CITY OF VICTORIA

Victoria 2050 Official Community Plan



NO. 25-045

A BYLAW OF THE CITY OF VICTORIA

A BYLAW TO ADOPT THE CITY'S OFFICIAL COMMUNITY PLAN 2025

WHEREAS Section 472 of the *Local Government Act* permits a municipality to adopt an Official Community Plan by bylaw;

WHEREAS Council has prepared a new Official Community Plan covering the entirety of land and water within the City of Victoria's municipal boundary;

WHEREAS Council has provided opportunity for consultation with persons, organizations and authorities it considers will be affected pursuant to Sections 475 and 476 of the *Local Government Act*;

WHEREAS pursuant to Section 473.1 of the *Local Government Act*, Council has considered the City's most recent housing needs report in developing the Official Community Plan;

WHEREAS pursuant to Section 477 of the *Local Government Act* and after First Reading, Council has considered the Official Community Plan in conjunction with its most recent financial plan, and any waste management plan that is applicable to the City of Victoria;

NOW THEREFORE the Council of the City of Victoria enacts the following provisions:

(1) This Bylaw may be cited as the "OFFICIAL COMMUNITY PLAN BYLAW, 2025".

(2) Bylaw 12-013, the "OFFICIAL COMMUNITY PLAN BYLAW, 2012" and all its amendments and Schedules are hereby repealed.

(3) The document entitled "Victoria 2050 Official Community Plan" and its associated appendices, maps, schedules, tables and figures, all attached as Appendix A to this bylaw and made a part of this bylaw, is hereby designated as the Official Community Plan for the entirety of the area within the City of Victoria's municipal boundary.

(4) No provision in Appendix A depends for its validity on any other provision, and if any provision of Appendix A is held by a court to be invalid the remaining provisions of Appendix A shall remain in full force and effect.

(5) This Bylaw comes into force upon adoption.

REGIONAL CONTEXT STATEMENT ACCEPTED BY THE CAPITAL REGIONAL DISTRICT BOARD OF DIRECTORS the	11th	day of	June	2025
READ A FIRST TIME the	24th	day of	July	2025
READ A SECOND TIME the	24th	day of	July	2025
Public hearing held on the	2nd	day of	October	2025
READ A THIRD TIME the	2nd	day of	October	2025
ADOPTED on the	2nd	day of	October	2025

"CURT KINGSLEY"
CITY CLERK

"MARIANNE ALTO"
MAYOR

CITY OF VICTORIA

Victoria 2050 Official Community Plan

APPENDIX A TO BYLAW NO. 25-045

JULY 2025

The City of Victoria is located on the homelands of the Songhees Nation and Xwsepsum Nation.

Reflecting a Spirit of Reconciliation in the Way We Grow

The Songhees Nation and Xwsepsum Nation are descendants of the Lək̓ʷəŋən (Lekwungen) peoples and part of the Coast Salish family. The Lekwungen peoples hunted and gathered in this area for thousands of years. They first settled in villages along the Camossung (renamed the Gorge Waterway) more than 4,000 years ago. They have long been thoughtful stewards of the lands and waterways in and surrounding what is now Victoria.



Contents

About this Plan 6

Part 1: Truth and Reconciliation 11

Part 2: Victoria's Past, Present and Future 19

Part 3: City Networks 35

1. Urban Form and Land Use 40

1.1. Urban Form and Design Principles 43

1.2. Meeting Housing Needs 46

1.3. Meeting Employment Land Needs 49

1.4. Climate Forward Growth 51

1.5. Urban Structure Concept and Guidance 53

1.6. Innovative Land Use and Development 72

2. Community Networks 78

2.1. Villages and Centres 81

2.2. Urban Parks 83

2.3. Linear Parkways 88

2.4. Community, Cultural and Civic Spaces 91

3. Mobility Infrastructure 98

3.1. Mobility Networks 101

3.2. Mobility Hubs 111

4. Blue-Green Networks 117

4.1. Natural Assets 122

4.2. Shoreline and Urban Watersheds 124

4.3. Urban Forest 126

4.4. Engineered Infrastructure 128

Part 4: People and Partnerships 132

5. Climate-Forward City 133

6. Welcoming, Equitable City 136

7. Healthy, Safe and Resilient City 140

8. Sustainable City 144

9. Vibrant and Prosperous City 147

10. A City that Speaks, Listens and Acts 154

Schedule A: PlanI mplementation 158

Schedule B: Regional Context Statement 168

Schedule C: Development Permit Areas and Heritage Conservation Areas 181

Schedule D: Maps 229



Plan Summary

This plan is structured into four main parts and three schedules that support its implementation:

Part 1:
Truth and Reconciliation

Centres Indigenous perspectives and commitments to reconciliation in the way Victoria grows and changes.

Part 2:
Past, Present and Future

Describes Victoria's evolution and current context and defines a collective vision for the future.

Part 3:
City Networks

Provides policy to guide key actions and decisions related to foundational elements of city building:

(6) Urban Form and Land Use

(7) Community Infrastructure

(8) Mobility Infrastructure

(9) Blue-Green Infrastructure

Part 4:
People and Partnerships

Provides policy direction that guides actions, partnerships, collaboration and advocacy to shape a future that is equitable, climate-forward, resilient, sustainable and prosperous:

(10) Climate Forward City

(11) Welcoming, Equitable City

(12) Healthy, Safe and Resilient City

(13) Sustainable City

(14) Vibrant and Prosperous City

(15) A City that Speaks, Listens and Acts



Schedule A:
Implementation

Provides direction on plan administration, process, interpretation and adaptive management.

Schedule B:
Regional Context Statement

Demonstrates the plan's alignment with the Capital Regional District Regional Growth Strategy.

Schedule C:
Development Permit Areas and Heritage Conservation Areas

Identifies and provides guidelines for development permit and heritage conservation areas throughout the city.

Schedule D:
Maps



About this Plan

This Official Community Plan (OCP) charts a course for Victoria to address current and emerging urban challenges while honouring and enhancing the city's unique and historic character. Guided by principles of equity, liveability, resiliency and prosperity, this plan sets the vision and framework for balancing growth with preservation, guiding the City's work, decisions and actions over the next three decades.

LEGISLATIVE CONTEXT AND PLAN AUTHORITY

Like most municipalities in British Columbia, the City of Victoria derives its authority from the *Local Government Act* which enables the City to prepare an Official Community Plan (OCP) to guide long-term growth and development over at least a 20-year horizon. Municipalities are required to review and update their OCPs every five years to stay responsive to current and future community needs.

OCPs establish broad goals aligned with community aspirations, regional directions and provincial requirements, providing a framework for land use, housing, transportation, infrastructure and public facilities. They must include strategies for addressing identified housing needs in the near and long term, set targets and policies for reducing greenhouse gas emissions and align growth with provincially prescribed Transit-Oriented Areas (TOAs) to promote development that supports accessible, sustainable and efficient public transportation.

The OCP, as an adopted bylaw, carries significant legislative authority and is used to inform and shape regulatory tools like the zoning bylaw and land development policies. All Council decisions must align with the OCP and other municipal bylaws are required to come into alignment over time to maintain consistency. Effective implementation relies on partnerships, collaboration and coordination between the City, other governments and community organizations.

A BRIEF HISTORY OF PLANNING IN VICTORIA

Victoria is renowned for its temperate climate, natural beauty and leadership in sustainability. The area's early settlement patterns were shaped by First Nations, reflecting a deep connection to the land, seasonal cycles and sustainable resource management. Since its incorporation in 1862, Victoria has grown into a vibrant capital city known for its walkable neighbourhoods, historic architecture, thriving arts scene and dynamic economy.



The City of Victoria has been engaged in citywide planning for nearly 60 years, beginning with the 1965 Overall Plan, which sought to balance urban renewal with heritage preservation.

Victoria's citywide plans have since been updated roughly every decade to address emerging issues and align with regional objectives. The 1977 Community Plan was created in response to the 1974 Official Regional Plan. The subsequent 1986 OCP introduced citywide goals for land use, transportation and parks, emphasizing stable neighbourhoods and a dynamic downtown core.

In 1995, the OCP incorporated new policies on social planning, environmental protection and the arts. The 2005 amendment included a Regional Context Statement aligning Victoria with the Capital Regional District's new Regional Growth Strategy. Most recently, the 2012 OCP introduced a vision for the city's 150th anniversary.

CONTEXT OF THIS UPDATE

Since the adoption of the 2012 OCP, Victoria has grown to be a leader in housing, climate and transportation planning. Informed by topic specific planning processes and rich public engagements, Victorians' modern priorities for growth and change emerged, laying a strong foundation for future progress. This new OCP integrates the shared values and priorities identified through that decade of work. Looking forward to 2050, it charts a bold path forward with a framework for a resilient, thriving city — one that meets the needs of current residents and lays the groundwork for a more inclusive, sustainable and prosperous future.

This plan connects Victoria to a global movement toward sustainable and equitable urban development. Around the world, cities are tackling tough challenges like climate change, housing shortages and social inequities. Victoria's progress demonstrates that meaningful change is possible. By aligning with international urban planning trends, this OCP positions Victoria to address local challenges while inspiring others as a model for sustainable, resilient and inclusive cities. With a commitment to innovation and collaboration, Victoria will continue to be a leader.

This OCP builds on Victoria's strengths and envisions a future where Victoria doesn't just adapt but thrives.



How the OCP Works

Core Plan Content

This plan describes Victoria's evolution and current context, including a centring on truth and reconciliation. From that context, it defines a collective vision for the future and path forward.

Policies oriented to direct municipal authorities are provided in the City Networks part of the plan, which provides direction on four key elements of city building: Urban Form and Land Use, Community, Mobility, and Blue-Green Infrastructure. Collectively, these integrated networks serve as the high-level land management directions that will guide the City's decisions, investments and initiatives toward Vision 2050.

Policy actions that require partnership, collaboration or advocacy are provided in the People and Partnerships part of the plan. These policy sections provide direction to work together to shape a city that is equitable, climate-forward, resilient, sustainable and prosperous. They ensure that Victoria is a community that speaks, listens and acts on behalf of its shared values.

Implementation and Adaptive Management

While the OCP provides a steady vision and long-term roadmap for Victoria's growth and development, it is not a static document. It is a working, living document, used to guide daily City decisions as described in the schedules that map out its implementation.

The plan is also designed to be dynamic — reviewed and updated every five years – enabling the City to stay agile and responsive as we move forward. This Adaptive Management approach keeps the OCP relevant over time. Adaptive Management involves monitoring progress through key indicators, regularly evaluating outcomes and adjusting policies as needed. Periodic reviews of the monitoring program help refine the plan, allowing it to adapt to emerging trends, challenges and opportunities.

All updates to the OCP are informed by consultation, including with community members, as well as technical analysis and best practices.



OCP in the Context of Other Policy

The OCP serves as a cornerstone of the City's policy framework, providing overarching guidance for planning and decision-making across municipal activities. Its 30-year outlook shapes the development and implementation of a wide range of plans and policies, ensuring alignment with the City's vision and goals.

The OCP informs Council's Strategic Plan, which outlines the priorities and initiatives for each Council term, and the Corporate Plan, which focuses on the City's business operations and service delivery over a four-year timeframe. These regularly updated plans operate within the broader vision established by the OCP, ensuring that short-term actions and investments contribute to long-term objectives.

In addition, the OCP provides a foundation for subject-specific master plans and strategies addressing topics like housing, climate, mobility and community wellbeing. These targeted plans translate the OCP's high-level goals into actionable policies and programs. The OCP also guides the City's spending and regulatory authority, ensuring alignment with its long-term objectives.



How To Use this Plan

The primary purpose of this OCP is to provide a clear, consistent but adaptable framework for decision-making, benefiting everyone from residents to policy makers and decision makers. Understanding how to navigate and apply the plan ensures it is effectively utilized as a living document that reflects the evolving priorities of our city. Different users may refer to the plan in a variety of circumstances.

Community Members

The OCP reflects community priorities about how Victoria will grow and change. It is a valuable reference for understanding the future vision of the city and how your home, business or neighbourhood fits into that vision. It can help guide community groups and organizations in playing a role to realize that vision and reflect shared objectives for equity, livability and sustainability.

Builders, Developers and Investors

Victoria's homes and businesses are not constructed or established by the City, but by builders, developers, investors and entrepreneurs who submit their plans and proposals to the City for approval. The OCP provides foundational urban form and land use guidance as well as development and heritage conservation guidelines, for planning and submitting projects for consideration. It identifies areas designated for specific land uses, such as residential or commercial and ensures compliance with density, urban design and environmental standards.

The City

Acting as a foundational document, the OCP informs Council decisions on policies, bylaws, investments and other City actions. The City uses the OCP to inform work programs, prioritize investments and plan operational activities in alignment with the City's long-term goals.

Monitoring and Adapting

This plan recognizes that context and circumstance can change, that new ideas can emerge, and that people's needs may shift in ways that could not be predicted. While the OCP provides a long-term vision for Victoria's future, it also provides space and direction to track progress, monitor context and adjust polices and actions to meet that vision.



Part 01

Truth and Reconciliation

Reflecting a spirit of reconciliation in the way we grow

This part of the plan guides how Victoria will reflect a spirit of Truth and Reconciliation in growth and change management. In 2017, the City of Victoria began a journey of Truth and Reconciliation. The continuation of this journey is crucial to the realization of Vision 2050 — it is guided by this section and reflected throughout the plan.

Lək̓ʷəŋən History and Culture

Natural harbours and rich resources made the area now known as Victoria an ideal trading centre for a diversity of First Peoples. For millennia, the Lək̓ʷəŋən (Lekwungen) People carefully managed these lands and waterways, and knowledgeably cultivated community with their rich natural resources. They commonly used the waterways for trade and transport. Thoughtful land and water management practices were part of Lekwungen culture.

Footprints of traditional land use can be found throughout the greater community today, inseparable from the lives, customs, art and culture of those who have lived here since the beginning. The hills, creeks and marshlands shaped the growth of the city of Victoria and the traditions that were born here carry on through First Nation communities today.

Colonial Settlement and Impact

In the 19th century, it was the practice of Britain to extinguish the proprietary rights of local Indigenous people prior to giving land title to new settlers. The Chief Factor of Hudson's Bay Company, James Douglas (eventually the Governor of the Colony), played a pivotal role in this effort on Vancouver Island. Between 1850 and 1854, Douglas negotiated 14 treaties with several First Nations on Vancouver Island which came to be known as the Douglas Treaties. The treaties stretch over 927 square kilometers of land around greater Victoria and up to Nanaimo and Port Hardy. The signatories to these treaties include the ancestors of the Xwsepsum Nation and the Songhees Nation.

The text of the treaties, signed six generations ago, contains a surrender of First Nation land in return for compensation and some protection of Indigenous villages, fields, fishing and hunting rights. The treaties were signed during a period of severe Indigenous cultural destruction, including abrupt population decline due to the arrival of foreign diseases. The text of the treaties, which has been cited and contested in legal proceedings, conflicts with some of the oral histories provided by the signatories' descendants.

In the 20th century, efforts to assimilate continued to devastate First Nation communities and cultures, including through the forced removal of children to attend residential schools. The widespread abuse suffered, lives lost and generational impact of those schools is recognized by the Truth and Reconciliation Commission of Canada (TRC), whose mandate is to inform all Canadians about what happened in residential schools. The stories of those who were and continue to be impacted by these assimilation efforts are an important part of Victoria's journey toward truth and reconciliation.

In 2019, the Province of British Columbia Declaration on the Rights of Indigenous Peoples Act (Declaration Act) received Royal Assent. The Declaration Act establishes the United Nations Declaration on the Rights of Indigenous Peoples as the Province's framework for reconciliation.

The Songhees Nation Today

Today, the Songhees Nation has approximately 600 members, half of which reside on Songhees Reserve #1A. This reserve is 60 hectares of fully developed residential and commercial land located adjacent to the Township of Esquimalt and the Town of View Royal.

The Songhees community is comprised of five main families and several smaller families descended from the Lekwungen speaking signatories of the Douglas Treaties. Traditional governance is by consensus among extended family heads, guided by their families. Today, the community is still guided by consensus represented by advisory committees, focus groups and an elected Chief and Council. Referendums and ratification votes are held for important community decisions.

Songhees Nation has a vision for a "healthy, self-reliant, progressive community that honours tradition and culture and invests in future generations" through good governance, delivering programs and pursuing projects and initiatives for the benefit of the Songhees People.

The Xwsepsum Nation Today

Xwsepsum (also written Kosapsum) is the traditional name of the Esquimalt Nation, located on the water of Esquimalt Harbour. As an urban nation, it has limited land, water and resources and a reserve area of approximately 19 hectares. In 2020, the on-reserve population was estimated at 171 members, while the number of off-reserve members is estimated at 165.

The Nation runs health, social development, educational and recreational programs for its members. In 2019, Esquimalt Nation adopted an Election Code and the first ever Chief and Council election occurred.

In 2020, the Esquimalt Nation prepared a Comprehensive Community Plan which is rooted in "The Sacred Trust" held by the members of the Nation. The Sacred Trust has been transmitted through oral teachings that articulate a set of Natural Laws. The Sacred Trust determines the relationships between natural resources, the community and the cultural and spiritual path of the Nation. It guides decisions by considering seven generations before and after today.



2024
South Island
Powwow

Victoria's Larger Indigenous Community

The Métis Nation Today

In addition to First Nations and Inuit, Métis are one of three legally recognized Indigenous peoples in Canada. Métis have a shared history and culture, derived from European and Indigenous ancestry. Their historical homelands extend into parts of British Columbia. A person who identifies as Métis, who is the direct descendant of an Indigenous and European couple and who can prove Métis ancestry is eligible for Métis citizenship.

The Métis Nation of British Columbia is the Governing Nation for thirty-nine Métis Chartered Communities in British Columbia, including Greater Victoria. Approximately 6,500 people in the Capital Regional District identified as Métis in the 2021 Census.

The Métis Nation of Greater Victoria was established in 1990 as the local organization representing Métis People in the Capital Regional District. The organization is run by a volunteer board and provides services, events and representation for the Métis community in the Capital Region and works to reestablish and strengthen family, community and cultural ties for Métis people. The organization had more than 1,400 members as of 2021.

Victoria's Urban Indigenous Community

Most Indigenous people in British Columbia live outside of the geographic reserve boundaries of First Nations. In the 2021 Census, 4,360 people in Victoria identified as Indigenous, inclusive of First Nation, Métis and Inuit identified people. Indigenous community members represent about five per cent of the city's population.

Several Indigenous-led businesses, organizations and community groups contribute to the wellbeing and prosperity of not just the urban Indigenous community, but to all of Victoria and the greater region.

Values of Reconciliation

In 2015, Canada's Truth and Reconciliation Commission (TRC) released 94 Calls to Action, five of which they believe may be within the authority of a municipal government related to: the UNDRIP framework; repudiation of concepts related to European sovereignty; historical education and intercultural competency; recognition and remembrance of residential schools; and sharing of records related to the legacy of residential schools. In 2019, the Province of British Columbia enacted the Declaration on the Rights of Indigenous People, becoming the first jurisdiction in Canada to formally adopt the internationally recognized standards.

In 2017, the City of Victoria began its own journey of Truth and Reconciliation, informed by the TRC Calls to Action. This journey has involved the Lekwungen People, the Songhees Nation and Xwsepsum Nation. The journey began with a series of programs and dialogues that resulted in Victoria's 32 Calls to Action, the implementation of which are underway.

The City's journey continues to evolve toward modern, meaningful acts of reconciliation and ongoing efforts to acknowledge and reflect Indigenous histories, cultures and values. This journey has shaped the following Values of Reconciliation for this plan to inform Victoria's growth and evolution in the coming decades:

- **Respect the Right to Self-determination.** Acknowledge the constitutionally protected rights, Aboriginal title, and interests within the First Nations' unceeded territory. Respect modern Indigenous values and principles related to community development in support of innovation, resilience and inclusivity.
- **Learn, Heal and Grow Together.** Support reconciliation actions that help to restore and share the cultural, economic and social foundations of First Nations and Indigenous people, preserving heritage and fostering a future where communities can thrive together.
- **Acknowledge Generations Before and Plan for Generations to Come.** Support reconciliation through meaningful actions and decisions that honour the past, address present needs and secure a sustainable, prosperous future for centuries to come.
- **Decolonize Victoria's Culture and Governance.** Work collaboratively with First Nations to understand and identify opportunities to reflect Indigenous practices in planning and City decisions, including by working to dismantle systems and procedures that contribute to inequities today.

Vision 2050 Reconciliation Actions

Advancing Reconciliation in Land Use Decisions

Ensure relevant and respectful engagement with First Nations in land use decisions by which they may be affected. Collaborate meaningfully on Indigenous-led land use and development opportunities to align objectives, advance long-term reconciliation and ensure strong, ongoing relationships, including by considering departures from the Urban Structure guidance in this plan (see Urban Form and Land Use Section). Where departures from the envisioned urban form and land use are considered, ensure they meaningfully support long-term reconciliation and meet the needs of the Songhees Nation, the Xwsepsum Nation or the urban Indigenous community, in addition to broader community need. In these collaborations, honour, respect and seek to include diverse expertise rooted in different cultural value systems.

Reflecting First Nations Culture in Victoria's Urban Form and Structure

The Urban Form and Structure is guided by the Songhees Nation and Xwsepsum Nation and respects their protocols to reflect the Indigenous community that is here today, was here generations before and will be here for generations to come, including through:

- Inclusion of traditional languages in the public realm and public spaces.
- Reflection of both tangible and intangible Indigenous heritage in the public realm.
- Public art and cultural assets by, for and representing of Indigenous communities.
- Programming that helps to retain and celebrate Indigenous culture and values.
- Partnerships and actions that demonstrate leadership in forward-thinking reconciliation.

Supporting Economic Reconciliation

Support and uphold the self-directed economic vision of First Nations and Indigenous Peoples in the Greater Victoria area. Seek to reduce barriers to Indigenous economic prosperity and support Indigenous economic development. Promote Indigenous economic leadership and foster meaningful partnerships and collaboration for shared prosperity and a modern, resilient local economy.

Understanding Indigenous Land and Water Management

Acknowledge and continue to learn about the unique perspectives, values, knowledge and rights First Nations have in relation to local land and waterways. Seek to understand the practices that contributed to ecosystem conservation over millennia and collaboratively identify opportunities to braid Indigenous knowledge systems with Western science in the preservation and enhancement of natural assets and in support of a climate-forward city.

Welcoming and Inclusive of Urban Indigenous Communities

Support opportunities that contribute to a sense of safety and belonging for Victoria's urban Indigenous community. Improve opportunities for meaningful engagement in and contribution to civic decisions. Support residential and commercial development that provides safe, comfortable housing that meets Indigenous household needs and opportunities for Indigenous economic prosperity.

Lekwung by Jesse Campbell — one of two side-by-side murals focusing on the people in the land and the land within the people, located on the first floor corridor of City Hall.



Part 02

Victoria's Past, Present and Future

Where we are and where we're headed

This part of the plan describes Victoria's history and context and articulates a vision for the coming decades and beyond. It describes the values and collective identity that informed Vision 2050. It illustrates what we know about the future — what we need to plan for, and where we want to be — and charts a path forward with five big moves.

Our Context

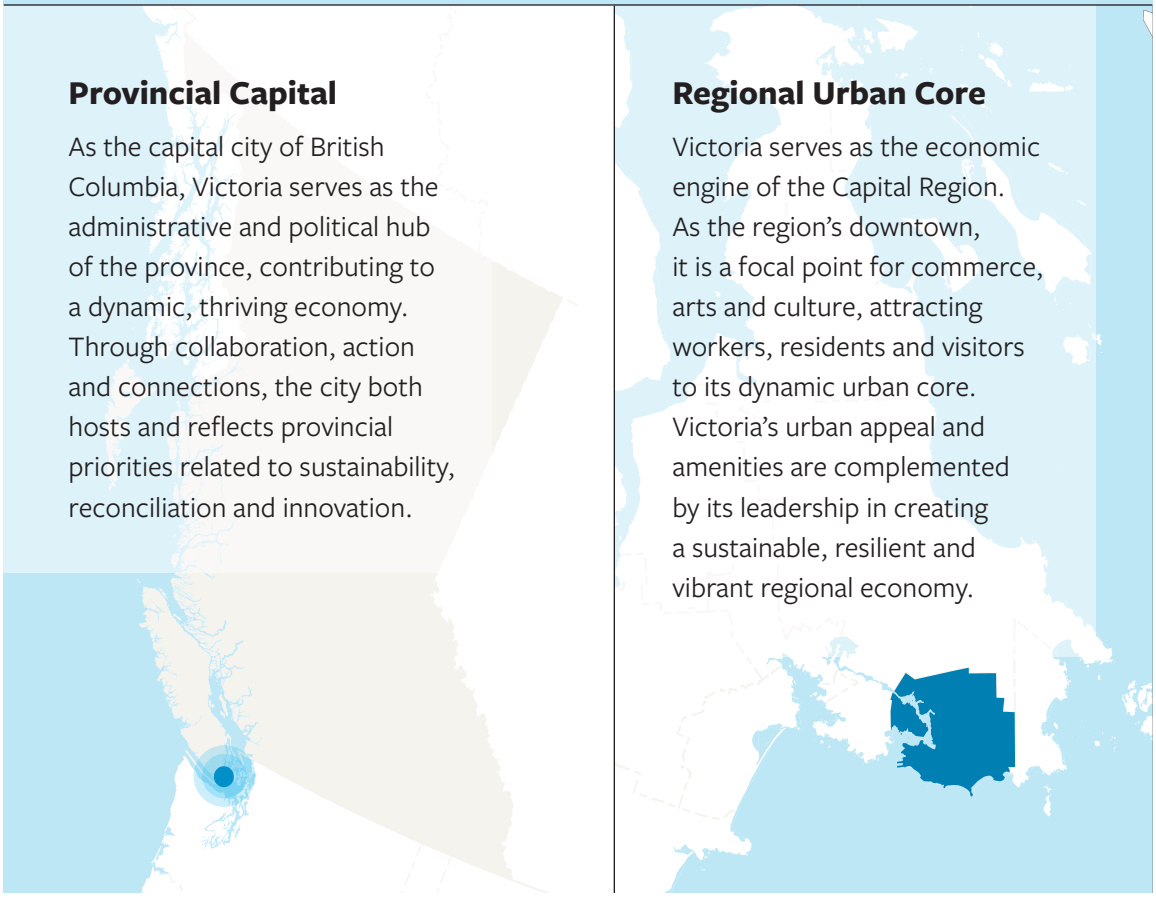


Pacific Gateway

Victoria's strategic location on the Pacific Rim positions it as a key player in the Pacific Gateway, connecting Canada to global markets through high-value and niche industries such as health informatics, aerospace and green technology. With a strong focus on innovation and sustainability, the City is building partnerships to foster creative industries in marine technology and sustainable ocean practices, aligning with global efforts to promote the blue economy and leadership in coastal sustainable urbanism.

Provincial Capital

As the capital city of British Columbia, Victoria serves as the administrative and political hub of the province, contributing to a dynamic, thriving economy. Through collaboration, action and connections, the city both hosts and reflects provincial priorities related to sustainability, reconciliation and innovation.



Regional Urban Core

Victoria serves as the economic engine of the Capital Region. As the region's downtown, it is a focal point for commerce, arts and culture, attracting workers, residents and visitors to its dynamic urban core. Victoria's urban appeal and amenities are complemented by its leadership in creating a sustainable, resilient and vibrant regional economy.

City History

Since time immemorial, the Lekwungen call what is now Victoria and surrounding area home

1843



The Hudson's Bay Company establishes Fort Victoria

1852

First survey of Victoria townsite

1858



Fraser River gold rush turns Victoria into a boom town and spurs the establishment of Chinatown

Beacon Hill Park created (1858)



1862

The City is incorporated and first bylaw prohibits wooden buildings above one storey downtown

1866

The first City water pipes are laid

1868

Victoria becomes the Capital of British Columbia

1878



Old City Hall is Built

1883

First electric street lighting

1890



Electric streetcar service begins

1892

City starts permit system for water and sewer hookups

1911

Songhees Nation removed from their first reserve in Victoria West

1922

Direction of travel on City streets switches from the left to the right

1924



Johnson Street Bridge, also known as the Blue Bridge, officially opens

1927

The City's first zoning bylaw is implemented

Photos: City of Victoria Archives

1935

Federal Dominion Housing Act incentivizes the construction of affordable homes in empty and subdivided lots throughout the city

1937



First installation of hanging flower baskets on cluster lights

1940

Federal government imposes rent controls

1942

Wartime Housing Ltd. created by federal government, takes out permits for 100 homes to be constructed for shipyard workers in James Bay

1945

Veterans' housing program begins

State of emergency declared for housing shortage in Victoria and all residences placed under Administrator of Emergency Shelter by the federal government

1948



Electric streetcar system is either removed or paved over

1958

The City hires first planner

1959



The City begins design and development of Centennial Square

1967



Blanshard Street extension displaces many residents in the Hillside-Quadra neighbourhood

1974

The City passes its first heritage designation bylaws

1986

The City adopts the first Official Community Plan

1995

The City creates first dedicated bike lanes on Blanshard Street

1996

Chinatown becomes National Historic Site

1998

The City creates Tree Protection Program

2018

New Johnson Street Bridge opens

2023

The City is amongst the first ten municipalities required by Province to meet housing targets amidst a suite of new Provincial legislation including changes to zoning and OCP processes (Bills 16, 43, 44, 46 and 47).

Photos: City of Victoria Archives

Victoria's Heritage Framework

Heritage, at its core, is a reflection of community values and identity. Important but select components of Victoria's history have been embraced and nurtured in the preservation of certain features of its built form. However, other elements of Victoria's history and identity, including Indigenous, inter-cultural and diverse community histories have been lost or hidden.

This plan supports ongoing efforts to preserve long valued histories, restore or reflect lost histories and celebrate Victoria's evolving identity in new ways. The heritage vision and framework in this section are used to guide polices throughout this plan, as well as new or updated City programs and directions.

Human Settlement
From the stewardship of First Nations and diverse cultural origins to a pioneer city that grew up around the streetcar. Victoria builds on settlement patterns of the past for climate forward, equitable growth.

Gateway Economy
Victoria is a harbour city with a working waterfront that goes back millennia, a frontier boom town with a natural resource base. It continues to embrace a sustainable and innovative economy based on its coastal and geographic advantages, attracting diverse residents and visitors.

Capital City
Victoria's historic and ongoing role as a capital city has shaped the community. From its buildings, institutions and infrastructure, to the protocols and ceremonies that reflect values of democracy and inclusion, to the people who call the city home, this facet of Victoria's identity has been and will be a driver of change and development.

City of Communities
The network of local villages and institutions around which communities organically developed and fostered a strong sense of identity and wellbeing is an enduring, beloved feature of the city and will be key in guiding equitable, sustainable community-centred growth.

Cultural Exchange
Intellectual, artistic and cultural practices are an important avenue for community formation and wellbeing, identity and expression. Victoria has always enjoyed a vibrant, diverse and creative community, which has and will continue to shape the city in tangible and intangible ways.

Victoria's Heritage Future

In 2050, Victoria will be a vibrant community where high quality, new buildings and conserved heritage buildings exist side by side throughout the city, and members of the community feel that the things they identify with and value about this place are recognized, celebrated and communicated to all.



Core Values

Cities, by their nature, are ever-changing. As Victoria's urban form and infrastructure transition and evolve to meet changing needs, so too will its identity. This evolution creates an opportunity to expand what is celebrated in the city and to better reflect the values and full diversity of the community. A clear articulation of community values helps to manage change in a sustainable, community-centred way and reflect Victoria's evolving identity.

This plan was informed by community feedback which helped to shape the vision, policies and City actions in subsequent sections. Core values emerged as the foundation for Victoria's collective identity which are considered, embraced and reflected in decisions and actions guided by this plan.

Five core values, shaped by the community, speak to Victoria's identity and serve as a foundation for this plan.

Climate-Forward Living

Victoria is a coastal city that has long been a leader in sustainable growth and development. The community continues to demonstrate a dedication to low-carbon lifestyles, ecological integrity and meaningful preparation for climate impacts.

Welcoming and Inclusive City

Victorians respect the traditional territories on which they reside. They value the diverse cultures from which the city in its current form has emerged. The community welcomes new cultures and traditions while uplifting diverse voices and identities.

Industrious, Innovative and Creative Economy

Victoria has a skilled workforce that advances strong and diverse economic sectors through innovation and creativity. Arts and culture are celebrated and growing, shaping a unique and magnetic cultural identity.

Compassionate, Equitable Community

Victorians see one another and care about the wellbeing of their neighbours and the broader community. They value opportunities to empower all voices, address inequalities and support those in need.

Dynamic, Resilient and Collaborative

Victorians are resilient and collaborative, ready to adapt to a quickly changing world while remaining steadfast to core values.

Vision 2050 Guiding Directions

Along with the core values, guiding directions helped inform and shape the OCP's vision by ensuring it reflects the diverse needs and aspirations of the community. Emphasizing inclusivity, sustainability and resilience — these directions shape the vision for a city where everyone can thrive.

Welcoming and inclusive of all ages, lifestyles, incomes, and backgrounds.

Healthy, safe and enjoyable spaces to live, work and play.

Housing options across the housing continuum in all areas of the city.

Future-ready, resilient economy that leverages regional strengths and emphasizes local wellbeing.

Pro-actively reducing emissions and preparing for the impacts of climate change.

Built and natural infrastructure that provides critical services for our community.

Vision 2050

Victoria is a diverse, livable community anchored by a range of housing options, the prosperous urban core of British Columbia's capital region and a global leader in the implementation of climate-forward urban infrastructure.

Partners in Vision 2050

Vision 2050 is for the entire community of Victoria. The City of Victoria, as the local government, plays an important role in articulating this vision and implementing it through its authorities as a municipality. However, several other governments, organizations and community groups are partners in working toward that vision.

Partners have differing authorities, mandates and abilities to support actions towards Vision 2050. Throughout this plan, partners are identified based on specific polices or topic areas. Underpinning all of the many actors in the work ahead, is the community itself.



Goal Posts: Getting to Vision 2050

The first step in realizing Vision 2050 is forecasting future needs. Like most cities in Canada, Victoria's population is anticipated to grow, which will result in new demand for housing and employment spaces. Meanwhile, there is an outstanding need in the city's housing stock today. As Victoria grows and evolves to meet the needs of current and future residents, it must also consider how that growth will contribute to greenhouse gas emissions and climate change.

This section outlines projected population growth and sets goal posts to meet future need for a diverse, equitable and prosperous city. Low-carbon, climate-forward growth is a central tenet of this plan. As such, this section also sets greenhouse gas emissions targets for the coming decades.

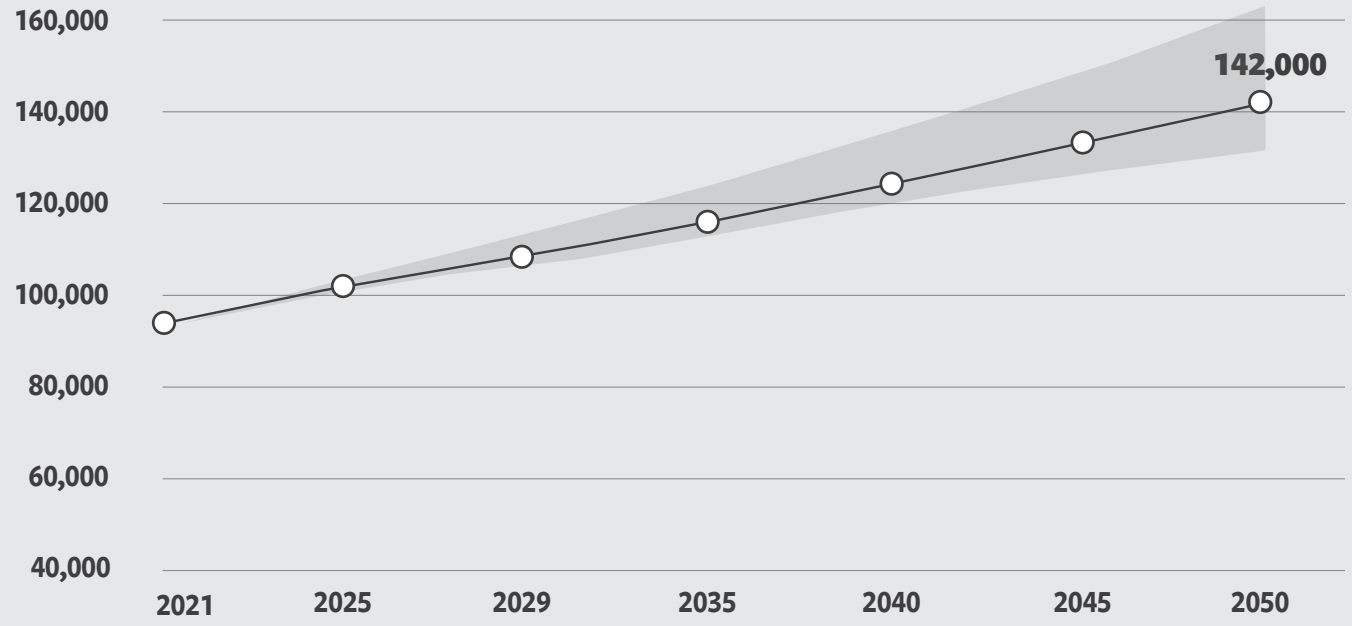


POPULATION AND HOUSING GROWTH

The legislative authority to create this plan requires that it identify and accommodate five- and 20-year housing needs based on projected population growth and needs that exist in the community today.

In 2021, Victoria's population was approximately 94,900. By 2041, the population is anticipated to be approximately 125,800. As reflected below in **Figure 1: Projected Population Growth**, by 2050, the City estimates its population will reach 142,000.

Figure 1: Projected Population Growth



Victoria Population Growth Projections (2021-49)

HOUSING NEED

Between 2021 and 2041, this projected population growth would result in the formation of approximately 17,725 new households. This growth includes people living here today who will come of age and form households, as well as those who move to the city from elsewhere.

Additional housing capacity is required to accommodate housing needs that have gone unmet, referred to as latent demand. Latent demand is reflected in trends and indicators like historically low rental vacancy rates, overcrowded homes and suppressed household formation. In 2021, there were an estimated 8,879 units of latent demand in Victoria.

Combined, latent demand and household growth result in a total need of 26,604 new units between 2021 and 2041 that this plan must accommodate. Looking out to 2050, this need is anticipated to rise to approximately 34,600 new units, which future iterations of this plan will need to consider.

The form and tenure of housing that the City chooses to enable and encourage will influence who can and who chooses to live in Victoria in the future. Family-friendly housing may support more families to stay in the city, while more rental housing may support people with a diversity of jobs and incomes. The desire for a diverse and inclusive city is reflected below in **Figure 2: Housing Needs and Goal Posts**.

Figure 2: Housing Needs and Goal Posts

	5-year Housing Need (2021-26)	**20-year Housing Need** (2021-41)	**Anticipated 30-year Housing Need** (2021-51)
Net New Homes	**8,254**	**26,604**	**34,600**
Targeted Share of Rental Units (targeting 65% secured rental units)	5,365	17,293	22,490
Targeted Share of Family Units (targeting 17% 3+ bedroom units)	1,403	4,523	5,882

EMPLOYMENT GROWTH

Victoria is forecast to add **between 19,000 and 40,000 new jobs by 2050** in key employment sectors such as professional, scientific and technical services, health care, social assistance, accommodation and food services. This growth translates to a demand for between 1.6 and 4.3 million square feet of new general employment space in the coming decades. Many of these emerging sectors will also require traditional or light industrial spaces. Meanwhile, Victoria and the Capital region continue to have some of the lowest industrial vacancy rates and highest lease rates in Canada, highlighting the importance of protecting the limited supply of industrial lands in the city and region.

The protection, intensification and enhancement of Victoria's employment lands is crucial for economic health and resilience. The nature of office and industrial space needs continues to evolve in the context of shifting remote work trends and new technologies and practices. As such, the City's approach to employment lands must be flexible, adaptable and responsive to market opportunities.

CLIMATE GOAL POSTS

Climate change is one of the greatest challenges that we face today, and the impacts are already being felt in Victoria. Greenhouse gas emissions must be rapidly and aggressively cut before weather extremes worsen. Responding to the threat of climate change by mitigating greenhouse gas emissions has become an increasingly high priority for cities, including Victoria.

Cities are central to climate action — urban activities are both sources of greenhouse gas emissions (with transportation and building sectors being among the largest contributors) and the places where climate impacts (such as extreme heat or precipitation) can be felt. In 2019, Victoria declared a climate emergency, promising to take accelerated action on climate change.

The legislative authority to create this plan requires that it set targets for the reduction of greenhouse gas emissions in the city.

The City of Victoria is committed to achieving the following greenhouse gas emission reduction targets

Achieve net zero greenhouse gas emissions by 2050.

Transition to 100% renewable energy by 2050.

Achieve 50% reduction in greenhouse gas emissions by 2030*.

**from 2007 levels*

Five Big Moves Toward Vision 2050

1 Embracing a New Urban Form

This plan builds upon the many strengths in Victoria's built form. Strengths that grew from the activities and settlement patterns of the Lekwungen peoples, to the historic working harbour and a network of community villages that grew up around the streetcar. The plan retains the strong and historic downtown core and the network of villages that have contributed to Victoria's enviable complete communities. It enhances that network with new, denser nodes near affordable, low-carbon mobility options. It makes way for diverse forms of compact housing and business in between, creating more options for more people to live, work and stay in the city, even as their needs evolve.



2 Climate Forward City Building

Climate action — both reducing emissions and adapting to a changing climate — is a cornerstone of this plan. The envisioned Urban Form and Land Use emphasize low-carbon growth — development that is built and designed to limit emissions from construction to operation to end-of-life. It facilitates low carbon lifestyles with diverse, affordable mobility options, compact, complete communities, and the foundations for sustainable living. It prioritizes environmentally responsive infrastructure and development designed to be resilient to climate impacts.



3 Functional, Connected Green Spaces

This plan recognizes that natural assets are foundational city infrastructure — trees, healthy waterways, and diverse ecosystems are necessary to public health and wellbeing in an urban environment. The built form envisioned in residential areas facilitates, over time, Victoria's version of a perimeter block — a pattern that maintains green space and tree-growing area on the interior of a block, even as the built form intensifies. The plan introduces mechanisms for expanding functional green space in the public realm as well, including through linear parkways — connected, park-like areas on streets that integrate green infrastructure and improve the public realm.



4 Strong Community Infrastructure

A healthy, flourishing community relies on strong community infrastructure. Infrastructure includes pipes that bring clean drinking water or move waste, electricity that heats our homes and trees that cool the city and purify the air. It also includes the public facilities and social systems that keep people safe, well and thriving. This plan seeks to ensure sustainable, equitable delivery of community infrastructure as Victoria grows and urbanizes. It sets forth an approach that maximizes the function and accessibility of the City's limited public spaces — including City streets — to serve the greatest number of people. It enables innovative approaches to meeting local community need, including through public-private partnerships and more regional and inter-jurisdictional collaboration.



5 Prosperous, Progressive Economy

Victoria will continue to build on its competitive advantages as a coastal city with a deep water harbour. This plan provides a land use framework and strategic directions to increase innovation and economic opportunity by preserving important employment lands and encouraging the innovative use of them. It provides direction to be adaptable and flexible in an ever-evolving and sometimes rapidly shifting economic landscape. It creates new opportunities for entrepreneurship and business development throughout the city, with more options to work close to home and meet daily community needs.



Part 03

City Networks

Guiding growth and change for good city building

This part of the plan provides direction for four key elements of city building: Urban Form and Land Use, Community, Mobility and Blue-Green Infrastructure. Collectively, these integrated city networks serve as the high-level land management tools that will guide the City's decisions, investments and initiatives toward Vision 2050.



Layer 1: Urban Form and Land Use

In the Downtown Core, redevelopment will continue to preserve and complement Victoria's Working Harbour and historic districts. Change will emphasize diverse housing and employment, placemaking, cultural programming and the provision of public space. Employment lands will be preserved and intensified for economic resiliency and innovation, supporting the region's economic core.

Outside of the Downtown Core, Town Centres will evolve as major inter-municipal nodes that support high-quality, low-carbon living and mobility. Victoria's historic network of Community and Local Villages will be nurtured through thoughtful and strategic redevelopment, as well as continued placemaking and public realm improvements so these special areas can continue to serve the local community while enhancing what makes them unique.

Elsewhere, new, livable housing options will emerge as residential areas transition, over time, away from single family forms to more diverse infill and more intensive apartment forms, supported not just by the historic network of villages but also by new small-scale commercial corners in between.

Classic principles of good urban design will support a mix of high-quality public, semi-private and private spaces. Directions for climate forward growth support climate objectives while equitably growing to meet future need. Policies informed by current understanding of housing and employment needs help to ensure homes built serve the community in the long term and that working lands are viable for anticipated sectors and current and emerging needs. Clear but flexible land use and development policies support the envisioned urban structure concept — Victoria's growth management plan.

Transitioning Urban Forms and Uses

Today, Victoria is anchored by a thriving urban core with a mix of modern tall building forms and preserved heritage assets. Outside of the core, local communities benefit from a long-standing network of village nodes with low-scale commercial and community-serving uses. In between, throughout much of the city, there are single family residences that have increasingly embraced light infill such as secondary suites, garden suites and house conversions, with pockets of more intensive residential throughout.

In the coming decades, Victoria will begin to transition its urban form to realize Vision 2050.



Layer 2: Community Infrastructure Networks

Robust community infrastructure — from vibrant activity nodes to urban parks to cultural facilities to pipes underground — is the foundation of a healthy, happy and thriving city. A strong and integrated system of community infrastructure is important today and will become increasingly important in the future.

As Victoria's population grows and changes, residents will have new and unique needs. Strong, suitable and adaptable community infrastructure is needed to support residents in a future where climate, societal and economic shocks are anticipated more often.

Community objectives support vibrant nodes of local activity that create opportunities for social connection, economic development, community well-being and cultural vibrancy. They are supported and anchored by sustainably managed public assets.

- **Villages and Centres** provide daily services and amenities, offer opportunities for planned and spontaneous social connection and anchor Mobility Hubs.
- **Urban Parks** support community and individual wellbeing and contribute to Blue-Green Network objectives.
- **Linear Parkways** create new active transportation connections and opportunities for street parks and plazas.
- **Community, Cultural and Civic Spaces** support Victoria's economy and vibrancy and enrich residents' lives.

Transitioning Urban Infrastructure

As the City supports a transition of Victoria's urban form, it must also support essential urban functions in the context of population growth and environmental, societal and economic uncertainty. The City's Community, Mobility and Blue-Green Networks support a transition toward modern, climate-forward urban infrastructure.



Layer 3: Mobility Infrastructure Networks

Urban transportation can have profound effects on access, inclusion, quality of life and cost of living. The combined expenses paid for housing and transportation represent the greatest cost burden for most households. Transportation plays a vital role in connecting people, fostering social connections and contributing to the identity of the city.

As Victoria grows, meeting the need for sustainable, affordable, inclusive and low-carbon transportation options will be increasingly important. The integration of equity into transportation planning and capital investments is imperative to reverse existing mobility inequities.

Mobility objectives support road safety, accessibility and low-carbon transportation in personal and commercial travel. Diverse public transit services and transit-priority infrastructure will continue to be a key priority for the City and its advocacy to other levels of government.

- **Integrated Mobility Networks** support key transportation functions like transit, cycling, emergency response and the movement of goods and services. These functions must be coordinated with and support other social and environmental functions of city streets, as described in the Community and Blue-Green Networks sections.
- **Mobility Hubs** serve as a strategic conflux of several mobility services and features. They support complete communities with new housing and employment.



Layer 4: Blue-Green Infrastructure Networks

Healthy, functioning ecosystems are an important part of Victoria's past and vital to its present and future. Victoria's shoreline, watersheds, urban forest and natural assets support diverse environmental, economic, cultural and quality-of-life benefits. The Blue-Green Networks are comprised of public spaces such as parks, plazas, shorelines and linear parkways, as well as natural features growing across public and private spaces such as the urban forest.

These assets are increasingly important in the context of a changing climate. Victoria, in its growing, urban context will need to thoughtfully consider how to weave green infrastructure into the urban fabric to support the city's identity as a place where ecology, health and culture are intertwined.

Blue-Green objectives support ecology by way of healthy ecosystems and diverse wildlife habitats. They aim to meet the needs of communities, present and future, by connecting people with year-round opportunities to play, learn, recreate, gather and celebrate.

- **Natural Assets** support biodiversity and climate action objectives, and are integrated with Community Networks nature-based solutions to the city's urban infrastructure needs.
- **Shoreline and Urban Waterways** support sustainable rainwater management and watershed health in the context of a Working Harbour city.
- **Urban Forest** recognizes and advances the benefits of tree canopy in an urban environment.
- **Engineered Infrastructure Assets** like water, sewer and stormwater pipes work within and as part of other elements of the Blue-Green Network to ensure a safe, healthy community.

1. Urban Form and Land Use

Urban form refers to physical features of a city — buildings and structures that shape and define the open spaces and networks created by their use, placement and orientation. Urban form shapes the city and influences the comfort, wellbeing and prosperity of its residents. Older, built-out cities like Victoria have an established urban form and land use structure that will continually and incrementally evolve to meet the community's needs to live, work and thrive.

As Victoria progresses toward Vision 2050, this plan builds on the city's strong foundation as a regional urban core with a historic network of well-connected villages. With that foundation, it seeks to make room for the organic evolution of a new urban form in the coming decades — one that can meet current and future housing needs, supports sustainable mobility, maintains and enhances the urban forest and ecological function of the city and region, and reserves the land needed for a thriving economy.

1.1 Urban Form and Design Principles

1.2 Meeting Housing Needs

1.3 Meeting Employment Needs

1.4 Climate Forward Growth

1.5 Urban Structure Map and Guidance

1.6 Innovative Land Use and Development



Objectives for Victoria's Urban Form and Land Use

Shaping Victoria's urban form is crucial to realizing Vision 2050. This plan provides high-level guidance for the form and use of new development to appropriately balance and achieve the following objectives:

1

Complete Communities Anchored by a Downtown Core

Enable residential infill throughout the city and intensive residential forms close to community nodes and along the Transit Priority Network for diverse, compact low-carbon living options. Enable and encourage higher density, mixed-use community nodes that are supportive of transit with diverse residential, commercial and community-serving uses. Continue to support a regional downtown core and surrounding districts with high-density buildings and a diverse mix of uses, while preserving and complementing historic areas and the functions of the Working Harbour.

2

Climate Forward Growth

Embrace a low-carbon, climate resilient model of urbanization that reduces emissions related to building, materials, development and mobility and accommodates functional and enjoyable green infrastructure.

3

Livable Public and Private Spaces

Ensure new buildings are comfortable, suitable and enjoyable to live and work in, and contribute to a high-quality public realm.

4

Diverse Housing Options

Provide adequate opportunities for the development of new housing appropriate for the ages, incomes and lifestyles of the community today and into the future.

5

Lands to Thrive and Prosper

Ensure suitable working lands are preserved, supported and enhanced to viably accommodate business that provides quality jobs, contributes to economic prosperity and fosters culture, innovation and creativity.

Partners

Urban Form and Land Use

Several other governments, organizations and community groups are Victoria's partners in realizing Urban Form and Land Use objectives.



GOVERNMENT AND AUTHORITIES

City of Victoria

First Nations

Capital Regional District and neighbouring municipalities

Governmental housing developers and operators



NON-PROFIT GROUPS

Non-market housing developers and operators

Non-profit social and economic organizations

Service providers



MARKET ACTORS

Private housing developers and operators

Small-scale builders

Industrial, commercial and retail business



SOCIAL-SERVING FOR-PROFIT GROUPS

Service providers

Childcare providers

Arts, cultural and community-serving businesses



COMMUNITY MEMBERS

1.1. Urban Form and Design Principles

This Plan sets out the envisioned urban form for Victoria, which builds on its strengths to evolve toward Vision 2050. It is supported by the City's urban design framework, which is guided by this plan and contained in design guideline documents for both the public and private realms. The envisioned urban form and accompanying design principles aim to:

- Create and reinforce Victoria's unique and evolving sense of place.
- Deliver both a quantity and quality of places to live, work, innovate, play and thrive.
- Keep Victoria's public open spaces vibrant and connected.
- Support an equitable, sustainable and resilient Victoria that is set up for the future.

1.1.1. Envisioned Urban Form

All development should seek to advance and respond to relevant components of Victoria's envisioned urban form:

- A desirable sense of place, comfortable and enjoyable for residents and attractive to visitors and emerging businesses.
- Compact and diverse residential areas, with buildings oriented towards green and active streets, and functional courtyards on the block interior, as illustrated in **Figure 7: Evolving to a Perimeter Block Form**.
- Nodes of complete communities, connected by high-quality, low-carbon mobility options, as described in **Section 2.1: Villages and Centres**.
- A downtown urban form that preserves the functionality of the Working Harbour and the character of Victoria's historic districts with responsive, low-scale forms and transitions to a high mix and high density of uses in central areas, as illustrated in **Figure 8: Downtown Urban Form**.
- Preserved working lands that capitalize on Victoria's harbour city roots and its role as the Capital Region's metropolitan core.

1.1.2. Considering Heritage: A Reflection of Evolving Community Identity

Development should seek to celebrate Victoria's values and collective identity, past, present and future. It should seek to reflect and provide educational opportunities for Indigenous presence on these lands. This may include preservation of heritage assets, heritage responsive designs, and new designs that reflect and integrate elements of intangible heritage or create heritage assets for future generations.

1.1.3. Adhering to Principles of Good Urban Design

All development should adhere to principles of good urban design as summarized below in **Figure 3: Principles of Good Urban Design**, and should be consistent with the City's design guidance.

1.1.4. Implementing Principles of Good Urban Design

Urban design and heritage principles are implemented by **Schedule 3: Development Permit Areas and Heritage Conservation Areas**.

Figure 3: Principles of Good Urban Design

The following urban design principles represent a synthesis of the City's urban design framework.



1. New buildings and open spaces that contribute to the envisioned urban form through thoughtful building and site designs that have positive relationships with surroundings.



2. High-quality design for buildings that support street vitality, visual interest and safety for pedestrians and building users, and contribute to active and attractive public spaces.



3. High-quality design for open spaces that are welcoming and comfortable, capable of supporting year-round social gathering and celebration.



4. Pedestrian- and cyclist-friendly, transit-supported streetscapes that support places for daily needs and employment with their safety and accessibility.



5. Design with nature using green infrastructure to mimic natural systems, provide stormwater management and habitat areas while supporting watershed health, urban food production and the urban forest.



6. Livable and inclusive buildings and open spaces that provide equitable access to outdoor amenities, daylight and fresh air as well as family-friendly environments and all ages and abilities designs.



7. Healthy, climate-friendly and future-forward buildings and open spaces with small environmental impacts and big positive design outcomes for residents, users and their broader communities



8. Placemaking and storytelling that express the values of our city, embrace diverse narratives and promote designs attentive to distinctive features of Victoria's Downtown Core, Legislative Precinct, Midtown Employment District, Town Centres and Villages.

1.2. Meeting Housing Needs

Diverse housing options for people of different ages, incomes, household structures, needs and abilities are fundamental to a healthy, inclusive and sustainable community. While there is a higher diversity of housing options in Victoria than in other parts of the region, unmet housing needs have accumulated over decades resulting in a strained market that can be difficult for many. Catching up with unmet needs is a priority.

As Victoria advances toward Vision 2050, this plan also enables the city to keep up with future housing needs. Future needs consider residents living here today who will come of age, form families and grow older in the coming decades, as well new community members who will choose to move to Victoria.

1.2.1. Maintain a Current Understanding of Housing Needs

Maintain, regularly review and update a Housing Needs Assessment for the City of Victoria to inform updates to the Goal Posts in this plan including both near- and long-term housing demand and specific needs within that demand, including for rental, non-market, family and accessible housing.

1.2.2. Support a Diverse Community with Diverse Housing Supply

Encourage and support a range of housing types, forms and tenures throughout the city and along the entire Housing Continuum to meet the needs of diverse incomes, lifestyles, ages and abilities.

Figure 4: Housing Continuum



Affordable and below-market rental housing for people who make very low, low and median incomes requires a greater level of government assistance to be built and operated, whereas market homeownership requires no government assistance.

1.2.3. Support Housing Suitable for Families and Children

New development should advance a family-friendly city, support larger households that want to stay in the city and seek to meet the evolving needs of families with children at home, including by:

- Meeting or exceeding any established requirements for a minimum number of family-oriented units in new multi-unit development as prescribed in regularly reviewed and updated City policies and regulations informed by current and future demographics and market conditions.
- Designing family-oriented buildings, building amenities and open spaces in accordance with City policy and design guidelines.
- Incorporating flexible and adaptable housing designs that can support families as their needs change over time.

1.2.4. Support Collective Housing Options

Encourage and support collective housing to improve social connection and affordability for a broader range of households, whether through new developments, public-private partnerships or retrofitting of existing housing stock.

1.2.5. Enable Affordable Home Ownership

Support affordable homeownership options for family-oriented units where purchase prices are secured at a minimum of 15 per cent below the fair market value or aligned to other affordable emergent government programs.

1.2.6. Retain and Replace Rental

Redevelopment of buildings with four or more rental units should seek to:

- Replace, at minimum, rental units with the same number of total bedrooms as in the original development.
- Seek to integrate additional rental units and affordable units in accordance with the City's density bonus regulations and voluntary amenity policies.

1.2.7. Phase Large Redevelopments to Reduce Tenant Displacement

Encourage large-scale redevelopments to consider phasing of construction to reduce the scale of displacement and provide for the option of tenants relocating to new units.

1.2.8. Discourage Strata Conversions in Tight Rental Markets

For buildings with four units or more, conversions of rental units to stratified units are generally not supported when the vacancy rate as provided by Canada Mortgage and Housing Corporation for Greater Victoria is at 4 per cent or lower for a period of two consecutive years.

1.2.9. Encourage Long-term Rental in Garden Suites

Creation or use of garden suites as long-term, secondary rental is encouraged; garden suites should generally not to be strata titled.

1.2.10. Support Tenants Facing Displacement Due to Redevelopment

Redevelopment of existing rental buildings will include support for tenants being displaced with options and solutions that help them to stay in their community, as prescribed in regularly reviewed and updated City policies and regulations that determine appropriate and commensurate supports.

1.2.11. Partner for Non-market Housing

In the renewal of City facilities and management of City lands, the City will continue to work with a range of **Partners in Urban Form and Land Use** to identify opportunities for co-location of diverse non-market housing, community facilities and support services to meet a range of community needs.

1.2.12. Encourage Assisted Living to Locate Close to Amenities

Care and assisted living facilities are generally encouraged to be located in areas that support walkable access to daily services. These facilities may be enabled or considered in other residential areas if conducive with the nature of the proposed facility or necessary to the population it is intending to serve. These facilities should not be considered in the Urban Industrial Reserve.

1.2.13. Encourage Temporary Shelters to Locate Close to Amenities

Temporary shelters are generally encouraged to be located in areas that support walkable access to daily services. These facilities may be enabled or considered in other residential areas if conducive to the nature of the proposed facility or necessary to the population it is intending to serve. These facilities should not be considered in the Urban Industrial Reserve. Proposals for temporary shelters, regardless of location, should seek to foster positive relationships with and minimize disruptions to the neighbouring community.

For more directions related to Victoria's housing needs, see the Welcoming, Equitable City section.

1.3. Meeting Employment Land Needs

Victoria's location as a Pacific coast city with a deep water harbour continues to be an economic strength, supporting waterfront industries and providing opportunities for innovative coastal activities. The city's role as the regional urban core, the provincial capital, a tourist destination and gateway have served the local economy well.

As Victoria advances toward Vision 2050, this plan builds on local and regional economic strengths, preserving core employment lands and providing opportunities for innovative uses and modern approaches to accommodating a range of office-based, industrial, cultural and tourism sectors. It looks forward to a future that embraces burgeoning industries in fields related to blue-green innovation, technology and modern manufacturing while showcasing the community and economic contributions of the arts and culture sector.

1.3.1. Maintain a Current Understanding of Employment Needs

Develop and maintain a current understanding of existing and emerging economic sectors and their land use needs to inform policies and regulations related to the use of industrial and employment lands.

1.3.2. Preserving and Intensifying Employment Uses

For land with existing industrial zoning, regardless of location in the city, redevelopment should seek to continue to accommodate industrial uses that meet the City's economic and employment objectives, including by maintaining or expanding the existing land area and building space dedicated to industrial use, with an aim of no net loss of industrial land.

1.3.3. Flexible Use of Existing Commercial Space

Employment areas and existing commercial buildings may accommodate compatible light industrial uses, including through building conversion, if consistent with this plan's Principles of Good Urban Design.

1.3.4. Adaptable Use of New Commercial Spaces

In and near the Downtown Core and Employment Districts, development is encouraged to incorporate convertible, adaptable spaces that can be easily modified to accommodate a variety of employment-related uses, such as commercial, light industrial and arts and cultural uses.

1.3.5. Support Innovative Employment Land Intensification

Maximize the use of the city's employment land base to meet future needs while considering current economic conditions, including by:

- Supporting multi-storey industrial and employment buildings that accommodate appropriate industrial or hybrid-industrial uses on the upper floors.
- Encouraging arts and cultural uses and activities, and other employment intensive uses, on the upper floors of industrial buildings and considering incentives and regulatory approaches to support a compatible mix of these uses.

- Ensuring that any intensification or development of industrial lands within or near environmentally sensitive areas responds to the Blue-Green policies in this plan.

1.3.6. Compatible Uses Adjacent to the Working Harbour

Development and activity adjacent to or impacting the harbour should be compatible with the intent of the Working Harbour, including economically viable industrial operations, efficient movement of people and goods and the safe operation of ferries and water-based aircraft.

1.3.7. Mitigate Impacts to Uses and Activities Near Working Lands

New development in areas adjacent to the Urban Industrial Reserve, the Working Harbour and designated truck routes should consider building and site design solutions that mitigate the air and noise quality impacts of these working lands.

1.3.8. Support Employment Land Vitality in Transportation Planning

Ensure the unique access, egress and design needs of industrial and commercial users are considered when planning mobility network improvements.

For more directions related to Victoria's economy, see the Vibrant, Prosperous City section.

1.4. Climate Forward Growth

Future development in the city must respond to the climate emergency while providing the livable spaces needed for growth. The Urban Structure Map and Guidance emphasize lower-carbon development patterns with complete communities connected by active mobility and transit routes, as well as low-carbon building types such as residential infill and intensive wood frame forms that can meet the city's housing needs. The following policies highlight other priority measures for low-carbon growth.

1.4.1. Focus on Infill and Regional Climate Action

Consistent with the Urban Structure Concept of this plan, continue to accommodate regional growth in Victoria, the Capital Region's urban core, to support preservation of natural and agricultural lands and prevent carbon intensive urban sprawl.

1.4.2. Advance Low-Carbon and Resilient Building Operations

Encourage and facilitate high-performance, net zero energy-ready and near-zero emission buildings that provide resilience in extreme weather with a changing climate in mind. Resilient buildings employ localized solutions and systems that can better withstand disruptions caused by extreme weather, including for energy, air quality and water supply and conveyance.

1.4.3. Advance Low-Carbon and Resilient Building Development

Encourage and facilitate designs that incorporate low-carbon materials and minimize the use of high-carbon materials to reduce embodied carbon impacts of new construction. Resilient buildings have features and designs that consider projected impacts such as sea level rise, storm surge, extreme precipitation and extreme heat.

1.4.4. Support a Local, Low-Carbon Construction Industry

Encourage locally sourced renewable materials, such as sustainably sourced B.C. lumber, engineered wood products, mass timber and concrete with lower embodied emissions when it must be used.

1.4.5. Encourage Low-Carbon District Energy Opportunities

Support and consider opportunities to collaborate for low-carbon district energy in large-scale mixed-use development, including by considering opportunities for co-location of civic, institutional and cultural facilities and adequate density provisions.

1.4.6. Advance Development that Supports Low-Carbon Mobility

Embrace low-carbon mobility solutions in and adjacent to new development, in line with the parking policies in this plan, and, where vehicle parking is provided, support electrified, shared and diverse mobility devices in the most compact form.

1.4.7. Shape, Site and Design Buildings for Climate Response

Encourage building form, orientation, shading and planting design strategies that reduce energy demand, reduce overheating from solar gains and improve occupant comfort while

facilitating livable, human-scale designs that respond to the natural environment.

1.4.8. Reduce Emissions and Increase Resiliency in Existing Buildings

Support, encourage and facilitate renovations and retrofits of existing buildings that reduce energy demand and carbon emissions and integrate features which help to better respond to climate impacts, including cooling.

1.4.9. Reduce Waste and Emissions in Demolition

Maximize the diversion of construction waste from landfill, by:

- Continuing to facilitate the deconstruction of buildings for the reuse and recycling of materials.
- Encouraging and facilitating design for deconstruction and reuse in new buildings.
- Encouraging and facilitating home relocation where possible.

1.5. Urban Structure Concept and Guidance

The Urban Structure Concept in this plan facilitates growth and change for Victoria's evolution toward Vision 2050. **Figure 1: Urban Structure Concept** illustrates the envisioned urban form. The concept is informed by and integrated with the Community, Mobility and Blue-Green Networks. These layered networks should be read together to inform City decisions related to land use, development and investments.

1.5.1. Guiding a General Pattern of Land Use and Development

The Urban Structure Map is followed by general guidance for each of its components, including land use and built form (as defined in **Figure 5: Envisioned Built Forms**).
The guidance is intended to inform a general pattern of development that supports Vision 2050. The guidance does not create development regulations, rights or entitlements. In any area of the city, a range of uses, densities and built forms may be proposed or approved.

1.5.2. Alignment with Zoning and Other Policies and Regulations

Zoning as well as other City plans, policies and regulations, when updated, will consider the general guidance in this plan and may provide more detailed or specific guidance and regulatory measures in response to local context and development opportunities.

1.5.3. Transitional Built Forms

The Urban Structure Map informs a general pattern of development that enables and encourages built forms to transition between areas with taller buildings and intensive residential forms to areas with lower scale infill forms.

1.5.4. Evaluating Proposed Development

Any City review of site-specific development proposals will be informed by several factors, including but not limited to:

- Consistency with all relevant policies within this plan.
- Consistency with other relevant City policies and development and design guidance.
- Impact on the ability of adjacent sites to realize the envisioned built form.

1.5.5. Caution Against Land Speculation

A property may require a zoning bylaw amendment (rezoning), variance or other City approval to realize the intent of the Urban Structure Concept. Such approvals are subject to formal processes, and potentially a Council decision. The City is not obligated to approve any such application, even if it aligns with this plan.

Redevelopment potential may be further constrained by a variety of factors, including but not limited to: site conditions, heritage status, rental replacement requirements, parameters set out in design guidelines, City plans, policy and zoning, and impacts the proposal may have on the ability of the overall area to realize the envisioned land use and development patterns described in this plan.

The required public process, potential redevelopment constraints, as well as the full suite of objectives in this plan, should be considered in tandem with the guidance in this section when contemplating land acquisition or development within Victoria.

Figure 5: Envisioned Built Forms

Within the Urban Structure Concept, diverse scales and forms are envisioned in residential areas, nodes and districts. The guidance that follows describes the Infill, Intensive and Tall Building forms envisioned in these areas.





Infill

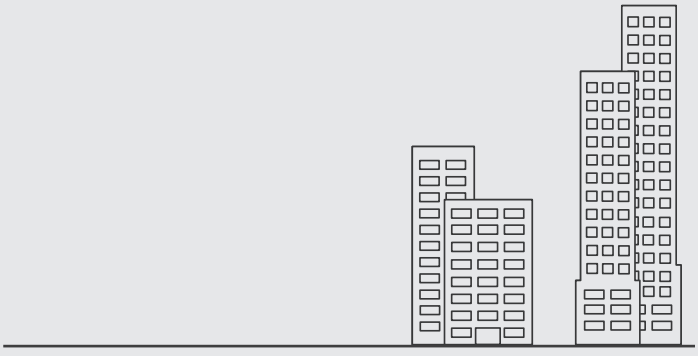
Ground-oriented and low-rise buildings generally up to four storeys (typically wood frame for residential) on small to medium sites. Supports residential, small-scale commercial or mixed use and other envisioned uses.





Intensive

Buildings of generally up to six storeys (typically wood frame for residential) that help frame and activate streets on medium to large sites. Supports a variety of residential, mixed use, commercial and institutional uses.

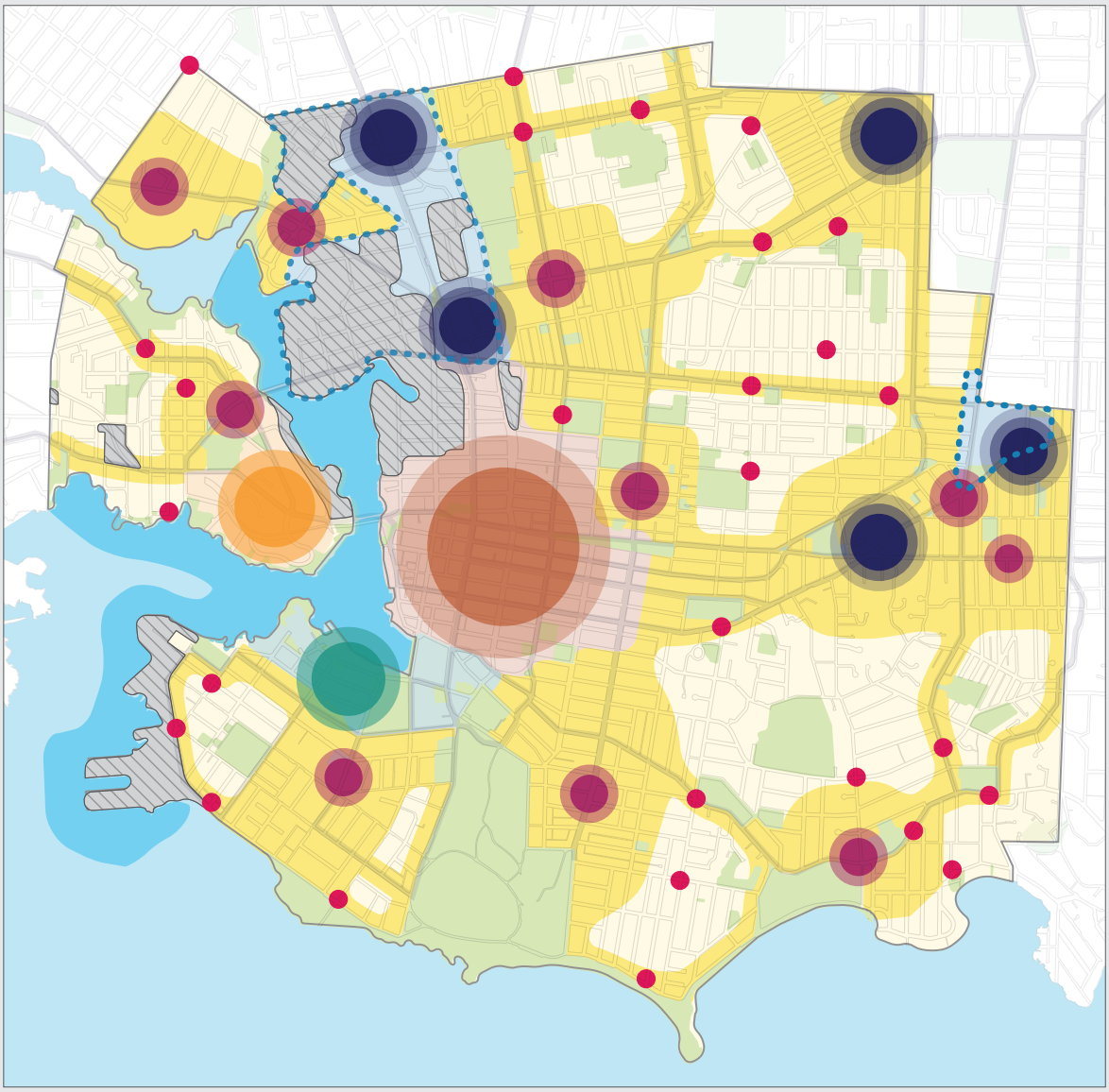




Tall Building

Buildings seven storeys and over with a ground-oriented base that helps frame streets and open spaces. Mid-rise tall buildings are generally up to 12 storeys, while high-rise tall buildings are above 12 storeys. Supports a variety of residential, mixed use, commercial and institutional uses.

Figure 6: Urban Structure Concept



Residential Fabric

- Residential Infill
- Priority Growth Areas

Community Nodes

- Town Centres
- Community Villages
- Local Villages

Districts

- Downtown Core
- Legislative District
- Songhees District

Reference

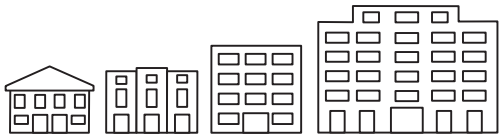
- Parks, Institutions and Public Open Spaces (*see Community Networks*)

Working Lands and Waters

- Employment Districts
- Urban Industrial Reserve
- Working Harbour

- Transit Priority Network (*see Mobility Networks*)

Residential Fabric



Vision and Intent

Victoria's Residential Fabric will transform in the coming decades to meet current and future housing needs. Lower density housing will make way for higher density forms through residential infill and intensification. New housing will focus on forms, types and tenures that are appropriate to a range of incomes, ages and lifestyles.

Priority Growth Areas for Intensive Residential Infill include:

- Areas near community and commercial nodes to support complete, low-carbon neighbourhoods.
- Areas along the Transit Priority Network to support higher levels of service, the renewal of these thoroughfares as places for people and efficient infrastructure investment.

In all residential areas, strong emphasis is placed on high quality, climate-forward designs, improvements to the public realm, modern urban infrastructure and meeting diverse community needs.

Built Form Guidance

A range of multi-unit forms is envisioned.

Low-rise and ground-oriented residential infill is enabled anywhere in the Residential Fabric.

Intensive, primarily residential forms are enabled in identified Priority Growth Areas within close walking distance to Town Centres and Community Villages, and directly adjacent to Transit Priority Corridors.

Intensive forms may also be considered in other areas of the Residential Fabric that support low-carbon growth and urban design objectives on sites that meet all of the following conditions:

- Within walking distance of the Downtown Core, a Town Centre or Community Village; and
- With access to low-carbon mobility options; and
- With a suitable context for intensive residential, including:
  - Sites with adjacent buildings of a similar form and scale.
  - Sites adjacent to or across the street from large, multi-functional open spaces that can be oriented to and framed well by taller buildings and shading impacts on public spaces can be minimized.
  - Sites along wider streets that support desirable building height to street width proportions.

All forms should provide adequate open space on the site to support the objectives of the Community and Blue-Green Networks as illustrated in **Figure 17: Designing for Ecology**. Site open space should generally be located toward the rear of the lot to support the evolution of perimeter blocks over time, as illustrated in **Figure 7: Evolving Toward a Perimeter Block Form**.

Land Use Guidance

Uses are primarily residential-oriented but may include a mix of commercial and community, serving uses to meet the needs of the evolving community.

- Multi-unit residential uses that include a mix of tenures, sizes and scales.
- Residential-commercial mixed use is enabled along major streets.
- Small-scale commercial uses that support local economic development and help to meet daily community needs are enabled throughout.
- Community services such as daycares, health and wellness places and compatible arts and cultural uses are enabled throughout.

Integrated Evolution of the Urban Form

Development and capital investment within the Residential Fabric should be further guided by directions in:

- the Community Networks section of this plan.
- the Mobility Networks and Hubs section of this plan.
- the Blue-Green Networks section of this plan.
- City policy guiding local area growth and change.

Figure 7: Evolving Toward a Perimeter Block Form

To support the realization of Vision 2050, the perimeter block form is envisioned for the Residential Fabric.

The perimeter block form locates new development along the outer edge of residential blocks, with principal façades oriented towards fronting streets and interior court yards. This front-to-back orientation of buildings creates and preserves green open space in backyards while defining and activating streets. Over time, interior courtyards can become more contiguous with connected uses, amenities and ecological functions. The form enables a greater number and diversity of homes to be developed in low-carbon built forms while achieving social and environmental benefits.

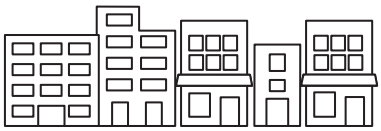


PERIMETER BLOCK CONCEPT IN A PRIORITY GROWTH AREA

Development within the Residential Fabric should be shaped to achieve the following key outcomes of the perimeter block concept:

1. Contiguous, accessible open site space at the interior of the block that creates meaningful opportunities for natural and engineered green infrastructure.
2. Buildings and trees that frame the streetscape, creating an enjoyable public realm.
3. Fine grained rhythm of front building entrances, close to the streetscape, creating a sense of activity and opportunities for social interaction in the public realm.
4. Front-to-back building orientation that drives interaction principally with the public realm of the streetscape or the semi-private realm of the interior and minimal side yards to support development efficiency while ensuring adequate on-site open space connectivity.

Local Villages



Vision and Intent

Part of Victoria's network of village nodes includes geographically small nodes of commercial and community activity. These areas are home to additional community-serving uses for residents, filling gaps between Community Villages and Town Centres. They contribute to local community identity and support car-light living.

Built Form Guidance

The low-rise, fine-grained rhythm that exists in many villages today should be preserved and, where appropriate, replicated in redevelopment.

Intensive built forms may be considered where they are responsive to the context of the village and support and enhance the Mobility and Blue-Green Networks.

New and emerging Local Villages should thoughtfully consider the inclusion of public spaces and the experience of the village as a local destination.

Land Use Guidance

Most developments should emphasize a mix of uses with daily services for the surrounding community.

- Primarily multi-unit residential and commercial mixed uses, with an emphasis on retail and community-serving uses.
- Free standing commercial may be considered where appropriate.
- Community, cultural and arts uses are encouraged.

Integrated Evolution of the Urban Form

Development and capital investment within Local Villages should be further guided by:

- the Community Networks section of this plan, particularly for Villages.
- the Mobility Networks and Hubs section of this plan.
- the Blue-Green Networks section of this plan.
- City policy guiding local area growth and change.

Community Villages



Vision and Intent

Victoria has a strong and historic network of well-connected village nodes. These are the hearts of Victoria's neighbourhoods, typically centred around a two- to three-block main street. The eclectic identity of each local area is most prominently visible within its Community Village. As the city grows, these areas are intended to be preserved and enhanced as unique local places that serve the surrounding community and provide opportunities for diverse local economic development.

Built Form Guidance

The low-rise, fine-grained rhythm that exists along many village main streets today should be maintained and, where appropriate, replicated in redevelopment.

Intensive built forms that provide new open spaces or plazas, or enhance or respond to existing ones, are envisioned on large sites including sites on and behind the village main street.

Mid-rise tall building forms that are appropriately scaled and strategically located, sited and designed with principles of good urban design may be contemplated in developments that provide or enhance community and cultural spaces. As with tall buildings in Town Centres, these forms should advance climate-forward growth and meet an appropriate balance of housing, economic, mobility and public open space objectives.

Built forms should support a comfortable and inviting main street with logical mid-block connections, small plazas and public gathering spaces and, where relevant, good internal connectivity.

Land Use Guidance

Most developments should emphasize a mix of uses with daily services for the surrounding community as well as cultural uses and destinations for the city and neighbouring local areas.

- Primarily multi-unit residential and commercial mixed uses, with an emphasis on retail and community-serving uses.
- Commercial-oriented buildings, such as office-primary or visitor accommodation may be considered as appropriate.
- Community, cultural and arts uses.

Integrated Evolution of the Urban Form

Development and capital investment within Community Villages should be further guided by:

- the Community Networks section of this plan, particularly for Villages.
- the Mobility Networks and Hubs section of this plan, particularly for Mobility Hubs.
- the Blue-Green Networks section of this plan.
- City policy guiding local area growth and change.



Town Centres

Vision and Intent

Town Centres are major nodes outside of the Downtown Core. They serve as inter-municipal connection points for Victoria's neighbouring communities. They provide unique opportunities to advance interrelated goals for housing, mobility and public space. They are home to significant employment, institutional and cultural anchors. Large programmed public open spaces as well as major transit exchanges keep the Town Centres vibrant and thriving.

Built Form Guidance

Intensive mixed-use forms and mid-rise tall building forms that emphasize low-carbon materials and designs are envisioned.

High-rise tall building forms may be contemplated, if they are strategically located, sited, designed and constructed to advance climate-forward growth and meet an appropriate balance of housing, economic, mobility and public open space objectives. Where possible, they should be situated and designed as landmarks and reflect community values to become heritage assets of the future.

Built forms should support strong internal connectivity within the Town Centre, anchored by a comfortable and inviting main street with a fine-grained rhythm of active frontages typically set close to the street. Buildings should be supported by pedestrian-oriented streetscapes and high-quality public open spaces.

Land Use Guidance

Most developments should emphasize a mix of uses with daily services for the surrounding community as well as destinations for the city and neighbouring local areas.

- Primarily multi-unit residential and commercial mixed uses, with an emphasis on office, destination retail and visitor accommodation.
- Institutional uses may serve as a prominent anchor, and supportive uses are encouraged, notably in the Jubilee Centre.
- Innovative mixes of commercial, retail, light industrial, live-work, and residential uses are encouraged in the Midtown Centre.

Integrated Evolution of the Urban Form

Development and capital investment within Town Centres should be further guided by:

- the Community Networks section of this plan, particularly for Town Centres.
- the Mobility Networks and Hubs section of this plan, particularly for Major Mobility Hubs.
- the Blue-Green Networks section of this plan.
- City policy guiding local area growth and change.



Downtown Core

Vision and Intent

Victoria's Downtown Core Area is the thriving, pedestrian-friendly, cultural and economic heart of the Capital Region. It provides a broad range of employment, housing, tourism and recreational opportunities in a high quality, well-connected and attractive urban environment. The area embraces the Working Harbour, celebrates diverse cultural heritage and showcases Victoria's role as the provincial capital. It is a node of arts and culture for the South Island, the province and beyond. It is a model for livable and sustainable urbanism.

Built Form Guidance

Low-rise forms that preserve and highlight heritage assets particularly in the historic core, Old Town, the Inner Harbour and Chinatown.

Intensive and tall building forms may taper up from the harbour and historic core and back down toward the outer shoulders of the core, as guided by City policy and illustrated in **Figure 8: Downtown Urban Form**.

Land Use Guidance

Highest mix of uses to support a thriving regional centre.

- A mix of employment and office uses reflecting the downtown as the metropolitan core and central business district of the city and region.
- Multi-unit residential and mixed uses, embracing a diversity of tenures.
- Visitor accommodation.
- Commercial and industrial uses, as guided by City policy, to support regional economic goals.
- Institutional uses that serve modern community needs, including shared infrastructure and services.
- Diverse retail that serves the evolving needs of residents, workers and visitors.
- Diverse arts and cultural uses that advance City policy.
- Prominent waterfront, public, community and cultural spaces that serve as social and economic anchors for the city and region and attractions for tourists.
- Marine water and air transportation.

Integrated Evolution of the Urban Form

Development and capital investment within the Downtown Core should be further guided by:

- the Community Networks section of this plan.
- the Mobility Networks and Hubs section of this plan, particularly for Major Mobility Hubs.
- the Blue-Green Networks section of this plan.
- the Working Harbour Urban Structure Guidance in this section of the plan.
- City policy guiding local area growth and change.

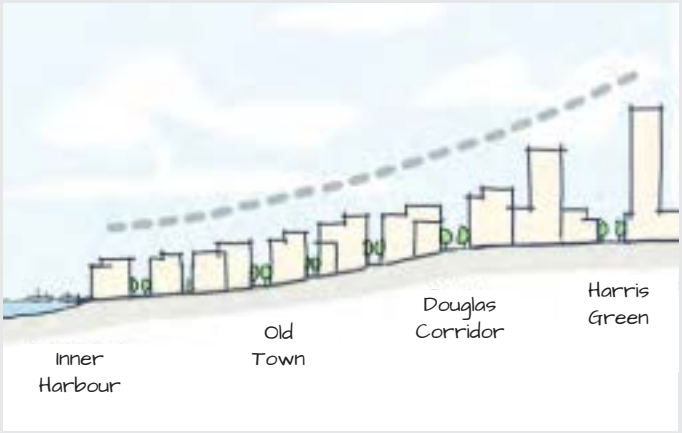
Figure 8: Downtown Urban Form

As the Downtown Core grows, new development will continue to build on the area's geographic advantages and historic setting as a city that grew around the Victoria Harbour.

New buildings will seek to mimic the natural topography of the area, where building heights in the harbour basin remain low to maintain the prominence of key heritage assets and the functions of a Working Harbour. Heights then gradually increase further inland and tall buildings are concentrated along Douglas and Yates Streets. All developments are shaped to maximize public views and preserve the character of a vibrant, historic working harbour.

DOWNTOWN URBAN FORM





Development within the Downtown Core should be shaped to achieve the following outcomes:

1. New development reinforces the historic pattern of lower rise buildings adjacent to and complementing the prominent uses of the harbour.
2. Growth patterns reflect and emphasize the natural, underlying hilly landscape and the rise of grades in several directions away from the water.
3. Buildings frame the Harbour and create a series of backdrops along the waterfront and at higher elevations.
4. New development contributes to a unique and varied skyline at Victoria's gateway, emphasized by a concentration of taller buildings in strategic locations.

Songhees District



Vision and Intent

The Songhees District is closely tied to the Downtown Core and supports its role as an anchor for the region. The area's history is rich, providing unique opportunity to daylight Victoria's identity as a coastal city that has long embraced settlement and growth patterns closely tied to its waterways. The area was once home to a Lekwungen village and later the Songhees Nation Reserve. After the 1911 relocation of the Songhees Reserve and sale of these lands, much of the area was redeveloped for harbour-related industry.

The evolution of the area is guided in large part by the master planned developments, in various states of being realized, that ring the Inner and Outer Harbour, including Dockside Green, Bayview Place (including Roundhouse) and Railyards. Existing marine industrial is intended to be preserved and enhanced per the guidance for the Urban Industrial Reserve. Adjacent redevelopment should complement the master planned areas and seek to embrace and restore physical and symbolic connections to the water.

Built Form Guidance

A mix of industrial, low-rise, intensive and mid-rise tall building forms that complement the district's assets, depending on context.

High-rise tall building forms that are strategically located, sited and designed with principles of good urban design may be contemplated where an appropriate balance of housing, economic, mobility and public open space objectives are realized and support the intent of the district.

Built forms should be structured to complement the Inner and Outer Harbour, including by supporting its function as a Working Harbour and preserving public access to the water and public views of the water. A high-quality public realm, pedestrian connectivity and amenities play a prominent role in design.

Land Use Guidance

A high mix of uses that complement the diverse activity in the Downtown Core, maintain the Working Harbour and support adjacent components of the Urban Industrial Reserve.

- Varied commercial, residential and light industrial uses as guided by relevant City policy.
- Multi-unit residential and mixed uses, embracing a diversity of tenures with active street frontages.
- Institutional uses that serve modern community needs, including shared infrastructure and services.
- Diverse retail that serves the evolving needs of residents, workers and visitors.
- Waterfront, public, community and cultural spaces.
- Marine water transportation.

Integrated Evolution of the Urban Form

Development and capital investment within the Songhees District should be further guided by:

- the Community Networks section of this plan.
- the Mobility Networks and Hubs section of this plan.
- the Blue-Green Networks section of this plan.
- the Working Harbour Urban Structure Guidance in this section of the plan.
- City policy and master plans guiding local area growth and change.

Legislative District



Vision and Intent

The Legislative District is the iconic gateway to Victoria. It is an economic anchor for the South Island, home to the provincial legislature, historic parliament buildings, modern employment nodes, key tourism assets and prominent public open spaces. It is where Victoria's lands and mobility systems meet significant assets of its Working Harbour, including ferry and floatplane terminals that connect Victoria beyond Vancouver Island.

The area is intended to be maintained as an iconic and vibrant focal point and gateway. Strategic redevelopment and investments will strengthen the district for tourism, government, culture, heritage, employment and economic development. A cohesive, well-designed and vibrant waterfront with improved parks, plazas and public access is envisioned.

Built Form Guidance

A mix of low-rise, intensive and mid-rise tall building forms that complement the district's assets, depending on context.

High-rise tall building forms that are strategically located, sited and designed with principles of good urban design may be contemplated where an appropriate balance of housing, economic, mobility and public open space objectives is realized and support the intent of the district. Special attention should be given to transit-oriented development and the integration of both tourism-focused and public transit services.

Built forms should be structured to complement and preserve the views of the harbour, key landmarks, prominent public open spaces and surrounding heritage assets. Redevelopment beyond the harbour should be guided by the urban amphitheatre concept, tapering up from the harbour and historic core and back down toward the outer shoulders of the core. A high-quality public realm, pedestrian connectivity and amenities play a prominent role in design.

Land Use Guidance

A mix of uses intended to support and enhance tourism, government and other economic sectors that anchor the district.

- Public institutional and assembly-related uses.
- Commercial uses, including retail, office and visitor accommodation.
- Marine water and air transportation.
- Recreation and tourism uses.
- Residential mixed uses with active frontages on the street.

Integrated Evolution of the Urban Form

Development and capital investment within the Legislative District should be further guided by:

- the Community Networks section of this plan.
- the Mobility Networks and Hubs section of this plan, particularly for Major Mobility Hubs.
- the Blue-Green Networks section of this plan.
- the Working Harbour Urban Structure Guidance in this section of the plan.
- City policy guiding local area growth and change.

Employment Districts



Vision and Intent

With the changing global, regional and local economic landscape, diverse and innovative employment generating uses will be important throughout the city. Still, major employment nodes focused on jobs and economic growth present opportunities to concentrate and connect ideas and innovation. The Midtown Employment District and the Jubilee Employment District both encompass Town Centres and serve as key employment nodes outside of the Downtown Core.

The Midtown Employment District, including the north end of the Industry, Arts and Innovation District, the Upper Harbour and the North Douglas Corridor enables an innovative mix of industrial, commercial, residential and cultural spaces. The area is intended to attract emerging sustainable economic sectors, embraces industries that support a Blue Economy and enables novel land use approaches to support emerging sectors while ensuring the retention and enhancement of the city's industrial land supply, including through industrial intensification.

