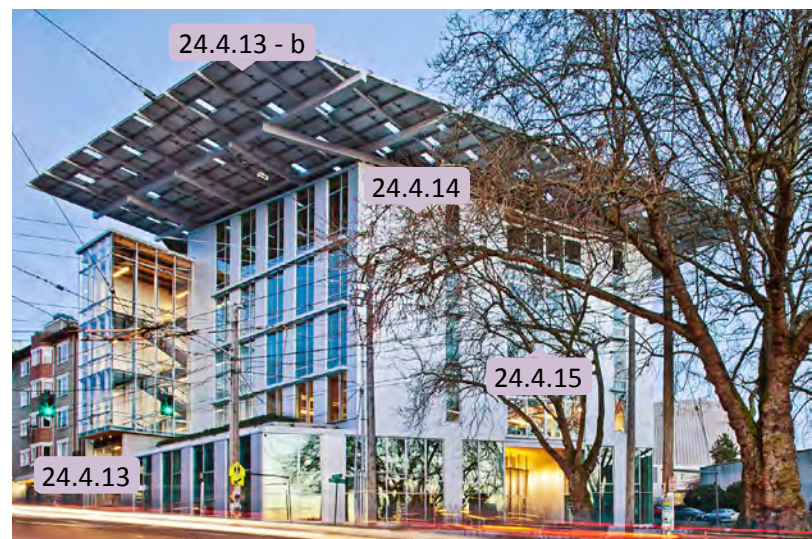
- a. Designing buildings with a simplified massing and fewer complex junctions to minimize building envelope heat loss; and
- b. Using articulation strategies for the building façade that are able to be done outside of the building thermal envelope.

## Building Articulation

**24.4.15** Use simple shifts in massing and changes in exterior colours and textures to articulate façades.

**24.4.16** For larger buildings, consider targeting an overall window-to-wall ratio (WWR) of 40% to reduce heat gain and loss through the building envelope by increasing the area of insulated wall. Additional considerations include:

- a. Higher WWR ratios can be accommodated at grade to promote at-grade transparency; and
- b. Lower WWR ratios can be used on north facing façades to account for lower solar gain potential while accommodating the 40% WWR in the building overall.



## High Performance Building Envelope

- 24.4.17 Use insulating materials and/or thermally broken building products to reduce building heat loss from thermal bridges such as concrete balconies and beams that run from the building's interior to exterior.
- 24.4.18 Maximize overall building performance and interior thermal comfort through a combination of passive design strategies.
- 24.4.19 Select and locate windows to increase opportunities for natural ventilation and reduce reliance on mechanical HVAC systems.

## Building Design: Encouraging Sustainable Practices and Benchmarking

- 24.4.20 Work to exceed the minimum requirements of the BC Building Code with respect to energy efficiency. Certification through third party environmental performance standards is encouraged, such as Passive House, Built Green, or LEED.
- 24.4.21 End of trip facilities, such as lockers and showers are encouraged.
- 24.4.22 Prioritize high efficiency heat recovery ventilation systems and electric heat pump technologies.
- 24.4.23 Design buildings for durability, with a service life greater than 60 years.

## Bird-Friendly Design

- 24.4.24 Avoid large areas of glazing and fly-through conditions where birds can see through windows to sky or habitat on the other side, such as outdoor railings, free-standing glass architectural elements, and building corners where glass walls or windows are perpendicular.
- 24.4.25 Avoid the use of mirrored glass and glass with high reflectivity.

24.4.26 At heights and locations that present the highest collision probability (at or below mature tree height – approximately 12 metres, and/or on windows adjacent to open spaces, vegetation, water features, birdfeeders, green roofs and waterfront):

- a. Apply visual markers to the exterior of glass surfaces (markers on the interior surface of glass are less effective). Ensure gaps between markers are spaced at a maximum of 5 x 5 cm apart. Visual markers should be at least 5 mm in diameter. A simple, repeating pattern such as dots or lines that are less obvious to the human eye are encouraged (examples of visual markers include adhesive film, etched glass, ceramic frit, sandblasted glass, and textured glass);
- b. Interrupt reflective glass through use of spandrel panels, mullions, external blinds, shutters, sunshades, grilles, louvers, or artwork;
- c. Use canopies, sunshades, screens, drapes, or blinds to cover windows and increase opacity of clear glass. Internal features are less effective than external treatments, so external markers are recommended.

24.4.27 In circumstances where clear glass is desirable, consider UV patterned glass which makes glazing visible to birds, but not to humans.

24.4.28 Reduce the dangers of attractants and landscape reflections by ensuring outdoor landscaping features (e.g. trees, shrubs) are located at appropriate distance from glass to reduce reflections. Avoid interior landscaping near windows.

24.4.29 Reduce spill light through targeted lighting and shielding. Down lighting is encouraged to reduce impact on nocturnal birds. Floodlighting should be avoided.

24.4.30 Ventilation grates and drains should have openings no larger than 2 x 2 cm or 1 x 4 cm and all open pipes should be capped to ensure that birds cannot be trapped within when looking for nesting opportunities.

- 24.4.31 Consider landscape design that provides opportunities for food, shelter, and nesting sites, located at appropriate distance from glass to reduce reflections.

### Landscape Design

- 24.4.32 Place deciduous trees on the south and west sides of buildings, particularly in front of windows and outdoor living spaces.

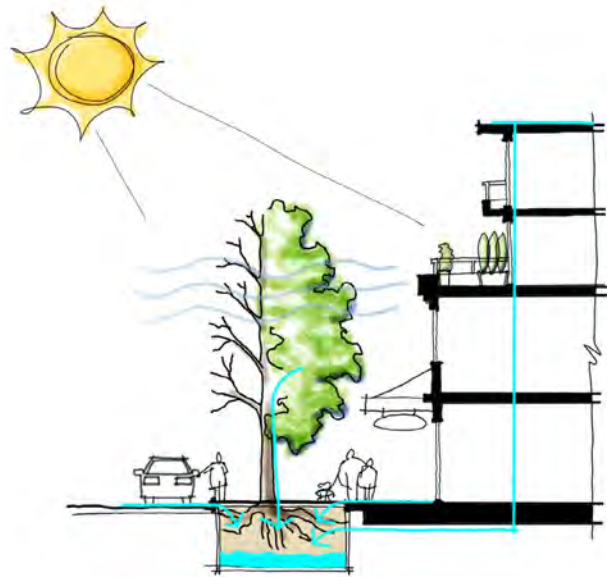
- 24.4.33 Minimize the amount of impervious surfacing and apply sustainable storm water practices that reduce the speed of run-off, keep storm water clean, and allow for gradual infiltration into the ground such as permeable paving, rain gardens, bioswales and other bio-filtration features into the landscape design.

- 24.4.34 Design, construct and maintain storm water management systems in accordance with the requirements of the Town's and Regional Bylaws including provisions for quantity and quality control, erosion and sediment control measures during construction and the on-going maintenance of storm water management facilities. The project engineer shall be required to certify to the Town that the required construction and on-going storm water management systems have been implemented.

- 24.4.35 Design landscapes to support native pollinators (i.e. native flowering plants, composted mulch/incorporate logs) and migratory song birds (i.e. include coniferous trees for refuge); and design plant areas so that they have multiple layers of foliage (e.g. ground cover, shrub layer and trees).

- 24.4.36 Biodiversity landscaping and planting plans that ensure trees and vegetation are adaptable to the changing climate are required of new development.

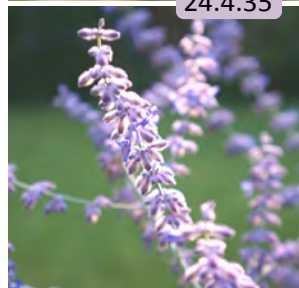
- 24.4.37 Integrate smaller natural sites, neighbourhood tree canopies, and Naturescape practices into new development to complement existing green spaces (eg. green roofs, green walls, bioswales.)



24.4.32



24.4.35



24.4.26



## 25 Form and Character

### 25.1 Designation

All properties identified on Map 1 as:

- *Intensive Neighbourhood Residential*
- *Neighbourhood Townhouse*
- *Multi-Unit Residential*
- *Neighbourhood Commercial*
- *Downtown Commercial*
- *West Sidney Mixed Use Village*
- *West Side Industrial*, and
- *Harbour Road Marine*

are designated as Development Permit Areas pursuant to Sections 488(1)(e) and (f) of the Local Government Act and are subject to the **General Form and Character objectives and guidelines** under this section.

All properties identified as:

- *Intensive Neighbourhood Residential*
- *Neighbourhood Townhouse*, and
- *Multi-Unit Residential*

on Map 1 are designated as General Residential Development Permit Areas pursuant to Section 488(1)(e) and (f) of the Local Government Act and are subject to the General Residential objectives and guidelines under this section.

All properties identified as:

- *Downtown Commercial*,
- *Neighbourhood Commercial*, and
- *West Sidney Mixed Use Village*

on Map 1 are designated as General Commercial Development Permit Areas pursuant to Section 488(1)(f) of the Local Government Act and are subject to the General Commercial objectives and guidelines under this section.

**All properties identified as:**

- *West Side Industrial*, and
- *Harbour Road Marine*

on Map 1 are designated as General Industrial Development Permit Areas pursuant to Section 488(1)(f) of the Local Government Act and are subject to the General Industrial objectives and guidelines under this section.

**All properties identified as:**

- *Intensive Neighbourhood Residential*
- *Neighbourhood Commercial*,
- *Neighbourhood Townhouse*
- *West Sidney Mixed Use Village*
- *Multi-Unit Residential*
- *Harbour Road Marine*, and
- *Downtown Commercial*

on Map 1 are designated as Development Permit Areas pursuant to Section 488(1)(e) and (f) of the Local Government Act and are subject to the objectives and guidelines of the same names under this section.

## 25.2 Justification

Section 488(1) of the Local Government Act authorizes local governments to designate development permits where desired and justified for:

- e) establishment of objectives for the form and character of intensive residential development;
- f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development;

The form and character guidelines ensure new construction:

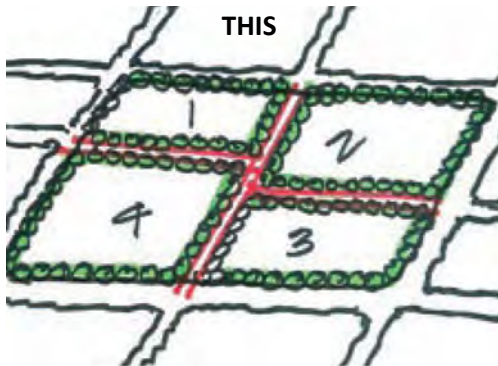
- responds positively to existing development;
- foster a high degree of liveability;
- contributes the community’s vibrancy; and
- contributes to the character and identity of Sidney and its neighbourhoods.

## 25.3 General Form and Character Guidelines

### SITE DESIGN

#### PLACEMAKING + CONTEXT | RESPOND TO CONTEXT AND FOSTER A SENSE OF PLACE

**Design Objective:** To site buildings with intention and to respond sensitively to topography and environmental features; to enhance privacy, liveability and safety; and to tie into the surrounding open space network.



#### Topography and Preservation

- 25.3.1 Site buildings to protect trees and significant natural and ecological features.
- 25.3.2 Site and design buildings to respond to unique site conditions and opportunities, such as oddly shaped lots, location at prominent intersections, framing of important open spaces, corner lots, sites with buildings that terminate a street end view, and views of natural features.
- 25.3.3 Where applicable, site and design buildings to consider view corridors to the ocean and natural features from new and existing public spaces.

#### Use

- 25.3.4 Develop in a manner compatible with adjacent structures and uses.

#### Site Circulation

- 25.3.5 Design internal circulation patterns (streets, sidewalks, pathways) to be integrated with and connected to the existing and planned future public street, bicycle and/or pedestrian network.

#### Submission Requirement

- 25.3.6 Ensure utility areas are clearly identified at the development permit stage.



## ACCESSIBILITY + CONNECTIVITY | CREATE ACCESSIBLE CONNECTIONS

**Design Objective:** To increase connectivity to the surrounding area for everyone and the various ways chosen to get around; to ensure functional vehicle movement (servicing, access and parking).

### Accessibility and Accommodating Pedestrians and Cyclists

25.3.7 Apply universal accessibility principles to primary building entries, sidewalks, plazas, mid-block connections, lanes, and courtyards through the appropriate selection of materials, stairs, and ramps as necessary, and the provision of wayfinding and lighting elements.

**25.3.8** Provide pedestrian pathways on site to connect:

- Main building entrances to public sidewalks and open spaces;
- Adjacent streets, where the site is large or has multiple frontages;
- Visitor parking areas to building entrances; and
- From the site to adjacent pedestrian/ trail/cycling networks (where applicable).

