

9. Employment Lands

Vic West has an important industrial history related to its location along the harbour and E&N rail. Point Hope shipyard remains an important employer in the region, and supports the Ocean and Marine sector, one of the key sectors identified by the City's Economic Action Plan. Elsewhere, pockets of light industrial areas continue to evolve, supporting small businesses in the production, distribution and repair sectors, and providing spaces for artisans and emerging industries such as local breweries and technology companies engaged in manufacturing or prototyping. High demand is expected for light industrial spaces in the core cities of the region in coming years.



Other Relevant Policies & Bylaws

- Official Community Plan
- Making Victoria: Unleashing Potential - Economic Action Plan (2015)
- Harbour Road Industrial Waterfront Design Guidelines, 2008

Goals:

1. Maintain the working harbour and adjacent industrial lands to support the Ocean and Marine sector
2. Protect and enhance light industry and other employment in Vic West
3. Celebrate the industrial heritage of the neighbourhood

9.1. Working Harbour

Intent:

Continue to maintain the Upper Harbour as a working harbor supporting the region's Ocean and Marine sector.

9.1.1. Support industrial zoning which maintains the ability of industries to operate and thrive.

9.1.2. Through placemaking, celebrate the role of maritime industry as part of Vic West's history and identity, and an important component of our economy

a) Continue to implement to goals of the Harbour Road Industrial Waterfront Design Guidelines, 2008

b) Support views to the water and industrial activities, while prioritizing industrial use of industrially zoned areas

9.2. Industrial Employment and Industrial Employment-Residential Areas

Intent:

Retain spaces for light industrial uses to support the neighbourhood and regional economy while supporting new upper-floor commercial/office uses to support a business mix where producers, artisans, and professional offices can co-exist. In appropriate areas, support upper-floor residential uses as well. Encourage design that is sensitive to adjacent residential uses.

9.2.1. In the Industrial Employment-Residential areas fronting Esquimalt Road, support buildings designed with light industrial spaces at grade, compatible with commercial or residential uses on upper floors, up to 5 storeys and 2.0 Floor Space Ratio. Residential uses may comprise no more than 1.5 Floor Space Ratio.

9.2.2. Through redevelopment of sites surrounding Langford Street between Alston Street and Tyee Road, support the development of an employment area and spaces for light industries, artisans and "makers", with a new street network to improve connectivity to and from the Village and to support future employment uses.

9.2.3. In the Industrial Employment areas, support light industrial spaces at grade, with commercial uses on upper floors, up to 4 storeys and 2.0 Floor Space Ratio. Commercial uses may comprise no more than 1.5 Floor Space Ratio.

9.2.4. The following guidance should apply to Industrial Employment and Industrial Employment-Residential Areas:

a) Ground floors should be designed to accommodate light industrial uses (e.g. with high floor-to-ceiling heights, and loading bay access).

b) The range of light industrial uses should be limited to those which are compatible to upper-floor or adjacent residential uses, as applicable, and do not generate significant impacts (e.g. dust, noise, odours, glare, or truck traffic outside of daytime work hours) on these adjacent uses.

c) Ancillary sales of products produced on site is encouraged.

d) Buildings should feature active frontages with storefront-type windows and entries at grade facing Esquimalt Road

e) Work-live uses are encouraged to be designed so that the "work" portion of the development is located on the ground floor, and the "work" and "live" portions can be occupied or leased separately, allowing businesses to change over time.

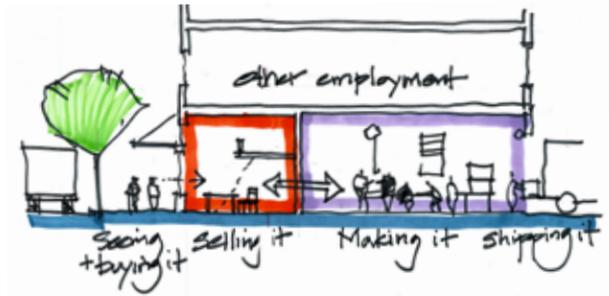


Figure 29. Conceptual examples of industrial employment building with neighbourhood-compatible light industrial uses on the ground floor and commercial uses (e.g. offices, professional services) on the upper floor(s)



Figure 30. Illustrative diagram of a mixed use development with light industrial uses at grade



Map 13. Employment Lands

9.3. General Employment Areas

Intent:

Maintain lands for a range of commercial uses appropriate to the neighbourhood context.

9.3.1. General Employment areas support a range of commercial or light industrial development up to four storeys and 2.0 Floor Space Ratio.

9.3.2. Flexibility in use should be supported to encourage the heritage designation and adaptive reuse of the commercial block at 420 William Street.

9.3.3. Rezoning for light industrial uses that generate significant truck access off of primary truck routes should be avoided.

9.4. Employment Residential Areas

Intent: Retain space for employment uses while allowing for the expansion of housing or commerce in upper floors, compatible with the surrounding Railyards and Lime Point areas.

9.4.1. Buildings up to five storeys and 2.0 floor space ratio are supported in most areas. Buildings south of Ormond's Biscuit Factory (242 Mary St.) should generally be up to four storeys for compatibility with surrounding development.

9.4.2. The ground floor should generally consist of employment uses including office or light industrial uses, wholesale, personal or professional services, medical services, community services, food services. Residential or commercial uses are supported on upper floors. Other combinations of employment and residential spaces that achieve a mix of uses on site are also supportable.

9.4.3. Light industrial uses should be compatible with residential uses located across the street or in adjacent properties.

9.4.4. A pedestrian connection is desired climbing the slope between Skinner Street and Tyee Road, with redevelopment, to increase permeability of the block to pedestrians.

9.4.5. Redevelopment may include angled parking on Tyee Road.

9.4.6. With redevelopment including residential uses, on-site affordable housing is a desired amenity. Density up to 2.2 Floor Space Ratio may be considered where on-site non-market housing is provided.

9.4.7. Flexibility in use should be supported to encourage the designation and adaptive reuse of the Ormond's Cookie Factory building (242 Mary Street).

9.5. Urban Form and Character Guidance

9.5.1. Buildings fronting onto the E&N Rail Trail north of Esquimalt Road should create "eyes on the trail" through the location of windows, patios, balconies and overlooks, and views through the site where appropriate. Entrances for customers and employees are encouraged where appropriate, and should be designed to encourage casual surveillance.

9.5.2. Light industrial uses should be compatible with location within a residential neighbourhood. These uses should limit off-site impacts (noise, glare, dust and odours) and minimize noise and delivery impacts on residential areas outside of daytime business hours.

9.5.3. Outdoor storage and loading should be properly and attractively screened from residential areas.

9.5.4. Loading areas should be located to minimize truck traffic off of designated truck routes.

9.5.5. On the south side of Esquimalt Road, businesses adjacent to the E&N Rail Trail right of way should support quality pedestrian friendly spaces through design of facades and outdoor spaces fronting the right of way.

9.5.6. Buildings that mix light industrial and residential uses should be sensitively designed to reduce residential overlook of loading, storage or working areas and minimize impacts on the residential uses.

9.5.7. Where parking is located in a structure but not underground, avoid blank walls adjacent to the street

9.5.8. Development adjacent to lower-density residential uses should sensitively transition through massing, design, setbacks and landscape that minimizes shading and overlook and provides for building separation and privacy.