The Jubilee Employment District is anchored by Royal Jubilee Hospital and supports diverse related and supportive commercial, institutional and residential activities.

Built Form Guidance

A mix of low-rise, intensive and mid-rise tall building forms, depending on use and context, and as guided by City policy.

Flexible and adaptable building forms that support a range of employment functions suitable for commercial, light industrial or arts and cultural uses, including buildings with large floor plates and high ceilings, particularly on ground floors.

In the Midtown Employment District, industrial buildings and structures, as guided by City policy, sited and designed to enable efficient commercial vehicle circulation, shipping and delivery. Higher density and novel industrial building forms that support intensification are enabled and encouraged.

Land Use Guidance

Midtown Employment District

A mix of industrial, commercial and residential uses strategically located to capitalize on the assets of the area, including marine industrial uses along the harbour and diverse employment and mixed residential uses in strategic locations along the Douglas Rapid Transit Corridor.

- Intensified marine industrial uses along the harbour including shipping, manufacturing, processing, transportation, warehousing and accessory office uses that respect and respond to the environmental and social objectives of the harbour.
- Intensified light industrial uses including manufacturing, processing, warehousing, distribution and repair, as well as accessory retail and integration of office uses.

- Employment-oriented uses that support evolving economic sectors and practices, including innovative mixes of commercial, office, retail, light industrial and, where appropriate, live-work uses.
- Institutional uses supportive of key regional economic sectors, such as arts, innovation and technology.
- As appropriate, tourism-supporting uses including visitor accommodation.
- Adaptive reuse to leverage opportunities in existing buildings is encouraged, including conversion for novel employment uses and compatible light industrial uses.
- Mixed commercial and multi-unit residential uses may be contemplated in limited areas as identified in City policy.
- Redevelopment of existing residential uses should seek to complement adjacent employment uses including through the incorporation of ground floor light industrial or employment spaces.

Jubilee Employment District

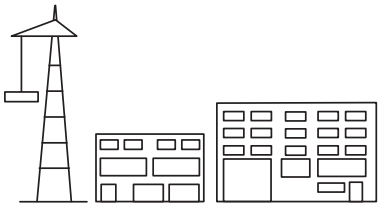
- Employment-oriented uses that support economic sectors related to the activity at the Royal Jubilee Hospital campus, including mixes of commercial, medical, medical-supportive and research offices, retail and, where appropriate, residential uses.
- Mixed commercial and multi-unit residential uses are envisioned in proximity to Transit Corridors and Mobility Hubs.
- Institutional uses supportive of key regional economic sectors.

Integrated Evolution of the Urban Form

Development and capital investment within Employment Districts should be further guided by:

- the Community Networks section of this plan.
- the Mobility Networks and Hubs section of this plan, particularly for Major Mobility Hubs.
- the Blue-Green Networks section of this plan.
- the Working Harbour Urban Structure Guidance in this section of the plan.
- the Urban Industrial Reserve Urban Structure Guidance in this section of the plan.
- City policy guiding local area growth and change.

Urban Industrial Reserve



Vision and Intent

Industrial lands provide an important foundation for fostering employment, innovation and economic prosperity. Industrial land is scarce in Victoria and the greater region, and the lands that exist have historically been and continue to be in high demand.

Broadly supporting production, distribution and repair (PDR) uses, these areas provide space for a range of current and emerging sectors critical to Victoria's economic health and resilience.

Where adjacent to the Working Harbour, these lands include more intense production and processing uses, often benefiting from Victoria's deep water harbour.

As Victoria grows, these lands will be reserved for uses that support economic vitality, including through industrial intensification. Innovative and novel economic and employment-generating uses that are responsive to Victoria's urban setting will contribute to local vitality and resilience.

Built Form Guidance

Low-rise industrial building forms with features that support the continued realization of industrial uses, including:

- Sufficient floor-to-ceiling heights.
- Appropriate access points and space for loading bays.
- Appropriate on-site circulation and space for storage, materials handling and processing.

Taller industrial buildings or structures may be considered where they enable industrial intensification that supports a strong economy and diverse employment opportunities. Where appropriate, they may include commercial offices in upper floors.

Shared, centralized parking facilities for vehicles, bicycles and other mobility devices that assist in maximizing industrial and employment uses.

Built form features that mitigate negative impacts of industrial uses (e.g., soundproofing, screening or ventilation structures) are supported.

For lands adjacent to or associated with marine industry, a range of industrial buildings, structures, silos, docks, wharves and outdoor processing and loading is enabled.

Land Use Guidance

- Production and processing related to marine industrial uses adjacent to the Working Harbour.
- Predominantly light industrial uses including manufacturing, processing, warehousing, assembly, production, repair, research, technology, distribution and creation of goods, materials and services.
- Commercial or light industrial uses on upper floors.
- Limited retail and services for area employees.

- Adjacent to the Urban Industrial Reserve, commercial or residential developments are encouraged to incorporate complementary uses, including live-work or ground floor industrial employment mixed uses.

Integrated Evolution of the Urban Form

Development and capital investment within the Urban Industrial Reserve should be further guided by:

- the Community Networks section of this plan, particularly for arts and cultural spaces.
- the Mobility Networks and Hubs section of this plan.
- the Blue-Green Networks section of this plan, particularly for the Shoreline and Urban Watersheds.
- the Working Harbour Urban Structure Guidance in this section of the plan.
- the Employment District Urban Structure Guidance in this section of the plan.
- City policy guiding local area growth and change.

Working Harbour

Vision and Intent

The Working Harbour is an important part of Victoria's cultural and economic identity. It supports the broader region in realizing objectives to be a globally connected leader and embrace the tenets of a Blue Economy. It is a mixed-use harbour that supports a variety of water-dependent industrial, marine and air transport, commercial, institutional, marine residential and recreational uses.

Built Form Guidance

Port structures, including wharfs, piers, cargo and passenger handling, navigational structures and staging areas.

Land Use Guidance

- Marine Industrial.
- Water-borne and marine air transportation.
- Shipping, cargo handling, port facilities and navigation structures.
- Marinas and marine commercial services.
- Marine residential.
- Public foreshore areas, moorage and recreation.
- Marine uses that support the broader public transit network.

Where possible, development should maintain or add public access for recreation, fishing and public views of the harbour.

The Working Harbour crosses and is subject to multiple jurisdictions, authorities and regulations, requiring a coordinated approach to realizing this intent and vision.

Integrated Evolution of the Urban Form

Development and capital investment within the Working Harbour should be further guided by:

- the Community Networks section of this plan, particularly for civic spaces.
- the Mobility Networks and Hubs section of this plan, particularly for water-based mobility.
- the Blue-Green Networks section of this plan, particularly for the Shoreline and Urban Watersheds.
- the Urban Industrial Reserve Urban Structure Guidance in this section of the plan.
- the Employment District Urban Structure Guidance in this section of the plan.
- City policy guiding local area growth and change.

1.6. Innovative Land Use and Development

Victoria has a complex and desirable pattern of land use and development that evolved from its origins as a harbour city that grew up around a streetcar system. Over the decades, the city has been able to maintain and reinforce the resulting pattern of walkable, complete communities that so many others strive to emulate.

As Victoria advances toward Vision 2050, it will continue to embrace this reliable pattern of growth, while making way for a modern city poised to be a leader in addressing climate and equity challenges. Opportunistic and organic community development is encouraged through flexible and permissive polices, while foundational land use and development principles are held steadfast to ensure desirable and replicable growth patterns.

1.6.1. Public Uses in the City

Public uses are broadly enabled and supported anywhere in the city if consistent with this plan's Principles of Good Urban Design, including parks, schools, public facilities, public utilities, pathways and public open spaces, as well as places used for public assembly, community services, urban food production and institutional and recreational programs.

1.6.2. Arts and Culture Uses in the City

Arts and cultural uses are broadly enabled and supported anywhere in the city if they advance City policies related to arts and culture and are consistent with this plan's Principles of Good Urban Design.

1.6.3. Supporting Innovative Reuse and Restoration of Valued Buildings

Redevelopment of sites containing homes and buildings with heritage value and character per this plan's Heritage Values Framework, should consider opportunities to conserve, celebrate and pay homage to the asset, including through adaptive reuse.

1.6.4. Limited Heights in Harbour Flight Paths

Where a property falls within an Obstacle Limitation Surface (OLS) for the Victoria Inner Harbour Airport, proposed development or modifications to existing buildings will be limited. The OLS and associated polices, regulations and guidelines restrict building heights along flight paths that cross over the city and intersect the harbour. Where a proposal is within the OLS or adjacent to the Inner Harbour, Transport Canada shall be consulted early to identify potential conflicts and advise on design. Where a proposal is adjacent to the OLS or along the Gorge Waterway, applications should be referred to Transport Canada for comment on any potential impact to airport harbour operations.

1.6.5. Logical Assembly of Development Sites

All development should strive to assemble properties in a manner that:

- Facilitates a desirable and replicable pattern of development that supports livability in the proposed development and enables neighbouring sites to develop to an equal standard.
- Achieves a perimeter block form of development
- Accommodates desired housing types and forms, including a mix of unit sizes.

- Enables this Plan's Principles of Good Urban Design to be met.

1.6.6. Discouraging Panhandle Lots and Subdivision to Small Lots

New development should focus on maximizing potential for housing units and on-site open space; the creation of panhandle or small lots through subdivision or rezoning is discouraged.

1.6.7. Considering Hazards and Risks in New Development

New development should consider localized hazards, risks and vulnerabilities related to natural or climate related events, including seismic and tsunami hazards identified on the Seismic and Tsunami Hazard Map in Schedule D and consider building and site designs that:

- Avoid features that may exacerbate risks associated with known hazards and vulnerabilities and incorporate features that mitigate and reduce risk wherever possible.
- Avoid land clearing or construction practices that may exacerbate known hazards.
- Minimize disruptions following a disaster by supporting ongoing services and enabling efficient restoration of basic needs (such as water, power and communication).
- Enable reliable and efficient access for the delivery of emergency services following a disaster.

1.6.8. Encouraging Sensitive Site Planning in Ecologically Rich Areas

New development should seek to conserve major ecological assets that contribute to Victoria's green infrastructure:

- Where significant natural assets exist, subdivision is generally discouraged and ecologically focused site planning for new development is encouraged.
- For the protection of significant natural assets in new development, the City will consider conservation covenants, incentives or other mechanisms to protect the assets.

1.6.9. Equitably Contributing to Costs of Growth

New development will assist in paying for the infrastructure and amenities to support growth, including for new, expanded or renewed sewers, streets, parks, public spaces and community centres as prescribed in regularly reviewed and updated City policies and regulations that determine appropriate and equitable contributions.

1.6.10. Supporting Innovation in Development

Where proposed development is consistent with **Figure 3: Principles of Good Urban Design**, development may depart from the Urban Structure Concept and Guidance in this plan to catalyze innovative approaches to realizing Vision 2050, including for:

- Projects that **meaningfully advance affordability** objectives, such as primarily non-market housing projects or projects with alternative affordable tenure models like community land trusts or affordable cooperative housing.
- Projects that **meaningfully support long-term reconciliation** and meet the needs of the Songhees Nation, the Xwsepsum Nation or the urban Indigenous community.
- Projects that **meaningfully preserve or enhance heritage assets** in line with the City's Heritage Values Framework.
- Projects that **meaningfully deliver major community infrastructure**, such as major library, gallery, museum or recreation spaces.

- Projects that **meaningfully advance low-embodied carbon development solutions**, such as those that demonstrate or model low-embodied carbon design, building and construction like mass timber or modular forms.
- Projects that **provide significant climate action benefits**, such as incorporating a low-carbon district energy system or preserving significant natural assets like riparian areas or large, intact Garry oak ecosystems.

1.6.11. Departures from Urban Structure Concept

Where development proposals depart from the Urban Structure Concept to meet objectives in 1.6.10, applicants should:

- Undertake a comprehensive development process that considers public priorities for the area and demonstrates thoughtful response to site planning and design.
- Ensure the application supports the envisioned general use for the area and that proposed uses are compatible.
- Ensure the need for community infrastructure, amenities and public open spaces will be met in the context of increased residential or daytime populations.
- Ensure the scale and built form responds well to the envisioned context for the area.
- Where considering the regeneration or redevelopment of older non-market rental and cooperative housing, seek to retain the same number, size, bedroom mix and tenure of units on site, and secure a below-market or affordable rent level or amenity contribution in accordance with the City's density bonus regulations and voluntary amenity policies.

Departures are not generally envisioned in Residential Infill areas.

1.6.12. No Land for Sand and Gravel Deposits

As a fully urbanized city, there are no sand and gravel deposits suitable for future sand and gravel extraction defined in this plan.

Vision 2050 City Actions
1. Urban Form and Land Use

A. Appropriately Fund the Costs of Growth

The City will develop, regularly review and update policies and regulations that ensure the cost of growth is sustainably managed, including for Community, Mobility and Blue-Green Infrastructure.

Mechanisms may include development cost charges, amenity cost charges, development servicing requirements and other funding strategies. Regularly maintained asset management summaries will inform allocation of resources for civic infrastructure repairs, upgrades and replacement in the City's 20 Year Capital Plan, consistent with the layered growth networks in this plan. The approach to realizing necessary upgrades and closing service level gaps will consider the policies of this plan, including an emphasis on climate-forward solutions, partnerships and equitably distributing the costs of growth across user groups.

B. Provide Clear but Flexible Guidance for Redevelopment

The City will maintain a clear but flexible policy guidance for development applications that is nuanced and responsive to local needs and conditions, consistent with the intent of this plan.

C. Maintain and Implement a Strategic Approach to Meeting Housing Needs

The City will maintain a responsive strategy for meeting Victoria's housing needs, in line with the policies and objectives of this plan. The strategy may identify or include new or updated policies, bylaws, initiatives or other mechanisms that advance the provision of housing and meet community needs.

D. Maintain and Implement a Strategic Approach to Climate Action and Leadership

The City will maintain a strategic planning approach for reducing greenhouse gas emissions and improving climate resilience, in line with the policies and objectives of this plan. The approach may identify or include new or updated policies, bylaws, initiatives or other mechanisms that progress climate action and improve Victoria's ability to adapt.

E. Update Development Regulations, Processes and Procedures

The City will review, update and maintain policies and bylaws to:

- Establish clear processes and procedures for building and development applicants.
- Specify instances of delegated authority, supportive of streamlined processes.
- Outline expectations for consultation and public engagement where appropriate.
- Seek to align City regulations and approvals processes with those of other public agencies and authorities to support streamlined processes and the objectives of this plan.

F. Update and Implement Victoria's Heritage Program

The City will review and update its heritage program, including consideration of:

- Development of a citywide heritage policy that reflects best practices and integrates this plan's Core Values and Heritage Framework.
- Mechanisms to reflect intangible heritage in tandem with tangible heritage and ways to recognize, communicate and interpret all types of heritage, including Indigenous and other cultural histories, values and assets.
- Heritage conservation tools and mechanisms that are available to local governments to recognize, protect and conserve properties with heritage value.
- Alignment with City guidelines to encourage all development to be of a quality and level of innovation that could become heritage assets of the future.

G. Update and Implement a Plan for the Downtown Core

The City will update and implement a plan for the Downtown Core area as an economically vital, socially vibrant and attractive mixed-use urban centre for the Capital Region.

The plan will continue to provide guidance and direction for:

- Urban form and character that advances the policies and objectives in this plan.
- Land use and development patterns that respond to the Working Harbour, the Transit Priority Network, mobility hubs and other community nodes within the area.
- Heritage conservation and celebration, intangible heritage in line with the arts, cultural and reconciliation objectives of this plan.
- Economic vitality and vibrancy, including consideration of diverse sectors, support for existing industries and local businesses and opportunities to catalyze arts, culture and innovation.
- Cultural and institutional places, features and facilities that contribute to a creative and vibrant downtown and anchor the region's tourism economy.
- Low-carbon mobility to, from and within the downtown.

H. Catalyze Family-Friendly Buildings

The City will prepare and implement a strategy to advance the provision of family-oriented buildings that:

- Promotes the development of multi-unit buildings that have a larger offering of three-plus bedroom unit homes and accommodate diverse youth and family needs.
- Considers diverse tools and mechanisms to support and incentivize the development of such buildings.
- Considers Victoria-appropriate design solutions for such buildings, including in collaboration with partners in the design profession.
- Considers additional mechanisms that can attract, enable and catalyze these building forms, including on-site and off-site infrastructure and amenities.

I. Update and Implement a Comprehensive Plan for the Greater Victoria Harbour

The City will update and maintain a plan for the Greater Victoria Harbour that:

- Considers the Outer, Inner and Upper Harbour, the Selkirk Waters and the Gorge Waterway.
- Maintains the vitality and economic viability of Victoria's Working Harbour, defined as:

  The Working Harbour is a vital and dynamic maritime space that reflects Victoria's cultural and economic identity. It supports regional economic objectives and the Blue Economy by balancing sustainable development with ecological stewardship. It accommodates diverse activities, including water-dependent industry, marine and air transportation, commercial enterprises, institutional functions, marine and residential living, and recreational opportunities.

- Considers policy and regulatory updates to ensure continued viability of the Victoria Inner Harbour Airport.
- Encourages urban design that enhances the Harbour as an iconic marine gateway.
- Encourages and enables modern, low-carbon mobility to, from and within the harbour.
- Promotes comfortable and enjoyable public access to and along the waterfront.
- Maintains views from public vantage points along and across the harbour.
- Reflects the deep Indigenous and diverse cultural heritage of the harbour, including in its built form, its functions, its public spaces and its programming.

2. Community

A healthy and thriving community is a key element of Vision 2050. The strength of a community relies on the wellbeing of each of its members. Places to gather, socialize, learn and play serve an important role in fostering social cohesion and a shared sense of identity and belonging. They help to define the physical, social and cultural fabric of Victoria. Villages and centres, parks and plazas and community, recreational, cultural and civic spaces are important not just for health and wellbeing, but also serve as forums for dialogue and the exchange of ideas. These spaces act as catalysts for residents to actively shape Victoria's identity.

As Victoria grows and evolves toward Vision 2050, this network of public and private spaces must also grow and respond to community needs and the realities of a changing climate.

2.1 Villages and Centres

2.2 Urban Parks

2.3 Linear Parkways

2.4 Community, Cultural and Civic Spaces



Objectives for Victoria's Community Networks

Victoria's Community Networks are the foundation of community health, wellbeing and happiness. This plan provides guidance on mechanisms, approaches and priorities for enhancing and connecting community infrastructure through redevelopment and capital investment to appropriately balance and achieve the following objectives:

1

Spaces for Greeting, Gathering and Meeting Daily Needs Close to Home

Enhance social cohesion and community wellbeing through the planning and design of public and private spaces that meet daily needs close to home and facilitate spontaneous social interactions as well as planned events and activities.

2

Climate-Forward, Inclusive and Connected Public Spaces

Plan, design and invest in parks, linear parkways and civic spaces to reflect the needs and experiences of diverse ages, abilities and lifestyles and to showcase how public spaces can support climate adaptation and low-carbon living.

3

Practical, Enriching Recreation and Community Amenities

Strategically plan for equitable and sustainable access to community and recreation services and amenities as well as arts and cultural assets that enrich daily life.

4

A Thriving Arts and Cultural Community and Economy

Create, enable and support arts, entertainment, learning, sport and recreational facilities that contribute to a prosperous economy and a culturally engaged community.

5

A Safe, Healthy and Resilient Community

Maintain modern public facilities that support individual and community safety, health and wellbeing as well as opportunities for active living.

Partners

Community Networks

Several other governments, organizations and community groups are Victoria's partners in realizing Community Network Objectives.



GOVERNMENT AND AUTHORITIES

City of Victoria

Victoria Fire and Emergency Operations

Victoria Police Department

CRD and neighbouring municipalities

Schools and School Districts

Health Authority

Provincial ministries responsible for public health, education and wellbeing

Federal entities that fund and support community infrastructure



NON-PROFIT ACTORS

Community groups and organizations

Social service providers

Local economic development organizations

Indigenous and intercultural organizations

Placemaking organizations



MARKET ACTORS

Commercial and retail businesses

Commercial and retail developers



SOCIAL-SERVING FOR-PROFIT GROUPS

Childcare providers

Arts, cultural and community-serving businesses



COMMUNITY MEMBERS

2.1. Villages and Centres

Community nodes — Villages and Town Centres — are the hearts of the community. They are crucial not just for their offering of daily needs and services, but also for the opportunities they provide for social interaction and physical connection. Victoria benefits from a strong network of community nodes, many of which were established as the city formed around a streetcar system in the early 20th century.

As Victoria advances toward Vision 2050, this strong network will be maintained and enhanced. It will grow in alignment with new transit nodes and adapt to meet community needs. Each Town Centre and Village in the city will grow to have a diverse range of services and amenities as well as publicly accessible gathering spaces, integrated with the Urban Parks network.

2.1.1. A Network of Evolving Complete Communities

City actions, investments and land use decisions should support, complement and contribute to a diverse and connected network of community nodes, existing and new, as illustrated on the Village and Centres Map in Schedule D, that:

- Encourages and supports local economic development.
- Provides access to a range of services and amenities in complete, low carbon communities.
- Integrates and enhances public spaces that meet local community needs.
- Reflects Victoria's **Core Values,** as expressed in this plan.

2.1.2. Part of the Mobility Network

Villages and Town Centres are Mobility Hubs and should support easy and convenient connections to transit stops and bike routes. They should include bike parking, passenger loading and accessible parking and, where appropriate, access to low-carbon shared mobility options.

2.1.3. Transit Supportive Uses and Densities in Town Centres

Town Centres are aligned with Major Mobility Hubs — the intersections of key mobility routes and infrastructure. The envisioned diverse, higher density housing and employment opportunities in these areas will facilitate easy connections for more people around the city and region through high levels of transit service.

2.1.4. Desired Uses and Features in Town Centres

Preserve, enhance and develop the following uses and features in Town Centres:

- Regional and citywide destination retail, in addition to small format retail.
- Health, community and social services.
- City-serving community, recreation, educational, arts and cultural spaces.
- Large, purpose-built and programed public open spaces aligned with Mobility Hubs.
- Improved and extended pedestrian networks.

2.1.5. Community-Serving Uses in Villages

Community and Local Villages enable walkable, rollable and car-light living. The mix of community and commercial services and amenities in Villages should serve the surrounding local areas to support the development of complete, low-carbon communities.

2.1.6. Desired Uses and Features in Community and Local Villages

Preserve, enhance and develop the following uses and features in Community Villages:

- Small format, fine-grained retail that supports community vitality and local business growth.
- Local-serving community, recreation, arts and cultural spaces.
- Health, community and social services.

2.1.7. Publicly Accessible Open Space in Centres and Villages

Each Village and Town Centre should have an internally connected network of public open spaces that feel comfortable, welcoming and safe. These spaces should range in size and function, from tree-shaded seating for comfort, to parklets and plazas that facilitate gathering and social connection, to enjoyable pedestrian connections.

2.1.8. Vibrant Places with Public Art, Placemaking and Activity

As central community gathering places, Villages and Town Centres should encourage and be designed to enable public art, placemaking and community events that are reflective of the local community and Victoria's identity.

2.1.9. Comfortable Places for People

Pedestrian priority will be enhanced on streets within Villages and Town Centres, while still providing and balancing the necessary commercial loading, vehicle access and throughness. Where possible, they should align with and connect to linear parkways as described in this plan.



2.2. Urban Parks

Parks and open spaces are a vital part of the urban fabric. They contribute to a variety of ecosystem services that reduce carbon emissions, replenish watersheds and support biodiversity. They are foundational to healthy communities, offering inclusive amenities and opportunities for recreation, socialization and nature-based experiences that contribute to physical and mental wellbeing.

Victoria is a largely built-out city where land costs are high. Opportunities to realize new, large park space will be limited in the coming decades and the demand for public park spaces will grow as denser forms of housing are added. As the city continues to urbanize, Victoria's system of public parks and open spaces will be strategically managed to meet these growing numbers of social, public health, climate and environmental objectives. Private open spaces will complement the public network in new ways and through novel approaches to meet community need.

2.2.1. Recognizing the Multi-Functionality of Urban Parks

Parks are core components of the Community and Blue-Green Networks, serving diverse social and environmental purposes. Victoria's Parks and Open Spaces, as generally identified in the Map in Schedule D, should evolve over time to create a connected and layered Urban Parks Network that maximizes ecological functions and meets recreational and gathering space needs.

2.2.2. Developing the Urban Parks Network Based on Need and Equity

The provision of parks and open spaces will consider the role of varying urban park types in meeting community needs, as illustrated in **Figure 9: Victoria's Urban Parks Network**. Related City investments and land use decisions will seek to meet need and close equity gaps based on the following considerations:

(a) **All Ages and Abilities Needs:** Demographics in the park catchment area, including age, household composition and dwelling type and access to commonly needed recreational assets, programming and gathering spaces.

(b) **Access to Nature and Natural Spaces:** Daily opportunities to experience elements of nature in the park catchment area that contribute to health and wellbeing, including local tree canopy cover, vegetation index and walkable or rollable access to major natural areas like parks, beaches and watercourses.

(c) **Quality of Place:** Recreational features and programming opportunities in the park catchment area that contribute to community and economic vibrancy, including recreational equipment, outdoor furniture and shelters and spaces for performances, festivals or mobile food services.

(d) **Current Park Usage:** Current levels of park use by activity type and opportunities to improve the efficiency and breadth of benefits in parks spaces that already experience high levels of demand.

Figure 9: Victoria's Urban Parks Network

Victoria's network of Urban Parks is made up of parks, pathways and open spaces that vary in size, programming, functionality and jurisdiction, each meeting diverse social, cultural and ecological needs.

The Urban Park System is dynamic, vibrant, playful, sustainable, inclusive and diverse. It engages residents and visitors with the unique ecosystems, culture and character of the city, supports health and wellness for all, and protects natural areas as a vital resource.

Urban Parks have different population **catchment areas**, ranging from local to citywide to regional to interregional based on their type, size and programming. They range in function and may have layered functions that serve both a local and broader catchment area. They may be owned or operated by the City or another public entity, or they may be privately owned with public access agreements.

All Urban Parks serve the community today and will evolve into the future to serve a growing population and respond to the changing climate.



Type	Function
Parks	**Gather | Recreate | Play | Connect | Preserve** May offer child-friendly designs and play equipment, dog-friendly areas or exercise equipment. Provide places to connect with people and nature, like seating, gardening and urban agriculture or pathways. May include physical connections between places for people and ecosystems to support biodiversity. Provide opportunities for passive recreation and play.
Outdoor Recreation	**Recreate | Connect | Play** Emphasizes dedicated recreational facilities like sports fields, courts, turfs, tracks, or skate and bike parks. May include physical connections between places and opportunities for passive recreation, play and experiences in nature.
Large Squares, Plazas	**Gather | Celebrate | Connect** Large public or privately owned but publicly accessible spaces that emphasize opportunities for gathering and temporary or flexible programming that offers both cultural and community benefits with reasons for people to stay, play and eat.
Smaller Plazas and Street Parks	**Gather | Connect** Small public or privately owned but publicly accessible spaces that provide opportunities for casual gathering. May include a street park integrated into the broader linear parkways network, or a plaza in a village or near another community or cultural place.
Natural Areas	**Gather | Connect | Preserve | Explore** Provide opportunities to experience and learn about nature while preserving and enhancing its function to serve the community, including protection of ecologically sensitive areas and providing new connections to support biodiversity and resilience.
Water	**Gather | Recreate | Play | Connect | Preserve** Provides opportunity for water-based recreation and waterfront programming, while balancing opportunities to enhance ecological function and support economic activity.
Pathways and Greenways	**Connect | Recreate | Gather** Linear routes that connect the park types above and other elements of Victoria's Community Networks. These are important parts of both the Mobility and Blue-Green Networks, stitching together people, places and ecology. (See Linear Parkways section for more.)

2.2.3. Prioritize Existing Spaces and Maximize Their Functions

City investment in parks and open spaces will emphasize and prioritize strategic management of and enhancements to existing spaces in the Urban Parks Network, maximizing opportunities for play, relaxation, social connection and ecological function.

2.2.4. Complementary and Tactical Acquisition

With limited expansion opportunities and high land costs, the City will tactically acquire new parks, open spaces and pathway connections to complement and better connect the existing Urban Parks Network, as guided by a Parks Acquisition and Development Framework centered on the principles in **Figure 10: Urban Park Investment Principles**.

2.2.5. Public Spaces in New Development

Where redevelopment in Villages, Town Centres or other strategic areas contributes public space or publicly accessible private space, design and site the contribution to complement the broader Urban Park Network and the needs of the catchment area.

2.2.6. Guiding On-Site Open Space Programming in Private Development

On-site open space on private property plays an important role in the city's broader network of open spaces. On-site open space should strive to complement and supplement public spaces where possible through thoughtful design approaches and responsive programming, including for outdoor play, recreation and food growing.

Figure 10: Urban Park Investment Principles

Investment in parks, open spaces and linear parkways should:

1. **Enhance.** Maximize network function with a focus on biodiversity, wildlife habitat, water quality and other ecosystem services, while still ensuring ample social spaces for diverse community members.

2. **Include.** Prioritize opportunities that close the gap in equitable access to public open spaces, recognizing areas that are deficient in designated park space, high tree canopy coverage or proximity to nature.

3. **Partner.** Embrace partnerships with other governments, organizations and entities to deliver new places and improvements to assets in the network that meet multiple mandates or serve communities across jurisdictions.

4. **Integrate.** Guided buy the City's Principles of Good Urban Design, ensure public open space, the built environment and mobility paths and corridors are responsive to one another to contribute to high-quality urban places.

2.2.7. Integrate Multi-Generational Designs

Where Urban Parks emphasize social functions, design them to support a multi-generational city through opportunities for play, exploration and learning for youth of all ages, as well as spaces for social interaction and activities for all abilities.

2.2.8. Steward and Reflect Diverse Cultural Heritage

The Urban Parks Network should protect and steward cultural heritage landscapes and seek opportunities to recognize and celebrate the value of history and place, including Indigenous and diverse cultures.

2.2.9. Consider Opportunities to Support Sustainable Food Systems

Where suitable and appropriate, consider the provision of allotment gardens or other community food production opportunities in urban parks, particularly in areas of the city where access to community or individual food growing opportunities is low.



2.3. Linear Parkways

Linear Parkways are a novel and important part of Vision 2050. They complement the broader Urban Parks Network, are integrated with Mobility and Blue-Green Networks and enable Victoria to urbanize in a manner that ensures community needs are met and the public realm meaningfully responds to a changing climate.

Linear Parkways build on the City's long history of providing green, active mobility routes and places that highlight nature and greenery, including the long-established Greenways Network and the more recent All Ages and Abilities Cycling Network. This plan provides guidance to build on these assets and better connect community amenity and activity nodes through a network that includes small, community-oriented Street Parks and Plazas along the way.

What are Linear Parkways?

Linear Parkways represent a renewed vision to incrementally and creatively repurpose road space to support community and re-introduce nature into the city. In strategic locations across the city, linear parkways may emphasize the urban forest, creek daylighting, habitat biodiversity, social gathering, public art and placemaking, play, food growing, and overall wellness. By nature, they prioritize active and accessible mobility needs including slow, shared and safe streetscapes, and destinations for community and ecology. Depending on unique site conditions and development opportunities, each may highlight specific benefits over others. The Linear Parkways Framework is premised on two objectives: Enhancing Connectivity and Creating Park-Like Experiences.





Enhancing Connectivity

This will be achieved by refining and continuing to implement the Greenways Network through Complete Streets and other capital programs and in collaboration with regional greenway partners, including context-sensitive design guidance that provides enhanced pedestrian priority, active transportation connections, biodiversity corridors, urban forest, and green stormwater infrastructure throughout the city.

Creating Destinations for Park-Like Experiences

This will be achieved by way of a new program for Street Parks and Plazas. Street Parks and Plazas are spaces within the public right-of-way that re-integrate nature into the city while creating new destinations and improving active transportation experiences. Pedestrians, community wellbeing, gardening, play and ecological function are prioritized over traditional car-oriented uses. Street Parks emphasize ecological function and Street Plazas emphasize social functions, but elements of both may be found in each, and priority mobility functions will be maintained. Street Parks and Plazas are an important element of the Urban Parks Network, they complement, but do not replace, the need for parks, outdoor recreation space, or natural areas.



2.3.1. Create More Park-like Experiences Through a Linear Parkways Network

Establish and implement, over time, Linear Parkways to enhance and complement the social, health, environmental and climate benefits of parks and advance the objectives of the Mobility and Blue-Green Networks, including through a Street Parks and Plazas program.

2.3.2. Connect the Network for Accessible, Enjoyable and Direct Pedestrian Routes

Guided by the **Linear Parkways Map in Schedule D**, seek to connect community amenity and activity nodes including parks, community centres, mobility hubs, villages and centres, including through priority pedestrian and active transportation improvements.

2.3.3. Identify and Implement Street Park and Plaza Opportunities along the Network

Identify opportunities through City investments and land use decisions to repurpose under-utilized roadways for Street Parks and Plazas within the Linear Parkways Network as follows:

- Create great public spaces for gathering and integrated ecological services and corridors, enabling community and ecology to coalesce at strategic locations throughout the city.
- Complement and connect other components of the Urban Parks Network with places for park-like experiences on streets, while still ensuring an equitable allocation of diverse Urban Parks throughout the city.
- Consider different opportunities for different streets, including local, lower volume, and slower shared streets, and small street-end plazas, as well as on larger higher volume complete streets.

2.3.4. Complement the Blue-Green Network Concept and Goals

Linear Parkways should support ecological connection and function by seeking opportunities to maintain or enhance the corridors and nodes generally identified on the Conceptual Blue-Green Network. In accordance with Blue-Green policies, green infrastructure in Linear Parkways should seek to lower future asset management costs and improve climate resiliency.

2.3.5. Maintain Essential Right-of-Way Functions and Advance Mobility Objectives

Ensure core right-of-way functions are maintained as Linear Parkways are implemented, including the provision of utility corridors, emergency service access and balanced vehicle access where necessary. Coordinate opportunities to advance Linear Parkways and active transportation objectives.

2.3.6. Recognize and Reflect a Spirit of Reconciliation

Consider the City's objectives for Truth and Reconciliation, particularly as they relate to acknowledging land and waters when rethinking the role and function of public lands in the development of linear parkways. Seek opportunities and work with the Songhees Nation and the Xwsepsum Nation to celebrate, acknowledge and reflect Indigenous histories and cultures in linear parkway implementation.

2.4. Community, Cultural and Civic Spaces

Victoria thrives because of its strong network of community-serving, cultural and civic spaces. Community and recreation centres provide places for people to gather, recreate, develop community and enhance skills. Social and cultural spaces provide opportunities to engage with visual and performing arts. Civic facilities and public institutions — Victoria's fire halls, police stations, community and health facilities — support individual and community safety, health and wellbeing. All of these places satisfy a fundamental need — enabling residents to support one another, thrive and reach their full potential.

As Victoria advances toward Vision 2050, community, cultural and civic spaces will need to evolve to meet increased demand and support shifting demographics. Community and recreation centres will need to maximize their functions to meet broader community needs. Arts and cultural assets will need to be maintained, enhanced and supported in the context of competitive land uses to ensure a vibrant community and thriving, diverse economy. Public health and safety facilities will need to be renewed, expanded and adapted to serve a growing population.

2.4.1. Support an Efficient Network of Community and Cultural Spaces

City investments and land use decisions should support, complement and contribute to a diverse and connected network of community and cultural spaces, as illustrated in **Figure 11: Community Space Network** and as follows:

(a) A Coarse-Grained Network of Large, Multi-Functional Places

Prioritize investment in and provide support for major community places that are located, designed and programmed to serve large population catchments and diverse community needs, ensuring widespread access by public transit and safe, accessible mobility routes.

(b) A Fine-Grained Network of Local-Serving Places

Complement and build upon a core network of major community and cultural places, by enabling and supporting the enhancement of local community places to fill gaps and meet community needs, including through co-location of smaller, all-season community spaces in private development and diverse and innovative placemaking and programming on public lands and in civic facilities.

Figure 11: Community Space Network

Victoria's community-serving and cultural space network is made up of places diverse in scale, nature and service levels. As Victoria continues to grow and urbanize, major community places will need to serve a greater number of residents, while a strategic network of local-serving places will contribute to community vitality. Both major and local places play an important role in supporting a healthy, welcoming and equitable community.

Major Community Places

Major community places serve larger population catchments (beyond the neighbourhood scale), including in some cases the whole city and communities beyond municipal boundaries. They are typically large institutional spaces run by a public entity or non-profit organization and funded with public dollars. As Victoria continues to evolve into a compact, accessible city maximizing investment in major assets will support all local areas.

Local Community Places

Local community places serve smaller population catchments. They are often co-located with other public and private uses and in some cases may be privately run. While major assets are foundational, serving the entire city, local assets fill the gaps in between, providing nearby resources to meet local community need.



Key Elements of the Network

2.4.2. Reflects and is Inclusive of Diverse Cultures

The development and evolution of the Community and Cultural Place Network should seek to respond to Victoria's evolving demographics and diverse cultural needs, including needs unique to intergenerational households of varying sizes as well as public and private space needs specific to diverse sociocultural traditions and practices.

2.4.3. Provides All-Seasons Opportunities

New and redeveloped assets in the Community and Cultural Place Network should enable opportunities for social connection and recreation in all seasons, designing outdoor spaces for year-round enjoyment and supporting equitable provision of indoor spaces throughout the community.

2.4.4. Models Climate-Forward Growth and Living

City-owned civic facilities will be assessed and monitored for emissions performance and alignment with climate-forward growth objectives to inform retrofits. New facilities should serve as a model for low-carbon development, aligned with climate-forward growth policies of this plan.

2.4.5. Reflects a Culture of Social Connection and Active Living

Community and Cultural Places should promote an active, vibrant and socially connected community, creating diverse spaces to gather for sport, leisure, art, culture and an array of community passions.

2.4.6. Supports and Grows the Urban Food System

Support visible, community-oriented production of urban food across the Community-Serving and Cultural Places Network, including on public and private property, as well as production, distribution, processing and storage uses that contribute to an equitable and sustainable food system.

2.4.7. Preserves Arts and Cultural Space

Redevelopment of arts and cultural assets should seek to preserve or expand the provision of space and service levels when considering redevelopment.

2.4.8. Grows Opportunities for Arts, Maker and Production Spaces

Spaces and uses that support arts and culture, such as maker spaces, art and production studios are encouraged in employment lands.

Growing and Evolving the Network Over Time

2.4.9. Evolving the Network Based on Need and Equity

The development and evolution of the Community and Cultural Place Network should prioritize opportunities to close equity gaps and address the current and future needs of the catchment area, including consideration of age, ability, income, household composition, dwelling type and competitive access.

2.4.10. A Flexible Approach, Embracing Strategic Opportunities

Notwithstanding the above direction, the City should be adaptable and flexible in its approach to the provision of City-owned assets in the Community and Cultural Space Network, embracing opportunities as they arise and responding to community needs as they evolve.

2.4.11. Sustainable Service Delivery

City investments and decisions related to the Community and Cultural Place Network should prioritize long-term financial sustainability of individual assets and optimal levels of service across the network.

2.4.12. Emphasizing Partnerships, Collaboration and Innovation

City investments and decisions related to Major Activity Hubs should consider the role of regional assets and embrace innovative cross-jurisdictional solutions to enhance the Network, including through joint use agreements, partnerships and collaborative funding.

2.4.13. Growing and Integrating Schools and Other Community Places

Continue to support the school district and other educational institutions in facility planning in the context of growth and urbanization and work collaboratively to meet shared objectives for education and community wellbeing in any redevelopment or altering of properties.

For more directions related to community infrastructure, see the Welcoming, Equitable City section.

Integrating Public Safety and Health Facilities

2.4.14. Support the Provision of Public Safety Facilities

In planning, considering or investing in civic facilities, support the Healthy, Safe and Resilient City policies in this plan, by:

(a) Supporting Equitable and Inclusive Public Safety

Through the planning, provision and maintenance of police stations and other community safety facilities that advance and promote an equitable and inclusive approach to public safety and security.

(b) Planning for Modern and Effective Emergency Response

Through the provision and maintenance of modernly equipped fire halls and emergency operation centres that consider community growth and an evolving mobility network to enable high-quality and timely emergency response.

2.4.15. Understand and Maintain Fire Service Needs

Maintain a current understanding of staffing, facility, land and apparatus needs for Fire Department operations in the context of population growth, development, new technologies and a changing risk profile.

2.4.16. Encourage Accessible, Equitable Health and Wellbeing

Support and enable the development, expansion and enhancement of facilities that advance health and wellbeing throughout the city, including local and regional medical and wellness facilities as well as social services that support basic needs.

For more directions related to community safety and wellbeing, see the Healthy, Safe, Resilient City section.

Vision 2050 City Actions
2. Community

A. Maintain an Asset Management Summary (Parks and Facilities)

The City will maintain a current understanding of City-owned assets, including civic, community, cultural, recreational and public facilities, and parks and open spaces, to inform capital budgets and long-range financial planning in line with the policies and objectives of this plan.

B. Maintain and Implement a Strategy for Planning for Parks and Open Spaces

The City will maintain a strategic planning approach to parks and open spaces in line with the policies and objectives of this plan. The approach may identify or include new or updated policies, bylaws, initiatives or other mechanisms to sustainably plan for the operation, management and development of the Urban Parks Network.

C. Maintain and Implement Strategies for Economic Vitality and Cultural Vibrancy

The City will maintain a strategic planning approach to arts, culture and economic development in line with the policies and objectives of this plan. The strategy may identify or include new or updated policies, bylaws, initiatives or other mechanisms that maintain and grow a resilient, prosperous and vibrant city.

D. Maintain and Implement a Strategy for Community Safety and Wellbeing

The City will maintain a strategic planning approach for community safety and wellbeing in line with the policies and objectives of this plan, considering current needs, strategic directions and interjurisdictional partnerships.

E. Establish a Linear Parkways Program

The City will develop a Linear Parkways Program that:

- Establishes policy and guidelines and nuances the Linear Parkways Preliminary Opportunities Map in Schedule D.

- Establishes criteria for the design, location, and prioritization of Greenways, Street Parks and Plazas that reflect the policy objectives of this plan, particularly those related to climate action, blue-green infrastructure and community wellbeing.
- Establishes design standards and guidelines for different types of Greenways, Street Parks and Plazas responsive to unique opportunities and contexts.
- Establishes an implementation framework and program that is strategically opportunistic, enables incremental implementation that works toward long-term improvements and establishes a sustainable resourcing and funding strategy.

F. Create a Strategy for Community Infrastructure

The City will develop and implement a strategy for community infrastructure that:

- Establishes goals, objectives and metrics for measuring success in support of a resilient, adaptable and inclusive network of community infrastructure that enables people to thrive and live healthy lives in a compact, urban area.
- Focuses on community infrastructure assets and components that the City has direct or indirect influence over and clarifies roles and responsibilities.
- Emphasizes tangible outcomes that can be realized with direct municipal influence, including through City investment, development regulations and meaningful partnerships or collaborations.
- Identifies, encourages and promotes opportunities for regionally coordinated planning for recreational, educational and cultural assets.
- Explores new funding opportunities and implementation mechanisms that leverage available resources to meet long term goals.
- Catalogues and develops a framework for prioritizing public realm improvements, including those previously identified in City policy.

G. Create and Maintain a Framework for City Acquisition and Development

The City will establish and implement a framework for land acquisition and development that advances the policies and objectives of this plan and:

- Seeks to expand, enhance and better connect the Urban Parks Network.
- Supports the development and enhancement of community infrastructure.
- Identifies opportunities for partnerships, collaboration and shared use.
- Prioritizes acquisition and investment based on equity, demography, intensity and opportunity.
- Defines tools, targets and potential sites for acquisition and enhancement based on the policies and objectives of this plan.

H. Review, Update or Create Policy to Support Victoria's Urban Food System

The City will review, update or develop policies and regulations to support a healthy, resilient urban food system in line with the policies and objectives of this plan, considering opportunities to:

- Increase food production activities on public and private lands.
- Improve the management of food producing lands.
- Integrate food production in the public realm, including as part of the Community and Blue-Green Networks.
- Encourage more viable food production opportunities in new multi-unit residential or mixed-use buildings, including edible landscaping, rooftop gardens and food-bearing trees.
- Encourage more viable food production opportunities on existing private land, including food- and ecosystem-friendly outdoor spaces, such as food gardens or pollinator habitats.
- Support urban farming and food production appropriate to Victoria's urban setting.
- Pilot innovative approaches to urban food production, processing and food waste recycling, including in non-traditional locations.
- Engage in coordinated efforts to improve local and regional food and agricultural systems.

3. Mobility

Mobility Networks and Hubs play a key role in shaping quality of life for residents today, and for generations to come. Making it easy to choose healthy, sustainable and accessible transportation options is crucial for wellbeing, community inclusion and climate action. Safe and functional mobility networks for goods and services movement and emergency response are required for a prosperous and resilient city.

As Victoria grows and evolves toward Vision 2050, its Mobility Networks and Hubs will have new roles to play. They must increasingly support traditional and novel low-carbon mobility options, providing practical alternatives to single occupant, privately-owned vehicles, support the local economy and make the most of new opportunities to meet social and environmental objectives in the public right-of-way. New frameworks, rooted in our values, will be needed to balance increasing demands and trade-offs on our streets and at the curb.

3.1 Mobility Networks

3.2 Mobility Hubs



Objectives for Victoria's Mobility Networks

Victoria's Mobility Networks and Hubs connect our city, advance climate action, support affordability, and contribute to a prosperous and equitable community. This plan provides guidance on mechanisms, approaches and priorities for managing and improving mobility networks and hubs through redevelopment and capital investments to support the following objectives.

1

Complete, Connected, Low-Carbon Communities

Develop complete communities connected by low-carbon and accessible mobility options and supported by resilient infrastructure that facilitates emergency and goods movement.

2

Seamlessly Coordinated, Future-Oriented Travel Options

Advance seamlessly integrated transportation services and modal networks, coordinating walking, cycling, transit and vehicle networks with consideration of future mobility needs, curbside space priorities and supporting technologies and services.

3

Prioritize People Over Vehicles

Work towards a future mobility network that ensures equitable opportunities for all, allowing users to travel safely and comfortably, regardless of their location or mode of travel, with reduced emphasis on moving private automobiles quickly through the city.

4

Create Vibrant, Integrated Destinations Along Mobility Networks

Design and animate mobility hubs and networks to serve as focal points for activity with amenities and features that make them attractive, not just as thoroughfares, but as destinations with housing and community activity.

5

Repurposing the Right-of-Way

Support the reallocation of road space for linear parkways in line with the Community and Blue-Green Network objectives of this plan while continuing to advance mobility network objectives.

6

Bringing our Coastal Identity into the Way We Move

Support the development of a waterways network and water-based transportation that is integrated with the broader mobility networks.

Partners

Mobility Networks and Hubs

Several other governments, organizations and community groups are Victoria's partners in realizing Mobility Objectives.



GOVERNMENT AND AUTHORITIES

City of Victoria

Victoria Fire and Emergency Operations

BC Transit

CRD and neighbouring municipalities

First Nations

Provincial ministries responsible for mobility infrastructure and public transport

Federal entities that fund and support mobility infrastructure and public transport

Transportation service providers



NON-PROFIT ACTORS

Community groups and organizations



SOCIAL-SERVING FOR-PROFIT GROUPS

Car Share Providers



COMMUNITY MEMBERS

3.1. Mobility Networks

Victoria's transportation networks provide a framework for the diversity of ways we move around the city — to get from the places we live, to the places we work and the places we play. These networks also allow goods and services to reach our community, and ensure we are connected in the event of an emergency. As places for people, they must provide functional space that is safe and comfortable.

As Victoria grows and adapts to a changing climate, our public rights-of-way will be increasingly relied upon to support functions in addition to mobility to help realize the objectives of the Community and Blue-Green Networks. We must be nimble, adaptable and responsive in the way we plan and design these networks to support new mobility options and community needs.

3.1.1. An Incremental Approach to Clean, Seamless Mobility for All

As Victoria grows, its streets and public rights-of-way will evolve with that growth. The City will work to incrementally move toward a mobility system that prioritizes safety for all road users, improves connectivity, supports health and wellbeing, improves affordability and advances climate action.

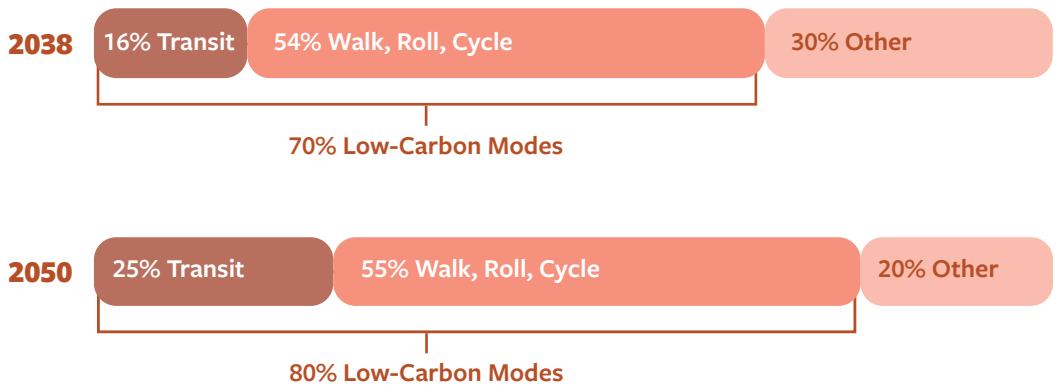
3.1.2. Low-Carbon Mobility Mode Shift

City investments, land use decisions and road reallocation will consider the following targets necessary to improve road safety, quality of life and a reduction in on-road transportation emissions.

(a) By 2050, 99 per cent of Victoria residents live within 400 metres of frequent transit service and within 200 metres of an all ages and abilities cycling route.

(b) Of all trips made by Victoria residents to, from and within the region:

- By 2038, 16 per cent be by transit and 54 per cent trips by walk, roll and cycle by 2038 for a combined total of 70 per cent low-carbon mode share.
- By 2050, 25 per cent be by transit and 55 per cent trips by walk, roll and cycle for a combined total of 80 per cent low-carbon mode share.



3.1.3. Advancing Rapid Transit

The City will proactively plan for rapid transit, including future Light Rail Transit (LRT) on Douglas Street, to support regional growth, mobility and sustainability goals.

This work will be coordinated through a Rapid Transit Office, made up of regional mobility partners, with a focus on advancing high-capacity transit through:

- Phased Planning: Building on the RapidBus network as a foundation for future LRT, including station planning and right-of-way protection.
- Funding and Advocacy: Collaborating with senior governments and mobility partners to secure funding, establishing a Rapid Transit Office and developing a business case for LRT implementation.
- Transit Priority: Expanding transit priority measures in street renewal including dedicated bus lanes, signal priority and intersection upgrades to improve the speed and reliability of transit.



3.1.4. Embracing Contextual Priorities for a Shift in Personal Travel

Given Victoria's compact geography, and diverse land use, many trips can be made by active modes, with transit providing connections to further destinations in the city and region. To further support this, the continuum of personal mobility as illustrated in **Figure 12: Personal Mobility Priority Continuum**, will be guided by the following aims:

(a) Active Modes Should Make up Most Local Trips

The City will, over time, design and implement active transportation improvements to support and encourage walking, rolling and cycling for most local trips. Active modes are encouraged by providing high-quality infrastructure, and daily services and employment opportunities nearby the places we live.

(b) Transit Should Make up Most Local to Regional Trips

The City will, over time, improve accessibility and comfort to, from, and at transit stops. In addition, transit priority measures and service improvements will be introduced in coordination and collaboration with Mobility Partners. These efforts will collectively enable and encourage the use of transit for local and regional trips. As the region grows, new forms of transit will further unlock the mode shift potential of transit.

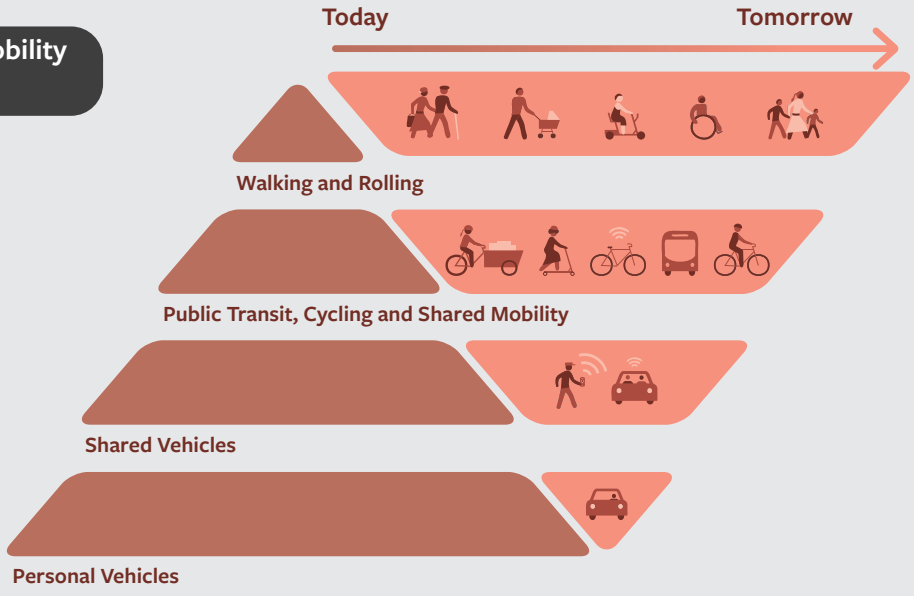
(c) Vehicle Use Should be Reserved for Those that Need it Most

The City will maintain Truck and Emergency Response routes for the reliable movement of emergency vehicles and the viable movement of goods and services to support a prosperous economy.

(d) Encourage Low-Carbon Modes

For all road users, low-carbon mobility modes will continue to be encouraged, with the aim of transitioning vehicles away from fossil fuel use.

Figure 12: Personal Mobility Priority Continuum



3.1.5. Mobility Networks

The City's mobility networks guide right-of-way priorities and streetscape designs that support a diversity of trips and services. They inform City actions, investments, decisions and advocacy priorities. **Mobility Network maps are provided in Schedule D** and guided by the following policy objectives:

(a) Improving Pedestrian Experience and Accessibility

Increase accessibility, safety and comfort for pedestrians, including through:

- Ongoing improvements to sidewalks and road crossings.
- Through-block connections that increase pedestrian permeability in key locations.
- Linear Parkways, which envision a broader range of activities in the right-of-way to meet social and environmental objectives.

(b) Creating Continuous Bike and Roll Connections

Seek to fill gaps in the cycling network, with an aim to provide community-wide coverage as identified on the Cycling Network Map, through safe, efficient and enjoyable connections between commercial, cultural and community-serving destinations.

(c) Realizing a High-Coverage Frequent Transit Network and Future Light Rail Transit

Support BC Transit in achieving frequent transit service levels, as defined by the Province of British Columbia, on the Transit Priority Network Map, while continuing to enable the delivery of new transit options, such as Light Rail Transit (LRT). These efforts will help ensure that current and future transit service levels and ridership growth align with regional growth, housing needs and climate goals.

(d) Expanding the Street Right-of-Way through Strategic Land Dedication

Pursue road dedications in areas deficient in right-of-way width to support the incremental realization of a modern street network, including for improved walking, cycling and public transit facilities as well as other alternative forms of transportation.

(e) Maintaining Reliable, Modern Routes for Emergency Vehicles

Maintain efficient routes that ensure access to necessary services in the event of an emergency as shown on the Truck and Emergency Response Network Map, including street designs that facilitate best practices and technologies for emergency response.

(f) Maintaining Viable, Safe Routes for Industry, Goods and Services

Maintain efficient and viable routes for industry to support commercial and industrial activities as shown on Truck and Emergency Response Network Map, including through street designs that safely and efficiently accommodate trucks.

(g) Exploring a Waterways Network

As part of a comprehensive vision for the Greater Victoria Harbour, collaboratively identify and plan for a waterways network to support livability, economic prosperity and thoughtful integration with other City networks in a manner that is reflective of Victoria's coastal identity.

3.1.6. Recognizing Streets as Places for People, Mobility and Modern Urban Infrastructure

Urban streets are places for people as much as they are corridors for movement and spaces for crucial urban infrastructure, as illustrated in **Figure 13: Modern Street Functions**. They should be safe, comfortable and inviting while facilitating the necessary movement of people, goods and services.

3.1.7. Advance Complete Streets While Embracing Eclectic Typologies

Continue to advance mobility objectives through context sensitive street designs that thoughtfully respond to envisioned land uses and mobility network functions to meet the needs of a growing community, as generally guided by **Figure 14: General Street Typologies**.



Figure 13: Modern Street Functions

Modern urban streets must support a high density of diverse functions within the public right-of-way. Urban streets must continue to accommodate public transit, cycling, emergency response and goods movement to support community wellbeing and prosperity. As Victoria grows and progresses toward Vision 2050, streets must also support other diverse functions, as described below.

Shared Mobility Space for the facilities and infrastructure required to support car, bicycle and micro-mobility sharing.

Loading Space for commercial, passenger and speciality vehicles, such as handyDART, to provide access to buildings and services.

Urban Forest Space for trees and landscaping to help meet the City's urban forest objectives, particularly in areas with limited natural space or low tree canopy cover.

Rainwater Management Areas specifically set aside to manage run-off and lessen the burden on the City's municipal infrastructure systems, particularly in areas where they can be most effective such as historic creek corridors.

Public Realm Areas, including road closures, to accommodate people gathering, particularly in areas that lack access to parks, plazas or other off-street public space.

Street Furnishing Areas for street furnishings, patios, and public art that facilitate high-quality pedestrian experiences, support placemaking objectives and provide functional needs such as utility access or electric vehicle charging infrastructure.

Utilities Space for surface, underground and above-ground utilities that are owned by the City and other providers.

New Mobility Interfaces to support new transportation services and interchange including passenger rail service, shared micro-mobility, and air- and water-based mobility services.

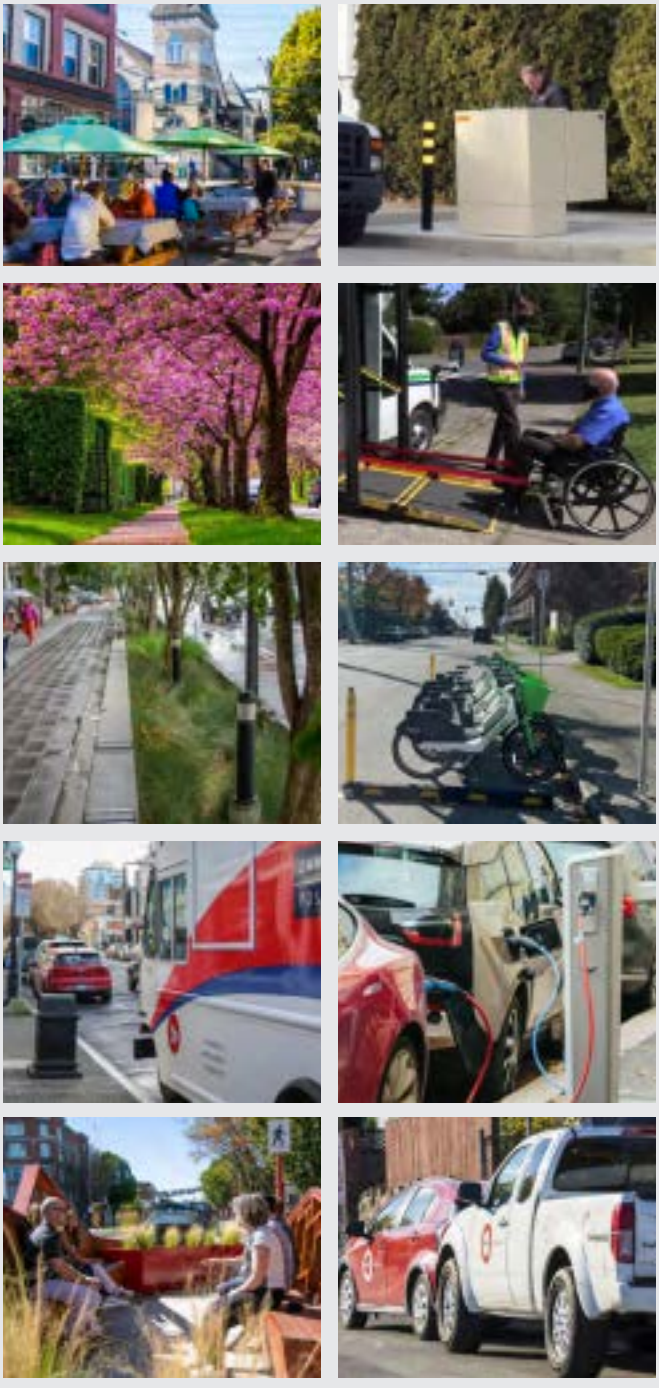


Figure 14: General Street Typologies





Local Streets vary in width and may include sidewalks, street trees, and on-street parking. Local streets are intended to be slow streets, typically accommodating fewer than 1,000 vehicles a day with speed limits of 30 kilometres an hour or less. The following features describe the intent on a variety of local street typologies:

- Pedestrian safety is prioritized with pedestrian comfort zones including sidewalks and safe streets for play.
- Green infrastructure is maximized and Street Parks and Plazas encouraged.
- Cycling and rolling is supported in a safe shared-use environment
- Vehicle access is supported, but through traffic is discouraged to support low vehicle volumes and speeds.
- Transit service is encouraged on collector and arterial streets to make room on local streets for unique designs including linear parkways.
- Parking may be accommodated on-street but safe pedestrian spaces and green infrastructure come first.

Collector Streets support vehicle access to the local road network and include additional mobility services such as transit service, goods and services movement, and cycling facilities. Collector streets are intended to support access and movement, typically accommodating between 1,000 and 8,000 vehicles a day with speed limits up to 40 kilometers an hour. The following features describe the intent on a variety of collector street typologies:

- Pedestrian safety is prioritized with wider sidewalks buffered from traffic and marked road crossings at strategic locations.
- Green infrastructure is integrated into flex zones which may include other streetscape elements.
- Cycling and rolling is supported in a dedicated area that is context sensitive to vehicle speeds and volumes.
- Vehicle access and movement is supported, but active transportation safety and performance come first.
- Both Local and Frequent Transit service is supported with well designed facilities and safe, comfortable routes to transit stops.
- On-street parking is accommodated in select locations and evaluated on need, but other streetscape elements prioritized.



Arterial Streets are the most complex streets, supporting higher traffic volumes than collector streets and additional mobility services such as rapid transit. Safe, efficient use of these streets requires additional investments to separate transportation modes, ensure safe circulation at intersections and support regional mobility needs. Arterial streets are intended to support movement and may see traffic volumes that exceed 20,000 vehicles a day and high volumes of transit ridership. The following features describe the intent on a variety of arterial street typologies:

- Pedestrian safety is prioritized with safe road crossings and wider sidewalks that are buffered from traffic.
- Green Infrastructure is integrated into the streetscape with large mature street trees and green stormwater features encouraged.
- Cycling and rolling is supported in protected bike lanes and given safe accommodation at intersections.
- Vehicle access is encouraged on collector and local streets to improve road safety on arterial streets, and transit is prioritized over general purpose traffic
- Transit service is of the highest quality and supports higher density land uses and inter-regional trips
- On-street parking and loading will only be accommodated in select locations where there is space and need to support commercial land uses.

3.1.8. Growing Transit Ridership

The City will support increased transit ridership by improving access, comfort, and reliability of public transit. Through street upgrades, land use planning, and partnerships, the City will make transit a more attractive option for more people by:

- Street and Stop Improvements: Upgrading sidewalks, transit shelters and transfer points to make transit safer and more accessible.
- Supportive Growth: Focusing new development along the Transit Priority Network to strengthen the link between land use and transit use.
- Partnerships: Working with Mobility Partners to expand transit service and transit program offerings as well as advocate for network-wide improvements.

3.1.9. Embracing our Mobility Future

Remain nimble and prepared for new mobility technologies, devices and services that come to market, and encourage innovation to meet the growing demands on the public right-of-way, improve road safety, and reduce on-road transportation emissions, including through:

(a) Increasing Shared Mobility Options

Expand shared mobility offerings community-wide and in coordination with neighbouring municipalities, including the introduction of a public e-micromobility share program and an increased density and diversity of shared vehicles in redevelopment and curbside.

(b) Expanding the Electric Vehicle Charging Network

Expand the public electric vehicle charging network and support the integration of charging stations in redevelopment to enable the transition to zero-emissions vehicles.

(c) Modernizing the Traffic Signal and Communications Network

Continue to modernize traffic signal infrastructure, introduce new road crossings and modern technologies to support road safety for all users.

(d) Renewing Major Corridors

Continue to refine and characterize existing and future complete street conditions along major roadways to support priority growth areas and better serve all transportation modes.

(e) Supporting Car-Light Living at All Ages

Enable families and youth to embrace car-free lifestyles by connecting important community destinations like schools, parks and Villages to the City's cycling, transit and greenway networks with child-friendly infrastructure.

3.1.10. Renewed Approach to Parking and Curbside Management

Renew on-street and off-street parking management strategies and policies to support travel mode priorities, community prosperity, business vitality and Victoria's values through:

(a) Embracing Contextual Priorities for Curbside Space

Prioritize the use of curbside space through an operational decision-making framework that reflects City values, associated land uses and mobility priorities.

(b) Enabling and Encouraging Car-Light Living

Support less parking in developments through Transportation Demand Management (TDM) policy and programs coupled with on-street parking management changes that prioritize public transit, walking, rolling, cycling and shared mobility.

(c) Ensuring Space for Those Who Need It Most

Where vehicle parking is provided, prioritize the provision of accessible parking and loading, and ensure that commercial parking supports the functional needs of businesses.

(d) Preparing for Parkade Renewal

Support strategies that add and shift parking capacity to areas outside of the downtown, including through new public parking facilities (for vehicles and other low-carbon modes) with convenient connections to active, transit and shared mobility networks.

(e) Valuing the Curb

Value curbside space by updating parking productivity and utilization targets, and introducing policies and programs to manage parking pressures, including in areas outside of the downtown.

3.1.11. Guiding On-Site Programming to Support Mobility

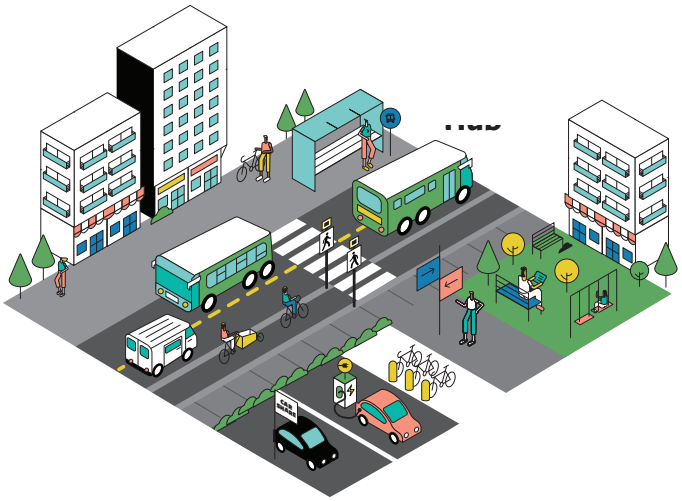
The design, placement, orientation and features of public and private development, including within mobility hubs, influence the quality and functionality of the streetscape and public realm. Redevelopment should consider the adjacent street typology and opportunities to complement its functions, including:

- Building placement and entries.
- Internal access routes.
- Building features, facilities and amenities that offer pedestrian protection, safety and comfort.
- Size and type of vehicles that need to access the building.
- Vehicle parking supply and placement (including accessible and car share parking, EV charging infrastructure and shared, centralized parking resources).
- Passenger and commercial loading space.
- Secure and accessible parking for bicycles and other personal mobility devices.
- Access to end of trip facilities (showers, changerooms and lockers).

3.2. Mobility Hubs

Mobility Hubs are a strategic conflux of land use and mobility services and features, where people can seamlessly access a variety of transportation modes to access key destinations, employment and services. Mobility Hubs align with the Urban Structure Concept and Integrated Mobility Networks, typically sited near public transit and shared mobility services, with safe connections to the active transportation network, nearby accessible passenger loading, and supported by high-quality public space and wayfinding.

As Victoria progresses to Vision 2050, Mobility Hubs will evolve over time to provide efficient and seamless transportation options for all, growing with complementary land uses and diverse features that respond to the local context. Over time, they will enhance people's experience of living in and moving about the city.



What are Mobility Hubs?

Hubs are designated areas where different sustainable transportation modes are integrated seamlessly to help promote connectivity between destinations and trip generators. They are supported by higher density, mixed-use forms with diverse housing options, and rely on four core components:

Location

Located on a rapid or frequent transit corridor or within a mobility-oriented development area.

Service

Served by shared mobility infrastructure and services.

Connection

Linked by active and low-carbon transportation options, including rail and water-based options.

Land Use

Supported by mobility-oriented, high residential and employment density.

What about Transit Oriented Development?

Transit oriented development is a planning and development approach that integrates high-density development with high levels of transit service. In 2023, the Province of British Columbia introduced provincially designated Transit Orientated Areas (TOAs) that seek to locate high-density, mixed-use development within walking distance of frequent transit services. The province prescribes an area where higher densities can be realized, and parking minimums are removed. One provincially designated TOA is located within the City of Victoria, at the Legislature Transit Exchange.

Victoria's Mobility Hubs embrace principles of transit-oriented development and consider more nuanced opportunities for low-carbon mobility. Designated Town Centres in Victoria envision higher residential, commercial and employment density and a concentration of community amenities along the Transit Priority Network. Town Centres are also identified as Major Mobility Hubs, which envision centralized transportation options, with good, safe connections to all mobility networks for travel across the city and region.

3.2.1. Supporting an Evolving Network of Mobility Hubs

Mobility Hubs are diverse in nature and may include different features as illustrated in **Figure 15: Mobility Hub Features**. The specific suite of facilities prioritized at each Mobility Hub will be informed by its designated typology, which are based on the surrounding land uses and proximity to mobility networks:

(a) The Downtown Mobility District

In the Downtown Core a series of well-connected and consistently branded Mobility Hubs are envisioned to make up the Downtown Mobility District, providing users with better connections to destinations to, from and within the downtown, including through:

- A centralized transit hub, with enhanced passenger waiting facilities, located and designed to accommodate Bus Rapid Transit services and ridership, as well as the potential for integration in a future Light Rail Transit system.
- Complementary low-carbon mobility options and facilities at several hubs throughout the district.
- Hubs along the waterfront designed to enable connections to existing facilities such as ferries, the harbour airport, as well as other water-based mobility networks and services.
- High provision of rider facilities and a high standard of design.

(b) Major Mobility Hubs

Aligned with Town Centres and at the intersection of frequent transit routes, these locations support high residential and employment densities. They are envisioned to include a high-quality public realm with additional space to support enhanced transit passenger waiting and interchange areas.

(c) Minor Mobility Hub

Within Community Villages and other mobility nodes, Minor Mobility Hubs are centred on transit access nodes and envisioned to provide complementary mobility connections, such as adjacent active transportation connections and shared mobility services that provide first mile/last mile solutions and extend the transit catchment area.

(d) Waterfront Mobility Hubs

Located along the Victoria Harbour, these hubs are envisioned as welcoming gateways and access points for water-based travel. They are the foundation of a future waterways network and should be seamlessly integrated with land-based mobility networks, to ensure easy access and transfers for users.

3.2.2. Transit Exchange Study Areas

Transit Exchanges, play a key role in the delivery of transit operations. Although they are not part of the Mobility Hub network, the two may overlap. The City will work with BC Transit to ensure bus layover facilities are realized to meet the needs of transit operators and riders while balancing other curbside demands, prioritizing layover space in identified Transit Exchange Study Areas.

3.2.3. Enhancing Mobility Hubs through Redevelopment

Redevelopment located at a designated Mobility Hub should be designed in a manner consistent with the typologies, principles and features as defined in this plan and related City policy. In some cases, public space may be sought to provide plazas for Mobility Hub facilities.

3.2.4. Connecting Mobility Hubs to the Active Transportation Network

Through redevelopment and capital programs the City will seek to implement improvements to provide continuous connections from Mobility Hubs to walking, rolling and cycling networks.

3.2.5. Integrating Community Infrastructure in Mobility Hubs

Community infrastructure that promotes social and civic engagement and supports community resiliency are encouraged in Mobility Hubs as described in the Community Networks section of this plan.

Figure 15: Mobility Hub Features

Mobility Hubs should include a diverse mix of features, depending on the associated mobility network, surrounding land use and community needs.

All Mobility Hubs:

- Provide access to and seamlessly link transit, active transportation and shared mobility options.
- Provide a high-quality user experience, particularly for transition to and from modes that expedite the first and last mile of a journey.
- Provide comfortable, sheltered seating and waiting areas.
- Are pedestrian-oriented, with well-designed, well-lit public space to ensure safety and security for all travelers.
- Create a sense of place and orientation through effective and meaningful placemaking and wayfinding.
- Are recognizable and legible through consistent branding.
- Allow for design and use flexibility to embrace technological innovations and foster resiliency.
- Address equity by considering accessibility to and availability of transportation options throughout the city.
- Create opportunities to form effective partnerships with institutions, private mobility services and developers.
- Incorporate opportunities for shade trees, plantings and green stormwater infrastructure.

Major Mobility Hubs:

- Provide space for enhanced public realm and mobility interchange.
- Locate supporting retail and services nearby.
- Contain public washrooms.
- Future-proof for new technologies including digital information displays, lighting and kiosks to support mobility as a service (MAAS).
- Provide enhanced bike parking services. Waterfront Mobility Hubs may include access to docks, integration with water taxis and other supports that connect land-based and water-based modes of travel, including the Victoria Inner Harbour Airport.

Some Mobility Hubs may intentionally provide capacity for vehicle parking to enable adjacent development to reduce parking tied to residential units and instead emphasize on-site opportunities for open site space, housing and other on-site amenities. Shared parking facilities should integrate other, sustainable mobility hub features and contribute to a high-quality public realm.

The unique features included in any given Mobility Hub will be identified and implemented in partnership with other public agencies, private mobility service providers, technology companies and private developers.

Vision 2050 City Actions
3. Mobility

A. Maintain an Asset Management Summary (Transportation)

The City will maintain a current understanding of City-owned assets, including transportation infrastructure, facilities, structures and features, to inform capital budgets and long-range financial planning in line with the policies and objectives of this plan.

B. Maintain and Implement a Strategic Approach for Sustainable Mobility

The City will maintain a strategy for sustainable mobility in line with the policies and objectives of this plan. The approach may identify or include new or updated policies, bylaws, initiatives or other mechanisms to advance the City's mobility future.

C. Update and Maintain Standards and Guidance for Urban Streetscapes

The City will update and maintain modern regulations, requirements and guidance for works and services undertaken in the public right-of-way in line with the policies and objectives in this plan. The City may undertake corridor studies for major roadways that consider unique design and regulatory approaches for overlapping modal networks.

D. Align City Investments with Public Transit Goals

As an advocate and partner to BC Transit, the City will do the following to demonstrate support for and commitment to realizing frequent transit service levels and transit reliability objectives:

- Consider regional transit corridors in implementation priorities.
- Plan for service improvements on corridors where growth and street renewal are anticipated.
- Identify and consider prioritizing opportunities to improve transit reliability.
- Identify and consider prioritizing opportunities to improve rider comfort, safety and accessibility at and to transit stops.
- In collaboration with Mobility Partners, advocate for public transit service and reliability improvements, and the planning and funding necessary for rapid transit and associated infrastructure needs for layover, electrification and passenger amenities.

E. Consider New Opportunities for a Waterways Network

As part of updating and implementing a plan for the Greater Victoria Harbour, the City will consider:

- Opportunities to establish improved public access along the waterfront through the ongoing implementation of the Victoria Harbour Pathway.
- Opportunities for new public access to water-based recreation, integrated with the Harbour Pathway, the Cycling Network and Linear Parkways.
- Improvements to and identification of new Waterfront Mobility Hubs as described in this plan.
- Opportunities for new or expanded water-based public transit, integrated with the transit network.
- Strategies to maintain and improve marine industrial mobility in the Working Harbour in support of the economic objectives of this plan.
- Opportunities to reflect or advance local and regional initiatives to protect, enhance and restore the social and environmental functions of the Gorge Waterway, in line with the Blue-Green Network objectives of this plan.

4. Blue-Green

Victoria's Blue-Green Networks are a system of waterways, open spaces and natural assets that support biodiversity, healthy ecosystems and diverse wildlife habitats. They are an important part of Victoria's urban infrastructure, providing ecological and hydrological functions that complement and enhance engineered infrastructure, and support a healthy and resilient city. These networks also serve the community by connecting people with year-round opportunities to play, learn, recreate, gather and celebrate.

As Victoria grows and evolves toward Vision 2050, the Blue-Green Networks will play an increasingly important role in climate adaptation and the community's health, wellbeing and collective identity. These networks will also play an increasingly important role in complementing traditional, underground engineered infrastructure, which will need to be maintained and grow to support a growing population and changing climate.

4.1 Natural Assets

4.2 Shoreline and Urban Watersheds

4.3 Urban Forest

4.4 Engineered Infrastructure



Objectives for Victoria's Blue-Green Networks

Victoria's Blue-Green Networks are vital components of climate-forward urban infrastructure. This plan provides guidance on mechanisms, approaches and priorities for restoring, enhancing and connecting the networks through redevelopment and capital investment to support the following objectives:

1

Climate-Forward Urban Infrastructure

Develop and maintain the city's infrastructure to efficiently and effectively withstand and adapt to climate impacts, including extreme heat and precipitation events.

2

Natural Shoreline and Urban Watersheds

Improve ecological processes and enhance the hydrological functions of Victoria's streams and coastlines through a watershed-focused approach to rainwater management.

3

Healthy Communities

Improve the quality of air, water and natural spaces that contribute to healthy urban food systems and positive public health outcomes.

4

Social Connection and Belonging

Design and connect open, natural and green spaces for people to experience nature, be physically active and stay socially connected.

5

Celebrate Victoria's Identity

Share the history and successes of Victoria's Blue-Green Networks to instill a sense of place and foster economic vibrancy.

Partners

Blue-Green Networks

Several other governments, organizations and community groups are Victoria's partners in realizing Blue-Green Network Objectives.



GOVERNMENT AND AUTHORITIES

City of Victoria, including

Victoria Fire and Emergency Operations

Utility providers and regulators

CRD and neighbouring municipalities

Health Authority

Provincial ministries responsible for infrastructure, climate action, parks, natural resources and environmental management

Federal entities that fund and support infrastructure, climate action, parks, natural resources and environmental management



NON-PROFIT ACTORS

Community groups and organizations

Indigenous and intercultural organizations



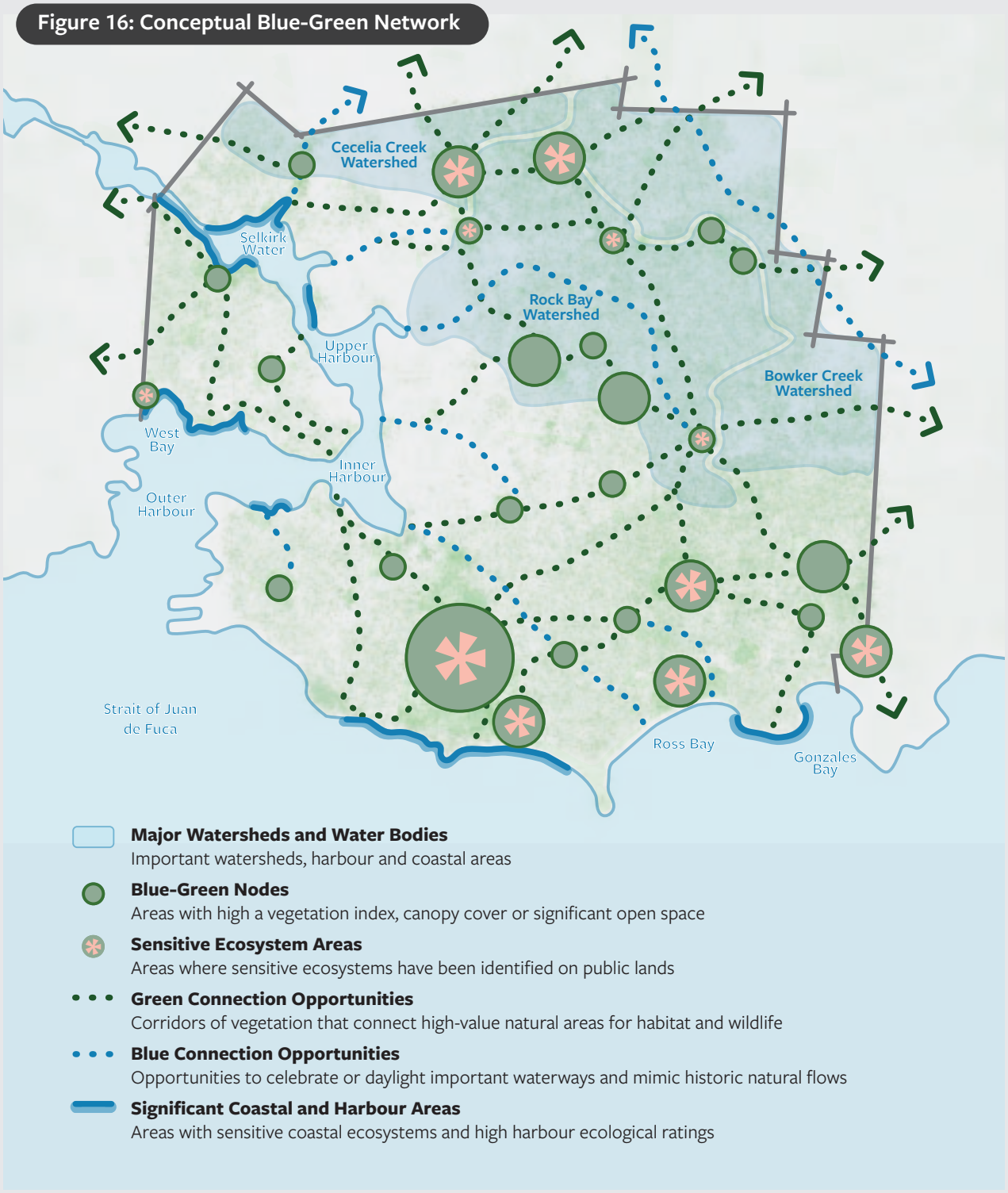
MARKET ACTORS

Businesses and industries that rely on or impact natural assets



COMMUNITY MEMBERS

Figure 16: Conceptual Blue-Green Network



The Conceptual Blue-Green Network illustrates important waterways, open spaces and natural assets and the natural connections between them. It was informed by the Province of British Columbia's Sensitive Ecosystem Inventory and the Capital Regional District's Harbour Ecological Inventory and Rating projects, as well as City of Victoria data related to historic streams, watersheds, tree canopy cover and vegetation index. Green Connections follow contiguous paths of vegetation and avoid built-up areas and roads, mimicking wildlife corridors. The Conceptual Network can inform opportunities to maximize green infrastructure functions across the city.

What is Green Infrastructure?

The Blue-Green Networks are envisioned to incorporate various forms of **green infrastructure** that can be woven into the city at all scales. Green infrastructure encompasses natural vegetative systems and technologies that manage rainwater and provide a multitude of economic, ecological, environmental, health and social benefits.

GREEN INFRASTRUCTURE

NATURAL ASSETS	ENHANCED ASSETS	ENGINEERED ASSETS
Wetlands	Rain Gardens	Permeable Paving
Forests	Bioswales	Green Roofs
Parks	Urban Trees	Cisterns
Creeks		Green Walls
Fields		
Soil		



4.1. Natural Assets

Victoria is characterized by a diverse natural environment that includes vestiges of critically endangered Garry oak meadows, a mature urban forest and extensive intertidal zones and marine habitats, all of which contribute to a biodiverse ecological landscape. These assets provide vital ecosystem services and enhance overall community wellbeing.

As Victoria works to adapt to a changing climate, natural assets must be enhanced to improve resilience to climate challenges, such as increasing temperatures, rising sea levels and changes to precipitation patterns. The City and its partners will need to thoughtfully, nimbly manage assets in the context of extreme storms, heat, drought, and new pests and diseases that are expected as the climate changes. As the city's population grows, these assets must also be managed to support public health and wellbeing through good air and water quality, regulated temperatures and by offering passive recreation spaces.

4.1.1. Identifying and Protecting Functioning Ecosystems

Identify ecosystems at risk and natural assets crucial to a healthy, climate-resilient city and region, and prioritize their protection, connection and restoration, including through collaboration with **Partners in Blue-Green Networks.**

4.1.2. Connecting Assets to Create a Network

Identify opportunities to connect natural assets, including through Linear Parkways, to support habitat corridors that link remnant or recovered ecosystems and enable the movement of native flora and fauna as illustrated generally on the **Conceptual Blue-Green Network in Figure 16**.

4.1.3. Supporting Biodiversity and Species at Risk

Protect and enhance habitat and ecosystems that support migratory species, and rare and endangered species in collaboration with **Partners in Blue-Green Networks**.

4.1.4. Managing Pests and Invasive Species

Protect and enhance native ecosystems and their health through the control of pests and invasive species and management of urban wildlife in collaboration with **Partners in Blue-Green Networks**.

4.1.5. Showcase Green Infrastructure and Victoria's Ecological Identity

Showcase the effectiveness of green infrastructure in improving water quality and overall rainwater management to reflect and celebrate Victoria's identity as a climate-forward city, including by integrating it in **Linear Parkways** and on other public lands.

4.1.6. Designing Parks to Contribute to the Blue-Green Network

Design and program assets in Urban Parks to balance social and ecological benefits, as described in **the Urban Parks Network section**, with an aim to improve biodiversity, climate resilience and air and water quality, including through a healthy urban forest.

4.1.7. Understanding Traditional Land and Water Management

Collaborate with First Nations and Indigenous community members to understand traditional values and practices related to natural asset management and seek opportunities to integrate this knowledge into City practices.

4.1.8. Designing for Ecology in Private Development

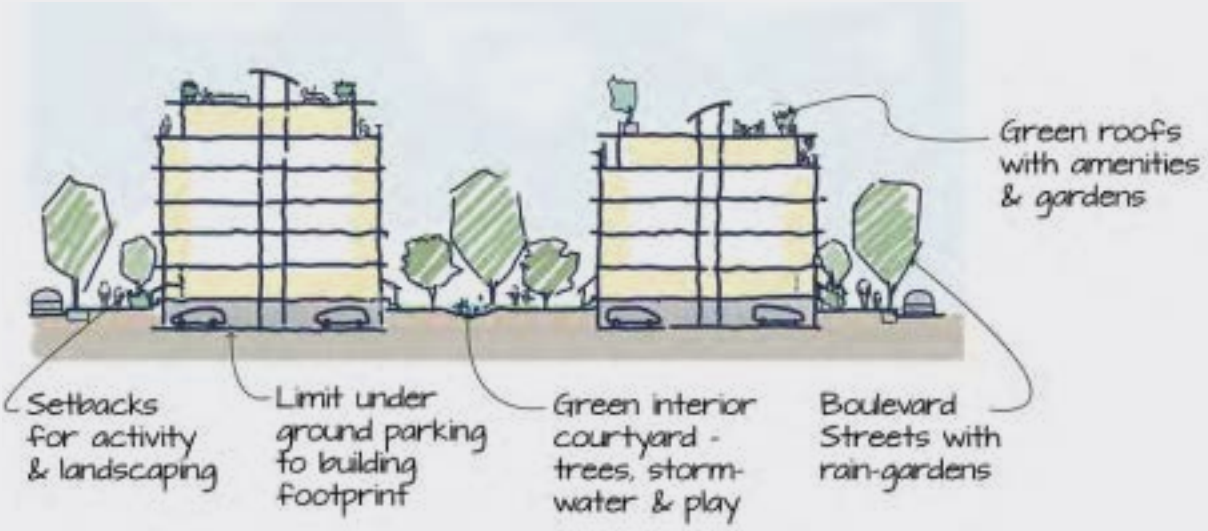
New development should be shaped and sited to support healthy, functioning ecosystems, as illustrated in **Figure 17: Designing for Ecology**.

Figure 17: Designing for Ecology

On- and Off-Site Opportunities for Blue-Green Infrastructure in Redevelopment

Built form and open space physically define one another and enhance the public benefits each offers. New development should seek to respond to the local ecological context, and design and build for high-quality ecological functions, including minimizing building shading on natural public open spaces.

- Provide healthy setbacks from riparian areas, key habitat patches and other ecological corridors, aligned with best practices and, where possible, exceeding provincial standards.
- Manage rainwater on site using green infrastructure and mimicking natural systems to reduce stresses on the City's stormwater management systems.
- Incorporate strategies such as green roofs, strategic tree planting, rain gardens and pollinator gardens to enhance, connect and improve natural assets in an urban setting.



4.2. Shoreline and Urban Watersheds

Victoria is a coastal city, and water is an important part of its identity. The shoreline, beaches and waterways provide significant environmental, cultural, economic and recreational benefits. The city is also comprised of many watersheds, and although the majority of Victoria's historic creeks are now largely concealed beneath urban development, these watersheds play a significant role in shaping the city's ecological systems and are necessary for stormwater management.

As the impacts of climate change continue to intensify in Victoria over the coming decades, integrated management of these water bodies and the land uses that impact them will be increasingly important. Understanding, preserving and restoring these shorelines, watersheds and creeks can help the city adapt to and mitigate current and projected environmental challenges while still embracing their role in economic vitality, mobility, recreation and the city's cultural landscape.

4.2.1. A Healthy, Vibrant Working Harbour

Work with waterfront industries and other public bodies to restore and strengthen coastal marine and shoreline habitat areas and ecosystems while maintaining a vibrant working harbour as described in the People and Partnerships part of this plan.

4.2.2. Preparing for Rising Sea Levels and Inundation

Continue to develop a detailed understanding of property, infrastructure and assets at risk of flooding, sea level rise and coastal inundation and consider contextually appropriate solutions that may include establishing flood construction levels, identifying areas for managed retreat or investing in engineered responses.

4.2.3. Considering Coastal Risk in Growth and Investment

Consider the latest available information on flooding, sea level rise and coastal inundation in land use decisions and City investments and support solutions that avoid or mitigate the risk of damage to people, infrastructure and property.