25.3.9 Provide bicycle parking at accessible locations on site, including:

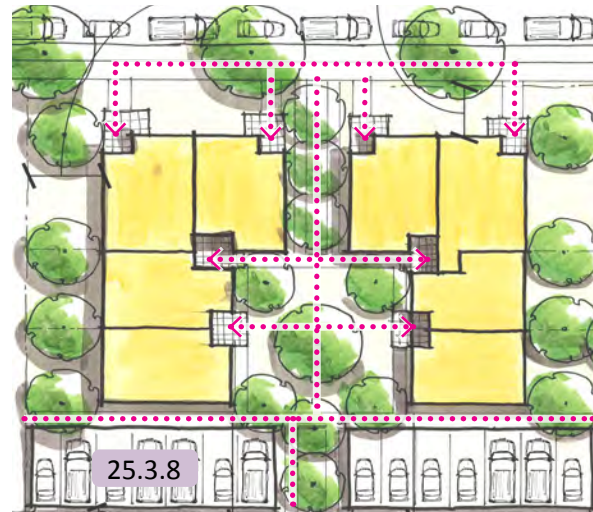
- Covered short-term bicycle parking in highly visible locations, such as near primary building entrances;
- Secure long-term bicycle parking within the building, preferably at street level; and
- Ensure bicycle parking, particularly that which is not at street level, is easily accessible to the street, including reducing doorways and using automatic openers.

### Vehicle Circulation and Driveways

25.3.10 Ensure that internal circulation for vehicles is designed to provide sufficient space for turning and provides for logical and safe access and egress.

25.3.11 Consolidate driveway and laneway access points to minimize curb cuts and impacts on the pedestrian realm or common open spaces.

25.3.12 Driveways on corner lots should be sited as far away from the intersection as possible.





## COMFORT + ENJOYMENT | CONTRIBUTE TO PEDESTRIAN COMFORT AND DELIGHT.

**Design Objective:** To ensure buildings are designed and oriented to frame and activate public space and streets; to promote positive interactions with particular care and attention to separating pedestrian and vehicular areas.

### Building Orientation

- 25.3.13 Site buildings and orient primary façades and entries to the fronting street or a central open space to create street/edge definition and activity.
- 25.3.14 On corner sites, orient building façades and entries to both fronting streets.
- 25.3.15 Avoid large expanses of uniform materials and flat monotonous façades facing streets and public open spaces.

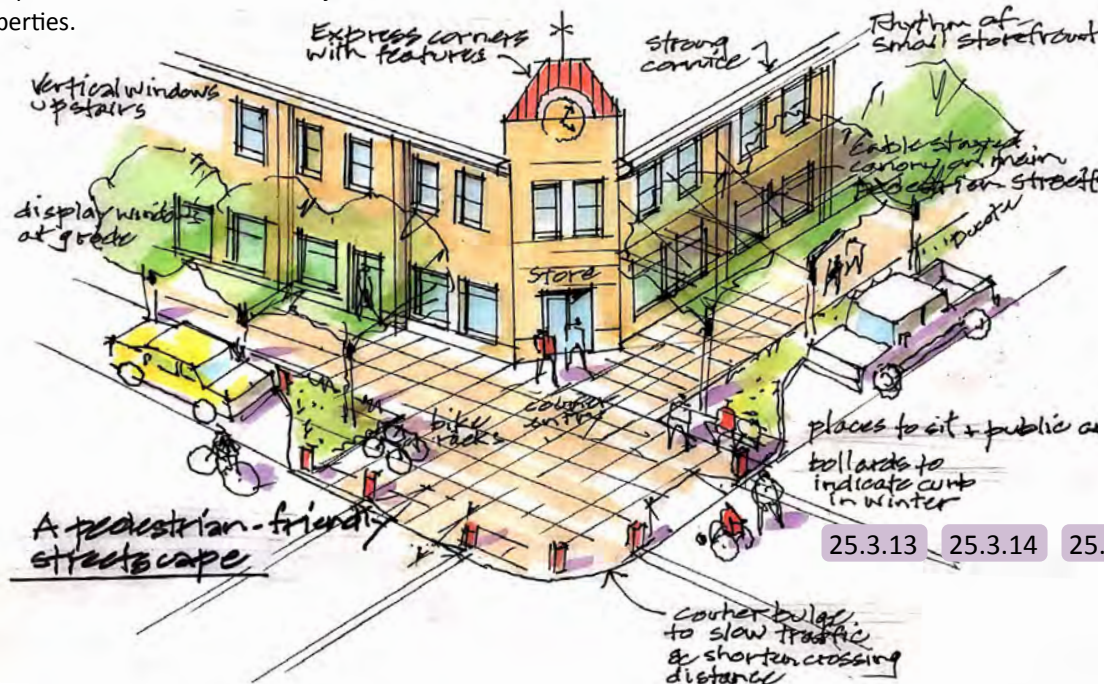
### Use

- 25.3.16 Design buildings such that their form and architectural character consider the building's internal function and use.

### Parking and Servicing

- 25.3.17 Locate off-street parking and other 'back-of-house' uses (such as loading, solid waste collection, utilities, and parking access) away from public view or the view of adjacent properties.

- 25.3.18 Screen solid waste facilities and unsightly building elements.
- 25.3.19 Noise producing mechanical equipment should be located in order to reduce disturbance to neighbouring properties, with consideration of acoustic and visual screening.
- 25.3.20 In general, accommodate off-street parking in one of the following ways, in order of preference:
  - a. Underground (where ground conditions allow);
  - b. Parking in half-storey (where it is able to be accommodated to not negatively impact the street frontage);
  - c. Garages or at-grade parking integrated into the building (located at the rear of the building); and
  - d. Surface parking at in the rear, with access from the lane or secondary street wherever possible.
- 25.3.21 Avoid locating off-street parking between the front façade of a building and the fronting public street.
- 25.3.22 Cluster underground parkades, infrastructure, and other services to maximize in-ground planting areas.



25.3.13 25.3.14 25.3.16

## BUILDING DESIGN

### PLACEMAKING + CONTEXT | RESPOND TO CONTEXT AND FOSTER A SENSE OF PLACE

**Design Objective:** To ensure buildings are sensitive to the neighbourhood context, and to avoid abrupt transitions in height and massing between adjacent buildings and public spaces.

#### Adjacent Existing Properties and Buildings

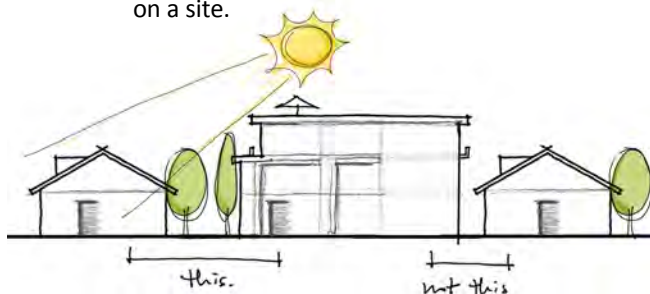
**25.3.23** Locate and design buildings to maintain access to sunlight, and reduce overlook between buildings and neighbouring properties (e.g. by locating windows to minimize overlook and direct sight lines into adjacent units). Take into account adjacent land use and potential future development when designing for privacy, so as not to preclude future development from occurring.

**25.3.24** Integrate new developments with the existing neighbourhood by considering the transition between building heights and massing, paying particular attention to building elevations visible from the public realm (waterfront, streetscapes).

**25.3.25** Consider future land use direction when designing the transition in building heights from taller to shorter buildings both within and adjacent to the site.

**25.3.26** Orient roofs that use reflective high albedo materials so that they mitigate glare on adjacent properties.

**25.3.27** Ancillary or secondary buildings on a site, including shipping and storage containers and buildings constructed for the purposes of storage, should be designed and finished in a manner consistent with the principal building on a site.



**25.3.23** **25.3.24** **25.3.25**

### COMFORT + ENJOYMENT | CONTRIBUTE TO PEDESTRIAN COMFORT AND DELIGHT.

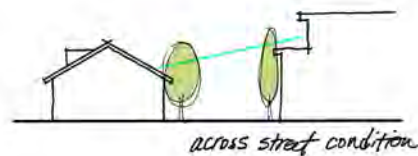
**Design Objective:** To foster a sense of place, local identity and enhanced liveability through architectural details (articulation, materials and massing) that contributes to creating a human scaled streetscape.

#### Building Scale, Massing, Façade Articulation and Roof Treatment

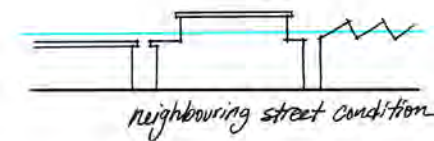
**25.3.28** Step back the upper storeys of buildings and arrange the massing and siting of buildings to consider shadowing on lower level units, adjacent buildings, as well as public and open spaces such as sidewalks, plazas, and courtyards.

**25.3.29** Break up the perceived mass of large buildings by incorporating visual breaks in façades.

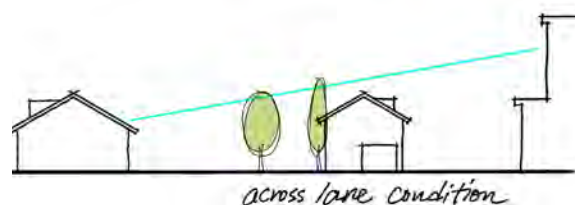
**25.3.30** Incorporate subtle vertical and horizontal recesses / articulation on large primary façades (e.g. cladding details).



*across street condition*



*neighbouring street condition*



*across lane condition*

**25.3.28**

- 25.3.31 Avoid blank, windowless walls along and/or visible from streets or other public open spaces. Where blank walls cannot be avoided, features such as texture, graphics, reveals, and colours may be incorporated into façades.
- 25.3.32 Outdoor and rooftop service installations, including mechanical, electrical, and other service equipment, should be considered early in the design process and shown on architectural plans to avoid the need to add on separate screening structures.
- 25.3.33 Mechanical equipment on rooftops shall be integrated with the building design and screened or hidden from view.
- 25.3.34 Where screening structures are necessary, they should use consistent design, materiality, and scale that complements the building.

### Entrances

- 25.3.35 Ensure main building entries are clearly visible with direct sight lines from the fronting street.
- 25.3.36 Provide weather protection such as awnings and canopies at primary building entries.
- 25.3.37 Garage entries should be located on rear or side façades. If this is not possible, they should be recessed behind the front building face and incorporate architectural detailing to avoid an auto-centric streetscape. Garage doors visible from the street should include glazing, design features, and materials/colours to soften the impact of garage doors oriented toward the street.
- 25.3.38 Service doors (e.g. an overhead door at a loading dock) should not be located on a building façade that faces a street. Service doors should be designed to fit in with the overall design of the building. Service doors should fit with the overall design of the building. Features such as texture, graphics, reveals and colours should be incorporated into walls with multiple service doors.



## MATERIALITY + DURABILITY | CHOOSE DURABLE AND QUALITY MATERIALS

**Design Objective:** *To strengthen authenticity through materiality and colour; to support long term viability of designs; to further support thoughtful integration into the existing community and neighbourhoods*

- 25.3.39 Select building materials that will weather gracefully over time.
- 25.3.40 Architectural elements and materials should be chosen to convey a feeling of quality and permanence by evoking traditional building design and materials, such as stone, timber, and brick.
- 25.3.41 Consider the colours and materials of adjacent or neighbouring buildings when selecting material and building colour to provide consistency and balance of the overall streetscape.
- 25.3.42 Building materials should be used consistently throughout all building elevations that are visible from the street and public open spaces.

## LANDSCAPE DESIGN

### COMFORT + ENJOYMENT CONTRIBUTE TO PEDESTRIAN COMFORT AND DELIGHT

**Design Objective:** *To provide visual interest and celebrate unique climatic qualities; to mitigate potential impacts of new development (e.g. overlook and noise)*

- 25.3.43 A member of the BC Society of Landscape Architects or similarly qualified professional must prepare all landscaping plans for new developments.
- 25.3.44 All plant material and contractor's work must meet or exceed the standards of the BC Nursery Trades Association or the BC Society of Landscape Architects.

### Sight lines and Circulation

- 25.3.45 Pedestrian pathways should provide clear sight lines and connect the following:
  - a. Parking areas to building entrances;
  - b. Main building entrances to public sidewalks and transit stops; and
  - c. Multiple buildings on a lot or between adjacent lots.
- 25.3.46 Locate trees, shrubs, and other landscaping appropriately to optimize sight lines and pedestrian circulation.

### Softening and Screening

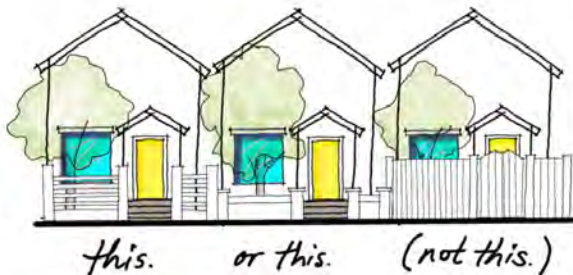
- 25.3.47 Provide landscaping in strategic locations throughout the site to frame building entrances, soften edges, screen parking garages, and break up long façades.
- 25.3.48 In cases where publicly visible parking is unavoidable, it should be screened using strategies such as:
  - a. Landscaping;
  - b. Trellises;
  - c. Grillwork with climbing vines where located on lower storeys; or
  - d. Other attractive screening with some visual permeability.
- 25.3.49 Minimize negative impacts of parking ramps and entrances/garage doors through treatments such as screening, high quality finishes, architectural lighting, and landscaping.
- 25.3.50 Fencing should incorporate landscaping and allow visibility above the height of 1.5 meters.
- 25.3.51 Chain link fences should be avoided, particularly along street frontages and pedestrian pathways. If a chain link fence is unavoidable, black coated chain link is preferred, along with a dense landscaped material such as a hedge.

