

7. Special Planning Areas and Master Planned Areas

Special Planning Areas

Special Planning Areas are larger sites which have the potential to redevelop during the time frame of the plan. This section provides policy direction if significant redevelopment is proposed for Special Planning Areas shown on Map 10.



Map 10. Special Planning Areas

7.1. Special Planning Area: Pioneer Housing Cooperative Block

In the event of a redevelopment of the Pioneer Housing Cooperative block which requires rezoning, the following principles should be considered:

- 7.1.1. Ground-oriented housing including townhomes and stacked townhomes up to approximately three storeys may be supported. Some three-storey apartment buildings may also be included.
- 7.1.2. A density of up to 1.0 Floor Space Ratio is supported on the site.
- 7.1.3. Redevelopment should create public connectivity for pedestrians and cyclists, between McCaskill Street and Hereward Street; and from the E&N Rail Trail to Sherk Street.
- 7.1.4. Buildings should be oriented towards and present friendly faces to public and private streets, open spaces, and pathways. Entries, windows, and spaces such as porches, patios and balconies should provide passive surveillance for these areas to create a sense of safety. This should include passive surveillance of the E&N rail Trail where possible from upper-floor windows and balconies.
- 7.1.5. Limited commercial or community-serving uses may be supported (E.g. child care, café, bicycle repair shop, event space, art gallery/studio, social enterprise, personal or medical services, co-working space).
- 7.1.6. Redevelopment to higher density should include a shared greenspace, and a community allotment garden which is available to residents and the public as an amenity.
- 7.1.7. All existing affordable housing units should be retained or replaced with a similar number and floor space of affordable housing units.

7.1.8. A variety of housing units is desired, with a focus on ground-oriented housing attractive to families with children. A mix of housing types which supports a multi-generational community is encouraged.

7.1.9. The impacts of surface parking should be minimized through strategies such as design, landscape, the use of pervious pavement or on-site stormwater management, and the location of some or all parking in garages or underground.

7.1.10. Consider Transportation Demand Management strategies, with parking reductions. Strategies may include the provision of on-site car share services, and decoupled parking (parking spaces which are rented separately from the rent or ownership of housing units).

7.2. Special Planning Area: Tyee Cooperative

7.2.1. Any redevelopment of the Tyee Cooperative should maintain the approximate number of existing number units and floor space of non-market housing.

7.2.2. Redevelopment should include a mix of housing units, including housing attractive to families with children.

7.2.3. Common facilities (e.g. open space, play lot, community garden) that serve a range of residents' needs. Rooftop open space may be considered.

7.2.4. Underground or structured parking is encouraged.

7.2.5. Redevelopment may include a mix of housing types such as townhomes, stacked townhomes, and apartment buildings, up to a density of 2.5 Floor Space Ratio, with building heights generally compatible with the surrounding development and public open spaces.

7.2.6. The site may accommodate services and limited commercial uses (e.g. child care, medical services, educational services, personal services, coffee shop, coworking, incubator or affordable business spaces, and social enterprise) as an ancillary use to the primary residential use. These uses may be focused on Wilson Street and the Wilson-Tyee intersection to reinforce Wilson Street as a desired "main street" for the area.

7.2.7. A public pedestrian and bicycle connection should be established running north-south through the site, from Sitkum Road to Tyee Street or Wilson Street. This connection should be designed to provide visual connection to and casual surveillance from residences and commercial spaces on the site.

7.2.8. Parking reductions may be considered, given the site's proximity to services, transit and the downtown, and the affordable housing located on site. Transportation Demand Management strategies should be considered, in exchange for parking reductions. Strategies may include the provision of on-site car share services, and decoupled parking (parking spaces which are rented separately from the rent or ownership of housing units).

7.3. Special Planning Area: Tyee-Esquimalt Triangle

7.3.1. Density up to 2.5 Floor Space Ratio may be considered, either as residential space, employment space, or a mix, with limited retail uses. Where non-market housing is provided on-site, density up to 2.75 FSR may be considered.

7.3.2. Because the current zoning is for industrial use, all residential floor space is considered bonus density.

7.3.3. Building heights across the site should be compatible with the lower-density buildings located to the south, across the E&N Rail Trail, and the taller buildings to the north and west.

7.3.4. Desired amenities include affordable housing, amenities supporting the E&N Rail Trail or rail (e.g. water fountain, bicycle maintenance station), and/or community facilities (e.g. child care) appropriate for this location proximate to the downtown.

7.3.5. Project design should include access from the E&N Rail Trail to the site, and should encourage visual connection and casual surveillance (e.g. windows, doors, balconies and patios) of the trail.

7.3.6. Parking should be located primarily underground or in a structure.

Master Planned Areas

Intent:

Encourage a diversity of medium and high density multi-unit housing in master planned sites at Dockside Green, Bayview Place, Roundhouse, the Songhees area and other large opportunity sites identified on Map 11. The master planned areas help create diversity, vibrancy and density in the City's Core Area while supporting Vic West retail, transportation choice and overall urban sustainability. Continue to support the redevelopment of Master Planned Areas consistent with the existing Master Development Agreements, including all amenities and public improvements.

7.4. Support the following development types consistent with Master Development Agreements:

- 5.20.1. Railyards MDA: Townhouses, multi-unit residential, commercial and mixed use buildings consistent with the Railyards Master Development Agreement and Railyards Development Guidelines, 2002, as revised.
- 5.20.2. Dockside MDA: Townhouses, multi-unit residential, commercial, mixed use and light industrial buildings consistent with the Railyards Master Development Agreement and Railyards Development Guidelines, 2002, as revised.
- 5.20.3. Roundhouse MDA: Commercial, residential, mixed use and live/work development consistent with the Roundhouse Design Guidelines, July 2008, as revised, with heritage conservation of the Roundhouse buildings.
- 5.20.4. If any changes are proposed to existing MDAs, encourage consistency with the various policies in this plan, the City's official community plan, and other policies including the Housing Strategy. Revisions to MDAs should include public amenities and/or affordable housing in support of community goals, to offset the impacts of density.



Map 11. Master Development Agreements