4.2.4. A Natural Shoreline

Where feasible, appropriate and within municipal jurisdiction, restore, enhance or protect a natural shoreline to respond to projected climate impacts.

4.2.5. Mimic and Restore Natural Hydrological Systems

Where feasible and appropriate, restore or mimic, through enhanced or engineered green infrastructure, the natural infiltration, detention, flows and hydrological functions of watersheds and estuaries to respond to projected climate impacts.

4.2.6. End-of-Pipe Solutions

Protect ecological and public health by considering and implementing water treatment and pollution control at stormwater discharge points.

4.2.7. Water Conservation in New Development

Continue to support a healthy regional watershed through water demand management measures in private development and civic facilities including, water conservation building features, permeable surfaces and low-water plantings in site design.

4.2.8. Water Re-use in New Development

Encourage and support the collection, treatment, storage and re-use of grey water in private development and civic facilities.

4.2.9. Support Clean Technology and Pollution Prevention

Enhance enforcement and strengthen requirements for property owners to implement technology and practices to remove harmful waste and sediment from entering the City's infrastructure and the receiving waterways.

4.2.10. Celebrate and Daylight Historic Creeks

City investments and land use decisions will consider opportunities to daylight, restore and celebrate historic and buried creeks, including implementation of the Bowker Creek Blueprint to support natural ecosystem functions, climate adaptation and reflect the city's ecological identity.

4.2.11. Collaborate to Connect Regional Waterways

City investments and land use decisions will consider opportunities to improve public access to the waterfront and continuity of paths along the waterfront and other intermunicipal waterways.



4.3. Urban Forest

Trees are a necessary component of modern urban infrastructure, mitigating the impacts of extreme heat and rain events through their natural cooling, shading and absorption capacity. They provide numerous economic, environmental and social benefits. Trees that grow across public and private lands make up the urban forest with a citywide canopy cover of 28 per cent. Victoria's urban forest is part of a broader, regional urban forest that connects animals, insects and natural areas in communities across the region.

As Victoria's population grows and experiences more extreme weather events, a healthy, functioning and resilient urban forest will play an increasingly important role in public health and community wellbeing. However, higher-density housing and multifunctional rights-of-way will compete for the space trees need to be viable in the long-term. Building and infrastructure siting and design will need to thoughtfully accommodate trees throughout the city for a healthy urban forest.

4.3.1. Progressive Urban Forest Management Planning

Maintain modern plans, policies and regulations to strategically manage a maturing urban forest in support of climate resilience and biodiversity while enhancing canopy cover, particularly in urbanizing areas with low tree provision and low canopy cover.

4.3.2. Equitably Growing the Urban Tree Canopy

City actions, investments and land use decisions will consider the following tree canopy targets for 2050, aimed at achieving a healthy urban forest while considering constraints, opportunities and functional expectations in differing land use contexts.

4.3.3. Growing Canopy in an Evolving Urban Form

Seek to retain trees with high ecological and natural value and replace lost trees with trees of equal or greater value in line with a right tree right place approach that complements the forms of development envisioned in this plan, including by:

- Replacing and adding trees in the public realm, including in the Downtown Core.
- Mitigating canopy loss over time in residential areas through tree protection and replacement on both public and private property.
- Preparing for climatic changes and disturbance events that may impact high value trees.

Area	2050 Canopy Cover Targets
Citywide	**40 per cent**
Residential Infill Areas	50 per cent
Priority Growth Areas	25 per cent
Districts and Community Nodes	15 per cent
Downtown Core Area	15 per cent
Industrial Areas	10 per cent

4.3.4. Adaptive Urban Forest

City actions, investments and land use decisions will work to distribute ecosystem services equitably and enhance the adaptive capacity and biodiversity of the urban forest by planting a diversity of species that are climate resilient and responsive to Victoria's unique ecosystem.

4.3.5. Growth that Supports a Healthy Urban Forest

Land use decisions will prioritize adequate open space for trees to thrive.

4.3.6. Growing the Urban Forest in the Public Realm

City investments and land use decisions will seek opportunities to provide adequate open space in the public right-of-way that is suitable for trees to thrive, with specific emphasis on areas with low canopy cover and a healthy and functioning urban forest across the city.

4.3.7. Trees in Linear Parkways

Wherever possible, integrate trees as part of the new Linear Parkways Program to provide shade and cooling for users and enhance ecological function and connectivity.

4.3.8. Coordinate the Provision of Trees and Other Infrastructure

City investments and land use decisions will seek to coordinate the provision of trees with the provision of overhead wires, underground pipes and conduit, and other green infrastructure, including through the use of soil cells and other innovative strategies that improve soil volumes, manage stormwater and reduce potable water demand.



4.4. Engineered Infrastructure

Well-maintained underground and above-ground engineered infrastructure — pipes, conduits and wires — are essential to public health, resilience and the activities of daily life. As with many cities across North America, Victoria faces the challenge of managing aging infrastructure while adapting to a changing climate.

As Victoria advances toward Vision 2050, engineered infrastructure will need to be renewed, expanded and adapted to serve a growing population. It will be thoughtfully and nimbly managed in the context of expected climate changes, including extreme storms, heat, drought and sea level rise. Assets will be maintained and enhanced to maintain and renew service for the community in the event of an emergency, extreme event or disaster (Infrastructure network maps are provided in Schedule D).

4.4.1. Monitor, Maintain and Enhance Engineered Infrastructure

Through regular assessments, reporting and capital planning, identify optimal service levels and allocate appropriate resources for the safe, climate-resilient and efficient conveyance of drinking water, sanitary waste and stormwater to sustainably meet the needs of a growing community, as generally identified in the **Infrastructure Network Maps in Schedule D**.

4.4.2. Integrate Traditional Infrastructure with Blue-Green Infrastructure

In renewal of structural assets and utility infrastructure, consider a range of green infrastructure solutions to support the Blue-Green Network objectives of this plan, investing in long-term, resilient solutions that consider a life cycle assessment of assets.

4.4.3. Infrastructure Cost Recovery

Consider opportunities to advance a cost-recovery model for engineered infrastructure and civic facilities to ensure sustainable, reliable service delivery.

4.4.4. Align Local and Regional Infrastructure Plans

Continue to support the Capital Regional District in the regular update and implementation of their infrastructure management plans and align City planning with regional objectives.

4.4.5. Coordinate and Align Local and Regional Infrastructure Works

Wherever possible, plan and coordinate works undertaken by the City or in relation to redevelopment with works undertaken by the Capital Regional District and neighbouring municipalities.

4.4.6. Proactive Asset Management

Plan and coordinate infrastructure improvements undertaken by the City or in relation to redevelopment across the Community, Mobility and Blue-Green Networks to minimize disruption to services and maximize economic efficiency.

4.4.7. Design Public Lands to Accommodate a Range of Modern Infrastructure

On public lands and rights-of-way, prioritize above- and below-ground infrastructure and street design to accommodate a full spectrum of modern infrastructure, including City-owned water, storm and sewer infrastructure, mobility infrastructure, trees and other green infrastructure, as well as other public and private infrastructure for electricity, gas and telecommunications.

4.4.8. Encourage Innovative Approaches to Coordinating Infrastructure for Compatibility

Encourage public and private utilities to locate, design and plan for site servicing in a manner that is compatible with City infrastructure, public space and the urban forest, including through strategic undergrounding, central distribution and other innovative mechanisms.

4.4.9. Identify and Eliminate Hazards and Public Health Risks in City Assets

Identify and eliminate cross connections, hazards and other potential public health risks in underground and above-ground utility infrastructure.

For more information on Victoria's approach to regional infrastructure, resources and natural assets, see Part 4: People and Partnerships.

Vision 2050 City Actions
4. Blue-Green

A. Maintain an Asset Management Summary (Engineered and Natural Assets)

The City will maintain a current understanding of City-owned assets, including structures, stormwater, wastewater and waterworks infrastructure, to inform capital budgets and long-range financial planning in line with the policies and objectives of this plan. Over time, the City will inventory natural assets and work to capture them in ongoing asset management.

B. Maintain and Implement a Strategic Approach to Planning for Victoria's Urban Forest

The City will maintain a strategic planning approach for urban forest in line with the policies and objectives of this plan. The approach may identify or include new or updated policies, bylaws, initiatives or other mechanisms to maintain and enhance Victoria's urban forest as a crucial element of public infrastructure, necessary for public health, climate action and community wellbeing.

C. Create a Strategy for Natural Assets

Informed by an inventory of natural assets, the City will prepare a strategy that:

- Maintains an inventory of aggregate information about Victoria's unique natural assets, including their location, condition and vulnerabilities.
- Establishes goals and desired service levels from identified assets.
- Provides a basis for the valuation of natural assets and ecosystem services.
- Establishes a program to monitor ecological function, trends and progress toward goals.
- Identifies opportunities for ecosystem management and conservation.
- Informs actions to protect ecosystems and sustainably manage natural assets that complements but is not redundant to the Capital Regional District regional biodiversity service.

D. Create a Plan for Integrated Rainwater Management

The City will prepare and maintain a plan for integrated rainwater management that:

- Recognizes watersheds and identifies opportunities for a watershed-focused approach to growth and land management that emphasizes climate adaptation.
- Reflects the important role of integrated rainwater management in maintaining an efficient and functional stormwater system.
- Identifies mechanisms to restore, enhance and celebrate Victoria's watersheds and waterways with an emphasis on climate and equity considerations.
- Accelerates action to improve water quality in the harbour and waterways.
- Considers the adoption of rainwater management targets.

E. Create a Strategy for Coastal Resilience

The City will prepare and implement a strategy for coastal resilience that:

- Inventories information about the existing conditions of Victoria's shorelines.
- Identifies coastal risks specific to Victoria's shorelines.
- Establishes goals for the restoration, enhancement and protection of natural shorelines.
- Establishes a guiding framework for implementation of coastal resilience initiatives.

F. Protect Ecological Assets in Growth and Development

As informed by a natural asset inventory and the rainwater management plan, the City will consider measures to protect and enhance natural assets in the development process, including:

- Adding, expanding or enhancing Development Permit Areas and associated guidelines for the purpose of environmental protection, including an expanded shoreline protection area.
- Utilizing conservation covenants and other mechanisms to protect inventoried natural assets, including riparian, marine shoreline and terrestrial environmentally sensitive areas.
- Establish flood construction levels to provide safety and security against flooding or related damage in habitable levels of buildings along the shoreline, informed by projected sea level rise and storm surge events.

Part 04

People and Partnerships

Supporting Victoria's civic, social and economic systems

This part of the plan relates to the civic, social and economic systems that are crucial to realizing Vision 2050. Victoria's success in these areas will require continued leadership from senior levels of government, along with agency, community and business partners.

5. Climate-Forward City

CLIMATE ACTION, RESILIENCE AND ENERGY TRANSITION

Climate action is central to achieving Vision 2050. This plan seeks to directly and proactively reduce greenhouse gas emissions and continue to prepare for the ongoing impacts of climate change. This commitment is reflected in the plan's low-carbon approach to growth and planning for modern, climate-resilient urban infrastructure.

Leadership, partnerships and collaboration also play an important role in mitigating and adapting to climate change. The policies below provide additional directions for the City and opportunities for collaboration and partnership.

5.1. Climate Leadership

5.1.1. Integrate Climate and Climate Equity in City Decisions

Demonstrate leadership in climate action by continuing to consider climate and climate equity in City actions, investments and decisions.

5.1.2. Evidence-Based Climate Action

Work with all levels of government, academic institutions, the health authority and other stakeholders to monitor and maintain a relevant understanding of:

- Corporate and community greenhouse gas emissions by sector to meaningfully inform targets, policies and actions that support emission reduction efforts.
- Current and projected climate impacts based on scientific data, and local risks and vulnerabilities to meaningfully inform targets, policies and actions for resilience.

5.1.3. A Collaborative and Coordinated Approach

Enhance partnerships with all governments, public agencies, businesses and community organizations in climate planning and action, including through ongoing participation in regional, provincial and nationwide climate planning and action.

5.1.4. Mobilize the Community Around Climate Action

Build momentum for community-led climate action by equipping residents, businesses and community groups with the information, resources and guidance required to reduce emissions and advance resilience across the city and region.

5.1.5. Comprehensive Resource Planning

Continue to advocate, support, encourage and participate in collaborative efforts with other levels of government to develop regulations and invest in approaches to reduce community greenhouse gas emissions.

5.1.6. Collaborate for Innovative Climate Action

Work with community members, organizations, the private sector and other stakeholders to identify and adopt new and innovative approaches to reducing greenhouse gas emissions.

5.1.7. Support Regional Efforts to Reduce Greenhouse Gas Emissions

Support regional efforts to achieve targets for regional greenhouse gas emissions reductions in buildings, transportation and waste.

5.2. Low-Carbon Energy Transition

5.2.1. Support and Encourage Electrification

Continue to advocate, support, encourage and participate in collaborative efforts with other levels of government, agencies, organizations, utility providers and other partners on electrification efforts.

5.2.2. Collaborate for Low-Carbon District Energy Systems

Collaborate with the Capital Regional District, utility providers, businesses and private developers to explore the feasibility of low-carbon energy as a utility on a district scale.

5.2.3. Advocate and Advance Regulations for Renewable Energy

Consider opportunities to enhance the regulatory environment to support local energy generation capacity and distribution systems that use renewable energy sources such as solar or waste heat.

5.2.4. Promote and Support Fuel Switching

Promote, support and enable fuel switching from fossil-based to low-carbon energy sources through education, advocacy, incentives and City initiatives.

5.2.5. Foster Industry Collaboration for Low-Carbon Innovation

Collaborate with developers, architects, engineers, contractors and manufacturers to accelerate the adoption of low-carbon construction practices and technologies, including mass timber and prefabricated materials.

5.2.6. Facilitate the transition to Electric and Low-Emission Vehicles

Collaborate and partner with other levels of government, government agencies, businesses and community organizations to support the transition to electric and low-emission vehicles.

5.3. Prepare and Respond

5.3.1. Support Regional Efforts on Climate Resilient Infrastructure

Support regional efforts to enhance climate resilience of infrastructure and natural assets, such as regional watersheds, forests, parks and shorelines.

5.3.2. Collaborate to Build Resilient Communities

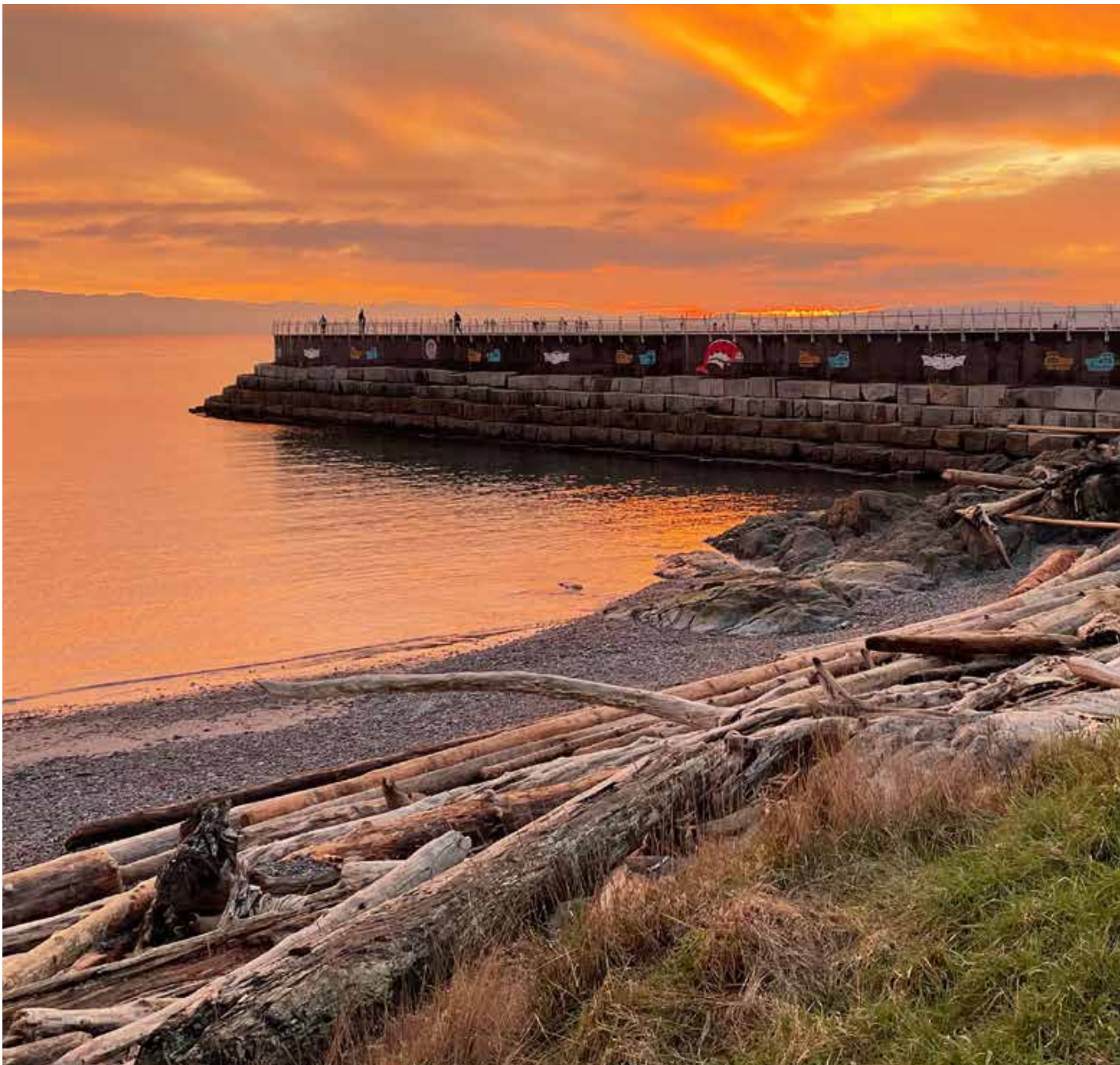
Work with regional partners, industry stakeholders and community organizations to share knowledge, tools, and best practices for building adaptation, ensuring alignment with local risks and needs.

5.3.3. Promote Community Health in a Changing Climate

Collaborate with other government agencies, academic institutions, the health authority and community organizations to enhance health and wellbeing by addressing climate-related risks and fostering resilience within the community.

5.3.4. Promote Community-Based Adaptation

Seek opportunities to collaborate and build partnerships with community members, organizations and other stakeholders to promote and support effective climate adaptation efforts.



6. Welcoming, Equitable City

VICTORIA'S HOUSING AND SOCIAL SYSTEMS

Core to Vision 2050 is the evolution of a diverse community, welcoming and inclusive of all ages, lifestyles, incomes and backgrounds, anchored by a range of housing options across the continuum and equitable access to community infrastructure. This plan directly supports a welcoming and equitable city by enabling diverse housing to be realized more quickly throughout the city, specifically near sustainable and accessible mobility options. It applies a lens of equity to the provision of City services, including community infrastructure.

However, fully realizing Vision 2050 will require attention from and coordination among multiple organizations and jurisdictions involved in improving equity, affordability and access to services more broadly. The policies below provide additional directions for the City and amplify opportunities to collaborate with partners to this end.

6.1. Advance an Inclusive Community

6.1.1. Recognize and Plan for Victoria's Diverse Communities

Acknowledge the existing diversity and intersectionality of Victorians, by age, sex, gender identity or expression, ability, race, ethnicity, origin, religion and economic status and continue to celebrate and plan for diverse community needs.

6.1.2. Remove Barriers and Improve Access

Demonstrate leadership by continuing to identify and remove barriers to City programs and services, promoting inclusion and access for all and encouraging other public organizations and community groups to do the same, including by:

- Encouraging and supporting improved accessibility in physical spaces.
- Encouraging improved access to and participation in intangible processes.
- Continuing to collaborate with accessibility groups and people with diverse lived experiences.

6.1.3. Support a Multi-Generational City

Work toward a city that is welcoming and inclusive of all ages and family types, including by:

(a) Catalyzing Family and Accessible Housing

Advocate, encourage and partner to realize high shares of family-oriented and accessible housing units in new development, particularly below-market developments, beyond those required in City regulations.

(b) Encouraging Seniors Housing and Services

Work with senior governments, the health authority, the private sector, and non-profit organizations to anticipate and plan for housing, care facilities and health, wellbeing and support services that will meet the needs of residents as they age.

(c) Encouraging Expanded Child and Senior Daycare Options

Encourage diverse, quality, accessible and affordable daycare programs, such as preschool, out-of-school care and senior daycare spaces, including through partnerships, coordination, advocacy to senior governments and ongoing supportive land use policies and regulations.

(d) Continue to Coordinate and Partner with the School District

Maintain strong communication with the school district to ensure there is a shared understanding of population growth projections and anticipated educational, recreational and community needs, as well as strategic priorities for school lands within the city. Explore opportunities to meet these needs collaboratively, including by maintaining public ownership and through shared-use agreements and other partnerships.

6.1.4. Encourage Inclusive and Responsive Community Services

Support and encourage service providers, including other governments, community organizations and the health authority, to ensure community needs are met as Victoria's population grows and changes, including the provision of:

- A range of local and regional health and wellness facilities and services.
- An accessible and inclusive network of regional recreational facilities and services.
- Regional and local public library facilities and services.
- Opportunities and facilities for lifelong learning and skills training.
- Places of worship and other spaces for contemplation.
- Settlement services and cultural centres.

Encourage collaboration among community service providers and community organizations across the city and at the regional level.

6.2. Improve Affordability

6.2.1. Reduce the Housing and Transportation Cost Burden

Recognizing that housing and transportation costs are the greatest burdens on most household budgets, consider relevant solutions, including:

- Municipal levers to encourage more affordable housing across the housing continuum, including but not limited to, incentives and allowances such as property tax reductions, grants, bonus density provisions, streamlined processes and zoning variances or amendments.
- Municipal levers to encourage more affordable transportation options and services in line with the Mobility Network section of this plan.
- Partnerships and coordination with other levels of government, agencies, industry, community organizations and individuals to improve access to low-cost housing and mobility options.



Hillside
Quadra
Neighbourhood

- Advocate to other governments and public agencies for fully funded, accessible public transit services that meet this plan's objectives.

6.2.2. Advance Regional Solutions for Affordability

Work with the Capital Regional District, its member municipalities, BC Transit and other partners to improve regional affordability by increasing diverse housing supply across the region, served by low-cost, low-carbon mobility options within and between communities on the South Island.

6.2.3. Emphasize Long-Term Stability

Encourage housing solutions and advocate for social and economic policies that help people gain long-term stability, including more permanent housing, reliable and accessible support services, greater autonomy and stable employment or income.

6.2.4. Increase the Share of Non-Market Housing

Advocate for senior government assistance to support a range of non-market, transitional and supportive housing options, with an emphasis on specific groups in core need per the City's regularly updated Housing Needs Report and identified regional housing needs.

6.2.5. Retain Naturally Occurring Affordable Housing

Support and advocate for programs and policies that enable the preservation, upgrade and regeneration of the city's naturally occurring affordable housing stock, including purpose-built rental, cooperative and multi-unit strata buildings.

6.3. Alleviating Extreme Poverty

6.3.1. Embrace a Housing First Approach

Encourage, enable and advocate for a Housing First approach and public, private and non-profit initiatives that help to break the cycle of mental illness, substance abuse and homelessness.

6.3.2. Work with Partners for Stable Housing and Services

Continue to work with coordinated community and regional efforts to end homelessness and enable stable housing with support services for people who are homeless or at-risk of homelessness, within the limits of the City's mandate and resources.

6.3.3. Work with Partners to Ensure Access to Basic Services

Work with senior governments, the health authority, the private sector and community organizations to provide access to essential services and facilities that meet people's basic needs, including those necessary to maintain public and personal health, such as temporary shelters , emergency weather response shelters, drop-in centres, public toilets, drinking water and food services.

7. Healthy, Safe and Resilient City

COMMUNITY SAFETY, DISASTER RISK MANAGEMENT AND WELLBEING

In the context of a growing and evolving city, this plan emphasizes livability with healthy, safe and enjoyable places to live, work and play. It provides direction for livable public and private spaces through innovative development and good urban design. It ensures community infrastructure and public assets are managed in a manner that responds to anticipated growth and climate impacts.

Ensuring a healthy, safe and resilient community, however, goes beyond land use, built form and urban infrastructure. Local, regional and cross-jurisdictional public safety, emergency management and health and wellbeing systems play important roles in ensuring a livable city.

7.1. Community Safety

7.1.1. Collaborate for Community Safety

Collaborate with the Victoria Police Department, the Fire Department, the health authority, community and social service providers, businesses, community groups and residents with diverse lived experiences for a safe and thriving Victoria.

7.1.2. Maintain a Relevant Understanding of Safety and Wellbeing

Work collaboratively to better understand what community safety and wellbeing means for Victoria's diverse population, including for communities facing systemic barriers, people who are racialized, low-income, unhoused or precariously housed as well as people who use drugs.

7.1.3. Contextually Appropriate Approaches to Crisis Response

Consider and support a continuum of collaborative and contextually appropriate approaches to crisis response, including police and civilian resources, that recognize diverse community and individual needs and emphasize safety and security for all immediately involved as well as positive long-term outcomes.

7.1.4. Embrace a Five Pillars Approach to Substance Use and Addiction

Collaborate with partners to better understand and address systemic inequities that result in substance use and addiction for a coordinated, comprehensive Five Pillars approach that:

- Prevents problematic substance use.
- Reduces harm to individuals and communities from the sale and use of both legal and illegal substances.
- Provides a range of support services, specialized care facilities and treatment

programs for people who have addictions.
- Supports access to safe, affordable and quality housing.
- Delivers enforcement and response services to support community peace, public order and safety.

7.1.5. Ensure Safe, Welcoming Public Spaces for All

Collaborate with community organizations, public and private landowners and other stakeholders to create safer, more welcoming public spaces that foster a sense of belonging, identity and security for all community members, including those living in extreme poverty.

7.1.6. Plan for Cross-Jurisdictional Public Safety Services

Maintain partnerships and continue to collaborate across governments for the efficient and effective delivery of policing and fire services through the maintenance and regular update of the relevant plans, policies and protocols.

7.2. Public Health and Wellbeing

7.2.1. Collaborate and Coordinate for Health and Wellness Services

Maintain partnerships and continue to collaborate across governments, public agencies, community organizations and the private sector to build capacity and provide a range of services for individual health and wellbeing, including:

- Social services that enable all community members to have their basic needs met.
- A range of local and regional health and wellness facilities, programs and services.
- An accessible and inclusive network of regional recreational facilities and services.
- Regional public library facilities and services.
- Places and programs that support lifelong learning and skills training.
- Places of worship and other spaces for contemplation and connection.
- Settlement services and cultural centres.

Encourage collaboration among community service providers, community organizations and community members across the city and at the regional level to achieve the above.

7.2.2. Foster a Culture of Community Support and Connection

Support and encourage efforts to create a culture of volunteerism, community support and intercultural, intergenerational connections, to reduce the risk of social isolation and loneliness and improve resilience.

7.2.3. Prevent Pollution

Work with partners that have direct mandates to address issues related to air, noise and light pollution to mitigate negative impacts on public and ecological health. Continue to support other governments and public agencies in monitoring and evaluating waterways and water sources to ensure public health and the protection of the watershed and coastal marine environment.

7.3. Disaster Risk Reduction

7.3.1. Prepare, Mitigate, Respond and Recover

The City will approach emergency management and Disaster Risk Reduction based on risk assessments and collaboration with other

governments that address all four phases of emergency management: mitigation, preparedness, response and recovery.

7.3.2. Continue to Strengthen the City's Disaster Risk Governance and Align it with the Approach of Senior Governments

Ensure that the City of Victoria's Emergency Management and Disaster Risk Reduction priorities continue to align with Provincial legislation, Canada's National Emergency Management Strategy and the United Nations Sendai Framework for Disaster Risk Reduction.

7.3.3. Embrace a Holistic, Proactive Disaster Risk Reduction Strategy

Identify opportunities, including through collaboration and partnerships, to proactively reduce vulnerability to hazards and risks and mitigate their impacts, including through upfront investments that significantly reduce the social, economic, cultural heritage and environmental costs when events do occur, forward-looking mitigation, response, and recovery measures and opportunities to build back better.

7.3.4. Collaborate and Invest in Disaster Risk Reduction for Resilience

Leverage existing knowledge, experience and capabilities within the community and with regional partners to strengthen the resilience of all. Consult and coordinate with First Nations, neighbouring local governments, service providers and critical infrastructure operators for efficient mitigation, response and recovery.

7.3.5. Maintain a Relevant Understanding of Disaster Risk

The City's approach to disaster risk management is based on a comprehensive understanding of disaster risk in all its dimensions of vulnerability, capacity, exposure of persons and assets, hazard characteristics and the environment.

The City will maintain up-to-date Hazard, Risk and Vulnerability Assessments that:

- Assesses all hazards, risks, and vulnerabilities, including increasingly frequent, severe and complex climate change hazards, such as intense droughts, severe fires, flooding and storms.
- Evaluates the degree of risk related to each hazard, including potential consequences for people, property, infrastructure and natural systems that may be impacted.
- Considers potential impacts with respect to demographics, including gender, age, ability and socioeconomic conditions.
- Recognizes the value and importance of Indigenous knowledge and consultation, both in terms of understanding and planning for risks, and incorporates this knowledge into the Hazard, Risk, and Vulnerability Assessments.

7.3.6. Consider and Improve Understanding of Local Hazards, Disaster Risks and Vulnerabilities

Consider locally specific hazard and disaster risk areas identified in risk assessments and seek opportunities to develop, coordinate or collaborate on more detailed mapping of hazards and vulnerabilities, including seismic microzonation, flooding, sea level rise and extreme heat (see key example on **Seismic and Tsunami Hazard Map in Schedule D**).

7.3.7. Plan for City Business Continuity

The City will maintain business continuity plans based on risk assessments to ensure the City's essential services can continue to be delivered during emergencies.

7.3.8. Invest in Organizational Emergency Preparedness

The City will effectively prepare for, respond to and recover from hazards and vulnerabilities through the provision of adequate resources, facilities and training, including:

- Training and exercises for City staff for all hazards.
- Managing volunteer programs to support emergent needs before, during and after disasters.
- Delivering public education for individual and communal preparedness.
- Ensuring contingencies are in place to support systems critical to response capacity.
- Ensuring systems and resources are in place for known community risks.



8. Sustainable City

VICTORIA'S ZERO WASTE AND URBAN FOOD SYSTEMS

A sustainable city is one that is designed and organized to minimize environmental impacts while ensuring long-term social and economic resilience. This plan supports Victoria to be a sustainable city in many ways, including through policies that encourage low-carbon growth and living, support strong communities and envision a citywide network of blue-green infrastructure. The use of low-carbon materials and the adaptive reuse of existing buildings is encouraged in new development. The growing and provision of local food is enabled through much of the city, complementing natural assets and green open spaces.

Still, moving toward a community where no resources are wasted — whether it be food, water or materials — requires planning beyond land use and infrastructure. Sustainable regional and local food and waste management systems require action and attention from multiple jurisdictions. The policies in this section provide guidance for coordinated planning and leadership on these important aspects of a sustainable city.

8.1. Zero Waste Systems

8.1.1. Comprehensive Resource Planning

Continue to advocate, support, encourage and participate in collaborative efforts with other levels of government to develop regulations and invest in approaches that achieve zero waste resource planning.

8.1.2. Reduce Demand for Natural Resources

Work with community members, organizations, the private sector and other stakeholders to identify and adopt new and innovative approaches to reducing demand for natural and virgin resources.

8.1.3. Move toward Closed Loop Systems

Support and enable closed loop systems on private land and within public infrastructure systems to minimize waste and mimic natural processes including for water supply, wastewater, green stormwater, solid waste, sustainable energy and urban food.

8.1.4. Prioritize Local Action Based on Zero Waste

Ensure local initiatives support continual improvements to the solid waste management system, aligning with the pollution prevention hierarchy.

8.1.5. Facilitate Community Transitions

Leverage knowledge and partners across the community to facilitate a local transition to zero waste, including by strengthening local reuse

markets and identifying and removing barriers to innovative zero waste solutions.

8.1.6. Support Regional Solid Waste and Water Management Efforts

Support regional efforts to achieve targets in regional solid waste, liquid waste and water supply management or master plans, including through the implementation of local regulatory powers.

8.1.7. Create a Culture of Conservation

Continue to work with other governments, public agencies and community partners to promote, educate and build awareness about the importance of resource conservation, including residential, commercial and industrial use of water, food and energy.

8.1.8. Comprehensive Food System Planning

Continue to support, encourage and participate in coordinated efforts to develop a more sustainable food system that:

- Contributes to the economic development, environmental management and social wellbeing of Victoria and the region.
- Encourages local and regional food production, including through protection of and expanded access to productive farmland and the maintenance and re-establishment of food processing and distribution infrastructure.
- Recognizes access to safe, sufficient, culturally relevant and nutritious food as a basic need for all community members.
- Celebrates local food culture and cuisine as well as local, Indigenous and multicultural food traditions.

8.1.9. Encourage Healthy, Local Food Access in All Community Nodes

In line with the Urban Form and Land Use and Community Networks sections of this plan, continue to encourage private developers and community partners to integrate local food growing, sharing and sales opportunities in all community nodes to support complete, low-carbon communities.

8.1.10. Partner to Increase Food Security and Production

Work with community members, organizations, the Capital Regional District and other stakeholders to identify, consider and plan for new and innovative approaches to increase urban food production and food security.

8.1.11. Support and Encourage a Quality, Resilient Regional Food System

Work with regional partners to enhance the capacity, production and value of the regional food system and support efforts to adapt the system to a changing climate and increase its resiliency to future shocks, including water shortages, disasters, extreme weather events and fluctuations in global food and energy prices.

8.1.12. Encourage and Support Food Vendors

Work with local businesses and the health authority to expand street food vending opportunities and their ability to access locally produced, processed and distributed foods to animate the public realm, showcase local cuisine and support the local economy.

8.1.13. Encourage and Support Farmers Markets

Encourage the development of food and farmers markets throughout the City's Community Networks, as well as a viable, centrally located year-round market that supports local growers and food processors, meets community needs and animates the city.

8.1.14. Expand Community Food Opportunities

Work with community organizations and other partners to expand access to and quality of community gardens and community kitchens in order to meet increasing demand and improve resiliency, emphasizing opportunities that support the social and emergency management objectives of this plan.

8.1.15. Support Healthy, Dignified Food Choices

Support and encourage public and private sector partners in efforts to help people move towards healthier, more secure and dignified food choices, including through knowledge and skill building as well as improved access to affordable, nutritious and culturally relevant foods.

8.1.16. Support Efforts to Build Food System Knowledge and Skills

Encourage schools, community and seniors' centres to incorporate features such as food gardens and community composting depots that facilitate the development of food-related skills and knowledge.

8.1.17. Consider Reconciliation in Food Security Actions

Consider food security with a lens of reconciliation, supporting and encouraging Indigenous-led and Indigenous-focused approaches to food access and food growing initiatives.



9. Vibrant and Prosperous City

ECONOMIC PROSPERITY, ARTS AND CULTURAL VIBRANCY

A core function of this plan is to ensure Victoria has the land and infrastructure needed to enable high-quality, well-paying jobs and cultural vibrancy as the city grows. It designates land specifically for employment uses, including strategic industrial lands along the deep water harbour, and encourages innovative uses of these lands to support diverse and emerging sectors, including arts and culture. The plan also enables diverse economic development throughout the city and provides direction for a public realm supportive of and complementary to community businesses and arts and cultural assets.

Planning for a modern, vibrant and prosperous city requires a regional lens and action beyond the authority and mandate of local governments. The policies in this section provide additional direction for the City to support, collaborate and coordinate with community organizations and the private sector to achieve and amplify economic and cultural objectives.

9.1. Local and Regional Economic Development

9.1.1. Build on Victoria's Economic Strengths

Collaborate with businesses, governments and other organizations, building on Victoria's economic strengths to:

- Maintain Victoria as a focal point for government and business office headquarters through strategic coordination with the provincial government to maintain and grow daytime populations in the Downtown Core, including through suitable and adequate provision of modern office and institutional spaces.
- Support the tourism sector by encouraging tourist and visitor services to cluster and coordinate in the inner harbour and Downtown Core and by supporting the retention and enhancement of transportation services and arts and cultural facilities.
- Embrace and build upon Victoria's strong and historic deep water, Working Harbour and encourage new ways to sustainably maximize its function, including through industrial intensification and new industries supportive of a Blue Economy and global connections.
- Encourage educational advancement, research, lifelong learning and literacy, including by supporting the development of related institutions, spaces and community infrastructure.
- Encourage local business development throughout the community.

- Support Indigenous economic development and long-term, sustainable economic reconciliation.

9.1.2. Support Economic Diversification

In addition to the sectors described in section 9.1.1, continue to support economic diversification — especially to attract high-value household sustaining jobs and businesses that retain wealth in the community. Encourage senior government to offer incentives for businesses and jobs in major and emerging economic sectors.

9.1.3. Modern Infrastructure for Economic Prosperity

Continue to work with partners to modernize and streamline urban systems that attract diverse sectors, including by encouraging new infrastructure, telecommunication and mobility technologies and supporting innovative low-carbon growth and development.

9.1.4. Support and Showcase Victoria as a Destination City

Work with local and regional partners to advance Victoria as a global leader in sustainable tourism, including by:

- Supporting the retention, enhancement and addition of tourism assets, like hotel accommodation, travel terminals, conference centres, gathering spaces and commercial and institutional destinations, particularly in and around an iconic Inner Harbour.
- Investing in a high-quality public realm that supports pedestrian enjoyment and placemaking, celebration of natural and built heritage, arts and culture and other community infrastructure in alignment with the policies of this plan.
- Enhancing key gateways, mobility connections and transportation infrastructure to better support business, goods movement and visitor connection between local and regional destinations, in alignment with the Mobility polices of this plan.
- Ensure tourism-related development and initiatives align with local community values and the climate objectives of this plan.
- Celebrating the historic and future-oriented aspects of Victoria's identity and shared values, including through high-quality and inclusive destinations, festivals, celebrations, special events and beautification initiatives.
- Ensure an adequate supply of full-service visitor accommodations across all price points and visitor segments by supporting the development of 1,500 new hotel rooms by 2035.

9.1.5. Promote and Advance Higher Education in Victoria

Collaborate with universities, colleges and advanced education institutions to create a greater academic presence and more academic activities and opportunities within the city, and specifically in the Downtown Core.

9.1.6. Support Opportunities for Research, Connection and Innovation

Encourage innovation, collaboration and research in the city, including by supporting the development of a flexible, high-capacity conference centre space that meets the diverse needs of multiple sectors.

9.1.7. Attract and Support Climate-Forward, Equity-Focused Business

Work with partners to attract, retain and support businesses and sectors that advance the low-carbon living, urban resiliency and equity objectives of this plan, including sustainable building, low-carbon energy, green technology and green infrastructure.

9.1.8. Encourage, Support and Attract Health Services and Research

Work with partners to improve health services and advance research and innovation in the health sector, including by encouraging the growth and retention of health services and related light industrial and commercial activities in the Jubilee Employment District.

9.1.9. Ensure Efficient, Supportive City Involvement in Business Development

Periodically review and consider tools and levers available to the City to enable and support new local business development, business improvements and entrepreneurship, including property tax rates, tax incentives, charges, fees, grants and resources.

9.1.10. Collaborate, Communicate and Innovate with the City's Industries and Businesses

Maintain strong working relationships with industry, business and commerce organizations, major employers and economic drivers in the city, including through consultation on decisions related to land use and the design and function of the public right-of-way that may impact business viability.

9.1.11. Support Community Economic Development

Seek opportunities to support, enable and encourage economic activities that address market failures and strengthen individual and community wellbeing. Opportunities may include enhanced diversity within local businesses, special attention to Canadian newcomer businesses, supports for youth as well as unemployed or underemployed people to better access economic opportunities, along with other services that improve accessibility and inclusiveness in the local economy more broadly.

9.1.12. Advance Reconciliation by Supporting and Enabling Indigenous Economic Prosperity

Continue to support the self-directed economic vision of First Nations and Indigenous Peoples, including by removing barriers and collaborating to advance modern, resilient Indigenous economic prosperity in line with the policies and objectives of this plan.

9.2. Victoria's Working Harbour

9.2.1. Reflect and Celebrate Victoria's Working Harbour Roots

Continue to celebrate the Victoria Harbour, including its history in shaping the city, its contributions to Victoria's economy and identity today, and the role it will continue to play in a vibrant, prosperous future. Together with partners, recognize and plan for the Victoria Harbour, not just as an important ecological area, but as an asset integral to the Capital Region's Blue Economy, supporting marine industries, transportation and recreation while connecting global economies.

9.2.2. Encourage and Support Marine Sectors in the Victoria Harbour

Continue to work with senior governments, neighbouring municipalities, public agencies, community and business partners to sustain and enhance a diversity of marine sectors in the Victoria Harbour by:

- Encouraging and attracting marine-related industrial uses and businesses on waterfront lands, including those that support regional objectives for a Blue Economy and an **Ocean Futures** cluster.

- Encouraging improvements to and intensification of traditional industry that benefit from waterfront locations to maximize the use of limited land area while mitigating negative environmental outcomes.
- Continuing to support and encourage economically efficient, low-carbon, water-based shipping and transport for businesses located on the waterfront.
- Coordinating and collaborating to ensure safe, efficient mobility connections to and from the Harbour in line with the Mobility section of this plan.
- Encouraging and supporting the establishment of a marine transportation hub to support marine-related businesses and activities.

9.2.3. Support and Encourage Opportunities to Showcase the Harbour

Continue to work with partners to showcase the beauty and function of Victoria's Working Harbour, including by:

- Supporting activities and programming that showcase the harbour's vibrancy and engage citizens and visitors.
- Encouraging industrial development to include public access for recreation, fishing and public viewing of the harbour where feasible.
- Enhancing public access to the Harbour, including through the realization of the Harbour Pathway, while maintaining the ongoing viability of economic functions.
- Highlighting core functions of a working harbour and its contributions to Victoria and the greater region, including for waterfront visitors through wayfinding, signage and storytelling.
- Maintaining and improving community mobility within and around the harbour, including through new or expanded public water-based mobility options.

9.2.4. Reflect a Spirit of Reconciliation in the Victoria Harbour

Collaborate with the Songhees Nation and the Xwsepsum Nation to include cultural elements and public realm improvements that reflect and honour the waterfront's significance as part of Lekwungen history, culture and values.

9.3. Arts and Culture

9.3.1. Support a Vibrant Arts and Culture Community and Economy

Continue to support and recognize the value of arts and culture as central components to Vision 2050, key elements of social wellbeing and quality of life, and contributors to Victoria's economic prosperity.

9.3.2. Attract, Retain and Nurture Diverse Arts and Cultural Sectors

Foster the development of diverse and inclusive cultural hubs, with clusters of industries and related activity in the arts, culture and entertainment sector, by:

- Working with community partners to retain and enhance arts and cultural facilities and to maintain and expand professional arts companies.
- Working with partners in the public and private sectors to develop a new public library in the Downtown Core.
- Collaborating with partners to identify opportunities for new arts and cultural destinations, including through co-location of public and private uses.



Summer concert at the Cameron Bandshell, Beacon Hill Park

- Continuing to host high-quality events and festivals and work with partners to explore the feasibility of creating new event venues.
- Continuing to enable access to suitable locations for the film industry.

9.3.3. Grow a Culture of Creativity

Maintain partnerships and collaborate with public and private entities to foster cultural development, including by:

- Celebrating and championing Victoria as a creative city, attracting diverse visitors, businesses and new residents that support creative sectors.
- Supporting diverse arts and cultural facilities, programs, services and events.
- Supporting efforts to attract, diversify and expand audiences for professional arts, including through the programming of civic facilities.
- Collaborating with partners to broaden access to arts and culture for people of all ages, incomes, backgrounds and lifestyles, and nurture education, training and informal learning opportunities in the arts, design and cultural sectors.

9.3.4. Continue to Advance Arts and Cultural Planning

Continue to engage with community members and stakeholders to maintain, enhance and grow arts and culture including by:

- Collaboratively working toward a shared vision for arts and culture in Victoria.
- Fostering and supporting community-led, non-profit and private sectors to advance arts and culture programs and initiatives.
- Regularly reviewing and adapting plans and programs to meet current needs.
- Maintaining an inventory of cultural resources and collaborating with partners to maintain and grow assets, in line with the Community section of this plan.

9.3.5. Integrate Public Art Throughout the City

Continue to secure and maintain art in public places, including through City investment, voluntary provision by private sector and community-led placemaking, public art programs and other initiatives that may be supported by the City and professional artists.

9.3.6. Add, Maintain and Enhance Core Cultural Facilities

Support, encourage and collaborate with public and private entities to maintain and enhance core cultural assets in line with the Community section of this plan, including:

- Performance space in the Royal Theatre and the McPherson Playhouse.
- Arts and culture program space in other publicly owned facilities, including schools, community centres and library spaces.
- Arts and culture program space in private schools, places of worship and other private or non-profit community and cultural spaces and centres.

9.3.7. Animate and Program Public Spaces

Animate and program public spaces to reflect Victoria's values and collective identity, create great community places and attract visitors, including by:

- Working with partners to develop a performance location for major outdoor events in a permanent and highly accessible public space.
- Encouraging and supporting festivals, celebrations and special events in diverse public spaces throughout the city, including

those led by the City, the community, non-profit organizations and private entities.
- Establishing and maintaining partnerships with professional artists and arts and cultural organizations to program the use of public space.

9.3.8. Improve the Affordability of Arts and Cultural Spaces

Encourage, support and consider opportunities to improve access to and affordability of appropriate commercial spaces for visual art, theatre and dance studios, galleries and non-profit art and culture offices, including innovative funding opportunities and permissive land use approaches, as described in the Urban Form and Land Use section of this plan.

9.3.9. Advance Multicultural and Indigenous Arts and Culture

Preserve and conserve inclusive heritage legacies, reflecting multicultural and Indigenous, tangible and intangible cultural heritage in everyday encounters in the public realm, through artistic interventions, presence and traditional storytelling, and celebrate diverse art communities today.

10. A City that Speaks, Listens and Acts

ADVOCACY, DEMOCRACY AND CIVIC ENGAGEMENT

This plan is the community's official plan. It identifies a shared vision and collective values for the coming decades and charts a path forward, including through physical growth and development. However, social and civic health — the non-tangible features of a community that support societal ideals like equity, inclusion and democracy — are equally important to the realization of Vision 2050. This section of the plan provides direction to ensure that all voices continue to be heard and meaningfully inform City decisions and actions.

While the City of Victoria can use its authorities and leverage its resources to realize Vision 2050, there are many partners in realizing that vision, including other governments, agencies, non-profit organizations and the private sector that have mandates and resources beyond those of the City. In many instances, the City can play an important role as convener — bringing together actors and decision-makers across multiple jurisdictions with diverse mandates to work collaboratively toward meaningful solutions and systemic changes. This section of the plan reflects the important role that the City of Victoria and its community members have to convene partners and advocate to regional, provincial and federal governments for local priorities.

10.1. Partnerships and Advocacy

10.1.1. Advocate for Housing Needs

Continue to advocate to other levels of government and public housing agencies to address current and future housing needs and to meaningfully improve housing affordability, including by:

- Reviewing taxes, fees, charges and other disincentives to market housing development, while ensuring the costs of growth are equitably borne.
- Creating and enhancing programs that promote and facilitate the development of new secured market and non-market rental housing.
- Creating and implementing programs that encourage, support or facilitate creative partnerships to realize alternative housing tenure models, such as collective housing.
- Creating and enhancing targeted housing assistance programs and support services for people in core need, including for seniors, low-income households, households with children and people with special needs.
- Developing and/or providing adequate funding mechanisms for sufficient, reliable and dignified services, supports and housing for people who are homeless or at risk of homelessness.

- Expanding programs that protect and invest in rental housing stock under non-profit management to reduce the displacement of low- and median-income households.

10.1.2. Advocate for Community Infrastructure Needs

Continue to cultivate partnerships and advocate to other governments, public agencies and the private sector for a collective approach to meeting community infrastructure needs, including by:

- Enhancing public access to and community use of open spaces that are owned, leased or managed by other levels of government, private entities, school boards or community agencies.
- Reflecting the vital role Victoria's recreation system plays in the regional network of parks, open space, trails and recreational facilities.
- Investing in City-owned park and recreational facilities and infrastructure, including through capital funding and private donations.
- Investing in major arts, cultural and public space assets that contribute to Victoria's role as a destination city, including museums and galleries.
- Investing in major community and cultural assets in the Downtown Core that benefit the broader region, including new public library space.
- Considering creative operating models, joint use agreements, integrated services and programming or other approaches that maximize space and operational resources.

10.1.3. Advocate for Improved Mobility and Connections

Continue to cultivate partnerships and advocate to other governments and public transportation agencies for:

- **Regional Transit:** Timely implementation of the frequent and rapid transit network, where service levels are increased significantly to allow seamless travel in Victoria and the surrounding area.
- **Better Connections:** Reliable, intra- and inter-regional travel, including:
  - Sustainable, frequent access to Victoria International Airport and ferry terminals.
  - New rapid transit such as Light Rail Transit (LRT) to support a growing region.
  - The ongoing viability of and sustainable access to ferries and water-based air services in the Inner Harbour.
- **Improved Local Connectivity:** Consistent, convenient and clear local connections and services across municipal boundaries for all mode types and freight movement.
- **Low-Carbon Options:** Expanded funding for and investment in low-carbon mobility infrastructure.

10.1.4. Advocate for Climate Action

Continue to cultivate partnerships and advocate to other governments, public agencies and the private sector for meaningful climate action and coordinated planning, including by:

- Maintaining an understanding of greenhouse gas emissions and ongoing climate hazards, risks and vulnerabilities.
- Improving regulations, initiatives and funding mechanisms that advance energy efficiency and fuel switching.

- Exploring and enabling opportunities for on-site technologies that reuse waste heat to generate energy.
- Promoting and supporting the construction of low-carbon buildings and building retrofits through incentives, supportive legislation and funding mechanisms.
- Improving climate literacy and encouraging individual and community action.

10.1.5. Advocate for Sustainable Regional Food Systems

Advocate to the Capital Regional District to work with partners to form a Regional Food Policy Council that supports the policies and objectives described in Urban Food Systems section of this plan.

10.1.6. Coordinate for Sustainable Regional Infrastructure Planning

Continue to advance sustainable management of regional infrastructure services, including for drinking water, liquid waste and solid waste, by supporting the Capital Regional District in the regular update and implementation of management plans.

10.2. Civic Engagement

10.2.1. Ensure Good Governance Through Meaningful Engagement

Recognize that everyone has the right to be engaged in decisions that impact them and that community members hold unique knowledge to inform decisions.

10.2.2. Foster a Culture of Belonging and Empowerment

Through regular communications and engagement opportunities, facilitate a sense of community belonging where all people feel safe and empowered to share their feedback and experiences and take part in influencing City decisions.

10.2.3. Advance Equitable Engagement

Advance equity in public engagement and civic processes through collaborative planning, capacity and trust building, elevating underrepresented voices, addressing barriers to participation and prioritizing evidence-based decision making.

10.2.4. Build Capacity for Ongoing Civic Engagement

Facilitate and support regular activities that both improve the community's understanding of civic processes and participation opportunities and the City's understanding of the lived experiences across Victoria, emphasizing capacity building for and with community members who have been historically under-represented.



Public engagement session

Schedule A

Plan Implementation

Administration, Adaptive Management and Monitoring

This section provides guidance for plan implementation, while enabling responses to changing and emerging conditions, including by monitoring progress over time.

A.1 Administration

A.1.1 Consistency with City Policy

All City plans, policies and bylaws that address the topics of this plan should be generally consistent with its policies and objectives or be made generally consistent over time. Where new plans, policies and bylaws are considered, the consistency with this plan should be documented, including the ways in which specific objectives are being advanced. In particular, all plans, policies and bylaws should consider the current and future housing needs identified in this plan and any potential impact to meeting those needs.

A.1.2 Zoning Bylaw Consistency

Updates to the City's zoning bylaw(s) should be generally consistent with this plan and seek to advance its intent and objectives. Variances for site-specific zoning conditions may be appropriate where aligned with this plan's objectives and, if applicable, other City policy.

A.1.3 Density Benefits

In accordance with section 482 of the *Local Government Act*, the City may develop or amend its zoning bylaw(s) to identify areas where higher densities may be achieved, aligned with the Urban Form and Land Use section of this plan, in exchange for community benefits that advance the objectives of this plan, including amenities, affordable housing and special needs housing.

A.1.4 Voluntary Contributions

Voluntary amenities and other commitments secured through rezoning applications must be established through a covenant, security or other agreement and should accomplish the following, subject only to extraordinary conditions or circumstances:

- Advance the goals and objectives of this plan.
- Provide amenities that are identified in other City policy.
- Provide for maintenance in perpetuity, where applicable, such that any public costs are minimized or eliminated.

A.2 Development Review Processes

A.2.1 Community Consultation on New Development

Where appropriate, the City will facilitate opportunities for community consultation on proposed development applications that is commensurate with the scale and potential impact of the proposal. Consultation will be organized by the applicant and guided by the City to be inclusive and equitable, considering the needs of and implications for the local area where the development is proposed, as well as the broader needs and desires of the community. The majority of input should be collected early in the development process to better inform key directions; consultation at subsequent stages should be streamlined.

A.2.2 Housing Priority Approach

Consideration and review of development applications and any associated land management decisions should take a housing priority approach, seeking to remove barriers to the development of needed housing, as identified in this plan, while continuing to ensure the livability of the urban environment.

A.2.3 Coordination With Public Service and Infrastructure Agencies

Those considering new development are encouraged to engage in early conversations with entities that have jurisdiction or mandates in the city and may be impacted by or involved in proposed development. Such entities include but are not limited to:

- Transport Canada where development may impact the functions of the harbour or fall within a Victoria Inner Harbour Airport flight path as identified by the current Obstacle Limitation Surface (OLS).
- BC Hydro or other major utility providers.
- School District 61.
- Island Health.

A.2.4 Transit-Oriented Areas

Where a transit-oriented area has been identified by the provincial government, development in the designated areas that is in alignment with provincial regulations and policy guidance is supported by this plan.

A.2.5 Development Approval Information Areas

In accordance with section 485 of the *Local Government Act*, the entire City of Victoria is designated as a Development Approval Information Area in which development approval information may be required on any anticipated impact of a proposed activity or development on the community. The special conditions that justify this designation are:

- The Urban Structure Concept identifies areas of the city where intensive and higher density development is envisioned to promote climate-forward growth, support innovative land use and development and provide for housing and employment land needs. Information may be required to assess the need for any public amenities to support growth from new development, and the feasibility of district energy or other closed loop systems.

- The potential for tenant displacement resulting from redevelopment enabled through the Urban Structure Concept. Information about tenants who are or may be displaced by a redevelopment, as those terms are defined in the Community Charter.
- The existence of high land values in Victoria relative to other municipalities in the Capital Region may impact the attraction of new development, particularly commercial and light industrial uses. Information may be required to assess land markets.
- As most of Victoria's urban growth is accommodated through infill, new development has the potential to impact existing buildings, structures and land. Information may be required to assess any impacts on solar access, wind patterns, traffic and parking, and municipal services such as infrastructure.
- The existence of contaminated lands and hazardous lands including ones at risk of soil subsidence (liquefaction) in the event of an earthquake. Information may be required to assess environmental site conditions.
- The existences of buildings, structures and underground infrastructure that require seismic upgrades. Information may be required to assess the seismic conditions of existing development and infrastructure facilities.
- The existence of heritage properties that may require rehabilitation, adaptive reuse, new additions or integration with new development. Information may be required on the heritage value and character of historic properties, and conservation plans where relevant.
- The existence of environmentally sensitive areas. Information may be required for environmental assessment to guide and inform protection.
- The existence of greenhouse gas emissions resulting from the materials and construction processes throughout the life cycle of a building. Information may be required, where possible, to assess the embodied carbon emissions and environmental impacts associated with the complete lifecycle of a new development, including material extraction, manufacture, transportation, construction, replacement, refurbishment, demolition, removal and other processes.

The objectives that justify this designation are:

- To achieve residential and employment growth through intensification in alignment with the Urban Structure Concept.
- To guide and support new development that contributes to the goals and objectives in this plan.

Information required for the consideration of major development proposals may include, but is not limited to:

- Shadow and wind studies
- Traffic and parking studies
- Servicing studies
- District energy feasibility studies

- Integrated water resource management plans
- Public amenities gap analysis
- Economic land analysis and market studies
- Social assessments and social impact assessments
- Environmental assessments
- Environmental site assessments, related to contamination of land, air and water
- Geotechnical and hazard mitigation analysis
- Heritage assessments and heritage conservation plans
- Tenants who are or may be displaced by a redevelopment, as those terms are defined in section 63.1 of the *Community Charter*
- Lifecycle assessment of the building and building material assessments, where available
- Bills of materials, Environmental Product Declarations, and/or life cycle assessments outlining material quantities and evaluating associated environmental and carbon impacts of a system, component, product, assembly or whole building
- Other relevant analysis and studies

A.2.6 Temporary Use Permit Areas

The entire City is designated for the issuance of temporary use permits for uses that would otherwise not be permitted on the lands for which they are proposed, subject, however, to greater specification of permissible temporary uses as identified in zoning bylaw(s), if any.

A.2.7 Development Permit Areas and Heritage Conservation Areas

The City will continue to guide changes in Development Permit Areas and Heritage Conservation Areas through Schedule C of this plan.

A.3 Adaptive Management

The Official Community Plan is designed to be a living document that adapts to emerging issues and risks through systematic review and updates. Adaptive management of the plan involves learning from successes, failures and new information to better progress toward Vision 2050 over time. This process helps ensure resilience in the face of global economic, social and climatic change and uncertainty. It also creates space for nimble responses to localized shifts in socioeconomic conditions, evolving community values or local hazards.

A.3.1 Five-Year Adaptive Management Cycle

In accordance with the *Local Government Act*, particularly sections pertaining to housing needs reports, the City will review this plan as well as associated bylaws every five years and update each as required. A five-year implementation plan and a monitoring program will inform adaptive management decisions and support civic engagement for required plan reviews and updates.

i. Plan Implementation

The City will identify five-year implementation priorities among the Victoria 2050 City Actions outlined in this plan and will advance implementation of these priorities through regular work planning within the limitations of City resources and the annual financial planning process.

ii. Plan Monitoring

The City will develop an Official Community Plan monitoring program that is integrated with other monitoring and regulatory reporting initiatives and includes measurable indicators for key policies and objectives. This program will consider:

- Desired outcomes and targets.
- Methods and frequency for data collection and analysis.
- Considerations for data interpretation.
- Approach reporting and dissemination.

iii. Plan Evaluation

The monitoring program will be used in concert with ongoing research, analysis and information gathering to evaluate progress toward key policies and objectives including:

- Evaluating observable trends from monitoring findings.
- Considering implications of changes to legislation or regulatory responsibilities.
- Undertaking a structured approach to learning from management and operational experience.
- Tracking new conditions, research and evolving best practices.

iv. Plan Adjustment

The City will consider insights and knowledge accumulated through the adaptive management cycle to inform adaptive management decisions, including policy or bylaw amendments and adjustments to OCP implementation priorities as part of the City's Corporate Plan cycle.

The City may undertake a comprehensive review of this plan or make strategic amendments to its content outside of the regular review cycle in response to major change, unforeseen trends or events, or new strategic directions or opportunities identified by the City.

The adaptive management decision-making process will be clear and open to the public, as guided by the City's civic engagement policies and in accordance with the *Local Government Act*.

A.3.2 Other Amendments to the OCP

Amendments to this plan that are not triggered by the City as part of the adaptive management cycle described above will generally not be considered. Where an external party, such as a development applicant, seeks to amend this plan for a discreet purpose, the party should:

- Facilitate public engagement commensurate with the degree of change being proposed and in accordance with City policy.
- Consider implications to the full suite of objectives and polices in this plan and ensure the general intent and vision of the plan can still be achieved.

A.4 Glossary

Blue Economy
A concept recognized by the World Bank as "sustainable use of ocean resources for economic growth, improved livelihoods and jobs, and ocean ecosystem health."

Collective Housing
A form of residential living arrangement that includes shared spaces and facilities with an emphasis on affordability, community building and social interaction. This model can encompass a variety of housing types and tenures, including co-operative housing, co-housing, and co-living models. To align with this definition, these models must be designed to offer residents long-term security of tenure.

Complete Streets
Complete Streets are designed and operated to enable safe access for all users — pedestrians, cyclists, public transit passengers, and those in vehicles. Complete Streets ensure people of all ages and abilities can walk, bike, and roll safely along and across the street to their destinations. Complete Streets also ensure the right-of-way enables safe and efficient public transit service, viable goods and service delivery, and green street infrastructure.

Design for Deconstruction and Reuse
Designing buildings that facilitate low-waste adaptation and renovation, re-use of building materials and minimal waste when the building reaches end-of-life and is demolished. Approaches may be related to the building design, siting and layout, chosen materials or construction approach and documentation.

Five Pillars (approach to substance use and addiction)
A coordinated, comprehensive approach to addictions that balances public order and public health to create safer and healthier communities.

The five pillars approach addresses:

(1) prevention

(2) harm reduction

(3) treatment and supportive recovery

(4) stable housing with supports

(5) enforcement

It aims to dramatically reduce the amount of on-the-street consumption, deaths, and disease with addictions.

A Five Pillars approach is distinct from the traditional Four Pillars approach in that it recognizes housing as its own pillar.

Food System
Tangible and intangible features that support food access, production, processing, distribution and waste management.

Garden Suite
A building attached to a foundation, used or designed as a dwelling unit located on a lot with a single-family dwelling or duplex.

Industrial Intensification
More efficient or productive use of industrial lands, including through supportive built forms and vertical integration of industrial and other employment related uses.

Ocean Futures
A network of existing and future economic activity centred around the ocean and marine-based businesses in the Victoria region, including industry, technology and education, envisioned to operate through a Blue Economy framework, focused on responsible, sustainable ocean use for economic prosperity.

Panhandle Driveway
A strip of land that is used principally as a driveway, the end of which forms the boundary between the lot of which that strip of land is a part of and:

(a) a street;

(b) a right-of-way easement giving access to the lot if there is no street abutting that boundary; or

(c) the nearest public highway if there is no street or right-of way easement abutting that boundary.

Panhandle Lot
A lot that has less than 10 per cent of its perimeter adjoining a street and/or in part consists of a **Panhandle Driveway**.

Pollution Prevention Hierarchy
Framework for prioritizing actions based on reduce, reuse, repair, repurpose and finally recycle.

Primary Dwelling Unit
Any dwelling unit that is not a **Garden Suite** or **Secondary Suite**.

Production, Distribution and Repair (PDR) Uses

Production, distribution and repair (PDR) is a general category of lighter industrial uses that may include:

- Construction, trades and design.
- Food and beverage processing.
- Traditional and high-tech manufacturing, prototyping and testing.
- Biomedical and environmental laboratories.
- Film production.
- Back-of-house uses such as commissary kitchens and commercial laundries.
- A wide range of artisanal and artistic production.

Secondary Suite

A secondary suite as defined under the *British Columbia Building Code*, and does not include a strata lot.

Temporary Shelters

Temporary accommodation provided to individuals or families experiencing homelessness with varying levels of support.

Watershed

An area of land that collects and channels rainfall and snowmelt to a common body of water, such as a lake, creek, wetland or the ocean. Watersheds can vary in size, and smaller watersheds can be part of larger ones. While there are large regional watersheds that collect water for drinking, all land and properties are made up of smaller watersheds that absorb and move water as part of a larger cycle.

Schedule B

Regional Context Statement

Alignment with CRD Regional Growth Statement

This section provides a regional context statement that illustrates how the City of Victoria implements the 10 objectives of the Regional Growth Strategy.

Regional Context Statement

The City of Victoria collaborates with 12 partner municipalities and an electoral area to advance regional objectives, including implementation of the Capital Regional District's (CRD) Regional Growth Strategy (RGS). With the Capital Region's population continuing to increase, growth must be managed to ensure that regional sustainability and livability are enhanced over time. As the core municipality in the Capital Region, the City of Victoria plays a vital role in achieving the vision and objectives of the RGS as originally adopted by the CRD Board in 2018 and amended in 2021. In accordance with the *Local Government Act*, this part of the OCP provides a regional context statement that illustrates how Victoria implements applicable objectives of the RGS, which include:

1. **Managing and Balancing Growth**
   - 1.1. Keep Urban Settlement Compact
   - 1.2. Protect the Integrity of Rural Communities
2. **Environment and Infrastructure**
   - 2.1. Protect, Conserve and Manage Ecosystem Health
   - 2.2. Manage Regional Infrastructure Services Sustainably
3. **Housing and Community**
   - 3.1. Create Safe and Complete Communities
   - 3.2. Improve Housing Affordability
4. **Transportation**
   - 4.1. Improve Multi-Modal Connectivity and Mobility
5. **Economic Development**
   - 5.1. Realize the Region's Economic Potential
6. **Food Systems**
   - 6.1. Foster a Resilient Food and Agriculture System
7. **Climate Action**
   - 7.1. Significantly Reduce Community-Based Greenhouse Gas Emissions

Regional Growth Strategy Consistency

The following sections, ordered by the 10 objectives of the RGS, demonstrate the consistency between Victoria's OCP and the RGS.

Managing and Balancing Growth

Keep Urban Settlement Compact

As a municipality entirely within the CRD's Urban Containment Policy Area, Victoria's accommodation of housing and employment plays a central role in achieving the RGS Objective 1.1: Keep Urban Settlement Compact. One of the five Big Moves of the OCP, in pursuit of Vision 2050 and the OCP Goal Posts, is to embrace a new urban form that makes way for diverse forms of compact housing and businesses within the downtown and in complete, connected, low-carbon communities throughout the city.

Aligning with RGS Policies (1), (2) and (6) as well as Approaches (II) through (IV) of RGS Objective 1.1, the OCP's Urban Form and Land Use policies, as well as policies in the sections related to Mobility and Community, support more people to live, work and play within Victoria's network of complete communities. The focal points of these complete communities are aligned with the OCP's Transit Priority Network and connected by high coverage walking, biking and rolling networks that support safe, affordable and sustainable mobility options. All of these aspects of the OCP help to increase the proportion of apartments, row houses and other attached housing types within complete communities and supports the RGS objective to accommodate the majority of the region's new dwelling units within the Urban Containment Policy Area.

Aligning with Policy (4) and Approach (I) of RGS Objective 1.1, the OCP also continues to emphasize the Downtown Core as a prominent centre for business, government, arts and culture on Vancouver Island. It provides direction for meeting the city's employment land needs in the coming decades through an innovative mix of uses in and around the Downtown Core as the primary regional employment, business and cultural centre.

Protect the Integrity of Rural Communities

Victoria is a built-out urban city with no rural areas and is completely located within the Urban Containment Policy Area. Therefore, the rural policies under Objective 1.2 of the RGS are not generally applicable. However, the plan's land use planning and development polices do play a role in protecting the Capital Region's rural communities by accommodating a significant proportion of regional population through a diversity of housing options within walkable, transit accessible communities.

Alignment with Objective 1: Managing and Balancing Growth

Core OCP Policy Sections that support RGS Objective 1: Managing and Balancing Growth include but are not limited to:

- Vision 2050
- Goal Posts: Getting to Vision 2050
  - Population Growth
  - Housing Need
  - Employment Growth
- Five Big Moves Toward Vision 2050
  - Embracing a New Urban Form
  - Strong Community Infrastructure
  - Prosperous, Progressive Economy
- Urban Form and Land Use
- Community Networks
- Mobility Networks and Hubs
- Vibrant and Prosperous Economy

Environment and Infrastructure

Protect, Conserve and Manage Ecosystem Health

In alignment with Principles (I) through (III) of RGS Objective 2.1: Protect, Conserve and Manage Ecosystem Health, the OCP provides direction on sustainable planning, circular systems and zero waste. It encourages practices and approaches that reduce demand for natural resources, minimize waste and mimic natural processes.

The OCP supports regional solid waste and water management efforts and promotes a culture of conservation. It aims to prevent pollution related to air, noise and light to mitigate public and ecological health impacts. Additionally, it focuses on reducing construction waste and emissions, designing for reuse and preventing pollution of watersheds. It promotes sustainable energy use and urban food systems.

In alignment with Principles (IV) and (V) of the RGS Objective 2.1, the OCP recognizes how the city's Blue-Green Networks support biodiversity and ecosystem health through a connected system of waterways, open spaces and natural assets. With guidance and direction applicable to both the public and private realms and a vision for broad integration of blue-green infrastructure throughout the city, the plan supports protection and enhancement of Victoria's natural assets, shorelines, watersheds and urban forest:

- The OCP integrates ecosystem and population health as a core priority of land use and transportation network planning. Specifically, the OCP's Perimeter Block Concept, where buildings are oriented to green and active streets with functional interior courtyards. This approach to urban form is an essential strategy for addressing housing needs in a manner that contributes to maintaining and enhancing Victoria's Blue-Green Network, particularly in the context of increasing extreme rain and heat events due to a changing climate.
- The OCP further strengthens the integration of ecosystem health into land use planning with explicit direction to protect ecological assets in growth and development and especially to pursue sensitive site planning in ecologically rich areas. The plan provides direction to add, expand or enhance Development Permit Areas and associated guidelines for the purpose of environmental protection, including an expanded shoreline protection area.
- The OCP directs the updating and maintenance of an integrated rainwater management plan which plays a vital role in protecting, conserving and managing ecosystem health providing a watershed-focused lens to long-range planning.

These directions demonstrate strong alignment with the RGS policies to identify, protect, enhance and restore healthy ecosystems using policies, regulations, Development Permit Areas and other regulatory tools.

The OCP also provides direction for strategic and equitable investment in a multi-functional network of urban parks, including linear parkways. This approach supports enhanced human and ecological connectivity, ecosystem services and access to nature, and facilitates long-term protection of the Capital Green Lands identified in the RGS. Major parks identified as Capital Green Lands in Victoria, such as Beacon Hill Park, Summit Park and Gonzales Hill Regional Park,

are identified as Public Facilities, Institutions, Parks and Open Spaces by the OCP's Urban Structure Map and on the Parks and Open Spaces Map in Schedule D.

Manage Regional Infrastructure Services Sustainably

Aligning with Principles (I) and (II) of RGS Objective 2.2, the OCP establishes housing and employment Goal Posts and strategies for meeting these needs that focus on the Downtown Core and Priority Growth Areas. This approach promotes settlement patterns that are cost-effective and efficient to service within the regional context. This sustainable approach to land management is further supported by directions to support green infrastructure in concert with the renewal, expansion and adaptation of more traditional engineered infrastructure in the context of a changing climate.

Aligning with Principles (III) and (IV), as well as the Policies of RGS Objective 2.2, the OCP recognizes that, as Victoria advances toward Vision 2050, engineered infrastructure — sanitary sewers, water conveyance and stormwater systems — will need to be renewed to serve a growing population. The plan includes policies for sustainable and efficient management of engineered assets, in alignment with regional infrastructure plans. The management of infrastructure and utilities is also supported through the City's various utility masterplans that are informed by the OCP and population growth projections.

Additionally, the OCP supports a net-zero solid waste community in partnership with the CRD as well as closed loop systems in resource recovery. These approaches support the RGS objective of avoiding any negative impacts to the long-term availability of utility services within the Urban Containment Policy Area, and thoughtfully consider the impacts of climate change.

Alignment with Objective 2: Environment and Infrastructure

Core OCP Policy Sections that support RGS Objective 2: Environment and Infrastructure include but are not limited to:

- Vision 2050
- Goal Posts: Getting to Vision 2050
  - Climate Goal Posts
- Five Big Moves Toward Vision 2050
  - Climate-Forward City Building
  - Functional, Connected Green Spaces
  - Strong Community Infrastructure
- Urban Form and Land Use
- Community Networks
- Blue-Green Networks
- Climate-Forward City
- Healthy, Safe and Resilient City
- Sustainable City
- A City that Speaks, Acts and Listens

Housing and Community

Create Safe and Complete Communities

Aligned with the RGS Complete Communities Criteria, the OCP focuses growth in complete communities. Up to six-storey intensive residential development is envisioned in Priority Growth Areas, near community and commercial nodes and along the Transit Priority Network. The OCP further supports development of complete communities by envisioning high-rise mixed use buildings in Town Centres, which are envisioned to be home to high density residential as well as significant employment, institutional and cultural anchors, large programmed public open spaces and major transit exchanges.

In alignment with Policies (1) and (2) of RGS Objective 3.1, the maps and related policies within the OCP demonstrate the existing and envisioned coverage of many of the components of complete communities. Relevant maps include the Urban Structure Map and the maps in Schedule D which show Victoria's Town Centre and Village Network, Parks and Open Spaces, Linear Parkway Opportunities, Cycling Network, Transit Priority Network, and Mobility Hubs that illustrate:

- An urban form and land use pattern that supports continued evolution of a robust range of housing options for people of different ages, incomes, household structures, needs and abilities.
- Enhancement of core employment lands and with opportunities for innovative uses and modern approaches to accommodating a range of office-based, industrial, cultural and tourism sectors within the city, further supporting opportunities to work, shop and learn.
- Strategic guidance to enhance the already robust network of parks, green spaces and community infrastructure to support a growing and urbanizing community.
- Mobility objectives, policies and directions that support complete, connected, low-carbon communities and seamlessly coordinated, future-oriented travel options that prioritize people over vehicles.

The OCP also defines and provides direction to enhance Victoria's Community and Mobility Networks. While the vast majority of Victoria is already within a 10-minute walk to many, if not all, components of a complete community as defined by the Complete Communities Criteria in the RGS, the OCP directs approaches and priorities for further enhancing and connecting community infrastructure through redevelopment and capital investment.

In addition to the complete community supporting directions noted above and aligning specifically with criterion (IV) of the RGS' Complete Communities Criteria, the OCP provides direction to ensure Victoria is safe and welcoming for a demographically diverse community. Directions are provided for safe, welcoming public spaces for all, a culture of community support and connection, and contextually appropriate approaches to crisis response and community safety.

Aligning with Policy (3) of RGS Objective 3.1, the OCP identifies areas of seismic and tsunami hazards on the related map in Schedule D and ensures new development in Victoria considers and mitigates seismic and other disaster risks through comprehensive risk assessments and appropriate engineering measures. The City's approach to disaster risk reduction is summarized in the OCP and includes efforts to prepare, mitigate, respond and recover, in line with senior government frameworks.

Addressing Policy (4) of RGS Objective 3.1, the OCP promotes the development and maintenance of resilient urban infrastructure that can withstand and adapt to climate impacts, such as extreme heat and precipitation events. It supports efforts to improve ecological processes and enhance hydrological functions, including through a watershed-focused approach to planning. Specifically, it supports resilient and green infrastructure solutions, restoration of natural hydrological systems, on-site rainwater management and urban forest enhancement.

Furthermore, the OCP encourages innovative approaches to coordinating infrastructure for compatibility, ensuring that public and private utilities are designed in a manner that is compatible with City infrastructure, public space and the urban forest. Through collaboration with regional partners and continuous improvement of hazard understanding, the OCP aims to create a safer, more resilient community that is well-prepared for both seismic and climate-related risks.

Improve Housing Affordability

Aligning with the RGS Approaches to Housing Affordability and Policies of RGS Objective 3.2: Improve Housing Affordability, the OCP defines near-and long-term housing Goal Posts which detail both the need to catch up on latent demand and the need to keep up with projected population growth. Goal Posts are aligned with the City's most recent Housing Needs Report. The plan provides a comprehensive set of strategies for meeting housing needs across the full Housing Continuum and throughout the city. The plan's overall Urban Form and Land Use approach, with an emphasis on Priority Growth Areas in the Residential Fabric, ensures Victoria can meet current and future housing needs within complete, connected, low-carbon communities that reduce the need to rely on travel by car. This land use approach also helps mitigate a risk identified in the RGS related to the potential for growth management measures to have supply-limiting effects.

The OCP provides direction to continue to work with the full range of partners involved in affordable housing provision, which includes ongoing participation in a range of regional strategies, initiatives and programs to support supply across the continuum.

Policy Alignment with Objective 3: Housing and Community

Core OCP Policy Sections that support RGS Objective 3: Housing and Community include but are not limited to:

- Vision 2050
- Goal Posts: Getting to Vision 2050
  - Population and Housing Growth
- Five Big Moves Toward Vision 2050
  - Embracing a New Urban Form
  - Strong Community Infrastructure
- Urban Form and Land Use
  - Meeting Housing Needs
- Community Networks
- Mobility Networks
- Blue-Green Networks
- Climate-Forward City
- Welcoming, Equitable City
- Healthy, Safe and Resilient City
- A City that Speaks, Acts and Listens

Transportation

Improve Multi-Modal Connectivity and Mobility

Aligning with Policies (1) and (2) and all Principles of RGS Objective 4.1, the OCP helps locate growth and trip-generating uses where they can be efficiently serviced by transit and active transportation through its objectives for a diverse regional downtown core, a network of transit-oriented nodes, and complete communities in between. These objectives are addressed through the plan's close alignment of the Urban Form and Land Use guidance with the Transit Priority Network and Mobility Hubs as also evident through maps in Schedule D.

The plan also reinforces the City's commitment to prioritizing strategic investment in public transit and connecting to the region, including street improvements that align with high-quality transit service and planning for rapid transit on key corridors. The OCP reflects Victoria's ongoing commitment to collaboration in regional transportation planning, including through continued involvement in development of strategies, plans and initiatives and participation in regional programs.

Aligning with Principles (II), (III), and (V) through (VII) as well as Policies (3) and (4) of RGS Objective 4.1, the OCP emphasizes transit and active modes through commitments to incremental improvements in active transportation infrastructure and facilities that support frequent transit services. These commitments are guided by 2050 targets for a greater share of trips being made by walking, rolling, cycling or public transit, and more complete access to an all ages and abilities

cycling route. Achievement of these targets will significantly contribute to the overall RGS target of 42 per cent of all trips being made by walking, cycling and transit.

The OCP's Mobility Networks and Hubs section informs the prioritization of the right-of-way and streetscape design through policies that support and enable:

- Improved pedestrian experience and accessibility
- Improved bike and roll network connections
- A high coverage Frequent Transit Network
- Reliable and safe routes for emergency vehicles and goods and services
- A recognition of streets as places for people, mobility and urban infrastructure

Policy Alignment with Objective 4: Transportation

Core OCP Policy Sections that support RGS Objective 4: Transportation include but are not limited to:

- Vision 2050
- Goal Posts: Getting to Vision 2050
  - Climate Goal Posts
- Five Big Moves Toward Vision 2050
  - Embracing a New Urban Form
  - Strong Community Infrastructure
- Urban Form and Land Use
- Community Networks
  - Linear Parkways
- Mobility Networks
  - Mobility Networks
  - Mobility Hubs
- Blue-Green Networks
- Welcoming, Equitable City
- A City that Speaks, Acts and Listens

Economic Development

Realize the Region's Economic Potential

Aligning with Economic Development Considerations (I), (VI), (VII) and (X) as well as Policies (1) and (2) of RGS Objective 5.1, the OCP emphasizes the importance of maintaining and enhancing employment lands to support a diverse regional economy. The OCP's anticipates and seeks to accommodate employment growth that supports the RGS target for a jobs-population ratio of 0.6 for the Core Area. It supports continued economic development in the Downtown Core and employment districts. It includes strategies to preserve, intensify and diversify employment uses, including deliberate protection of industrial lands for industrial uses.

Aligning with Economic Development Considerations (VIII) and (IX) as well as Policies (3) and (4) of RGS Objective 5.1, the OCP prioritizes the attraction of new businesses, a highly skilled workforce and investment that supports the retention and growth of existing businesses. The OCP's focus on innovative and adaptable use of commercial spaces and support for emerging economic sectors aligns with the RGS goal of fostering a resilient and responsive economy. The OCP also highlights the need to collaborate with educational institutions to promote lifelong learning and skill development, further supporting the region's economic potential.

Although the RGS does not identify any renewable resource lands within the City of Victoria's boundaries, the OCP's directions to support and enhance marine sectors in the Greater Victoria Harbour and tourism-based industries reflects a recognition of Victoria's maritime context and deep water harbour as strategic economic resources.

Furthermore, the OCP's approach to meeting housing needs — focused on residential infill and transit oriented growth — helps take residential development pressure off employment lands. This addresses the RGS Economic Development Consideration related to addressing the shortage of industrial/business land in a manner that is consistent with overall goals related to complete communities and compact settlement.

The OCP's integrative approach to Community Networks and community infrastructure, as well as affordable housing provision, play foundational roles in helping to reduce poverty in the Capital Region. Overall, these approaches ensure an adequate supply of employment and residential land to help achieve the region's economic potential.

Aligning with Economic Development Considerations (II) and (IV) of RGS Objective 5.1, the OCP includes actions to support economic reconciliation as well as continued efforts to understand, reflect and weave in Indigenous land and water management systems, which help to guide collaborative economic development with First Nations and sustainably manage strategic economic resources such as water, aggregate and energy. The earlier-discussed ways that the OCP aligns with the RGS objective to protect, conserve and manage ecosystem health also relate to how the OCP addresses these Economic Development Considerations.

Policy Alignment with Objective 4: Economic Development

Core OCP Policy Sections that support RGS Objective 5: Economic Development include but are not limited to:

- Vision 2050
- Goal Posts: Getting to Vision 2050
  - Employment Growth
- Five Big Moves Toward Vision 2050
  - Embracing a New Urban Form
  - Strong Community Infrastructure
  - Prosperous Progressive Economy

- Urban Form and Land Use
- Community Networks
- Mobility Networks
- Blue-Green Networks
- Welcoming, Equitable City
- Vibrant and Prosperous City

Food Systems

Foster a Resilient Food and Agriculture System

Aligning with Principles (I) through (V) as well as Policies (1) and (2) of RGS Objective 6.1, the OCP emphasizes comprehensive food system planning that supports local and regional food production, processing and distribution. The plan encourages developers and community partners to integrate local food growing, sharing and sales opportunities in all community nodes and supports food vendors and farmers markets throughout the city's Community Networks. This approach aligns with the OCP's land use and mobility network planning approach relating to the development of complete, connected, low-carbon communities in the region's core. All together, this integrated approach to food systems, land use and mobility planning advances the RGS goal of fostering a place-based food economy that enhances local food security while helping to avoid urban-agricultural land use conflict at the regional scale.

The OCP's policies to consider reconciliation in food security actions, celebrate local, Indigenous and multicultural food traditions and partner to increase food security and production demonstrate a commitment to regional objectives to support First Nations food interests and a collaborative approach to working with other local governments, organizations and community members on food systems initiatives.

Aligning with Principles (VI) through (VII) as well as Policies (3) and (4) of RGS Objective 6.1, the OCP encourages working with regional partners to support a quality, resilient regional food system that can adapt to a changing climate and withstand other challenges like shocks in the global food system or energy prices. The plan's vision and strategies for Zero Waste Systems align with the RGS policy to support food waste management.

The OCP's focus on supporting and encouraging localized food production, processing and distribution contributes to the regional economy and improves residents' connections to food. Additionally, the OCP's commitment to supporting healthy, dignified food choices and building food system knowledge and skills aligns with the RGS policies related to agricultural viability as well as principles around encouraging food system education and agri-tourism.

Policy Alignment with Objective 6: Food Systems

Core OCP Policy Sections that support RGS Objective 6: Food Systems include but are not limited to:

- Vision 2050
- Goal Posts: Getting to Vision 2050
  - Climate Goal Posts
- Five Big Moves Toward Vision 2050
  - Climate-Forward City Building
  - Functional, Connected Green Spaces
  - Strong Community Infrastructure
  - Prosperous Progressive Economy
- Community Networks
- Welcoming, Equitable City
- Sustainable City

Climate Action

Significantly Reduce Community-Based Greenhouse Gas Emissions

Aligning with Principles (I) through (III) as well as Policies (1) and (2) of RGS Objective 7.1, the OCP takes a climate-focused approach to accommodating growth and housing needs. It continues to emphasize compact development in the regional core, and supports a network of complete, connected communities, served by low-carbon mobility options. This directly implements the RGS principles and policies related to a low-carbon built form that supports active transportation modes and transit service.

The plan includes a wide array of policies that support RGS goals for efficient energy use, clean and renewable district energy, and low- to zero-emissions vehicles, including:

- Encouraging and facilitating low-carbon, efficient and climate-resilient buildings.
- Encouraging a low-carbon construction industry.
- Reducing waste and emissions from demolition.
- Collaborating on low-carbon district energy opportunities.
- Encouraging and facilitating low-carbon mobility through land use, capital investment and inter-jurisdictional coordination.
- Supporting electrification through advocacy and collaboration with other levels of government, agencies and utility providers.
- Advocating for renewable energy and promoting fuel switching.
- Facilitating the transition to electric and low-emission vehicles

Aligning with Principles (IV) through (VI) and Policy (3) of RGS Objective 7.1, the OCP recognizes, values and protects the ecosystem services provided by Victoria's Blue-Green Network and natural assets. In addition to providing explicit direction to prepare for and respond to climate impacts, the plan integrates proactive climate adaptation planning into all elements of city building. Examples include the Urban Form and Land Use Perimeter Block Concept, the recognition of Modern Street Functions and the approach to Linear Parkways which support the urban forest and the maintenance and enhancement of crucial ecosystem services.

The plan also integrates adaptation measures and the protection of ecosystem services throughout direction for Blue-Green Networks and provides directions for coastal resiliency and community-focused adaptation.

Policy Alignment with Objective 6: Climate Action

Core OCP Policy Sections that support RGS Objective 6: Climate Action include but are not limited to:

- Vision 2050
- Goal Posts: Getting to Vision 2050
  - Climate Goal Posts
- Five Big Moves Toward Vision 2050
  - Embracing a New Urban Form
  - Climate-Forward City Building
  - Functional, Connected Green Spaces
  - Strong Community Infrastructure
- Urban Form and Land Use
- Community Networks
- Mobility Networks
- Blue-Green Networks
- Climate-Forward City
- Sustainable City
- A City that Speaks, Acts and Listens

Schedule

C

Development Permit Areas and Heritage Conservation Areas

Areas and Guidelines

This section identifies, and establishes guidelines for, Development Permit Areas (DPAs) and Heritage Conservation Areas (HCAs).

Summary of DPAs and HCAs

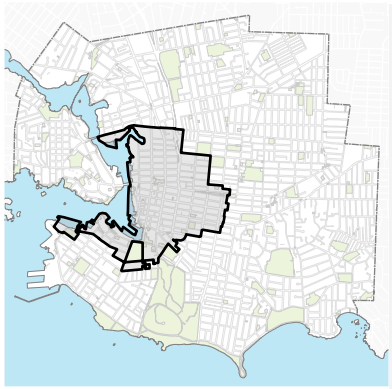
Development permits and heritage alteration permits may be required in accordance with this schedule. DPAs and HCAs may overlap. Either or both a DP and HAP may be required for the same property.



DPA 1:
General Urban Design

TDPA 1:
Tenant Protection

(applicable citywide)



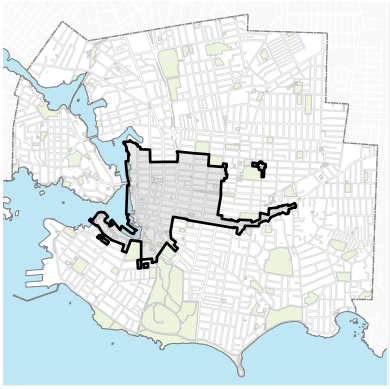
DPA 2:
Downtown Core



DPA 3:
Songhees



EDPA 1:
Shorelines and Waterways



HCA 1:
Commercial Heritage



HCA 2:
Residential Heritage

THIS SUMMARY IS PROVIDED FOR CONVENIENCE ONLY. PLEASE SEE THE MAP AND PROVISIONS FOR EACH DESIGNATED DPA AND HCA FOR DETAILED INFORMATION.

Introduction

The legislative authority to create this plan enables the establishment of Development Permit Area ("DPA") and Heritage Conservation Area ("HCA") designations in specific areas of the city under certain conditions. Through DPAs and HCAs, the City is able to provide oversight for change and development to support the goals and objectives in this plan.

This schedule provides a general overview, identifies specific DPAs and HCAs, purposes of designation, special conditions, objectives, and guidelines for each area.

Overview

1. General Application

This Schedule includes multiple DPA and HCA designations and areas, some of which overlap.

a. Development permits (DPs) and heritage alteration permits (HAPs) are required in accordance with the *Local Government Act*.

b. Where land is located in more than one DPA or HCA, the following applies:

   i. the provisions of each of those designated areas shall apply, and

   ii. an exemption relating to one designated area only relieves the requirement for a permit under that designation, not under other designations applicable to the land.

c. Either or both a DP and HAP may be required for the same property.

d. One or more DPs and HAPs may be combined into one document or permit.

2. General Exemptions

General Exemptions for DPAs and HCAs (collectively, the "General Exemptions")

a. **General Exemptions for DPAs:**

Subject to subsection b., in accordance with Section 488(4) of the *Local Government Act*, a DP is not required in any designated DPA under any of the following conditions:

   i. The demolition stage of an existing building or other structure, or part thereof, provided that:

      (1) a DP has been obtained for the construction of a new building or other structure, or part thereof which may include conditions (including the provision of security) that the property be fully and suitably landscaped;

(2) where a DP is exempted or not required for the construction of a new building or other structure, or part thereof, a building permit has been obtained for the construction of a new building or other structure, or part thereof, which may include conditions (including the provision of security) that the property be fully and suitably landscaped; or,

(3) an agreement is secured that the property be fully and suitably landscaped and properly maintained, such that it provides continuity with surrounding development, and that the pedestrian experience and street presence of the property be maintained or enhanced, which agreement may require provision of security.

ii. Building envelope remediation, so long as there are no changes to appearance or design when the remediation is completed, and the only change to materials is in-kind replacements.

iii. In-kind replacements of missing, worn or damaged exterior materials, so long as there are no changes to appearance or design when the replacements are completed.

iv. Works deemed to be minor in nature, and do not detract from, but rather enhance the current building appearance or improve energy performance.

v. The construction or installation of a rain garden, bioswale, permeable paving, green roof, or cistern that is no more than 9,000 litres in capacity, that has been approved by the City's Director of Engineering and Public Works under the rainwater management credit program, as established under the Sanitary Sewer and Stormwater Utilities Bylaw, provided that the rain garden, bioswale, permeable paving, green roof, or cistern is constructed in accordance with:

(1) the plans and specifications approved by the Director of Engineering and Public Works;

(2) all other terms and conditions of the approval given by the Director of Engineering and Public Works under the Sanitary Sewer and Stormwater Utilities Bylaw; and

(3) all other applicable regulations under the Building and Plumbing Regulation Bylaw, 2017, the Sanitary Sewer and Stormwater Utilities Bylaw, and the zoning bylaws.