## Site Servicing

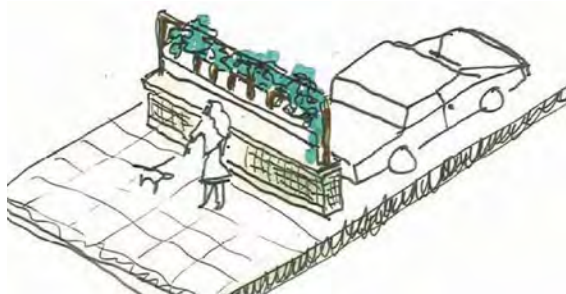
- 25.3.52 New buildings will be serviced with underground wiring.
- 25.3.53 Unsightly site elements including utility kiosks, utility meters, solid waste compounds and storage, loading, and unloading areas should be incorporated into the design of buildings so they are not visible from abutting residential uses, adjacent properties, streets and the waterfront. Where this is not possible, screening or decorative wraps may be considered.

## Storm Water Management and Water Usage

- 25.3.54 Design sites and landscapes to maintain pre-development flows through capture, infiltration, and filtration strategies, such as the use of rain gardens and permeable surfacing.
- 25.3.55 Design sites to minimize water use for irrigation by using strategies such as:
  - a. Designing planting areas and tree pits to passively capture rainwater and storm water run-off; and
  - b. Irrigation of landscaping using storm water capture or recycled water irrigation systems is encouraged.



25.3.50



25.3.48

## MATERIALITY + DURABILITY CHOOSE DURABLE AND QUALITY MATERIALS

**Design Objective:** To enhance local landscape and plant character – a reflection of place and climate; to increase livability and opportunities to grow food and to socialize.

## Durable Materials and Furniture

- 25.3.56 Select high quality materials and furnishings that reduce maintenance requirements and are sustainably sourced, re-purposed, or 100% recycled while achieving municipal standards or equivalent.
- 25.3.57 Design attractive, engaging, and functional on-site open spaces with high quality, durable, and contemporary materials, colours, lighting, furniture, and signage.

## Softscapes

- 25.3.58 Use landscaping materials to complement development and enhance the public realm. Landscaping should not be used as screening for blank or monotonous architectural elements.
- 25.3.59 Plant native and/or drought tolerant trees and plants suitable for the local climate (i.e. xeriscaping).
- 25.3.60 Select trees for long-term durability, climate and soil suitability and compatibility with the site's specific urban conditions.
- 25.3.61 Landscaping should be compatible with underground utilities and above ground utilities where they exist.
- 25.3.62 The following landscaping practices are encouraged:
  - a. Allocating space for food gardening and the use of edible plants; and
  - b. Selecting tree species that provide high quality bird habitat and low maintenance fruit production.

## Lighting, Wayfinding and Signage

25.3.63 Architectural lighting should be used to accentuate the design of the building, highlight landscaping and wayfinding features, and complement the adjacent public realm.

25.3.64 Use exterior lighting that complements the building and landscape design, while:

- a. Using full cut-off lighting fixtures to minimize light pollution;
- b. Minimizing light trespass onto adjacent properties; and
- c. Maintaining lighting levels necessary for adequate safety and visibility, including at building entrances, in open spaces, in parking areas (vehicular, cycling, etc), and along pathways.

25.3.65 Employ on-site wayfinding and signage strategies that create attractive and appropriately-scaled signage for pedestrians, cyclists, and motorists.

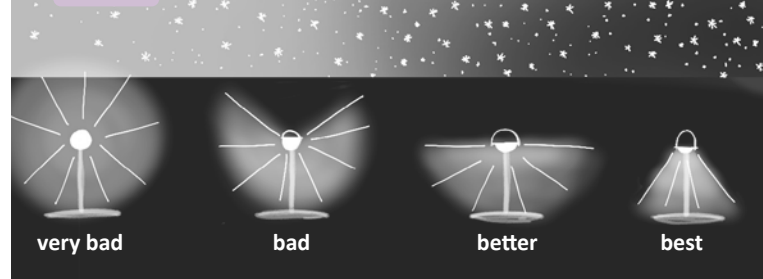
25.3.66 Design and locate signage to:

- a. Complement the architectural features of the building or site it is associated with;
- b. Be in scale with entrances; and
- c. Reduce visual clutter.

25.3.67 Provide visible signage identifying building addresses at primary entrances.



25.3.64



## GUIDELINES EXCERPT: GENERAL RESIDENTIAL



**25.4.2** Design all residential buildings and units to have easy access to useable private or semi-private outdoor amenity space.

**25.4.3** Design front yards to include a path from the fronting street to the primary entry, landscaping, and semi-private outdoor amenity space.

**25.4.4** Design private outdoor amenity spaces to have access to sunlight; railing and/or fencing to help increase privacy; and, landscaped areas to soften the interface with the street or open spaces.

**25.4.5** Porches, balconies and decks facing a street should present an open and accessible appearance that encourages interaction between the dwelling and the street.

**25.4.10** Architectural elements and materials should be chosen to convey a feeling of quality and permanence. Cladding materials and architectural detailing should break up large flat surfaces and monotonous façades.

**25.4.16** Design of open space should emphasize usability, with convenient access from the interior of units so that open space can be used as part of everyday living.

**25.4.20** Create a semi-private entry or transition zone from the public realm to individual private units by utilizing design elements such as: changes in grade, decorative railings, and planters; and, articulation and pattern of the building as it relates to the street.

## 25.4 General Residential Guidelines

### SITE DESIGN

- 25.4.1 Design new residential developments to take into consideration the relationship between building height, site coverage, and setbacks; and between new buildings and surrounding properties, streets and other features.
- 25.4.2 Design all residential buildings and units to have easy access to useable private or semi-private outdoor amenity space.
- 25.4.3 Design front yards to include a path from the fronting street to the primary entry, landscaping, and semi-private outdoor amenity space.
- 25.4.4 Design private outdoor amenity spaces to have:
- Access to sunlight;
  - Railing and/or fencing to help increase privacy; and
  - Landscaped areas to soften the interface with the street or open spaces.

### BUILDING DESIGN

#### Street Interaction

- 25.4.5 Porches, balconies, and decks facing a street should present an open and accessible appearance that encourages interaction between the dwelling and the street.

#### Massing

- 25.4.6 Design façades to articulate individual dwelling units by recessing or projecting building elements, varying materials and exterior finishes, and using entrance features, roofline features, or other architectural elements.

#### Entrances

- 25.4.7 Design primary unit entrances to provide:
- A clearly visible front door directly accessible from a public street or publicly accessible pathway; and
  - Architectural entrance features such as stoops, porches, shared landings, patios, recessed entries, and canopies.
- 25.4.8 Incorporate individual entrances to ground floor units that are accessible from the fronting street or public open spaces. A maximum of 1.2 m height from grade (e.g. 5-6 steps) is desired for front entryways.
- 25.4.9 The impact of garage doors on the street should be minimized through recessing the garage entrance, high quality garage door design, and utilizing a secondary frontage if on a corner lot or a lane.

#### Façade Materials

- 25.4.10 Architectural elements and materials should be chosen to convey a feeling of quality and permanence. Cladding materials and architectural detailing should break up large flat surfaces and monotonous façades.

#### Privacy

- 25.4.11 Design and orient buildings so that windows and balconies overlook public streets, parks, walkways, and shared amenity spaces while minimizing views into private residences.
- 25.4.12 Window openings on sidewalls should be planned to avoid aligning with windows of adjacent dwellings.
- 25.4.13 Limit overlook into adjacent properties' private spaces and interiors through use of skylights, clerestory/piano windows, and obscure glazing.



- 25.4.14 Upper-level decks, balconies, and exterior stairs should be oriented to avoid overlook and to incorporate privacy screening (see landscape guidelines).
- 25.4.15 Screening for private patios, porches, balconies, and decks may be provided with light lattice work or landscaping.

- 25.4.23 Permeable surfaces, grasscrete, or narrow wheel lanes with planting in the middle are encouraged where the frequency of use does not necessitate full paving (i.e. additional parking spaces or guest parking).

**Signs**

- 25.4.24 Signs should not interfere with the residential nature of on-site and adjacent residential uses.

## LANDSCAPE DESIGN

### Outdoor Living Spaces

- 25.4.16 Design of open space should emphasize usability, with convenient access from the interior of units so that open space can be used as part of everyday living.
- 25.4.17 Where private outdoor space is provided, it should be delineated and screened (e.g. with vegetation, fencing, lattice), or located in such a way as to ensure privacy.
- 25.4.18 Outdoor living spaces should be visible from the interior of dwelling units in order to promote the usability and safety of the space.
- 25.4.19 Where common amenity space is provided, it should be conveniently accessible from common interior areas and designed to accommodate a diversity of users.

### Public to Private Transition

- 25.4.20 Create a semi-private entry or transition zone from the public realm to individual private units by utilizing design elements such as:
  - a. Changes in grade, decorative railings, and planters; and
  - b. Articulation and pattern of the building as it relates to the street.

### Hardscapes

- 25.4.21 Use textured, permeable paving for hard surfaced areas such as walkways, patios, driveways, and parking areas.
- 25.4.22 Hard-surfaced driveways and parking areas should be surfaced with materials that avoid a monotonous appearance.

## SECONDARY SUITES

### Building Design

- 25.4.25 Defining features should be provided such as a roof overhang or other features to help identify the entrance to the secondary suite where it faces a street. Low-glare outdoor lighting should be provided beside or above the suite entry door to enhance security and to help identify the entrance to the suite.
- 25.4.26 If the entrance to the suite is at the front of the dwelling, it should be designed in such a way that it is complementary to the front façade.
- 25.4.27 New windows and doors should match or complement the design and style of the existing windows and doors.
- 25.4.28 Where a garage or carport opening is being closed off, complementary materials and style to the rest of the dwelling should be used.

### Landscape Design

- 25.4.29 If the entrance to the secondary suite is located on the side or rear of the house, a hard-surfaced connection should be provided between the dwelling and a street or lane. Lighting for the connection should minimize impact on neighbouring properties.
- 25.4.30 Steps or other abrupt changes in grade should be avoided in order to ensure accessibility for people with varying levels of ability and mobility, strollers, and bicycles.
- 25.4.31 Covered, secure bicycle storage for the secondary suite should be provided with easy access between the storage area and the street.

## GUIDELINES EXCERPT: INTENSIVE NEIGHBOURHOOD RESIDENTIAL



**25.5.1** Consideration should be given to how the overall property functions (i.e. parking, outdoor space, landscaping, building orientation, storage, etc.) for each dwelling on the property.

**25.5.7** Roofs should be varied and/or pitched to reduce the bulk of the building and to emphasize a human scale.

**25.5.11** Roof structures that span both units in a singular, monolithic roof form are discouraged. Developments are encouraged to break up the building mass by articulating the roofline with secondary roof elements

**25.5.13** Landscape elements such as gateways, trellises, lighting, planting areas and hard surfacing should be used to create a sense of entry and delineation to each unit.

## 25.5 Intensive Neighbourhood Residential Guidelines

### DETACHED SECONDARY DWELLINGS

#### Site Design

- 25.5.1 Consideration should be given to how the overall property functions (i.e. parking, outdoor space, landscaping, building orientation, storage, etc.) for each dwelling on the property.
- 25.5.2 A hard-surfaced connection should be provided between the dwelling and the street or lane.

#### Building Design

- 25.5.3 On corner lots, lots with laneway access or double fronting lots, dwellings should be oriented to face the street or lane.
- 25.5.4 Create visual interest by providing variations in height and massing within the design.
- 25.5.5 Doors, windows, or landscaping should reinforce the location of the entry for each dwelling on the property.
- 25.5.6 Balconies, decks, and rooftop patios should be located to provide privacy for both the detached secondary dwelling and the principal dwelling, and to minimize overlook on to adjacent dwellings or properties.
- 25.5.7 Roofs should be varied and/or pitched to reduce the bulk of the building and to emphasize a human scale.
- 25.5.8 Colours should be used in the design to highlight window trim, soffits, and gables.
- 25.5.9 Habitable living space is encouraged within the truss system in combination with dormers or other architectural elements in order to maximize available floor space and minimize the overall building height and area.
- 25.5.10 Windows should be located and designed to maximize light penetration into a dwelling's interior while minimizing views into neighbouring properties and dwellings.

### DUPLEX

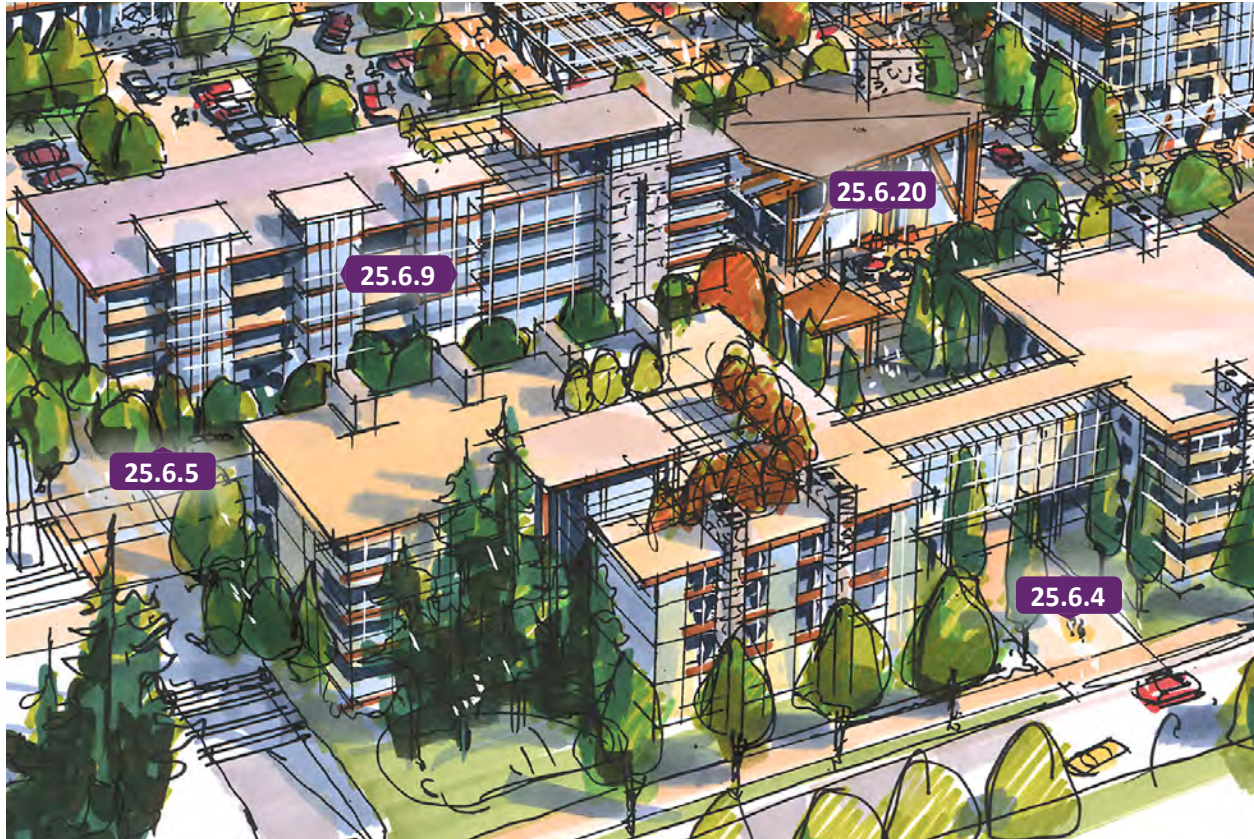
#### Building Design

- 25.5.11 Roof structures that span both units in a singular, monolithic roof form are discouraged. Developments are encouraged to break up the building mass by articulating the roofline with secondary roof elements and by incorporating features such as dormers, gables, and architectural detailing in the roof structure.
- 25.5.12 All elevations facing streets or public spaces should have an equal level and quality of design in detailing. Architectural features that 'turn the corner' are encouraged.

#### Landscape Design

- 25.5.13 Landscape elements such as gateways, trellises, lighting, planting areas, and hard surfacing should be used to create a sense of entry and delineation to each unit.

## GUIDELINES EXCERPT: NEIGHBOURHOOD TOWNHOUSE AND MULTI-UNIT RESIDENTIAL



**25.6.4** Break up large buildings into multiple smaller buildings with mid-block connections which should be publicly-accessible wherever possible.

**25.6.5** Ground floors adjacent to mid-block connections should have entrances and windows facing the mid-block connection.

**25.6.9** Express a unified architectural concept that incorporates variation in façade treatments.

**25.6.20** Design internal courtyards to provide amenities, hard and soft landscapes, and meet the needs of surrounding residents.

## 25.6 Neighbourhood Townhouse and Multi-Unit Residential Guidelines

### SITE DESIGN

- 25.6.1 Development of larger parcels should provide pedestrian connections to adjacent public areas and create an approximate 60 m pedestrian block scale, and if this is not possible, an approximately 125 m maximum block scale.
- 25.6.2 In general, establish a street wall along public street frontages to create a building height to street width ratio of 1:2, with a minimum ratio of 1:3 and a maximum ratio of 1:1.75.
- a. Wider streets (e.g. transit corridors) can support greater street wall heights compared to narrower streets (e.g. local streets);
  - b. The street wall does not include upper storeys that are set back from the primary frontage; and
  - c. A 1:1 building height to street width ratio is appropriate for a lane or mid-block connection condition provided the street wall height is no greater than three storeys.
- 25.6.3 Site buildings to be parallel to the street and to have a distinct front-to-back orientation to public street and open spaces and to rear yards, parking, and/or interior court yards:
- a. Building sides that interface with streets, mid-block connections, and other open spaces (building fronts) should positively frame and activate streets and open spaces and support pedestrian activity; and
  - b. Building sides that are located away from open spaces (building backs) should be designed for private/shared outdoor spaces and vehicle access.
- 25.6.4 Break up large buildings into multiple smaller buildings with mid-block connections which should be publicly-accessible wherever possible.
- 25.6.5 Ground floors adjacent to mid-block connections should have entrances and windows facing the mid-block connection.
- 25.6.6 Developments which abut an area designated in *Map 1: Land Use Plan* for Neighbourhood Residential and Intensive Neighbourhood Residential use shall meet the following additional guidelines:
- a. Vehicle access and egress will, where feasible, be from streets which do not abut an area designated as Neighbourhood Residential or Intensive Neighbourhood Residential; and
  - b. Garbage containers, garbage compounds and parking, loading unloading and storage areas will, where feasible, be orientated and located away from the areas designated for Neighbourhood Residential or Intensive Neighbourhood Residential use.
- 25.6.7 Vehicle access from the street should be limited to no more than one curb cut per property and be located on the secondary street, where possible. Impacts on pedestrians and the streetscape should be minimized.
- 25.6.8 Buildings with ground floor residential may integrate half-storey underground parking to a maximum of 1.2 metres above grade, with the following considerations:
- a. Semi-private spaces should be located above the parking structure to soften the edge and be at a comfortable distance from street activity; and
  - b. Where site conditions do not allow for this, up to 2 metres may be considered, provided that entryways, stairs, landscaped terraces, and patios are used to soften the grade transition and that blank walls and barriers to accessibility are minimized.

## BUILDING DESIGN

- 25.6.9** Express a unified architectural concept that incorporates variation in façade treatments. Strategies for achieving this include:
- Articulating façades by stepping back or extending forward a portion of the façade to create a series of intervals or breaks;
  - Repeating window patterns on each step-back and extension interval;
  - Providing a porch, patio, deck, covered entry, balcony, and/or bay window for each interval; and
  - Changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements to reinforce each interval.
- 25.6.10** Incorporate a range of architectural features and details into building façades to create visual interest, especially when approached by pedestrians. Include architectural features such as:
- Bay windows or balconies, while balancing the significant potential for heat loss through thermal bridge connections which could impact energy performance (see Achieving High Performance);
  - Variations in roof height, shape and detailing;
  - Building entries; and
  - Canopies and overhangs.
- 25.6.11** Ensure lobbies and main building entries are clearly visible from the fronting street.

- 25.6.12** Buildings on corner lots should utilize prominent corner features.
- 25.6.13** Articulate the façade using design elements that are inherent to the building as opposed to being decorative. For example, create depth in building façades by recessing window frames or partially recessing balconies to allow shadows to add detail and variety as a by-product of massing.
- 25.6.14** Avoid blank walls at grade wherever possible by:
- Locating enclosed parking garages away from street frontages or public open spaces; and
  - Using ground-oriented units and entries or glazing to avoid creating dead frontages.
- 25.6.15** Design rooftop amenity spaces to be accessible to all residents and to ensure a balance of amenity and privacy by:
- Limiting sight lines from overlooking residential units to outdoor amenity space areas where possible; and
  - Controlling sight lines from the outdoor amenity space into adjacent or nearby residential units by using setbacks, landscaping, or architectural screening.
- 25.6.16** Where buildings front collector roads (streets with high vehicular volumes and speeds), construct the level of main floor to be 1.2 m higher than base grade.

## LANDSCAPE DESIGN

- 25.6.17 Reduce the heat island effect by including plantings throughout the site or by incorporating a green roof.
- 25.6.18 Integrate publicly accessible private spaces with public open areas to create seamless, contiguous spaces.
- 25.6.19 Locate semi-private open spaces to maximize sunlight penetration, minimize noise disruptions, and minimize 'overlook' from adjacent units.
- 25.6.20** Design internal courtyards to:
  - a. Provide amenities such as play areas, barbecues, and outdoor seating where appropriate; and
  - b. Provide a balance of hard and soft landscaped areas to meet the specific needs of surrounding residents.

## TOWNHOUSES

### Site Design

- 25.6.21 In larger townhouse developments:
  - a. Building articulation and breaks should be used to avoid overly repetitive façades;
  - b. Separate facing buildings by a minimum of 10 metres to provide ample spatial separation and access to sunlight; and
  - c. For buildings oriented perpendicularly to the street (e.g. 'shotgun' townhomes), ensure that the end unit facing the street is a custom street-oriented unit with primary entry directly accessible from the fronting street and primary living space at grade.
- 25.6.22 For larger sites, a minimum of two access/egress points to the site is desired.
- 25.6.23 Screening, window placement, and the siting of access points should be considered to minimize the impact of vehicle headlights on building interiors.
- 25.6.24 Provide a minimum of 10% of the total site area to common outdoor amenity spaces that:
  - a. Incorporate landscaping, seating, play space, and other elements that encourage gathering or recreation;
  - b. Avoid isolated, irregularly shaped areas or areas impacted by parking, mechanical equipment, or servicing areas; and
  - c. Has access to solar exposure.

### Vehicle Parking

- 25.6.25 Accommodate parking in one of the following ways:
  - a. Centralize parking areas to eliminate the need to integrate parking into individual units; and
  - b. For townhouses facing public streets, design integrated rear-access garages or carports.

- 25.6.26 In townhouses facing internal strata roads, front garages and driveway parking are acceptable, with the following considerations:
- a. Architecturally integrate the parking into the building and provide weather protection to building entries; and
  - b. Design garage doors to limit visual impact, using strategies such as recessing the garage from the rest of the façade.
- 25.6.27 Consider providing additional parking spaces in accessible locations on the site with direct pedestrian connections to townhouse units.

### Building Design

- 25.6.28 An architecturally consistent design should be employed for the overall site, with subtle variations in building materials and colours in key locations to ensure visual interest.
- 25.6.29 Scale buildings and façade elements to establish a consistent pattern along the street and internal roads. This may be accomplished by: articulating individual units through integration of recessed entries, balconies, a change in materials and slight projection, or recess in the façade.
- 25.6.30 In the case of shared landings that provide access to multiple units, avoid having more than two doors in a row facing outward.