This exemption shall not apply where the rain garden, bioswale, permeable paving, green roof, or cistern is to be constructed or installed concurrently with or as an integral part of the construction of a new building.

vi. Altering land for Small-Scale Commercial Urban Food Production, provided the alteration is not done in association with another alteration of building or land which requires a DP.

b. **Non-Exemption from TDPA: Tenant Protection:**

The exemptions from DPs in subsection a. do not apply in TDPA: Tenant Protection.

c. **General Exemptions for HCAs:**

In accordance with section 614(3)(a) of the *Local Government Act*, a HAP is not required in any designated HCAs under any of the following conditions:

i. Building envelope remediation, so long as there are no changes to appearance or design when the remediation is completed, and the only change to materials is in-kind replacements.

ii. In kind replacements of missing, worn or damaged exterior materials, so long as there are no changes to appearance or design when the replacements are completed.

iii. The construction or installation of a rain garden, bioswale, permeable paving or cistern that is no more than 9,000 litres in capacity, that has been approved by the City's Director of Engineering and Public Works under the rainwater management credit program, as established under the Sanitary Sewer and Stormwater Utilities Bylaw, provided that the rain garden, bioswale, permeable paving, or cistern is constructed in accordance with:

(1) the plans and specifications approved by the Director of Engineering and Public Works;

(2) all other terms and conditions of the approval given by the Director of Engineering and Public Works under the Sanitary Sewer and Stormwater Utilities Bylaw; and

(3) all other applicable regulations under the Building and Plumbing Regulation Bylaw, 2017, the Sanitary Sewer and Stormwater Utilities Bylaw, and the zoning bylaws.

This exemption shall not apply where the rain garden, bioswale, permeable paving or cistern is to be constructed or installed concurrently with or as an integral part of the construction of a new building.

iv. The subdivision of land, provided it does not create or otherwise involve a **Panhandle Lot**.

3. General Guidelines

These General Guidelines are in addition to guidelines identified in each DPA and HCA and are to be considered and applied for both HAPs and DPs in all designated areas:

a. Regulations within City bylaws may be varied or supplemented to achieve development in a manner that best suits the guidelines of a particular designation, or that is not otherwise inconsistent with such guidelines.

b. Where development includes features related to amenities or publicly accessible areas, conditions may be included in a DP to provide such in advance of other portions of development, provided such can be achieved safely.

c. Development should proceed expeditiously with minimal disruption to, and maximum integration with, adjacent land uses, buildings, and other structures and therefore:

    i. The sequence and timing of construction may be further specified in conditions appropriate to the purpose of the designation area(s), the type of development, and the local area; and

    ii. Conditions may be included in a permit that the property be fully and suitably landscaped and properly maintained, and that the pedestrian experience and street presence of the property be maintained or enhanced including through the retention of existing frontages or creation of interim frontages, which conditions may be different before, during, and after construction.

d. Incomplete buildings and excavations are to be avoided and therefore conditions (including the provision of security) may be included in a DP for interim landscaping, screening and other appropriate measures, including but not limited to safety, continuity with surrounding development, and maintenance or enhancement of the pedestrian experience.

DPA 1: General Urban Design

1. Purpose

Pursuant to Section 488 (1) (a), (d), (e), (f), (h), (i), and (j) of the *Local Government Act*, the entire City of Victoria is designated as DPA 1: General Urban Design, for the following purposes:

a. protecting the natural environment, its ecosystems and biological diversity;

b. revitalizing an area in which a commercial use is permitted;

c. establishing objectives for the form and character of intensive residential development;

d. establishing objectives for the form and character of commercial, industrial, and multi-family residential development;

e. establishing objectives to promote energy conservation;

f. establishing objectives to promote water conservation; and

g. establishing objectives to promote the reduction of greenhouse gas emissions.

2. Application and Exemptions

a. Applications: A DP is required for:

   i. multi-unit residential (more than three **Primary Dwelling Units**), commercial, institutional, and industrial development; and

   ii. the subdivision of land that creates or otherwise involves a **Panhandle Lot**.

b. Exemptions: Notwithstanding the defined applications, a DP is not required for:

   i. actions listed under General Exemptions in the "Overview" section of this Schedule;

   ii. actions for which a development permit is required, not exempt and has been applied for under DPA 2: Downtown Core or DPA 3: Songhees;

   iii. the subdivision of land, provided that it does not create or otherwise involve a **Panhandle Lot**;

   iv. the construction, placement, or alteration of a building or structure having a total floor area, including any floor area to be added by alteration, no greater than 10 m^2;

   v. alterations that add 10 m^2 or less of additional floor area to existing buildings with a floor area greater than 10 m^2; or

   vi. changes to existing landscaping, other than landscaping identified in a development permit for the property.

3. Special Conditions and Objectives

The special conditions and objectives that justify this designation include:

a. Areas throughout the city, and particularly residential areas, play a vital role in hosting and facilitating the continued growth of the city's urban forest, a crucial component of Victoria's natural environment, providing ecosystem services that support Victoria's ability to mitigate and adapt to climate change. Development permit guidelines aim to facilitate the continued growth of the city's urban forest canopy cover through conservation and replacement of the green space that supports a healthy urban forest, with particular attention to the needs of large canopy trees and intact Garry oak ecosystems.

b. Victoria is a coastal city comprised of many watersheds. Most of Victoria's historic creeks are now largely concealed beneath urban development; however, they continue to play a significant role in shaping the city's ecological systems and are necessary for stormwater management and water quality. As the impacts of climate change continue to intensify, restoration and integrated management of these water bodies will be increasingly important. Development permit guidelines aim to promote development that responds to natural water bodies, including through site designs that advance their protection, enhancement and restoration.

c. Districts and nodes throughout the city host a mix of commercial, institutional and community-serving uses that will increasingly support residential and employment growth. These areas are at various stages of revitalization with remaining capacity for commercial, multi-unit residential, and mixed-use development. Development permit guidelines aim to enhance and revitalize these areas and their streetscapes with high quality buildings and open spaces through well-established principles of good urban design and innovative interventions to unique or distinctive settings.

d. Diverse scales of multi-unit residential, commercial, and industrial developments are envisioned throughout the city to accommodate anticipated population and employment growth. Development permit guidelines aim to ensure developments advance and contribute to the envisioned urban form for the city, particularly the perimeter block form of development illustrated in the guidelines associated with this DPA.

e. Multi-unit residential, commercial and industrial buildings may share an interface with areas envisioned for a lower-rise intensive built form. Development permit guidelines aim to promote and enable development patterns that will accommodate future housing and employment needs by carefully integrating diverse residential forms, which may differ in scale from site to site, and by sensitively transitioning more intensive commercial and industrial developments.

f. The presence of heritage properties throughout the city warrants special design consideration that balances heritage conservation and new development and responds to historic settings. Development permit guidelines aim to foster development that is complementary and responsive to surrounding heritage character.

g. Areas throughout the city will be impacted by fluctuating and less predictable precipitation as Victoria's climate changes, the impacts of which could be compounded by the more urban forms of development in this plan. Development permit guidelines aim to promote the conservation of water, including through the natural and engineered management and infiltration of rainwater on site, which is critical to mitigating these impacts.

h. Approximately one-third of greenhouse gas emissions in Victoria are generated by multi-unit residential, commercial, institutional, or industrial buildings. Development permit guidelines aim to enhance energy conservation and reduce greenhouse gas emissions to support climate action.

4. Applied Guidelines

The following guidelines are to be considered and applied for development permits:

a. Schedule 2A: General Urban Design Guidelines (2025), with special attention to the following sections:

   i. Part 2: Design Guidelines — for all applicable residential, commercial, institutional, and industrial development;

   ii. Part 3: Special Considerations — where applicable to the development form or use; and

   iii. Section 3.1 Accessibility — particularly in consideration of building access, landscaping and outdoor amenity space.

b. New development should seek to conserve, protect, or restore major ecological assets that contribute to Victoria's green infrastructure and biodiversity, such as:

   i. intact Garry oak ecosystems;

   ii. significant creeks and waterways; and

   iii. assets adjacent to or associated with the Victoria Harbour, including but not limited to sensitive ecosystems, bird and other wildlife habitat, and areas with high ecological ratings.

DPA 2: Downtown Core

1. Purpose

Pursuant to Section 488 (1) (a), (d), (f), (h), (i), and (j) of the *Local Government Act*, the area that is shaded and circumscribed by solid lines on Map 1 - DPA 2: Downtown Core Overview Map is designated as Development Permit Area DPA 2: Downtown, for the following purposes:

a. protecting the natural environment, its ecosystems and biological diversity;

b. revitalizing an area in which a commercial use is permitted;

c. establishing objectives for the form and character of commercial, industrial, and multi-family residential development;

d. establishing objectives to promote energy conservation;

e. establishing objectives to promote water conservation;

f. establishing objectives to promote the reduction of greenhouse gas emissions; and

g. heritage conservation.

2. Application and Exemptions

a. Applications: A DP is required for:

   i. multi-unit residential (more than three **Primary Dwelling Units**), commercial, institutional, and industrial development; and

   ii. the subdivision of land that creates or otherwise involves a **Panhandle Lot**.

b. Exemptions: Notwithstanding the defined applications, a DP is not required for:

   i. actions listed under General Exemptions in the "Overview" section of this Schedule;

   ii. actions subject to and addressed in a Heritage Alteration Permit;

   iii. the subdivision of land, provided that it does not create or otherwise involve a **Panhandle Lot**;

   iv. the construction, placement, or alteration of a building or structure having a total floor area, including any floor area to be added by alteration, no greater than 10 m^2;

   v. alterations that add 10 m^2 or less of additional floor area to existing buildings with a floor area greater than 10 m^2; or

   vi. changes to existing landscaping, other than landscaping identified in a development permit for the property.

3. Special Conditions and Objectives

The special conditions and objectives that justify this designation include:

a. Victoria's Downtown Core has a low urban forest canopy cover and high population and employment densities, increasing the risk and impact of urban heat island effect, particularly in the context of a changing climate. Development permit guidelines aim to facilitate the growth of the urban forest in the downtown area as density increases, with green space and planting space that supports trees suitable to a compact urban environment.

b. The Downtown Core is located along an iconic harbour that hosts several sensitive ecosystems. Historic creeks concealed beneath urban development reach the shoreline that abuts the downtown area. These waterways play a significant role in shaping the city's ecological systems, including urban wildlife and bird habitat, and are necessary for stormwater management and water quality. As the impacts of climate change continue to intensify, restoration and integrated management of these natural assets and waterways will be increasingly important. Development permit guidelines aim to promote green stormwater management and development that responds to natural water bodies, including through site designs that advance their protection, enhancement and restoration.

c. The Downtown Core is a major commercial and employment centre for Victoria and the surrounding region. The need for new and more intensive commercial, institutional and community-serving uses will grow with the population and the evolution of the regional economy. The area is at various stages of revitalization with remaining capacity for commercial, multi-unit residential, and mixed-use development, as well as opportunities for heritage conservation, enhancement, and infill. The Industry, Arts and Innovation District in particular is envisioned to support economic development through intensified light industrial, cultural and commercial uses. Development permit guidelines aim to enhance and revitalize the Downtown Core and its streetscapes with high quality buildings and open spaces, protected public views, diverse industries, and innovative interventions to unique, historic or distinctive settings.

d. Diverse scales of multi-unit residential, commercial, and industrial developments are envisioned throughout areas of the Downtown Core to accommodate anticipated population and employment growth. Development permit guidelines aim to ensure developments advance and contribute to the envisioned urban form and character for the area, particularly for an enhancement of the existing block pattern that orients a diversity of building types to positively frame and activate pedestrian and public open spaces with designs that are both contemporary and contextual.

e. The presence of heritage properties throughout the Downtown Core warrants special design consideration that balances heritage conservation and new development. While Old Town is the Downtown Core's primary historic district, all districts within the Downtown Core area have distinct heritage significance and value. This includes not just historic buildings but public vantage points, skylines and landmark buildings. Development permit guidelines aim to supplement the Commercial Heritage Conservation Area to foster development that is complementary and responsive to this diverse heritage character.

f. Areas throughout the city, including the Downtown Core, will be impacted by fluctuating and less predictable precipitation as Victoria's climate changes, the impacts of which could be compounded by the high-density development envisioned in the Downtown Core. Development permit guidelines aim to promote the conservation of water, including through the natural and engineered management and infiltration of rainwater on site, which is critical to mitigating these impacts.

g. Approximately one-third of greenhouse gas emissions in Victoria are generated by multi-unit residential, commercial, institutional or industrial buildings, the primary development forms envisioned for the Downtown Core. Development permit guidelines aim to enhance energy conservation and reduce greenhouse gas emissions to support climate action.

4. Applied Guidelines

The following guidelines are to be considered and applied for DPs:

a. Schedule 2B: Downtown Core Design Guidelines (2025), with special attention to the following:

   i. Sections 2 through 8 — for all applicable residential, commercial, institutional, and industrial development;

   ii. Section 9: Industry Arts and Innovation District — for area circumscribed with dotted lines on Map 4 - DPA 2: Downtown Core Industry, Arts and Innovation District Area;

   iii. Section 10: Inner Harbour District — for the area circumscribed with dotted lines on Map 5 - DPA2: Downtown Core Inner Harbour District Area; and

   iv. Section 11: Public Outward View Corridors — where development is within or relates to the view corridors specified in this section; and

   v. Section 12: Public External View Guidelines — where development is within or relates to the view corridors specified in this section.

b. In addition, for **Fisherman's Wharf**, as circumscribed with dotted lines and noted on Map 1 - DPA 2: Downtown Core Overview Map and Map 3 - DPA 2 Downtown Core Fisherman's Wharf Area:

   i. Schedule 2C: Fisherman's Wharf Plan Design Guidelines (2014), with special attention to the following:

      (1) Sections B through H.

c. In addition, for the **Royal BC Museum**, as circumscribed with dotted lines and noted on Map 1 - DPA 2: Downtown Core Overview Map and Map 6 - DPA 2 Downtown Core Royal BC Museum Area:

   i. Schedule 2D: Royal BC Museum Urban Design Guidelines (2006).

d. New development should seek to conserve, protect, or restore major ecological assets that contribute to Victoria's green infrastructure and biodiversity, such as:

   i. intact Garry oak ecosystems;

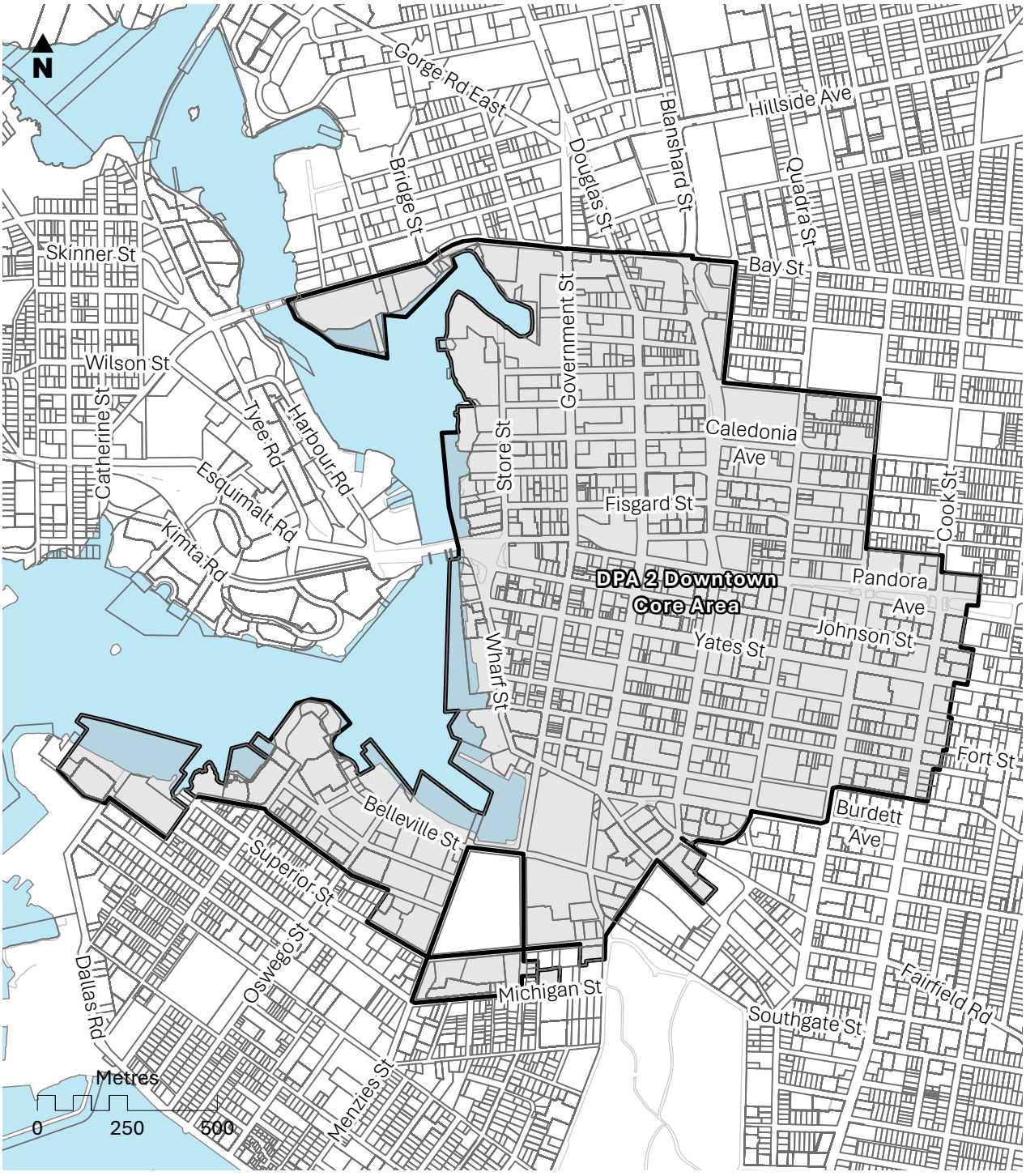
   ii. significant creeks and waterways; and

   iii. assets adjacent to or associated with the Victoria Harbour, including but not limited to sensitive ecosystems, bird and other wildlife habitat, and areas with high ecological ratings.

MAP 1

DPA 2: Downtown Core

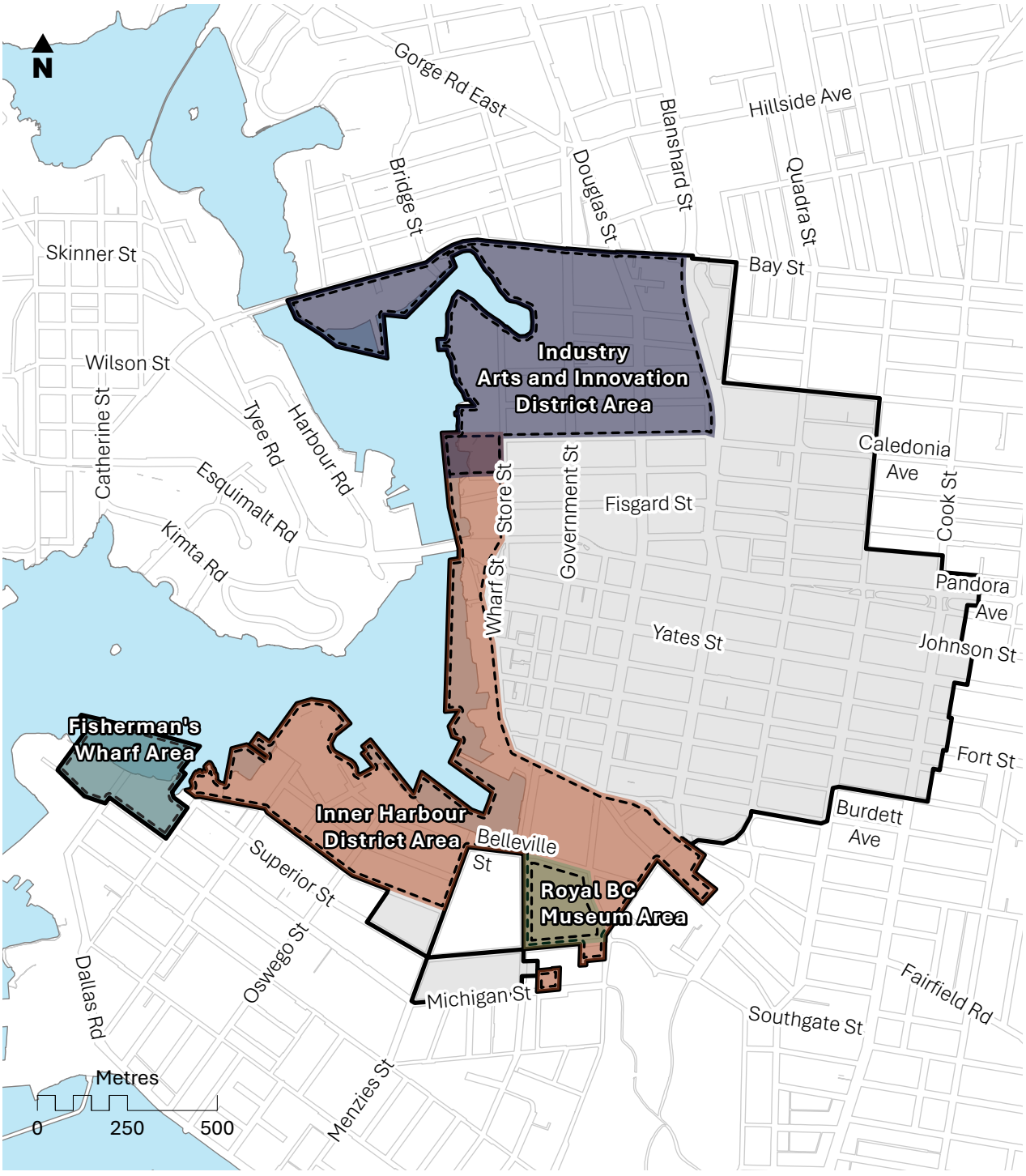
Overview Map



MAP 2

DPA 2: Downtown Core

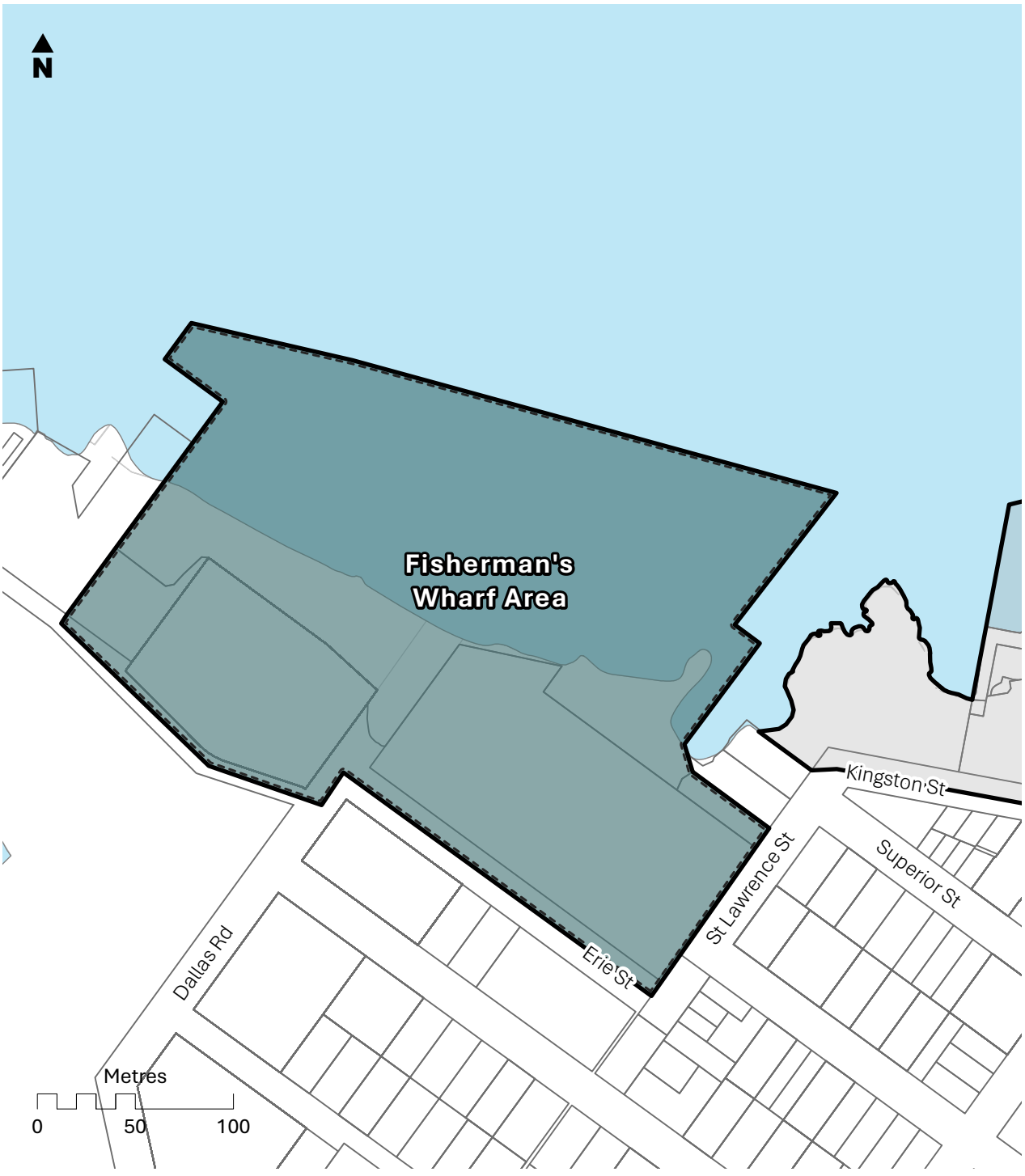
Overview of Subareas



MAP 3

DPA 2: Downtown Core

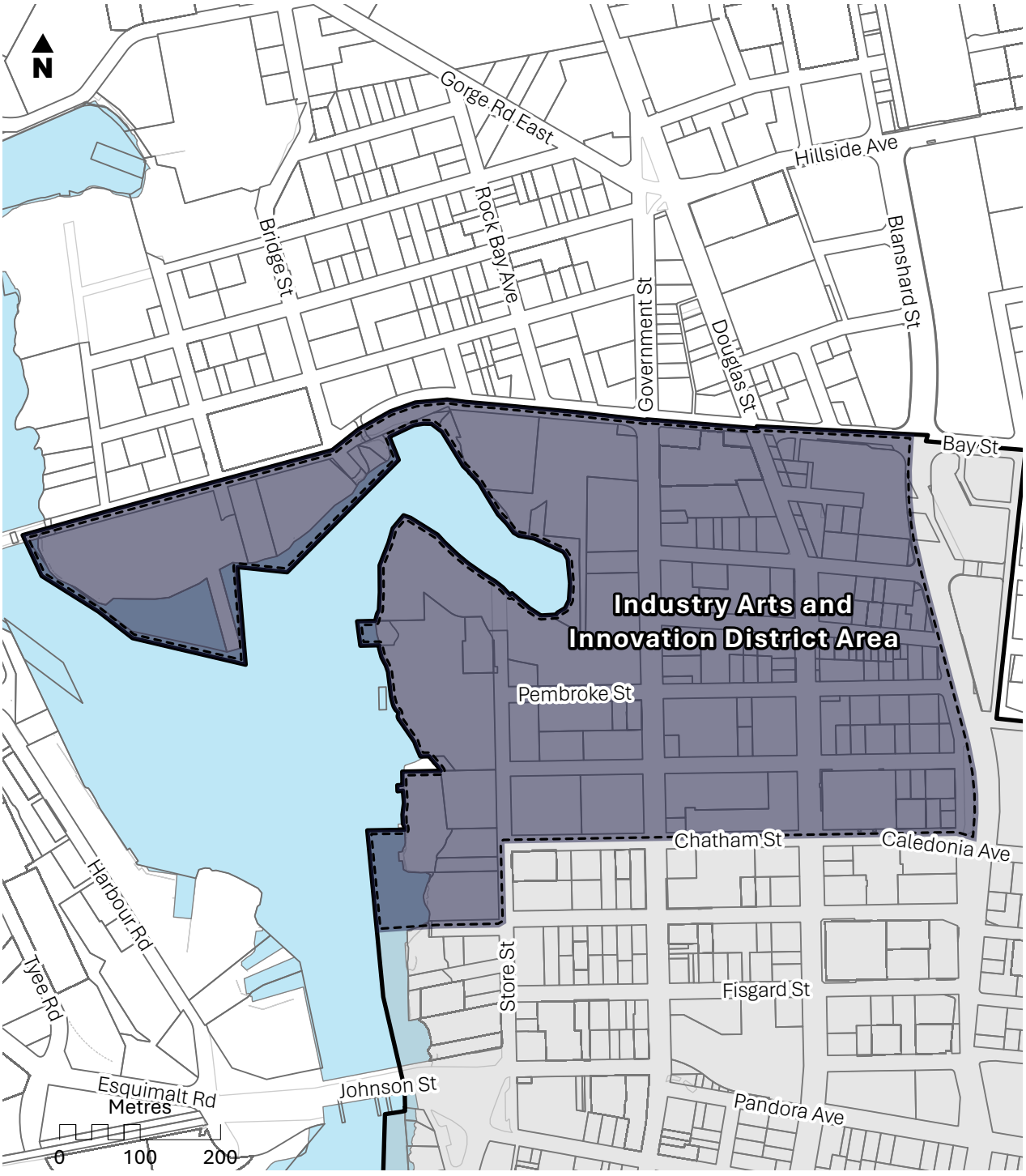
Fisherman's Wharf Area



MAP 4

DPA 2: Downtown Core

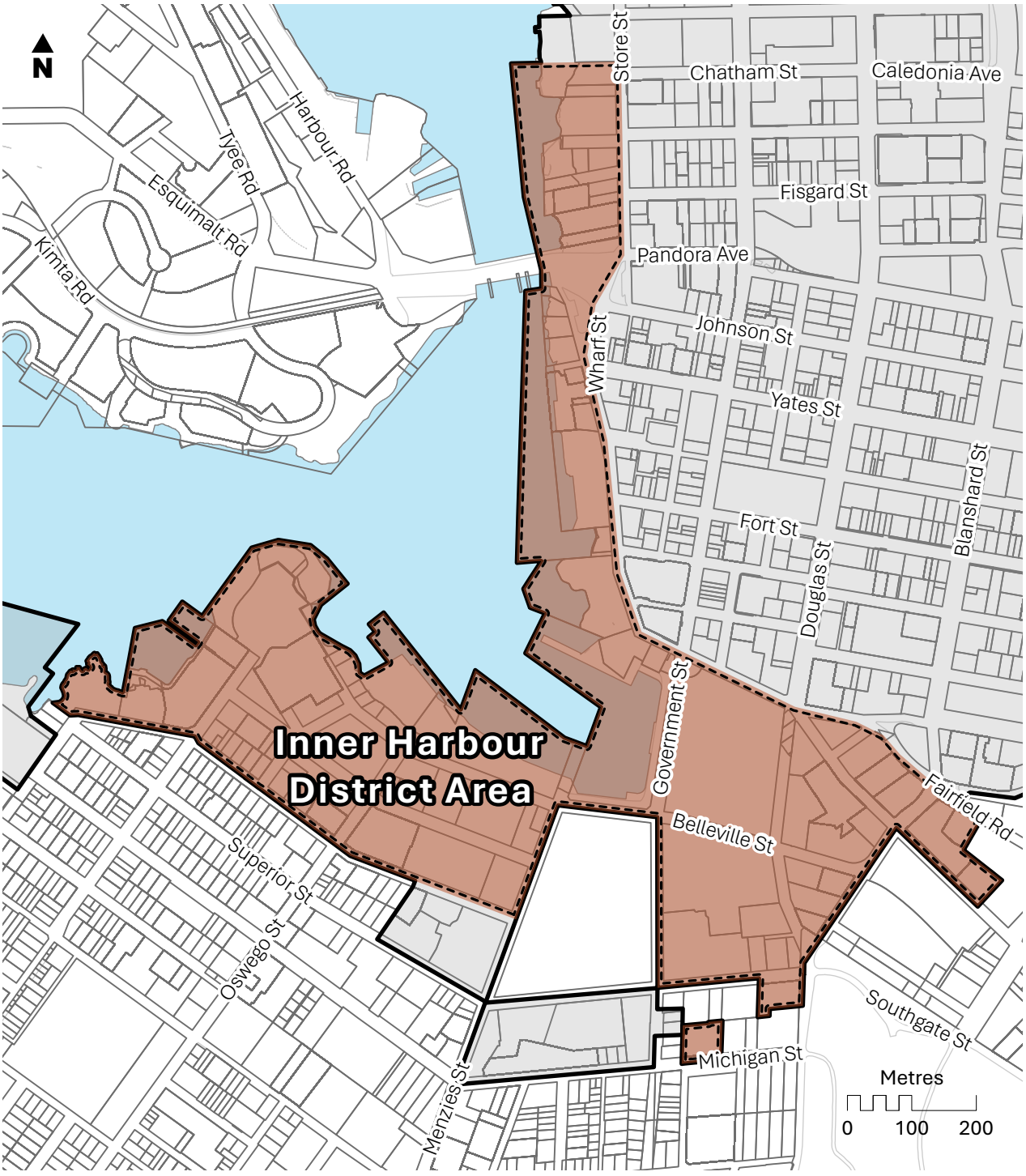
Industry, Arts and Innovation District Area



MAP 5

DPA 2: Downtown Core

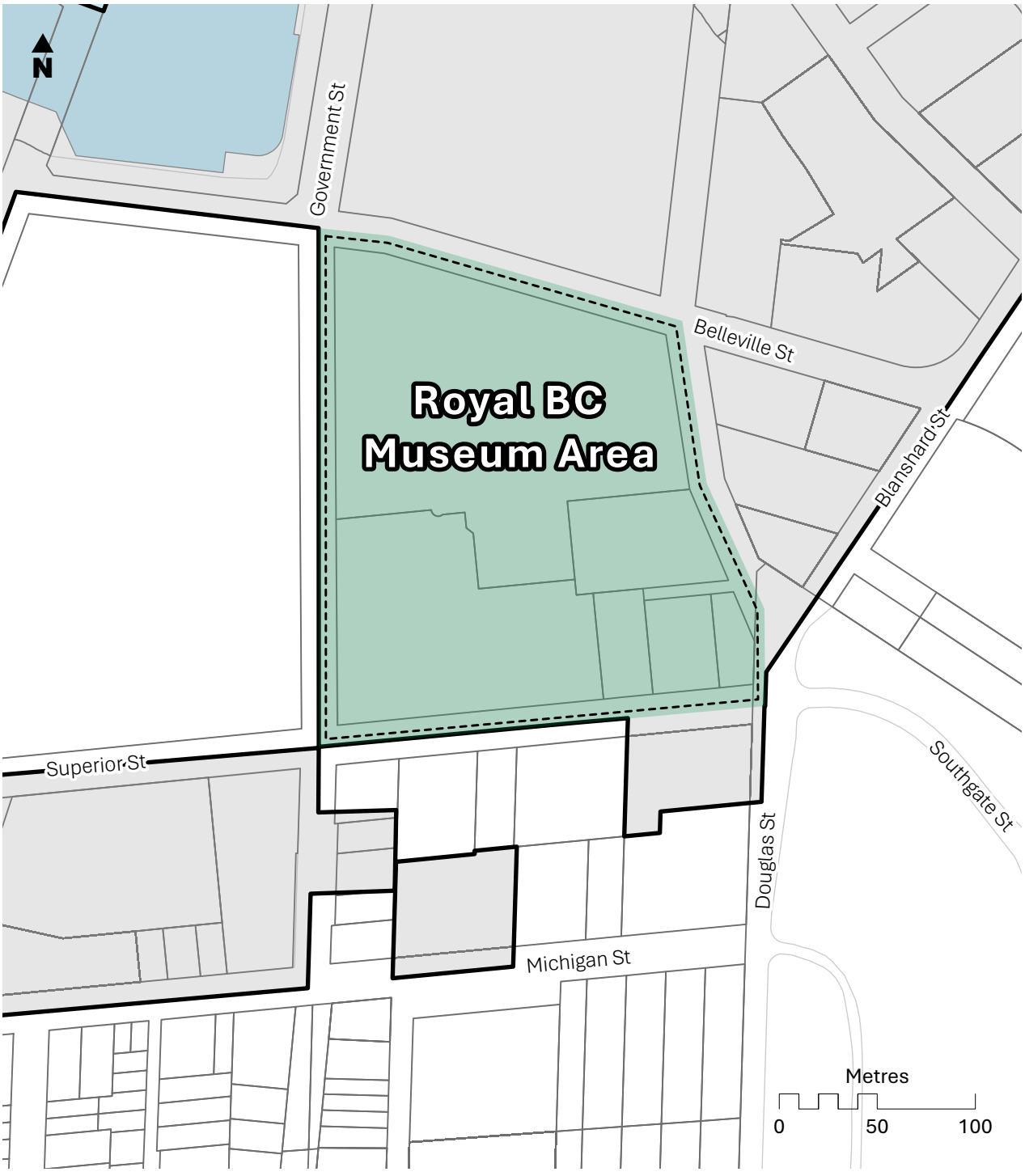
Inner Harbour District Area



MAP 6

DPA 2: Downtown Core

Royal BC Museum Area



DPA 3: Songhees

Purpose

Pursuant to Section 488 (1) (d) and (f) of the *Local Government Act*, the area that is shaded and circumscribed by solid lines on Map 7 - DPA 3: Songhees is designated as Development Permit Area DPA 3: Songhees, for the following purposes:

a. revitalizing an area in which a commercial use is permitted; and

b. establishing objectives for the form and character of commercial, industrial, and multi-family residential development.

1. Application and Exemptions

a. Applications: A DP is required for multi-unit residential (more than three **Primary Dwelling Units**), commercial, institutional, and industrial development.

b. Exemptions: Notwithstanding the defined applications, a DP is not required for:

   i. actions listed under General Exemptions in the "Overview" section of this Schedule;

   ii. the subdivision of land, provided that:

      (1) it is within the Dockside area as noted and circumscribed by dotted lines in Map 7 - DPA 3: Songhees;

      (2) it is within the Roundhouse site, noted and circumscribed by dotted lines in Map 7 - DPA 3: Songhees, and the subdivision is in accordance with the Development Area (DA) boundaries noted in the Roundhouse Design Guidelines (2023);

   iii. the construction, placement or alteration of a building or structure having a total floor area, including any floor area to be added by alteration, no greater than 10 m^2;

   iv. alterations that add 10 m^2 or less of additional floor area to existing buildings with a floor area greater than 10 m^2; or

   v. changes to existing landscaping, other than landscaping identified in a development permit for the property.

2. Special Conditions and Objectives

The special conditions and objectives that justify this designation include:

a. Former rail yards and heavy industrial sites throughout the Songhees peninsula and along the Victoria West waterfront have been revitalized into mixed-use developments that include commercial and multi-family (multi-unit) residential. Some areas have maintained and coordinated commercial and light industrial uses with residential, live-work and work-live arrangements, with remaining capacity for further redevelopment. Development permit guidelines aim to continue revitalization of the area and enhance its historic connections to the waterfront with high-quality buildings and open spaces, improved pathways and public access points, protected public views, diverse industries, and innovative interventions to unique, historic or distinctive settings.

b. The Harbour Road industrial waterfront within the Upper Harbour is an important part of Victoria's economy, containing marine-industrial activity focused on ship repair with a marine-industrial character in its site design and building forms. Development permit guidelines aim to maintain a Working Harbour at the Harbour Road industrial waterfront and retain the area's marine industrial character.

c. The Songhees peninsula is a unique reflection of Victoria's development and evolution, particularly its historic land and waterway connections to the rest of the region. The E&N Roundhouse in particular, is a National Historic Site for its heritage value as one of the most intact and high-quality examples of historic railway facilities in Canada. Revitalization and renewal of this area merits special consideration, including of historic rail operations, industrial sites and maritime connections. Development permit guidelines aim to achieve a high quality of architecture, landscape and urban design that is unique to the Songhees peninsula and reflects its former points of connection, industrial uses and geographic features.

3. Applied Guidelines

The following guidelines are to be considered and applied for DPs:

a. For the **Dockside Area**, as circumscribed with dotted lines and noted on Map 7 - DPA 3: Songhees:

   i. Schedule 2E: Dockside Green Urban Design Guidelines (consolidated).

   ii. Schedule 2F: Harbour Road Industrial Waterfront Design Guidelines (2008).

b. For the **Roundhouse Area**, as circumscribed with dotted lines and noted on Map 7 - DPA 3: Songhees:

   i. Schedule 2G: Roundhouse Design Guidelines (2023).

   ii. Standards and Guidelines for the Conservation of Historic Places in Canada, with special attention to the following sections:

(1) Chapter 3: The Standards for the Conservation of Historic Places in Canada;

(2) Section 4.1: Guidelines for Cultural Landscapes, Including Heritage Districts;

(3) Section 4.2: Guidelines for Archaeological Sites;

(4) Section 4.3: Guidelines for Buildings;

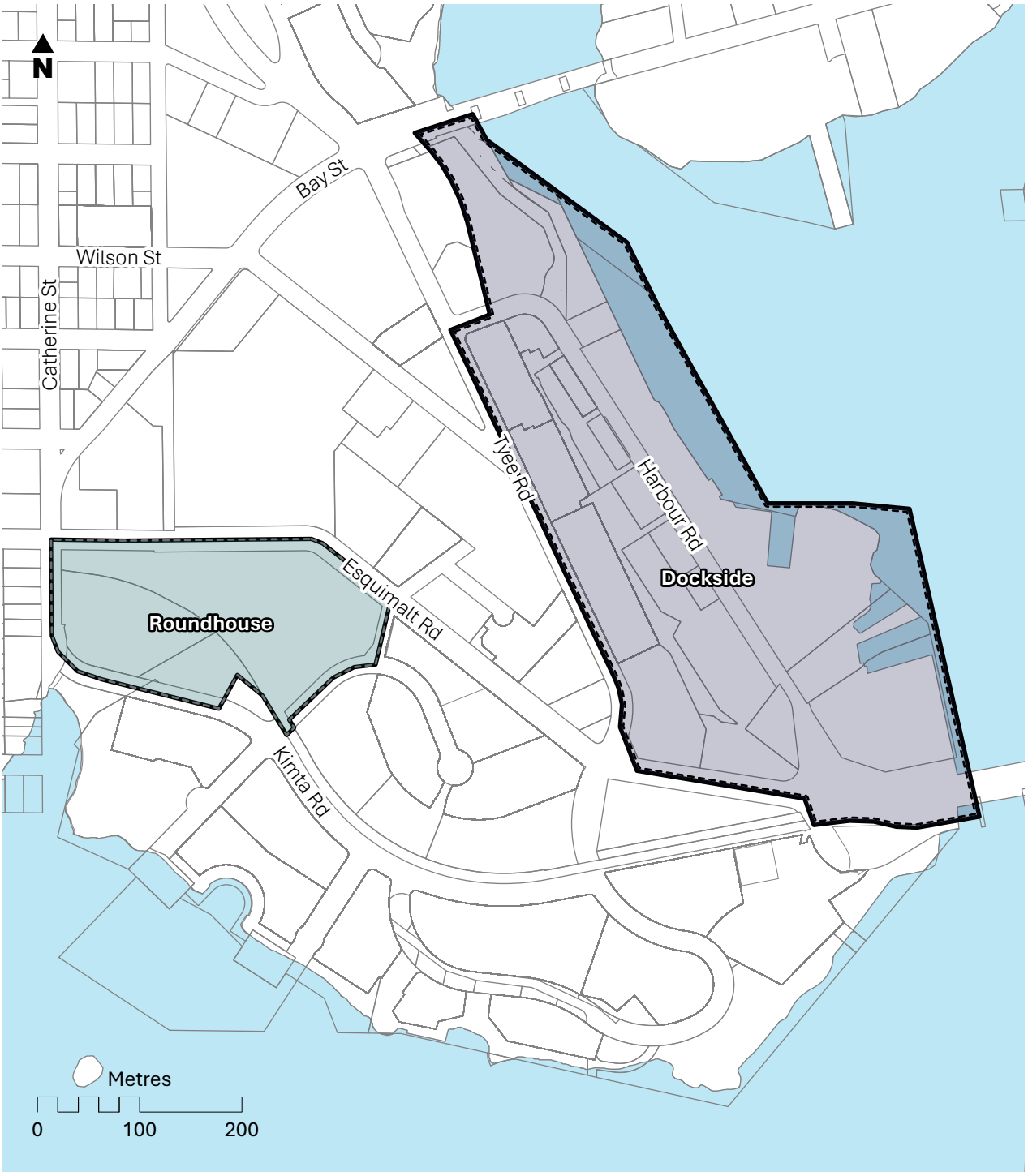
(5) Section 4.4: Guidelines for Engineering Works, including Civil, Industrial and Military Works; and

(6) Section 4.5: Guidelines for Materials.

MAP 7

DPA 3: Songhees

Overview of Subareas



HCA 1: Commercial Heritage

1. Purpose

Pursuant to Section 614 (1) of the *Local Government Act*, the area that is shaded and circumscribed by solid lines on Map 8 - HCA 1: Commercial Heritage Overview Map is designated as Heritage Conservation Area HCA 1: Commercial Heritage for the purpose of heritage conservation.

2. Applications and Exemptions

a. Applications: A HAP is required in accordance with the *Local Government Act* for land, buildings or other structures, or portions thereof, which are:

   i. listed on the City of Victoria Heritage Register;

   ii. subject to a Heritage Designation Bylaw; or

   iii. subject to a Covenant for heritage conservation.

b. HAP Exemptions: Notwithstanding the defined applications, a HAP is not required for:

   i. actions listed under General Exemptions in the "Overview" section of this Schedule.

3. Special Conditions and Objectives

The special features, characteristics and special conditions that justify this designation, and which contribute to the heritage character or heritage value of the area include:

a. Victoria is home to diverse, well maintained historic commercial districts throughout the city that contribute to the character and vibrancy of the city.

b. The Old Town district is the primary historic and commercial district, and has been since the establishment of Fort Victoria. The dense concentration of low scaled, high quality historic masonry buildings from the Victorian and Edwardian periods within a historic grid and streetscape pattern is an important part of Victoria's character and identity.

c. The Inner Harbour has played a continuous role as the seat of provincial government and a tourism and visitor area, centred on the monumental presence of the B.C. Parliament Buildings and the Empress Hotel. Views from public vantage points to these assets are special to the Inner Harbour.

d. Throughout the Historic Core district and the North Park Village district are high quality examples of Victoria and Edwardian architecture. Streetscapes and skylines are punctuated by visibly prominent features of heritage landmark buildings located on

Pandora Avenue, Broughton Street and Humboldt Street, including the City Hall clock tower, and the spires of St. Andrew's Presbyterian Church and St. Andrew's Cathedral. The form and character of the area along and near Quadra Street has evolved in response to clustering of churches with the spires that have been prominent features since the late 19th and early 20th century.

e. Rock Bay is Victoria's historic industrial district and has clusters of high-quality Victorian and Edwardian buildings including, but not limited to, former factories, warehouses and houses.

f. The Fort Street Corridor is characterized by significant surviving historic commercial buildings from the streetcar era and Edwardian building boom. There are also clusters of high-quality examples of Italianate, Gothic Revival, Second Empire and Edwardian Vernacular-style houses the majority of which have been converted to commercial uses.

g. The Fernwood Village district is a small commercial village where the majority of buildings are Victorian and Edwardian mixed-use masonry buildings, creating a distinctive character not seen in other village areas in the city.

The objectives of this designation are:

h. To conserve and enhance the heritage value, special character and the significant historic buildings, features and characteristics of each district within the HCA.

i. To revitalize the commercial districts through site redevelopment and public realm improvements, in balance with heritage conservation, additions to heritage buildings and new infill.

j. To enhance the area through high-quality architecture, landscape and urban design that reflects the distinct character of each district.

4. Applied Guidelines

The following guidelines are to be considered and applied for applications subject to this HCA:

a. For all areas, The Standards and Guidelines for the Conservation of Historic Places in Canada with special attention to the following sections:

   i. Chapter 3: The Standards for the Conservation of Historic Places in Canada;

   ii. Section 4.1: Guidelines for Cultural Landscapes, Including Heritage Districts;

   iii. Section 4.2: Guidelines for Archaeological Sites;

   iv. Section 4.3: Guidelines for Buildings;

   v. Section 4.4: Guidelines for Engineering Works, including Civil, Industrial and Military Works; and

   vi. Section 4.5: Guidelines for Materials.

b. In addition, for **Old Town**, as circumscribed with dotted lines and noted on Map 8 - HCA 1: Commercial Heritage Overview Map and Map 14 - HCA 1: Commercial Heritage Old Town:

   i. Schedule 2H: Old Town Design Guidelines – New Buildings and Additions to Existing Buildings (2019, updated 2025).

c. In addition, for **Fernwood Village**, as circumscribed with dotted lines and noted on Map 8 - HCA 1: Commercial Heritage Overview Map and Map 10 - HCA 1: Commercial Heritage Fernwood Village:

   i. Schedule 2I: Fernwood Village Guidelines (2022).

d. In addition, for **Core Historic**, **Rock Bay,** and **Inner Harbour**, as circumscribed with dotted lines and noted on Map 8 - HCA 1: Commercial Heritage Overview Map, Map 9 - HCA 1: Commercial Heritage Core Historic, Map 15 - HCA 1: Commercial Heritage Rock Bay, and Map 12 - HCA 1: Commercial Heritage Inner Harbour:

   i. Schedule 2B: Downtown Core Design Guidelines (2025) with special attention to the following sections:

      (1) Section 5: Heritage Buildings - Additions and Adjacencies.

e. In addition, for **North Park Village** and **Fort Street Corridor**, as circumscribed with dotted lines and noted on Map 13 - HCA 1: Commercial Heritage North Park Village Area and Map 11 - HCA 1: Commercial Heritage Fort Street Corridor:

   i. Schedule 2A: General Urban Design Guidelines (2025) with special attention to the following sections:

      (1) Section 2.1 Site Planning and Building Orientation;

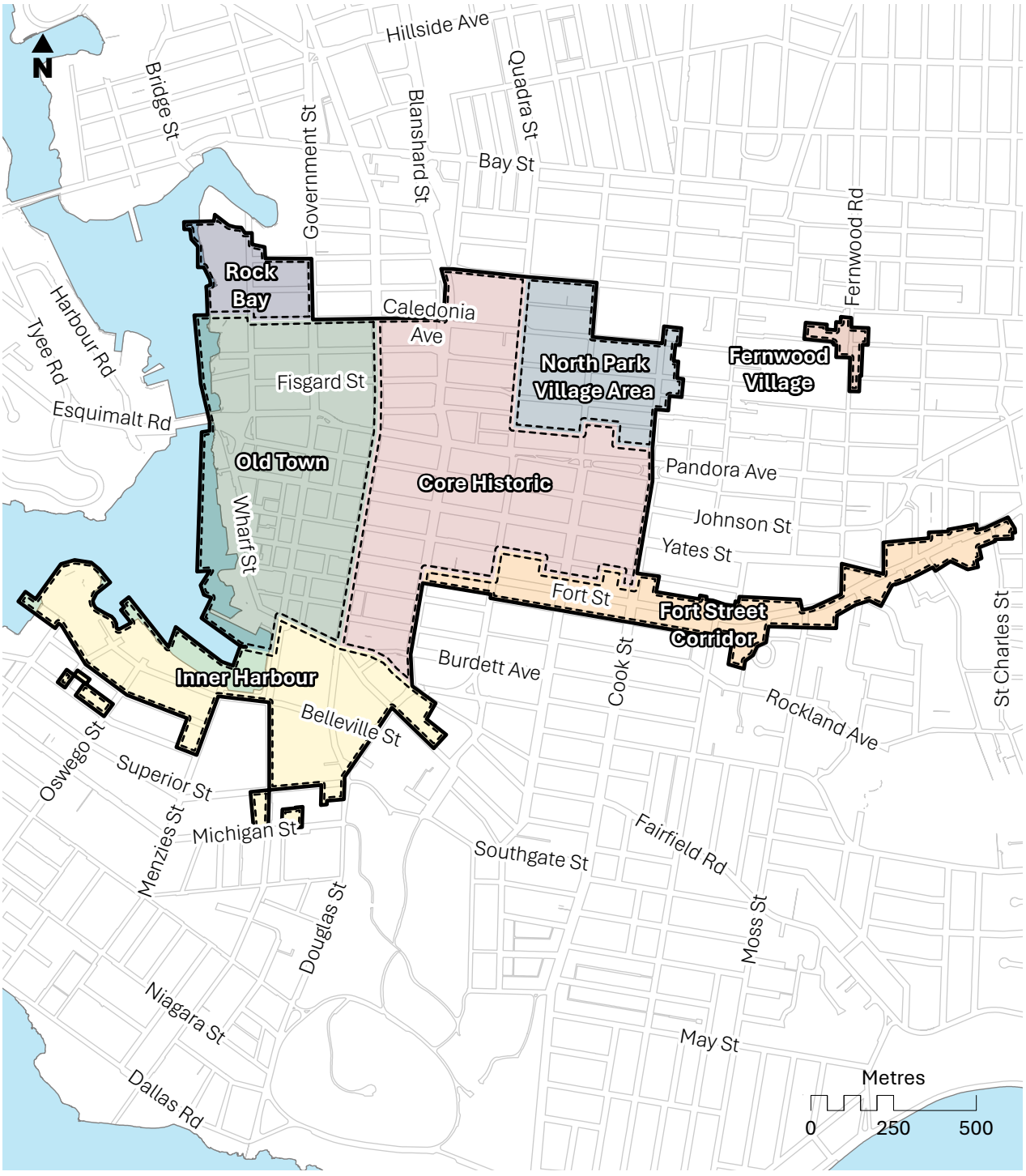
      (2) Section 2.3 Building Composition and Expression; and

      (3) Section 2.4 Landscape and Open Space Design.

MAP 8

HCA 1: Commercial Heritage

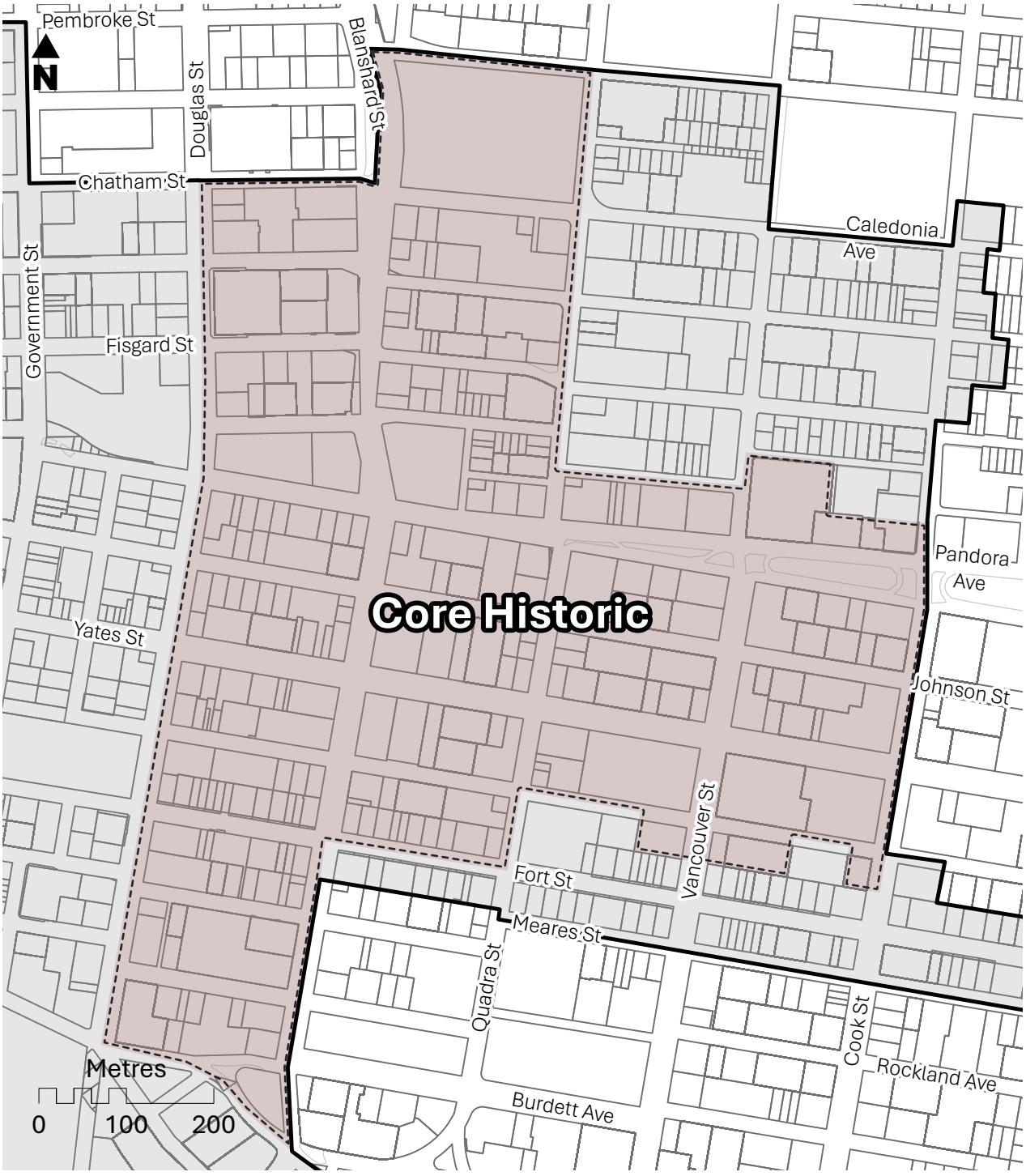
Overview of Subareas



MAP 9

HCA 1: Commercial Heritage

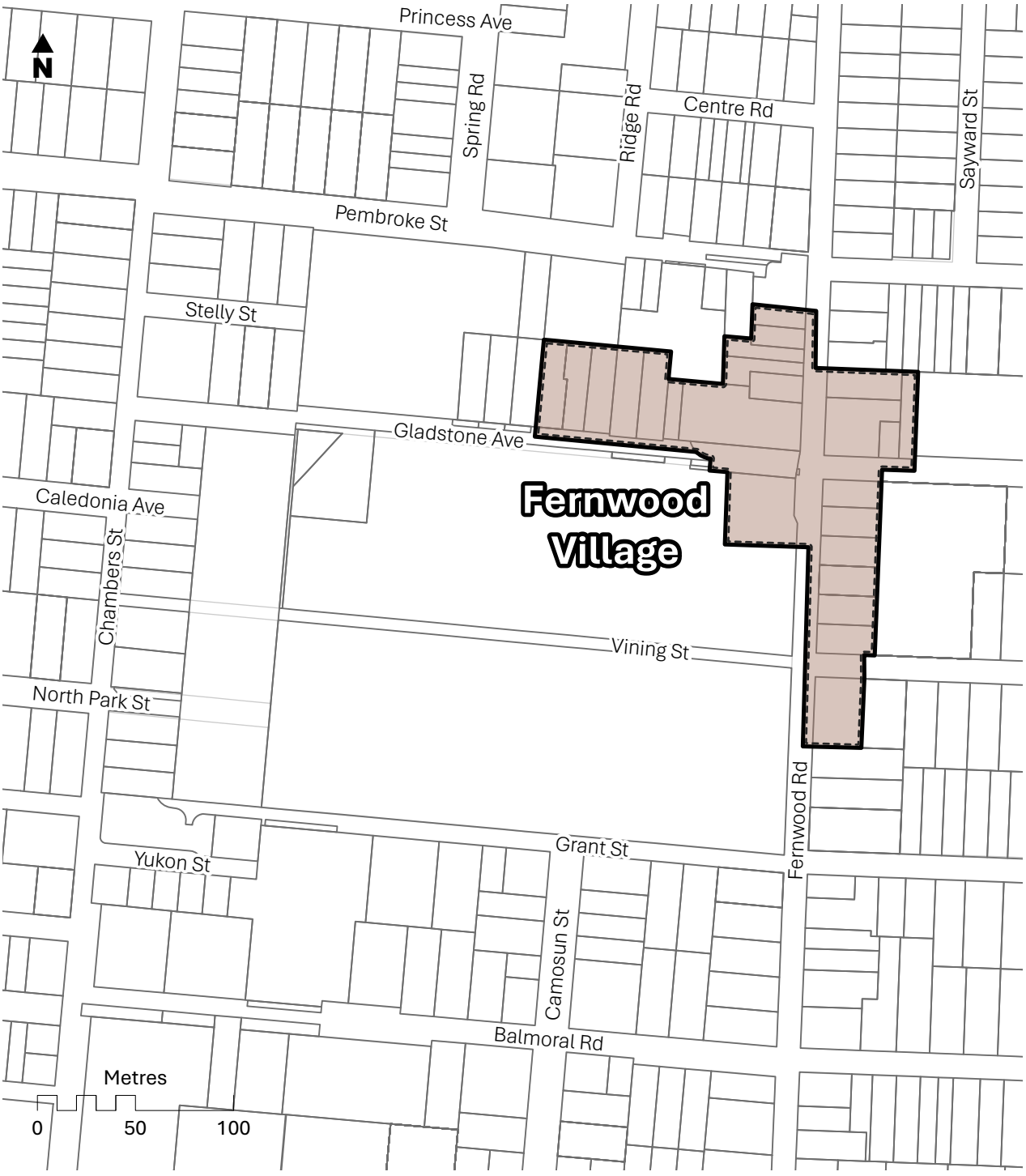
Core Historic Area



MAP 10

HCA 1: Commercial Heritage

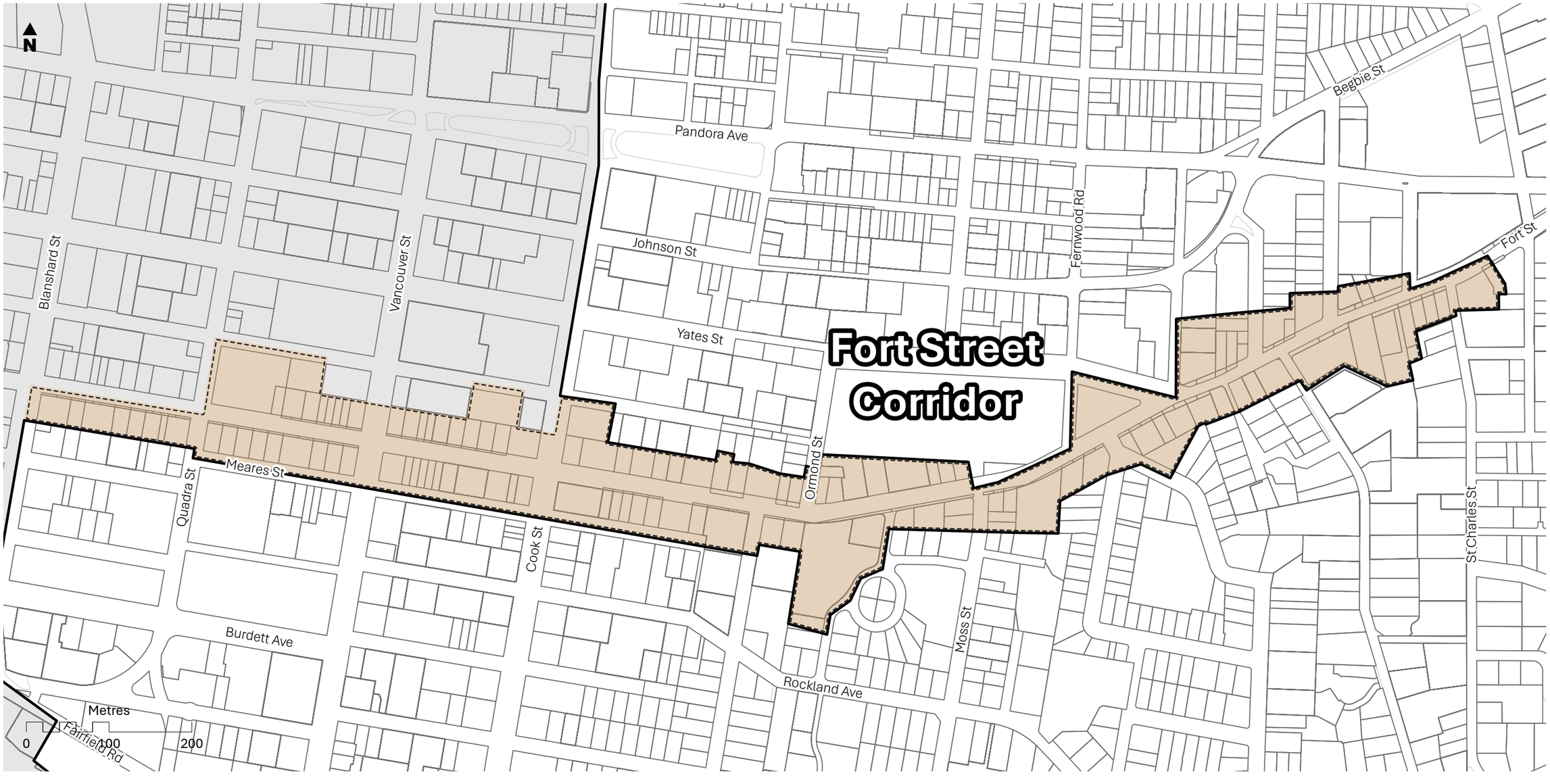
Fernwood Village Area



MAP 11

HCA 1: Commercial Heritage

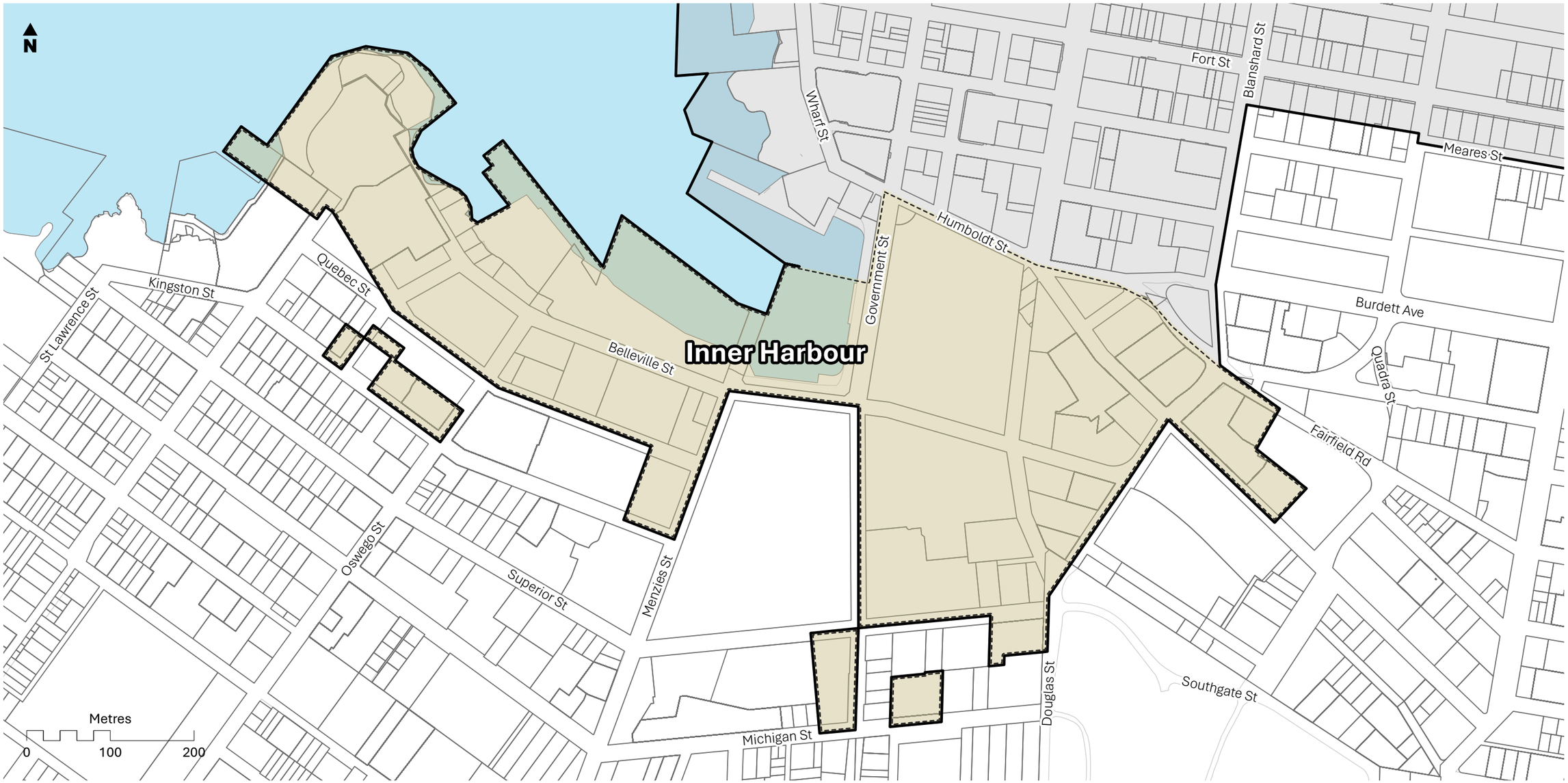
Fort Street Corridor Area



MAP 12

HCA 1: Commercial Heritage

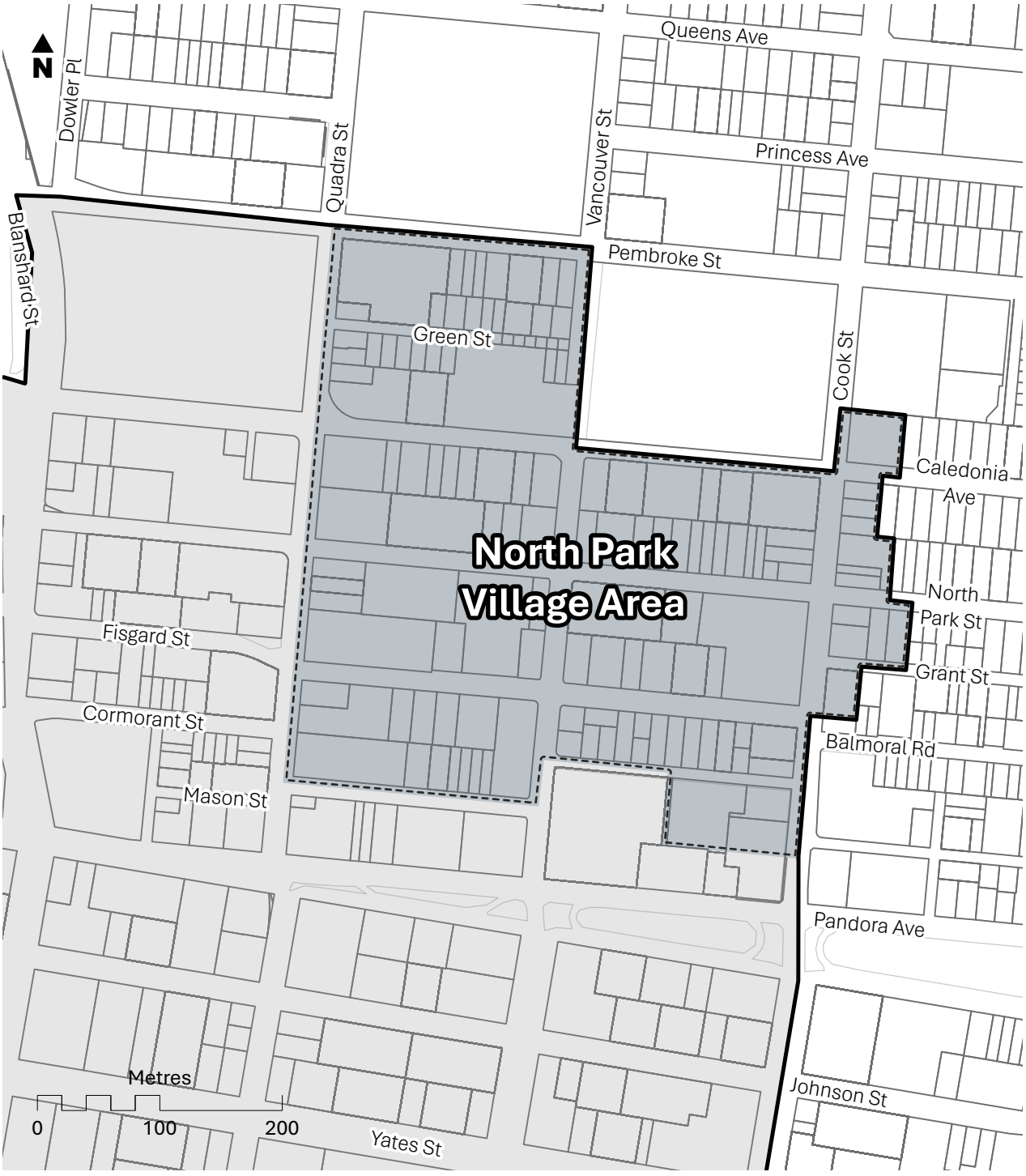
Inner Harbour Area



MAP 13

HCA 1: Commercial Heritage

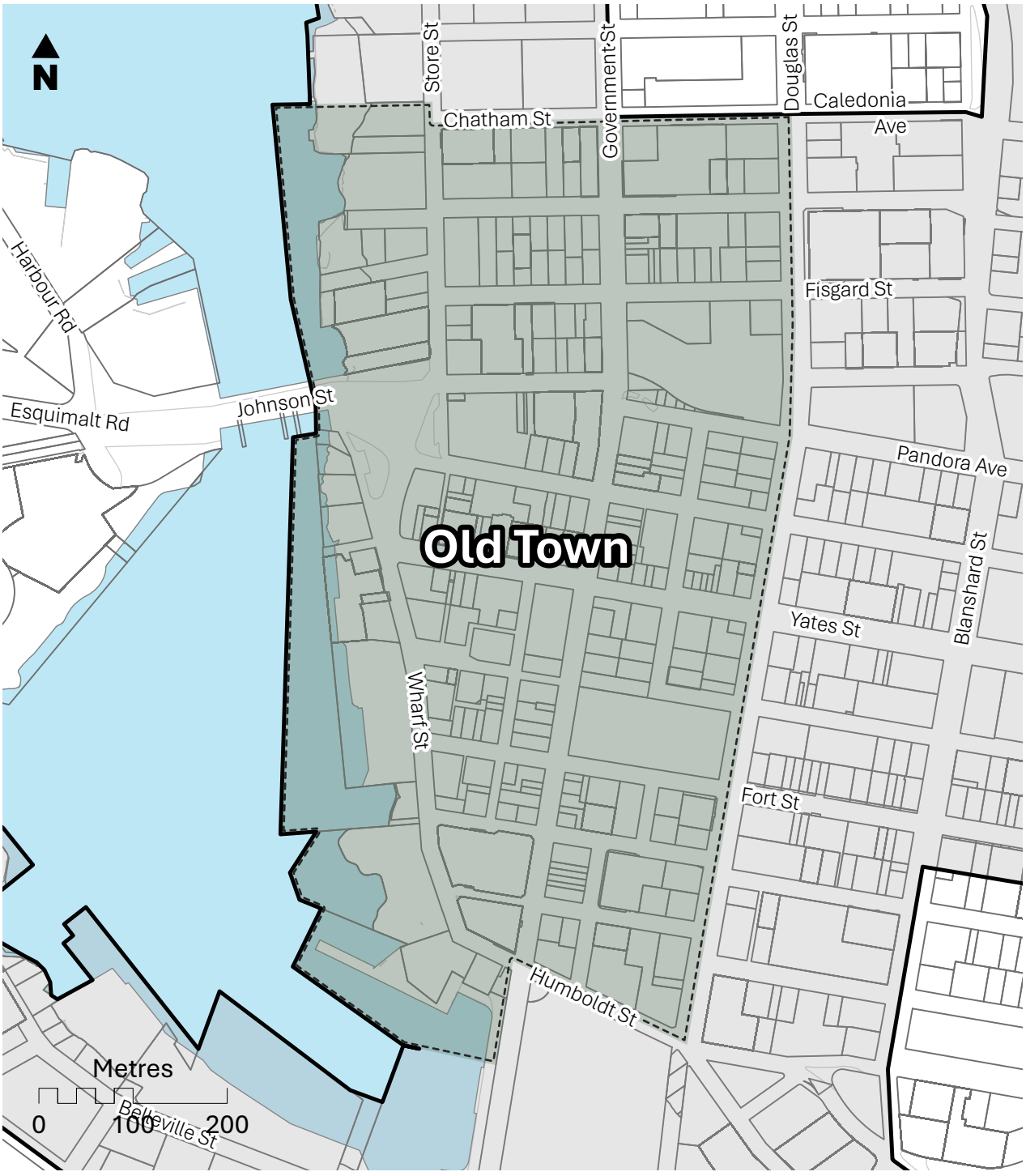
North Park Village Area



MAP 14

HCA 1: Commercial Heritage

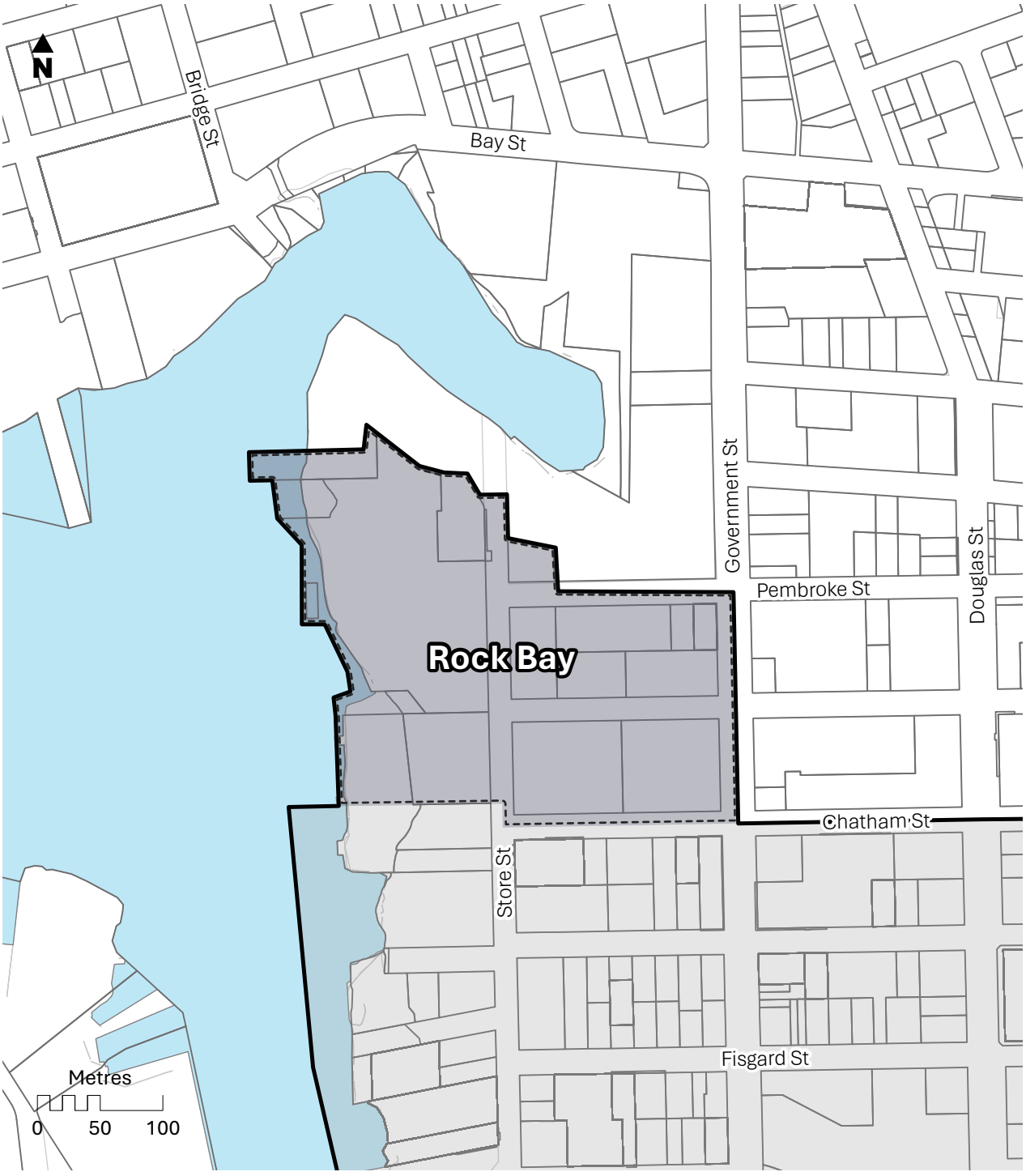
Old Town Area



MAP 15

HCA 1: Commercial Heritage

Rock Bay Area



HCA 2: Residential Heritage

1. Purpose

Pursuant to Section 614 (1) of the *Local Government Act*, the area that is shaded and circumscribed by solid lines on Map 16 - HCA 2: Residential Heritage Overview Map, Map 17 - HCA 2: Residential Heritage Avalon-Huntington, Map 18 - HCA 2: Residential Heritage Battery Street, Map 19 - HCA 2: Residential Heritage Catherine Street North, Map 20 - HCA 2: Residential Heritage Lewis Street, and Map 21 - HCA 2: Residential Heritage Robert Street is designated as Heritage Conservation Area HCA 2: Residential Heritage for the purpose of heritage conservation.

2. Applications and Exemptions

a. Applications: A HAP is required in accordance with the *Local Government Act*.

b. Exemptions: Notwithstanding the defined applications, a HAP is not required for:

   i. an alteration identified in the General Exemptions listed in the "Overview" section of this Schedule;

   ii. an alteration that does not require a building permit and does not alter a Character-Defining Element as listed in the applicable district Statement of Significance in the Residential Heritage Guidelines (2025); or

   iii. routine maintenance of landscape features, including but not limited to pruning, planting and replacing trees and shrubs when necessary.

3. Special Conditions and Objectives

The special features, characteristics and special conditions that justify this designation, and which contribute to the heritage character or heritage value of the area include:

a. Residential buildings reflecting a range of high-quality and well-preserved historic architectural styles, representing a range of income levels and diverse past owners, builders and residents.

b. Consistent streetscapes, landscaping, setbacks and lot patterns within individual districts.

c. Similar massing, roof lines, cladding materials and detailing among buildings within individual districts.

The objectives of this designation are:

d. To conserve and enhance the special character of heritage properties, features and characteristics that contribute to the heritage value of the Residential Heritage Conservation Area.

e. To ensure that new buildings in the Residential Heritage Conservation Area are compatible, and complementary to the heritage value and special features and characteristics of the area.

f. To enhance the area through infill, building additions and open spaces with a high quality of architecture, landscape and urban design that responds to its historic setting through sensitive and innovative interventions.

4. Applied Guidelines

The following guidelines are to be considered and applied for applications subject to this HCA:

a. Schedule 2J: Residential Heritage Guidelines (2025).

   i. Where the exterior of a building that is not a protected heritage property is subject to a building permit application, the Residential Heritage Guidelines (2025) for new construction apply.

b. Standards and Guidelines for the Conservation of Historic Places in Canada, with special attention to the following sections:

   i. Chapter 3: The Standards for the Conservation of Historic Places in Canada

   ii. Section 4.1: Guidelines for Cultural Landscapes, Including Heritage Districts

   iii. Section 4.2: Guidelines for Archaeological Sites

   iv. Section 4.3: Guidelines for Buildings

   v. Section 4.5: Guidelines for Materials

5. Schedule of Protected Heritage Property for HCA 2: Residential Heritage

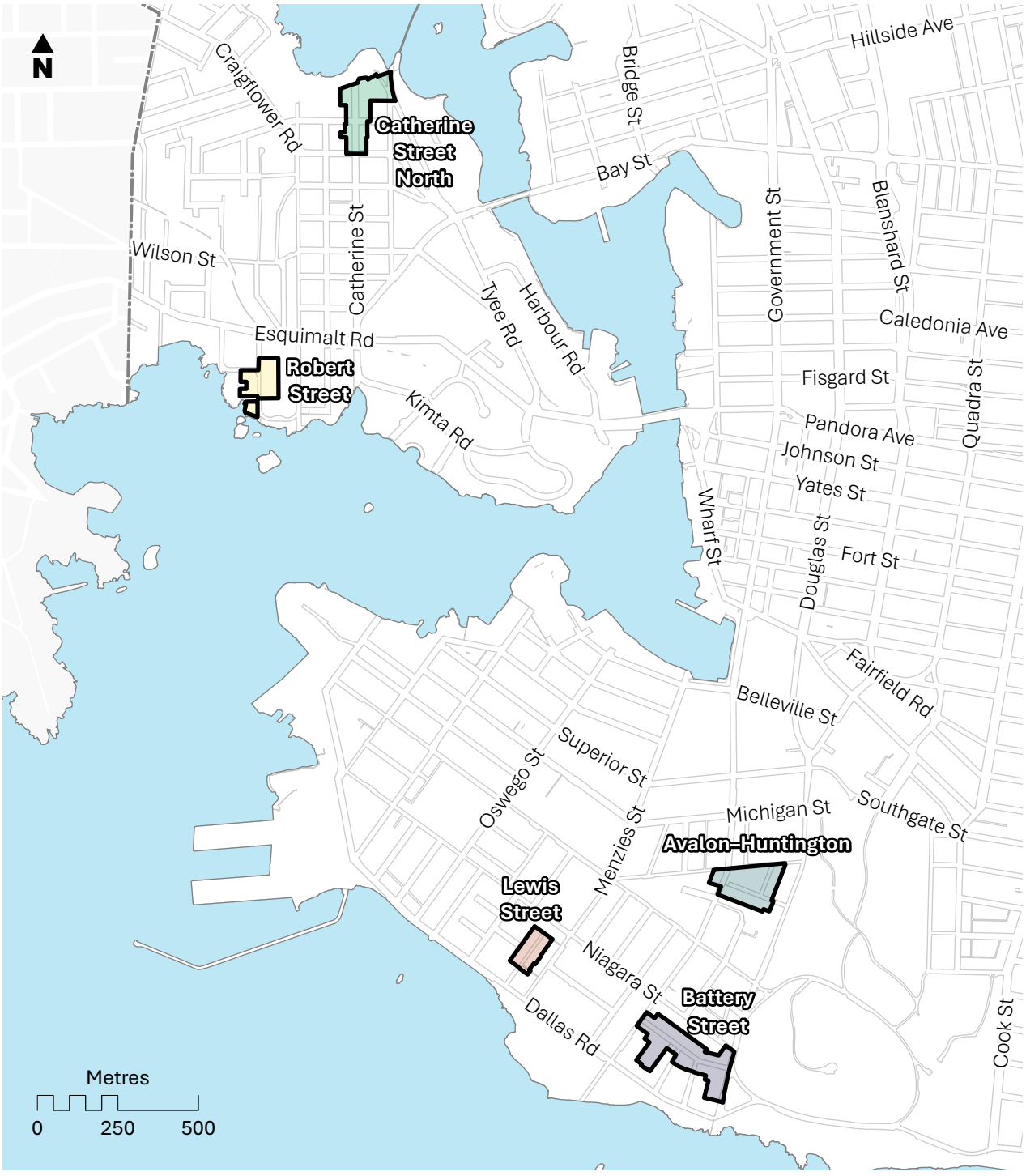
Table 1: Robert Street	
a.	206 Robert Street
b.	224 Robert Street
c.	223 Robert Street
d.	230 Robert Street
e.	233 Robert Street
f.	242 Robert Street
g.	255 Robert Street
h.	614 Seaforth Street

Table 2: Lewis Street	
a.	19 Lewis Street
b.	20 Lewis Street
c.	24/26 Lewis Street
d.	35 Lewis Street
e.	38 Lewis Street
f.	39 Lewis Street
g.	43 Lewis Street
h.	50 Lewis Street
i.	53 Lewis Street
j.	67 Lewis Street

MAP 16

HCA 2: Residential Heritage

Overview Map



MAP 17

HCA 2: Residential Heritage

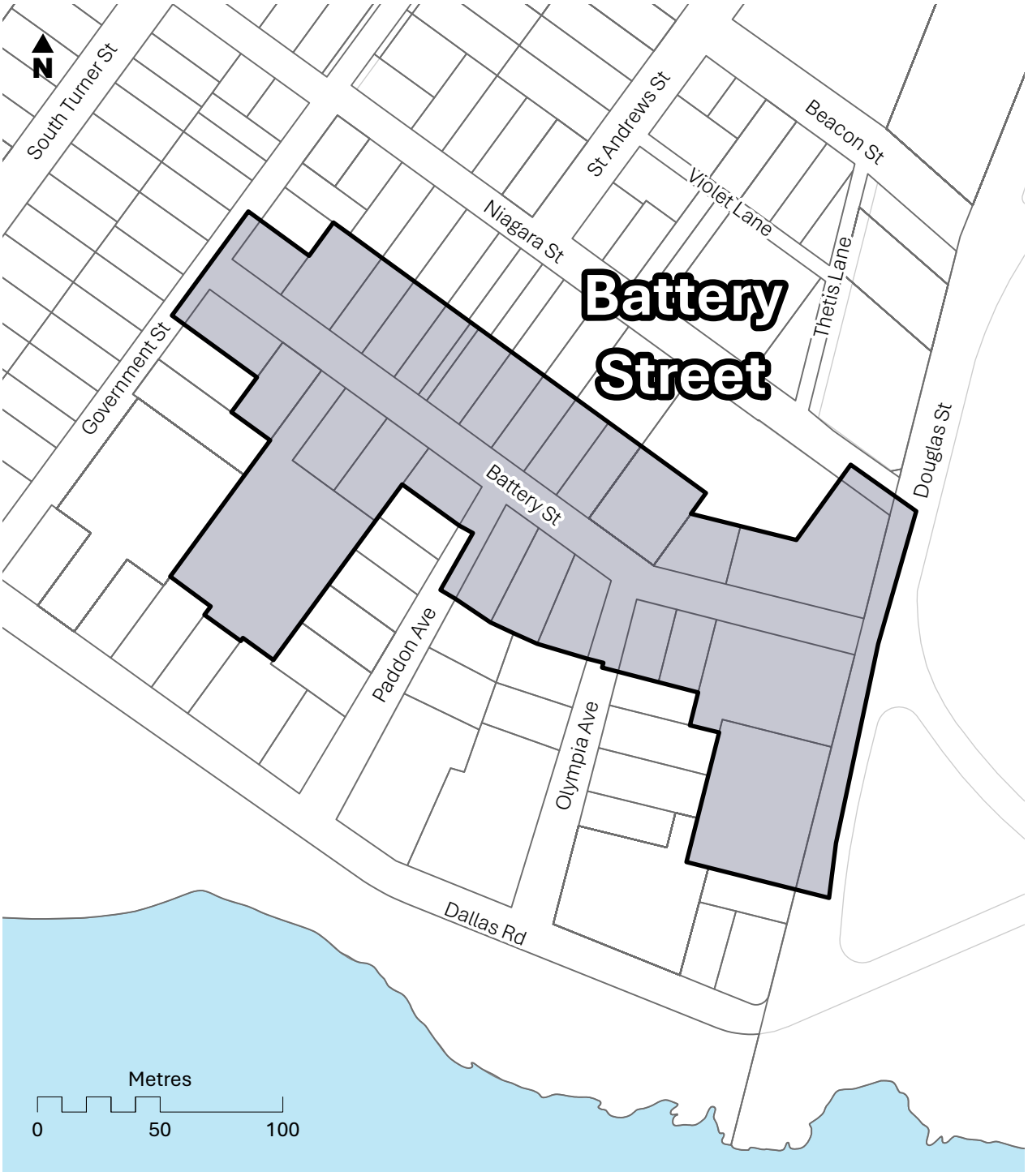
Avalon–Huntington Area



MAP 18

HCA 2: Residential Heritage

Battery Street Area



MAP 19

HCA 2: Residential Heritage

Catherine Street North



MAP 20

HCA 2: Residential Heritage

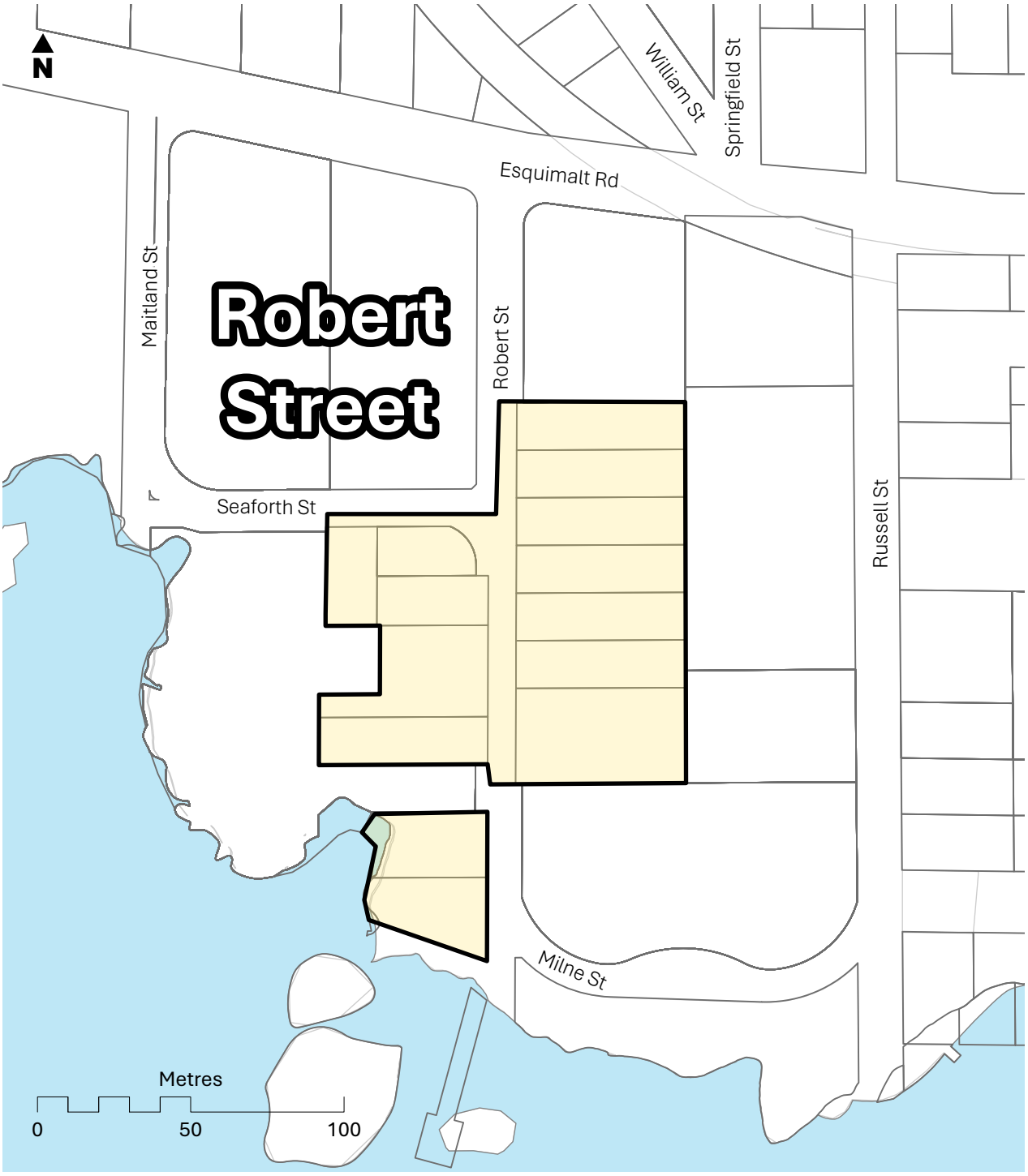
Lewis Street Area



MAP 21

HCA 2: Residential Heritage

Robert Street Area



TDPA: Tenant Protection

1. Purpose

Pursuant to Section 488 (1) (k) of the *Local Government Act*, the entire city is designated as Development Permit Area TDPA: Tenant Protection, for the purpose of mitigating the effects of displacement on tenants who will be or have been displaced from their rental units in relation to a redevelopment or proposed redevelopment.

2. Application and Exemptions

a. DP Applications: A DP is required for any residential, commercial, and industrial development that will result in the displacement of any residential tenants from their rental unit.

3. Special Conditions and Objectives

The special conditions and objectives that justify this designation include:

a. Renters account for a significant portion of the City of Victoria's population and many renters in are Core Housing Need.

b. Victoria regularly has a very low rental vacancy rate.

c. Renting allows for median income households to live in Victoria as the median annual income of renters is significantly lower than that of homeowners.

d. If a renter is displaced from their current home due to redevelopment, they are likely to face significant financial and social hardship in the form of moving expenses, higher rent in the new unit, greater transportation costs for employment, loss of community and more.

e. This development permit area aims to mitigate the effects of displacement on tenants who will be or have been displaced from their rental units in relation to a redevelopment or proposed redevelopment.

4. Applied Guidelines

The following guidelines are to be considered and applied for development permits:

a. Mitigate impacts of the relocation process for displaced tenants by considering financial compensation and relocation supports that reflect renter household preferences wherever possible.

b. Prioritize assistance for displaced tenants who need it most by considering providing support to find alternate affordable housing provision for those with low income or other housing barriers.

c. Initiate early and maintain ongoing communication about the intent to redevelop and the supports available.

d. Consider providing displaced tenants an opportunity to return to a unit in the new development at below-market rents.

e. Compliance with the City's Tenant Protection During Redevelopment Bylaw.

EDPA: Environmental Protection

1. Purpose

Pursuant to Section 488 (1) (a) of the *Local Government Act*, the area of land covered by water, shoreline and uplands within seven (7) metres perpendicular from the high water mark, generally as shaded and circumscribed by solid lines in Map 22 - EDPA 1: Shorelines and Waterways is designated as Environmental Development Permit Area EDPA: Environmental Protection, for the purposes of protection of the natural environment, its ecosystems and biological diversity.

2. Application and Exemptions

a. DP Applications: A DP is required in accordance with the *Local Government Act*.

b. DP Exemptions: Notwithstanding the defined applications, a DP is not required for:

   i. Actions listed under General Exemptions in the "Overview" section of this Schedule.

   ii. The area of a lot's rear yard for a distance measured six (6) metres from the rear-most portion of a lawfully sited principal building.

   iii. Installation of one (1) path per property to the shoreline if the path is constructed entirely of permeable materials, and not wider than one (1) metre;

   iv. Removal of non-native plant species, including, but not limited to, broom, English Ivy, and non-native blackberry, if they are replaced with native plant species and in a manner which does not create erosion;

   v. Repairs to lawful existing structures and pathways necessary to address a potential safety hazard;

   vi. Fences located along side parcel boundaries that are generally at right angles to the shoreline, provided the portion of the fence above grade is made entirely of wood.

3. Special Conditions and Objectives

The special conditions and objectives that justify this designation include:

a. The Gorge Waterway is a sensitive, tidal-influenced watercourse connecting important fish-bearing areas within the Victoria Harbour. The Victoria Arm of the Gorge Waterway is an important habitat that is supportive of fish and wildlife populations and several shoreline areas have been identified as having high ecological value. Pre-existing structures are located on some properties within the development permit

area boundaries. Development permit guidelines aim to preserve the integrity or connectivity of coastal processes including by protecting and enhancing shoreline areas with high biodiversity and ecological value, mitigating potential impacts of development and requiring restoration and enhancement of damaged or degraded ecosystems during development.

4. Applied Guidelines

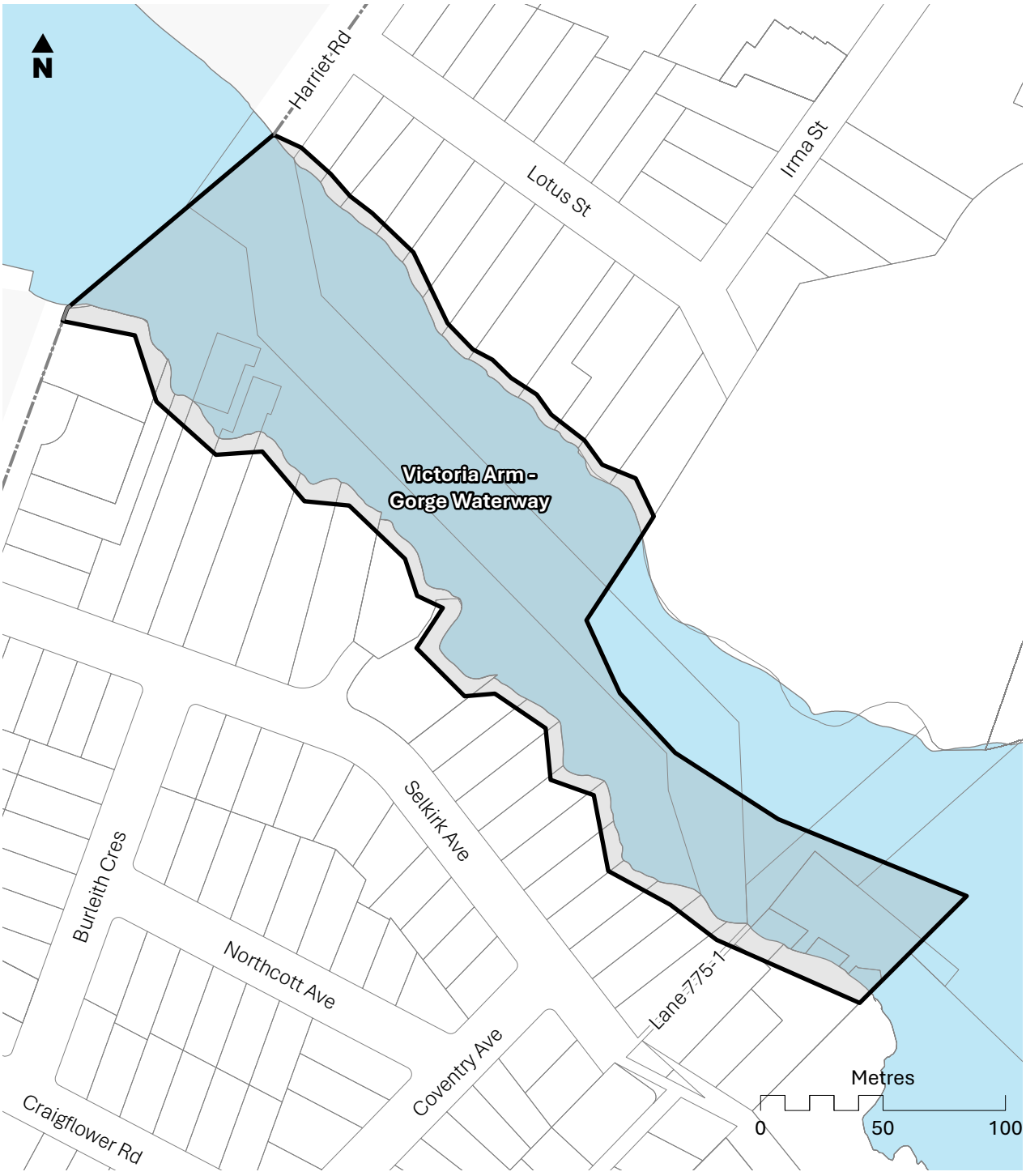
The following guidelines are to be considered and applied for DPs:

a. For the **Victoria Arm - Gorge Waterway Area**, as circumscribed with dotted lines and noted on Map 22 - EDPA 1: Shorelines and Waterways:

   i. Schedule 2K: Victoria Arm - Gorge Waterway Guidelines (2025).

MAP 22

EDPA: Environmental Protection



Schedule C Appendices

Guidelines

Schedule 2A: General Urban Design Guidelines (2025)

Schedule 2B: Downtown Core Design Guidelines (2025)

Schedule 2C: Fisherman's Wharf Plan Design Guidelines (2014)

Schedule 2D: Royal BC Museum Urban Design Guidelines (2006)

Schedule 2E: Dockside Green Urban Design Guidelines (consolidated)

Schedule 2F: Harbour Road Industrial Waterfront Design Guidelines (2008)

Schedule 2G: Roundhouse Design Guidelines (2023)

Schedule 2H: Old Town Design Guidelines (2025)

Schedule 2I: Fernwood Village Guidelines (2022)

Schedule 2J: Residential Heritage Conservation Area Guidelines (2025)

Schedule 2K: Victoria Arm - Gorge Waterway Guidelines (2025)

CITY OF VICTORIA

General Urban Design Guidelines

Victoria 2050 OCP Schedule 2A



CITY OF VICTORIA

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Table of Contents

Part 1: Introduction and Overview 4

1.1. Purpose and Use 4

1.2. Context 5

1.3. Requirements for Large Sites and Sites with Tall Buildings 6

1.4. Design Fundamentals 6

Part 2: Design Guidelines 9

2.1. Site Planning and Building Orientation 9

2.1.1. General Guidelines 10

2.1.2. Vehicular Access, Parking and Back-of-House 14

2.2. Building–Open Space Interface 18

2.2.1. General Guidelines 18

2.2.2. Commercial and Mixed-use Buildings 21

2.2.3. Residential Buildings 24

2.3. Building Composition and Expression 26

2.4. Landscape and Open Space Design 30

2.4.1. General Guidelines 30

2.4.2. Privately Owned Public Spaces (POPS) 34

Part 3: Special Considerations 38

3.1. Accessibility 38

3.2. Industrial Buildings 40

3.3. Buildings with Work/Live and Live/Work Units 42

3.4. Tall Buildings 44

Part 1: Introduction and Overview

1.1. Purpose and Use

These guidelines are meant to guide form and character of multi-family residential, commercial and industrial developments and to support the evolution of neighbourhoods, villages and key transportation corridors throughout Victoria. This includes ensuring individual development projects enhance and do not compromise development opportunities on adjacent sites and in so doing, contribute to positive and cohesive urban design outcomes at the site, block, neighbourhood and city scale.

The guidelines are intended to foster innovative, creative and unique design responses to individual site conditions, opportunities and constraints by applying the broader design principles and goals established in the City's Official Community Plan and Rezoning and Development Policy.

The guidelines provide clear direction for designers, architects and property owners who are actively planning or considering a new building, retrofit or addition to an existing building within specified areas of the city. They are also an important evaluation tool for City staff and decision-makers when reviewing new development applications to ensure that a proposed development reflects principles of good urban design and Victoria's values and identity.

It is important to note that the design guidelines are not intended to be an absolute checklist for all developments. Rather they function as a benchmark and design framework to ensure that careful thought and consideration has been given to important design objectives while still supporting creativity, innovation and design excellence. Where alternative design approaches are proposed by an applicant, they will be reviewed against the statements of design intent to ensure that key design objectives are still being achieved. Applicants may be required to provide additional diagrams and studies to support the proposed design solutions.

Greater discretion and a broader interpretation of the design guidelines is envisioned when reviewing institutional, civic, religious and cultural buildings given the different programming and use requirements of these buildings. Proposals within existing master planned communities should maintain design consistency with the established urban design while also adhering to the General Urban Design Guidelines.

The Design Guidelines support the implementation of the City of Victoria's zoning regulations by providing guidance on the circumstances where variances to zoning parameters may be supportable, contingent on technical review and a proposal's alignment with the intent of the guidelines.

1.2. Context

Victoria's neighbourhoods are diverse and unique. Many neighbourhoods are premised on a "15-minute" community: a place where a mix of housing types are located within walking distance of urban villages and amenities that provide goods, services and social opportunities for daily living. Victoria's neighbourhoods contain a mix of housing developed from the late 1800s to the present day, along with distinctive urban villages which have evolved over time. Within these areas are unique conditions related to lot and block size, topography, natural features and built environment, which will affect how these guidelines are applied in any location.

Victoria's residential areas are generally characterized by the presence of front and back yards, with tree-lined streets. An important proportion of Victoria's urban forest and tree canopy is found in the diversity of residential areas throughout the city, both as street trees and on private property. These areas also display a diversity of topography which may include varied soil types and rock outcrops. Some fall within important ecosystems, such as Garry Oak Meadows.

Another common element of Victoria's residential neighbourhoods is that most (though not all) lack laneways, unlike other cities of a similar age in North America.

A defining feature of many residential areas is a pattern of "perimeter blocks," with primary residential buildings located near the front of the lot, and rear yards dedicated to open spaces, creating a contiguous open space at the interior of blocks. These guidelines have been formulated to respond to these key features.



Victoria's residential areas are characterized by the presence of front and back yards, with tree-lined streets, and a generally defined building footprint zone.

1.3. Requirements for Large Sites and Sites with Tall Buildings

In order to meet principles and objectives in the *Official Community Plan* and the *Rezoning and Development Policy*, proposals for large sites and sites with tall buildings within Development Permit Area 1 (General Urban Design) should include a Comprehensive Development Plan, as described in the *City of Victoria Rezoning and Development Policy and Development Permit Areas* (DPA).

Large sites are defined as sites of sufficient size to accommodate multiple residential and/or mixed-use buildings and that merit internal pedestrian networks and significant on-site open space amenities (approximately 4,000 sqm or greater).

Proposals within communities that were developed under past Comprehensive Development Plans (such as Master Development Agreements) should maintain design consistency with the existing community unless significant changes in land use, density, public realm elements and mobility network are sought.

Tall buildings are defined as buildings taller than 21 m or seven storeys or greater in height.

1.4. Design Fundamentals

Urban design is the comprehensive and cohesive combination of buildings, streets, and open spaces which has, as its objective, the creation of high quality, memorable and people centred public spaces. Urban design is fundamentally concerned with the spaces between buildings, the experience of the city at eye-level and by the relationship between the public and private realm at street level. Comfortable and enjoyable streets, squares and plazas scaled towards pedestrian activity and social connection are essential elements in creating functional, aesthetic and vibrant places.

Design Principles

The following principles are the foundation for supporting creativity, innovation and design excellence, and represent a design framework applicable to all development projects.

1



New buildings and open spaces that contribute to the envisioned urban form through **thoughtful building and site designs** that have positive relationships with surroundings.

2



High quality design for buildings that support street vitality, visual interest and safety for pedestrians and building users, and contribute to active and attractive public spaces.

3



High quality, pedestrian oriented streetscapes and open spaces that are welcoming and comfortable, support the urban forest and foster year-round social gathering and celebration

4



Design with nature using green infrastructure to mimic natural systems, provide stormwater management and habitat areas while supporting watershed health, urban food systems and the urban forest.

5



Livable and inclusive buildings and open spaces that provide equitable access to open space, the urban forest, daylight and fresh air as well as family friendly environments and all ages and abilities designs.

6



Healthy, climate-friendly and future-forward buildings and open spaces with small environmental impacts and big positive design outcomes for residents, users and their broader communities.

7



Placemaking and storytelling that express the values of our city, embrace diverse narratives and promote designs attentive to distinctive features of Victoria's Downtown Core, Legislative Precinct, Midtown Employment District, Town Centres and Villages.

Urban Design Fundamentals

The General Urban Design Guidelines are structured around the following design fundamentals:



2.1 Site Planning and Building Orientation

to create a perimeter block form of development



2.2 Building – Open Space Interface

to create vitality and interest



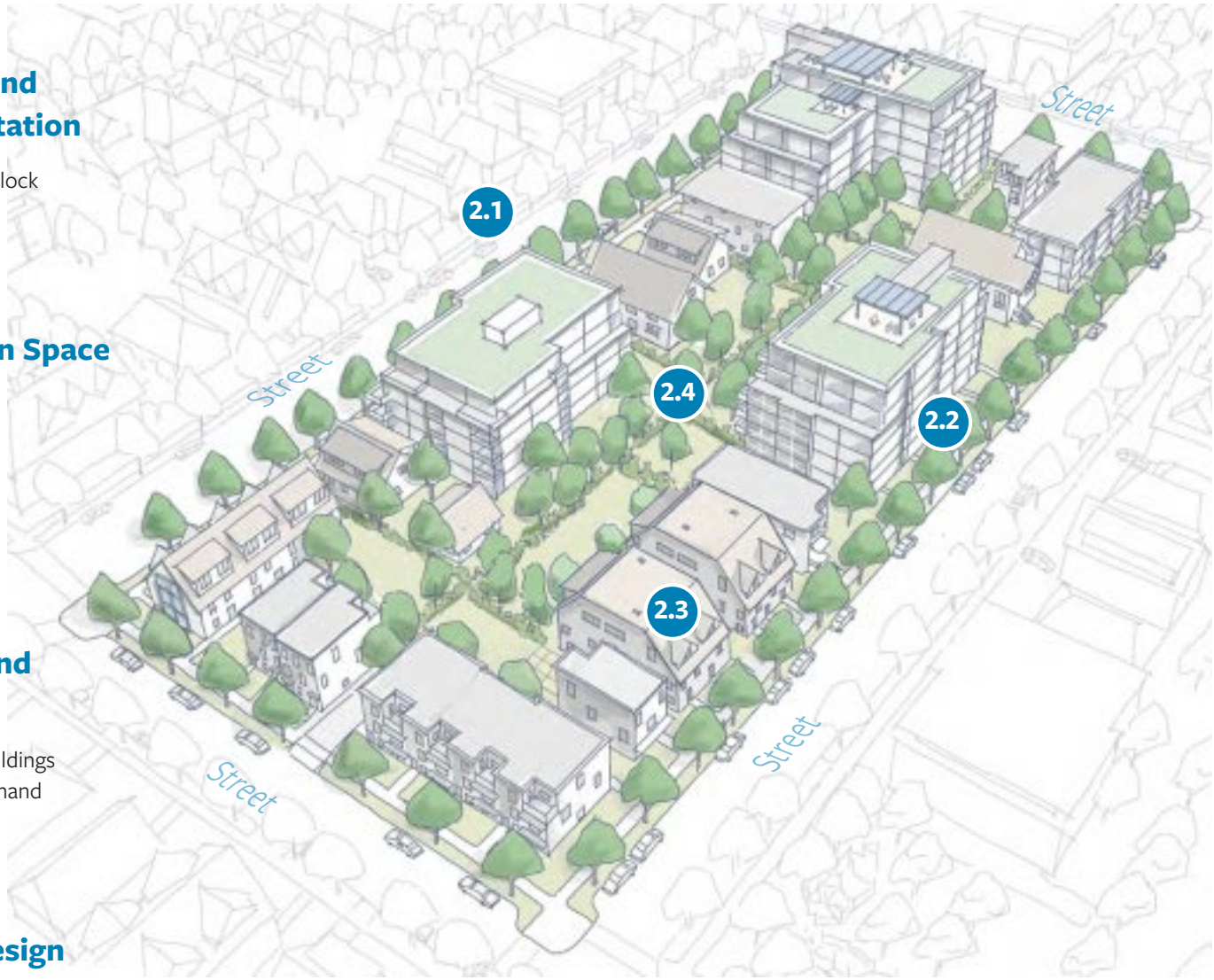
2.3 Building Composition and Expression

to ensure attractive buildings that reduce energy demand



2.4 Landscape and Open Space Design

to enhance amenity, ensure liveability and bring nature into the city

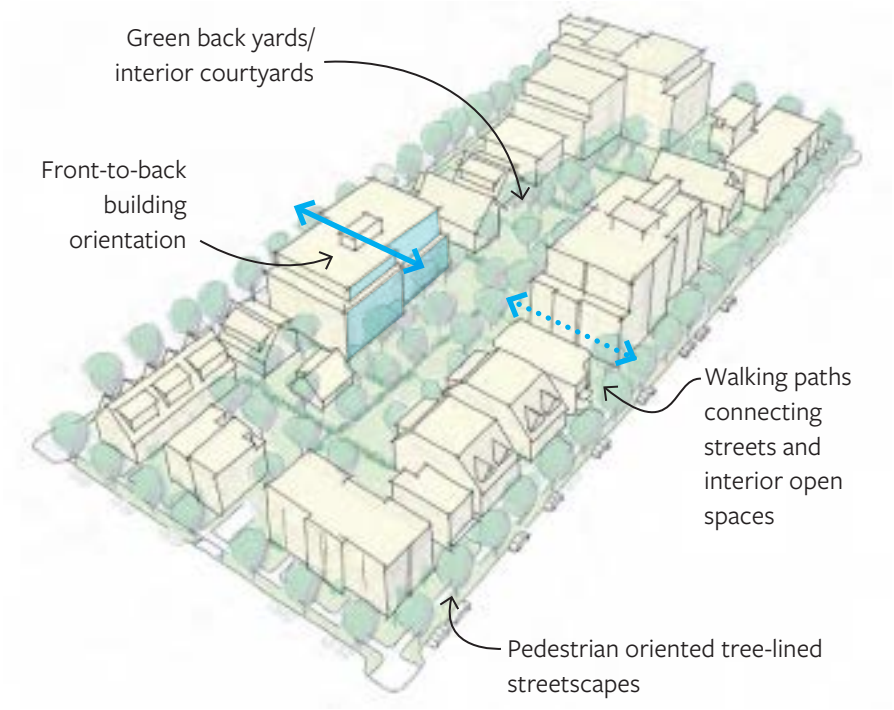


Illustrated impression of a typical city block outside of Victoria's downtown, including a variety of housing options and the City's urban design fundamentals

Part 2: Design Guidelines

2.1. Site Planning and Building Orientation

Intent: To ensure new development contributes to high quality, pedestrian-oriented streets and open spaces, and enhances liveability.



Front-to-back oriented buildings result in a perimeter block urban form, where the adjacency of rear yards lead to a green core supporting outdoor amenity areas and the urban forest.



2.1.1. General Guidelines

a. Site and design buildings with a front-to-back orientation with primary facades facing streets and interior open spaces (rear yards) to achieve a perimeter block form of development. Alternative forms of site planning may also be considered if the Urban Design Fundamentals of these guidelines can be met.

b. Provide outdoor amenity spaces that create and contribute to a cohesive, green interior courtyard experience within the block.

c. Site and design buildings to respond to and, where possible, protect significant existing natural features (e.g., significant trees, topography, ecological features, rocky outcrops) and ensure integration of required tree plantings and stormwater management facilities. Consider clustering buildings and reducing and clustering parking.

d. Punctuate highly visible sites, corner sites or street-end views (buildings at terminated street corridors), for example, using distinctive massing, building articulation, and architectural treatments such as roof treatments.

e. Site and design buildings to minimize shadowing impacts on adjacent public areas including streets, open spaces and cultural landscapes. Strategies may include incorporating upper storey step-backs on the north, east or west facing facades for buildings over four storeys.

f. Where a variance to building height is proposed, a shadow study should be provided to demonstrate shadowing impacts of the incremental height increase above existing zoning allowances.

g. Consider incorporating a break in the façade of longer buildings integrated with building form and composition, for example a ground level lobby or entryway.





Street wall buildings and green rear yards and courtyards characterize a sustainable and livable urban fabric with a lush urban forest (left) and newly planted trees (right.)

h. On corner sites, develop both street facing facades as front elevations. This may entail the use of L-shaped massing and floorplate configurations, supported by potential variances to side yard and rear yard requirements.





The top-floor step-back at a five-storey multi-family residential development helps improve solar access for the rear yard outdoor amenity area.



Shading impact of nearby development on a park is reduced by a measured approach to building heights in a mixed-use development.



Building siting and through-block walkway location responds to the grounds of a significant site of civic and heritage importance.

i. Residential buildings should be set back sufficiently from property lines to provide comfortable pedestrian spaces at the street or adjacent public open space, areas for landscaping and stormwater mitigation, and sun and air access for neighbouring buildings:

   i. Generally, front yard setbacks should maintain an average of 4 m and a minimum of 3 m along fronting public streets and open spaces, depending on the adjacent street and open space context and ground floor use.

   ii. Consider reduced front yard setbacks where lot depths are constrained, where the ground floor may have a more active frontage, like a storefront, or where the lot fronts onto a generous boulevard or green open space, while avoiding impacts on existing or future street trees.

   iii. Consider increased front yard setbacks adjacent to streets with higher traffic volumes and/or to create sufficient space for tree roots and mature tree canopy where there is an existing significant tree.

   iv. Consider greater setbacks for north facing side yards to mitigate shadowing impacts.

   v. Avoid projection of underground parking or other structures into setback area to maintain sufficient soil volumes for trees and landscaping.

   vi. For properties that include a road dedication, consider setbacks from the new property line; Variances to setbacks to enable public realm objectives may be considered.

   vii. For properties that include buildings of heritage value (Heritage Designated, listed on the City's Heritage Register, or having heritage merit as per the heritage values framework), variances to setbacks to enable alternative siting of new buildings or additions may be considered.

   viii. Where balconies, patios or ground-level entries are provided on side yards, incorporate a more generous side yard setback.

j. Where multiple buildings with residential uses are located on a single lot, the following minimum separation spaces between primary facades are recommended as follows:

   i. 6-8 m for buildings up to approximately three storeys

   ii. 12 m for buildings up to approximately four storeys

   iii. 16 m for buildings up to approximately six storeys



Trees and shrubs enhance livability and usability of private patios at a multi-family residential development.

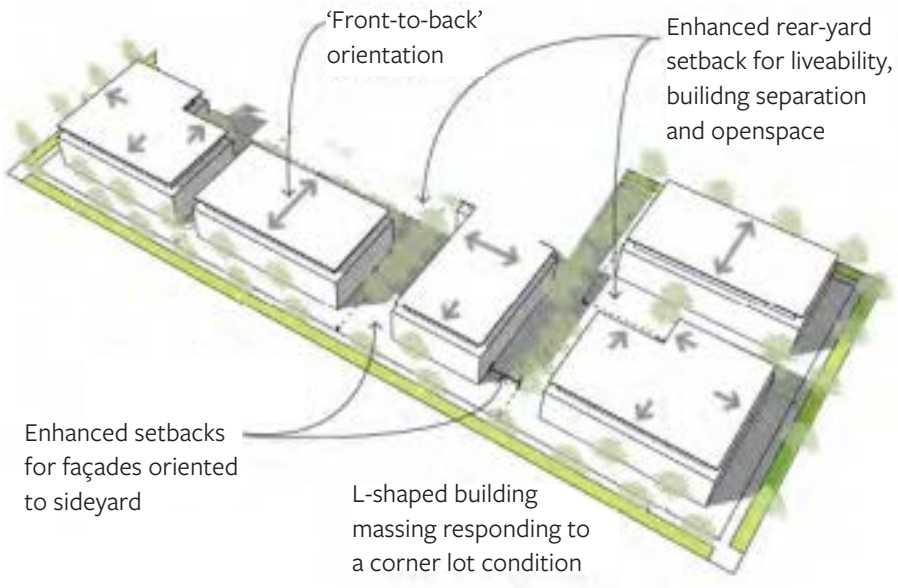
k. Unless in conjunction with the designation of a heritage building, subdivision is strongly discouraged – especially subdivision that results in panhandle lots.

l. Development on parcels that are both deep and narrow, and where buildings are sited in more then one row, site buildings to maintain a generous rear yard in support of the perimeter block pattern and consider a reduced scale for the rear building.

m. Provide private outdoor amenity space in the form of balconies or porches for individual residential units, with a minimum depth of 1.8 m, a minimum width of 2.4 m, and a minimum overall size of 4.6 m^2.

n. Provide shared open space in the form of courtyards, green spaces, terraces, yards, play areas or rooftop gardens. Consider buildings with upper-level step-backs to provide opportunities for balconies and upper storey terraces that take advantage of sunlight and views.

o. Design buildings to allow direct access to air and natural light for individual units and common areas. Buildings should be designed to maximize the number of individual homes that receive daylight and natural ventilation from at least two sides of the building (such as a corner or from front and back) or, from one side and a roof.



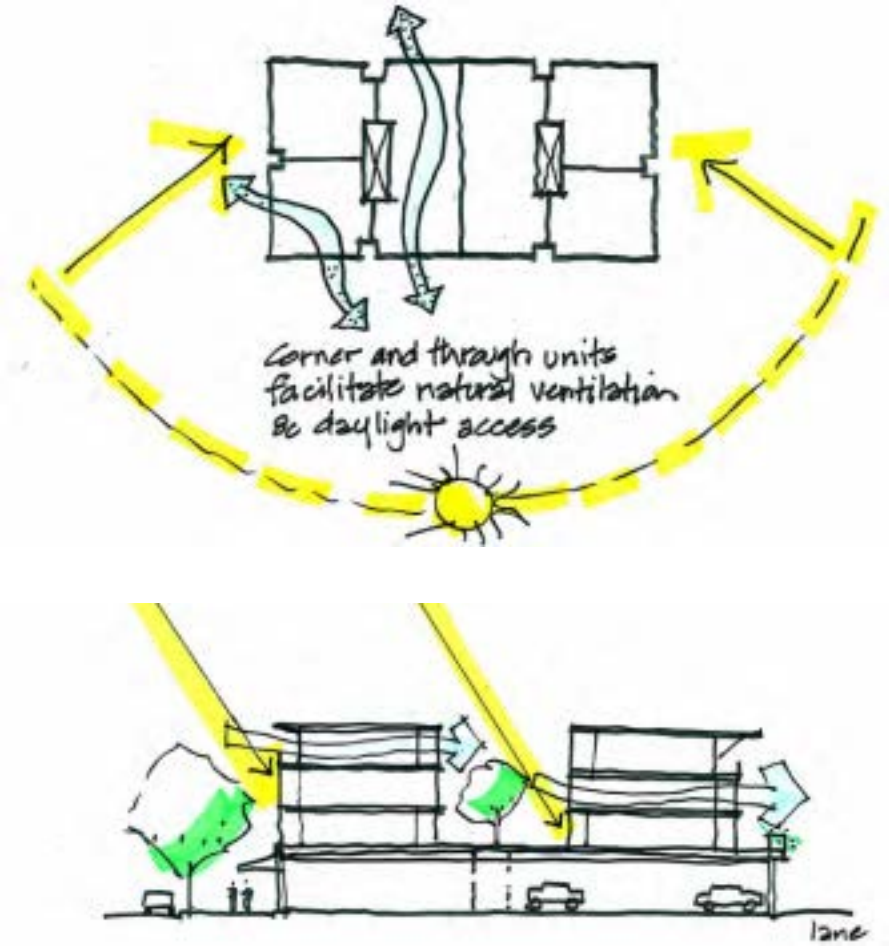
Perimeter block definition and livability is improved by enhanced setbacks for primary facades facing side yards and L-shaped massing on corner lots.



Mixed-use residential development responds both streets with front elevations, including active at-grade uses and upper-level openings.

2.1.2. Vehicular Access, Parking and Back-of-House

a. Design and locate parking, circulation and access to minimize impacts on adjacent streets and open spaces including the urban forest.



Dual-aspect homes enable enhanced access to daylight and natural ventilation.



An upper-floor courtyard area offers both shared outdoor amenity to building residents and private patios for homes in a mixed-use residential development.





A single-loaded corridor configuration improves the livability of the inside corners on the L-shaped residential floors of this multi-family residential mixed-use building (left) and skylights and roof monitors enable these dual-aspect townhomes that are otherwise flanking a central community atrium (right.)









A multi-family mixed-use residential building boasts connected outdoor amenity areas for a variety of activities.





Outdoor gathering spaces and amenity areas organized around a multi-purpose open space, located on an upper floor of a mixed-use residential building.

b. Parking should be located underground or tucked near the rear or side of buildings so as to minimize the impact on streetscape appearance, pedestrian circulation and to maximize ground level and underground space for trees and landscaping and appropriate soil volumes. Consolidate driveway access points where possible, to minimize curb cuts and impacts on the pedestrian realm or common open spaces.

c. Minimize the extent of site area dedicated to servicing, vehicular access and parking through shared infrastructure and efficient layouts. Prioritize tree retention vs provision of parking.

d. For some locations and lot sizes, providing the space needed for the main building(s) and satisfying the zoning's required minimum open site space may limit the achievable surface parking spaces. Where a variance to the zoning requirements is requested, the variance should focus on reducing the parking requirement, rather than reducing the required open site space.

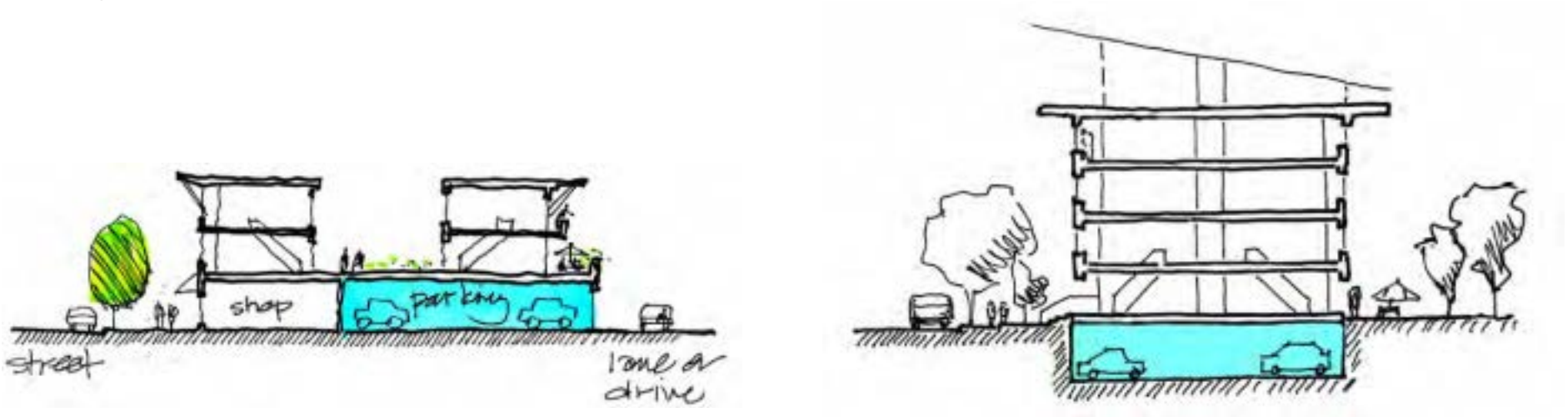
e. Proposals that incorporate car share vehicles shall conform with the providers' dimensional and operational requirements.

f. Incorporate a minimum 1 m landscape buffer where a drive isle or surface parking is located adjacent to the side or rear property line.

g. Design driveways and parking areas to also function as multi-functional hard surface open areas, including play spaces for children.

h. Short-term parking areas and drop-off pull-ins should be designed so that pedestrian areas are distinctly delineated from vehicular traffic areas.

i. Avoid locating at-grade windows directly adjacent to parking spaces. Windows in these locations should generally contain landscape separation from the parking space.



Underground and tuck-under parking minimizes impacts on the public realm.

j. Bicycle parking areas should be visible and secure. Short-term bicycle parking should be sheltered, in well-lit and highly visible locations, accommodate a range in bicycle types, and be clearly visible from a main building entrance and/or public street. Long-term bicycle parking areas should be in a well-lit common room, easily accessible and nearby pedestrian activity.

k. Plan for adequately sized waste management and recycling areas that are located and designed to minimize impacts on the public realm while balancing access and operational needs.

l. Locate pad-mounted transformers (PMT) on private property within development projects. Where possible, place transformers within the building envelope and locate external transformer room doors along the service street façade and ensure adequate space is provided on private property to service the utility. Coordinate access to PMT's for BC Hydro maintenance with proposed driveway access to minimize impacts to streetscape, and public realm infrastructure.

m. Ensure utility areas are clearly identified at the development permit stage and are located to minimize negative impacts on public or common open spaces.



Short-term parking and loading areas are differentiated from pedestrian areas by surface materials, trees and urban furniture at a mixed-use residential development.

2.2. Building–Open Space Interface

Intent: To support street vitality, pedestrian activity, visual interest and safety through building designs that contribute to active, attractive and high-quality public streets and open spaces.



Sketch showing building and landscape design to support pedestrian vitality, comfort and safety

2.2.1. General Guidelines

a. Design building facades to support pedestrian activity, sociable open spaces and 'eyes on the street' by integrating and orienting entryways, windows, patios and balconies to overlook sidewalks, walkways, parks and other open spaces.

b. The primary building entrance should have clear sight lines and be directly accessible from the public sidewalk or open space.

c. Emphasize entrances to buildings with a combination of architectural detail, lighting, weather protection or other design strategies. Entrances accessed off side yards should be avoided where possible.

d. Incorporate weather protection such as awnings, canopies, and overhangs to support pedestrian activity and comfort.

e. Use lighting to highlight building features and illuminate the public realm, while avoiding over illumination that projects light into the sky or spills over on adjacent buildings.

f. Pedestrian scale lighting standards and fixtures, in addition to general area and street lighting, is encouraged for nighttime visibility, comfort and security as part of overall lighting level requirements.

g. Minimize the size of service openings and garage doors visible from public streets and open spaces. Consider design and landscape solutions that can minimize visual impacts, including recessing garage doors behind the main building line, and incorporating plantings to soften and frame driveways and garage entries.

h. Access to on-site loading and service areas for all uses should be as unobtrusive from the public realm as possible, appropriately shielded and protected from public streets.

i. Entries to interior bicycle parking areas should be protected from rain and, where possible, should be accessible and visible from the building – public realm interface.



Transparent shopfronts with displays and seating spilling out into the sidewalk, help animate and create visual interest along the street.





Lighting in this outdoor amenity area helps provide a sense of safety and wayfinding in this multi-family residential development.





Examples showing design treatments to minimize visual impacts of parking entrances.



Screening at the public realm interface of a loading court serving multiple back-of-house areas of a mixed-use institutional-residential development.



Weather-protected entrance to bicycle parking space at a commercial building supports the use of active transportation facilities.

2.2.2. Commercial and Mixed-use Buildings

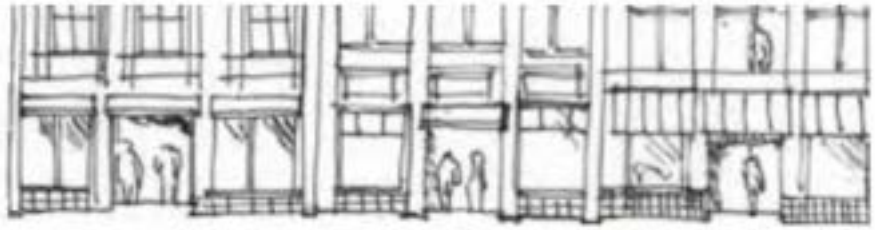
a. Locate publicly-oriented commercial uses at grade to enable street activity such as browsing, outdoor cafés and street entertainment, as well as to enable placement of outdoor seating.

b. Incorporate frequent entrances along commercial frontages to create visual interest and support pedestrian activity. Consider a maximum spacing distance between commercial entries of approximately 8 metres where feasible.

c. Locate large-format commercial uses on upper floors or below grade to minimize impacts on ground-floor frontages. Where at-grade locations are necessary, locate large-format uses toward the building interior and incorporate frequent entries, shop windows and where possible, smaller retail units around the periphery.

d. Consider recessed entries to provide punctuation and increased weather protection along the street.

e. Incorporate a high proportion of transparent glazing at the street level to enhance the visual presence of ground floor uses and increase the interactions between pedestrians and interior spaces. Consider bird-safe glazing or treatment to minimize bird collisions.



Frequent entries create visual interest and activity.





Frequent entries for smaller commercial retail units surround large-format retail in a mixed-use residential development.

f. Smaller buildings, and portions of the front facade of larger buildings, may be set back from the front property line to accommodate features such as patios, courtyards or seating areas.

g. Incorporate a minimum floor-to-floor height for ground-floor commercial space of approximately 4.5 m for natural light, spaciousness and street interface.

h. A minimum floorplate depth of approximately 10 m is recommended to accommodate a range of ground floor commercial uses. Shallower depths may be considered where smaller retail units are incorporated around the periphery of an internal, larger format commercial use.

i. Avoid at-grade blank walls over 5 m in length. Where blank walls are unavoidable along a street, mitigate them through screening, landscaping, public art, patios, special materials or other solutions to make them more visually interesting.

j. Larger commercial buildings are encouraged to consider incorporating an atrium to expand and enhance the public realm network.

k. Incorporate integrated lighting, signage and weather protection to support pedestrian activity and to articulate commercial frontages as an extension of the building's architectural expression. Strategies to achieve this include but are not limited to:

    i. Utilizing canopies with translucent or frosted glazing to maximize winter sunlight, particularly for north-facing facades. Avoid continuous opaque (solid) canopies that run the full length of facades. Use bird-friendly glass on canopies that incorporate glazing.



A large format commercial use incorporating smaller retail units and frequent entries around the periphery, and housing above.



The parking and loading areas of a mixed-use commercial development are 'lined' by street-fronting light industrial and office spaces.

ii. Limiting signage in number, location and size to reduce visual clutter and make individual signs easier to see.

iii. Ensuring signs on buildings are located to be easily identified and are scaled to pedestrians. Projecting two-dimensional or 'blade' type signs suspended from canopies and awnings, flush-mounted fascia signs, externally lighted signs and vertical banners are preferred.

l. New developments adjacent to transit stops, particularly on routes designated by local and regional transit plans (e.g., designated "Transit Priority" or "Frequent Transit" routes) are encouraged to incorporate canopies, seating and lighting into their facades or street-fronting setbacks to create waiting areas for transit passengers.



A commercial building atrium is connected to the public realm network.



Integration of transit-supportive public realm amenities into the building frontages support streetscapes and development on transit-priority streets.

2.2.3. Residential Buildings

a. Residential use at street level should have strong entry features and building designs that encourage interaction with the street while considering privacy and liveability for individual homes.

b. For ground floor homes, incorporate individual entrances oriented towards and connecting to adjacent public sidewalks, courtyards or other open spaces.

c. Residential uses should be set back approximately 3-4 metres from the fronting property line to accommodate a landscaped transition zone and a semi-private or shared open space such as a patio or porch.

d. Consider integrating appropriately sized trees within the landscaped front yard setback area in consideration of the location of upper storey balconies.

e. Where commercial uses, or live/work or work/live units of a commercial character are integrated into the ground floor of a residential building, they may incorporate reduced front yard setbacks.

f. Porches, steps, alcoves, raised terraces, forecourts, landscaping or other design features are encouraged to make transitions from the public realm of the street and sidewalk to the private realm of residences.

g. All homes in a residential building should be provided with windows of sufficient size and orientation to provide for sunlight and outward views.





A generous front yard setback allows for a landscaped transition zone and semi-private and shared open spaces at multi-family residential developments.

h. For all bedrooms within a residential building, provide at least one operable window of 0.35 m^2 in area with no dimension less than 380 mm.

i. Where rooms other than a kitchen, storage room, toilet, bathroom, sauna room, hallway, or stairway are located on a sunken level (such as a basement), there should be at least 1.1 m between grade and the finished ceiling height to provide adequate space for an operable window.

j. Where a primary facade faces a side yard, ensure that street-facing facades and units engage the fronting street by way of entries, architectural interest, high-quality materials, private outdoor spaces and/or vegetation.



The street-facing homes in a galley-style townhouse development engage the street while their primary facades (living/dining spaces and patios) front the side yards.







Reduced setbacks on a street with mature trees and a landscaped buffer.

2.3. Building Composition and Expression

Intent: To encourage development that is long-lasting, functional, energy-efficient and sustainable. To encourage design that fosters diversity and visual interest, comfort, livability, and a positive relationship between the outstanding natural environment of Victoria and its buildings.



Building articulation and other architectural features incorporated into a highly energy efficient multi-family residential development.

a. Consider building designs with simple forms and massing to address building performance objectives (including for building energy performance) while incorporating variation in facade treatments to achieve architectural interest. Strategies include, but are not limited to:

   i. Introducing bays, façade breaks or step-backs.

   ii. Articulating building façades into a series of intervals, through placement and treatment of windows, entries and balconies, materials, colours and textures.

   iii. Integrating architectural features and details such as punched windows, trim details and moldings, treatment of siding (e.g., the use of score lines, textures, different materials or patterning to distinguish between different floors).

b. A building's roofline should be distinguished from its walls through features like a cornice, projecting overhang, decorative motif or other element or architectural strategy.

c. Design and use materials and connections for balconies that minimize thermal bridging.

d. Integrate balcony designs into the architectural expression of the building

e. Interior and exterior parking and loading entrances or areas, storage and work yards, rooftop mechanical equipment and utility meters should be architecturally integrated into the building design and screened from the public realm with high-quality materials and finishes.

f. Ventilation shafts, grates and other above-ground mechanical or site servicing equipment should be located away from the public sidewalk, open spaces and tree planting.

g. Incorporate high-albedo roofing finishes and/or vegetated roof systems to mitigate urban heat island effect. Consider incorporating rainwater harvesting features such as cisterns and downspouts and express them through building design.

h. Design and orient roofs and surfaces to accommodate solar energy systems where possible.

i. Consider the design and articulation of each building facade to respond to changes in solar orientation and increase opportunities for natural ventilation.



A façade break helps provide architectural interest, highlight the building entrance and provide a transition between different architectural expressions of a streetwall mixed-use residential building.



Thermally broken balconies and decks help create private and semi-private outdoor spaces for residents at a high-performance multi-family residential development.

j. Include operable windows, where possible and especially in habitable rooms, to provide natural ventilation and help reduce mechanical heating and cooling requirements.

k. Locate and design glazed areas to reduce bird collisions. Strategies to achieve this include but are not limited to:

    i. Avoid large areas of glazing and fly-through conditions such as glass bridges and walkways, outdoor railings, free-standing glass or other conditions where birds can see through them to the sky or habitat on the other side.

    ii. Avoid mirrored glass and glass with high reflectivity.

    iii. Incorporate design treatments that increase the visibility of glass for birds such as etched, ceramic fritted, sand blasted and textured glass. Other external visual markers can also be used, including spandrel panels, mullions, screen shutters, ornamental grills, external blinds, shutters, sunshades, grilles, louvres or artwork.

l. Use façade cladding and materials that are of high quality and durable, utilized to weather gracefully over time.

m. Prioritize the use of higher quality materials, architectural features and details in feature areas of the building envelope, especially at grade and on lower storeys, and for soffits facing the public realm.

n. Consider variation in colours and materials between buildings along the street.

o. Consider colour palettes that reflect the full variety of historic and natural colours found in the area.

p. Incorporate intangible and cultural heritage into the design of new buildings through public art, culturally appropriate design features and colours, material choices and landscape elements.







Frit pattern glazing supports bird-friendly design at a research and teaching facility.

q. New buildings should strive to incorporate substantial, durable and natural materials into their façade that are reflective of the materials used in nearby historic properties. Materials such as masonry and natural wood are encouraged. Regionally sourced materials and finishes with low carbon footprints are strongly recommended.

r. Fences, gates and shutters should be designed to provide security when necessary, while also providing visual interest and avoiding a "fortress" appearance.



A combination of ornamental grill work and landscaping to screen mechanical equipment on a rooftop amenity space.





Different environmental control strategies for different elevations and solar exposures help improve building energy performance and provide occupant comfort at a multi-family residential development.

2.4. Landscape and Open Space Design

Intent: To ensure a landscape and open space design that strives to re-introduce nature into the city and supports the urban forest, mitigates heat island effect, and retains and absorbs stormwater on-site; To ensure new development provides a range of shared or common outdoor amenity spaces that encourage social interaction, play, urban food systems and access to nature.



Open space at the core of a perimeter block development offers residents outdoor amenity.

2.4.1. General Guidelines

a. Design on-site open space that is usable, attractive, ecologically functional and is well-integrated with the adjacent open space, streetscape and building design. Incorporate and integrate required stormwater management facilities, urban forest and amenity spaces into site planning and design from the outset.

b. Landscape treatments, including use of front patios, accented paving treatments, plantings, fence and gate details and other approaches are encouraged to help call out a residential entry and add interest along the street and sidewalk.

c. Incorporate plantings at entryways, patios and pathways to create a green interface between buildings and streets.

d. Use a combination of architectural and pathway lighting to light pedestrian areas and help accentuate building and pathway entries.

e. Design and landscape rear yards to create shared outdoor amenity spaces that are integrated with the urban forest, stormwater management facilities and other ecological functions.

f. Consolidate open site space to maximize contiguous soil volumes that facilitate successful tree health and useable green space.

g. Integrate comfortable, accessible and landscaped pathway connections from the fronting street to rear yards and interior courtyards.

h. Incorporate permeable surface materials for driveways, pathways, patios and other hard surface areas, where feasible.

i. Consider seating and lighting at pathway entries and main building entries.

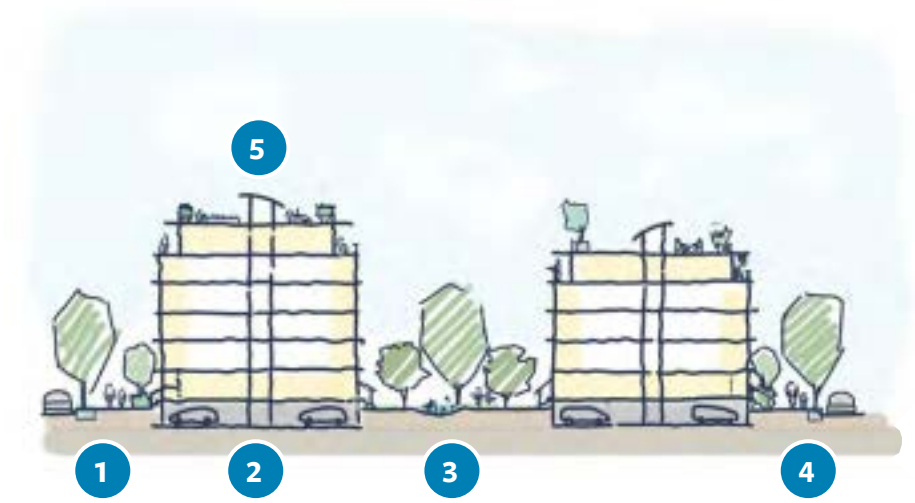
j. Development should avoid significant reworking of existing natural grade and large retaining walls next to open space. Where retaining walls are required, they should be terraced. Consider incorporating floral displays, ground cover or shrubs, varied tree height within terraces and low retaining walls, and use of stone or brick masonry walls, to create a desirable and approachable transition between grades.

k. For infill development or renovations on properties that include buildings of heritage value, for example where Heritage Conserving Infill is permitted under zoning, and where there is limited or constrained on-site open space, emphasis should be placed on maximizing landscaping within setbacks and other required open space areas.

l. Limit the footprint of below grade construction such as underground parking to the foot print of the building.

m. Integrate a continuous planting of trees to frame and define streets and interior courtyards and open spaces.

n. Use soil cells where trees are planted within hardscape surface areas or where they are needed to provide necessary soil volumes for mature, healthy trees.



Site Design for Ecology

1. Setbacks for activity and landscaping
2. Limit under ground parking to building footprint
3. Green interior courtyard trees, stormwater and play
4. Boulevard streets with green stormwater infrastructure
5. Green roofs with amenities, gardens, rainwater capture and release

Conceptual sketch notes strategies to help ensure the health and quality of open spaces within and around perimeter blocks.

o. Landscape design should consider the local climate and water efficiency, including through selection of drought-tolerant plants, efficient irrigation systems or design of unirrigated landscapes, use of run-off for irrigation, integration of rain gardens and other approaches.

p. A minimum of 30 per cent of the required common landscaped areas should include a diverse combination of plants and vegetation that are either native to southern Vancouver Island, food-bearing (capable of being harvested for food and medicine) or that provide pollinator habitats, or a combination of these.

q. The rear yard and, where possible, side yards of buildings adjacent to lower-scale residential development should provide landscaping and trees that mitigate the appearance of massing and contribute to a transition in scale.



Rooftop amenity areas include urban agriculture opportunities for each home in a multi-family mixed-use residential development.

r. Incorporation of common gardens, fruit bearing trees, beekeeping, and other forms of urban food production are encouraged to support social interaction and general health and well being.

s. Incorporate the following Crime Prevention Through Environmental Design (CPTED) principles in site planning and landscape design for increased safety:



A walkway flanked by planting provides connectivity through a perimeter block housing development.

i. Avoid entrapment spots (small areas shielded on three sides).

ii. Provide lighting (others' faces should be visible and blinding glare avoided).

iii. Maintain sightlines (ability to see the route ahead and open spaces from buildings).

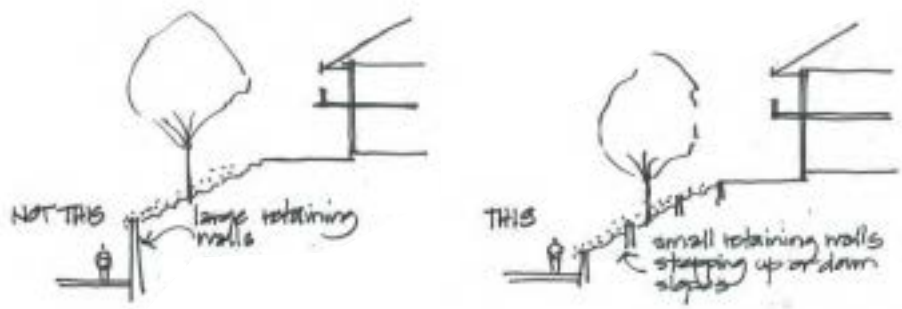
iv. Design for visibility by others (seeing and being seen).



Trees help provide a transition in scale between mid-rise and low-rise buildings in neighbouring residential developments.



A small plaza with seating, lighting and vegetation at the building entrance of a housing development offers residents and neighbours opportunities for social interaction.



Terracing and shorter retaining walls allow for sensitive transitions of grade while avoiding significant re-working of natural grade.

2.4.2. Privately Owned Public Spaces (POPS)

Intent: To encourage the provision of active and attractive publicly accessible open spaces as an extension of the pedestrian and open space network.

a. The provision of compact forms of open space such as a patio, plaza, atrium or green space that are privately owned and maintained but designed to allow for public access, are encouraged where they complement the adjacent public realm.

b. Ensure the usability of POPS by ensuring the are of sufficient size to incorporate larger maturing trees and seating, and providing visibility and access from adjacent public streets, parks and other public spaces. Allow for at least one edge open to the public sidewalk, and consider its orientation to maximize sunlight access throughout the day with uses that take advantage of a sunny location (e.g., cafes and patios).

c. Provide sufficient soil volumes and depths to support large, maturing trees and use soil cells where trees are planted in areas of hardscape. Avoid locating underground parking underneath POPS, particularly locations where trees are located.

d. Line the edges of POPS with active uses at grade, including building entrances, to animate and support the open space, and encourage spill out spaces such as patios, displays and seating. Provide at least one primary building entrance facing the plaza, where possible.

e. Provide pedestrian-scale lighting at appropriate locations.





Privately owned, publicly accessible open space provide access to nature to the residents of this multi-family residential development and its neighbourhood alike.

f. For larger plazas, provide weather protection in the form of canopies or arcades at the perimeter of the space, define smaller sub-areas within the plaza for ample seating and gathering in the sun and shade, and consider incorporating play features and public art.

g. Design POPS to enhance views of special features, heritage sites and landmarks in the area, where possible.

h. Design POPS to complement character-defining elements of adjacent heritage buildings through use of materials and spatial proportions.

i. Incorporate intangible and cultural heritage into the design of POPS. Consider:

    i. Interpretive signage

    ii. Murals and other public art

    iii. Culturally appropriate design features

    iv. Landscape elements



Privately owned, publicly accessible open space provide access to nature to the residents of this multi-family residential development and its neighbourhood alike.

Through-block Walkways

j. Consider providing a through-block walkway where their provision improves or expands an existing pedestrian network.

k. Where a through-block walkway is provided, design buildings facing the walkways to include ground floors with active edges oriented to the walkway. This may include entrances and windows facing the walkway to activate and provide casual surveillance of pedestrian areas.

l. Provide clear sight lines at all access points and ensure adequate lighting, to increase public safety.

m. Ensure that if gates are provided at walkway entry and exit points, that they are attractive and designed in a manner to be fully opened and do not impede access during public use hours.

n. Use signage to identify connecting streets, adjacent buildings or open space.

o. The width of a through-block walkway should relate to its expected level of pedestrian traffic, whether it accommodates seating, needs for emergency access, and other factors. Generally, a minimum width of 3.6 m is desired.





Above and Opposite: Built and conceptual examples show through-block walkways dimensioned and equipped to suit surrounding uses, building heights, natural features and vehicular access needs.





Part 3: Special Considerations

In addition to relevant guidelines in *Part 2: Design Guidelines*, the following section provides additional design guidance for accessibility, industrial buildings, work/live and live/work units and tall buildings.

3.1. Accessibility

Intent: To address the needs of all users, including people who have disabilities, through site, building and landscape design

a. Ensure accessible paths of travel between public sidewalks and pedestrian areas to common building entries.

b. Barrier-free access should be appropriately designed and clearly visible from the main entrance.

c. When provided, access ramps and related elements, such as walls and guardrails, should be visually integrated with the overall building design and site plan.

d. Accessible paths of travel should be evenly graded and have finishes that facilitate year-round barrier-free access.

e. Vertical disruptions along pedestrian routes should be avoided for ease of use by people with wheeled mobility devices, strollers and bicycles. Uneven surfaces should be mitigated.

f. Exterior accessible paths of travel should:

    i. Have a minimum clear width of 1.5 m to allow room for mobility devices and service animals going both ways along a path.

    ii. Have minimum head room clearances of 2.1 m to ensure paths are free of obstacles overhead that white canes cannot detect.

    iii. Have firm, stable and slip-resistant surfaces that canes, crutches or the wheels of mobility devices will not sink into.

    iv. Be free of stairs or other barriers to mobility aids.

g. Grates or grilles should generally be located to one side of accessible paths of travel.

h. Any change in the level of a path should have a slope or ramp. Similarly, sidewalks with steep or depressed curbs should have curb ramps.

i. Accessible paths of travel should have a minimum number of curb cuts to keep the accessible path of travel as level as possible.

j. Where steeply sloping landscaped areas are located adjacent to pedestrian routes and where slope exceeds 3:1 (horizontal to vertical), a clear boundary edge, such as an up-stand curb or retaining wall (minimum 150 mm high), is desirable as a locational aid for persons who have visual limitations.

k. Common building entryways should be clearly lit and be fully accessible.

l. Benches, bike racks, bins and other furnishings should be located to one side of accessible entryways and pathways and maintain a minimum pathway clear zone of 1.5 m.

m. Benches should be mounted on a firm and level base with space made available beside the bench for at least one person using a wheelchair or scooter with a minimum hard surface clearance area of 1.0 m by 1.2 m.

n. Signage should generally be designed using highly visible and contrasting colours.

o. Accessible entrances should provide basic protection from the weather and include doors and vestibules that are usable by persons with varying abilities.

p. Main entrance doors and other accessible entrance and exit doors are encouraged to be a minimum of 915 mm wide to allow safe passage of persons who use mobility aids.

q. Entryways should be well-light and clearly visible.

r. In buildings where there is a significant amount of glazing at grade, it is recommended that door frames be clearly colour-differentiated to aid in locating the entrance.

s. Provide common spaces that are accessible to users of different abilities (e.g., areas for seating, gardening).



Access ramp and its elements are designed to be integrated into the building and site at a heritage church.

3.2. Industrial Buildings

Intent: To ensure development on Victoria's employment lands reflect and support industrial use, while contributing to a high-quality public realm in areas where industry, arts and innovation activities are prioritized.

a. Express the buildings' internal function and use, including expression of structural and mechanical systems, to create a unique identity and visual interest within employment and industrial areas.

b. Incorporate generous floor heights for ground floor light industrial and commercial spaces with a minimum floor-to-floor height of 4.5 m (or 6 m where a mezzanine level is provided) to allow for flexible use, building systems, spaciousness and daylight access.

c. Minimize and consolidate vehicular access to as few access points as operationally possible.

d. At heavy industrial site–public realm interfaces, minimize the width of driveway crossings and curb cuts as operationally possible. Integrated lighting illuminating the public realm and interpretative displays of industrial uses are encouraged. Chain-link fencing is discouraged.

e. Explore opportunities for internalized mews to facilitate direct and common at-grade loading where development parcel width and depth permit.

f. Consider incorporating through-block laneways, where feasible, for vehicular access and loading and open space activation, especially on larger sites. Consider locating open space amenities and any secondary entrances or storefronts along the laneway.



Strategically located corner plaza, colonnade at a biomedical research facility with a coffee shop serving local workers and visitors.



A transparent and operable storefront provides a public interface to arts-production uses.

g. Focus retail (ancillary or standalone) and other public realm-activating uses at key locations, including at corners of multi-modal streets with active transportation and transit emphasis.

h. Use lobbies and circulation areas of industrial, arts production and office areas as opportunities for interpretive displays at the building–public realm interface.

i. For mixed-use buildings where residential uses are permitted in addition to industrial uses:

    i. Express each use through building and open space design.

    ii. Mitigate the anticipated impacts from adjacent or nearby industrial uses, such as overlook, noise and odours through building and open space design.

j. Address citywide urban forest objectives with strategies such as prioritizing street tree planting and employing soil cells or structural soils to provide adequate growth medium volumes along development site frontages.

k. Soften the high-lot coverage development through the integration of green roofs, stormwater detention or other low-impact development measures.

l. Through massing and building articulation, define and support small park and plaza spaces where opportunities exist, especially on larger sites and along multi-modal streets with transit and active transportation.





Lobby spaces double as interpretive displays about cancer research at a biomedical laboratory and office development.

m. Select plant species known for phytoremediation potential (or the ability to manage and remove hazardous contaminants in soil, air or water) such as sunflowers, mustard, or field pennycress. Select plant species based on the specific contaminants present or anticipated.





A publicly accessible and barrier-free outdoor amenity space is located on the roof of a biomedical research facility.

3.3. Buildings with Work/Live and Live/Work Units

Intent: To ensure the success integration of work/live and live/work uses with light industrial and commercial uses.

This section provides design guidance for development including areas where work activities (e.g., light industrial or commercial uses and artist studios) are pursued on the same property that can be used as the home(s) of the worker(s). Work/Live areas prioritize work components of intensity and continuous priority use while the residential use is incidental and optional. Live/Work areas, on the other hand, have both work and residential uses at equal, interchangeable priority where the flexibility between work and residential or concurrent use is anticipated. The residential components of work/live or live/work units may be incorporated directly into the work areas or be separate but immediately adjacent to them or be nearby on the same property.

a. For all work/live and live/work areas:

   i. Design building systems (e.g., structural, mechanical and electrical) to be suitable for work use (light industrial use and/or commercial use per zoning), with adequate spatial separation to prevent reversion to purely residential use.

   ii. Provide adequate storage, circulation, loading and waste management areas for light industrial and commercial equipment and goods to ensure the viability of work uses.

b. For work/live and live/work areas for specific use cases:

   i. Where work/live areas are incorporated within the ground floor of light industrial or commercial buildings, provide at least 4.5 m of floor-to-floor height (6 m recommended) and a storefront appropriate for commercial use and walk-in grade, fronting the public realm.

   ii. Where work/live areas include artist studios, design buildings to provide visibility and facilitate customer walk-ins and access to arts and culture.

   iii. Where live/work units are incorporated within the ground floor of a residential, commercial or mixed-use building, provide at least 4.5 m of floor-to-floor height (6 m recommended) and a storefront appropriate for commercial use and access from the public realm. Patios at grade should be designed to allow future modifications to suit both commercial or residential uses and be barrier-free.



The lower level of a two-storey purpose-built artist work/live unit enables a cultural event with guests.



Patio areas of a live/work unit includes a public storefront area and a semi-public residential entrance area for its 'work' and 'live' components, respectively.

3.4. Tall Buildings

Intent: To preserve sunlight access and quality of public spaces that are adjacent to tall buildings and ensure livability for individual homes.

a. Minimize massing and shadowing impacts of tall buildings through strategies that provide a sensitive transition in scale. Strategies to achieve this transition include but are not limited to:

   i. Setting tall buildings back from streets, parks, open space and neighbouring properties to reduce visual and physical impacts;

   ii. Expressing the base, middle and the top of tall forms in a differentiated manner;

   iii. Consider a variety of building heights for developments that include multiple buildings, assembled in a manner that relates to adjacent properties.

   iv. Provide a shadowing study to demonstrate shadowing impacts and how they are being mitigated

b. To ensure enhanced livability and reduced shadow and wind impacts, a minimum rear and side yard setback of 12 m for portions of the building above 18 m in height are recommended.

c. Where a development site contains more than one tall building, a minimum separation distance of 24 m between the closest points of the tall building is recommended.

d. Incorporate slender floor plate sizes and orient buildings in a north–south direction for portions of the building above 18 m in height to minimize shadowing impacts on nearby public open space and sidewalks.

e. Locate, orient and design tall buildings to minimize adverse wind tunnel impacts on adjacent streets, parks and open spaces, at building entrances and in public and private outdoor amenity areas. Strategies to achieve this include but are not limited to:

   i. Step back the tower from the building base to dissipate down drafts.

   ii. Incorporate landscaping into roof areas of building bases and terraces to further reduce wind speeds.



Mixed-use residential development with multiple building components provides transition in scale, yet is unified in its colour and materials.

iii. Incorporate taller screens on balconies / common amenity areas that are identified through a wind study as having higher than desirable wind effects

f. Where a proposed development is likely to result in significant wind tunnel effects on the pedestrian realm, a wind tunnel study may be required.



Landscaping and screens enhance the livability of rooftop amenity areas by reducing wind speed.



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Downtown Core Design Guidelines

Victoria 2050 OCP Schedule 2B





CONTENTS

1. INTRODUCTION 5

1.1. Overview and Intent 5
1.2. How to Use The Guidelines 6
1.3. Sample Guideline Structure 7

2. RELATIONSHIP TO STREET: ACHIEVING A HUMAN SCALE 8

2.1. Form, Scale and Orientation 8
2.2. Building to Street Interface 10
2.3. Façade Composition 13
2.4. Balconies 14
2.5. Weather Protection, Signage and Lighting 15
2.6. Site Servicing, Parking and Access 16
2.7. Universal Accessible Design 17
2.8. Bird-friendly Building Design 18

3. OUTDOOR COMMON SPACES 19

3.2. POPS (Privately Owned Public Spaces) 20
3.3. Open Space and Landscaping 22

4. TERMINATED VISTAS 23

5. HERITAGE BUILDINGS – ADDITIONS AND ADJACENCIES 24

5.1. New Buildings Adjacent to Heritage Buildings 24

6. TALL BUILDINGS 26

6.1. Form, Scale and Orientation: Sunlight Access and Sky View 27
6.2. Tower Composition 32

7. ALIGNMENT WITH HIGH PERFORMANCE BUILDINGS 33

8. BUILDINGS WITH WORK/LIVE AND LIVE/WORK UNITS 34

9. INDUSTRY, ARTS AND INNOVATION DISTRICT DESIGN GUIDELINES 35

9.1. Building Form, Scale and Orientation 36
9.2. Building-to-Street Interface 38
9.3. Building Composition 40
9.4. Open Space and Landscaping 42
9.5. Parking, Circulation and Access 44
9.6. Environmental Quality and Flexibility 45

10. INNER HARBOUR SPECIAL URBAN DESIGN AREA 46

11. PUBLIC OUTWARD VIEW GUIDELINES 47

12. PUBLIC EXTERNAL VIEW GUIDELINES 57


9362

1. INTRODUCTION

1.1. Overview and Intent

The Downtown Core Design Guidelines provide clear direction for designers, architects and property owners who are actively planning or considering a new building, retrofit or addition to an existing building in the area. The guidelines are also an important evaluation tool for City staff and municipal decision-makers when reviewing new development applications to ensure that a proposed development is a 'good fit' within the downtown, demonstrates an appropriate design response and enhances the surrounding context and public realm. The guidelines are intended to foster innovative, creative and unique design responses to individual site conditions, opportunities and constraints within the broader context of the design principles and goals established in the Downtown Core Area Plan (DCAP).

Downtown Victoria's rich, varied and highly walkable streets and open spaces are a defining characteristic of the city and region. The downtown's traditional urban fabric is generally characterized by a development block pattern with buildings located, oriented and designed to positively frame and activate public open spaces. This includes human scaled façades with active ground floors that together provide a sense of enclosure and support pedestrian activity.

The guidelines focus on how buildings interact with streets, open spaces and the urban forest to create comfortable, human scaled, pedestrian oriented and memorable public spaces. To this end, these guidelines are premised on reinforcing the block pattern of development while accommodating the broad diversity of land uses, building types and open spaces set out in the DCAP, along with increasing and protecting the urban forest. This includes the integration of taller, vertically proportioned buildings through a form of development that seamlessly integrates a defined base building, middle (tower) and top, expressed in a building form and design that is both contemporary and contextual.



Buildings should contribute to the creation of high quality and memorable public open spaces that support pedestrian activity and comfort.



The Downtown traditional block pattern is characterized by development blocks that frame the street, provide a sense of enclosure and enhance the public realm.

1.2. How to Use The Guidelines

The Downtown Core Design Guidelines are an important resource that provide clear direction for designers, architects and property owners who are actively planning or considering a new building, retrofit or addition to an existing building within the area. The design guidelines apply to development permit areas and heritage conservation areas as set out in Victoria's Official Community Plan.

Given the focus of these guidelines on commercial, office, mixed use, industrial and residential land uses and building forms, greater discretion and a more broad interpretation of the design guidelines is envisioned when reviewing institutional, civic and cultural buildings throughout the downtown.

The guidelines are structured around a set of key urban design topics, with a clear statement of design intent articulated for each topic. A set of design strategies are included under each statement of intent to be considered in the application of the guidelines. Each design topic is also supplemented with photographs, diagrams and images to illustrate how the design strategies can be implemented to achieve the broad design intent.

It is important to note that the design strategies included under each statement of intent are not an exhaustive list, and that additional design strategies may be considered in response to specific site conditions, constraints and adjacencies and further, to advance emerging innovation with building design, energy efficiency and sustainability on a case-by-case basis. In this way, the design guidelines are not intended to be an absolute checklist for all developments. Rather they function as a benchmark and design framework to ensure that careful thought and consideration has been given to important design objectives while still supporting creativity, innovation and design excellence. Where alternative design approaches are proposed by an applicant, they will be reviewed against the statements of design intent to ensure that key design objectives are still being achieved. Applicants may be required to provide additional diagrams and studies to support the proposed design solutions.



1.3. Sample Guideline Structure

DESIGN TOPIC

INTENT
Describes design objectives to be achieved

GUIDELINES
Strategies and approaches for achieving the design intent

ILLUSTRATIONS
Images, diagrams and illustrations that provide visual examples of the design intent and related guidelines

6.2. Tower Composition

Intent: To ensure tall buildings provide visual interest and contribute to a cohesive urban fabric and varied skyline.

a. Provide visual interest through variation in the design and articulation of tower facades and respond to differing facing conditions within the adjacent context.

b. Incorporate a distinctive roof top to terminate towers, distinguish the building and contribute to an interesting and varied skyline. Strategies for achieving this include but are not limited to:

   i. Stepping back the upper floors of buildings

   ii. Incorporating a significant vertical element or finial iii. Incorporating a decorative roof 'top hat'

   iii. Screening mechanical equipment creatively.

c. Stagger tower heights in developments where multiple towers are proposed, to create visual interest within the skyline, mitigate wind and improve access to sunlight and sky view.

d. Balance the use of decorative lighting with energy efficiency objectives, the protection of migratory birds, and the management of artificial sky glow.

e. Integrate a combination of indoor and outdoor, private and common amenity space, where appropriate, into the design and massing of the upper floors of tall buildings.

f. As an option within the step-back, consider extending straight down to the ground up to one third of a point tower frontage along a street or open space for corner sites. This is to provide improved building address, connectivity to the interior lobby from the fronting street, and to support the provision of an exterior plaza space. At these locations, provide permanent building features, such as canopies and overhangs, to help mitigate pedestrian-level wind.



Photos showing examples of tower composition and articulation.



Diagram and photo illustrating a portion of a point tower frontage along a street or open space extending straight down to the ground.

City of Victoria | Downtown Core Area Plan | APPENDIX 23A

2. RELATIONSHIP TO STREET: ACHIEVING A HUMAN SCALE

Overview

This section applies to all buildings, including Tall Buildings which have further design guidance in section 6. 'Human scale' refers to architectural features, details and building design elements that are scaled and proportioned to support pedestrian activity. Buildings and the open spaces they define have a human scale if their details, elements and materials allow people to feel comfortable using and approaching them. This includes ensuring buildings positively frame and define public open spaces to support pedestrian comfort, safety and vitality.

2.1. Form, Scale and Orientation

Intent: To positively frame and define open spaces, improve access to sunlight and support livability.

a. Locate and orient buildings to provide continuity and a sense of enclosure along the perimeter street frontage. Buildings should be placed such that primary façades are oriented toward streets and interior courtyards.

b. Buildings should be placed closer to the outside perimeter of the development block to increase open space within the centre of the development block, provide sunlight penetration and enhance privacy.

c. Consider utilizing interior spaces within development blocks for private amenity spaces for residents and building occupants such as, landscaped areas, courtyards, communal gardens, children's play space. Interior spaces within development blocks should also be considered for service yards, and access to parking and loading.

d. Through-block walkways, lanes and alleys, consistent with the Section 3.2.2 Through-block Walkway Policies and Actions, and Map 16 – Pedestrian Network, are encouraged.

e. Scale and design the building and street wall to minimize shadowing impacts from buildings on public open spaces and sidewalks while providing comfortable street enclosure and definition.

f. Where unshaded by existing off-site conditions, provide a minimum of approximately 4 hours of sunlight between 10:00 am and 4:00 pm during the equinoxes on at least 60% of area of an impacted sidewalk or open space. The relevant sidewalk or open space impact area for a parcel is located directly to the north of the project's north parcel line. In addition, for a corner parcel, sidewalk areas at opposite corners shall also be included in the impact area calculations. Demonstrate compliance with a sun and shadow study. Alternate methods of analysis to meet guideline intent may be proposed for consideration.

g. Incorporate upper storey step-backs on the north, east and west facing façades of the base building to minimize shadowing of adjacent streets and open spaces.

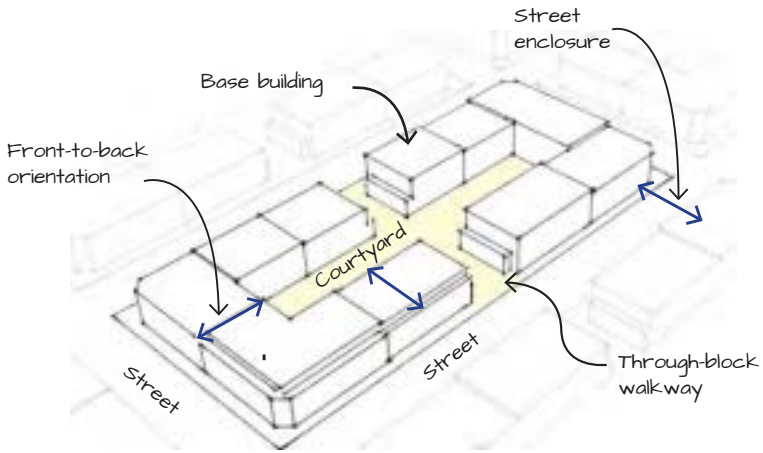
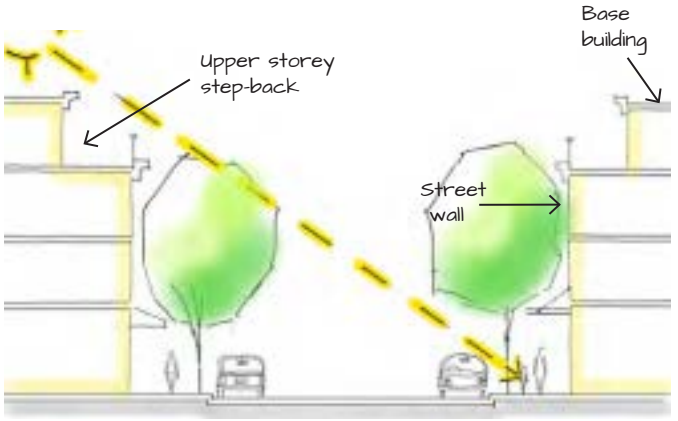


Illustration of a perimeter form of development.



Upper storey step-backs can be used to achieve sunlight access to the street and create comfortable street enclosure.

h. Where an exterior hallway or exterior staircase faces directly toward an adjacent residential building, mitigate any impacts from overlook, privacy, noise and light on the adjacent property through strategies such as architectural screening, trees or landscaping, light shielding and the location and siting of these building elements.

i. Provide sound attenuation for rooftop mechanical units.

j. Incorporate balconies, terraces and other outdoor spaces at upper storey step-backs and roof tops, with adequate soil volumes to accommodate landscape, green roofs, or trees.

k. Refer to the tall building guidelines in Section 6 that apply to buildings greater than 23 m in height (approximately 6 storeys).

l. Incorporate a minimum 8 m rear yard setback for portions of the building located above the first storey that contain residential uses.

m. Buildings that are up to 23 m (approximately 6 storeys) in height may orient a portion of their residential units toward a side yard where:

   i. A minimum 5 m side yard setback is provided for 1/3 of the building depth measured from the front façade.

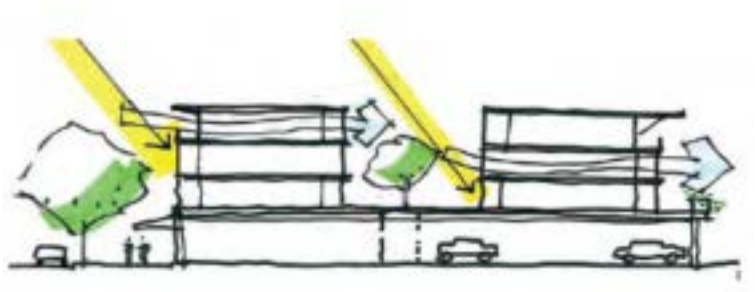
   ii. Residential units are primarily oriented to the fronting street or interior courtyard.

   iii. Windows and balconies facing the side yard are designed and located to mitigate overlook and enhance privacy.

n. Incorporate dual-aspect residential units into buildings to support the livability of individual units. This can be achieved through the provision of internal courtyards.

o. Where the existing setback pattern is consistent and not planned to change, align new base buildings with neighbouring building frontages.

p. When existing setbacks are well-established, but vary on either side of a site, locate and design the base building to provide a transition.



Courtyard buildings with dual aspect units provide opportunities for passive heating and cooling and improved liveability for residents.

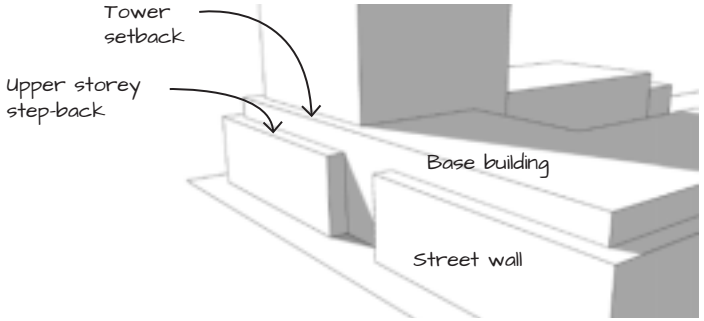


Diagram illustrating tower setback, upper storey step-back, base building and street wall components.

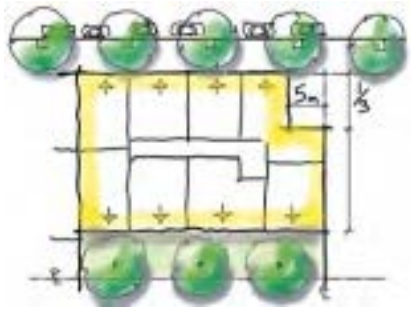


Illustration of residential unit orientation including a 5 m setback for units oriented to a single side yard.



Example of incorporating a vertical break in the building façade associated with a lobby entryway.

2.2. Building to Street Interface

Intent: To support street vitality and safety through the creation of active and interesting streets including an increased urban forest canopy.

a. Incorporate entrances along commercial frontages at a maximum spacing distance of 15 m to create visual interest and support pedestrian activity while avoiding impacts with adjacent street trees. Additional entrances are encouraged to activate the street. Ground floor commercial spaces are encouraged to be designed for multiple demising configurations for future tenanting flexibility.

b. Emphasize entrances to buildings with lighting, architectural detail or other design strategies so they are clearly visible and have direct access from public streets and sidewalks.

c. Recess building entrances slightly from the main building façade to enhance the building address and provide 'punctuation' along the street.

d. Incorporate a high proportion of transparent glazing at the street level to enhance the visual presence of ground floor uses. Incorporate bird friendly glass to minimize bird collisions as described in section 3. (Bird-friendly Building Design).

e. Avoid at grade blank walls over 5 m in length.

f. Mitigate blank walls where unavoidable, through screening, landscaping, public art, patios, special materials, or other solutions to make them more visually interesting.

g. Incorporate generous floor heights for ground floor commercial space with a minimum height of 4.5 m to allow for access to natural light spaciousness and greater flexibility for future changes of use.

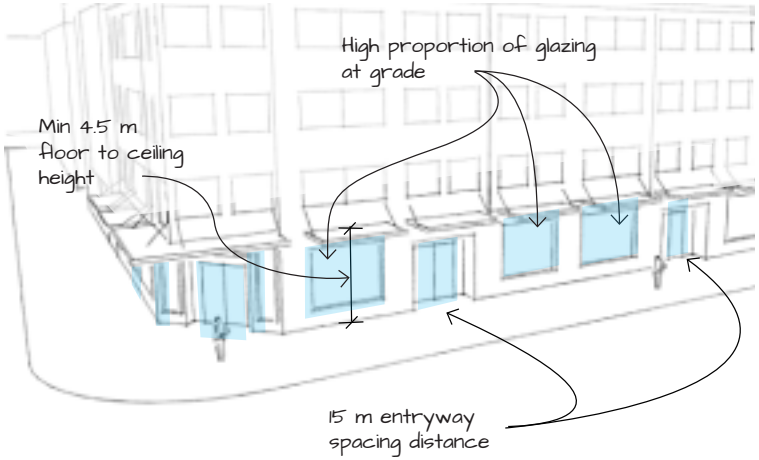
h. Provide and maintain clear sight lines and accessibility from the public sidewalk to the primary building entrance.

i. Locate large format commercial uses on upper floors or below grade. Where at grade locations are necessary, locate large format uses toward the building interior and include frequent entries, shop windows and smaller retail units around the periphery. This is to activate streets, create visual interest and avoid large expanses of blank walls associated with large format commercial uses.

j. Locate and design common facilities such as bicycle storage rooms, lounges and other common rooms in a manner that does not result in 'non active' space along the street. Strategies to mitigate this include limiting the maximum length of the common area to 10 m along building elevations adjacent to a street and differentiate residential and commercial entrances where possible in mixed-use buildings.

k. Incorporate lobbies with multiple access points to enhance building access and connectivity with adjacent open spaces.

l. Incorporate entries to ground floor residential units, where permitted, that are clearly visible from the fronting street or open space.



Design the ground floor ceiling height, glazing and entryway spacing to support a pedestrian-oriented streetscape.



Example of a ground floor façade design that supports street vitality and pedestrian activity.

m. Where ground floor residential units are permitted, locate ground floor residential units 3–5 m from the fronting property line adjacent to a street.

n. Consider slightly elevating ground floor residential units to incorporate a patio or stoop with sufficient space and soil volumes for landscaping to create a semi-private transition zone.

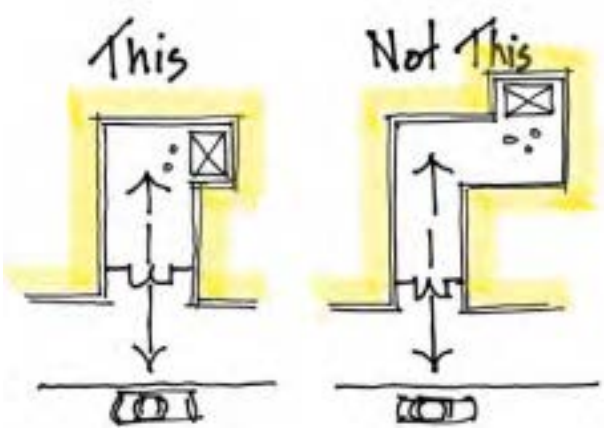


Diagram showing direct visibility between a building entrance lobby and the adjacent street provides improved safety and security.