### Landscape Design

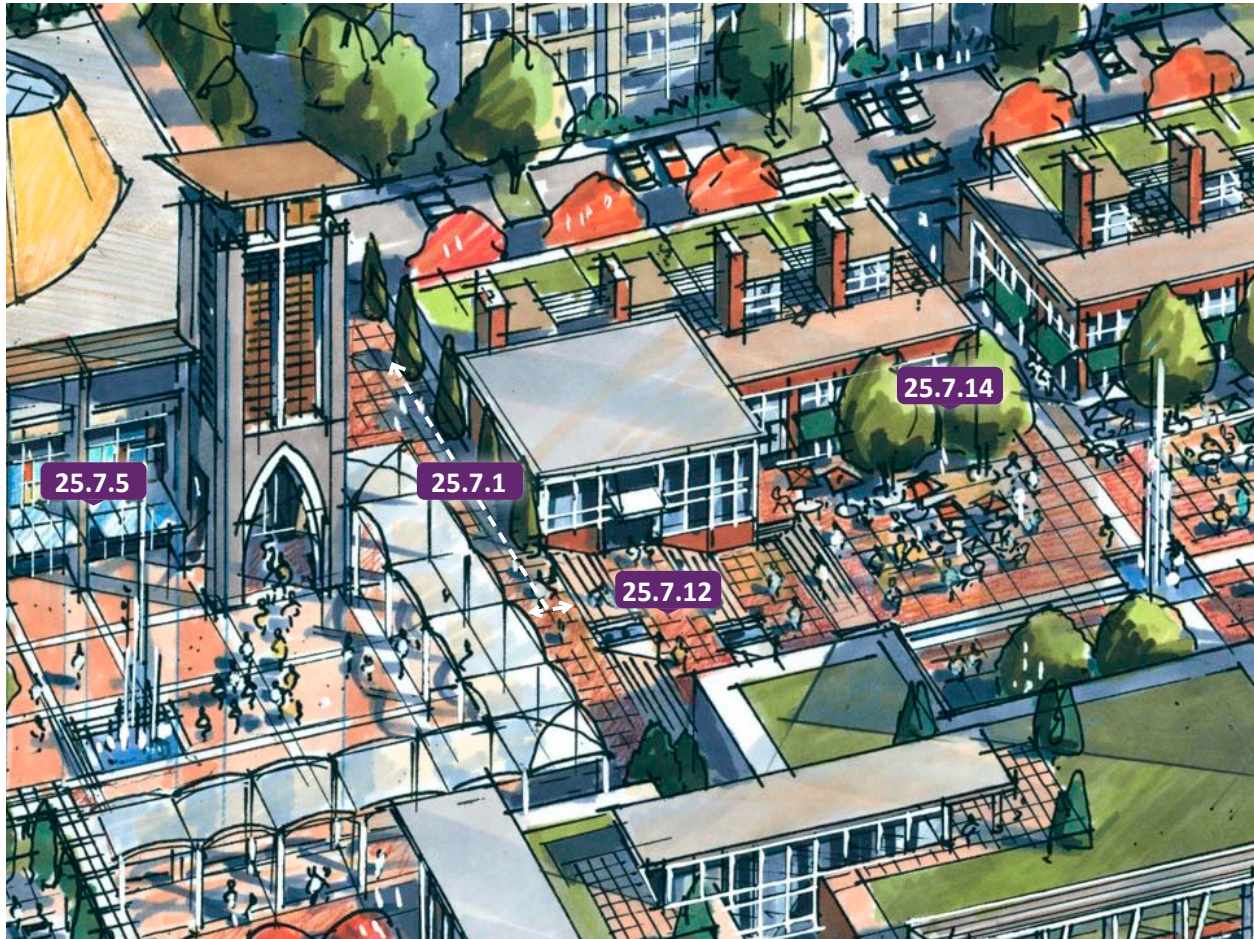
- 25.6.31 Design front patios to:
- a. Provide an entrance to the unit; and
  - b. Establish a semi-private transition zone.
- 25.6.32 Design rooftop patios to:
- a. Have parapets with railings;
  - b. Incorporate a setback from the building face below to minimize its appearance as seen from the street or adjacent properties;
  - c. Minimize direct sight lines into nearby units; and
  - d. Have its access structure located away from primary façades.
- 25.6.33 Design balconies to be inset or partially inset to offer privacy and shelter, reduce building bulk, and minimize shadowing.
- 25.6.34 For large townhouse projects, provide generous shared outdoor amenity spaces integrating play spaces, gardening, storm water and other ecological features, pedestrian circulation, communal amenity buildings, and other communal uses.
- 25.6.35 Design internal roadways to serve as additional shared space (e.g. vehicle access, pedestrian access, open space) using strategies such as:
- a. High-quality pavement materials (e.g. permeable pavers); and
  - b. Providing useable spaces for sitting, gathering, and playing.



## 25.7 General Commercial Guidelines

**Design Objective:** To encourage a wide range of developments that support both commercial-only and mixed-uses (e.g. retail, office, residential) preserving affordable forms of commercial development and allowing for pedestrian-focused walkable neighbourhoods.

### GUIDELINES EXCERPT



**25.7.1** Development of larger parcels should provide pedestrian connections to adjacent public areas and create an approximate 60 m pedestrian block scale, and if this is not possible, an approximately 125 m maximum block scale.

**25.7.5** Commercial frontages should have the appearance of distinct individual storefronts with a high level of quality and detail in materials and design.

**25.7.12** Surface on-site pedestrian walkways with interlocking brick or other appropriate surfacing materials.

**25.7.14** Landscaping should help transition private and public outdoor spaces and accommodate pedestrian and commercial activity.

## SITE DESIGN

- 25.7.1 Development of larger parcels should provide pedestrian connections to adjacent public areas and create an approximate 60m pedestrian block scale, and if this is not possible, an approximately 125 m maximum block scale.

### Siting

- 25.7.2 Establish a consistent street wall with building frontages shall that complement adjacent buildings. Some variation (1-3 metres maximum) can be accommodated in ground level setbacks to support pedestrian and retail activity by, for example, incorporating a recessed entryway, plaza space, bike parking, or sidewalk café.
- 25.7.3 In general, establish a street wall along public street frontages to create a building height to street width ratio of 1:2, with a minimum ratio of 1:3 and a maximum ratio of 1:1.75.
- Wider streets (e.g. transit corridors) can support greater street wall heights compared to narrower streets (e.g. local streets);
  - The street wall does not include upper storeys that are set back from the primary frontage; and
  - A 1:1 building height to street width ratio is appropriate for a lane or mid-block connection condition provided the street wall height is no greater than three storeys.
- 25.7.4 Developments on corner sites with additional front yard setbacks to create a plaza space at the street corner are encouraged.

## BUILDING DESIGN

### Commercial Frontages

- 25.7.5 Commercial frontages should have the appearance of distinct individual storefronts with a high level of quality and detail in materials and design.
- 25.7.6 Ensure buildings have continuous active and transparent storefront windows at grade to provide a visual connection between the public and private realm.

### Residential Above

- 25.7.7 New buildings with levels containing residential uses shall be designed such that building setbacks, as well as window, balcony, and accessible rooftop locations avoid overlook that impacts privacy and access to sunlight and views for users of the building, and users of neighbouring buildings.

### Entrances

- 25.7.8 All entrances and exits shall be universally accessible and located flush with the adjacent sidewalk grade.
- 25.7.9 Main entries to shops and building lobbies should open directly onto sidewalks and/or public open space areas. Where entries are set back from the sidewalk, they should be highly visible, clear-glazed and easily recognizable and accessible from the street.

### Restaurants

- 25.7.10 Commercial buildings should provide venting from commercial space to the top of the uppermost roof in the development.
- 25.7.11 Rooftop venting should be hidden from view and incorporate sufficient noise-reducing and odour-reducing equipment to prevent sound and smell overflows from creating a nuisance.

## LANDSCAPE DESIGN

- 25.7.12 Surface on-site pedestrian walkways with interlocking brick or other appropriate surfacing materials.
- 25.7.13 Landscaped areas on building frontages should complement commercial uses and accent or frame outdoor space.
- 25.7.14 Landscaping should help transition private and public outdoor spaces and accommodate pedestrian and commercial activity.
- 25.7.15 Seating on private property should complement overall building design with consideration for the uses and pedestrian circulation on the property.

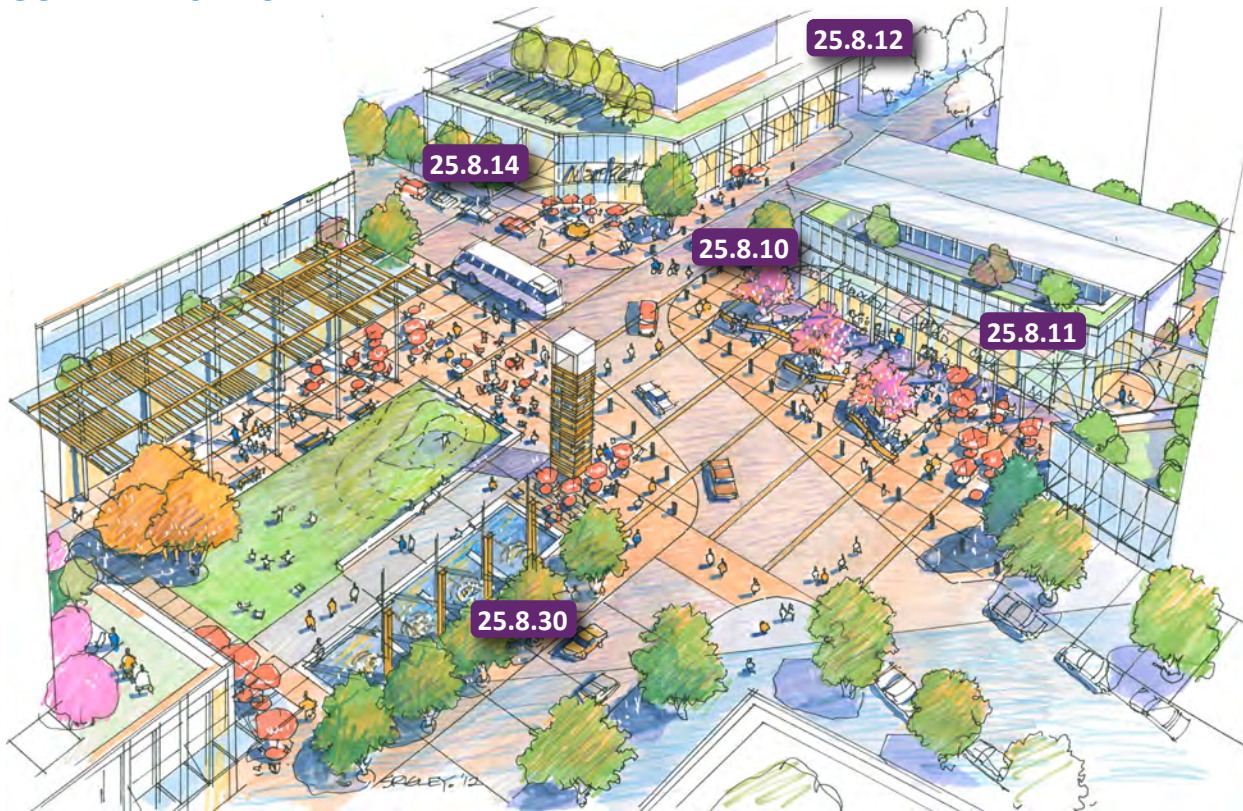
### Signage

- 25.7.16 Uniquely branded or coloured signs are encouraged to help establish a special character to different neighbourhoods or character areas.
- 25.7.17 Signage on commercial buildings should identify uses clearly and be scaled to the pedestrian rather than the motorist. Some exceptions may be made for buildings located on highways or major arterials in alignment with the Sign Bylaw.
- 25.7.18 Building canopies and awnings should be coordinated with building signage.

## 25.8 Downtown Commercial Guidelines

**Design Objective:** To achieve beautiful public spaces for year-round use by everyone; progressive, interesting architecture, open to the street; convenient, comfortable and safe streets; parking as amenity, not invasion of downtown; and protection and restoration of the urban ecology.

### GUIDELINES EXCERPT



**25.8.10** Provide continuous weather protection (e.g. awnings, canopies, overhangs, etc.) designed to integrate with the building along all commercial streets and plazas

**25.8.11** Weather protection should be balanced with daylight penetration.

**25.8.12** Buildings should establish a three storey façade along the street. The fourth storey should be built into the roof structure or set back significantly so as not to be visible from the sidewalk level.

**25.8.14** Buildings on corner sites should feature prominent architectural elements at the building's corner and roofline that create a landmark or reference point for pedestrians.

**25.8.30** Consider integrating landscaping features such as water elements and art into publicly accessible areas.

## SITE DESIGN

### Adjacencies

- 25.8.1 New developments should take into account the design and location of adjacent buildings in order to maximize the availability of air, light, and privacy for upper storey residential units.
- 25.8.2 A minimum separation of 9 metres between the upper storeys of buildings is desired where those storeys contain residential units.

### Building Design

- 25.8.3 New buildings adjacent to parks, plazas, narrow streets, heritage buildings and structures, shall locate and compose building height, shape, and orientation to avoid unnecessary shading of adjacent properties at various times of the day and year.
- 25.8.4 Upper storeys of buildings with residential uses should avoid the appearance of architectural styles commonly associated with residential construction (i.e., pitched residential rooflines, lap siding, etc.) Balconies that are inset into the building façade are preferred.

### Commercial Frontages

- 25.8.5 Ground floor retail and commercial space should be constructed with a minimum floor-to-floor height of 4.5 metres in order to accommodate a wide variety of uses over the lifespan of the building.
- 25.8.6 To maintain a streetscape supportive of small-scale retail uses, commercial and retail building ground floor frontages shall be constructed in bays no more than 9 metres wide. Delineation of individual bays will be achieved through the use of solid architectural elements such as walls, pilasters, columns, or piers, finished in masonry, concrete, or similarly robust materials.
- 25.8.7 A larger retailer may combine bays internally; however, the external bay articulation should be maintained.
- 25.8.8 Floor to ceiling plate glass windows across long façades with minimal architectural detailing should be avoided.
- 25.8.9 Façades should be designed so that commercial uses are easily identifiable and visible from the exterior of the building.

- 25.8.10 Provide continuous weather protection (e.g. awnings, canopies, overhangs, etc.) designed to integrate with the building along all commercial streets and plazas, with particular attention to the following locations:

- a. Primary building entrances;
- b. Adjacent to bus zones and street corners where people wait for traffic lights;
- c. Over store fronts and display windows; and
- d. Any other areas where significant waiting or browsing by people occurs.

- 25.8.11 Weather protection should be balanced with daylight penetration. The lowest point of canopies and awnings shall be between 2.4 metres and 3.0 metres above the sidewalk, with no portion above 3.7 metres. Canopies shall extend out over the public realm a minimum of 1.5 metres and a recommended maximum of 2.5 metres beyond the face of the building.

### Streetwall and Façades

- 25.8.12 Buildings should establish a three storey façade along the street. The fourth storey should be built into the roof structure or set back significantly so as not to be visible from the sidewalk level.
- 25.8.13 Building façades in the downtown shall be constructed of materials selected for quality, durability, scale, and the ability to age gracefully. The look and feel of façades shall reinforce downtown Sidney's mixed-use commercial character, and avoid materials and finishes typical of traditional residential construction (panel or lap siding, shingles, etc.). Manufactured approximations of natural materials (including manufactured stone, wood-grain stamped panels, printed aluminum panels) are also discouraged.