Diagram showing incorporation of entries to individual ground floor units that are accessible and clearly visible from the fronting street.





Above: Examples of active street frontages with transparent glazing and weather-protective elements that enhance safety, vibrancy and visual interest in the public realm.

o. Fences, gates and shutters should be designed to provide security, when necessary, while also providing visual interest and avoiding a "fortress" appearance. Strategies to achieve this include but are not limited to:

   i. Using high quality, durable and attractive materials that compliment, are subordinate to and do not detract from, the overall character of the building and adjacent open space.

   ii. Ensuring transparency to allow visual permeability into and out of the space. Opaque, blank surfaces for fences, gates and shutters are not permitted.

   iii. Incorporating lighting to supplement fencing and gates to improve safety and visibility into the area being secured.

   iv. Security with interest: consider integrating an ornamental grill or other artwork that reflects the building use or streetscape or other special character.

   v. Locating and designing gates to ensure they do not obstruct public walkways when open. If gate encroachments are proposed, applicants must demonstrate to the City that the gate can be secured in the open position and does not negatively impact the public realm

   vi. Consider in-board mounting (i.e., behind windows and doors) of grilles, gates and shutters, particularly for heritage buildings, where conditions allow.

   vii. Spikes or other pointed elements are generally discouraged to avoid a fortress look.

   viii. Ensuring principles of crime prevention through environmental design (CPTED) in the design and location of fences adjacent landscaping.



Example of a fence design that compliments the character of the adjacent building and open space and makes use of high quality, attractive materials.





Left: Photo credit to Jeff Reuben for Untapped Cities.



Above: Examples of ornamental window grills that provide visual interest and reflect the building use or special character of the streetscape.

2.3. Façade Composition

a. Design building façades to provide visual interest for pedestrians. Strategies to achieve this include, but are not limited to:

   i. Reflecting the patterning and proportions of adjacent heritage building façades including structural bays, fenestration (i.e., windows, balconies, entryways, weather protection) and rooflines along the street.

   ii. Consider vertical and/or horizontal articulation of façades such as recessed façades, projecting bays, balconies, changes in building plane, varying colours and texture.

   iii. Break up the apparent horizontal length of façades greater then 35 m in length by, for example, incorporating a significant vertical break in the façade associated with a recessed lobby or other entryway at ground level, and considering strategies identified in guideline (ii.) above.

   iv. Considering strategically shaped floorplates, building separation and upper storey step-backs to allow views and sunlight access to and from interior courtyards.

   v. Variations in façade height along the street in response to the surrounding context and topography.

b. Use high-quality, durable materials to maintain the condition of façades and provide visual interest, prioritizing highest quality materials for public-facing portions of the façade including lower floors and entryways facing public streets and open spaces.

c. Consider unique textures and details and higher quality exterior cladding materials to highlight building features and accents, especially on view terminus sites or on those where built form has heightened presence in the city silhouette.

d. Ensure that the design of the building base integrates materials, finishes and patterns to provide a cohesive and complementary design with the taller parts of built form.

e. Ensure balconies and terraces are integrated cohesively and contribute positively to the overall building façade composition and expression (see guidelines 2.4).







Top left: Example of a façade featuring a vertical break associated with a recessed entryway.

Top right: Material and color change provide visual interest and articulate the building massing.

Bottom: Example of vertical and horizontal articulation through recessed balconies, consistent window patterning and a combination of high-quality, durable materials that enhance visual interest and complement the surrounding streetscape.

2.4. Balconies

Intent: To encourage provision of useable balconies and other private outdoor spaces to contribute to liveability and support building energy performance.

a. The provision of balconies and private outdoor open spaces is strongly encouraged.

b. Design, place and pattern balconies to contribute to a cohesive tower composition and expression.

c. Design balconies to maximize usability, comfort and building performance, while minimizing increases to perceived bulk and mass of buildings.

d. Avoid continuous horizontal balconies or wrap around balconies to minimize increase in the visual mass of buildings.

e. Consider inset or partially inset balconies, which also offer greater privacy, comfort and wind protection, particularly on upper floors.

f. Consider balcony projections up to a maximum of 2 m into required building setback areas and step-back areas, while avoiding potential impacts with adjacent tree canopies at maturity.

g. Consider a smaller tower floor plate and/or greater tower separation distances where large continuous horizontal balconies or wrap around balconies are used, to offset the impacts on shadowing, sky view, privacy and daylighting.

h. Design balconies and other private outdoor common spaces to be a minimum depth of 2 m and a minimum width of 2.7 m.

i. Consider incorporating thermally separate floor slabs into balconies to minimize heat loss from thermal bridging.

j. Locate and design balconies to control sunlight penetration and passive heat gain.

k. Provide a gate for access to balconies or terraces that are located adjacent to common or shared outdoor spaces, where possible.





Examples of balconies as an integral part of building composition.



A combination of projecting and recessed balconies can help articulate building mass.





Examples of balconies located and designed to provide shade in summer and sunlight access in winter.

2.5. Weather Protection, Signage and Lighting

Intent: To integrate weather protection, signage and lighting into building designs in a cohesive manner.

a. Provide weather protection along all commercial streets and plazas.

b. Consider architecturally distinctive weather protection at the entrances of major buildings, adjacent to bus zones and street corners where people wait for traffic lights, over store fronts, display windows and other areas where significant waiting or browsing by people occurs.

c. Integrate and design awnings, canopies and overhangs as an extension of the building's architectural expression.

d. Consider locating canopies and awnings to correspond with the placement of windows in upper storeys of the façade.

e. Consider placement of awnings and canopies to balance weather protection with daylight penetration. Avoid continuous opaque (solid) canopies that run the full length of façades.

f. Place awnings to achieve a minimum vertical clearance of 2.5 m and minimum of 1.5 m extension out from the building. Canopies should have a minimum 2.8 m vertical clearance and extend a minimum of 2 m with a maximum extension distance not to exceed 50% of the sidewalk width. Canopies and awnings should also be located to avoid potential impacts with tree canopies at maturity and to accommodate periodic tree maintenance.

g. Limit signage in number, location and size to reduce visual clutter and make individual signs easier to see.

h. Ensure signs on commercial buildings are located in a manner that is easily identified and scaled to pedestrians.

i. Locate exterior signs within the first floor of buildings at the street level to ensure clear visibility. Signs located on upper storey façades are discouraged and should be avoided.





Above: Examples of architecturally designed weather protection incorporated into building design.

j. Use lighting to highlight building features and illuminate the public realm while avoiding over illuminating the building, projecting light into the sky and spillover on adjacent buildings. A photometric lighting analysis may be required to demonstrate mitigation of light spill over.

k. Utilize low energy lighting options that emit warm colour temperature light, where appropriate.

l. Consider lighting that is human-scaled (e.g. light standards of appropriate height for pedestrians) for nighttime visibility, comfort and security.

m. Use high quality light fixtures that are durable.





Above: Examples of lighting as a key element of design of the effect of building façades.



Locate weather protection to reflect the placement and dimensions of ground floor windows and entryways.

2.6. Site Servicing, Parking and Access

Intent: To accommodate servicing, vehicle parking, access and loading while minimizing adverse impacts on the public realm and maximizing tree planting locations with adequate soil volumes and space overhead.

a. Locate off-street parking and other 'back-of-house' uses (such as loading, garbage collection, utilities, pad mounted transformers and parking access) away from public view, where possible.

b. Reduce negative impacts on the safety, comfort and quality of the public realm where it is not feasible to integrate 'back of house' uses underground or within the building mass. Use strategies like high-quality materials and creative landscape design to screen service activities from public view.

c. Minimize the extent of site area dedicated to servicing and vehicular access through the use of shared infrastructure and efficient layouts.

d. Locate off-street parking (if provided) underground. If located at ground level, parking should be wrapped by active ground floor uses and capped with an interior courtyard, roof top garden or other amenity space.

e. Provide clear sight lines at access points to parking to enable casual surveillance and safety.

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

g. Combine access to parking with commercial loading if feasible, with on-site branching of loading activities and parkade ramp. This is to minimize street frontage dedicated to vehicle access and to increase safety.

h. Minimize the size of service openings and garage doors visible from public streets and open spaces.

i. Minimize negative impacts of parking ramps by using strategies such as, but not limited to incorporating a slight recess from the main building façade and through treatments such as enclosure, screening, high quality doors and finishes, lighting strategies and landscaping.

j. Provide pedestrian and cyclist access to and from parking areas that is clearly visible, well-lit, convenient and easily accessible from the street.

k. Locate underground parking structures to avoid impacts on existing or future tree root health.

l. Provide soil cells underneath the sidewalk to provide structural support as well as ample growing medium for healthy street trees and landscaping.

m. Ensure that long-term viability of street trees and mobility objectives are not compromised by underground parking or above ground projections such as balconies, canopies, awnings, or utility boxes.

n. Avoid free-standing vehicle ramps, loading areas, garbage storage and collection areas or enclosures.

o. Locate ventilation shafts, grates and other above-ground mechanical or site servicing equipment away from the public sidewalk and open spaces.

p. Ensure utility areas are clearly identified at the development permit stage and are located to minimize negative impacts on public or common open spaces.

q. Locate Pad Mounted Transformers (PMT) on private property within development projects. Where possible, place transformers within the building envelope and locate external transformer room doors along the service street façade' and ensure adequate space is provided on private property to service the utility.

r. Coordinate access to PMTs for BC Hydro maintenance with proposed driveway access to minimize impacts to streetscape and public infrastructure.



Above: Locate and screen back-of-house uses to minimize impacts on the public realm.



Locate parking entrances and ramps to minimize impacts on the public realm and pedestrian activity.

2.7. Universal Accessible Design

a. A high standard of accessibility in site, building and landscape design is encouraged to address the needs of all users, including people who have disabilities.

b. Disabled access should be appropriately designed and clearly visible from the main entrance, not relegated to a secondary building frontage for the sake of architectural convenience.

c. When provided, access ramps and related elements should be visually integrated with the overall building design and site plan so as to not appear disjointed from the building façade.

d. Smooth routes should be provided. Vertical disruptions along pedestrian routes should be avoided for ease of use by people with wheeled mobility devices, strollers and bicycles.

e. Landscaping should be accessible for people with varying levels of ability and mobility.

f. Ensure accessible paths of travel between public sidewalks and pedestrian areas to common building entries.

g. Exterior accessible paths of travel should:

   i. Have a minimum clear width of 1.5 m, to allow room for mobility devices and service animals going both ways along a path.

   ii. Have a minimum head room clearances of 2.1 m, to ensure paths are free of obstacles overhead that white canes cannot detect.

   iii. Have firm, stable and slip-resistant surfaces that canes, crutches, or the wheels of mobility devices will not sink into.

   iv. Be free of stairs or other barriers to mobility aids.

h. Smooth walking surfaces are preferred. Where interlocking pavers are used, they should be laid on a firm, well-compacted backing (e.g., concrete base), be level and with joints no greater than 6 mm wide.

i. Gratings or grills should generally be located to one side of accessible paths of travel.

j. Any change in the level of a path should have a slope or ramp. Similarly, sidewalks with steep or depressed curbs should have curb ramps. Accessible paths of travel should have a minimum number of curb cuts to keep the accessible path of travel as level as possible.

k. Where steeply sloping landscaped areas are located adjacent to pedestrian routes and where slope exceeds 3:1 (horizontal to vertical), a clear boundary edge; such as an up-stand curb or retaining wall, (minimum 150 mm high) is desirable as a locational aid for persons who have visual limitations.

l. Common building entryways should be clearly light and be fully accessible.

m. Accessible paths of travel should have a minimum number of curb cuts to keep sidewalk as level as possible.

n. Benches, bike racks, bins and other furnishings should be located to one side of accessible entryways and pathways, and maintain a minimum pathway clear zone of 1.5 m.

o. Benches should be mounted on a firm and level base, with space made available beside the bench for at least one person using a wheelchair or scooter with a minimum hard surface clearance area of 1.0 m by 1.2 m.

p. Signage should generally be designed using highly visible and contrasting colours.

q. Gratings or grills should generally be located to one side of pedestrian walkways.

r. Accessible entrances should provide basic protection from the weather and include doors and vestibules that are useable autonomously by persons with varying disabilities.

s. Main entrance doors and other accessible entrance and exit doors should be a minimum of 915 mm wide to allow safe passage of persons who use mobility aids.

t. Entryways should be well light and clearly visible.

u. In buildings where there is a significant amount of glazing at grade, it is recommended that door frames be clearly colour differentiated to aid in locating the entrance.



Example of a highly visible access ramp integrated into overall building design.

2.8. Bird-friendly Building Design

Overview

Windows are considered one of the largest sources of direct human-caused mortality for birds in North America. Birds collide with windows because they are trying to fly into the habitats they see beyond or reflected by the glass. Untreated glass is responsible for virtually all bird collisions with buildings. The relative threat posed by individual buildings depends significantly on the amount, location, type and design treatment of exterior glass within a façade. At the same time, light emanating from urban areas obscures natural navigation cues, which disorients and confuses migrating birds.

Intent: To reduce threats to birds in the urban built environment and reduce bird deaths caused by collisions with buildings. To reduce light pollution. To encourage opportunities to protect and create bird habitats through landscape design.

a. Design buildings with a low window-to-wall ratio and consider the strategic use of exterior shading devices, such as exterior sunshades, brise-soleils and screens, to address both bird-friendly design objectives as well as building energy performance and environmental control objectives.

b. Avoid large areas of glazing and fly-through conditions such as glass bridges and walkways, outdoor railings, free-standing glass architectural elements and building corners where glass walls or windows are perpendicular, or other conditions where birds can see through them to sky or habitat on the other side.

c. Use of mirrored glass and glass with high reflectivity is strongly discouraged and should be avoided.

d. Incorporate design treatments that increase the visibility of glass by integrating visual cues for birds, avoid, reduce and dampen glass reflection and minimize light pollution. Apply visual markers with high contrast to the exterior of glass surfaces (e.g., etched glass, ceramic frit, sandblasted glass and textured glass).

e. Reduce the dangers of attractants and landscape reflections by ensuring outdoor landscaping and features (e.g., trees, shrubs, fountains, ponds, stormwater retention basins, wetlands, swales) are located at appropriate distances from glass so as to reduce reflections. Avoid interior landscaping near windows.

f. Reduce unnecessary light-spill through shielding, targeted lighting and reduction of vanity lighting.

g. Use Dark Sky compliant, full cutoff exterior fixtures and targeted lighting to reduce unnecessary light-spill/light trespass.

h. Downlighting should be selected over uplighting, and floodlighting should be avoided.



Above: Examples of glass treatments and designs that reduce the likelihood of bird strikes.



Left: Example of a screen made of cedar lumber, providing both environmental control and bird-friendly design.

Right: Example of a mixed-use development featuring areas of high and low glazing-to-wall ratios.

3. OUTDOOR COMMON SPACES

Intent: To provide a range of shared outdoor amenity spaces that are available for all building residents and that encourage social interaction, play and urban food production.

3.1. Terraces and Roof Tops

a. Incorporate outdoor common spaces into upper storey terraces, roof tops and/or internal courtyards to support a variety of activities, social interaction and gathering for all ages.

b. Locate and design shared outdoor spaces to:

i. Maximize access to sunlight while providing areas of shade in the summer.

ii. Provide direct access from adjacent private balconies and terraces.

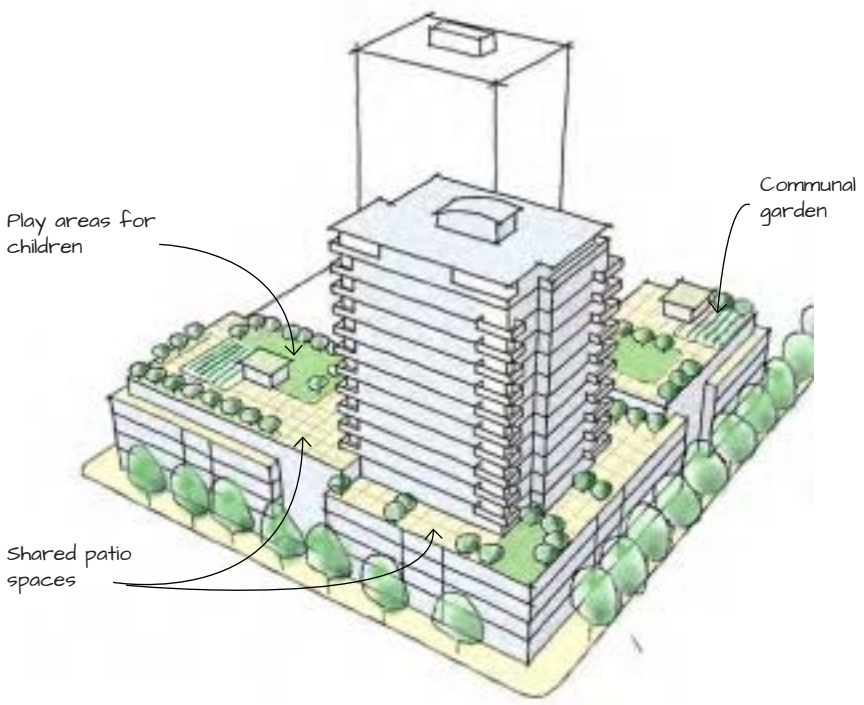
iii. Provide clear access and visibility from circulation space to increase opportunities for social interaction and casual surveillance.

iv. Minimize views into adjacent or nearby residential units by using fencing, landscaping or architectural screening while encouraging socializing and passive supervision.

v. Incorporate soft landscaped areas including trees to reduce heat island effects.

vi. Incorporate planted and green roof areas including trees with sufficient soil depths to filter stormwater.

vii. Include appropriate soil volumes and infrastructure (e.g., hose bibs, planters, storage, greenhouses) to support planting of trees, landscaping and for different types of urban agriculture.



Conceptual illustration of outdoor common spaces incorporated into building terraces and roof tops.



Example of a roof top garden and play area.



Example of a roof top patio.

3.2. POPS (Privately Owned Public Spaces)

Overview

As development continues to occur in the Downtown Core Area there will be an increasing need and demand for parks, open space and public realm improvements. To help meet this demand the City may negotiate with private developers to include 'privately owned public spaces' (POPS) as part of a proposed development where feasible and appropriate. POPS are often compact forms of open space such as a patio, plaza, atrium, or green space that are privately owned and maintained but designed to allow for public access and to complement the adjacent public realm.

These guidelines are intended to be used where a small plaza, park, through-block pedestrian walkway or other publicly accessible open space is proposed as part of a development project, or as indicated in the policies of DCAP Chapter 6 and Map 27 for plazas and open spaces.

Intent: To incorporate POPS with a high quality of design and usability as an extension of the City's open space network.

General Guidelines

a. Ensure the usability of POPS by providing visibility and access from adjacent public streets, parks and other public spaces.

b. Provide appropriate signage to identify POPS as open to the public, and to indicate their location when not fully visible from the street.

c. Optimize the siting and design of open space in new developments to enhance views or visual corridors to public streets, open spaces, heritage sites and landmarks.

d. Design POPS to complement character defining elements of adjacent heritage buildings through use of materials and spatial proportions.

e. Incorporate universal age and ability accessibility.

f. Maintain public access where desired and appropriate through the use of legal mechanisms, such as the dedication of the through-block walkway as a right-of- way or through the use of an easement.

g. Ensure maintenance agreements include detailed criteria for the operation and function of through-block walkways.





Above: Examples of POPS (Privately Owned Public Spaces).

Types of POPS

3.2.1. Small Plaza

A privately owned, publicly accessible plaza is an animated gathering place flanked by a public street with predominantly hard surfaced landscape features.

a. Locate and orient plazas to maximize sunlight access throughout the day and provide uses that take advantage of the sunny location (e.g. cafés and patios). Plazas should be of sufficient size to include seating areas and appropriately sized tree plantings that offer shading for plaza users.

b. Create an attractive and welcoming space using design elements such as landscaping, architectural lighting, seating, water features or public art.

c. Plazas should be located directly adjacent to and accessible from sidewalks and other public outdoor spaces.

d. Locate the plaza at the same grade level as the public sidewalk where possible. Where there are changes in topography and grading is a necessary component of the plaza, clear and direct access from the public sidewalk must accommodate universal access.

e. Line the edges of plazas with active uses at-grade, including building entrances, to animate and support the open space.

f. Encourage spill-out spaces, such as patios, seating, etc.

g. Provide continuous weather protection in the form of canopies or arcades at the perimeter of the space in large plazas, while avoiding potential conflicts with adjacent tree canopies at maturity.

h. Provide at least one primary building entrance facing the plaza where possible.

i. Define smaller sub-areas within the plaza for ample seating and gathering in the sun and shade.

j. Provide pedestrian-scale lighting at appropriate locations.

k. A minimum of at least 25% of the small plaza surface area should include soft landscaping through a combination of grass, trees and plants that are appropriate for site conditions and that do not interfere with sub surface infrastructure and utilities.

l. Provide adequate soil volume and/or soil cells to support healthy tree planting and growth.







Above: Examples of a publicly accessible plaza on private space.

3.2.2. Through-block Walkways

Where feasible and appropriate, a publicly accessible through-block walkway may be negotiated as part of the development approvals process as per DCAP policy 5.32. Though-block Walkways are an exterior publicly accessible pedestrian route at street level, usually providing a connection or short-cut through the block and secured through a legal agreement such as an SRW (Statutory Right of Way).

a. Provide through-block walkways as indicated in Map 16 Pedestrian Network in DCAP.
b. Provide through-block walkways to provide direct visual and physical connections from adjacent public sidewalks and open spaces.
c. Consider additional walkways to improve connections to community uses such as parks, community centres, schools, etc.
d. Consider additional street crossings to connect walkways on either side of streets.
e. Design buildings facing through-block walkways to include ground floors with active edges oriented to the walkway, including entrances and windows facing the walkway.
f. Design through-block walkways to achieve a minimum width of 6 m between building faces and correspond to the open space width to façade height guidelines in section 6.1 (d).
g. Explore opportunities for temporary public art displays and interactive programming to animate through-block connections.
h. Provide direct access to public destinations, including sidewalks, buildings, parks, open spaces and natural areas.
i. Provide clear sight lines at all access points to increase public safety.
j. Introduce landscape elements that provide visual interest while ensuring Crime Prevention Through Environmental Design.
k. Provide seating, which may be integrated into building façades or planted areas.
l. Use signage to identify connecting streets, adjacent buildings or open spaces.
m. Provide pedestrian scale lighting along through-block walkways and pedestrian pathways.
n. Ensure that if gates are provided at walkway entry and exit points, that they are attractive and designed in a manner to be fully opened and do not impede access during public use hours.

3.3. Open Space and Landscaping

Intent: To provide well designed and attractive open space and landscaped areas that complement the overall building design, increase tree canopy cover, mitigate heat island effects, reduce storm water runoff and greenhouse gas emissions, are welcoming and help to connect to or extend to the adjacent public realm.

a. Ensure open space is usable, attractive and well-integrated with the design of the building.
b. Consider tree species in landscaped areas that contribute to the City's urban forest objectives. Strategies include:
    i. Inclusion of deciduous tree species to provide cooling and shading benefits in summer and allow sunlight access in winter.
    ii. Inclusion of coniferous species in landscape plantings to provide year-round interest through bird habitat, as well as provide storm-water runoff benefits.
    iii. Medium to large canopy trees, with adequate soil volumes are recommended to contribute to the downtown urban forest.
c. Ensure a minimum of 30% of the required common landscaped areas include a diverse combination of plants and vegetation that are native to southern Vancouver Island, food-bearing (capable of being harvested for food and medicine) or that provide pollinator habitats.
d. Design landscaped areas to avoid the location of plants and trees immediately adjacent to air intakes on mechanical equipment and also consider potential impacts from plant-based allergens within common outdoor gathering spaces.
e. Integrate design elements such as surface materials, furnishings and pedestrian-scale lighting that are high quality, functional and universally accessible.
f. Integrate a green wall or green tower for visual interest where possible.



Above: Examples of publicly accessible seating areas and walkways integrating landscaping.

4. TERMINATED VISTAS

Intent: To contribute to a memorable and distinct public realm and support legibility and wayfinding through the termination and framing of street-end vistas.

a. Consider potential terminated vista locations determined by the surrounding context including the prominence of the street, its function as a key pedestrian route, surrounding building heights and the overall appropriateness and benefit of a terminated vista.

b. Consider the use of appropriate measures for terminating vistas, including but not limited to the placement of landmark elements, public plazas, public art, water features, accented architectural façades, tall buildings, special lighting or a combination of these.

c. Ensure that developments on terminated vistas consider design features that serve to enhance wayfinding, function as landmarks to emphasize the prominent location, augment the local skyline and provide a focal point to welcome pedestrians.

d. Provide appropriate spatial separation between new development and landmark buildings.

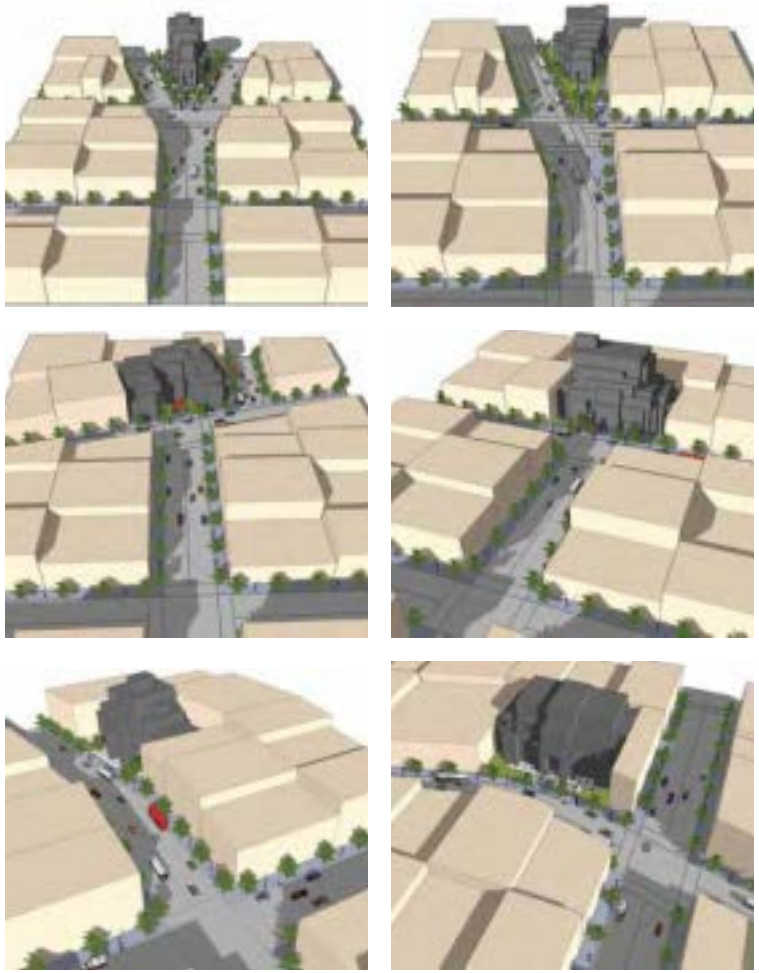
e. Consider including open space and landscaping that frames and enhances views of the water for terminated vista locations located along the waterfront.



Example of a building terminating a sightline along an open space through building placement, design and scale.

f. Consider opportunities to create a 'layering effect' by terminating vistas with lower scale buildings or landmarks, or large trees in the foreground and taller buildings in the background where they are all located along the same sight line.

g. Consider opportunities to frame and enhance sight lines toward the terminated vista. This can be achieved through the placement of adjacent buildings close to the public sidewalk, streetscape features and design.



Above: Diagrams showing street conditions that provide opportunities for terminated vistas resulting from the block structure and shifts in the street pattern.

5. HERITAGE BUILDINGS – ADDITIONS AND ADJACENCIES

Intent: To ensure the design of new buildings and additions complement adjacent heritage buildings.

5.1. New Buildings Adjacent to Heritage Buildings

a. Ensure the design of new developments adjacent to a property on the Heritage Register complements the character-defining elements, and mitigates negative impacts, including obscuring them from public view.

b. Design new buildings or additions to reflect the spatial organization and elements of historic façades of adjacent heritage buildings, including general proportions, rhythm of structural bays, window-wall ratios and composition.



Consider proportions, rhythm of structural bays, window-wall ratios, composition and spatial organization of the adjacent historic façade in the design of new infill buildings (in yellow).



Design new development to minimize impacts on adjacent heritage façade details such as the stone façade wrapping the building corner as shown in the example above.



Example of an infill development sensitive to its heritage context.

5.2. Additions to Heritage Buildings

a. Where a new rooftop addition is proposed as part of a heritage restoration and seismic upgrade project, ensure the rooftop addition is designed and integrated in a manner that is sensitive and compatible with the principle heritage building and that enables conservation of the whole building including its original structure to the greatest extent possible

b. Construct new additions in such a manner that if removed in the future, the essential form and integrity of the heritage building would still be legible.

c. Conserve and reuse original finishes, columns, or other elements within publicly accessible, ground floor interior spaces.

d. Restore missing façade features and preserve existing features when a new rooftop addition is proposed.

e. Design new rooftop additions with high quality, durable materials and finishes.

f. Rooftop additions should be stepped back no less than 3 m from the façade of the building that faces a street in order to reduce the impact of the additional building mass on the public street, improve sunlight access on the public street and better distinguish the form and scale of the original heritage building.

g. Design and locate balcony railings, plantings, mechanical equipment, furniture, or any other structures associated with a new addition so that they are minimally visible when viewed from the adjacent street.

5.3. Murals on Heritage Buildings

a. Avoid the application of murals on heritage building façades. Murals may be considered on secondary (not street fronting) façades provided they do not occupy the entire wall surface and where they do not detract from the heritage value or character defining elements of the property.





Above: Examples of roof-top additions that are both compatible and contrasting (above).

6. TALL BUILDINGS

Overview

The tall building guidelines are premised on maintaining and expanding the development block form of development while accommodating densities and uses identified in the Downtown Core Area Plan. The guidelines are also premised on differentiating between tall commercial office buildings versus residential and mixed-use buildings, acknowledging specific design considerations and functional requirements specific to each building type and use. For example, commercial buildings typically require a larger floor plate than residential buildings to ensure that office space can be designed to address functional requirements and reduce the need to locate employees on different floors. Design guidelines for residential buildings are primarily focused on improving liveability conditions for residents through greater building separation distances and requirements for private amenity spaces.

The integration of taller, vertically proportioned buildings is achieved through a traditional form of development that seamlessly integrates a defined base building, middle (tower) and top. The role of the base building is to frame and activate the public realm as a series of comfortably proportioned and human scaled outdoor rooms. The middle (tower) portion of the building must be located, oriented and scaled to address sky view (the amount of sky seen between buildings), privacy, wind impacts, building energy performance and the amount of sunlight and shadows that reach the public realm and neighbouring properties. The tops of buildings must contribute to an interesting and varied skyline.

Access to direct sunlight improves the usability and enjoyment of outdoor spaces and allows trees and vegetation to thrive. For tall buildings, protecting skyview and access to sunlight is generally achieved through balanced street width to building height proportions, overall massing, generous tower setbacks and separation distances.

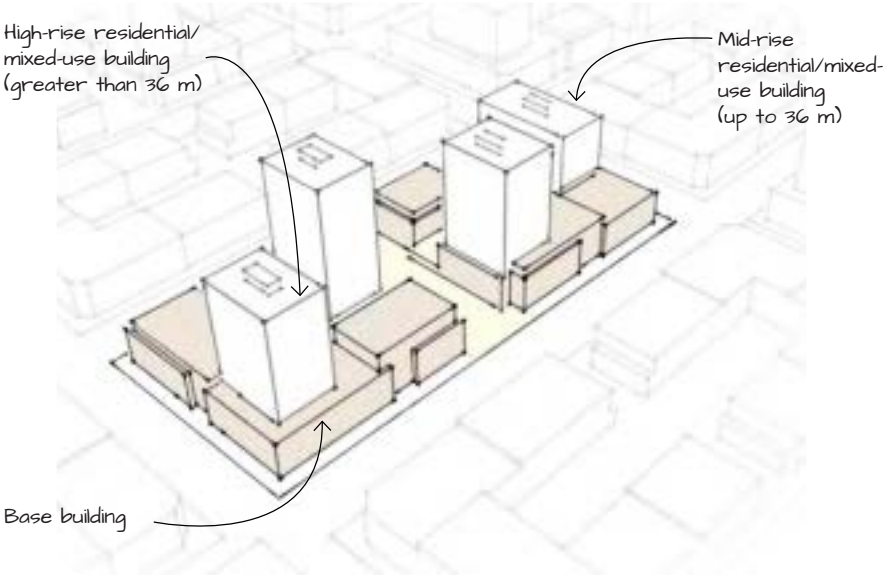


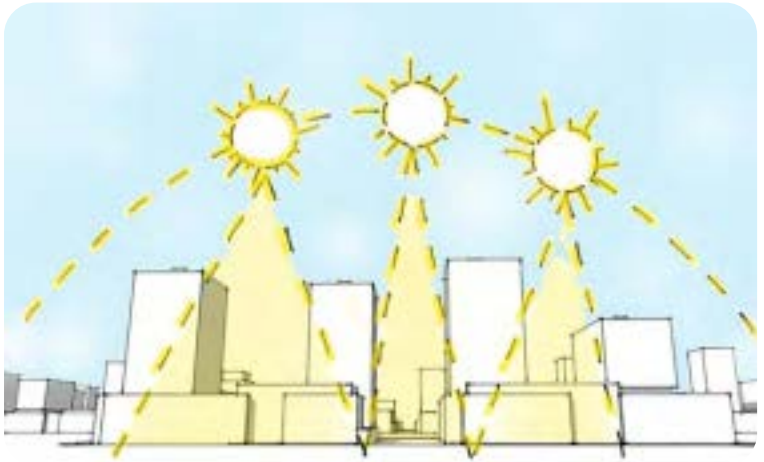
Diagram illustrating accommodation of mid and high rise buildings within a perimeter-block form of development.

For the purpose of these guidelines, a tall building is defined as any building over 23 m in height. As tall buildings will be interspersed with lower buildings within blocks, specific strategies are provided for:

- Mid-rise residential and mixed-use buildings (including hotels) (up to approximately 36 m in height).
- High-rise residential and mixed-use buildings (including hotels) (greater than 36 m in height).
- Tall commercial (office) buildings (excluding hotels) (greater than 23 m in height).

Blocks in the Downtown Central Business District are generally oriented in an east-west direction and with a typical dimension of approximately 180 m x 75 m. The varied shape and distribution of development blocks can have an influence on the pattern, type, scale and orientation of tall building developments.

The recommended minimum tower setbacks and step-backs will determine the resultant floor plate size and whether a site can accommodate a tall building. Given the general pattern of parcel and block depths throughout Downtown, developments with tall buildings will generally require a minimum parcel size of 1400 sq m for a corner lot and 1600 sq m for an interior lot. In addition, consolidation across rear property lines may be required to achieve desired building separation distances for tall building projects.



Protecting skyview and access to sunlight are achieved through the placement, form and scale of tall buildings.

6.1. Form, Scale and Orientation: Sunlight Access and Sky View

Intent: To ensure tall buildings maintain access to sunlight and sky view from public open spaces, and achieve livability and privacy for individual residential units.

a. Set tall buildings back from streets, parks, open space and neighbouring properties to reduce visual and physical impacts of the tower or mid-rise building and allow the base building to be the primary defining element for the site and adjacent public realm.

b. Locate, orient and design tall buildings to minimize adverse wind tunnel impacts on adjacent streets, parks and open space, at building entrances and in public and private outdoor amenity areas. Strategies to achieve this include but are not necessarily limited to:

   i. Step back the tower from the base building to dissipate down drafts;

   ii. Incorporate landscaping into roof areas of base buildings and terraces to further reduce wind speeds

   iii. Incorporate architectural elements such as projecting cornices, screens, terraces, overhangs, permanent canopies and colonnades to reduce effects of wind around the base building and within roof top areas;

   iv. Integrate and locate permanent site features such as walls, landscaping and where feasible, berming to help reduce wind speed or to create sheltered areas

c. Where a proposed development is likely to result in significant wind tunnel effects on the pedestrian realm, a wind tunnel study may be required at the discretion and to the satisfaction of the Director of Planning.

d. Demonstrate through a sun and shadow study how the proposed tall building maintains as much access to sunlight as possible and adequately limits shadowing of neighbouring streets and open spaces:

   i. Where unshaded by existing off-site conditions, a minimum of approximately 4 hours of cumulative sunlight provided on at least 60% of the length of the sidewalk located across the street from the development should be achieved between 10 a.m. and 4 p.m. on the equinoxes.



A sun-shade study can be used to evaluate shadow impacts on the public realm.

e. To achieve comfortable street and open space enclosure, individual building projects should contribute to creating the following horizontal (open space width) to vertical (street-wall height) open space proportions should be achieved:

   i. Streets:
      » Minimum of 2.5:1
      » Maximum of 1.6:1

   ii. Plazas:
      » Maximum 2.5:1
      » Minimum 4:1

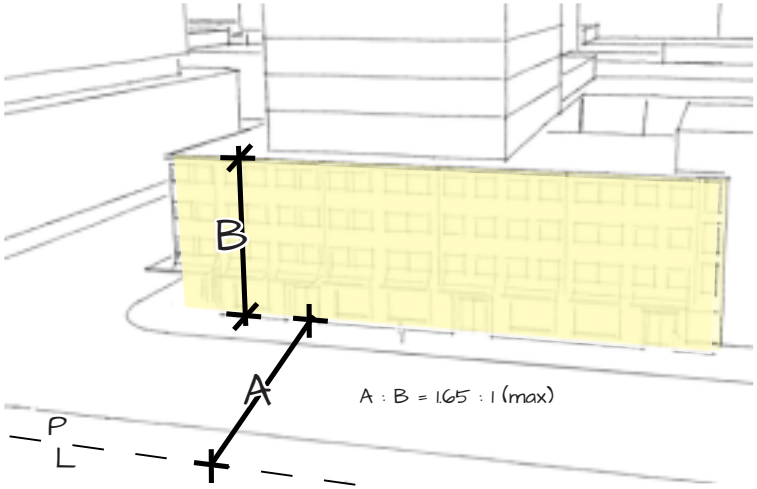
   iii. Laneways or Mews:
      » Maximum 1:1

   iv. Internal Courtyards
      » Maximum of 1.5:1 (applies to any two sides)

f. A minimum street wall height of 10 m should be achieved.

g. Single development projects encompassing a full city block should have a maximum of four tall buildings.

h. For tall buildings (greater than 23 m in height) the base building should not exceed an overall height of 18 m (approximately 5 storeys) while also achieving the required horizontal to vertical open space proportions in guideline 6.1 d.



Example of calculating street width to street wall height ratio for a public street.

i. For mid-rise residential and mixed use buildings (up to 36 m in height):

i. Design and orient tall buildings to minimize overlook and other impacts to and from adjacent tall buildings.

ii. Locate the tower a minimum of 10 m from the adjacent rear and side property lines.

iii. Where a parcel contains more than one residential tower, provide a minimum 20 m separation distance between the closest points of the residential towers.

iv. Where a parcel contains a residential and commercial tower, provide a minimum 16 m separation distance between the closest points of the residential and commercial towers.

v. Incorporate a maximum tower floor plate size of 900 sq m and a maximum floor plate width of 22 m.

vi. Maintain a minimum 3 m setback of the tower from all property lines fronting public streets.

vii. Differentiate the base building from the mid-rise tower to help articulate building m ass. Strategies for achieving this include but are not limited to:

- » Incorporating a landscaped step-back between the base building and tower.
- » Incorporating a reveal or recess in the first floor of the tower.
- » Incorporate a change of materials and fenestration pattern between the base building and tower.

viii. Consider orienting building mass in a north-south direction for portions of buildings above the base building (tower), where possible. This is to minimize shadowing of public streets and open spaces and to provide ample daylight to units.

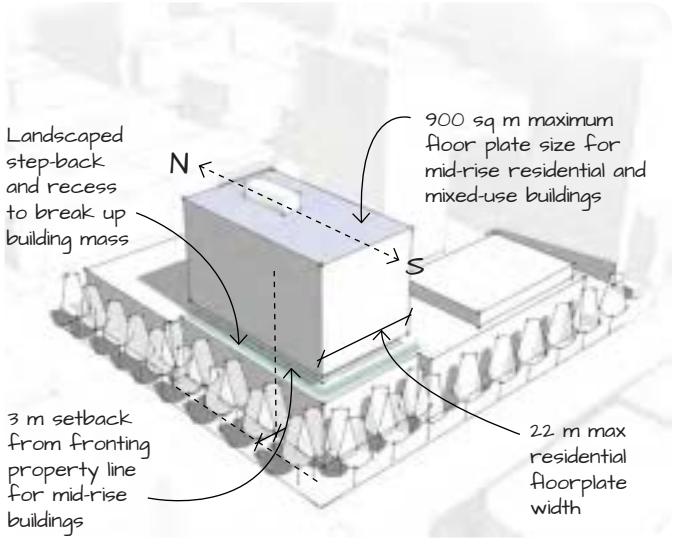


Diagram illustrating form, scale and orientation considerations for mid-rise buildings.



Example of a mid-rise building that articulates its building mass through a combination of vertical and horizontal stepbacks and changes in material.

j. For high-rise residential and mixed use buildings (greater than 36 m in height):

i. Provide slender point towers with generous separation distances.

ii. Locate the tower a minimum of 10 m from the adjacent rear and side property lines.

iii. Where a parcel contains more than one residential tower, provide a minimum 20 m separation distance between the closest points of the residential towers.

iv. Where a parcel contains a residential and commercial tower, provide a minimum 16 m separation distance between the closest points of the residential and commercial towers.

v. Incorporate a minimum tower step-back of 3 m from the street wall.

vi. Ensure tower floor plates do not exceed a maximum size of 650 sq m.

vii. Consider a maximum floor plate width of 24 m and a north to south tower orientation.

viii. Consider orienting building mass in a north-south direction for portions of buildings above the base building (tower), where possible. This is to minimize shadowing of public streets and open spaces and to provide ample daylight to units.

ix. Locate tall buildings in a manner that generally achieves a staggered formation within a block and in response to adjacent tall buildings on neighbouring blocks to achieve desired building separation, sunlight access and sky-view and mitigate wind.

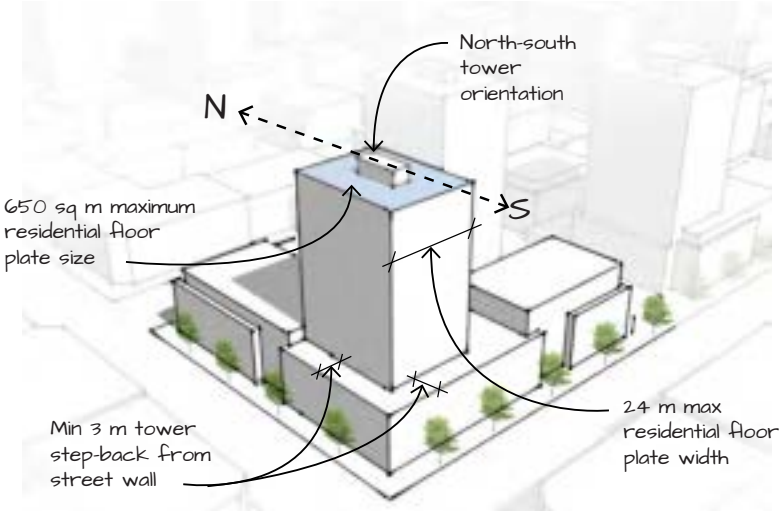


Diagram illustrating form, scale and orientation considerations for high-rise residential and mixed use buildings.

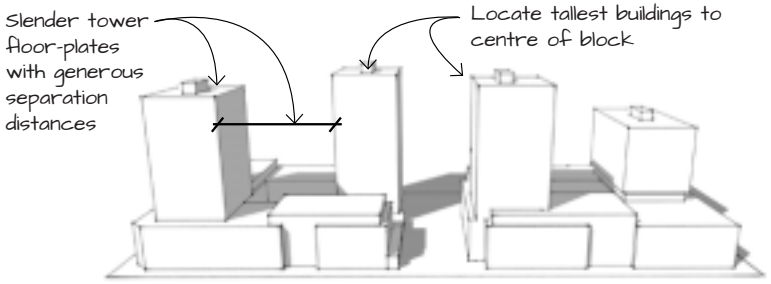


Diagram illustrating tower spacing and location considerations.

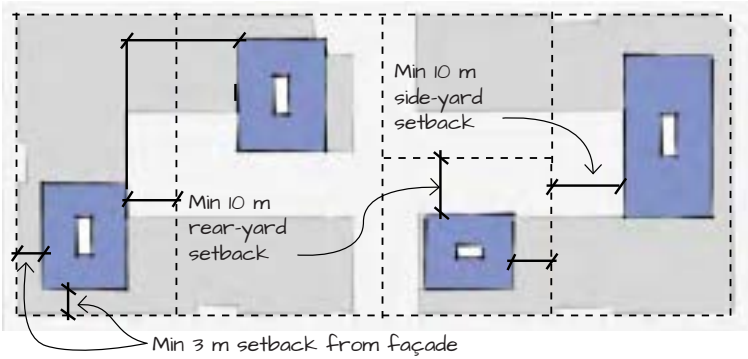


Diagram illustrating setback considerations for mid and high-rise residential and mixed use buildings.



Example a of high-rise incorporating building separation and architecturally differentiated base buildings.

k. **For tall commercial/office buildings (greater then 23 m):**

i. Ensure floor plates do not exceed a maximum size of 1500 sq m for portions of the building above 23 m.

ii. Ensure floor plates do not exceed a maximum size of 1200 sq m for portions of the building above 45 m.

iii. Ensure floor plates do not exceed a maximum 1000 sq m for portions of the building above 50 m.

iv. Incorporate a minimum 6 m side yard and rear yard setback from the adjacent rear and side property lines for portions of the building above 23 m.

v. Maintain a minimum 3 m setback of the tower from the fronting property line.

vi. Differentiate the base building from the mid-rise tower to help reduce perceived building mass from the street. Strategies for achieving this include but are not limited to:

» Incorporating a landscaped step-back between the base building and tower.

» Incorporating a reveal or recess above the established base building façade.

» Incorporating a change of materials and fenestration pattern between the base building and tower.

» Where a parcel contains more than one commercial tower, provide a minimum 12 m separation distance between the closest points of the commercial towers.



Example of a mid-rise building that architecturally distinguishes the base from the tower.



Example of a tall commercial/office building incorporating a combination of upper storey recesses, projections and stepbacks to articulate building mass.



Example of a tall commercial/office building incorporating architecturally differentiated base building and change of materials.

6.2. Tower Composition

Intent: To ensure tall buildings provide visual interest and contribute to a cohesive urban fabric and varied skyline.

a. Provide visual interest through variation in the design and articulation of tower façades and respond to differing facing conditions within the adjacent context.

b. Incorporate a distinctive roof top to terminate towers, distinguish the building and contribute to an interesting and varied skyline. Strategies for achieving this include but are not limited to:

   i. Stepping back the upper floors of buildings.

   ii. Incorporating a significant vertical element or finial.

   iii. Incorporating a decorative roof 'top hat'.

   iv. Screening mechanical equipment creatively.

   v. Incorporating roof top landscaping and green roof features.

c. Stagger tower heights in developments where multiple towers are proposed, to create visual interest within the skyline, mitigate wind and improve access to sunlight and sky view. A minimum 2 storey height difference is recommended.

d. Architecturally differentiate, if only subtly, towers in a single development project to allow for greater variety.

e. Consider a smaller tower floor plate and/or greater tower separation distances where large continuous horizontal balconies or wrap around balconies are used, to offset the impacts on shadowing, sky view, privacy and daylighting.

f. Balance the use of decorative lighting with energy efficiency objectives, the protection of migratory birds and the management of artificial sky glow.

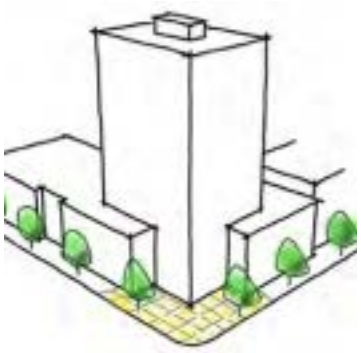
g. Integrate a combination of indoor and outdoor, private and common amenity space, where appropriate, into the design and massing of the upper floors of tall buildings.

h. As an option within the step-back, consider extending straight down to the ground up to one third of a point tower frontage along a street or open space for corner sites. This is to provide improved building address, connectivity to the interior lobby from the fronting street and to support the provision of an exterior plaza space. At these locations, provide permanent building features, such as canopies and overhangs, to help mitigate pedestrian-level wind.





Above: Examples of tower composition and articulation.





Above: Diagram and photo illustrating a portion of a point tower frontage along a street or open space extending straight down to the ground.

7. ALIGNMENT WITH HIGH PERFORMANCE BUILDINGS

Overview

The BC Energy Step Code establishes measurable energy efficiency requirements for new construction, up to net-zero energy ready performance by the year 2032. The City of Victoria intends to incrementally raise minimum energy performance to the highest levels of the Step Code by 2025. Victoria's climate is also anticipated to change, with increased need for space cooling expected. Within this context, these guidelines are intended to highlight alignment between high performance buildings, human scale design and liveability.

Intent: To design buildings that result in reduced energy demand while ensuring human scale, visual interest and a pleasing architectural composition.

a. Consider building design with a simplified form and massing and fewer complex junctions to minimize building envelope heat loss. Use simple shifts in massing, balcony placement and design and changes in exterior colours and textures to articulate façades.

b. Consider a lower window-to-wall ratio on upper storeys to reduce heat gain and loss through the building envelope by increasing the area of insulated wall.

c. Consider the design and articulation of each tower façade to respond to changes in solar orientation and increase opportunities for natural ventilation.

d. Consider lower window-to-wall ratios on north facing façades than on south facing façades to account for lower solar gain potential.

e. Articulate tall building towers with high-quality, sustainable materials and finishes to promote design excellence, innovation and building longevity.

f. Include operable windows, where possible, to provide natural ventilation and help reduce mechanical heating and cooling requirements.

g. Consider passive heating, cooling and lighting design principles in landscape and building designs, including, but not limited to:

   i. Orienting for maximum solar-gain potential to reduce heating demand in colder months; and

   ii. Using deciduous trees to provide natural shading to reduce over-heating in warmer months.



Example of a high performance building with human scale design that contributes to a high quality public realm, supports pedestrian activity and liveability for residents.



Example of fixed fins and other green building elements as part of the expression and articulation of the building façade.

8. BUILDINGS WITH WORK/LIVE AND LIVE/WORK UNITS

Overview

This section provides design guidance for development including areas where work activities (e.g., light industrial or commercial uses and artist studios) are pursued on the same property that can be used as the home(s) of the worker(s). Work/Live areas prioritize work components of intensity and continuous priority use while the residential use is incidental and optional. Live/Work areas, on the other hand, have both work and residential uses at equal, interchangeable priority where the flexibility between work and residential or concurrent use is anticipated. The residential components of work/live or live/work units may be incorporated directly into the work areas or be separate but immediately adjacent to them or be nearby on the same property.

Intent: To ensure the success integration of work/live and live/work uses with light industrial and commercial uses.

a. For all work/live and live/work areas:
   i. Design building systems (e.g., structural, mechanical and electrical) to be suitable for work use (light industrial use and/or commercial use per zoning), with adequate spatial separation to prevent reversion to purely residential use.
   ii. Provide adequate storage, circulation, loading and waste management areas for light industrial and commercial equipment and goods to ensure the viability of work uses.

b. For work/live and live/work areas for specific use cases:
   i. Where work/live areas are incorporated within the ground floor of light industrial or commercial buildings, provide at least 4.5 m of floor-to-floor height (6 m recommended) and a storefront appropriate for commercial use and walk-in grade, fronting the public realm.
   ii. Where work/live areas include artist studios, design buildings to provide visibility and facilitate customer walk-ins and access to arts and culture.
   iii. Where live/work units are incorporated within the ground floor of a residential, commercial or mixed-use building, provide at least 4.5 m of floor-to-floor height (6 m recommended) and a storefront appropriate for commercial use and access from the public realm. Patios at grade should be designed to allow future modifications to suit both commercial or residential uses and be barrier-free.



The lower level of a two-storey purpose-built artist work/live unit enables a cultural event with guests.



Patio areas of a live/work unit includes a public storefront area and a semi-public residential entrance area for its 'work' and 'live' components, respectively.

9. INDUSTRY, ARTS AND INNOVATION DISTRICT DESIGN GUIDELINES

These Guidelines serve as a comprehensive framework, offering adaptable direction for site planning and the anticipated forms of development within the Industry, Arts and Innovation District. Intended to foster creativity and functionality, they provide performance-based design guidance for the development of built environments that seamlessly integrate with the District's distinct identity and long-term planning vision. They area a non-exhaustive collection of strategies that may help achieve the urban design objectives expressed in intent statements. They should not be thought of a complete list of requirements on a regulatory checklist.

The District is broken into four sub-areas which have distinctive land use approaches, encouraging employment, industrial and mixed-use development in different ways. Likewise, the design guidance for site design, built form and open space varies.

These Guidelines are primarily intended for employment-only land use sub-areas of the District. They complement the City's existing design guidance framework, particularly the Downtown Core Design Guidelines and the General Urban Design Guidelines (GUD), and should therefore be read together.

Additionally, the public realm framework, design guidance and standards at the District is provided in the Industry, Arts and Innovation District Action Plan and in the Downtown Public Realm Plan & Streetscape Standards. Defined terms originating from the Action Plan are italicized in this document.

1 Building Form, Scale and Orientation
2 Building-to-Street Interface
3 Building Composition
4 Parking, Circulation, Access
5 Open Space and Landscaping
6 Livability

9.1. BUILDING FORM, SCALE AND ORIENTATION

INTENT:

To ensure that new development adheres to the District vision and sense of place and is compatible with its context, including its topography, public realm and heritage sites.

SPECIFIC STRATEGIES INCLUDE:

General Guidelines

- All buildings should be oriented towards the fronting street(s) and sidewalk(s). Exterior areas such as unenclosed parking and loading courts, storage and work yards should be hidden away by buildings fronting the street where possible.
- Building massing with simpler form is strongly encouraged for building energy performance.
- Setbacks and stepbacks are encouraged where feasible from an operations and building performance standpoint. If they are utilized, street-facing frontage(s) should be prioritized.
- Consider incorporating *through-block laneways,* where feasible, for open space activation and to facilitate vehicular access and loading, especially on larger sites.

Development on Sloped Sites

- Buildings should respond to and reflect grade changes in topography and maintain a strong relationship to the street.
- Provide loading access to multiple floors/sides to minimize service entrances, where possible.
- Explore opportunities for internalized mews to facilitate direct and common at-grade loading where development parcel width and depth permit.
- High bay loading areas should be located on the lower parts of the site to reduce overall building height.
- Freight elevators are encouraged for upper-level loading on all sites where feasible, and are strongly recommended on sites larger than 670 sq m (0.17 ac).
- Where provided, parkades convertible to other future uses are encouraged. Consider flat floor plates and ample floor to floor heights with access to natural light.



Mixed-use commercial development defines the street and reinforces area character in Victoria's Selkirk Waterfront.



Sloped site at 34 West 7th Avenue, Vancouver where light industrial-office mixed-use development maintains a continuous orientation to the fronting street.



Ironworks in Vancouver makes use of an internalized mews that allows direct truck deliveries and visitor parking.

Articulation and Sense of Scale

- Use new built form massing, composition and exterior materials to emphasize heritage built form as key character-giving elements on development sites, maintaining a continued sense of place for the District.
- Distinguish building bases to echo the scales of adjacent heritage built form.
- Use setbacks and stepbacks to mitigate the visual impacts of taller buildings adjacent to historic buildings where possible, especially on larger sites.
- Consider articulation in a strategic manner, in balance with operational and performance requirements.
- Building articulation should be used sparingly and strategically at locations where it has the most impact on the quality of open spaces and on livability.
- For buildings with simple forms, use materials and window placement to articulate buildings and provide visual interest.

Horizontal Mixed-Use on Larger Sites

- Minimize and consolidate vehicular access to as few access points as operationally possible.
- Locate outdoor amenity areas and uses to activate open space along the streetscape.
- Internal loading and service courtyards are encouraged to mitigate impacts to the public realm where possible.
- Building composition and massing should respond to different locations on blocks with designs responding to sites facing more than one street, such corners.
- Vehicular ramps and loading areas should be internal to buildings where possible.
- For buildings with deep floor plates, provide natural light via tall storeys, strategically located and sized fenestration, light shelves, skylights, lightwells, or courtyards.



Using built form to frame, juxtapose and accentuate heritage features. Houss, Vancouver.



An example where the heritage component is proposed to be relocated to more visible portion of the site and turned into an arts hub to compliment light industrial and office uses. 123 E 6th Street, Vancouver.



Simple setback and step-back gestures articulate employment built form massing and impart a sense of human scale in Victoria's Selkirk district.



The parking and loading areas of a mixed-use employment development in Victoria's Selkirk district are 'lined' by street-fronting light industrial and office spaces.

9.2. BUILDING-TO-STREET INTERFACE

INTENT:

To ensure a cohesive streetscape, while also responding to frontage needs of different uses, such as light industrial, ancillary retail and office.

SPECIFIC STRATEGIES INCLUDE:

General Guidelines

- Focus retail uses and other public realm-activating uses at key locations, including at corners of multi-modal streets with active transportation and transit emphasis (i.e. Government Street and Douglas Street, respectively).
- Off-street parking, loading and service areas are encouraged, especially on larger sites. Widths of openings, driveway crossings and curb cuts should be kept minimal as operationally feasible.
- Ground floor openings, such as doors, windows and storefronts, should maximize transparency and operable doors and windows to create a visual and physical connection to the public realm, where applicable and possible.
- Incorporate generous floor heights for ground floor light industrial and commercial spaces with a minimum floor-to-floor height of 4.5 m (or 6 m where a mezzanine level is provided) to allow for flexible use, building systems, spaciousness and daylight access.
- At locations with ground floor elevations higher than the street grades (e.g. due to flood construction levels), transitions from the public realm to the first habitable floor should be equitably accessible and be activated by design elements such as planting, public art and built-in seating.
- Provide lines of sight from upper level windows and patios to sidewalks and adjacent public spaces, where possible.



Strategically located corner plaza, colonnade at a biomedical research facility (675 10th Avenue, Vancouver) with a coffee shop serving local workers and visitors.



A transparent and operable storefront provides a public interface to arts-production uses at 316 West 5th Avenue, Vancouver.



Public art, seating and vegetation animate the forecourt of a mixed-use commercial building lobby at 285 West 5th Avenue, Vancouver.



Public art and patio encourages activity at the ancillary retail storefront of an urban winery at 7 East 7th Avenue, Vancouver.

Public Realm Activation at Industrial, Employment Lands and Office Uses

- Provide design elements for visual interest, such as building address signage, public art, murals, feature walls, planting or green walls, especially at public realm-fronting locations not directly activated by light industrial, commercial office or retail uses (e.g. due to back-of-house uses or structural walls with little to no opportunity for openings).
- Use lobbies and circulation areas as opportunities for interpretive displays at the building-public realm interface.
- In keeping with the industrial character of the District, eclectic, utilitarian signage is encouraged. Examples include murals, blade signs and supergraphics.
- At heavy industrial site-public realm interfaces, consider visual screening at least 5' high (e.g. landscaping, green walls, artwork, fencing with privacy slats). Integrated lighting illuminating the public realm and interpretative displays of industrial uses are encouraged. Chain link fencing is discouraged.



Loading access and service spaces are spatially and visually consolidated with a colourful mural in Mount Pleasant, Vancouver.



Screening at the public realm interface of a loading court serving multiple back-of-house areas on the University of Victoria campus.



Concrete Canvas Rock Bay Mural Project, Calvin Coles. Rock Bay, Victoria





Left: Lobby spaces double as interpretive displays about cancer research at a biomedical laboratory and office development in Cambridge, Massachusetts.

9.3. BUILDING COMPOSITION

INTENT:

To create building forms that use architectural design approaches to respond to the District's sense of place and employment lands character while also delivering an excellent public realm and built fabric

SPECIFIC STRATEGIES INCLUDE:

General Guidelines

- New building designs should draw inspiration from and innovatively complement the District without mimicking existing heritage buildings. This might entail the use of building design elements such as sawtooth roofs, monitor windows among others.
- Express the buildings' internal function and use, including expression of structural and mechanical systems, to create a unique identity and visual interest within the District.



Lobby and circulation spaces are expressed in the building composition of a mixed-use employment development in Victoria's Selkirk area.

- Through massing and building articulation, define and support small park and plaza spaces, anchored by public-realm activating uses (e.g. retail, building lobbies) where feasible, especially on the public realm interfaces of large sites.
- On large-format industrial and office built-form, use smaller structural bays and modules, where possible, to develop a more fine-grain urban fabric.
- Consider including on-site energy generation measures, such as rooftop solar panels and wind turbines and building-integrated photo-voltaic (BiPV) cladding into the building design.
- Lobbies and other public access entry points should be in easily accessible locations, visible from the public realm, be welcoming with signage, canopies and lighting and architecturally distinct from the rest of the façade for legibility.
- Buildings with multiple separate uses should architecturally differentiate individual entrances.



This non-exhaustive selection cladding materials (corrugated metal, old brick, corten steel, glass) are recurring features of many light industrial and employment mixed-use developments in Victoria and away.



Sawtooth roofs and complementary building mass. Wick Lane, London



Expression of building systems in the composition of a biomedical research building (653 W 12th Avenue, Vancouver) provides a sense of rhythm and scale to the massing.

Façade Activation and Exterior Materials

- Consider expressing the circulation and activity of workers and visitors the on building façades where possible, e.g. the expression of shared collaboration and production spaces. Massing articulation and distinctive materials may be used to highlight these spaces.
- Consider using exterior materials and finishes such as metal cladding, brick, heavy timber structural elements, glass and steel, architectural concrete, among other materials.
- Prioritize the use of materials with low carbon footprints where possible.
- Consider expressing areas with mechanical systems and other machinery, where they are part of the overall composition of the building.
- Transparency towards the street is encouraged. This might include visual permeability or operable window walls. Grilles, shutters and similar features integrated into the built form-public realm interface should be of high-quality materials.
- Dynamic façades that change and adapt over the course of a day or year are encouraged. Elements may include solar shading, lighting treatments, green walls or art installations.

Outdoor Amenity Spaces

- At least one shared outdoor amenity space for workers and visitors is strongly recommended at new development for light industrial and commercial uses. The amenity space may be at grade or a terrace or rooftop patio. Public access to amenity spaces is encouraged where locationally and operationally feasible.
- The amenity space should have ample landscaping and seating, as well as access to both sun and weather protection over the course of a year.
- Spaces should include water and electricity services for operational flexibility. Spaces are encouraged to be equipped for food preparation and sharing.



Elevated plaza in North Vancouver creates an outdoor room between different elevations of a sloping site, providing activation by the use of chairs, tables, umbrellas and turf.



Outdoor public area with shaded seating provide improved comfort and expanded usability at Granville Island, Vancouver..



Semi-covered outdoor plaza with seating, green roofs and plantings provide amenity and activity at the public realm interface of a broadcasting and media production facility in Vancouver.

9.4. OPEN SPACE AND LANDSCAPING

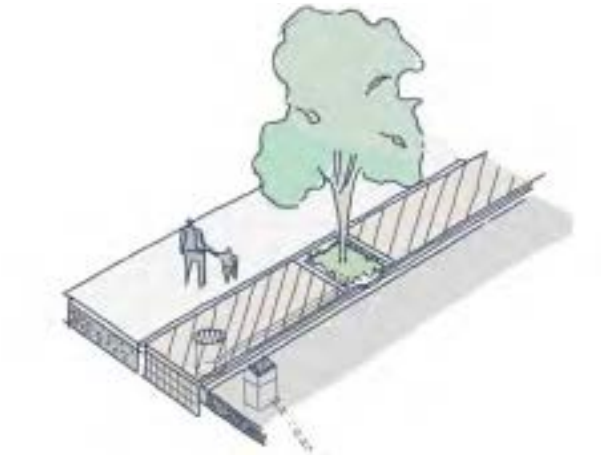
INTENT(S):

To provide guidance for incorporating green space in a district with high lot coverage and impervious ground cover.

SPECIFIC STRATEGIES INCLUDE:

Open Space

- Local worker and visitor-serving "mini-plazas" are encouraged on multi-modal streets with active transportation and transit emphasis (i.e. Government Street and Douglas Street). The plazas are recommended to be at least 46 sq m in size, with considerations for planting, seating, public art, lighting, electrical outlets, drinking fountains, weather protection and a combination of sun and shade access.



Street trees can be supported by curbside soil cell systems in tree trenches especially on Flex Streets in the District, as shown in this conceptual cut-away section by City staff.

Urban Forest and Stormwater Management

- Address citywide urban forest objectives with District-specific strategies such as prioritizing street tree planting and employing soil cells or structural soils to provide adequate growth along development site frontages.
- Prioritize tree planting in areas with high pedestrian activity and impervious ground cover to provide shade and improve comfort.
- Minimize impervious surfaces and maximize the use of permeable paving materials or vegetated ground covers wherever possible to reduce stormwater runoff and promote on-site infiltration.
- Soften the built-form of high-lot coverage development through the integration of green roofs, stormwater detention or other low-impact development measures.





Above: A publicly accessible and barrier-free outdoor amenity space is located on the roof of a biomedical research, parking and loading spaces support at 600 West 10th Avenue, Vancouver.



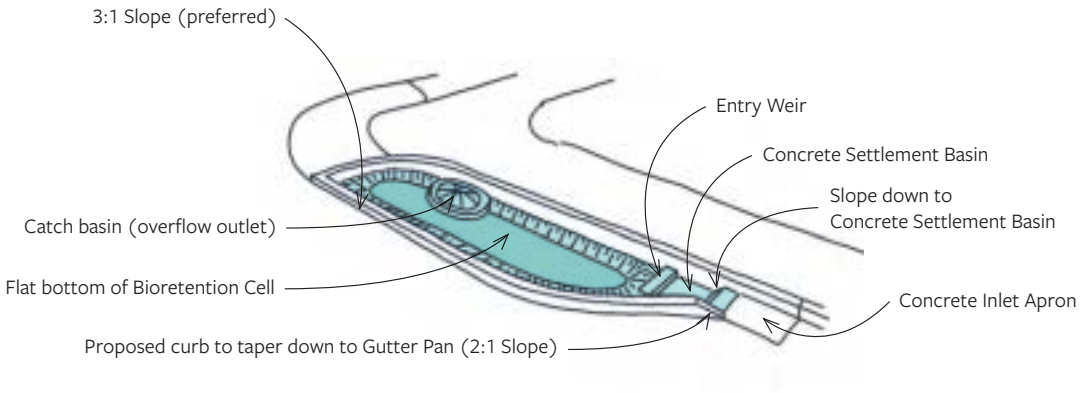
A courtyard defined by a revitalized heritage building and a new mass timber addition serves as an outdoor amenity and event space for a jewelry factory and showroom at 181 West 5th Avenue Vancouver.

Phytoremediation

- Select plant species known for phytoremediation potential (or the ability to manage and remove hazardous contaminants in soil, air or water) such as sunflowers, mustard, or field pennycress. Select plant species based on the specific contaminants present or anticipated.

Lighting

- Lighting strategies should provide visual interest, security and utility throughout all hours on development sites as well as privately owned public spaces.
- Use lighting strategies that provide visual interest such as catenary lighting for lanes, feature lighting posts for *Flex Streets*, building-integrated lighting, expressed and illuminated circulation spaces.
- Clearly illuminate building entrances, pathways, courtyards and laneways to help people navigate the site and use pedestrian scaled lighting to create pedestrian-friendly environments.
- Illuminate potential hazards like grade changes, provide uniform lighting in parking lots, and use occupancy/ vacancy sensors.
- Exterior lights should be oriented away from any residential properties, with cut-off shields to minimize light pollution.



Curbside bioretention features are designed to absorb rainfall and partially infiltrate runoff and can be located in bulb-outs, shown above in a conceptual illustration by City staff. They may be located along certain development site frontages, capturing runoff from the road surfaces and sidewalks, especially on the District's Employment Streets.



Lighting illuminates a plaza and coffee shop at a broadcasting and media production facility in Vancouver.



Lanterns and string lanes illuminate a repurposed laneway space (Living Lane) in North Vancouver.



Certain native species, such as field mustard (Brassica rapa), are also known for their phytoremediation capability for contaminants like lead.

9.5. PARKING, CIRCULATION AND ACCESS

INTENT:

To accommodate servicing, vehicle parking and loading while minimizing adverse impacts on the public realm, for sites without rear laneway access.

SPECIFIC STRATEGIES INCLUDE:

General Guidelines

- Vehicular access points are discouraged on multi-modal streets with active transportation and transit emphasis (i.e. Government Street and Douglas Street) and should be avoided if access off of an *Employment Street* is possible.
- Minimize the widths of vehicular access gates and driveway crossings as much as operationally possible.
- Consider including bicycle parking, charging and end-of-trip facilities for staff and emission-free delivery operations.

Through-block Laneways

- Where feasible, create *through-block laneways* between streets to facilitate vehicular access (e.g. to loading docks, garage entrances and other back-of-house spaces), especially on sloped large sites.
- When through-block laneways are provided, consider locating open space amenities and any secondary entrances or active uses along them.

Loading Areas

- Provide screening for unenclosed exterior parking, loading and storage areas, where possible.
- Loading areas should have adequate lighting and weather protection to ensure comfort during all seasons, enabling social use when not actively utilized for loading.
- Where possible, design loading areas to be level with the surrounding ground plane to ensure maximum flexibility when not in use.
- Consider using durable and permeable paving materials other than concrete to create a more inviting space to socialize and linger when the area is not in use for loading.
- Parkade, service and loading access points should generally be consolidated or in close proximity to each other to provide greater contiguous active frontages in other areas.



Loading area doubles as a place for activity and interaction for employees at 611 Alexander Street, Vancouver, a heritage light industrial - office building.



Weather protection enhances the public realm interface and facilitates loading at a curb-side loading area, serving industrial arts maker space and retail in Granville Island.



An adjustable loading platform offers flexibility for both the ground plane and for vehicular access at the University of Victoria.

9.6. ENVIRONMENTAL QUALITY AND FLEXIBILITY

INTENT:

To ensure that large-format forms of development occurring within the District have a high quality of built environment which enhances the health and satisfaction of workers and visitors to the area.

SPECIFIC STRATEGIES INCLUDE:

Daylight Access

- Where possible, orient buildings to maximize daylighting and natural ventilation opportunities (e.g. enable access to light and air from multiple directions).
- To allow deeper light penetration into interior spaces, consider using tall floor-to-floor heights; incorporating breaks, lightwells and courtyards into the massing; using narrower floor plates where functionally possible; specifying high head heights for fenestration and incorporating light shelves into building envelope systems.

Thermal Comfort

- Consider year-round thermal comfort to size and place openings and incorporate shading devices where appropriate, while being mindful of near-term and anticipated thermal loads associated with industrial, office and research and development uses

Air Quality and Noise

- Pursue an agent-of-change approach to minimize noise-related land use conflict by design: Specify acoustic separations of uses other than light industrial, commercial office and retail and arts-production to preemptively address noise and vibration that may originate from these uses in proximity
- Employ acoustical mitigation and isolation measures, such as air-tight building envelopes, high-performance fenestration systems, acoustic isolation pads and underlays, to minimize external and internal noise disruptions and vibration.

Flexibility of Use and Modification

- To promote long-term building flexibility, built form massing heights and floorplate widths should be configured to enable adequate floor-to-floor heights, long-span spaces and floors with high structural capacity to accommodate both near- and long-term employment uses.
- Maximize the ability to personalize and adjust spaces to individual and changing daily and near-term needs (e.g. operable windows, diverse indoor and outdoor spaces, flexible spaces for multiple uses over time).



A courtyard can serve to break down long elevations of built form and improve daylight access and autonomy, as seen in this proposed scheme for 4-36 West 3rd Avenue and 5 West 4th Avenue, Vancouver.

10. INNER HARBOUR SPECIAL URBAN DESIGN AREA



Birds-eye view of the Inner Harbour.

Intent: To ensure the design of new developments complement and reinforce the unique character of the Inner Harbour, Victoria's most iconic urban landscape.

a. Consider the architectural context of the surrounding buildings including vertical street walls, façade rhythm and horizontal cornice lines.

b. Design new buildings within the Inner Harbour to be contemporary in expression while still reflecting and complementing this traditional urban context.

c. New development in the vicinity of the Inner Harbour should consider and respond appropriately to the original planning for the area with a special attention to:

   i. Maintaining the established visual dominance, spatial configurations and relationships (Axial geometries) of the Parliament Building, Empress Hotel and CPR Steamship Terminal.

   ii. Ensuring that the location, scale, form, proportions and orientation of new development complement the character defining elements of the Parliament Building, Empress Hotel and CPR Steamship Terminal.

   iii. Avoiding any negative impacts on the organization and design of spaces used by the public such as the grounds of the Parliament Building and the Empress Hotel.

   iv. Providing a sense of appropriately scaled building enclosure around the Inner Harbour basin and adjacent sites.

d. Consider the use of high-quality finishing materials, with detailed architectural quality for new building and open space design surrounding the Inner Harbour basin. Use of masonry, brick, dressed stone and architectural finishing metal work is encouraged.

e. Design streets, plazas, marine facilities and landscaped open spaces to reflect the unique identity of the Inner Harbour.

f. Design roof lines for new buildings to complement the existing roof lines and not detract from or diminish the visual prominence of the Parliament Building and the Empress Hotel roof lines.

g. Design new institutional and cultural buildings to express their own individuality and prominence, without diminishing the visual prominence of the Parliament Building, the Empress Hotel and their surrounding open spaces.

h. Integrate night lighting effects into new building designs to enrich and maintain a balance with existing architectural illumination.

i. Provide opportunities for additional public access to the waterfront as part of new development along Belleville Street and Wharf Street.

j. Incorporate opportunities to enhance and improve the public realm through the provision of public docks, wharves and viewing areas along the shoreline.

k. Ensure that residential development is located, designed and sited to mitigate any potentially negative effects on the general operation and function of adjacent employment activities.

l. Maintain a dual aspect and frontage for buildings located on the west side of Wharf Street, to provide attractive and active frontages along Wharf Street and along the waterfront.

m. Ensure that all new developments that are located directly adjacent to the Harbour Pathway consider building designs and detailing that serves to enhance the visual appearance and interaction of the building with the Harbour Pathway.



Early planning for the Inner Harbour by architect Francis Rattenbury was predicated on a proportional and spatial relationship between the Parliament Building, the Empress Hotel and the CPR Steamship Terminal.

11. PUBLIC OUTWARD VIEW GUIDELINES

View 1: Harbour View from Bastion Square

Vantage Point
East side of Wharf Street at the top of the stairs on Bastion Square.

View Orientation
West across the Harbour

View Context
Broad view towards Harbour entrance, framed by Laurel Point on the south and Songhees Point on the north.

Design Guidelines

1. Consider the location, siting and design of new development within the specified view corridor to maintain views of the character-defining elements described in this section, as seen from the identified public vantage point.
2. Support development along the waterfront area west of Wharf Street that is designed to protect, frame and enhance this view corridor.

Character-Defining Elements	Attributes
A. Laurel Point	• Frames south side of view corridor with pathway and park space
B. Inner Harbour Entrance	• Distant views to Shoal Point • Background view of Sooke hills
C. Songhees Point	• Frames north side of view corridor • Rock outcrop provides geographic containment of the Harbour mouth

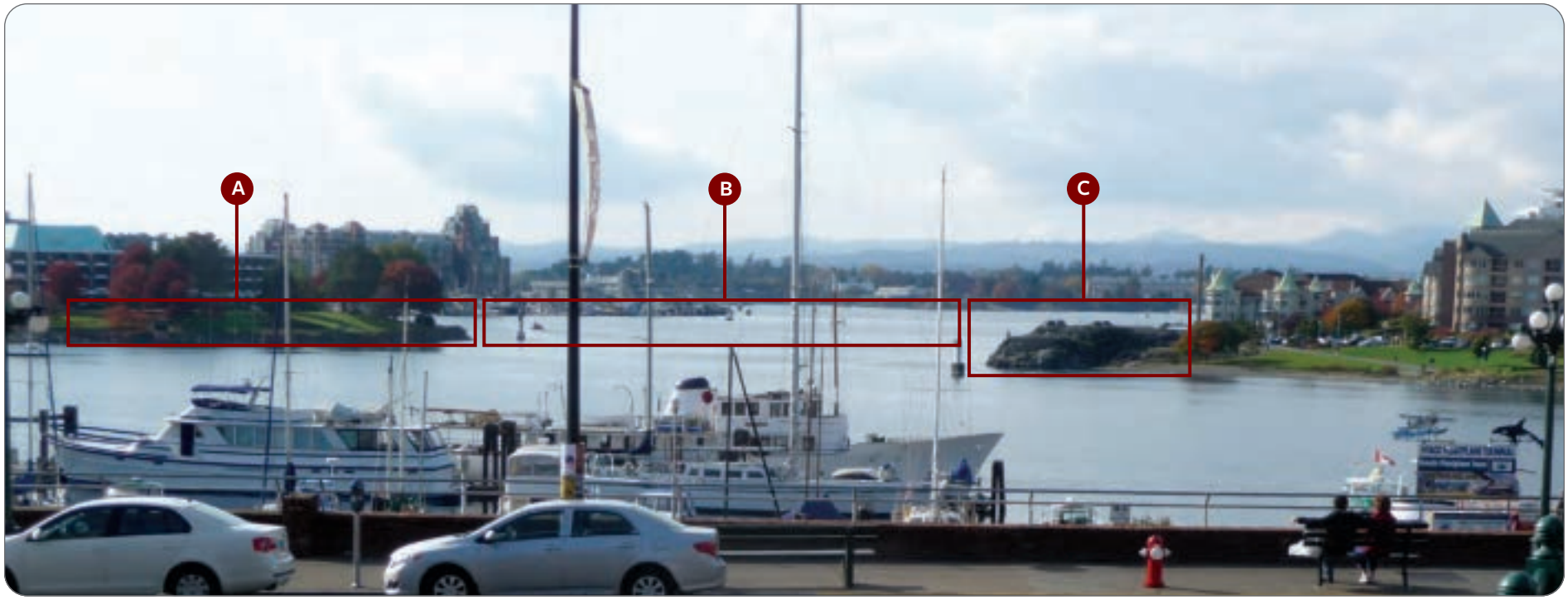


Vantage Point



View Corridor

View 1: Harbour View from Bastion Square



Looking west from Bastion Square

Character-defining Elements:

A. Laurel Point

B. Inner Harbour Entrance

C. Songhees Point

View 2: Ship Point Panorama

Vantage Point

Public plaza on the south side of the entrance to Ship Point (Wharf Street/Humboldt Street)

View Orientation

West to Southeast panorama across the Inner Harbour

View Context

Broad panoramic view framed by Songhees Point to the north and the Empress Hotel to the south. Includes view across the Harbour to the ensemble of historic buildings along the Inner Harbour Causeway.

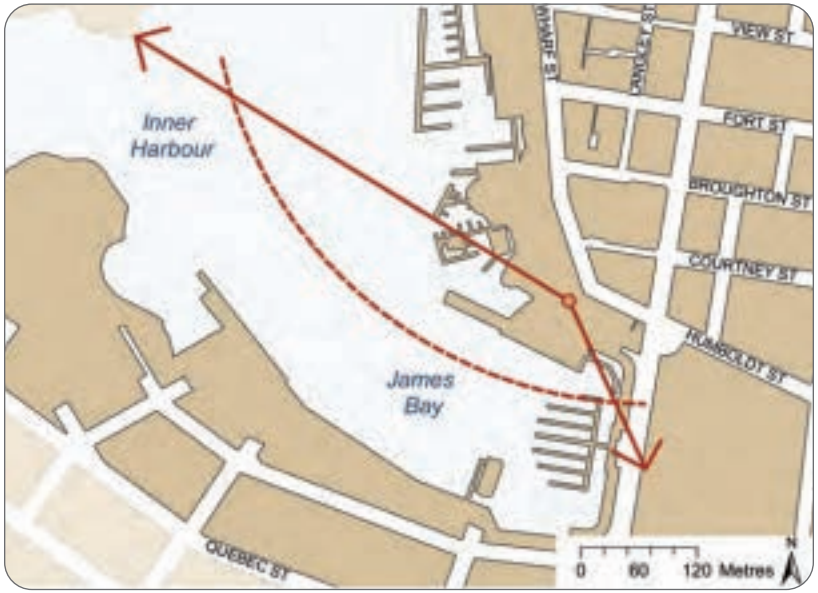
Design Guidelines

1. Consider the location, siting and design of new development within the specified view corridor to maintain views of the character-defining elements described in this section, as seen from the identified public vantage point.

Character-Defining Elements	Attributes
A. Empress Hotel	• Historic landmark building • Key elements include roofline, front façade, front grounds and architectural night lighting
B. Inner Harbour Causeway	• Key elements include portions of Upper and Lower Causeway
C. Parliament Buildings	• Historic landmark building • Key elements include copper roof, cupola, front façade, night lighting and front lawn
D. CPR Steamship Terminal	• Historic landmark building • Key elements include waterfront façade
E. Inner Harbour Entrance	• Entrance to Inner Harbour for marine vessels and float planes • Flanked by Laurel Point and Songhees Point

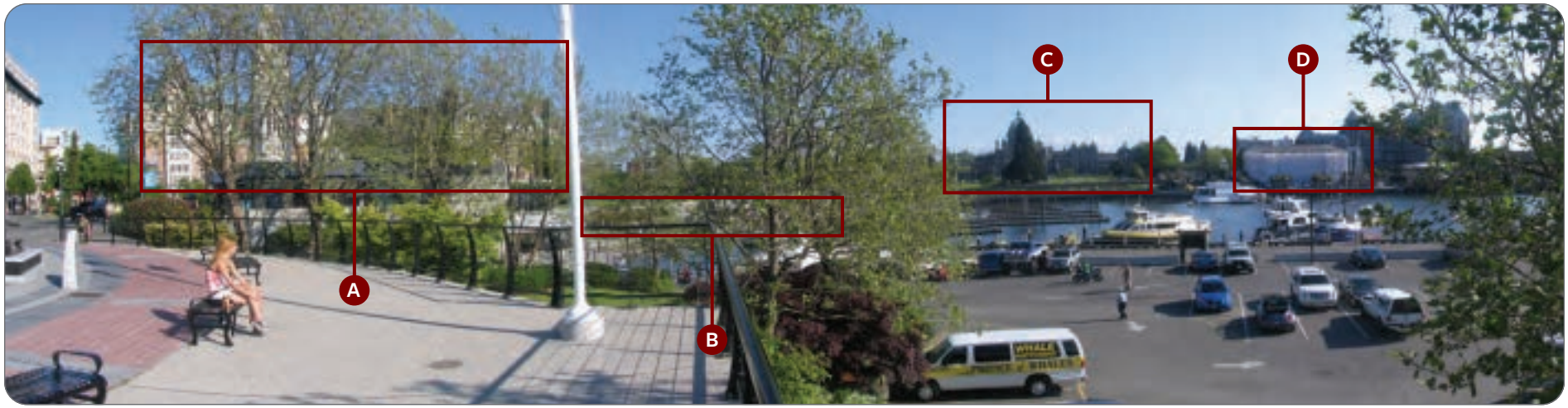


Vantage Point



View Corridor

View 2: Ship Point Panorama



Ship Point Panorama – East



Ship Point Panorama – West

Character-defining Elements

A. Empress Hotel

B. Inner Harbour Causeway

C. Parliament Building

D. CPR Steamship Terminal

E. Inner Harbour Entrance

View 3: Upper Harbour View from Turner Street

Vantage Point
Turner Street south of Bay Street

View Orientation
South across the Upper Harbour

View Context
View looking down the Upper Harbour towards the Parliament Building with the Olympic Mountains in the distant background.

Design Guidelines

1. Consider the location, siting and design of new development within the specified view corridor to maintain views of the character-defining elements described in this section, as seen from the identified public vantage point.
2. Ensure that new development that is located adjacent to the view corridor is designed to help frame and enhance this view corridor.

Character-Defining Elements	Attributes
A. Ensemble of Harbour with Johnson Street Bridge and Parliament Building	• Unique compound Harbour view of the Johnson Street Bridge and the Parliament Building
B. Olympic Mountains	• Natural landscape feature in the distant background

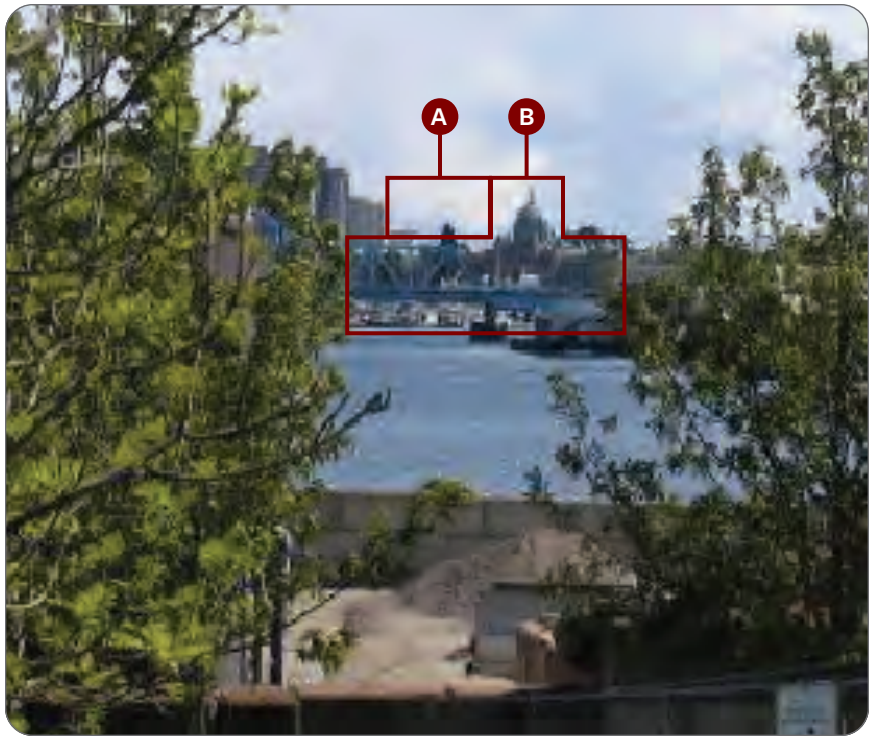


Vantage Point



View Corridor

View 3: Upper Harbour View from Turner Street



Looking south from Turner Street

Character-defining Elements

A. Olympic Mountains

B. Johnson Street Bridge and Parliament Building

View 4: Rockland Water Tower from Yates Street

Vantage Point
Yates Street at Douglas Street

View Orientation
East to the Rockland and the Water Tower

View Context
View looking east to Rockland Water Tower.

Design Guidelines

1. Consider the location, siting and design of new development within the specified view corridor to maintain views of the character-defining elements described in this section, as seen from the identified public vantage point.
2. Ensure that new development that is located adjacent to the view corridor is designed to help frame and enhance this view corridor.

Character-Defining Elements	Attributes
A. Rockland Water Tower	• Visually prominent landmark on a hill-top location



Vantage Point



View Corridor

View 4: Rockland Water Tower from Yates Street



Looking east along Yates Street to Rockland and Water Tower

Character-defining Elements:

A. Rockland Water Tower

View 5: Quadra Street Corridor

Vantage Point
Quadra Street at Burdett Street

View Orientation
South towards the Olympic Mountains

View Context
Distant view of Olympic Mountains visible above the tree tops of Beacon Hill Park

Design Guidelines

1. Consider the location, siting and design of new development within the specified view corridor to maintain views of the character-defining elements described in this section, as seen from the identified public vantage point.
2. Ensure that new development that is located adjacent to the view corridor is designed to help frame and enhance this view corridor.
3. Encourage the removal of power poles and overhead wiring, where feasible, to enhance the view corridor.

Character-Defining Elements	Attributes
A. Olympic Mountains and Beacon Hill Park tree tops	• Natural landscape feature in distant background



Vantage Point



View Corridor

View 5: Quadra Street Corridor



Looking south from Quadra Street at Burdett Street to Olympic Mountains above the Beacon Hill Park tree tops

Character-Defining Elements:

A. Olympic Mountains and Beacon Hill Park tree tops

12. PUBLIC EXTERNAL VIEW GUIDELINES

View 1: Laurel Point to Downtown Core Area

Vantage Point
Public pathway at Laurel Point

View Orientation
Northeast to Southeast across Inner Harbour

View Context
Inner Harbour vista centered on Historic Commercial District (HCD) including waterfront areas and the skyline formed by the Central Business District (CBD).

Design Guidelines

1. Ensure that new development within the specified view corridor is located, sited and designed to maintain views of the character-defining elements described in this section, as seen from the identified public vantage point.
2. Ensure that new development within the specified view corridors consider the view elements and corresponding guidelines described in this section.