David Calveley, 2022

**Corner sites**

- 25.8.14 Buildings on corner sites should feature prominent architectural elements at the building’s corner and roofline that create a landmark or reference point for pedestrians.
- 25.8.15 Incorporate distinct architectural treatments for corner sites and highly visible buildings such as varying the roofline, articulating the façade, adding pedestrian space, increasing the number and size of windows, and adding awnings and canopies.

**Entrances**

- 25.8.16 Retail façades shall be designed with at least one pedestrian entrance facing the street. Where larger tenancies are planned, multiple entrances and exits shall be provided to animate the entire frontage.
- 25.8.17 Commercial and residential entrances and lobbies shall be separated and distinct from one another, universally accessible, and differentiated through their designs. All entrances shall be clearly visible from the principal frontage street, directly facing the right-of-way.
- 25.8.18 Incorporate frequent entrances into street frontages to create visual interest along the street and support pedestrian activity.
- 25.8.19 In the case of a grade change, accessibility ramps shall be integrated into the building entrance to provide a safe, attractive access route. Ramp entry points shall be clearly visible from the public sidewalk and in close proximity to the main entrance. All ramps must comply with relevant best practices, and universal accessible design codes.

**Roofs**

- 25.8.20 Roof forms used shall be appropriate for the height of the building. Residential roof forms such as gables, hips, and dormers may not be acceptable for buildings over three storeys in height.
- 25.8.21 Flat roofs should incorporate parapets, projecting eaves, angles and slopes, or other interesting treatments.

- 25.8.22 Rooftop amenity areas shall be located and designed to avoid excessive overlook that impacts the privacy of users of the rooftop, as well as users of neighbouring buildings.

**Signage**

- 25.8.23 Development proposals shall include comprehensive sign plans for buildings with two or more commercial businesses.
- 25.8.24 Signs should not interfere with residential uses in mixed-use buildings (e.g. illuminated signage).

**Lighting**

- 25.8.25 Development proposals shall include detailed lighting plans for both private and public pedestrian areas adjacent to new buildings.
- 25.8.26 Lighting should be used to clearly illuminate pedestrian routes and highlight entrances to the building following CPTED principles.
- 25.8.27 Lighting plans and fixture selection shall conform to principles of the Dark Sky Initiative (darksky.org) and be integrated with the building and site design.

**Parkades**

- 25.8.28 The ground floor of a multilevel parkade or buildings with parking in above ground storeys should be designed to incorporate commercial space facing the street. Upper storeys should be designed to incorporate interesting screening or other architectural elements that provide visual interest and minimize the visual impact of vehicles.
- 25.8.29 Parking garage entries shall be designed to integrate into the overall building façade. When visible from the street, the inside of the garage entrance shall be designed and finished as part of the exterior façade.

**LANDSCAPE DESIGN**

- 25.8.30 Consider integrating landscaping features such as water elements and art into publicly accessible areas.

## 25.9 Neighbourhood Commercial Guidelines

### GUIDELINES EXCERPT



**25.9.1** Architecture should reflect the residential character of the surrounding area. The scale, size, shape, massing, siting, roofline and exterior finish of buildings should carefully consider and be compatible with adjacent residential uses.

**25.9.2** Buildings should incorporate small-scale storefronts that provide visual diversity, reinforce a human scale, and enhance pedestrian interest.

**25.9.5** Where a use is likely to generate frequent vehicle or pedestrian traffic (i.e. restaurants or convenience stores), areas of soft landscaping should be integrated into, and protected by, hard landscaping features.

## BUILDING DESIGN

- 25.9.1 Architecture should reflect the residential character of the surrounding area. The scale, size, shape, massing, siting, roofline and exterior finish of buildings should carefully consider and be compatible with adjacent residential uses.
- 25.9.2 Buildings should incorporate small-scale storefronts that provide visual diversity, reinforce a human scale, and enhance pedestrian interest.
- 25.9.3 Signage should face streets and where possible be oriented away from adjacent residential uses.
- 25.9.4 Venting for commercial uses should be oriented away from adjacent residential uses to minimize smells and noise.

## LANDSCAPE DESIGN

- 25.9.5 Where a use is likely to generate frequent vehicle or pedestrian traffic (i.e. restaurants or convenience stores), areas of soft landscaping should be integrated into, and protected by, hard landscaping features.



Jonathan Norton, 2022



## 25.10 West Sidney Mixed Use Village Guidelines

### Design Objectives:

- To support the West Sidney Mixed Use Village as a vibrant mixed-use area of light industrial, high tech and select commercial uses on the ground floor and a mix of industrial-supporting uses, including residential, above.
- To establish a strong sense of place through a cohesive and distinctive architectural style that is industrial and modern in character.
- To encourage flexible building design, including over height storeys that accommodate live/work lofts, flex spaces, and long-term adaptability of use.

Further to the guidelines provided in this section, proponents should reference the West Side Local Area Plan for additional design direction.

### GUIDELINES EXCERPT



**25.10.1** Design sites that integrate the light-industrial nature of the West Sidney Mixed Use Village with workforce housing and amenity areas, including parks and greenways.

**25.10.7** Extra height upper storeys that allow live/work units, flex spaces, and long-term adaptability of use are encouraged.

**25.10.12** Building frontages facing streets, parks, and greenways should create visual interest for passing pedestrians

**25.10.13** Balconies overlooking public spaces are strongly encouraged.

**25.10.14** Weather protection (including awnings, structural canopies, and built overhangs at entrances) at the first storey are strongly encouraged.

## SITE DESIGN

- 25.10.1 Design sites that integrate the light-industrial nature of the West Sidney Mixed Use Village with workforce housing and amenity areas, including parks and greenways.
- 25.10.2 Setback areas next to a park or greenway shall frame and complement the public space by:
- Establishing a defined edge between the building and park or greenway;
  - Encouraging a minimum 1.5 metres landscaped buffer along the setback areas facing a park/greenway;
  - Utilizing low level fencing to delineate public and private space between buildings and parks/greenways;
  - Discouraging vehicle access in side setbacks adjacent to parks and greenways; and
  - Encouraging direct access to properties and buildings from parks and greenways via multiple entrances (i.e., gates and doors) and pathways.
- 25.10.3 Consider alternative setbacks and frontage conditions at street corners to facilitate site lines and enhance pedestrian conditions.

## BUILDING DESIGN

### Building Types and Uses

- 25.10.4 Buildings should be designed to accommodate a mix of uses with consideration to separation, privacy, and noise attenuation between industrial, commercial and residential units.
- 25.10.5 A mix of building types and unit sizes is encouraged, from larger mixed use buildings to narrow stacked live/work units.
- 25.10.6 Accommodate light industrial uses on ground floors, with adequate ground floor height, truck access, overhead doors, and sufficient separation from uses above.
- 25.10.7 Extra height upper storeys that allow live/work units, flex spaces, and long-term adaptability of use are encouraged.
- 25.10.8 Consider providing a visual connection from the interior of the building to the street to highlight industrial or commercial activity that may be of interest to the public.
- 25.10.9 Ground floor industrial/commercial units should have a prominent street frontage with the industrial/commercial design elements and uses continuing into upper storeys of the building.
- 25.10.10 Larger windows for the industrial/commercial uses and flex space at the ground floor are encouraged in order to highlight the industrial/commercial nature of the building.
- 25.10.11 Upper storeys of buildings with residential uses should avoid the appearance of architectural styles commonly associated with residential construction (i.e., pitched residential rooflines, lap siding, etc.) Balconies that are inset into the building façade are preferred.

### Frontages

- 25.10.12 Building frontages facing streets, parks, and greenways should create visual interest for passing pedestrians by making the frontage inviting through the use of continuous transparent glazing, multiple entrances, bicycle parking, common spaces (i.e., lobbies), and clear linkages with public space.

- 25.10.13 Balconies overlooking public spaces are strongly encouraged.
- 25.10.14 Weather protection (including awnings, structural canopies, and built overhangs at entrances) at the first storey are strongly encouraged.
- 25.10.15 Recessed and articulated balconies are encouraged, rather than balconies spanning entire building faces.
- 25.10.16 Loading bays which are incorporated into the building design (e.g. roll-up doors, architecturally integrated roof overhangs, etc) should be considered along building frontages.

**Materials**

- 25.10.17 Industrial/commercial portions of the building should use exterior building materials that reflect those uses, while upper storey residential units may soften this design approach somewhat by incorporating some materials more commonly in residential construction.
- 25.10.18 Encourage the use of high quality, eco-friendly, and recycled materials with a focus on brick, corrugated metal, steel, and wood that reflect the industrial/commercial vernacular of the area.
- 25.10.19 Corrugated metal siding should be used sensitively to reduce light reflection where the building faces existing residential properties.
- 25.10.20 Building design should mitigate noise impacts by:
  - a. Selecting wall, siding, and window materials that have strong sound insulation/absorption capacity;
  - b. Limiting the amount of glazing on specific building faces, and using triple glazed windows where appropriate; and
  - c. Locating residential units away from ground floor light industrial uses.

## 25.11 General Industrial

### Design objectives:

- To facilitate the orderly development of the area and to encourage coordination of the siting, form and volume of new industrial buildings and their areas for parking, storage and landscaping.
- To encourage a high standard of architectural design and site landscaping.
- To control the interface between industrial and other uses in the area, by implementing adequate buffering between land uses and regulating the proportion of industrial structures.
- To encourage appropriate screening and/or the enhancement of the view of industrial uses along Highway 17 and from adjacent uses.

### GUIDELINES EXCERPT



**25.11.11** Incorporate landscaping and canopy trees throughout parking areas in order to minimize the visual and environmental impact of paved areas.

**25.11.13** Provide outdoor landscaped seating areas with weather protection for employees and visitors.

**25.11.14** Properties abutting Highway 17 should provide a landscaped buffer abutting the multi-use path and highway to provide visual interest and environmental benefits.

## SITE DESIGN

### Siting and Building Orientation

- 25.11.1 Offices, reception and other public use areas should be located at the front of buildings to face streets. Façades should be designed so that these elements are easily identifiable and visible from streets.
- 25.11.2 Avoid blank walls adjacent to the highway, streets, walkways, parks, or other amenity spaces.
- 25.11.3 Locate buildings to ensure good sight lines for vehicular and pedestrian traffic.

### Site Servicing, Access, Parking, and Loading

- 25.11.4 Parking, loading and site entrances for heavy vehicles, service vehicles and trucks should be located away from residential sites. In sites where this is not possible, landscaping and other measures to reduce noise, fumes and other potential impacts on adjacent residential uses should be provided.

### Building Design

- 25.11.5 Consider providing a visual connection from the interior of the building to the street to highlight manufacturing or other industrial activity that may be of interest to the public.
- 25.11.6 Street-facing building façades and entrances should incorporate natural building materials such as masonry, stone, and wood.
- 25.11.7 Use an integrated, consistent range of materials and colours and provide variety by, for example, using accent colours.
- 25.11.8 Provide weather protection at building entrances, close to transit stops, and in areas with pedestrian amenities.

### Outdoor Storage, Servicing, Utilities, and Solid Waste

- 25.11.9 Ancillary or secondary buildings on a site, including shipping containers and buildings constructed for the purpose of storing materials, should be designed and finished in a manner consistent with the principal building.
- 25.11.10 Locate loading, utilities, mechanical equipment and solid waste collection areas away from public view by:
  - a. integrating these facilities into the footprint of the building; or,
  - b. screening using fencing, walls and/or landscaping.

## LANDSCAPE DESIGN

### Landscape and Open Space Planning

- 25.11.11 Incorporate landscaping and canopy trees throughout parking areas in order to minimize the visual and environmental impact of paved areas.
- 25.11.12 Incorporate large tree species into landscaped areas.
- 25.11.13 Provide outdoor landscaped seating areas with weather protection for employees and visitors.
- 25.11.14 Properties abutting Highway 17 should provide a landscaped buffer abutting the multi-use path and highway to provide visual interest and environmental benefits.
- 25.11.15 Distribute trees and landscaping throughout the site in order to:
  - a. Soften property edges facing the street;
  - b. Define internal roads, pedestrian routes, and open spaces;
  - c. Create pleasant pedestrian conditions;
  - d. Screen parking, loading, service, and utility areas;
  - e. Maximize shade, especially in parking areas; and,
  - f. Manage storm water on-site.

### Storm water Management

- 25.11.16 Provide on-site retention facilities (e.g. bioswales, rain gardens) to collect, store and filter storm water from parking areas.

### Circulation

- 25.11.17 Provide separation between on-site vehicular routes (especially truck access/loading) and pedestrian routes to avoid conflict and distinguish pedestrian routes from driving surfaces by using varied paving treatments and/or raising walkways to curb level.
- 25.11.18 Properties that front on to a multi-use pathway or a street with a bicycle lane should provide a direct connection to those facilities.

## 25.12 Harbour Road Marine

### *Design objectives:*

- To enhance the Harbour Road Marine area in support of the marine-industrial workforce and enhance the profile of the area as a marine-industrial hub and working waterfront.
- To establish a strong sense of place through a cohesive and distinctive architecture whose character is industrially oriented.



## SITE DESIGN

### Harbour Road Gateway

- 25.12.1 Create a gateway experience or establish gateway elements along Harbour Road to prominently communicate its function as a marine-industrial hub.