Character-Defining Elements	Attributes
A. Johnson Street Bridge	• Visually prominent structure
B. Historic Commercial District	• Concentration of historic buildings and streetscapes • Tiers up from the Harbour • Marine and pedestrian-oriented waterfront • Key elements include: modest scale buildings, richly detailed masonry façades, accentuated cornice lines, irregular rooflines and feature lighting
C. Inner Harbour Causeway Area	• Causeway Area provides the south flank or termination of both the HCD and the CBD • Key framing element – the Empress Hotel

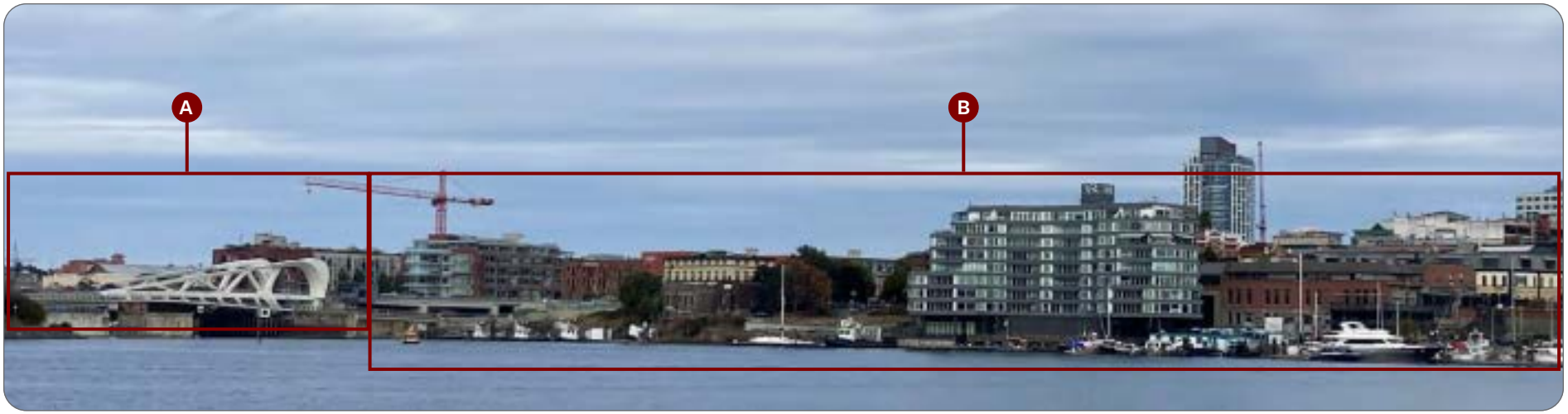


Vantage Point

View Corridor Guidelines

View Element	Guidelines
1. CBD Backdrop	• New development within the Central Business District should be designed and located to provide an attractive and elaborated urban profile and backdrop to this view.
2. Johnson Street Bridge	• Ensure that any design elements such as illumination, decorations, public art or banners, serve to enhance the visual presence of the bridge within the context of this view corridor
3. Waterfront	• Enliven waterfront areas with visually vital marine-oriented uses, wharves, docks, waterfront activity, boat access, public outlook spaces and marine-oriented landscaping and lighting
4. Massing, Proportion and Spacing	• Enrich the Historic Commercial District and its associated waterfront with compatible in-fill buildings that are complementary in massing, proportion and spacing to the existing context
5. Street Wall, Horizontal Roofline and Cornice Elements	• Relate new building design on the waterfront, and in the Historic Commercial District to the existing scale of street walls, articulated window rhythms, horizontal emphasis of roof crowns and cornices
6. Design Details, Materials, Colours	• Utilize sympathetic materials and colours for new buildings, with well-crafted detailing, to relate to adjacent historic buildings
7. Tiering up to Backdrop Buildings	• Continue the existing pattern of gradual tiering up, with detailed pedestrian-scale features along the waterfront, mid-scale buildings in the mid-ground, overlooked by larger buildings stepping up and receding to a background urban profile
8. Building Illumination	• Old and new buildings may be accented with architecturally designed lighting

View 1: Laurel Point to Downtown Core Area



Laurel Point looking northeast



Laurel Point looking southeast

Character-defining Elements:

A. Johnson Street Bridge

B. Historic Commercial District

C. Inner Harbour Causeway Area

View 2: Inner Harbour from Songhees Point

Vantage Point
Songhees Point public outlook along Westsong Walkway.

View Orientation
Southeast across Inner Harbour

View Context
Wide vista looking southeast from Songhees Point across Inner Harbour toward towards the Inner Harbour Causeway including its clustering of prominent historic landmark buildings and various marine activities along the waterfront.

Design Guidelines

1. Ensure that new development within the specified view corridor is located, sited and designed to maintain views of the character-defining elements described in this section, as seen from the identified public vantage point.
2. Ensure that new development within the specified view corridor considers the view elements and corresponding guidelines described in this section.

Character-Defining Elements	Attributes
A. Empress Hotel	• Heritage landmark building • Anchors the east side of view, and frames the south end of the Downtown skyline • Key elements include roofline, front façade, front grounds, cornice lines and architectural night lighting
B. Royal BC Museum	• Prominent Provincial cultural institution
C. Parliament Building	• Historic landmark building • Key elements include copper roof, cupola, front façade, front lawn, unique night lighting
D. CPR Steamship Terminal	• Historic landmark building • Key elements include waterfront façade and connection to Lower Causeway
E. Inner Harbour Causeway	• Causeway wall and esplanade • Key elements include Upper and Lower Causeway

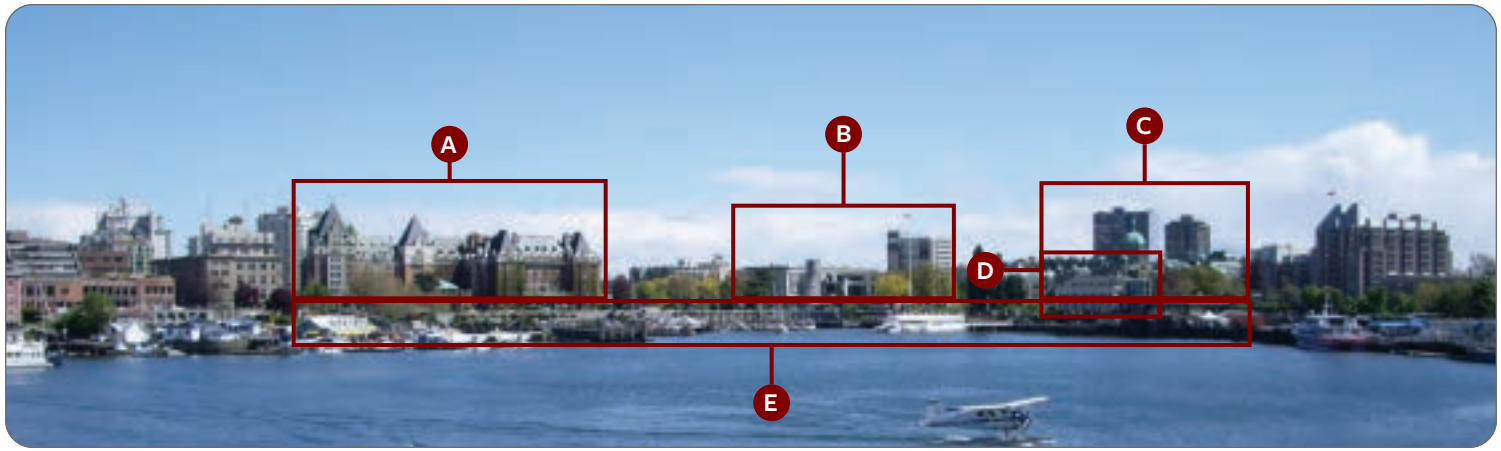


Vantage Point

View Corridor Guidelines

View Element	Guidelines
1. Integrity of View	• Sustain the Inner Harbour Causeway Area as a preeminent image of Victoria, with high quality visual and architectural stature
2. Landmarks	• Maintain the Parliament Buildings, the Empress Hotel, the Royal British Columbia Museum and the CPR Steamship Terminal as predominant landmarks
3. Supporting Buildings	• Retain the visual role of supporting buildings including the Belmont Building and Dominion Customs House
4. Building Scale, Massing and Spacing	• Maintain the general moderate scale of the built surrounds in this area, with massing and spacing in character with existing buildings
5. Tiers of Buildings	• Reinforce the general pattern of buildings rising in tiers from the Harbour
6. Tall Buildings as Backdrop	• Ensure that taller buildings in the distant background are designed, located and oriented to no overwhelm or detract from the visual presence of the character-defining elements described in this section.
7. Roofline Profile	• Express new roofline profiles as part of a unified ensemble. Maintain the visual dominance of the Parliament Building and the Empress Hotel rooflines
8. Architectural Excellence	• Ensure new buildings reflect high quality architectural design to complement the surrounding context
9. Building Materials and Colours	• Relate building materials and building colours to those of existing landmark buildings
10. Building Frontages	• Provide that the character and scale of articulation of building frontages surrounding the Inner Harbour be maintained and extended in adjacent new buildings – with richly detailed street walls, punctuated window rhythms and inviting entrances
11. Horizontal Crown Lines	• Crown street walls with horizontally emphasized architectural accents or cornice lines, within a varying and irregular height range similar to the existing variety of building cornices
12. Progressive Architectural Design	• Encourage new building design to be of a contemporary nature, expressing progressiveness and creativity for the city
13. Public Realm	• Provide for continuity and complementary quality for the treatments of the public realm waterfront areas and landscapes flanking the Inner Harbour Causeway
14. Building Illumination	• Coordinate illumination of new buildings with existing architectural lighting, taking care not to diminish the prominent lighting of the Parliament Buildings, the Empress Hotel and the CPR Steamship Terminal
15. Promenade Lighting	• Coordinate illumination of new waterfront promenades with existing

View 2: Inner Harbour from Songhees Point



Looking southeast from Songhees Point to the Inner Harbour Causeway Area.

Character-Defining Elements

A. Empress Hotel

B. Royal BC Museum

C. Parliament Building

D. CPR Steamship Terminal

E. Inner Harbour Causeway

View 3: James Bay / Belleville Street from Johnson Street Bridge

Vantage Point
Johnson Street Bridge – Pedestrian Walkway

View Orientation
South across Inner Harbour

View Context
Inner Harbour vista looking south to Belleville Street Waterfront and James Bay Skyline.

Design Guidelines

1. Ensure that new development within the specified view corridor is located, sited and designed to maintain views of the character-defining elements described in this section, as seen from the identified public vantage point.

2. Ensure that new development within the specified view corridor considers the view elements and corresponding guidelines described in this section.

Character-Defining Elements	Attributes
A. Inner Harbour Causeway Area	• Key framing elements include the CPR Steamship Terminal and Parliament Building
B. Laurel Point	• Public park space with elements of Harbour Pathway

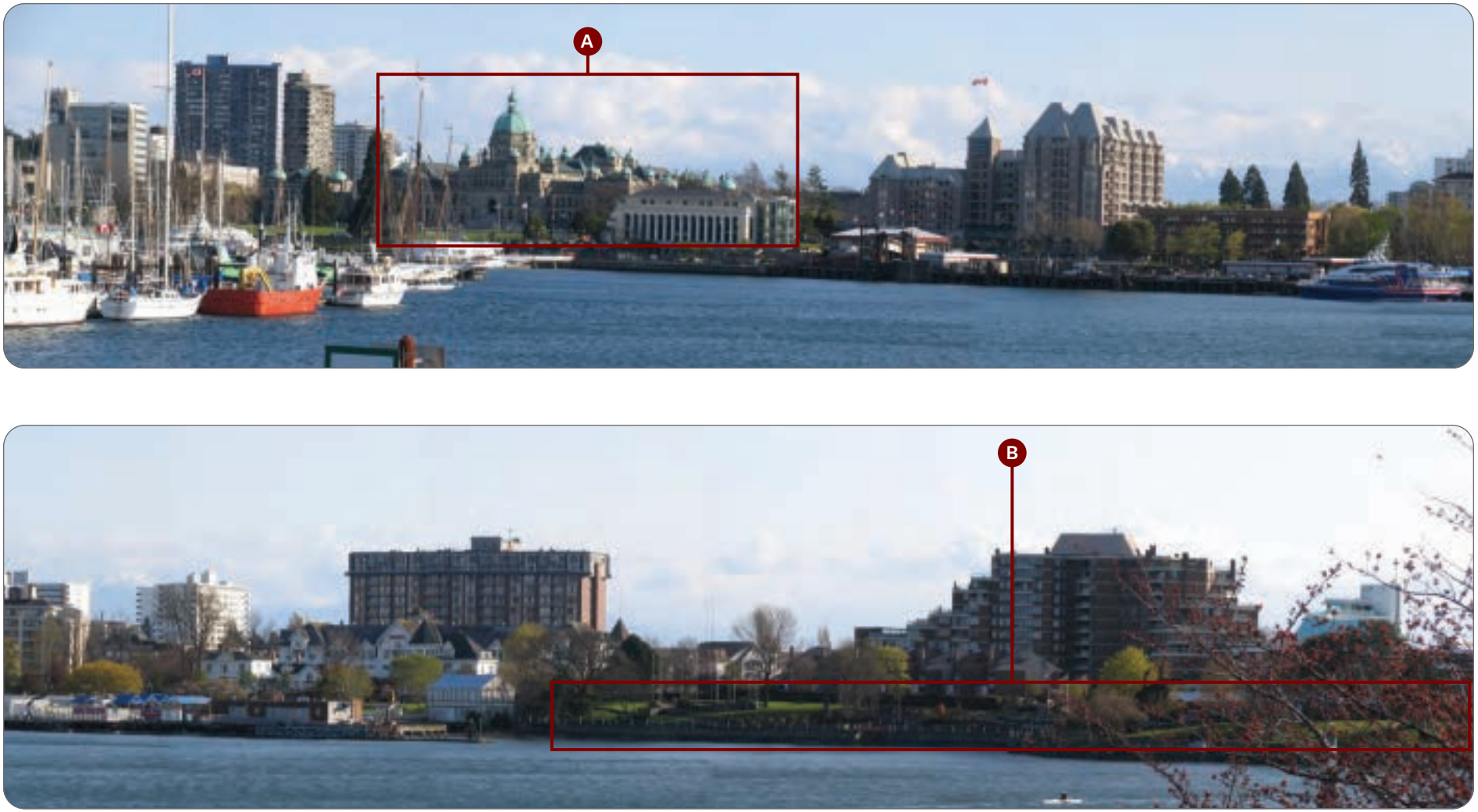


Vantage Point

View Corridor Guidelines

View Element	Guidelines
1. Integrity of View	• Ensure that the waterfront and the buildings along Belleville Street provide for an important visual south flank to the Inner Harbour
2. Building Scale	• Respect the scale and quality of design of the surrounding historic structures in the design of new buildings, with contemporary architectural expression
3. Building Profile	• Buildings along Belleville Street should create a modest scale, attractively articulated secondary skyline that will frame the south edge of the Inner Harbour
4. Scale and Character of Building Enclosure	• Relate new buildings to the scale of enclosure of the Inner Harbour and the architectural character of the street wall faces and horizontal crown lines of the older buildings surrounding the Inner Harbour basin, while expressing contemporary architectural design
5. Building Scale	• Retain the moderate and fine scale building context of the Inner Harbour Causeway and the Belleville Street waterfront area
6. Building Massing and Spacing	• Provide for in-fill buildings sympathetic in massing and spacing to contribute to an integrated, visually cohesive grouping of buildings
7. Building Character and Articulation	• Provide that the character and articulation of waterfront building frontages adjacent to the Inner Harbour Causeway Area be maintained and extended in adjacent new buildings – with richly detailed street-walls and punctuated window rhythms
8. Building Crowns or Cornices	• Crown street walls with horizontally emphasized architectural accentuations or cornice lines, within a varying and irregular height range similar to the existing variety of building cornices
9. Building Rooflines	• Encourage new buildings to contribute to an expanded picturesque profile of cornice lines and roof-lines surrounding the Inner Harbour, without upstaging the primary landmarks of the Empress Hotel and the Parliament Buildings
10. Laurel Point as a Visual Frame	• Relate new buildings in the vicinity of Laurel Point to the taller, terracing profile established in this location
11. Active Public Waterfront	• Encourage the visual expression of an active public interface with the water edge, and the Harbour itself
12. Fine Scale Design, Sympathetic Materials and Colours	• Enrich the Belleville Street area and its associated waterfront with finely-scaled new and in-fill buildings, with richly detailed materials and colours to complement existing colour and material palettes
13. Illumination of Roofline Profile	• Include architecturally integrated lighting effects along the developing roofline profile, to complement, and not upstage, the night lighting of the Parliament Buildings, Empress Hotel and CPR Steamship Terminal
14. Public Realm Waterfront	• Support public waterfront terraces and pathways that are visually rich and vital in usage, with pedestrian lighting and landscaping which is complementary to the existing Inner Harbour Causeway Area

View 3: James Bay / Belleville Street from Johnson Street Bridge



From Harbour Bridge looking south to Belleville Street Waterfront / James Bay Skyline.

Character-Defining Elements

A. Inner Harbour Causeway Area with Parliament Building and CPR Steamship Terminal

B. Peter Pollen Waterfront Park

Fisherman's Wharf Plan
DESIGN GUIDELINES

Updated January 2014

Victoria 2050 OCP Schedule 2C

GREATER VICTORIA HARBOUR AUTHORITY

CITY SPACES

Table of Contents

A. Introduction & Purpose 1

Organizing Principles 2

B. General Building Design 3

Form, Mass & Scale 3

FIXED STRUCTURES 3

FLOATING STRUCTURES 4

Roof Forms 5

Materials & Colours 5

ROOF FINISHES 5

EXTERIOR WALLS & FINISHES 5

COLOURS 6

C. Environmental Considerations 6

D. Safety & Security 7

E. Circulation, Connectivity, Paths & Parking 7

F. Lighting 8

G. Signage 9

H. Outdoor Space & Landscaping 9

APPENDICES 11

Fisherman's Wharf Facility Plan (2013)

Architectural Renderings


Fisherman's Wharf

A. Introduction & Purpose

The *Design Guidelines* for Fisherman's Wharf are intended to assist the Greater Victoria Harbour Authority – GVHA (as the landowner), existing and future tenants, and the City of Victoria (as the regulator) with ensuring that future buildings, improvements, and amenities are compatible with the vision for the Fisherman's Wharf facility.

These guidelines should be used in association with the GVHA's *Fisherman's Wharf Plan (2013)*, which describes the long term development plan for the facility, and forms the basis for zoning amendments to the City of Victoria to reflect the Plan's goals and aspirations. For reference, copies of the Facility Plan map and architectural renderings are included in the Appendix of this document.

These design guidelines support the *Fisherman's Wharf Plan* vision, which is:

> *"to reinforce and enhance Fisherman's Wharf as an economic generator and as a cohesive community, while retaining its scale, mix of uses, and form and character that define it as a special place and unique attraction for residents and visitors alike" (Fisherman's Wharf Plan, June 2013)*

In response to this vision, the *Fisherman's Wharf Plan* has been developed with three overarching objectives:

1) The current mix of uses should be retained;

2) Future development will be limited, and low in scale, to minimize intrusion on neighbouring properties; and

3) The facility is part of Victoria's working harbour lands and, as such, all proposed improvements should be consistent with a *marine activity* idiom.

Fisherman's Wharf has a distinct and special character that has evolved gradually, over time, with few rules and little regulation. It is this lack of *prescription* that has shaped its form and character. These guidelines serve to augment the *Organizing Principles* for the facility as a whole. Described below, these principles introduce the design standards that all future development or improvements should strive to achieve.



Organizing Principles

The key organizing principles guiding development at Fisherman's Wharf also apply to these design guidelines:

- Acknowledge the existing mix of marine uses, and the facility's distinct character and ambience. Fisherman's Wharf already has an identifiable character, and future improvements should not detract from this character.
- Recognize Fisherman's Wharf for its contributions to, and enhancement of, the local economy.
- Acknowledge that future facility plans and uses should reflect, and reinforce, GVHA's established vision, mandate, and principles, which:
  - Support the working harbour, and ensure best water, marine, and marine-related uses;
  - Consider Songhees and Esquimalt Nations' opportunities in the planning process;
  - Support a commitment to sustainability, and incorporate and balance social and environmental impacts, while achieving financial sustainability; and,
  - Act in the best interest of the whole Victoria Harbour.
- Be respectful of neighbours in development considerations.
- Augment and enhance the character of Fisherman's Wharf, and strengthen it as a destination for the community and tourists.
- Encourage and improve linkages between Fisherman's Wharf and the Victoria/Esquimalt waterfronts, reflecting the City of Victoria's Waterfront Walkway objectives.
- Include environmental best practices in the planning and development process.









B. General Building Design





Floating and fixed structures within Fisherman's Wharf are governed by the following guidelines:

- Buildings should be reminiscent of the working waterfront, i.e., generally a variety of forms and shapes, typically containing sloped, shed, or gabled roofs, dormers with facia accents, and liberal use of colour.
- Hard wearing marine materials, such as corrugated and sheet metal, wood or clapboard siding, cementitious body, shingle, and trim details should be used;
- Nautical detailing, such as rounded openings and metal trim, is encouraged; and
- Ample use of fenestration and entrance ways that are not necessarily symmetrical, to enhance the sense of the eclectic and whimsical, is also encouraged.

Form, Mass & Scale

FIXED STRUCTURES

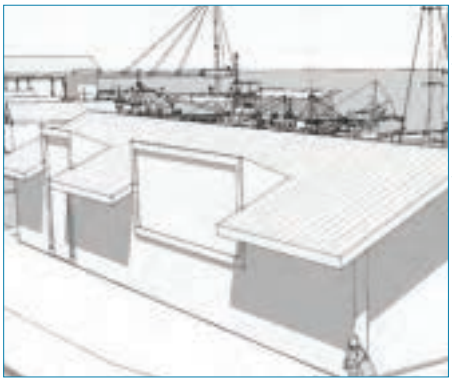
In the *Facilities Plan*, three areas are identified for fixed commercial buildings (do not float up and down with the tide). While the development concept aims to add amenities to the area, all buildings should be designed to emphasize the ground level, pedestrian environment. A low ratio of building height to façade length should be targeted to maintain an intimate feeling and scale to the area. Form, mass, and scale considerations for these structures include:

- Maintaining view corridors, particularly on the upland sites;
- Limiting building heights to minimize infringement on views for residential areas along Erie and St. Lawrence Streets, and Shoal Point;



Maintain view corridors. (Source: VicMap)

- Applying simple massing forms that maintain engagement with pedestrians, i.e. limit blank walls, use of roof overhangs;
- Allowing for pedestrian linkages between places of business and the public waterfront;
- Adding architecturally diverse and varied treatments to create a sense of individuality between structures, but not lose the Fisherman's Wharf identity and sense of place;
- Where appropriate, allowing buildings and public walkways to be cantilevered with no required setback from the water; and
- Including opportunities for overlooking fish unloading areas.



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Importance of "working" pier.

FLOATING STRUCTURES

Much of the Fisherman's Wharf character can be attributed to the forms of its floating buildings, which are mostly float homes and commercial units. These are often described as *whimsical, fanciful,* or *eclectic,* without being *corny* or *distasteful*. It is important that the form and character of the facility's floating structures maintain this sense of the unusual.

Form, mass, and scale for floating structures should relate to the following guidelines:

- Floating structures, whether float homes or commercial units, should be organized into groupings to create a sense of intimacy, activity, relationship and character, with the docks forming the *street* between opposite structures. Groupings also create better opportunities to provide view corridors seaward;
- Floating structures should be unique, high-quality designs that are complementary to the eclectic environment;
- Diversity of building volume and form is encouraged;
- Long buildings with blank windowless/featureless walls visible from the public realm, including docks, are strongly discouraged;
- Floating commercial structures should be small in scale, and sited close together to create a *storefront* atmosphere;
  a variety of structure sizes is preferable;



Docks as "streets" & community gathering areas.



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Building groupings create intimacy & activity.

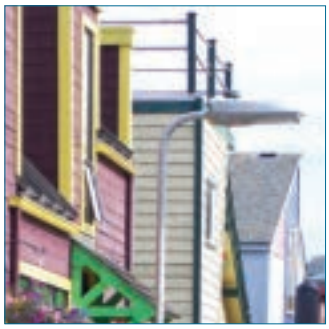
- Construction projections and overhangs (such as canopies and eaves) are encouraged, but should not extend beyond the perimeter of the float structure, except for floating commercial structures with projections over the dock that do not interfere with public travel, access or safety, and comply with GVHA standards; and
- Float homes should be designed and sited with particular regard to their orientation, privacy, views, and setbacks from adjacent float homes.



Colourful fixed or awning overhangs.

Roof Forms

- Roof construction for the fixed and floating structures should either be sloped or, where flat, treated as a roof deck.
- Gable, shed, hip, and flat roofs, including dormer projections are preferred.
- Awnings, overhangs, and shed covers are encouraged and should relate to the height above the deck level.







A variety of roof forms is encouraged.

Materials & Colours

- The scale of application may vary between the differing forms of structures, with the fixed structures generally being larger, thus more appropriate for larger expanses of similar materials.
- A range of façade treatment materials and combinations of materials are acceptable, and are identified below. Materials should be weather-tight, marine-oriented, and durable.

ROOF FINISHES

- Materials traditional and suitable to a marine environment should be used, including metal and other standing seam products, fiberglass or simulated shingle, or cedar shingle/shake.



EXTERIOR WALLS & FINISHES

- High quality building materials associated with a harbour setting are encouraged, such as corrugated metal cladding, horizontal siding, board and batten, and cementitious and other panel board. These materials may be further enhanced by the introduction of transoms, clerestories, and awnings.

- Trim, including cornices, corner boards, windows, doors, window boxes, bay windows, brackets, exterior posts and railings, and exposed rafter ends are encouraged to enrich building character.
- Personalized *knickknacks* that do not clutter, but add to the eclectic nature of the floating buildings, are encouraged.





COLOURS

- All colours should be derived from a marine environment, with an emphasis on vivid hues, including rich reds, yellows, blues, whites, and greens, using a painted or stained base.
- Multiple colours on individual exterior walls are discouraged.
- Window/door frames and other trim (including awnings and other projections) should be highlighted in colours complementary to the base wall colour.



C. Environmental Considerations

Foreshore and waterfront environments are unique in their physical challenges and opportunities, constantly changing with the rhythms of the seasons, the weather, and the tides.

As a waterfront neighbourhood, Fisherman's Wharf land forms and natural features are assets, with its buildings enhancing these existing conditions. Any planning for modifications to these conditions should consider adjacent land uses, and maintaining the foreshore environment.

In embracing the principle of sustainability, the GVHA has adopted environmental initiatives that include environmental standards for marina operations and commercial clients. Future development initiatives at Fisherman's Wharf should be reviewed to ensure compliance with these standards:

- To avoid deleteriously impact to the head of Heron Cove, special attention should be paid to pathway design.
- To reduce run-off, permeable pavers should be used as hard surface materials for parking and pedestrian pathways.
- Landscaped buffers should be incorporated between hard surface areas or buildings on the upland and the foreshore environment, except in strategic areas such as cantilevered walkways around the outside of buildings (see Facility Plan – Appendix A) or ramp/ loading zone entrances to the wharves.



Natural landscaping to the water's edge.

- Buffer areas should incorporate native plant/grass species suited to maritime conditions along the shoreline interface.
- Vertical seawalls or retaining walls in/near the high water mark or intertidal areas should be avoided.
- All works within the marine environment should follow Provincial and Federal best management practices.
- All solid waste collection areas should be properly ventilated, or in attractively screened outdoor enclosures.
- New buildings should incorporate sustainable building techniques.



D. Safety & Security

To promote a sense of safety and security, which are paramount to the enjoyment of public and private spaces:

- New buildings should address current principles related to *Crime Prevention Through Environmental Design* (CPTED) (refer to the guidelines adopted by the City of Victoria).
- Develop well-defined public/private spaces that are adequately lit, and have clear sight lines.
- New activities should consider operation times, and aim to appropriately overlap with other activities, maximizing opportunities for *eyes on the street* in public and private areas.

E. Circulation, Connectivity, Paths & Parking

The enjoyment of a place is often determined by initial impressions, and ease of access. Waterfronts have two *front doors* – water's edge and street front – to consider. Whether arriving by boat, car, ferry, bike, or on foot, a clear, welcoming presence is important.

- Waterfront areas should support distinct gateway features at key arrival points. In form, character, and detailing, new development should clearly articulate its identity and type of activity.
- A clear definition of the marina facility is served by highly visible key features that *book-end* the area, improving the sense of place and overall navigation of the wharf.
- Parking areas should be clearly defined, and pedestrian routes/plazas should be well connected to internal and external amenities.
- Building entrances should be highlighted by such things as overhangs, porticos, or awnings, with primary entrances clearly expressed, and accessible from the parking area or water's edge. Access from pedestrian paths should be a paramount design consideration.
- Physical accessibility should be maximized for all members of the community.
- Priority for paths and roadways should be indicated with physical features (i.e. raised pedestrian crossings, surface material differentiation between uses, and removal of barriers to pedestrian activity).



Definition between pedestrian & vehicle areas.

- Pathways should tie into the City of Victoria's *Harbour Pathway Plan*, and Fisherman's Wharf Park.
- Pathway materials should differentiate pedestrian areas from vehicle areas with pavers, cedar decking, or other hard surface, permeable materials.
- Parking areas should be broken up with plantings, or physical features to avoid expanses of paved surfaces.
- Physical landscape features, along with signage, should be used to indicate parking areas.





F. Lighting

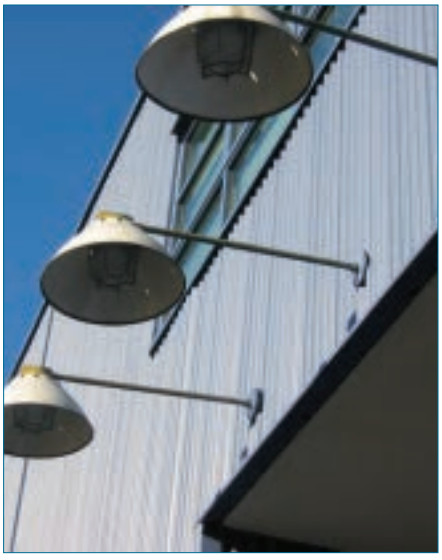
The GVHA has initiated an upland lighting fixture regime that should be continued throughout.

- Light fixtures should be of a high quality, and human scale.
- Lighting should correspond to the overall architectural concept, and reflect the marine context.
- Pedestrian pathway lighting should be sited downward to prevent overspill, and limit night sky light pollution.
- Dock lighting, adjacent to the commercial floating units, should not be overbearing, but add to its vibrancy.
- Other dock lighting should be consistent throughout. Dock lighting of the float home neighbourhood should illuminate sufficiently to provide safety and security, but not be intrusive or overbearing.









G. Signage

Signage is a critical element of the Fisherman's Wharf *milieu* and, as such, should reflect its unique character. Signage should indicate uses, and provide gateways to areas of activity.

- Upland area signage that communicates directions, gives instructions, or outlines GVHA or other regulatory body regulations, should be consistent throughout, and simple in design and form. A single sign conveying multiple pieces of information should be adopted in place of multiple signs visually and physically *cluttering* the property.
- As access to Fisherman's Wharf can be by land or water, signage communications must consider the multi-modal approaches to the facility.
- Banners and flags are iconic maritime features, and should be considered in the overall signage strategy.
- Backlit, plastic signs, or flashing electronic signs are to be avoided.
- Floating commercial unit signage should evoke a sense of whimsy, playfulness, curiosity, or quaintness.
- Commercial unit signage can be wall-mounted, bracketed raised letters, window lettering, or inscribed banners/canopies:
  - Signage should be colourful, but not overbearing, with a variety of letter types and shapes.
  - Lighting should be indirect, or spotlit, unless it forms part of the integrity of the sign, such as neon lettering.







H. Outdoor Space & Landscaping

Well-designed outdoor space and landscaping adds to the quality of life in communities. Given the configuration of the upland, there is limited opportunity for a large landscape of plaza features. Where appropriate:

- Patios, decks, and other outdoor spaces should be well connected both physically and visually with other waterfront activities, and be oriented to maximize view opportunities.
- Physical comfort should be considered, including the use of windscreens and arbours, or planting for sun protection.
- Planting schemes based on native or natural looking landscapes, with reduced water and maintenance requirements, should predominate.
- Landscaping should relate to Fisherman's Wharf Park improvements.
- Window box gardens on float homes and floating commercial units are encouraged to add colour, vibrancy, and personality to the outdoor environment.







APPENDICES

- Fisherman's Wharf Facility Plan 2013
- Architectural Renderings

New Floating Commercial

Existing Floating Commercial

Additional Floating Plaza Space

Pedestrian Pathway

Public Water Use Area

Low scale building on piles and partially on widened pier with site coverage of approximately 465m2 (5000ft2)

Fuel Dock: Consider reconfiguration at time of replacement of the pier

Public View Point/Attraction

Replacement of Huron Pier with separation space for pedestrians (with location for ancillary buildings servicing the CFVs

Views

Vessels

Vessels

Pump-out Station (subject to future relocation)

Float Homes

Passenger vessel pick-up/ drop-off

View Corridor

View Corridor

View Corridor

New Signage

Public View Point/ Kiosk/Plaza

Public Water Use Area

Views

BAYMUR POINT

WORLD MARK AT VICTORIA

Pedestrian Bridge (as per City OCP)

Potential Public Kayak Access

Heritage Designated Properties

ST LAWRENCE ST.

Environmentally Sensitive Area

Public Plaza

Widen dock where appropriate

New Ramp

Reconfigure Parking

Entry Signage

Ensure redeveloped pier interfaces with neighbouring water lot

Area for future low-profile commercial building (275m2 / 3000ft2)

Proposed widened main dock

Potential location of additional recycle/solid waste management facility

Future second recycling/solid waste management facility

Widen pedestrian path

Additional floating plaza space

SHOAL POINT

Proposed additional bike storage

Existing bike storage

Existing underground fuel storage facility

Proposed additional bike storage

Retain existing building in short term Replace/ expand with larger building in the future to the east

Seek federal approval for pedestrian access and limited/scheduled service access to Huron St.

New Entry Signage

DALLAS ROAD

FISHERMANS WHARF PARK

0 50 100 150 200

10 20 30 40

Scale in Feet

FACILITIES PLAN
Fisherman's Wharf

GREATER VICTORIA HARBOUR AUTHORITY

CITY SPACES

Note: All distances, areas, and locations are approximate.

March 14, 2013. 1:1100 (when printed at 11x17)



Greater Victoria Harbour Authority | Fisherman's Wharf Plan

ARCHITECTURAL RENDERINGS

February 2012

CHOW LOW HAMMOND
ARCHITECTS INC

CITY SPACES





Greater Victoria Harbour Authority | Fisherman's Wharf Plan

ARCHITECTURAL RENDERINGS

February 2012

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Royal BC Museum Urban Design Guidelines

Victoria 2050 OCP Schedule 2D

THE ROYAL BC MUSEUM CORPORATION
(MUSEUM AND ARCHIVES)

Comprehensive Development Zone
Urban Design Guidelines



ROYAL BC MUSEUM

prepared for the Royal BC Museum by de Hoog & Kierulf architects
11 April 2011 Rezoning Application

TABLE OF CONTENTS

1. OBJECTIVES 3

2. STREETSCAPES & URBAN EDGES 3
2.1 Corner of Government and Belleville Streets 3
2.2 Government Street 3
2.3 Belleville Street 4
2.4 Douglas Street 4

3. SITE ACCESS & CIRCULATION 4

4. OPEN SITE SPACE & LANDSCAPING 4

5. BUILDING MASSING 5

1. OBJECTIVES

1.1 Encourage the Royal BC Museum and BC Archives complex (RBCM) to be designed as a leading world-class cultural showcase - an iconic facility in a landmark destination.

1.2 Encourage the character of the RBCM redevelopment to complement and integrate with the two flanking icons of the inner harbour: the BC Legislature and the Fairmont Empress Hotel.

1.3 Encourage a landscape design that is fully integrated with the architecture, is coherent, and is sustainable with intellectual roots.

1.4 Encourage sustainability measures to be incorporated into building and landscape design. These may include but are not limited to rain-water collection and storm-water retention, on-site water management for irrigation, green roof gardens and terraces and living walls, low albedo roofing, solar control and solar energy capture from a variety of possible sources such as sunshades, building cladding, and rooftop panels, use of natural and enduring materials, high performance glazing, and high efficiency and intelligent lighting and mechanical systems.

2. STREETSCAPES & URBAN EDGES

2.1 Corner of Government and Belleville Streets

2.1.1 A new public plaza shall be created at the corner of Belleville and Government Streets.

2.1.2 The plaza shall be well-integrated with surrounding open space and public streets and provide a welcoming link from the inner harbour to the museum entrance.

2.1.3 Barrier free access from the street to the lobby that does not includes steps, railings, or special ramps is encouraged. A gently sloping, smooth surface that does not detract from the overall integration of the plaza with surrounding pubic open space may be considered.

2.1.4 The new public plaza shall include both hard and soft landscaping.

2.1.5 The new entrance lobby for the RBCM shall face the corner of Belleville and Government Streets with the new public plaza as forefront to the inner harbour.

2.2 Government Street

2.2.1 Animate the Government Street frontage at street level by encouraging the presence of museum related commercial-retail activities such as café with outdoor seating, bookstore, gift shop, and community gallery.

2.2.2 A separate access to the IMAX Theatre may be provided along the Government Street frontage.

2.2.3 Encourage the tree-lined ambiance of Government Street to be maintained by retaining or replacing existing trees as appropriate to reinforce the Government Street corridor as a "people priority greenway".

2.2.4 Any commercial-retail frontages shall be designed so that they are well-integrated into the overall architecture of the RBCM.

2.2.5 Signage integrated into building architecture and landscape design is encouraged.

2.3 Belleville Street

2.3.1 The architectural character of the Belleville Street facade of the existing Exhibitions Building and adjacent north plaza may be protected and conserved.

2.3.2 The landmark presence of the Netherlands Centennial Carillon shall be maintained, recognizing that the Carillon may be relocated along the Belleville Street frontage.

2.3.3 A bus pull-out and pick-up/drop-off area may be provided and, if feasible, located along the Belleville Street frontage.

2.3.4 A pedestrian boulevard that integrates with significant landscapes nearby such as the grounds of St. Ann's Academy and Beacon Hill Park is encouraged.

2.4 Douglas Street

2.4.1 A pedestrian boulevard reflecting a BC West Coast landscape is encouraged on site along Douglas Street from Thunderbird Park to the Glenshiel Building.

2.4.2 Historic Elliot Street shall be acknowledged as the original street frontage for Helmcken House which may be achieved by providing a pedestrian link from Douglas Street to Helmcken House.

3. SITE ACCESS & CIRCULATION

3.1 Barrier free access around and through the entire RBCM site is encouraged.

3.2 Linkages to city sidewalks are encouraged on the RBCM site from the corner of Government and Belleville Streets, the corner of Belleville and Douglas Streets, and periodically along Government and Douglas Streets.

3.3 Encourage the provision for at least three dedicated bus parking stalls, either on site or by easement on adjacent sites with access from Superior Street.

3.4 Access to underground parking below the Galleria Building may be from Belleville Street.

3.5 Access to underground parking below the Collections Building may be from Superior Street.

3.6 Parking shall be primarily provided underground.

3.7 Access to underground parking shall provide for pedestrian friendly crossing.

3.8 There shall be bicycle friendly access to surface bicycle racks and to underground bicycle storage.

3.9 Access to a dedicated loading zone and general delivery shall be from Superior Street.

4. OPEN SITE SPACE & LANDSCAPING

4.1 Thunderbird Park is a provincial Heritage site and shall be preserved as open park space. Landscaping may be replaced to reflect the true BC West Coast ecology as a setting for the Totem poles.

4.2 Roof top terraces shall be utilized as additional open space that may include outdoor exhibition space, publicly accessible viewing platforms, or protected green roof areas that perform an aesthetic or environmental function.

4.3 New and existing public art may be incorporated into the landscape.

4.4 St. Ann's Schoolhouse may be relocated within the public space of Development Area 1 as a part of an indoor or outdoor exhibition space.

4.5 The geometry of the Legislative and Empress Hotel grounds may be expressed in the landscape of the public plaza to reference and reinforce the interconnectedness of the precincts bordering the inner harbour.

4.6 The mechanical space for a district wide shared energy facility shall be located underground.

5. BUILDING MASSING

5.1 Consider stepping the form of each new building, and the new building composition as a whole, up and back progressively from the inner harbour to a central focal point. Where stepbacks are employed, these should occur at or below the six storey height with additional stepbacks occurring above to mitigate negative impacts of upper level massing as perceived from the street.

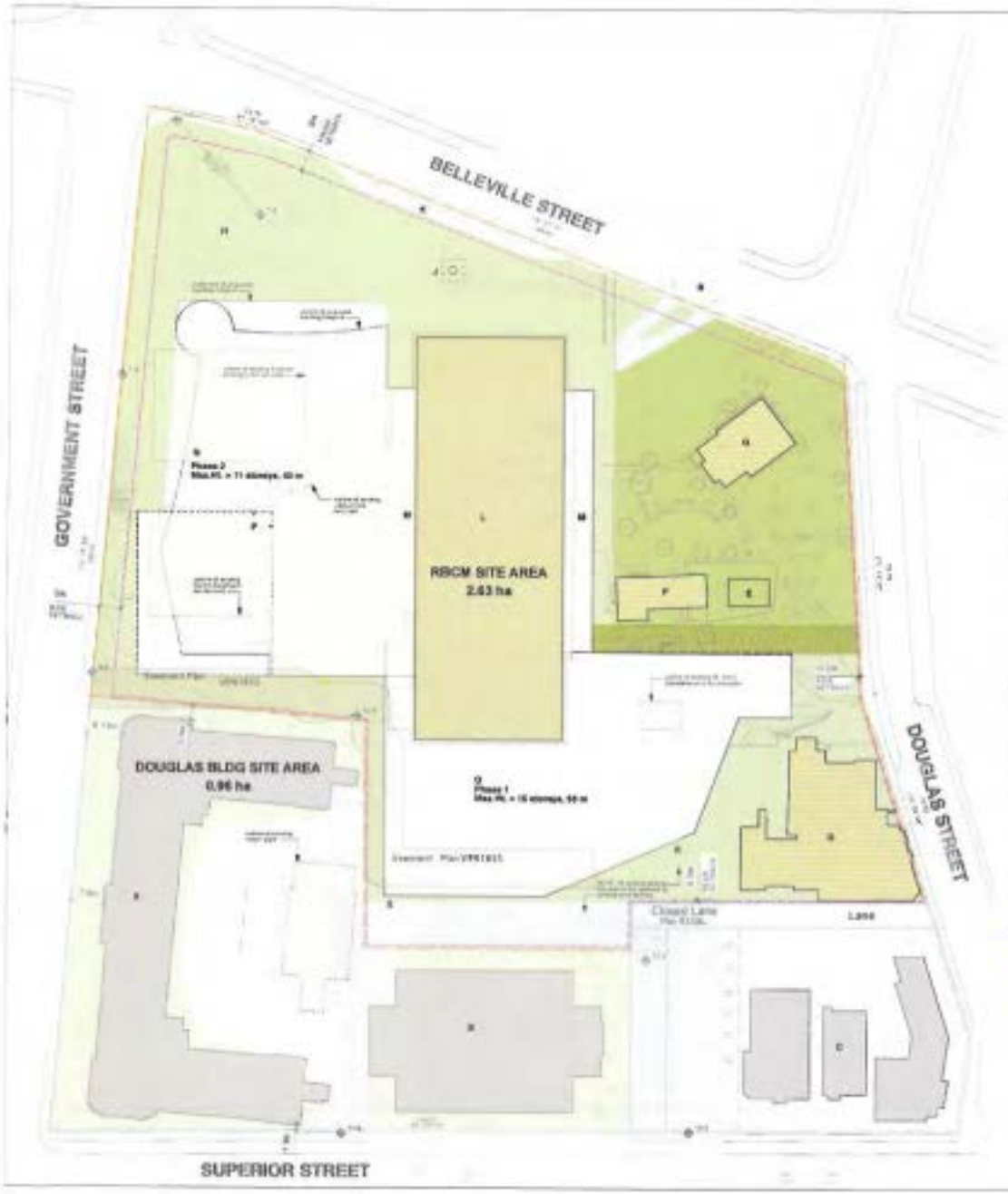
5.2 Consider expressing the tallest elements of the building as two tower forms with differing heights.

5.3 Consider orienting the main axes of the higher portions of new buildings radially from the inner harbour to allow light, air, and views to penetrate the site and prevent the appearance of a single massive building wall from critical vantage points.

5.4 A publicly accessible viewpoint shall be provided that may overlook the inner harbour or be located at or near the highest point of the building composition.

5.5 The grand entrance lobby shall be a significant feature of the building composition and may include a multi-storey soaring space.

5.6 Alternate solutions that are able to demonstrate that they meet the objectives of the Development Permit Area 2 designation to integrate with the inner harbour may be considered.



LEGEND

- A Douglas Building (preservation)
- B Douglas Building Annex (preservation)
- C Helmcken House
- D Carillon Building
- E St. Ann's Schoolhouse (Provincial Heritage Site)
- F Watchman House
- G Wesley Methodist Church (Provincial Heritage Site)
- H Public Realm
- J Centennial Memorial
- K Bus Passenger Shelter
- L Exhibition Building
- M Victoria Region Transit Info Kiosk
- N Gallery
- P Taxi and Pedestrian Activity Zone
- Q Underground Parking Access
- R Emergency Exit Parking Access
- S Loading Zone

Royal BC Museum Property Line
Proposed Retaining Line
Proposed Building Footprint
Existing Building Retained or Relocated
Existing Buildings
Historic Brick Steps
Proposed Open Space
Existing Open Space
Ecological Building Landscaping
Intensive Access Zones

RBCM PROJECT INFORMATION	Current Zoning Standard	Proposed Zoning Standard	Project Site Information	Calculate Variance (if required)
Zoning	M-2/C-1	CD RBCM		
Site area (m²)		2.63 ha		
Site coverage (%)	40%	59%		
Floor Area (m²)	105,2 m²	67,100 m²		
Floor Space Ratio - Density	0.80 : 1	2.5 : 1		
Height of building	7.5m	58m		
Number of storeys	1.5	15		
Setbacks				
Front	7.5m (Belleville)	0m		
Rear	7.5m (Douglas)	0m		
Side setback (Government)	7.5m	0m		
Side setback (Lane)	7.5m	0m		
Open Site Space (%) - landscaping	20%	39%		
Parking Stalls (#)	247	54 stalls	193 stall variance required	
Bicycle Parking - Class(es)	5% of vehicle parking	54 Class 1 occupants 54 Class 2 visitors		
Residential unit type and size	Condos	Lease Units		
Studio/bachelor				
1 bedroom				
2 bedroom + flex				
3 bedroom				

DOUGLAS BLDG PROJECT INFORMATION	Existing Zoning Standard	Proposal	Calculate Variance (if required)
Zoning	M-2	CD	
Site area (m²)	N/A	0.96 ha	
Site coverage (%)	40%	95%	5% variance required
Floor Area (m²)	10,000 m²	17,340 m²	
Floor Space Ratio - Density	2.5 : 1	1.8 : 1	
Height of building	37.5 m	Heritage Height	
Number of storeys	7.5m	Heritage Height	
Setbacks			
Front	N/A	7.5m (Pigeon)	
Rear	N/A	3.0m (Lane)	
Side setback (Wharf St)	N/A	7.5m (Government)	
Side setback (Lane)	N/A	3.0m (Lane)	
Open Site Space (%) - landscaping	20%	39%	
Parking Stalls (#)	247	54 stalls	193 stall variance required
Bicycle Parking - Class(es)	N/A	54 Class 1 occupants 54 Class 2 visitors	



KEY PLAN AERIAL

CIVIC ADDRESS

LEGAL DESCRIPTION

PARTICIPANTS

REGISTERED OWNER

ARCHITECT

SURVEYOR

ARBORIST

TRAFFIC CONSULTANT

LIST OF DRAWINGS

A101 - Site Plan
A102 - Development Areas Plan
A103 - Schematic Parking Plan
Survey Plan
Tree Survey Plan
Tree Impact Analysis

NOTE: Applicat on for Developmeni Variance Permit for Douglas Building Property simultaneous with RBCM re-zoning

RBCM Rezoning

Site Plan

A 101

Sketch Plan Showing Proposed Boundary Adjustments of:

- Lot 1, Plan 80727;
- Lot A, Plan 38662; Except Part in Plan VIP80727;

All of Section 6, Victoria District.

'Royal British Columbia Museum'

Scale 1:500

Legend:

Elevations are in metric, based on geodetic datum, and derived from control monuments 8-22 (elevation= 5.522m) and 88-23 (elevation= 5.564m).

All distances are in metres and decimals thereof unless otherwise indicated.

denotes concrete sidewalk
denotes fire hydrant
denotes catch basin
denotes manhole
denotes tree with associated number
denotes spot elevation

Note:
Hatched Area (0.16 ha) to be Transferred from Douglas Bldg. Property to the RBCM Bldg. Property

Book of Reference	
Description	Area
Existing RBCM Property (Lot 1, Section 6, Victoria District, Plan VIP80727)	2.13 ha (21,349 m²)
Transfer from Douglas Bldg. to RBCM Bldg Property. (Part Lot A, Plan 38662; Except Part in Plan VIP80727)	0.16 ha (1,557 m²)
Proposed Total Area RBCM	2.29 ha (22,906 m²)
Existing Douglas Bldg Property (Lot A, Plan 38662; Except Part in Plan VIP80727)	1.12 ha (11,161 m²)
Less Transfer from Douglas Bldg. to RBCM Bldg Property.	0.16 ha (1,557 m²)
Proposed Remainder Area Douglas Bldg Property	0.96 ha (9,604 m²)

13 September 2010

Michael J. McElvaney
Land Surveying Inc.
#113 - 3244 Nanaimo Street
Victoria, B.C. V9A 1K1
(250) 474-5538

File: 3338PROP



Note: Species and diameters confirmed by Arborist

Tree Table

McElvaney ID & Lot No. (#)	Diameter and Species	McElvaney ID & Lot No. (#)	Diameter and Species
342	0.15m Western Hemlock	548	0.2m Birch sp.
343	0.15m Western Hemlock (2)	550	0.4m Silver Birch
344	0.15m Western Hemlock	551	0.2m Birch sp.
345	0.8m Horse Chestnut	552	0.2m Birch sp.
346	0.15m Silver Birch	553	0.4m Silver Birch
347	0.4m Fruiting Pear sp.	554	0.25m Ash sp. (2)
348	0.5m Tulip Tree	571	0.1m Maple (Toadspole)
349	0.3m Tulip Tree	574	0.15m Maple (Toadspole)
350	0.5m Tulip Tree	575	0.1m Maple (Toadspole)
351	0.45m Tulip Tree	585	0.15m Deciduous sp.
352	0.35m Tulip Tree	588	0.2m Yew Hedge
353	0.3m Tulip Tree	589	0.2m Yew Hedge
354	0.8m Lawsons Cypress	592	0.2m Yew Hedge
355	0.25m Tulip Tree	1150	0.8m Red Cedar
356	0.15m Tulip Tree	1153	0.45m Hinoki Cypress
357	0.1m Tulip Tree	1154	0.15m Oak sp.
358	0.25m Tulip Tree	1155	0.15m Oak sp.
359	0.3m Tulip Tree	1156	0.35m Hinoki Cypress
360	0.1m Crab Apple	1157	0.6m Oak sp.
361	0.35m Tulip Tree	1158	0.15m Hinoki Cypress
367	0.4m Little Leaf Linden	1159	0.35m Oak sp.
372	0.3m Flowering Cherry	1160	0.8m Oak sp.
373	0.3m Flowering Cherry	1161 (1430)	0.3m Birch sp.
378	0.25m Silver Birch	1162 (1490)	0.15m Birch sp.
379 (1401)	0.5m Douglas Fir	1163 (1498)	0.2m Birch sp.
380 (1402)	0.45m Douglas Fir	1164 (1497)	0.35m Austrian Pine
381 (1403)	0.45m Douglas Fir	1165 (1496)	0.35m Austrian Pine
382 (1404)	0.5m Douglas Fir	1166 (1495)	0.3m Austrian Pine
383	0.25m Birch	1167 (1494)	0.3m Austrian Pine
384	0.3m Birch (2)	1168 (1493)	0.5m Big Leaf Linden
385	0.2m Birch / Pacific Dogwood	1169 (1492)	0.15m Birch sp.
386	0.35m Birch sp. (2)	1170	0.1m Birch sp.
387 (1465)	0.2m Birch sp. (3)	1171	0.15m Birch sp.
388 (1466)	0.2m Birch sp.	1172 (1491)	0.4m Pine
389 (1467)	0.1m Birch sp.	1173 (1490)	0.6m Austrian Pine
390 (1468)	0.1m Birch sp.	1174 (1489)	0.45m Austrian Pine
391 (1469)	0.6m Austrian Pine	1176 (1488)	0.3m Austrian Pine
392 (1460)	0.35m Austrian Pine	1178 (1487)	0.45m Austrian Pine
393 (1461)	0.35m Austrian Pine	1177 (1486)	0.5m Austrian Pine
394 (1462)	0.3m Chamaecyparis Hedge	1179 (1483)	0.15m Birch sp.
395 (1463)	0.25m Chamaecyparis Hedge	1179	0.5m Fruiting Cherry
396	0.15m Chamaecyparis Hedge	1180	0.25m Fruiting Cherry
397	0.2m Chamaecyparis Hedge	1181 (1479)	0.8m Linden
398	0.3m Chamaecyparis Hedge	1182 (1485)	0.7m Austrian Pine
399	0.2m Chamaecyparis Hedge	1183 (1484)	0.25m Silver Birch
400	0.2m Chamaecyparis Hedge	1184	0.15m Birch sp.
401	0.15m Chamaecyparis Hedge	1185	0.15m Birch sp.
402	0.15m Chamaecyparis Hedge	1186	0.3m Hornbeam
403	0.15m Chamaecyparis Hedge	1187	0.2m Hornbeam
404	0.1m Chamaecyparis Hedge	1188	0.25m Hornbeam
405	0.15m Chamaecyparis Hedge	1189	0.4m Hornbeam
406	0.15m Chamaecyparis Hedge	1190	0.15m Flowering Cherry
407	2.1m Chamaecyparis Hedge	1191 (1483)	0.4m Silver Birch
408	0.15m Chamaecyparis Hedge	1192	0.2m Flowering Cherry
409	0.15m Chamaecyparis Hedge	1193 (1464)	0.85m Linden
410	0.2m Chamaecyparis Hedge	1194	0.15m Dogwood (Eddie's)
411	0.15m Chamaecyparis Hedge	1195	0.2m Weeping Birch
412	0.2m Chamaecyparis Hedge	1196 (1476)	0.4m Silver Birch (3)
413	0.3m Chamaecyparis Hedge	1197 (1477)	0.3m Silver Birch (3)
414	0.2m Chamaecyparis Hedge	1198 (1478)	0.2m Pacific Dogwood
429	0.2m Yew Hedge	1199 (1481)	0.6m Pine
430	0.2m Yew Hedge	1200 (1481)	0.3m Austrian Pine
431	0.3m Yew Hedge	1201 (1482)	0.2m Austrian Pine
432	0.2m Yew Hedge	1201	0.1m Western Hemlock
433	0.2m Yew Hedge	1203	0.2m Vine Maple
434	0.2m Yew Hedge	1204	0.2m Vine Maple (2)
435	0.15m Lodge Pole Pine	1205	0.1m Vine Maple (11)
436	0.15m Vine Maple	1206	0.1m Vine Maple (3)
440	0.1m Fruiting Cherry	1207	0.15m Yellow Cedar
441	0.1m Willow (6)	1208 (1469)	0.4m Purple Plum
442	0.1m Willow (4)	1209	0.8m Sorry Dax
443 (1449)	0.3m Birch sp.	1210	1.0m Sorry Oak
444 (1448)	0.3m Birch sp. (3)	1211 (1472)	0.8m Sorry Dax
445 (1447)	0.3m Birch sp. (2)	1212 (1473)	0.25m English Holly
446 (1446)	0.15m Little Leaf Linden	1213 (1475)	0.6m Purple Plum
447	0.4m Yellow Cedar	1214 (1474)	0.7m Yellow Cedar
448	0.3m Big Leaf Linden	1215 (1468)	0.5m Austrian Pine
449 (1445)	0.25m Pine sp.	1216 (1467)	0.8m Purple Plum
450 (1444)	0.15m Red Cedar	1217 (1466)	0.7m Western Cedar
45	0.3m Red Cedar	1220	0.15m Flowering Cherry
455	0.6m Elm	1221	0.25m Flowering Cherry
456	0.1m Tulip Tree	1222	0.1m Tulip Tree
457 (1433)	0.3m Pine sp.	1223	0.4m Cypress
458 (1434)	0.2m Pine sp.	1224 (1485)	0.15m Big Leaf Maple
459 (1435)	0.5m Pine sp. (2)	1226	0.1m Vine Maple
460 (1436)	0.5m Austrian Pine	1227	0.1m Vine Maple
461 (1437)	0.15m Sorry Oak	1228	0.1m Vine Maple
462 (1438)	0.3m Sorry Oak	1229	0.1m Vine Maple
463 (1439)	0.2m Pine sp.	1230	0.1m Vine Maple
464 (1441)	0.3m Birch sp. (4)	1231	0.2m Yellow Cedar (5)
465 (1442)	0.4m Birch sp.	1232	0.2m Yellow Cedar (6)
466 (1443)	0.5m Birch sp. (2)	1233	0.3m Red Cedar
480	0.4m Birch sp.	1234	0.1m Vine Maple
485	0.4m Birch sp.	1235	0.25m Red Cedar
486	0.4m Birch sp.	1236	0.1m Vine Maple
487	0.3m Birch sp.	1237	0.1m Vine Maple
492	0.3m Birch sp.	1238	0.2m Red Cedar Dogwood
495	0.5m Birch sp.	1239	0.3m Yellow Cedar/Maple
507	0.3m Silver Birch	1240	0.25m Hawthorne
508	0.15m Bvon Birch	1242	0.4m Birch sp.
509	0.3m Silver Birch	1243	0.3m Cypress
510	0.3m Silver Birch	1244	0.3m Shore Pine
511	0.35m Birch sp.	1245	0.3m Shore Pine
512	0.3m Silver Birch	1246	0.2m Hawthorne
516	0.25m Birch sp.	1247	0.4m Ponderosa
517	0.2m Birch sp.	1248	0.2m Yellow Cedar
521	0.35m Silver Birch	1249	0.6m Silver Birch
522	0.35m Silver Birch	1250	0.3m Shore Pine
523	0.15m Birch sp.	1251	0.4m Birch sp.
527	0.15m Birch sp.	1252	0.15m Hawthorne
528	0.35m Flowering Cherry	1253	0.2m Hawthorne
529	0.25m Flowering Cherry	1254	0.3m Garry Oak
550	0.35m Silver Birch	1255	0.5m Elm sp.
551	0.25m Flowering Cherry	1256	0.55m Red Cedar
552	0.25m Flowering Cherry	1257	0.3m Red Cedar
553	0.2m Flowering Cherry	1258	0.1m Cypress
554	0.15m Tulip Tree	1259	0.25m Broadleaf Evergreen
570	0.1m Birch sp.	1260	0.1m Willow sp.
578	0.15m Birch sp.	1261	0.15m Yew
580	0.15m Birch sp.	1262	0.15m Crab Apple
581	0.3m Silver Birch	1263	0.2m Pacific Dogwood
582	0.2m Birch sp.	1264	0.1m Deciduous (2)

TREE SURVEY PLAN

"Royal British Columbia Museum"

Scale 1:500



LEGEND



SUMMARY STATISTICS

Boulevard Trees	28
RBCM Trees	220
(High-value or Bylaw Protected Trees)	(59)



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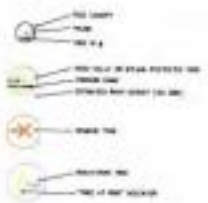
GYE & ASSOCIATES LTD

TREE IMPACT ANALYSIS

"Royal British Columbia Museum"

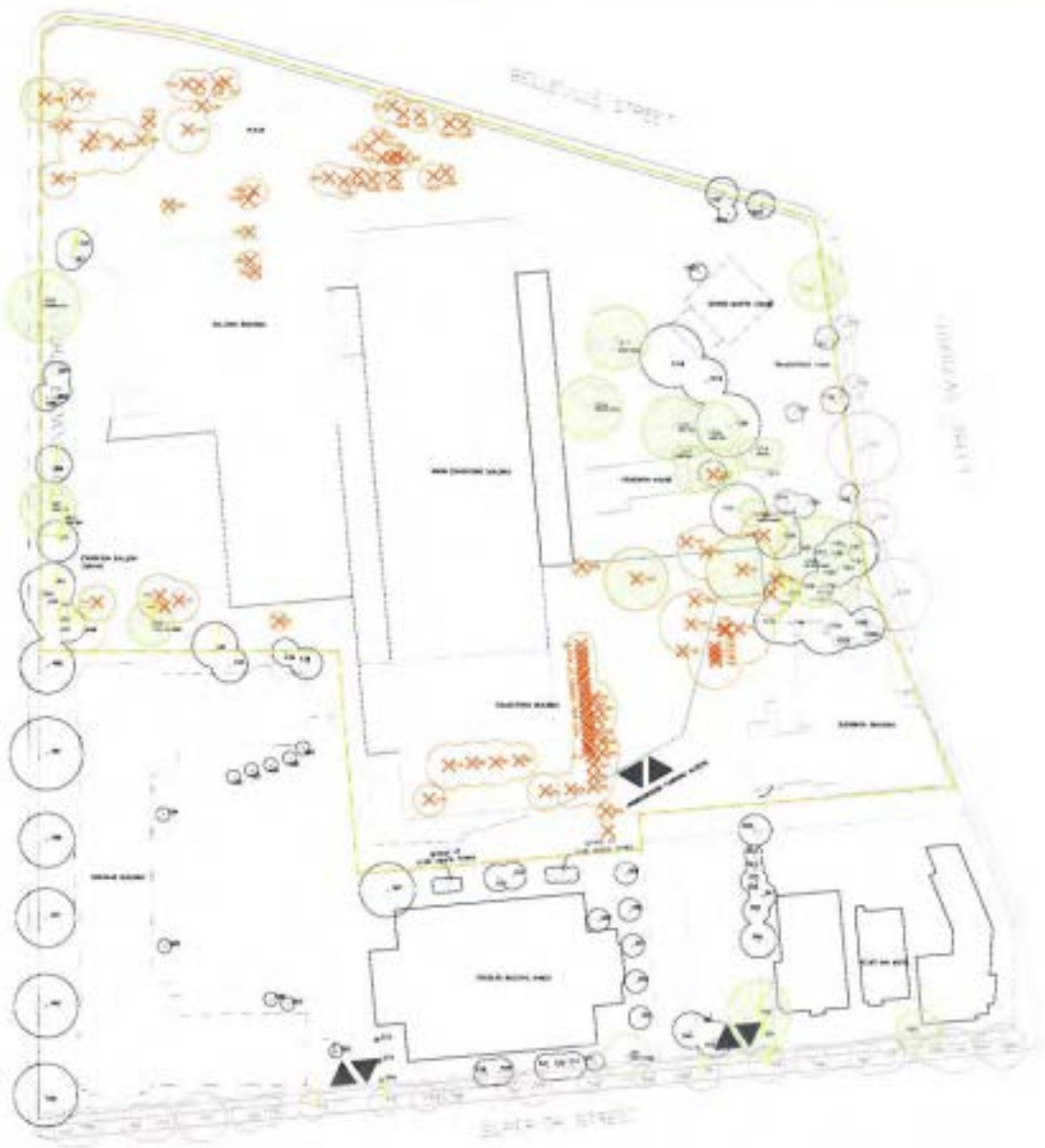
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SUMMARY STATISTICS

Boulevard Trees	20
Boulevard Trees at risk	4
RBCM Trees	222
RBCM Trees Removals	80
High-value or Bylaw Protected Trees	16
- Trees Removals	3
- Trees at Risk	5





Issued for Review: July 27, 2010



Dockside Green Urban Design Guidelines

CONSOLIDATED

Victoria 2050 OCP Schedule 2E

Design Guidelines for the Dockside Area (2005)

Dockside Green Urban Design Guidelines (2016)

Beta at Dockside Green Design Guidelines (2016)

DESIGN GUIDELINES

FOR THE

DOCKSIDE AREA

PREPARED BY:

Dockside Working Group

Dockside Green Ltd. (Windmill Development Group Ltd & VanCity Enterprises Ltd.)

Busby Perkins + Will

Terence Williams Architect Inc.

Submitted September 8, 2005

PROLOGUE

The stewardship of public lands demands their development recognize the value of high quality open space and green space. The Dockside Area will provide high quality open and green space, which must be designed consistently with the overall vision for Dockside. A comprehensive and consistent design approach, considering both open space and building design will ensure continuity and cohesiveness throughout the entire site.



FIGURE 1: Aerial View of the Dockside Area and Surroundings

TABLE OF CONTENTS

1. THE DOCKSIDE VISION STATEMENT 1
2. HOW TO USE THESE DESIGN GUIDELINES 2
   - 2.1 Introduction 2
   - 2.2 Companion Documents 2
   - 2.3 Site Wide vs Development Area Design Guidelines 2
   - 2.4 Figures and Illustrations 2
   - 2.5 Must, Will and Shall 2
   - 2.6 Topics Covered 2
3. SITE WIDE DESIGN GUIDELINES 3
   - 3.1 Introduction 3
   - 3.2 Massing and Street Fronts 3
   - 3.3 Building Heights 3
   - 3.4 Views 5
   - 3.5 Exterior Building Materials 7
   - 3.6 Mandatory Public Amenities 7
     - Focal Points/Plazas 9
     - Pedestrian east/west Pathways 10
     - Parks/Green Spaces 11
     - Boulevard and Street Scapes 11
     - Internal north/south Greenway 13
     - Improvements to the Galloping Goose Trail 13
     - Pedestrian Lookout Pier From Point Ellice Park 13
     - Waterfront Walkway and Small Boat Launch 13
   - 3.7 Additional Public Amenities 14
   - 3.8 Public Art 14
   - 3.9 Site Works/Landscaping 14
   - 3.10 Circulation 15
     - Pedestrian 15
     - Barrier Free Access 16
     - Cyclists 16
     - Public Transit 16
     - Streets/Traffic 16
     - Parking 17
   - 3.11 Environmental Considerations 17
   - 3.12 Noise Abatement 18
   - 3.13 Crime Prevention Through Environmental Design (CPTED) 18
   - 3.14 Adaptable Housing 18
   - 3.15 Operations and Safety 18
   - 3.16 Phased Development 18

4. Development Area Design Guidelines 19

4.1 Development Area–A 20
Use and Character 20
Massing and Street-fronts 20
Building Set-backs and Viewscapes 20
Exterior Building Materials 20
Building Rooflines 20
Site Works 21

4.2 Development Area-B 21
Use and Character 21
Massing and Street-fronts 21
Building Set-backs and Viewscapes 22
Exterior Building Materials 22
Building Rooflines 22
Site Works 22

4.3 Development Area-C 22
Use and Character 22
Massing and Street-fronts 22
Building Set-backs and Viewscapes 22
Exterior Building Materials 23
Building Rooflines 23
Site Works 23

4.4 Development Areas-D 25
Massing and Street-fronts 25
Building Set-backs and Viewscapes 25
Exterior Building Materials 25
Building Rooflines 25
Site Works 25

4.5 Development Areas-E 27
Use and Character 27
Massing and Street-fronts 27
Building Set-backs and Viewscapes 28
Exterior Building Materials 28
Building Rooflines 28
Site Works 28

4.6 Development Areas-F 28
Use and Character 28
Massing and Street-fronts 28
Building Set-backs and Viewscapes 28
Exterior Building Materials 28
Building Rooflines 29
Site Works 29

5. LIST OF COMPANION DOCUMENTS 30

1. THE DOCKSIDE VISION STATEMENT



FIGURE 2: Illustrative View into Dockside Plaza

Located in the heart of one of the world's most beautiful cities, the Dockside Area provides a truly unique redevelopment opportunity within the City of Victoria. Situated between the Upper Harbour and Downtown in Victoria's fastest growing neighbourhood, Victoria West, the Dockside Area is a feature landmark of the restored city harbour.

Dockside exemplifies a *new urbanism*[1] type of community, as reflected in its mix of use, people friendly streets and open space and innovative, environmentally conscious design. The area is distinctive in its mix of working and residential environments, and employs creative design that complements its urban location. It consists of open spaces and amenities blended in overall harmony with the unique character of the location overlooking Victoria's historic harbour front.

A mix of structure heights provides the area with landmark buildings complemented by a matrix of mid and high profile buildings. Residential settings encourage a diversity of residents and income groups and co-exist with light industrial workplaces, restaurants, licensed premises and retail services to create a unique mix of neighbourhoods and gathering places.

Most of the available lots provide harbour views and are enhanced with public spaces, the existing Galloping Goose cycling and pedestrian path and new pathways through the site. The integrated mixed uses, high quality public spaces, and consistent design theme defines the new urbanism of this community.

As a feature part of the core of the city and its historic waterfront, Dockside is a collage of many uses that attracts and appeals to those who choose to live there, work there or simply visit. The opportunity for the Dockside Area is to create a distinctive location within the mosaic that makes Downtown Victoria and its harbour front one of the most sought after in the world.

[1] ***New Urbanism:***
New Urbanism principles: neighborhoods should be diverse in use and population; communities should be designed for the pedestrian and transit as well as the car; cities and towns should be shaped by physically defined and universally accessible public spaces and community institutions; urban places should be framed by architecture and landscape design that celebrate local history, climate, ecology, and building practice.

(Definition courtesy of Congress for the New Urbanism, Chicago, Ill.)

2. HOW TO USE THESE DESIGN GUIDELINES

2.1 Introduction

These Design Guidelines form part of a series of regulatory documents that, when combined, guide future development on the Dockside Area. Readers should also refer to the Zoning By-Law, the Master Development Agreement (MDA) and the Sales Contract. The four documents are organized such that they complement each other in topics covered and character of regulation (either descriptive or prescriptive in nature).

2.2 Companion Document

All referenced documents have been compiled into a Companion Document which is available from the Planning Department at the City of Victoria.

2.3 Site Wide vs Development Area Design Guidelines

The Dockside Area has been divided into six Development Areas (DA-A through DA-F) that correspond to the six unique character areas (See figure 19). The Design Guidelines that are common for the entire site are included in the Site Wide Design Guidelines section, while the Design Guidelines that are specific to a given Development Area are included in the Development Area Design Guidelines section.

2.4 Figures and Illustrations

Figures have been included in the Design Guidelines to assist in the explanation and description of certain concepts. Those figures that are titled "illustrative view" are representational only, providing an "artist's concept" of the character and ambiance of future buildings and landscapes. The actual buildings and landscapes are subject to change from these illustrations.

Similarly "illustrative plans" are included to provide an "artists concept" of the overall layout of the Dockside Area. They should not be construed as actual plans or drawings of what is to be built in the Dockside Area. Building shape, size, form and location are subject to change from these plans.

2.5 Must, Will and Shall

Throughout the Design Guidelines the terms ***must, will,*** and ***shall*** are used to describe guidelines or provisions that are mandatory. These guidelines or provisions must be met and there is no recourse for negotiation for as long as they remain in the Design Guidelines.

2.6 Topics Covered

The Design Guidelines combine the requirements of the Development Concept prepared by the City of Victoria and the Response to Request for Expression of Interest submitted by Dockside Green Ltd.

They form part of the Official Community Plan and as such guide future development for the entire Dockside Area. Descriptive in nature, they guide the general character and quality as well as relationships between elements.

Topics covered by these Design Guidelines:

- Massing and street fronts
- Building heights
- Views
- Exterior building materials
- Mandatory public amenities (description, flavour, character)
- Additional public amenities
- Public art
- Site works/landscaping
- Circulation
- Environmental considerations
- Noise abatement
- CPTED
- Adaptable housing
- Operations and safety
- Phased development

3. SITE WIDE DESIGN GUIDELINES

3.1 Introduction

In light of the Dockside Area's location and development potential, the form and character of development should be consistently creative and innovative.

Depending on market demand, development may be phased over several years.

Any development **must** demonstrate consideration of how a cohesive design vocabulary is ensured throughout the site. The design vocabulary for both buildings and open spaces should be cohesive without being too homogenous or contrived.

Generally, development should be of a more urban than suburban character and image.

An illustrative master plan for the Dockside Area has been provided to show the design concept for the entire site. Refer to figure 19 at the end of this document when reading through the design guidelines.

3.2 Massing and Street Fronts

Building facades, particularly at grade level, provide the pedestrian friendly interface between the public and private domains, defining and creating the outdoor spaces. They also control access and views to and from these spaces. The urban form should create a public realm that is active, interesting and safe. Fenestration should be placed to overlook public pathways, open spaces and streets to increase neighbourhood security and reflect the activity that goes on inside the buildings. Individual entrances leading to streets and pathways should be used in favour of lobby entrances where ever possible.

Due to the nature of the public open space and pathways, careful consideration should be given to the perceived "back" elevation of buildings. Any façade facing public open space should reflect the character described above.

Massing should minimize shadowing of surrounding open spaces and a proportional relationship between the street width and the building height should be considered. Tall, monolithic facades should be avoided.

Overhangs, canopies, rooftop terraces are encouraged and entrances to buildings should be clearly visible. CPTED principles should be considered when locating entrances to enhance their visibility and safety. Preference should be given to direct street access however access from pathways is also acceptable provided the entrances are clearly visible.

Areas used for storage of materials, waste and recycling materials **must** be screened from open public spaces and the street by a visual barrier that is at least 75% solid and 1.8 metres tall. Maintaining the cleanliness of these areas is important to help ensure that odour does not become offensive to neighbouring public areas, businesses and residences.

3.3 Building Heights

Due to the significant drop across the site and potential non-uniformity of the height of a 'storey', building heights for the Dockside Area **will** be measured by maximum 'geodetic' height. Geodetic refers to a height in metres above the mean tide level.

Figure 3 illustrates guidelines for building height restrictions for the Dockside Area.
The areas in figure 3 do not represent building footprint. Individual building footprints can be of different shapes but **must** stay within the areas indicated.

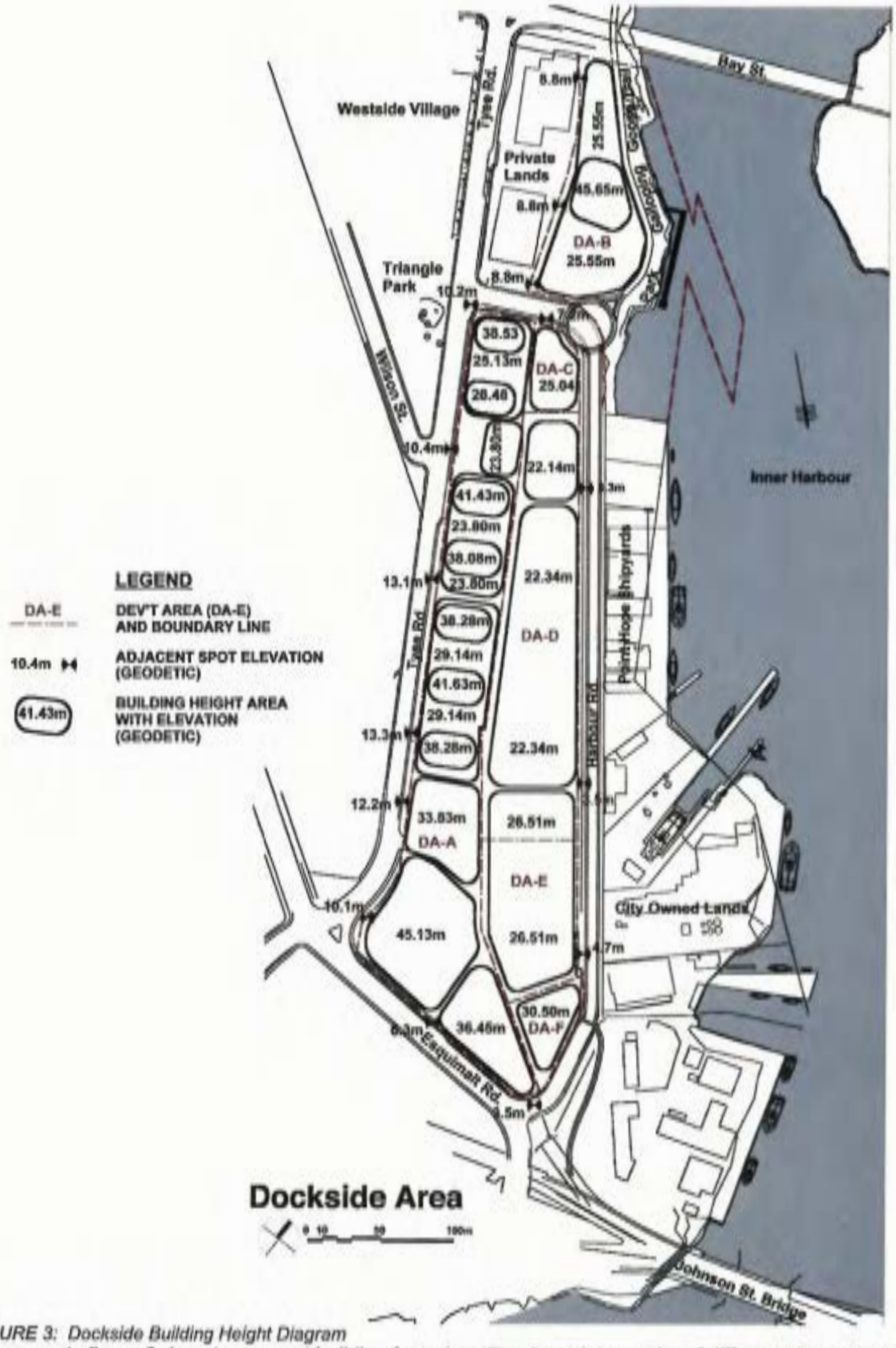


FIGURE 3: Dockside Building Height Diagram
*The areas in figure 3 do not represent building footprints. The footprints can be of different shapes but **must** stay within the area boundaries.*

3.4 Views

Given the unique placement, topography and mix of views around the Dockside Lands, preservation of views **will** be an important consideration during design and development. Public viewpoints should be developed within the Dockside Lands and should be reinforced by the placement of seating, open spaces, circulation routes and massing of buildings. Refer to figures 4, 5 and 6 when reading view descriptions below.

Four types of views have been identified:

View Type A: Pedestrian level views into and through site

View 1: From pedestrian level through site to Harbour Road and marine industrial area to east.

View 2: From pedestrian level through site to Downtown

View 3: From pedestrian level at southern end of Triangle Park through site to Harbour Road and Inner Harbour.

View 4: Minimum of three views from pedestrian level at Tyee Road (centre line of easterly sidewalk) into site and Internal Greenway. Minimum view cone of 5°.

View Type B: Intermittent, narrow pedestrian views into site

View 5: Minimum of two views from pedestrian level at Tyee Road into site and Internal Greenway. Minimum view shaft of 1.5m wide.

A greater number of these views are encouraged and would be possible through increasing building height and thereby narrowing building footprints.

View Type C: Views towards the site.

View 6: From Johnson Bridge to upper levels of Landmark Buildings in DA-A and DA-B.

View 7: From Bay Bridge to upper levels of Landmark Buildings in DA-A and DA-B.

View Type D: Upper level views through site

View 8,9: From geodetic elevation 33.0m through site to city skyline. Minimum view cone of 15°.

View 10: From geodetic elevation 27.0m through site to city skyline. Minimum view cone of 15°.

View 11: From geodetic elevation 28.0m through site to city skyline. Minimum view cone of 10°.

Views 12: From geodetic elevation 28.5m through DA-B to city skyline.

View 13: From south-east corner of Parc Residence through site to city skyline. Minimum view cone of 15°.

Views 8 through 11 are intended to provide views above the low profile townhouses and between the taller buildings along Tyee Road. The views provide connection to the eastern sky from the street level of Tyee Road and eastern city skyline from the upper storeys of buildings to the west side of Tyee Road, Wilson Street and Upper Harbour Place. A minimum of five of these views **must** be provided. View cones 8 to 10 are taken from a maximum of 15m away from the western edge of Tyee Road and are permitted to vary in a north-south direction (Parallel to Tyee) from that shown in Figure 5. View cone 11 is taken from the west side of Wilson Street, across from Triangle Park.

View Type E: From Bay and Skinner Streets (figure 6)

View 14: From Bay Street.

Views 15,16: From Skinner Street.

Figure 6 illustrates how Upper Harbour Place and future Railyard buildings obscure these views towards the Dockside Area. Therefore

the Dockside Area has little or no impact on views 14,15 and 16.



FIGURE 4: Views towards and through site. See description above for each view.



FIGURE 5: Views through site from upper elevations. See description above for each view.



FIGURE 6: Views toward site from Bay and Skinner Streets. See description above for each view.

3.5 Exterior Building Materials

A variety of exterior materials would be appropriate, although there is a preference for compatibility with adjacent residential and office buildings along Tyee Road and the desired marine character along Harbour Road. Materials should be natural, indigenous, durable and appropriate to the character of the different areas within Dockside to enhance their atmosphere.

Preferred materials:

- Concrete
- Wood
- Stone
- Brick
- Metal
- Glass

Materials that **must not** be used:

- Vinyl siding
- Mirrored glass

Exterior building materials should be selected that are appropriate to the building face orientation (sun, wind, noise, views) as well as building use and street frontage. Materials should be selected with a consideration toward relevant LEED implications.

3.6 Mandatory Public Amenities

Provision of a high quality public realm at Dockside is a priority. Consistent with the character of urban development, the development **must** provide the following open space:

- Focal points/plazas (2)
- Pedestrian east/west pathways (min. 2)
- Parks/green space
- Boulevard and streetscapes
- Internal north/south greenway
- Improvements to the Galloping Goose Trail
- Pedestrian lookout pier from the Point Ellice Park and small boat launch
- Waterfront walkway

See figure 7 for the location of these mandatory public amenities.

A consistently innovative, creative, design approach for parks and open space should be employed to ensure continuity through the site. Opportunities to provide public art in these areas should also be considered. The quality of design and finishes **will** be a paramount selection criterion for development proposals. The intent of the City is to provide the public with the highest quality open space possible while still achieving the "triple bottom line" (TBL).

Following is a description of the mandatory public amenities listed above. They are described in further detail in the MDA.

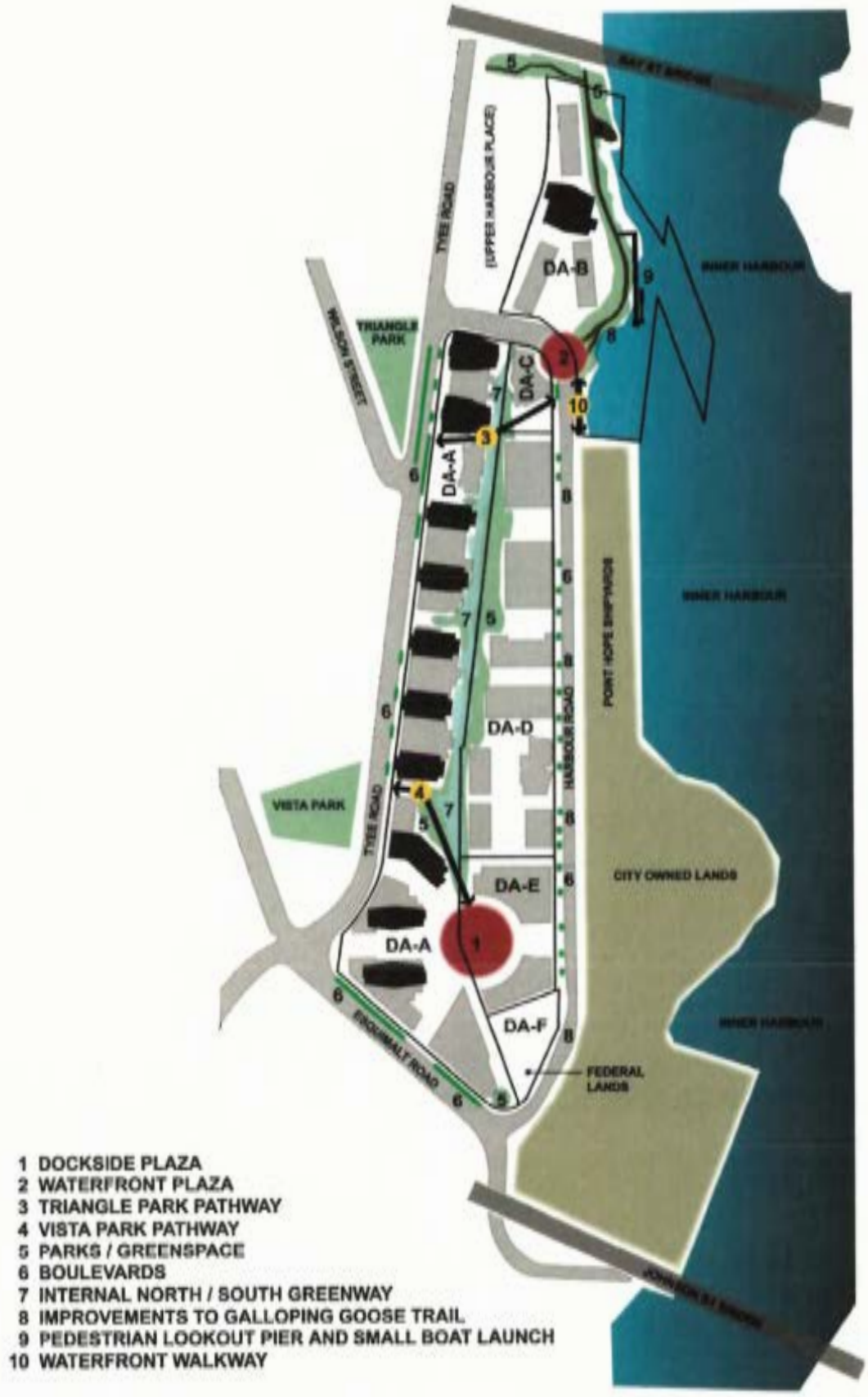


FIGURE 7 : Diagramatic Plan of the Dockside Area



FIGURE 8 : Illustrative View of Dockside Plaza (Representational of character only)

Focal Points/Plazas

These plazas are to be located at either end of the development and should act as focal points for public activity.

Dockside Plaza **will** be located on the southern portion of the site and should act as the entry plaza to Dockside from the south. In addition, this plaza should set the theme for the entire Dockside property where a range of commercial, cultural and ecological activities convene in an outdoor space that celebrates local history, climate, ecology and building practices.

At the heart of the plaza should be located an amphitheatre stage, water feature and sunning green that encourages community gatherings. Public art should be incorporated into the design of these features to add to their aesthetic, functional and educational qualities.

Special paving materials and patterns, landscaping and bollards should be used in the design of parking and roadways within the plaza to emphasize the pedestrian and bicycle friendly nature of the plaza.

The Dockside Plaza **will** also act as the southern termination of the internal north/south greenway. An additional pedestrian pathway **will** lead from the southern end of the plaza towards the Johnson Street Bridge.

The second plaza **will** be located where Harbour Road turns away from the waterfront. It is to be the focal point for anyone accessing the waterfront, small boat launch, Point Ellice Park, the Galloping Goose and any recreational or restaurant/pub facilities that might be built on Dockside. It has the potential of becoming a lively 'town square', being linked directly to the Triangle Park pathway.

Pedestrian East/West Pathways

The second type of open space required is a minimum of two pedestrian pathways connecting the east and west sides of the site. They should be designed to optimize views into the site, towards the water and Downtown. Provision of planting, special paving, lighting and seating areas, as well as an active interface with the grade level uses of buildings on either side, should ensure an attractive, active, safe pathway. The pathway that connects Triangle Park with the waterfront is to be known as the Triangle Park Pathway. The pathway connecting Vista Park with Harbour Road is to be known as the Vista Park Pathway.

A third east/west pathway should be provided between the two described above to increase the pedestrian links through the site.



FIGURE 9: Illustrative View of Dockside Greenway (Representational of character only)

Parks/Green Spaces

At the east end of the Vista Park Pathway, a plaza and amphitheatre **will** be provided, called Dockside Plaza, realigning an existing parking area and providing necessary site works in order to make an existing historical marker visible to passersby along Harbour Road.

Existing designated park space **will** be improved as a part of the Dockside development. Green spaces should be developed to provide aesthetic, recreational greenways and 'naturalization' of shoreline and/or wildlife habitat opportunities in northern development areas.