### Harbour Road Streetscape

- 25.12.2 Improve the Harbour Road streetscape to better separate and accommodate marine-industrial and vehicle circulation from pedestrians where possible.

- 25.12.3 Improve pedestrian connections between:
- Resthaven Drive and Harbour Road;
  - Docks and the waterfront; and,
  - The government wharf.

### Efficient Uses

- 25.12.4 Design sites to make the most efficient and intensified use of space through flexible, multi-functional and shared spaces across sites and public accesses.

### Marine-Industrial Access

- 25.12.5 Facilitate, improve and expand marine and marine-industrial access between the land and water where possible (e.g. marine ways or boat launch).
- 25.12.6 Access points to docks, ramps and wharves should be considered in the overall site design.

## BUILDING DESIGN

- 25.12.7 Design building to be adaptable, in such a way that they may be repurposed over time for different uses.

- 25.12.8 The first storey at street elevation of buildings visible from Harbour Road should be oriented toward Harbour Road.

- 25.12.9 Buildings should be situated and oriented to maximize views beyond and between buildings, especially to give views out to the water.

- 25.12.10 The design of buildings should consider the siting and scale of adjacent buildings to promote visual harmony as viewed from the waterfront, from streetscapes and from adjacent land designated for residential use.

- 25.12.11 Ancillary residential uses should be incorporated into the overall marine-industrial design of the building.

- 25.12.12 Ancillary residential uses should be designed to incorporate sound attenuation and visual screening from marine-industrial uses.

- 25.12.13 Design buildings to integrate both a west coast and marine-industrial aesthetic with the use of wood, rock or stone, heavy timber, and metal siding as primary building materials.

- 25.12.14 Design elements or architectural styles that evoke Sidney's historical marine-industrial waterfront heritage are encouraged.

## LANDSCAPE DESIGN

- 25.12.15 A combination of soft and hard landscaping elements should be used to create a buffer to adjacent lands designated in Map 1: Land Use Plan for residential use.

- 25.12.16 Pedestrian access to the waterfront, whether along municipal boulevards or through access easements on private property, should be made prominent and marked for easy identification.

# **PART 4. OFFENCES AND PENALTY**





# PART 4. OFFENCES AND PENALTY

## 26 Offences

Information may be laid:

- 26.1 In accordance with the procedures set out in the Offence Act; or
- 26.2 By means of a ticket under the Local Government Act or Community Charter.

The Offence Act, where applicable, shall apply to proceedings under this Bylaw.

## 27 Penalty

- 27.1 Any person who violates any of the provisions of this Bylaw or who suffers or permits any act or thing to be done in contravention of this Bylaw, or who refuses, or omits or neglects to fulfill, observe, carry out, or perform any duty or obligation imposed by this Bylaw shall be liable on summary conviction to a fine set out in the Schedules contained within Municipal Ticketing Information Bylaw 1975.
- 27.2 A separate offence shall be deemed to be committed upon each day during and in which the contravention occurs or continues.

# **PART 5. MAPS & SCHEDULES**

**Map 1: Land Use Plan**

**Map 2: Parks, Trails and Open Space**

**Map 3: Road Hierarchy**

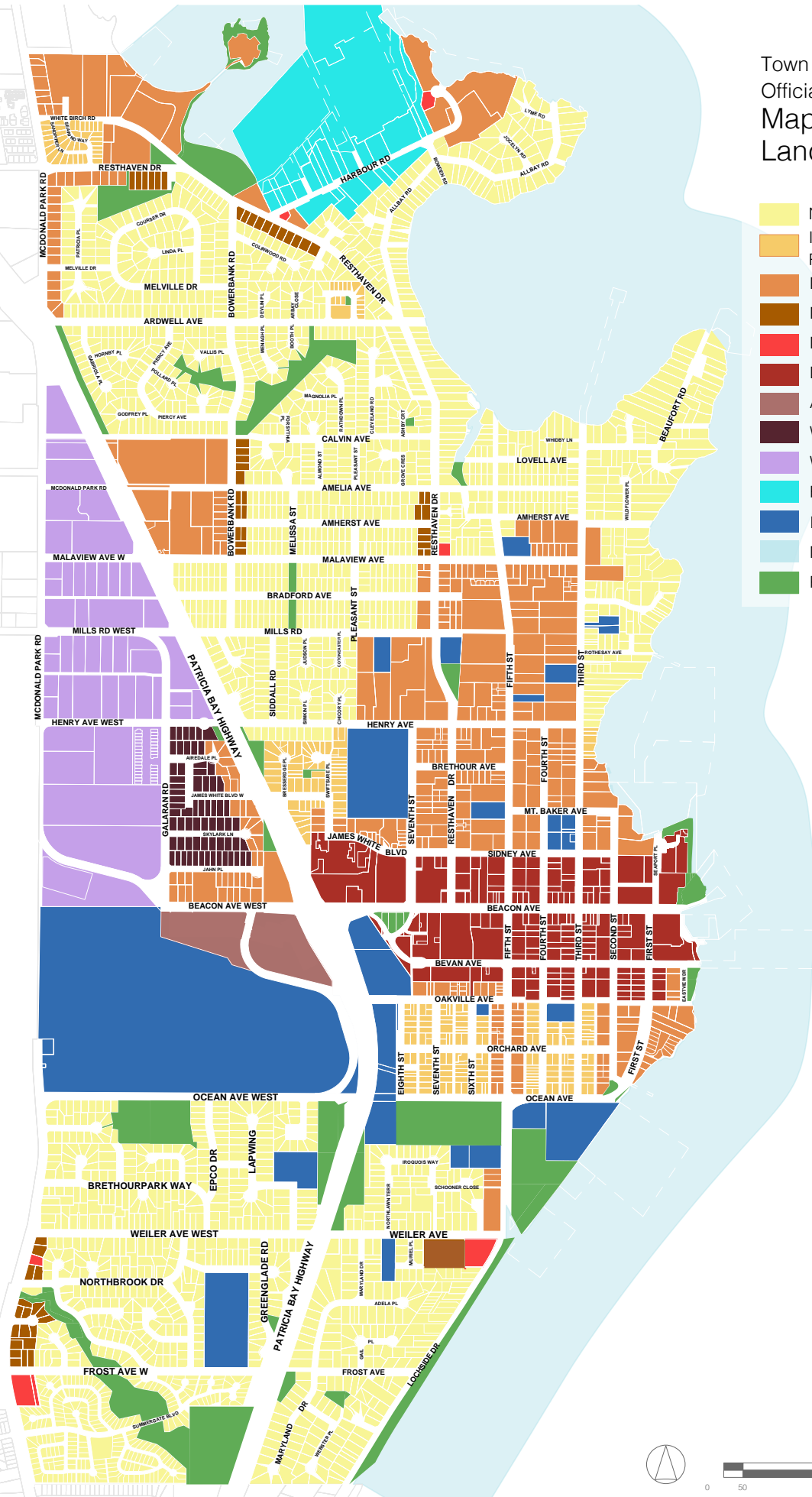
**Map 4: Environmentally Sensitive Areas**

**Schedule B: West Side Local Area Plan**



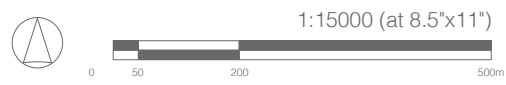
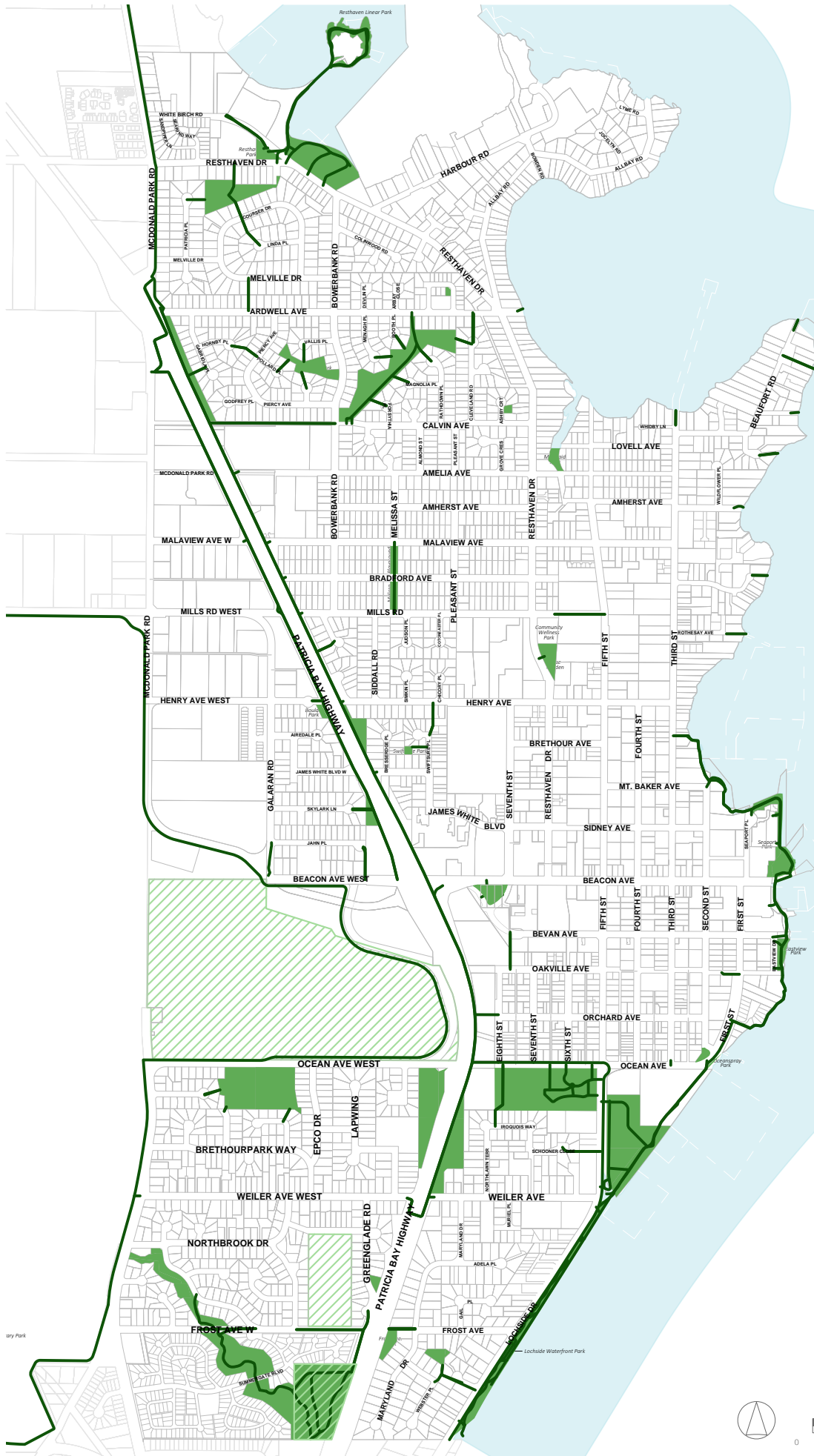
Town of Sidney  
 Official Community Plan  
 Map 1:  
 Land Use Map

- Neighbourhood Residential
- Intensive Neighbourhood Residential
- Multi-Unit Residential
- Neighbourhood Townhouse
- Neighbourhood Commercial
- Downtown Commercial
- Airport Commercial
- West Sidney Mixed Use Village
- West Side Industrial
- Harbour Road Marine
- Institutional
- Marine
- Park



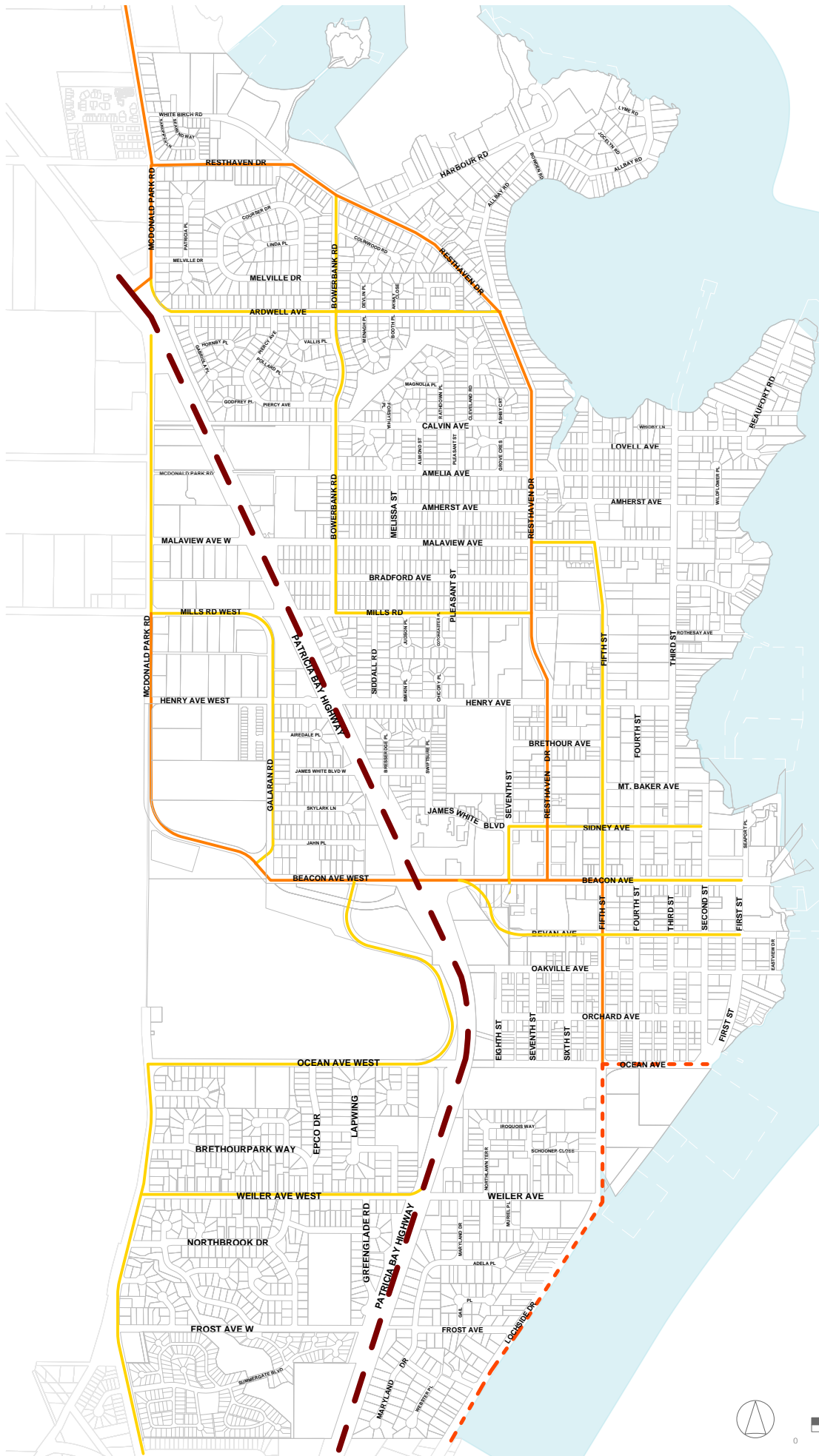
Town of Sidney  
 Official Community Plan  
 Map 2:  
 Parks, Trails and  
 Open Space

-  Parks
-  Trails
-  ALR Land



Town of Sidney  
 Official Community Plan  
 Map 3:  
 Road Hierarchy

-  Provincial Primary
-  Provincial Secondary
-  Arterial
-  Collector









1:15000 (at 8.5"x11")





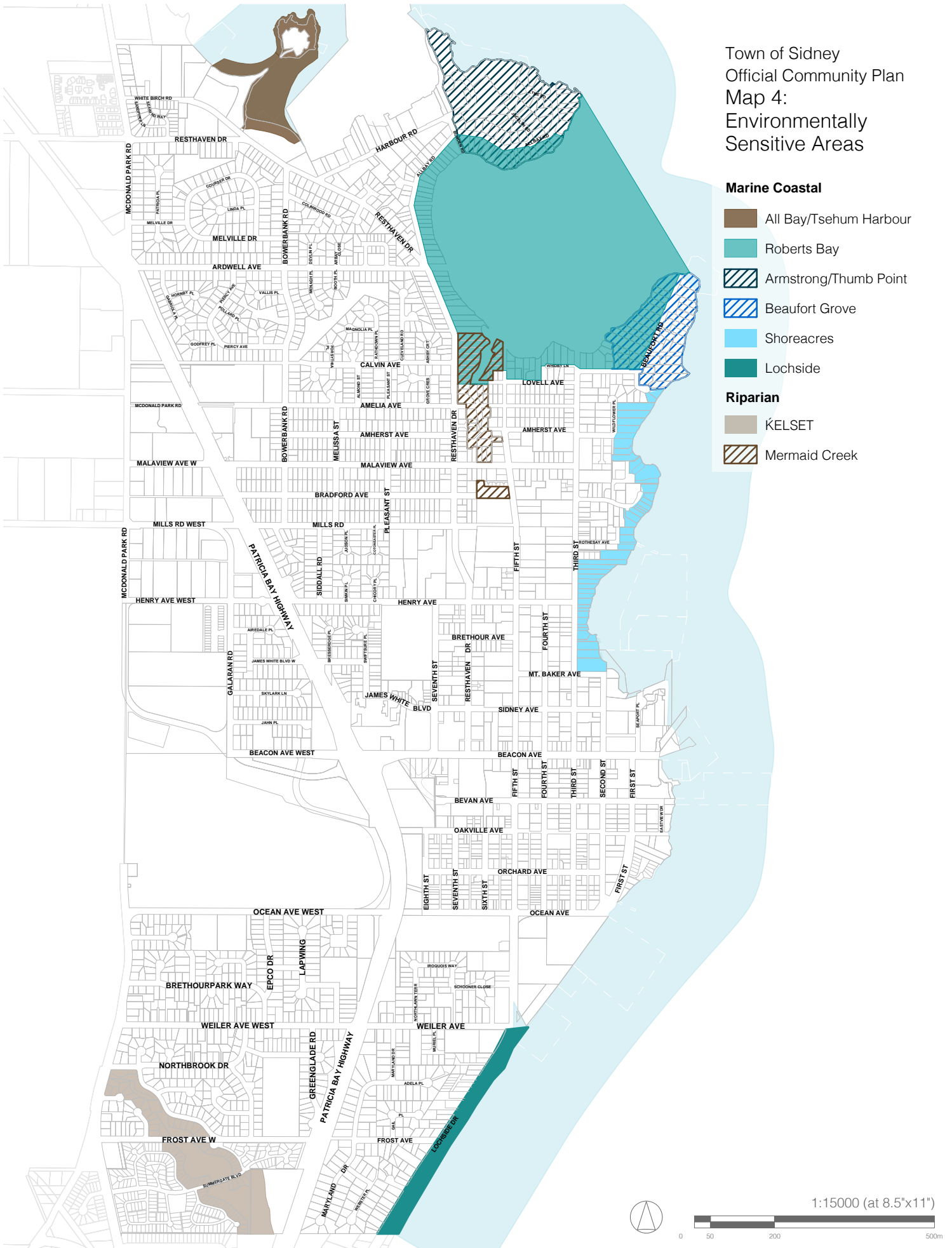
Town of Sidney  
 Official Community Plan  
 Map 4:  
 Environmentally  
 Sensitive Areas

**Marine Coastal**

-  All Bay/Tsehum Harbour
-  Roberts Bay
-  Armstrong/Thumb Point
-  Beaufort Grove
-  Shoreacres
-  Lochside

**Riparian**

-  KÉLSET
-  Mermaid Creek



1:15000 (at 8.5"x11")





## Schedule B: West Side Local Area Plan

The West Side Local Area Plan forms part of the Official Community Plan and can be found at: <http://www.sidney.ca/Assets/Development+Services/Bylaws/1920+OCP+-+Sch+B.pdf>



This page intentionally left blank

# APPENDIX A: SENĆOŦEN PRONUNCIATION GUIDE



*WSÁNEC Carving by STOLŽEL (John Elliott)*

# APPENDIX A: SENĆOŦEN PRONUNCIATION GUIDE

Guidance on pronunciation of the SENĆOŦEN language can be found on the following website: [saanich.montler.net](http://saanich.montler.net)

We recommend you start with the following list:

- WŚÁNEĆ
- XÁLS
- LÁU,WELNEW
- SENĆOŦEN
- SET,TINES
- TĀXEN

This page intentionally left blank

# APPENDIX B: GLOSSARY





# APPENDIX B: GLOSSARY

## Housing Related Terms

**Affordable Housing:** Refers to housing that can be rented or purchased using 30% or less of gross household income. Different levels of affordable housing exist including:

**Deep affordability:** Housing targeted towards those on Income Assistance, based on BC shelter maximum rates.

**Below-market affordable housing:** Housing targeted towards those making less than 75 percent of median household incomes.

**Near-market affordable housing:** Housing targeted towards those making 75 percent of median household incomes and above, but not able to afford new market rental rates. Rates are based on a range between the cap of below market affordable rates above and Housing Income Limits provided by BC Housing.

**New market rental housing:** Housing targeting higher income renters who are able to afford full market rental rates. (No income restrictions.)

**Workforce Housing:** Generally understood to mean affordable housing for households with earned income that is insufficient to secure quality housing in reasonable proximity to the workplace. Criteria for residents of workforce housing (e.g. occupational requirements, income levels) may be established through a housing agreement on the title of the property.

## Mobility Related Terms

**RapidBus:** An express bus network connecting the Saanich Peninsula to Victoria and other cities south of Sidney.

**Frequent Transit:** A network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week.

**Local Transit:** The transit system operated, managed and delivered within the boundaries established by the Town.

**Active transportation:** Active transportation describes all human- powered forms of travel, such as walking, cycling, in-line skating, skate boarding, skiing, canoeing etc. Walking and cycling are most popular and can be combined with other modes, such as public transit.

**Active transportation routes:** Infrastructure and planning approaches that facilitate and increase active transportation such as: bike lanes, complete streets, transit corridors, and wayfinding signage.

**Multi-modal:** To provide a combination of different means of transportation to facilitate movement, make it safer and more efficient.

**Multi-modal transportation hub:** A transport node that interconnects multiple modes of transport, and consequently, improves the efficiency and speed of movement.

**Transportation demand management:** This consists of specialized policies, targeted programs,

innovative mobility services, and products that encourage people to use sustainable modes of transportation, rather than driving alone, or make fewer trips by car.

**Transit-oriented development:** A type of urban development that maximizes the amount of residential, business and leisure space within walking distance of public transportation.

**Micro-mobility:** Transportation over short distances provided by lightweight, usually single-person vehicles (such as bicycles and scooters).

**Micro-transit system:** A privately or publicly operated, technology-enabled transit service that typically uses multi-passenger/pooled shuttles or vans to provide on-demand or fixed-schedule services with either dynamic or fixed routing.

**Pedestrian-oriented streets:** A condition in which the location of and access to structures, types of uses permitted at street level, and storefront design are based on needs of persons on foot.

**Through-block connections:** A public space that provides visual and physical connected pedestrian route through an urban block.

**Protected bike lanes:** Separate travel lanes designated exclusively for bicycle use and other forms of active transportation that are physically separated from motor vehicles and pedestrians by vertical and/or horizontal elements. They offer users greater comfort, route directness, and easier access to destinations. They should be considered on arterial and/or collector roads where the posted speed limit is above 50 km/h and/or where motor vehicle volumes *exceed* 4,000 vehicles per day

**Bicycle lane:** A bicycle lane can either be buffered or unbuffered. An unbuffered bike lane only includes a white longitudinal line running parallel to the alignment of the road to visually separate the bicycle lane from the motor vehicle and/or parking lanes. A buffered bike lane is demarcated with a pavement marking such as a hatched striping providing more separation from motor vehicles. These facilities should be considered on arterial and/or collector roads where the posted speed limited is less than 50 km/h and where motor vehicle volumes are *lower* than 4,000 vehicles per day.

**Bicycle boulevard:** Also referred to as neighbourhood bikeways, this facility is a shared roadway that provides a continuous corridor of suitable operating conditions for people cycling, including limiting exposure to motor vehicle traffic and designing for low motor vehicle speeds. Bike boulevards typically include signage and pavement markings and are suitable on local roads with a maximum of 1,000 vehicles per day and posted speed limits and operating motor vehicle speeds of 30 km/h or less. Roads with more than 1,000 vehicles per day could also include a bike boulevard but traffic calming and traffic diversion measures would be required to make the road suitable for all ages and abilities.

### **Urban Design Related Terms**

**Fine grained storefronts:** Fine grain urban fabric consists of several small blocks in close proximity. Within each block are several buildings, most with narrow frontages, **frequent storefronts**, and minimal setbacks from the street. This approach allows for greater walkability and more affordable rent for commercial spaces.

**Softscapes:** The vegetation that is incorporated into a landscape.

**Hardscapes:** The manufactured features used in landscape architecture, e.g. paths or walls, as contrasted with vegetation.

### **Climate and Energy Related Terms**

**Low carbon resilience:** Focuses on developing integrated strategies that both reduce greenhouse gas emissions (mitigation) and vulnerability to climate change impacts (adaptation).

**Climate lens / decision-making lens:** This approach seeks to integrate climate change considerations into the planning and development of infrastructure projects by requiring that decisions/projects assess their impacts on the environment.

**BC Energy Step Code:** A Provincial regulation that local governments in British Columbia may use, if to incentivize or require a level of energy efficiency in new construction that goes above and beyond the requirements of the base building code.

### **Environmental Related Terms**

**Revetments:** A wall or facing that sustains an embankment.

**Bulkhead:** An upright partition separating compartments.

**Low-impact Development:** A land planning and engineering design approach to manage storm water runoff as part of green infrastructure.

**Naturescaping:** A method of landscape design that allows people and nature to coexist by incorporating plant species that are native to the area.

**Green Shores/soft shores approach:** An engineering practice that reduces the risk of erosion on shores while mimicking nature. Refer to [greenshores.ca](http://greenshores.ca) for more information.

**Xeriscaping:** The practice of designing landscapes to reduce or eliminate the need for irrigation.