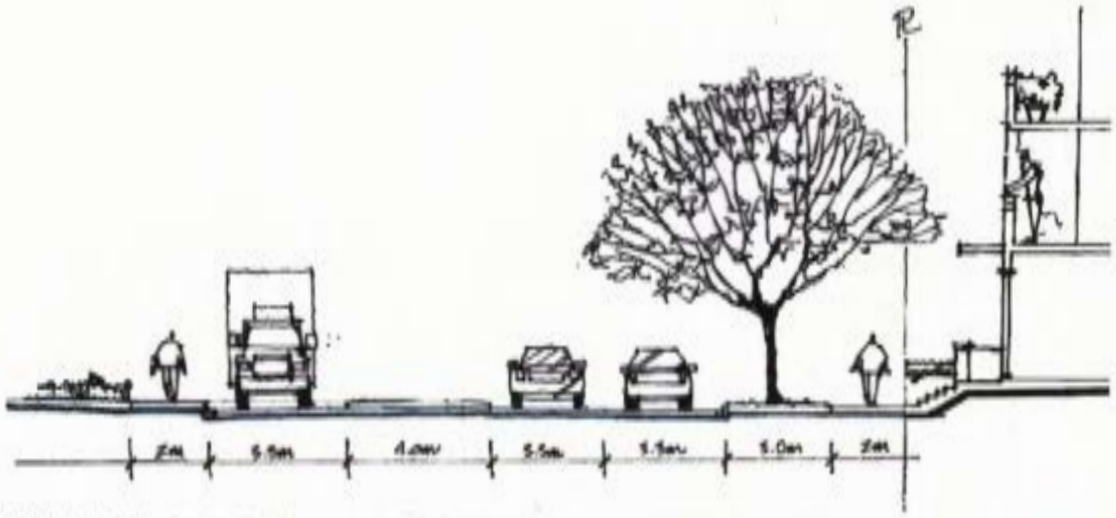


FIGURE 10: Illustrative Section across Esquimalt Road (Illustrating minimum streetscape widths)

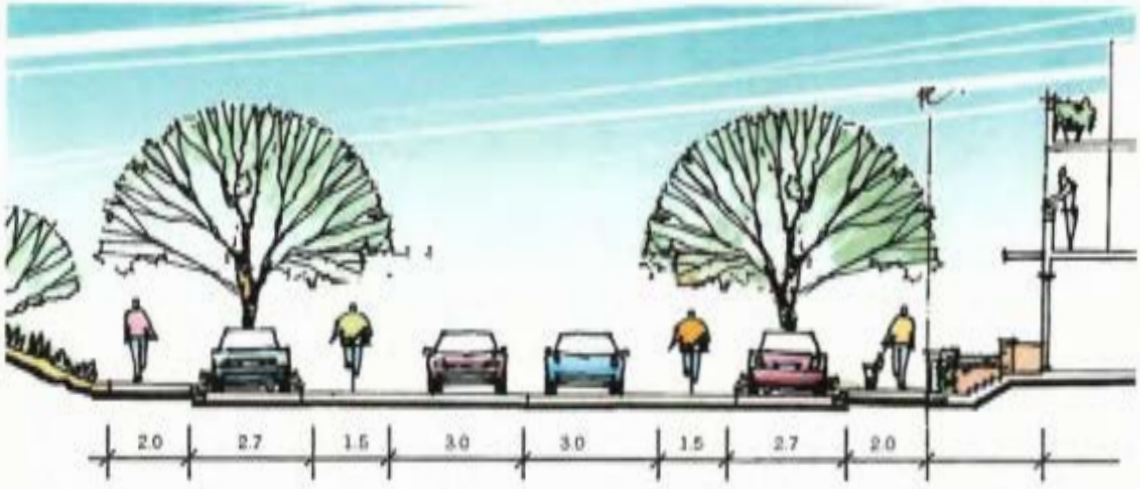


FIGURE11: Illustrative Section across Tyee Road (Illustrating minimum streetscape widths)

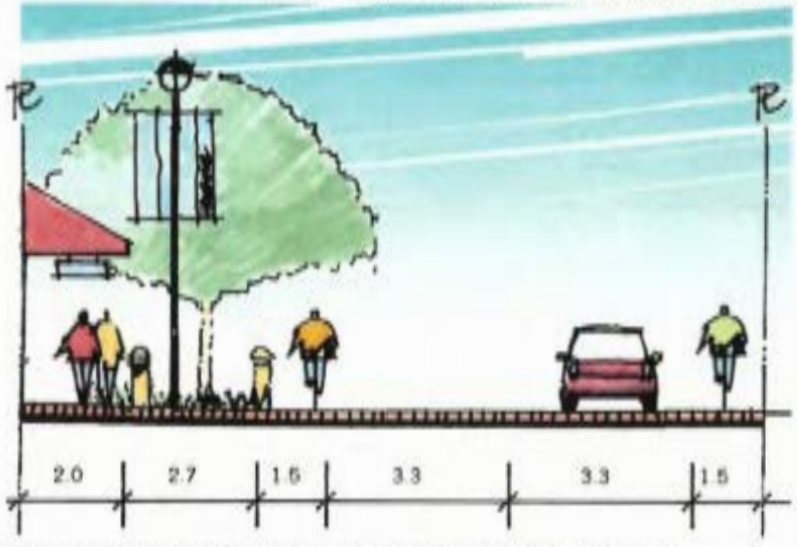


FIGURE 12: Illustrative Section across Harbour Road (Illustrating minimum streetscape widths)

Boulevard and Street Scapes

A linear tree-planted boulevard **will** be provided along the southern edge of DA-A, along Esquimalt Road. In addition to Tyee Road this **will** provide a much-needed pedestrian friendly link from the Johnson Street Bridge into Victoria West. This boulevard could also link into the Dockside Plaza.

Where space permits, large scale street trees, benches and other amenities should be incorporated into the treatment of the east side of Tyee Road, bearing in mind the 'collector' nature of Tyee Road, in order to provide a pedestrian friendly environment.

The walkway along the west side of Harbour Road is a significant component of the public open space system in the Dockside Lands. Care should be taken to integrate the pedestrian street with adjacent building entrances and any landscaped areas. Sensitive design, quality materials and quality construction **will** be required to ensure that the street right of way is developed to its full potential as an active public open space.

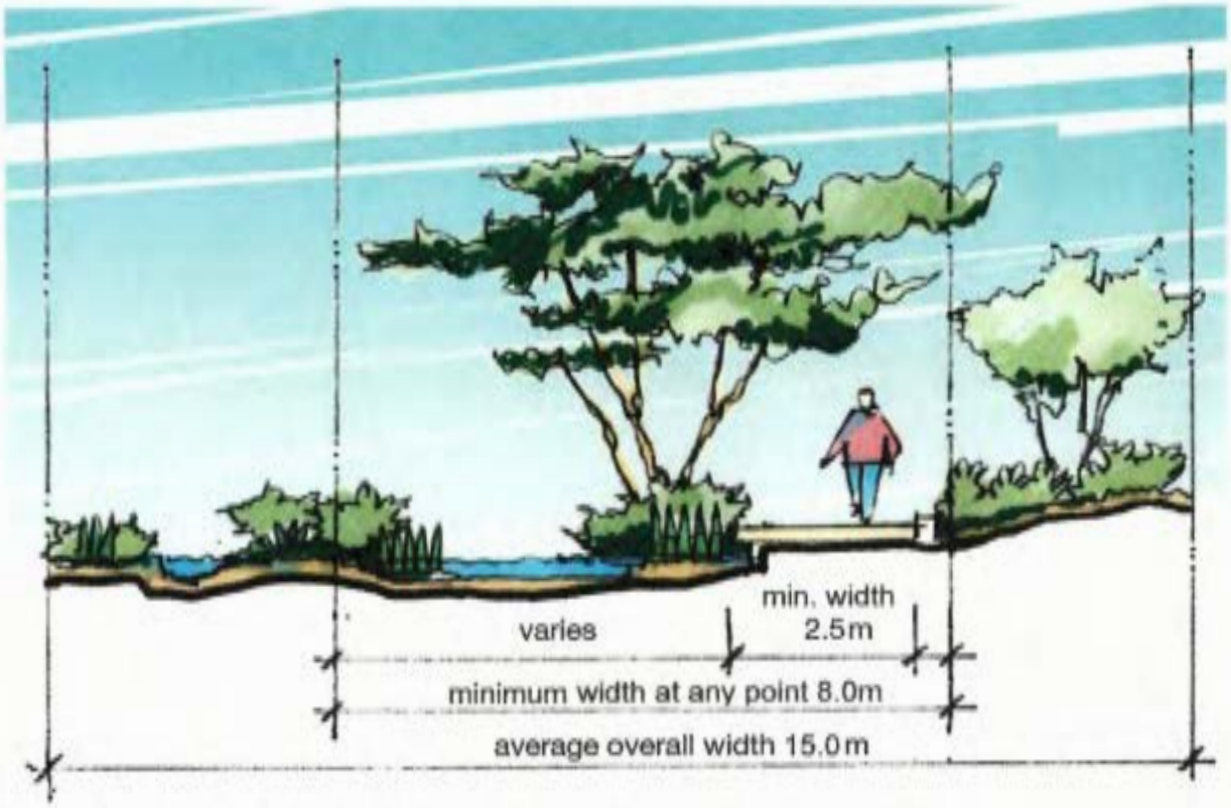


FIGURE 13: Illustrative Section across Internal Greenway (illustrating key dimensions)

Internal north/south Greenway

The internal north/south greenway **will** provide a central linkage in a park environment connecting residential, commercial, recreational and industrial uses along the entire length of the Dockside Area. Figure 8 illustrates the design concept with minimum and average dimensions of the overall greenway, water feature and paved pathway. The average width = total greenway area ÷ total length, measured along the boundary between DA-A and DA-D. (see figure 7).

Consistent with other landscaping at Dockside, the greenway should be a combination of soft and hard landscaping and plant material **must** be predominantly of indigenous and adaptive species. Trees should be planted at grade and should be of a large enough scale to create a 'park-like' atmosphere.

The pathway **must** be constructed of a durable material that:

Provides safe passage for pedestrians and wheelchairs

Limits storm water run-off

The linear water feature **will** run parallel to the greenway and should be varied in width, flow, and character along its length. Weirs, runnels, ponds and stream channels should be designed to assist, reveal and celebrate the natural water purification of site storm water running through the water feature. Aquatic planting should be incorporated for functional and aesthetic purposes.

Opportunities exist to create ecologically based play areas within the Greenway. They should be designed to foster creativity and allow children direct access to the processes of nature. Play areas should have an ecological benefit and be integrated into public art.

Improvements to the Galloping Goose Trail

The Galloping Goose Trail is an important regional connection through the site. The section of the Trail located at the eastern edge of DA-B, within Point Ellice Park and a statutory right of way **will** be improved to enhance the park setting through the introduction of soft and hard landscaping and plant material. The Trail **must** consist of a 4 metre wide paved rolling path, 1 metre wide landscaped separator strip and a 2 metre wide pedestrian path. There **must** be a smooth transition for trail users at the northern end of the Trail as it connects to the adjacent section on the Railyards development and to the south at the intersection of Harbour Road.

The Trail **will** continue along the east and west side of Harbour Road by way of 1.5 metre wide marked bike lanes. Traffic calming structures **will** be installed to permit safe crossing for bicycles at the north and south ends of Harbour Road. Bike lanes and crossings should be highlighted using coloured paving for bike lanes and patterned paving as a calming measure for cars.

Pedestrian lookout pier from the Point Ellice Park and small boat launch

A pedestrian lookout pier from Point Ellice Park **will** be provided to enhance the link to the harbour and views to Downtown. The pier should complement other piers and bridges found along the Galloping Goose Trail and Gorge Waterway. The lookout pier **must** be a minimum of 2.5 metres wide and should be wider at some locations to provide view and rest areas including seating.

The small boat launch **will** provide access to the water for launching small "car topper" boats such as kayaks and rowboats. The launch could consist of pedestrian access to a suitable beach area or floating dock. If a dock is provided, it **must** be certified for a Touch and Go Ferry. Limited short-term parking should be located nearby for loading and unloading.

Waterfront walkway

Although most of Dockside is not waterfront, a strong connection (visually and functionally) exists to the waterfront, and there are some opportunities for public access.

A waterfront walkway **will** link the Point Ellice Park pedestrian path with the marine industrial area.

3.7 Additional Public Amenities

Any other additional provisions **must** be developed in a manner that is consistent with these design guidelines, and **must** integrate seamlessly with any adjacent development.

3.8 Public Art

Public art is an important part of creating a rich and memorable public environment. Dockside should aim to provide public art opportunities that increase public awareness of the sites' environment, history and sustainable processes at work. Consult the Master Development Agreement for further detail.

3.9 Site Works/ Landscaping

The public pathways, plazas/nodes and private courtyards provide the framework for the landscaped areas. These should be a combination of soft and hard landscaping. Plant material **must** be predominantly indigenous and adaptive species. Trees should be planted at grade and should be of a large enough scale to create a 'park-like' atmosphere, especially along roadsides and boulevards.

Surface parking and public driveways are considered pedestrian areas, so design and detailing should account for this. Bollards are the preferred means of vehicle control, traffic separation and tree protection. Driving, parking, pedestrian and cyclist areas should be distinguished by changes in colour/pattern/material of the paving.

Design of the hard and soft landscaping **must** limit the amount of storm water run-off entering storm sewers. Permeable pavers and bio-swales should be considered where feasible.

3.10 Circulation

As the Galloping Goose trail runs along the entire length of the Dockside Area (along both sides of Harbour Road), development of the site should recognize the significance of this trail as the gateway to Victoria's Downtown for pedestrians, cyclists and other non-motorized users. This should be reflected in appropriate setbacks, protection of sight lines, and by a safe resolution of potentially conflicting circulation of vehicles.



FIGURE 14: Illustrative View of East/West Terraced Walkway (Illustrating strategy for terraces and steps)

Pedestrian

Tyee, Harbour and Esquimalt Road Frontages of the Dockside Area **will** be connected physically by pedestrian walkways and visually by interconnecting private and semi-private courtyards. The walkways **will** run east/west, connecting Tyee to Harbour Road and the waterfront. Grade changes across the site could be accommodated through terraces and steps. The walkway **will** be of a hard, pervious surface, interspersed with planters and large scale trees. Buildings facing the walkways should be designed to provide a visual

connection from the interior, enhancing security of the public walkways.

Barrier Free Access

Barrier free design **will** be employed for public areas accessed directly from the street. Each building **will** be wheelchair accessible from the main entrance, however entrances along interior pathways or off interior courtyards may not be wheelchair accessible. All public sidewalks **will** allow for an unobstructed path for blind or visually impaired pedestrians. Wheelchair ramps and designated parking spaces **will** also be provided where appropriate.

Cyclists

Due to the proximity of the Galloping Goose Trail, bicycle traffic should be accommodated in any development plan. Designers should ensure that pedestrians, cyclists and vehicles can move safely through the entire site and that dedicated areas for the various modes of traffic are clearly marked. The location of the Galloping Goose Trail is fixed, and any development must take this into account. End-of-trip bicycle facilities should be incorporated in parking layouts and buildings.

Public Transit

This near-Downtown location is well suited to high bus ridership. Developers should consider BC Transit's employer transit program and findings of the Victoria West Neighbourhood Traffic Study. BC Transit should be consulted at an early stage of the development planning process in order to ensure that adequate service is provided and sufficient provision is made for transit routes, stops and shelters, primarily along Tyee Road.

Streets/Traffic

Tyee and Esquimalt Roads are major transportation routes, used by passenger vehicles, trucks, bicycles and pedestrians. In addition to traffic moving and on-street parking functions, the design of these streetscapes contributes to the overall character of Dockside. The transition from an exclusively industrial use to a mixed use with a well-developed public domain requires significant improvements to the bordering streets. Ongoing review by the City **will** determine the impact of the increased level of development on the local street system.

Esquimalt Road is currently classified as an arterial street. In order to improve the pedestrian environment along Esquimalt Road, widening of the existing right of way may be required to accommodate increased boulevard planting. Development of a 'node' at the southernmost corner of the Dockside Area could form the termination of the series of green spaces running through the middle of the site and provide an 'address' to Dockside from the southern end.

Tyee Road is currently classified as a collector street. It is expected to continue to function much the same as it does now, providing opportunities for bus stops, parking and pedestrian crossings, as well as access to Harbour Road and site parking. Planted trees **shall** be provided in landscaped bulbs within the parking lane on the east side of Tyee Road. Easements may be registered as necessary.

Harbour Road is currently classified as a local street. There is no road widening contemplated at this time. It **will** continue to provide access to the industrial and service users, however, it is noted that the Galloping Goose runs along both sides of Harbour Road. A significant increase in pedestrian traffic is expected once Dockside is developed, so vehicle access to the Dockside Area should be designed in a pedestrian/cyclist-friendly manner.

Planted trees **shall** be provided in landscaped bulbs within the parking lane on the west side of Harbour Road.

Provisions should be made for public art, seating, kiosks and planting in streetscapes that evoke a marine/industrial ambience. Particular attention should be paid to the scale, materials and access to buildings at the street corners to enhance their potential of becoming landmarks.

Parking

The majority of required parking space **will** be located underneath buildings, especially in higher density use areas. In the lower density industrial area, parking may be provided on the surface however it should be located behind or beside buildings. Some on-street parking may be provided for businesses that require short-term parking. Parking lots should be divided into several smaller lots and extensive tree planting, lighting and screening devices, such as hedges, trellises, and walls, **must** be used to minimize the visual impact of the parking and other service areas.

Consideration should be given to consolidation of parking access and driveways, in order to minimize the impact to traffic flow and the pedestrian environment.

Surface parking and public driveways are considered pedestrian areas, so design and detailing should account for this. Bollards are the preferred means of vehicle control, traffic separation and tree protection. Driving, parking, pedestrian and cyclist areas should be distinguished by changes in colour, pattern, and material of the paving.

Design of the hard and soft landscaping **must** limit the amount of storm water run-off entering storm sewers. Permeable pavers and bio-swales should be considered where feasible.

*Areas used for storage of materials, waste and recycling materials **must** be screened from open public spaces and the street by a visual barrier that is at least 75% solid and 1.8 metres tall. Maintaining the cleanliness of these areas is important to help ensure that odour does not become offensive to neighbouring public areas, businesses and residences. The developer should ensure that maintenance programs are in place, that address odour prevention in these areas.*

3.11 Environmental Considerations

Development of the sites should be sustainable, in the sense that higher density generates efficiencies in service use, transportation, utilities and energy.

LEED design - Buildings should meet at least the LEED Silver design criteria and where buildings are exempt they should still be required to apply "green" building practices. Meeting LEED Platinum design criteria is encouraged for buildings required to meet LEED Silver. Refer to the MDA for a detailed description of LEED requirements and exemptions.

Lighting design - Lighting of outdoor areas should provide adequate public safety while also limiting light pollution in conformance with Royal Astronomical Society of Canada Light Pollution Abatement Program recommendations. Bollard, building and pole mounted lighting should be utilized to provide safe and aesthetic lighting. Adequate lighting should be provided for all walkways, paths, plazas and building entrances.

Noise attenuation - Residential units that are oriented towards potentially noisy adjacent uses (such as industrial activity, or air /harbour traffic) **must** employ noise attenuation measures in envelope design. See Page 18 and the MDA for further description.

3.12 Noise Abatement

Ambient air quality standards with respect to noise in industrial, commercial and residential areas **shall** be in accordance with the City of Victoria Noise Bylaw.

In addition to meeting the requirements of the BC Building Code the following building design practices should be used to address the issue of noise entering residential units:

- Duct air directly to suites using either a central or individual heat recovery ventilator (HRV) approach.
- Improved acoustic performance of the wall assembly.
- Window design uses low E, argon filled glazing units with further glazing enhancements, such as strengthened glass and varying glass thickness to maximize sound wave length frequency reduction installed on noisy faces of buildings.
- Minimum R20 to R25 thermal insulation will be used depending on face of building.
- Orient building faces and windows to reduce noise concerns.
- Locate bedrooms away from noise where possible.
- Locate air exhausts away from operable windows and air intakes.
- Noisy industrial uses will be constructed of concrete or concrete block with proper insulation values to decrease noise transmission.
- The use of solarium balconies in living areas.

The design of noise source buildings **must** reduce as much as possible the emission of noise towards residential areas through the design of building assemblies (roofs, walls, windows, doors etc). Developments **must** demonstrate design methods of noise transfer reduction such as increased mass, isolation and continuity of systems.

3.13 (CPTED) Crime Prevention Through Environmental Design

Crime prevention through environmental design (CPTED) **must** be considered throughout the project.

Refer to CPTED guidelines adopted by the City of Victoria.

3.14 Adaptable Housing

Housing units **must** comply with the Adaptable Housing Guidelines and Policy. Refer also to the MDA.

3.15 Operations and Safety

The ongoing industrial activities along Harbour Road has an effect on the appearance of the streetscape. The impact of activities, such as deliveries, materials handling and storage and refuse collection, should be carefully considered during design. In consideration of the desire to provide pedestrian/cyclist accessibility along Harbour Road, precautions should be taken in the design of vehicle entries, works yard entrances, loading docks, etc. Special or unusual work activity that might affect public areas **must** be supervised or enclosed with barriers.

3.16 Phased Development

Should development occur in a phased manner, the completed phases would require all visible frontages and accessible areas be designed consistently with all planning principles as well as providing the opportunity to tie-in future development phases. Any incomplete structures, street works or landscaping **shall** be physically safe and visually inoffensive. Temporary edges should be finished such that their surfaces, although temporary, have the appearance of being finished and must be durable enough to last for their intended duration. If the duration extends beyond what is originally anticipated, then temporary edges should be refurbished or replaced as necessary to maintain their appearance as originally intended. Description of any incomplete portions of the development **will** be required at the time of application for development permit.

4. Development Areas Design Guidelines

Figure 16 illustrates the division of the Dockside Lands into Development Areas (DA's) that will be used to describe and guide future development. Each area has its own unique character as described in the following pages. While responding to external and internal constraints and opportunities, they combine to create a cohesive whole.

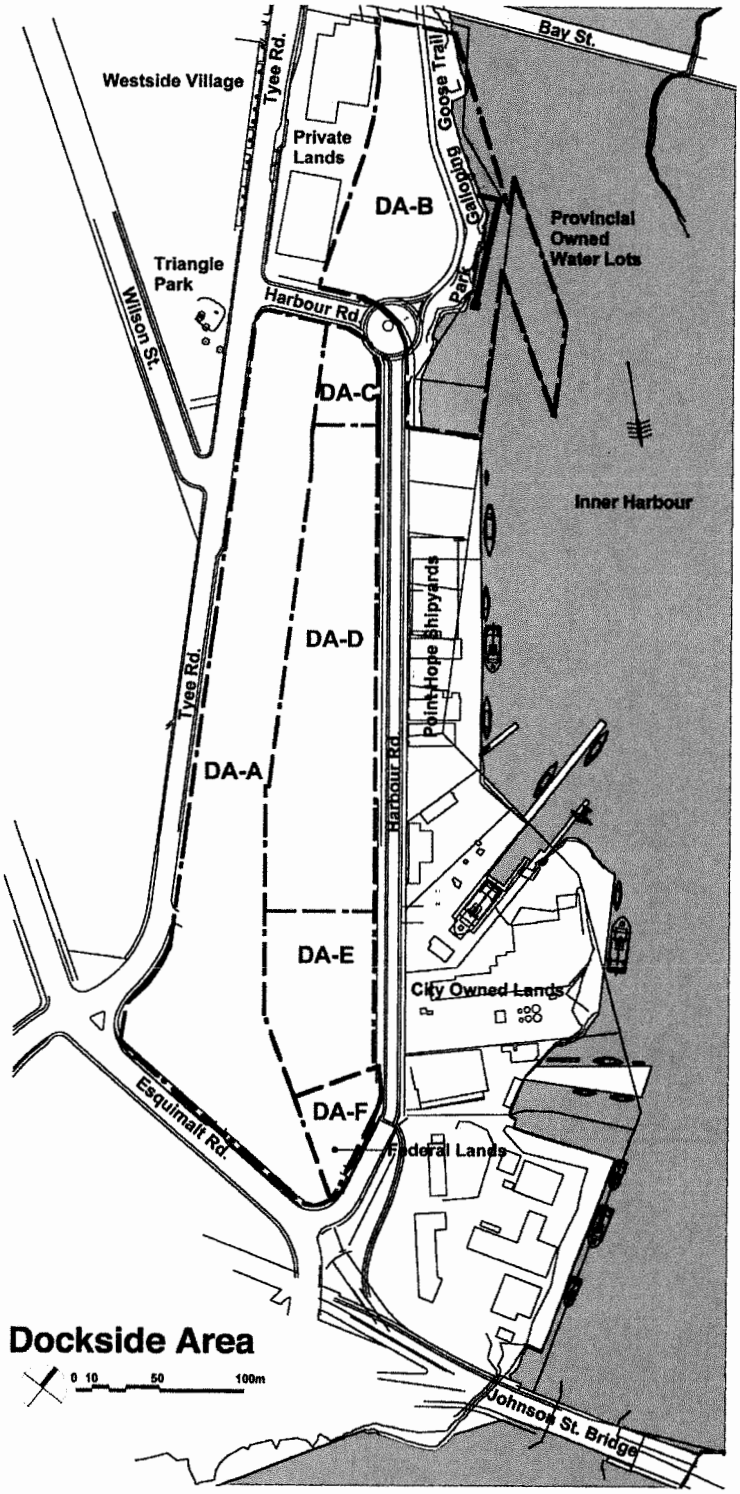


FIGURE 15: Dockside Area – Development Area information

4.1 Development Area–A (DA-A)

The higher density DA-A forms the westerly edge of the Dockside Lands; running from south to north and creates the primarily residential area along Tyee Road.

Use and Character

DA-A **will** allow for a higher density mixed use, predominantly attached market and seniors residential, live/work, boutique hotel, offices, commercial, retail and fitness. Twin, "landmark" buildings **will** be located at the Esquimalt / Tyee Road intersection with the a pedestrian plaza located between them. On opposing sides of the twin "landmark" buildings, there **will** be lower, complimentary buildings; one along Esquimalt Road and a seniors residential building on Tyee Road.

The residential uses, exclusively attached dwelling on this site, **will** vary in scale, size and cost to provide some market affordable housing. Ground floor units should have direct front door access and porches, providing a buffer between the public and private domain.

Higher buildings should be stepped in order to provide opportunities for balconies and rooftop terraces/gardens that take advantage of sunlight and views. While some street level units may be slightly elevated to provide privacy, views from the residences towards activity on the street or public pathways should be maintained and therefore contribute to security. As many units as possible should be designed to have their own separate entrances.

Massing and Street-fronts

As mentioned earlier, building massing **must** also take into account the framing of views. In addition, building massing can also establish orienting landmarks, ideally reinforcing a "bridge to bridge" concept (where the Dockside Lands stretch and link the Johnson Bridge with the Bay Bridge), with higher landmark type buildings located at the Esquimalt/Tyee Road intersection of DA-A paired with landmark type buildings on DA-B to the north. These landmark buildings should act as focal points to traffic from the bridges.

In this higher density area, it is preferable to have two higher "landmark" type buildings.

Building Set-backs and Viewscapes

A majority of the development should meet the edge of the property line along Tyee, Esquimalt and Harbour Roads, with minimal or no setback. Small arrival areas and courtyards should be incorporated in order to break up the facades and serve as entries to the public pathways and buildings. Building setbacks should enhance a pedestrian friendly environment, keeping in mind the 'collector' nature of Tyee Road.

Side and rear yard setbacks should be variable, depending on uses and design of the proposed development.

Exterior Building Materials

Buildings in DA-A should respond to the residential and commercial vocabulary developing to the north and west of the site while following the general urban design guidelines above.

Building Rooflines

A variety of rooflines including flat, sloped or curved are considered appropriate however they should complement adjacent buildings. Higher buildings should be stepped in order to provide opportunities for balconies

and rooftop terraces/gardens that take advantage of sunlight and views. Extensive roof gardens, trellises and "green" roofs should be implemented, both as building amenities and as environmental benefits.

Site Works

The Dockside Village Plaza will be located at the southern end of DA-A (combined with DA-E). The plaza should be designed as an animated plaza and feature selected sustainable elements into both public art and use. Predominantly hard landscaping should be used to create the formal plazas at multiple levels. Trees, water, grade changes and views should create vertical and horizontal connections.

4.2 Development Area-B (DA-B)

This development area is unique in that it is the only lot directly adjacent to Point Ellice Park, which runs along the waterfront and accommodates the Galloping Goose Trail. It is bounded to the north by the bridgehead of the Point Ellice Bridge and only has road frontage to the south along Harbour Road. On the west is the recently constructed office building (Upper Harbour Place). On the northern side of the Point Ellice Bridge, construction of a significant residential development of approximately five hundred units called Railyards is fully underway.

Use and Character

Located at the northern end of Dockside, it **will** provide a focal point and landmark building in order to establish the "bridge to bridge" concept of Dockside. Primarily consisting of residential and live/work in attached dwellings, such as townhouses and apartments, there **will** also be allowance for restaurant, licensed premises (pubs, clubs, lounges), recreational and tourist facilities. These would preferably be provided at the southern end of the DA-B.

Heavy industry occupies the site directly across the harbour from this area. Buildings **must** be designed to address noise issues as described on page 18 of the Design Guidelines and in the MDA. Any purchasers of units in these buildings **must** be made aware (as specified in MDA) of what is expected and what may have to be tolerated.

The residential uses should vary in scale, size and cost to provide some market affordable housing (refer to MDA). Ground floor units should have direct front door access and porches, providing a buffer between the public and private domain.

Massing and Street-fronts

Building massing should limit obstruction of views from within the upper storeys of Upper Harbour Place by locating the landmark building adjacent to the open plaza, with lower townhouses adjacent to the two Upper Harbour Place buildings. Refer to building height and view diagrams.

As many units as possible should be designed to have their own separate entrances.

The façade facing the water should be of a human (smaller) scale and provide a pedestrian friendly interface for people between the public and private realm by means of porches, terraces or courtyards. Parking **will** be provided beneath and/or behind the living units, taking advantage of the change in elevation on the site. Access to parking **will** be from Harbour Road.

The proximity of the Galloping Goose trail along the eastern edge of DA-B should be taken into consideration during building and landscape design. Sight lines, setbacks and circulation should respect the fact that this is a primary link for cyclists, pedestrians and other non-motorized traffic to Downtown Victoria.

Building heights should be flexible. However, they should be consistent with

the planning principles and designed with respect to existing neighbouring buildings. There **will** be only one localized landmark building up to 45.65 metres geodetic in height in DA-B marking the northern end of the Dockside Lands. The remainder of the buildings will be lower townhouses up to 25.55 metres geodetic in height.

Building Set-backs and Viewscapes

Higher buildings should be stepped in order to provide opportunities for balconies and rooftop terraces/gardens that take advantage of sunlight and views. While some street level units may be slightly elevated to provide privacy, views from the residences towards activity on the street or public pathways should be maintained and therefore contribute to security.

Exterior Building Materials

See DA-A for information guiding Exterior Building Materials.

Building Rooflines

See DA-A for information guiding Building Rooflines

Site Works

Soft landscaping will be used to create a park like setting on the east side of the buildings with water features, connection to the Galloping Goose Trail and Point Ellice Park. Trees, water, grade changes and views should create visual and physical connections.

4.3 Development Area-C (DA-C)

DA-C is bordered to the east and north by Harbour Road as it turns to meet Tyee Road. It is the smallest of the DA's and is significant in location due to proximity to the harbour, starting point for the Galloping Goose Trail and proximity to the focal point/plaza at the waterfront.

Use and Character

The lower density of DA-C allows for a combination of light industrial, work/live, residential, commercial, office, licensed premises (pubs, clubs, lounges) and recreational use. This site is seen as an ideal location for some type of neighbourhood focus.

Mixed-use designation would allow for work and live activities to be combined in the same building. It **must** be stressed that the impacts of these activities come in numerous forms (noise, fumes, odours, traffic, parking and loading) and varying degrees of severity (from nuisance or disruption of quiet enjoyment to economic impact). Any purchasers of units in these buildings **must** be made aware of what is expected and what may have to be tolerated. Sound mitigation measures and innovative architecture **must** be implemented to minimize the acoustical interference between the light industrial uses below and residential above.

Massing and Street-fronts

Buildings on this site **will** respond to the waterfront plaza, interior greenway to the west, and Harbour Road Industrial area to the south. Similarly, building character and form should mediate between the adjacent residential buildings to the north and west, and the light industrial character to the south and east.

Building Set-backs and Viewscapes

Mid-rise buildings on DA-C should be stepped in order to provide opportunities for balconies and rooftop terraces/gardens that take advantage of sunlight and views. They will be set back at the plaza to create a pedestrian oriented forecourt. Zero setbacks along the north and east face on Harbour Road should be in keeping with the adjacent buildings on DA-A to the west and DA-D to the south.

Exterior Building Materials

Exterior building materials should be selected to enhance the existing marine industrial character along Harbour Road.

Building Rooflines

A variety of rooflines is considered appropriate however they should complement adjacent buildings. Higher buildings should be stepped. Extensive roof gardens, trellises and "green" roofs should be implemented, both as building amenities and as environmental benefits.

Site Works

There **will** be a pedestrian link called Triangle Park Pathway from the upper level plaza at Tyee and Wilson to the waterfront plaza on Harbour Road.

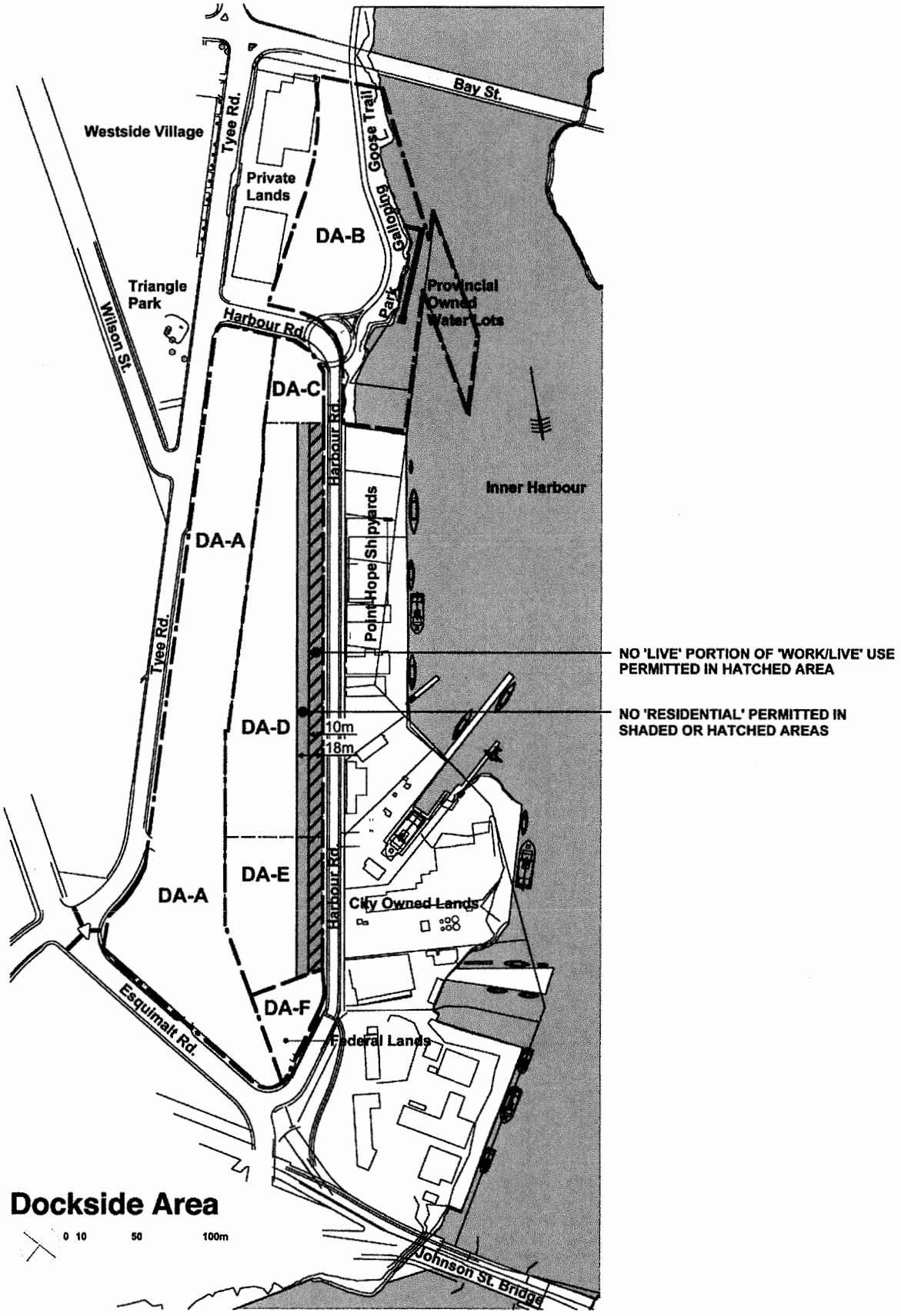


FIGURE 16: Dockside Area – Use Distribution in Industrial Areas



FIG.17 : Illustrative View of Light Industrial with Work/Live Above (Representational of character only)

4.4 Development Areas-D (DA-D)

DA-D forms the marine light industrial neighbourhood along Habour Road.

Massing and Street-fronts

Existing buildings along Harbour Road are an eclectic collection of small-scale industrial structures. Building forms should be additive, asymmetrical and irregular to evoke/maintain a marine industrial character. Building fronts should be lively and inviting, utilizing fixed and movable awnings and building elements to attract pedestrians into the light industrial courtyards.

Building Set-backs and Viewscapes

Zero setbacks along Harbour Road will enhance the lively light industrial character. Industrial courtyards will open onto Harbour Road, providing views in to the activity of the site and through to the internal greenway. Buildings should be sited in a random fashion, some of which may be set hard to the street (no set-back).

Exterior Building Materials

The architecture and landscaping should recall the industrial and marine influences with regard to color selection, materials and form. This theme is expressed in metal roofs and siding, shed building forms, marine objects and equipment, chains, bollards, and industrial windows.

Building Rooflines

Gable and shed roofs should be considered along Harbour Road, reflecting existing low slope or flat rooflines of buildings such as the Point Hope Shipyard building.

Site Works

There is an existing easement along the northern property line of DA-D. This will be retained as a public right of way and will provide a pedestrian pathway (Triangle Park Pathway) through the property, linking Tyee with Harbour Road and the focal point/plaza on Tyee Road at the intersection of Wilson Road. The eastern end of the Triangle Park Pathway will lead to the water access and southern end of Point Ellice Park.

The Dockside Greenway and water feature will run north/south along the border between DA-D and DA-A. Together with a series of private and semi-private landscaped courtyards and open spaces visually linked should act as a buffer between the residential uses in DA-A and light industrial uses in DA-D. Additional secondary pathways should run in an east/west direction negotiating the grade difference between Tyee and Harbour Road.

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FIGURE 18: Illustrative View of Harbour Road (Representational of character only)
Located at the southern end of the Dockside Lands, DA-E forms the eastern edge of the Dockside Village Plaza.

4.5 Development Area-E (DA-E)

Use and Character

The lower density DA-E will be a combination of restaurant, light industrial, retail, office, work/live and residential uses, sewage treatment/waste wood energy system to service the development, bio-diesel facility, and other environmentally related technologies and high technology related uses.

Mixed-use designation would allow for work and live activities to be combined in the same building. It **must** be stressed that the impacts of these activities come in numerous forms (noise, fumes, odours, traffic, parking and loading) and varying degrees of severity (from nuisance or disruption of quiet enjoyment to economic impact). Any purchasers of units in these buildings **must** be made aware (as specified in MDA) of what is expected and what may have to be tolerated. Sound mitigation measures and innovative architecture **must** be implemented to minimize the acoustical interference between the light industrial uses below and residential above.

Buildings should reflect the neighbouring high-tech/marine businesses, and the innovative design and use encouraged by the Development Concept. Flexibility and adaptability to changing requirements is advised.

Massing and Street-fronts

See DA-D for guidelines on Massing and Street-fronts.

In addition, to following the guidelines for the Harbour Road light industrial neighbourhood, buildings in DA-E facing the Dockside Plaza should address the plaza, in a cohesive manner with the other buildings in DA-A.

Building Set-backs and Viewscapes

A majority of the development will visually meet the edge of the property line along Harbour Roads, with minimal or no setback. Small arrival areas and courtyards should be incorporated to help to break up the facades and serve as entries to the public pathways and buildings. Building setbacks should enhance a pedestrian friendly environment.

Exterior Building Materials

A variety of building materials would be appropriate. Buildings within the Harbour Road light industrial neighbourhood should be consistent with the varied character of this area, while buildings and building faces adjacent to the plaza should address the plaza and neighbouring buildings in DA-A.

Building Rooflines

A variety of rooflines is considered appropriate however they should complement adjacent buildings. Gable and shed roofs should be considered along Harbour Road, reflecting existing low slope or flat rooflines of buildings such as the Point Hope Shipyard building. Buildings facing onto the Plaza should be stepped in order to provide opportunities for balconies and rooftop terraces/gardens that take advantage of sunlight and views. Extensive roof gardens, trellises and "green" roofs should be implemented, both as building amenities and as environmental benefits.

Site Works

The Dockside Greenway and water feature **will** run north/south along the border between DA-A and DA-D providing a buffer between the residential uses in DA-A and light industrial uses in DA-D. Private and semi-private landscaped courtyards and visually linked open spaces should be located adjacent and connected to the Greenway.

The Dockside Village Plaza (located in DA-A and DA-E) should be designed as an animated plaza and feature selected sustainable elements into both public art and use. Predominantly hard landscaping should be used to create the formal plazas at multiple levels. Trees, water, grade changes and views should create vertical and horizontal connections.

4.6 Development Area-F (DA-F)

Located at the southern end of the Dockside Lands, DA-F is presently federally owned land. It is a small triangular lot.

Use and Character

DA-F will be a combination of light industrial, retail, offices, sewage treatment/waste wood energy system to service the development, bio-diesel facility, and other environmentally related technologies and high technology related uses.

Mixed-use designation would allow for work and live activities to be combined in the same building. It **must** be stressed that the impacts of these activities come in numerous forms (noise, fumes, odours, traffic, parking and loading) and varying degrees of severity (from nuisance or disruption of quiet enjoyment to economic impact). Any purchasers of units in these buildings **must** be made aware (as specified in MDA) of what is expected and what may have to be tolerated. Sound mitigation measures and innovative architecture **must** be implemented to minimize the acoustical interference between the light industrial uses below and residential above.

Buildings should reflect the neighbouring high-tech/marine businesses, and the innovative design and use encouraged by the Development Concept. Flexibility and adaptability to changing requirements would also be advised.

Massing and Street-fronts

Existing buildings along Harbour Road are an eclectic collection of small-scale industrial structures. New construction should step up and away from the water's edge and building forms should be additive, asymmetrical and irregular to evoke/maintain a marine industrial character.

Building Set-backs and Viewscapes

See DA-E for guidelines on Building Set-backs and Viewscapes

Exterior Building Materials

A variety of building materials would be appropriate. Buildings within the Harbour Road light industrial neighbourhood should be consistent with the varied character of this area, while buildings and building faces adjacent to the plaza should address the plaza and neighbouring buildings in DA-A.

Building Rooflines

See DA-E for guidelines on Building Set-backs and Viewscapes

Site Works

Soft and hard landscaping should be provided to create a friendly, lively pedestrian environment. Massing of the buildings should step back from pathways to optimize views, provide a human (smaller) scale to buildings and minimize a wind tunnel effect.

5.0 List of Companion Documents

The following is a list of companion documents that are referenced within these Design Guidelines. A compiled set of the documents is available at the City of Victoria Planning Department.

Master Development Agreement

Purchase of Sale Agreement

Zoning Bylaw

Reference Material from Development Concept

City of Victoria Noise Bylaw

Crime Prevention Through Environmental Design Guidelines

Traffic Study, Victoria West Neighbourhood

Royal Astronomical Society of Canada Light Pollution Abatement Program



Figure 19: Illustrative Master Plan of the Dockside Area (Building footprints and locations may vary)
Note that base plan is same as that shown in MDA, however number sequence of features is not the same.

DOCKSIDE**GREEN**

URBAN DESIGN GUIDELINES



December 2016

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TABLE OF CONTENTS

INTRODUCTION

1.1 PURPOSE 5
1.2 APPLICATION 5
1.3 COMPANION DOCUMENTS 5
1.4 APPLICATION LANDS 5

PRECINCT DESIGN GUIDELINES

2.1 INTRODUCTION 6
2.2 DOCKSIDE COMMONS PRECINCT 8
2.2.1 DOCKSIDE COMMONS PARK 9
2.2.2 TYEE GATEWAY CONNECTION 9
2.2.3 DOCKSIDE CRESCENT 10
2.3 DOCKSIDE LANDING PRECINCT 11
2.3.1 DOCKSIDE LANDING PLAZA 12
2.3.2 VICTORIA WEST GATEWAY CONNECTION 13
2.4 TYEE GREENWAY PRECINCT 14
2.4.1 GREENWAY 15
2.4.2 THE TYEE PLAZA CONNECTION 16
2.4.3 THE PLAYROOM 17
2.5 GREENWAY MEWS PRECINCT 18
2.5.1 DOCKSIDE MEWS 19
2.6 HARBOUR ROAD PRECINCT 20
2.7 DOCKSIDE WATERFRONT PRECINCT 21
2.7.1 WATERFRONT MEWS 22
2.7.2 WATERFRONT PLAZA 23

SITE-WIDE DESIGN GUIDELINES

3.1 BUILDING DESIGN 24
3.1.1 GENERAL MASSING & DESIGN 24
3.1.2 SKYLINE & VIEWS 26
3.1.3 RESIDENTIAL BUILDINGS 28
3.1.4 COMMERCIAL/ RETAIL AND LIGHT INDUSTRIAL BUILDINGS 29
3.1.5 BUILDING MATERIALS 30
3.1.6 BUILDING LIGHTING 32
3.1.7 GREEN ROOFS 32
3.2 PUBLIC ART 33
3.3 WAYFINDING AND SIGNAGE 33
3.3.1 WAYFINDING, INTERPRETIVE AND TRANSPORTATION RELATED SIGNAGE 33
3.3.2 COMMERCIAL SIGNS 34
3.4 LANDSCAPE DESIGN 34
3.4.1 PAVING MATERIALS 34
3.4.2 SITE LIGHTING & PUBLIC FURNITURE 34
3.4.3 LANDSCAPE PLANTING 35
3.4.4 RAINGARDENS 36
3.4.5 LANDSCAPE ALONG BUILDING FRONTAGES & COMMON OUTDOOR AREAS 36
3.5 TRANSPORTATION 37
3.5.1 CIRCULATION 37
3.5.2 PARKING, LOADING & SERVICE 37
3.5.3 UNIVERSAL ACCESSIBILITY 37
3.6 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) 38
3.7 INTERIM CONDITIONS 38

SUBDIVISION

4.0 SUBDIVISION 39

GLOSSARY OF TERMS

5.0 GLOSSARY 40

APPENDIX A

SUBDIVISION PLANS 42

LIST OF FIGURES

Fig 1. Proposed Rezoning Boundary 5
Fig 2. Focus Areas Within Precincts 7
Fig 3. Open Space Diagram 7
Fig 4. Circulation Diagram 7
Fig 5. Dockside Commons Precinct 8
Fig 6. Dockside Crescent Section 10
Fig 7. Dockside Landing Precinct 11
Fig 8. Dockside Landing Section 12
Fig 9. Victoria West Gateway Connection Section 13
Fig 10. Greenway Mews Precinct 14
Fig 11. Greenway Section 15
Fig 12. The Tyee Plaza Connection 16
Fig 13. Playroom Section 17
Fig 14. Greenway Mews Precinct 18
Fig 15. Mews Section 19
Fig 16. Harbour Road Precinct 20
Fig 17. Dockside Waterfront Precinct 21
Fig 18. Waterfront mews Section 22
Fig 19. Skyline Diagram 26
Fig 20. Views Diagram 27
Fig 21. Views Table 27
Fig 22. Subdivision Plan 39

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1.1 PURPOSE

These Design Guidelines are part of the City of Victoria's Official Community Plan. The Guidelines assist the City in regulating the exterior design, finishes and landscaping of individual development sites and public spaces at Dockside Green. The Guidelines will inform future development proposals at Dockside Green and will be used by City Staff and the Advisory Design Panel in evaluating individual development applications.

1.2 APPLICATION

The Design Guidelines should be used in conjunction with:

- CD-9 Zone, Dockside District
- Dockside Green Master Development Agreement

It is intended that a certain degree of flexibility be provided in the interpretation and application of these Guidelines where it can be clearly demonstrated that an alternative approach will result in a superior design solution in built form, landscape design or environmental sustainability. However, throughout this document the terms "must", "will" and "shall" are used to describe mandatory guidelines or provisions that must be met.

1.3 COMPANION DOCUMENTS

- City of Victoria Official Community Plan Bylaw
- City of Victoria Zoning Regulation Bylaw
- Crime Prevention through Environmental Design
- Dockside Green Master Development Agreement
- Dockside BETA Urban Design Guidelines

1.4 APPLICATION LANDS

The Guidelines apply to the lands identified in the adjacent graphic, which were subject to a Rezoning Application in 2015.



Dockside Green Urban Design Guidelines Subject Lands

Lands covered by the Design Guidelines for the Dockside Area (2005)*

Fig 1. Proposed Rezoning Boundary

*Current as of 2015, subject to change

2 PRECINCT DESIGN GUIDELINES

2.1 INTRODUCTION

The precinct Design Guidelines provide direction with respect to layout of public spaces, roads, pedestrian paths and development sites contained within it. The Guidelines included in this chapter put the Dockside Green vision into action by developing a cohesive design vocabulary and clarifying how various building site and landscape elements should relate to one another. The development of Dockside Green's urban form is also informed by the use, density, building height, setback and other Zoning Regulation Bylaw requirements, the commitments and requirements stipulated in the Master Development Agreement and other City bylaws (e.g. Highway Access Bylaw).

New development at Dockside Green will demonstrate a consideration for a cohesive design vocabulary and overall consistency with these Guidelines. The design vocabulary for both buildings and open spaces should be cohesive without being homogeneous.

The design of Dockside Green neighbourhood is shaped by two key elements: precincts and public open spaces. Precincts are sub-neighbourhood districts, each with its own specific character and urban context.

GUIDELINES:

1. Each of the Precincts illustrated in the Figure 2 should develop a specific character through particularities in architectural design, building materials, paving materials, open space design, landscaping, public furniture selection and lighting. Precinct character should also contribute to a cohesive architectural character representative of the overall Dockside Green neighbourhood.
2. Tyee, Harbour and Esquimalt Road Frontages will be connected physically by pedestrian walkways and visually by interconnecting private and semi-private plazas/courtyards.
3. The pedestrian connections will run east/west, connecting Tyee and Harbour Road and the waterfront.
4. Each of the places and connections will be located at Dockside Green in the approximate location illustrated in the Places and Connections diagrams.
5. For Development Permit applications that do not accommodate the Places and Connections as shown here, a viable alternative location must be demonstrated.
6. The design of all Connections at Dockside Green should prioritize pedestrians.
7. Connections that accommodate vehicles should be designed to allow and encourage pedestrian use of vehicle travel ways.



Fig 2. Focus Areas Within Precincts

NOTE: Boundaries of Precincts are approximate



Fig 3. Open Space Diagram

NOTE: Location and size of Places are approximate.

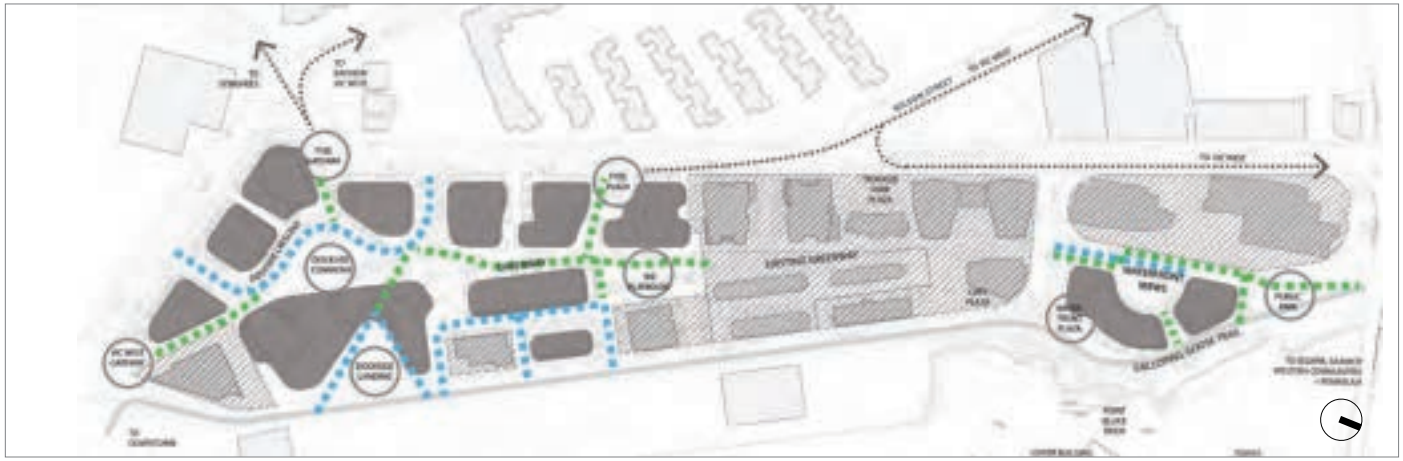


Fig 4. Circulation Diagram

NOTE: Location and shape of Connections are approximate.

2.2 DOCKSIDE COMMONS PRECINCT

The Dockside Commons Precinct is at the south-west corner of the site and is comprised of several tower building forms and the following key open space: Dockside Commons and connected together via the Dockside Crescent, and the Tyee Gateway Connection.

GUIDELINES:

1. Buildings in this Precinct should increase in height towards the corner of Tyee and Esquimalt Roads, with the tallest building located at the corner of Tyee and Esquimalt Roads.
2. The design of the building on the corner should address the terminated vista looking south-east from along Tyee Road and north-west from along Esquimalt Road through massing, materials, details or other architectural articulation.
3. Buildings should have a strong street presence on Esquimalt and Tyee Roads, with strongly expressed secondary entrances that connect directly to sidewalks to access individual ground-level units and/or upper floors.
4. Building podiums should range from 3-4 storeys fronting Esquimalt and Tyee Roads; and 2-4 storeys fronting Dockside Crescent
5. New, tall building forms should contribute positively to the skyline of Victoria West.
6. A private road shall be established to provide vehicle and pedestrian access to new buildings (Dockside Crescent).
7. Building lobbies should open onto Dockside Crescent.
8. Buildings shall provide a human-scale backdrop to the Dockside Commons green space.



Key Plan



Fig 5. Dockside Commons Precinct

2.2.1 DOCKSIDE COMMONS PARK

GUIDELINES:

1. Dockside Commons will be a publicly accessible park located on the southern termination of the Greenway and should include the following elements:

    - A large, primarily open lawn area
    - Shade trees, and decorative grass, perennial, and shrub plantings wherever possible
    - Formal seating (benches) and informal seating (sloped and / or stepped areas)
    - A formal pathway to guide pedestrians crossing the park (linking the southern edge of the Greenway with the Victoria West Gateway)
    - Rain gardens and street trees that provide a transition from Dockside Commons with Dockside Crescent and adjacent private spaces.



2.2.2 TYEE GATEWAY CONNECTION

GUIDELINES:

1. Tyee Gateway Connection will be a pedestrian pathway connecting the Tyee Road / Esquimalt Road intersection to Dockside Crescent, and should be composed of the following elements:

    - A pedestrian pathway with a minimum width of 2.5m that opens up into a small plaza framed by private patios and entry lobbies immediately adjacent to Dockside Crescent
    - Raingardens prioritized for landscape planting
    - Adjacent building lobbies that are oriented towards one other
    - Integrated directional and building signage and seating in association with landscaping features.





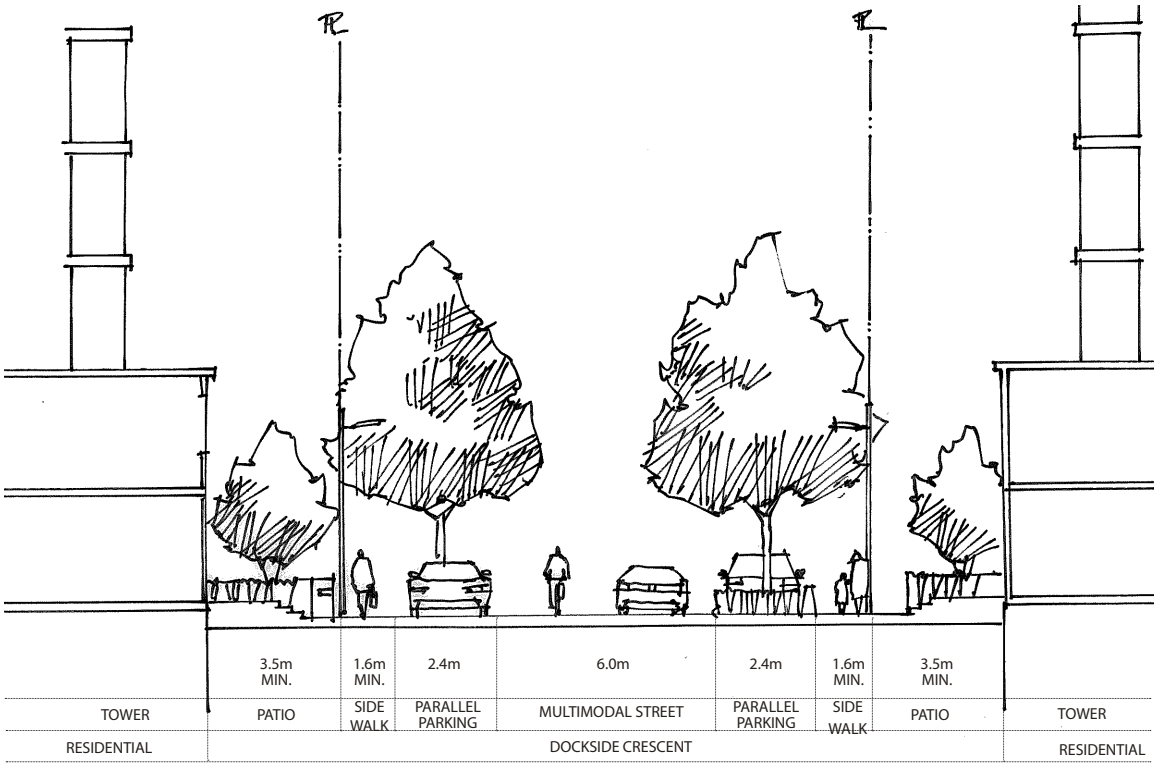


Fig 6. Dockside Crescent Section

2.2.3 DOCKSIDE CRESCENT

GUIDELINES:

1. Dockside Crescent will be a private street that provides pedestrian and vehicular access into the Dockside Green neighbourhood and individual building parkade entrances. It should be composed of the following elements:
   - A width that varies as the adjacent sidewalk increases in width from 1.6m at the entries off Tyee and Esquimalt Roads to 3.5m further inward.
   - Space for on-street parking and raingardens
   - Raingardens should incorporate street trees and help to frame pedestrian desire lines
   - A sidewalk that flanks one edge of the shared street and Dockside Commons
   - Parkade entrances that incorporate high quality architectural treatments and landscaping to mitigate the appearance of blank walls and dark voids
   - Landscape design that is compatible with easily identifiable building entrances
   - Bollards and surface treatments that slow vehicular traffic and delineate pedestrian only areas.

RECOMMENDED TREE SPECIES:

- Carpinus caroliniana (American Hornbeam)
- Zelkova serrata 'Green Vase' (Japanese Zelkova)
- Amelanchier canadensis (Canadian Serviceberry)
- Acer rubrum 'Armstrong' (Red Maple)

2.3 DOCKSIDE LANDING PRECINCT

The Dockside Landing Precinct is located in the southeast area of the site and is primarily defined by the main urban plaza and non-residential uses.

GUIDELINES:

1. Buildings in this Precinct shall frame Dockside Landing and visually link to Dockside Commons.
2. Buildings along Esquimalt Road must have a strong street presence on Esquimalt Road with strongly expressed secondary entrances for upper floor access and/or individual ground-level unit entrances that connect directly to the sidewalks.
3. The green roof atop the adjacent parcel site should be designed to visually connect to Dockside Commons.



Key Plan



Fig 7. Dockside Landing Precinct

2.3.1 DOCKSIDE LANDING PLAZA

GUIDELINES:

1. Dockside Landing will be the main plaza at Dockside Green that should be composed of the following elements:
    - An opening onto Harbour Road that creates a strong relationship with the street and harbourfront area.





- First Nations interpretive signage
- A site for food kiosks
- Provision for bike and carshare parking
- A consistent 3 meter min. pedestrian zone (building to road's edge) along the retail edges to encourage activation of storefronts
- Outdoor seating areas or exterior product displays
- Curbless paving treatment
- Street trees and public seating to frame view corridors and support circulation
- A private one-way road that provides for vehicle access and allows for on-street parking and loading
- Bollards, planters and surface treatments that clearly delineate pedestrian-only areas.

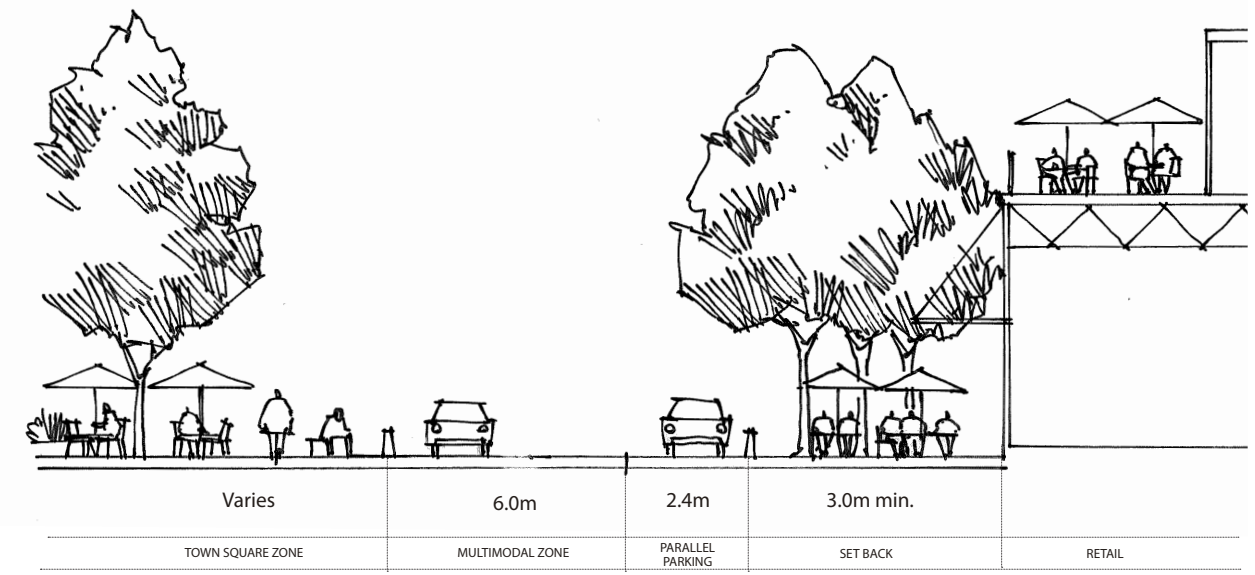


Fig 8. Dockside Landing Section

2.3.2 VICTORIA WEST GATEWAY CONNECTION

GUIDELINES:

1. The Victoria West Gateway Connection will provide a pedestrian pathway linking the Harbour Road / Esquimalt Road intersection to Dockside Commons and should be composed of the following elements and design features:

    - A pedestrian pathway with an average width of 3m and a minimum width of 2m
    - Landscape screening of the private patios flanking the pedestrian corridor
    - Landscaping that strategically screens parkade entrances of adjacent buildings by providing plantings, green wall or decorative fencing
    - A small plaza at the intersection of Harbour Road / Esquimalt Road
        - The plaza should provide wayfinding signage, public seating and lighting to demarcate this important pedestrian entrance to the site
        - The plaza may act as a potential location for public art at Dockside Green as well as integration of a Victoria West Community welcome sign.





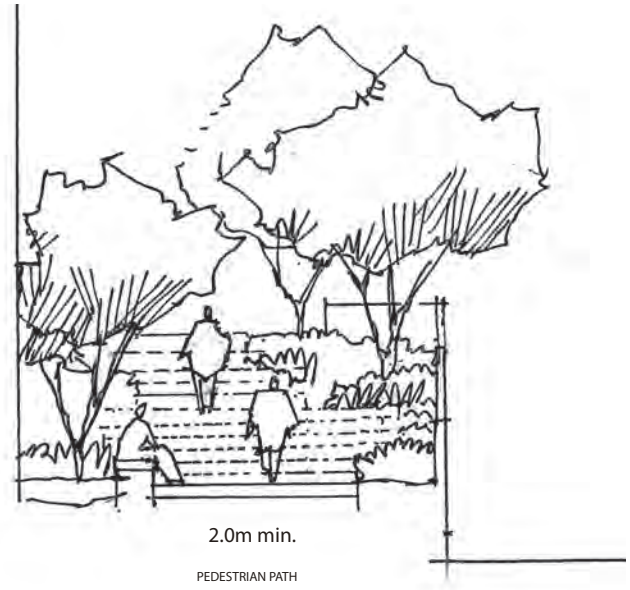


Fig 9. Victoria West Gateway Connection Section

2.4 TYEE GREENWAY PRECINCT

The Tyee Greenway Precinct is comprised of several tower building forms located within the mid-block of Tyee Road. The Precinct both physically and socially connects Dockside Green and includes, the Greenway, the Tyee Plaza Connection and the Playroom.

GUIDELINES:

1. Buildings in this Precinct will increase in height from north to south.
2. Building form should consider the angle of Wilson Street and frame pedestrian desire lines to Dockside Commons / Dockside Landing.
3. Building lobbies are intended to be visible and open onto Tyee Road or Tyee Plaza.
4. Buildings along Tyee Road must have a strong street presence with strongly expressed secondary entrances for upper floor access and/or individual ground-level unit entrances that connect directly to the sidewalks.
5. Residential units fronting the Greenway should provide secondary, external entry doors with a direct connection to the Greenway.



Key Plan



Fig 10. Greenway Mews Precinct

2.4.1 GREENWAY

GUIDELINES:

1. The Greenway will provide uninterrupted universal access from Dockside Crescent to Harbour Road at the north end and should be composed of the following elements and design features:
    - Edges characterized by wetland and naturalized habitat plantings.
    - Generous landscape plantings as a buffer between public and private realms
    - Integration of sustainability signage to contribute to the identity of the place
    - Seating opportunities and appropriate lighting
2. The Greenway will include a pedestrian pathway with a minimum width of 2.5m and must be constructed of a durable material that provides safe passage for pedestrians and wheelchairs and also limits stormwater run-off
3. A linear water feature will run parallel to the greenway path, and should be varied in width, flow and character and will serve to limit storm-water runoff.



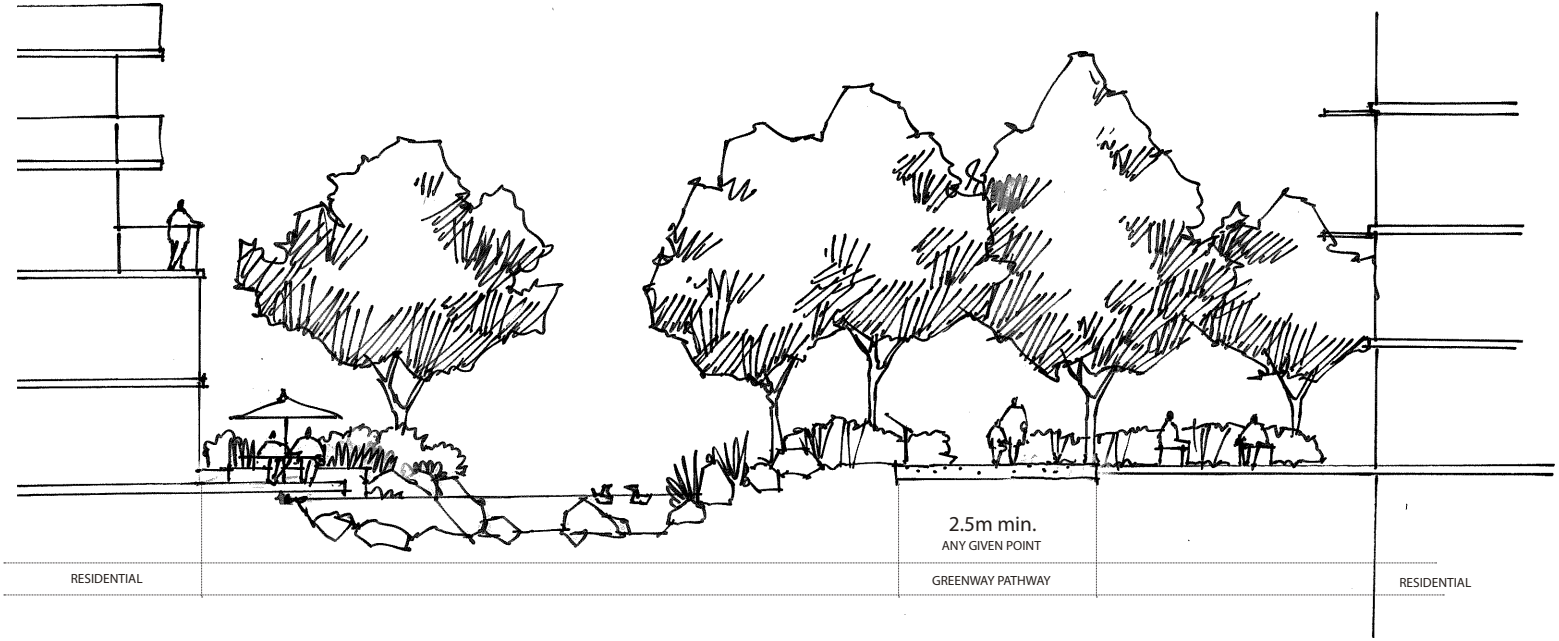


Fig 11. Greenway Section

2.4.2 THE TYEE PLAZA CONNECTION

GUIDELINES:

1. The Tyee Plaza Connection will provide a min. 2m wide pedestrian pathway linking Tyee Road and the Greenway and should be composed of the following elements:
    - A small plaza along Tyee Road
    - Private patios and entry lobbies framing the plaza
    - Raingardens for landscape planting
    - Minimal obstructions within the plaza to maintain view corridors and ease pedestrian circulation
    - Use of exposed storm water features to highlight the narrative of water in descending staircases locations
    - Adjacent building lobbies oriented towards one other
    - A Tyee Road bus shelter, bike racks and multi-modal transportation signage.



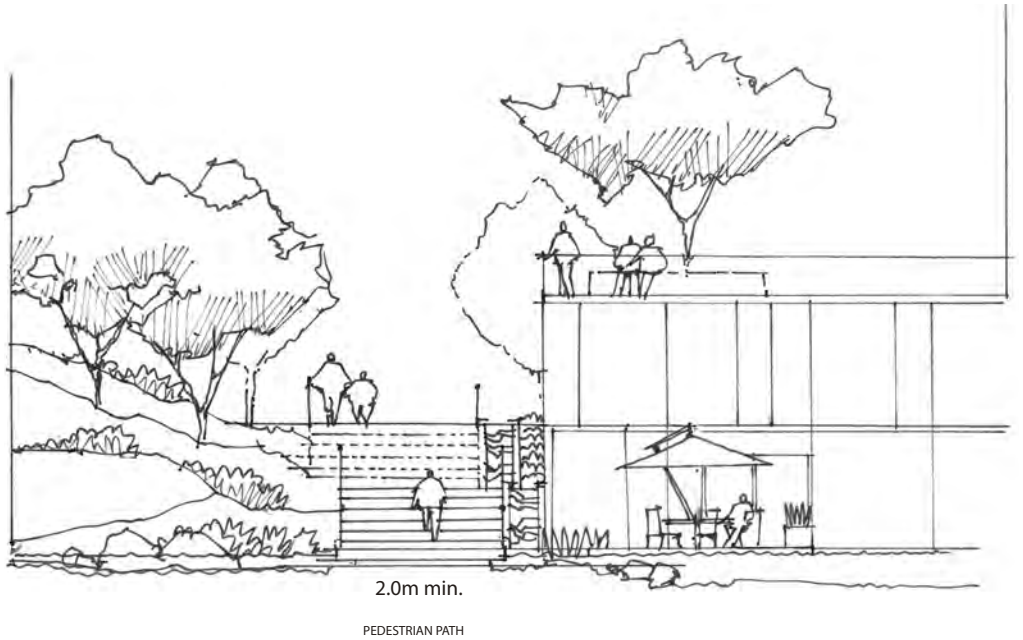


Fig 12. The Tyee Plaza Connection

2.4.3 THE PLAYROOM

GUIDELINES:

1. The Playroom will be the primary children's playground space at Dockside Green and should be composed of the following elements and design features:

    - Sloped landscape features for climbing, sand play, and meandering pathways for diversity of play options
    - Plantings and mounding
    - Open lawn areas, low walls and site furnishings provided for seating and passive enjoyment, such as sunning and lounging
    - Naturalized play elements such as logs and boulders
    - Integrated with the greenway linear water feature and pathway.





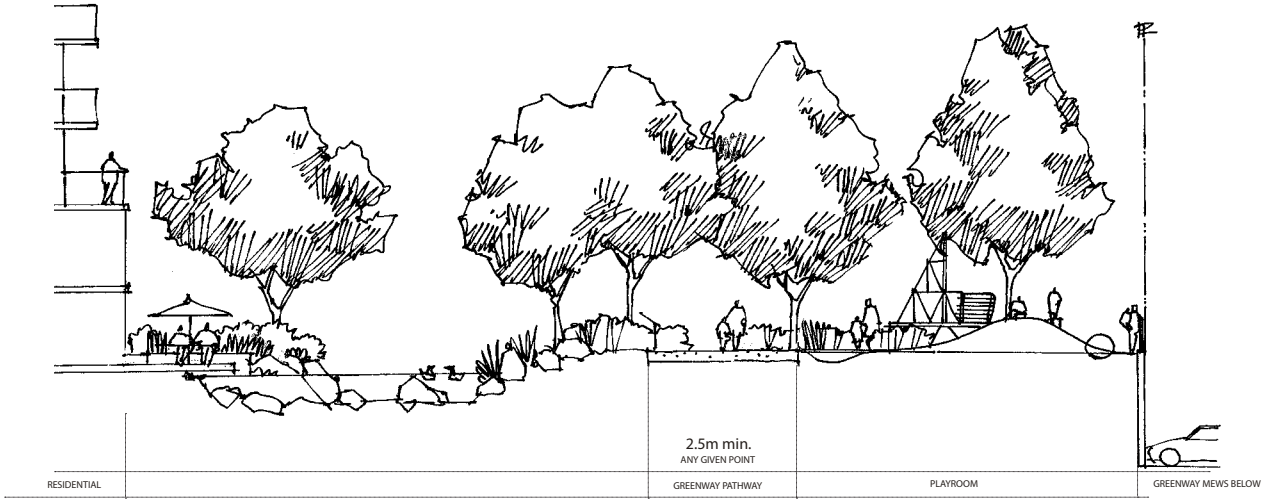
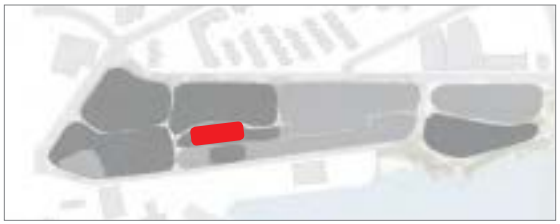


Fig 13. Playroom Section

2.5 GREENWAY MEWS PRECINCT

The Greenway-Mews Precinct is located between Dockside Mews and the Greenway and includes low-rise residential buildings.



Key Plan

GUIDELINES:

1. Buildings in this Precinct should have complementary residential character on the Greenway side and complementary marine industrial character on the Harbour Road side.
2. New developments should contribute to the continuity of pedestrian activity and movement along the Greenway.
3. Residential units that meet the Greenway at grade should include a secondary, exterior entrance that fronts the Greenway.
4. Buildings should include entrances to either main lobbies or individual residential units that connect to the either the Greenway and/or to Dockside Mews.

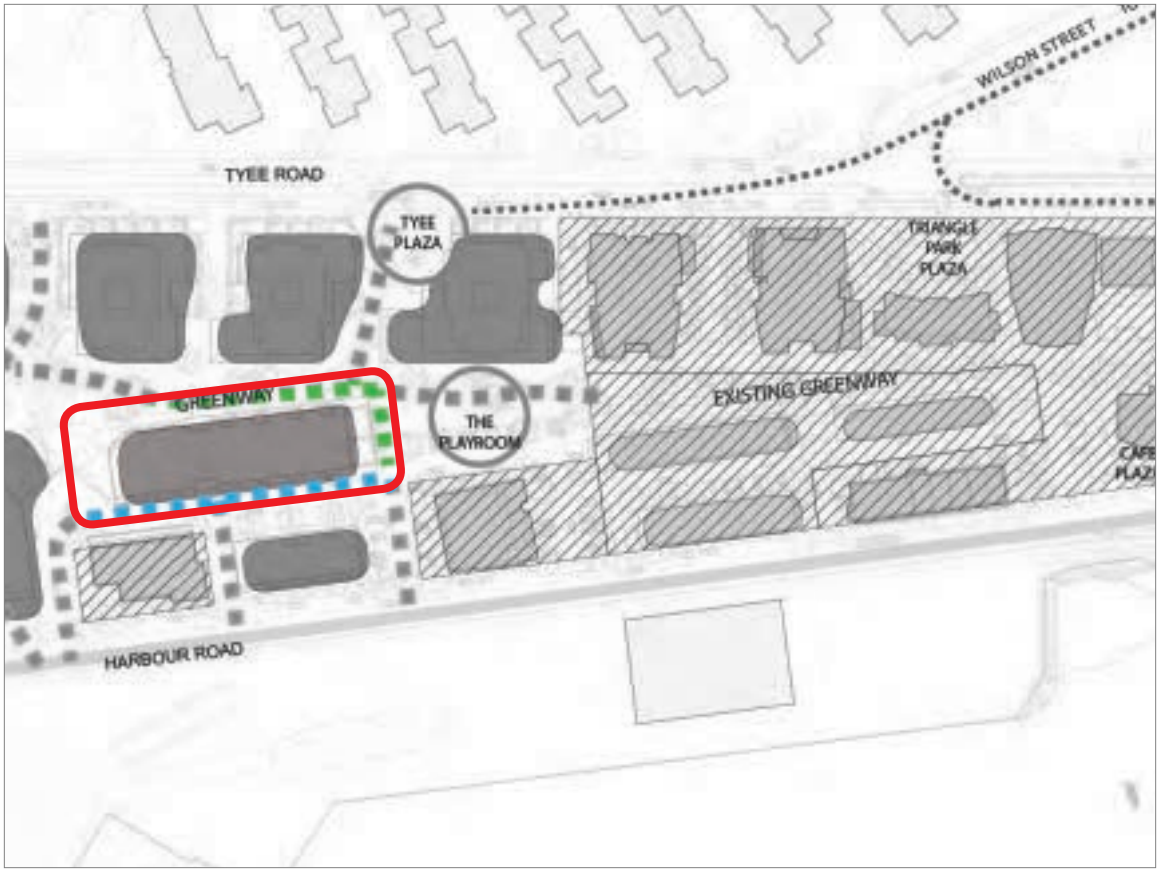


Fig 14. Greenway Mews Precinct

2.5.1 DOCKSIDE MEWS

GUIDELINES:

1. Dockside Mews will be a slow-traffic private road that provides access to buildings and parking and should be composed of the following elements:
    - Curbless paving treatment
    - Concrete unit pavers as the predominant paving treatment
    - Bollards, planters and surface treatments that clearly delineate pedestrian only areas
    - Multiple rain gardens along the length of the road to mitigate storm water runoff
    - Street trees placed wherever the space allows within and around parking
    - Multiple pedestrian access points to Harbour Road and the Greenway.

RECOMMENDED TREE SPECIES:

- Amelanchier canadensis (Canadian Serviceberry)
- Cornus florida (Flowering Dogwood)



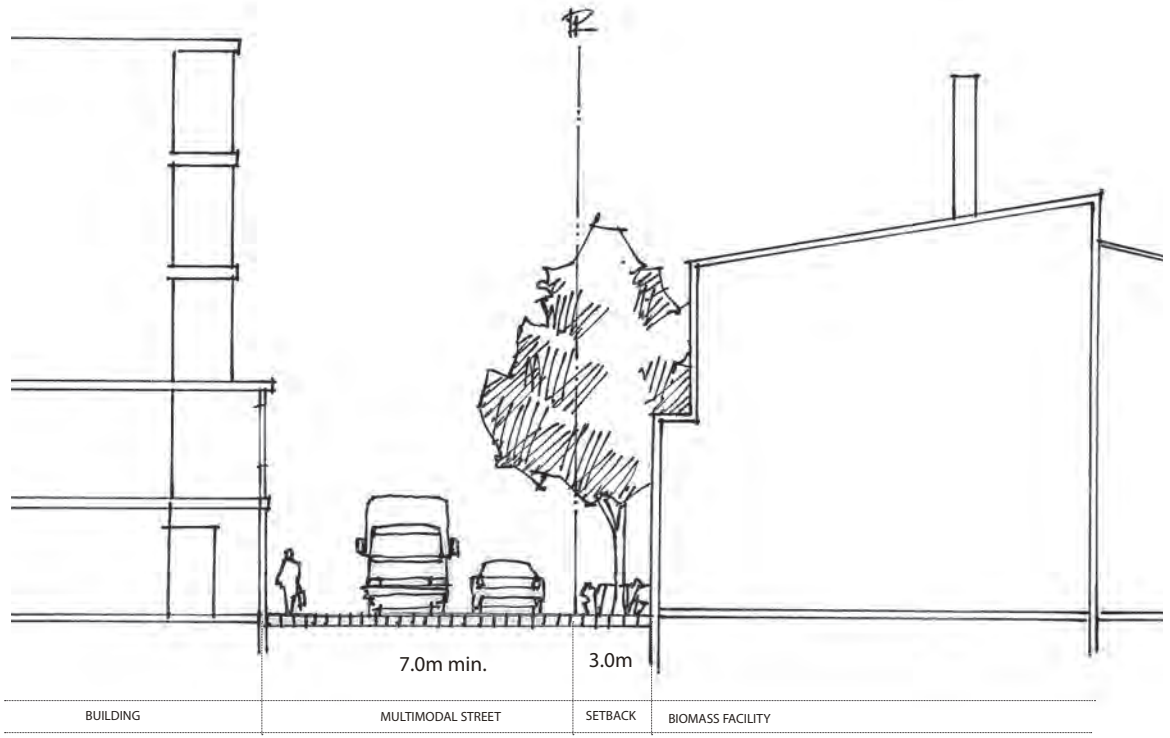


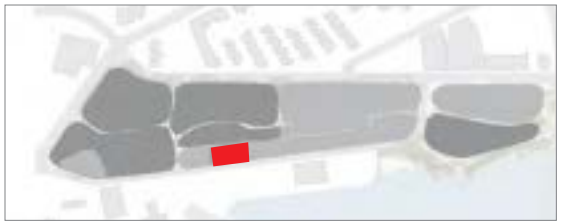
Fig 15. Mews Section

2.6 HARBOUR ROAD PRECINCT

The Harbour Road Precinct is located at the eastern boundary of Dockside Green along Harbour Road, and includes low-rise commercial or light industrial buildings.

GUIDELINES:

1. Buildings in this precinct should have a marine industrial character, detailing and materials.
2. Buildings should be minimally set back from the Harbour Road sidewalk.
3. Building should generally have a simple massing form, reflective of industrial buildings.
4. Entrances should be enhanced through the use of elements such as low walls, steps, special paving, special planting features, and architecturally integrated canopies projecting from the building and lighting.



Key Plan



Fig 16. Harbour Road Precinct

2.7 DOCKSIDE WATERFRONT PRECINCT

The Dockside Waterfront Precinct anchors the north end of Dockside Green and includes the Waterfront Mews, Public Park, and mixed-use mid-rise and residential tower buildings.

GUIDELINES:

1. Buildings in this precinct should have building design, character, detailing and materials that is consistent with those in the Dockside Commons Precinct.
2. A tower building should anchor the north end of the precinct, and should be sited in the location described in Figure 17.
3. Buildings should generally follow the curvature of the Galloping Goose trail.
4. Building design should address the terminating vista (looking north along Harbour Road) through massing, materials, details, or other architectural articulation.
5. A generous pedestrian connection from Waterfront Mews to the Galloping Goose Trail must be provided that increases in width from the Mews to the Galloping Goose Trail outward at the Trail connection.
6. Parking will be beneath buildings with access from Harbour Road.
7. Limited surface parking may be located adjacent to the Waterfront Mews that will be accessible to the general public
8. Surface parking shall be screened from Harbour Road.



Key Plan

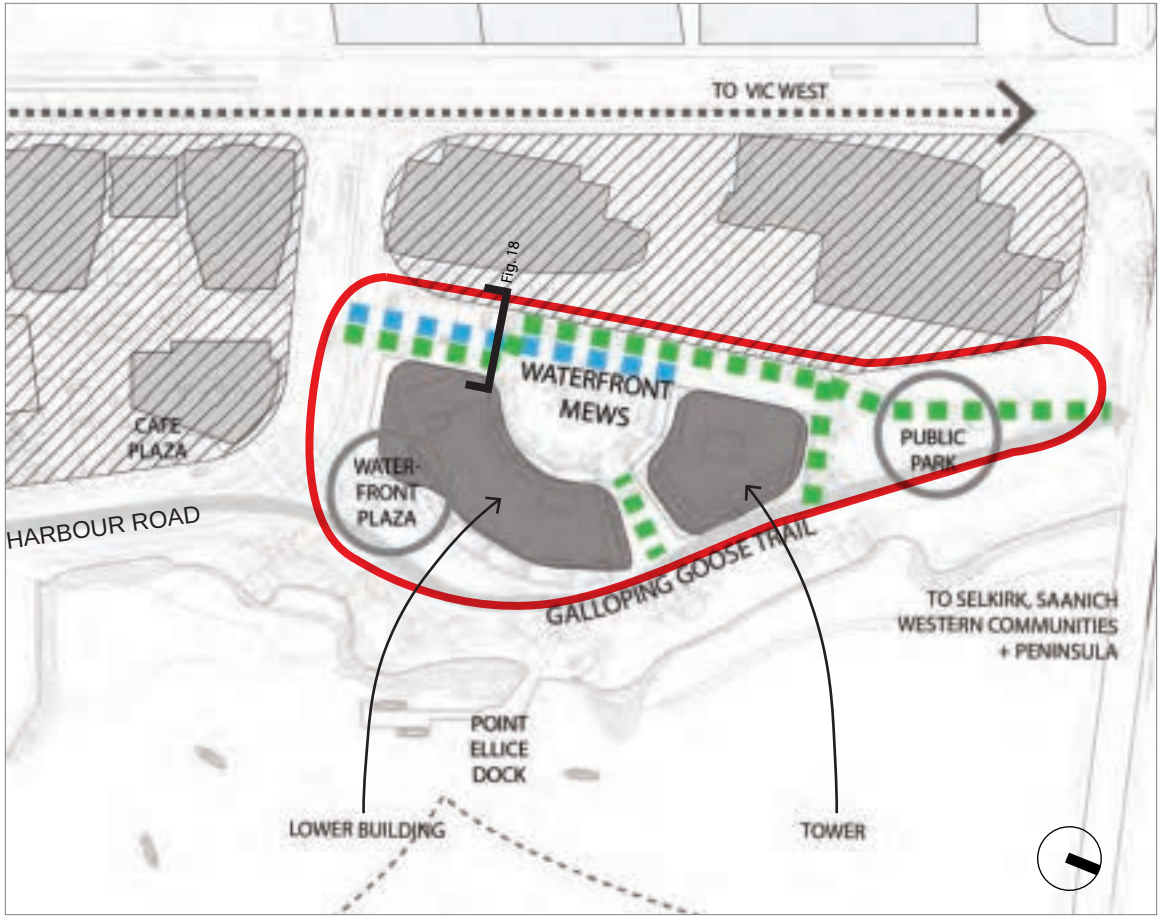


Fig 17. Dockside Waterfront Precinct

2.7.1 WATERFRONT MEWS

GUIDELINES:

1. Waterfront Mews will be a slow-traffic private road that provides access to buildings and parking and should be composed of the following elements:
    - Concrete unit pavers as the predominant paving treatment
    - Bollards, planters and surface treatments that clearly delineate pedestrian-only areas
    - Multiple rain gardens along the length of the road to mitigate storm water runoff
    - Street trees placed wherever the space allows within and around parking
    - Dedicated pedestrian access from the publicly accessible parking spaces to the public park
    - A pedestrian crossing that will be delineated by signage and paving treatments to connect the south sidewalk to the dedicated pedestrian pathway that connects to the public park



- Pedestrian access from the City sidewalk on Harbour Road to the publicly accessible parking stalls should be provided by a pathway constructed of a concrete or concrete unit pavers.

RECOMMENDED TREE SPECIES:

- Zelkova serrata 'Green Vase' (Japanese Zelkova)
- Amelanchier canadensis (Canadian Serviceberry)
- Acer rubrum ('Armstrong' Red Maple)
- Cornus florida (Flowering Dogwood)

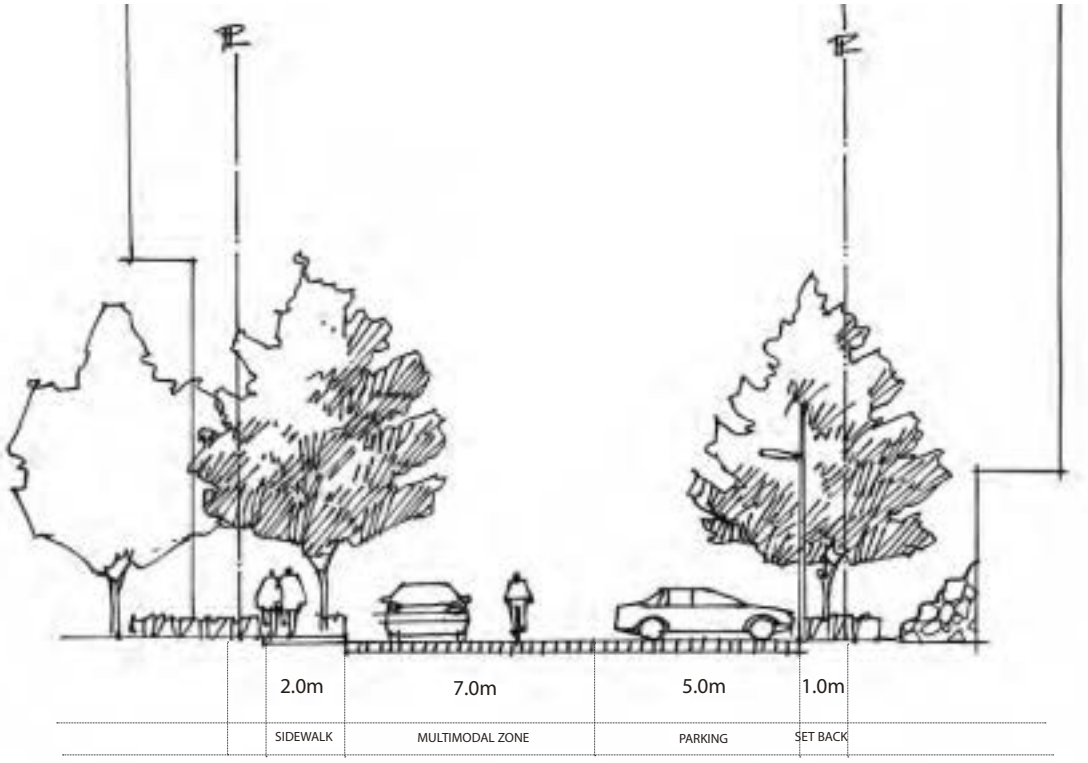


Fig 18. Waterfront mews Section

2.7.2 WATERFRONT PLAZA

GUIDELINES:

1. Waterfront Plaza will be a small plaza adjacent to Harbour Road and the Galloping Goose Trail and should be composed of the following elements:
    - A primarily hardscaped plaza with limited opportunities for planters and trees
    - Public seating in the form of benches, low walls or landscape features
    - Private seating areas should also be provided to serve adjacent commercial uses
    - Bicycle parking facilities.



3 SITE-WIDE DESIGN GUIDELINES

3.1 BUILDING DESIGN

3.1.1 GENERAL MASSING & DESIGN

GUIDELINES:

1. All buildings should create a consistent street wall, and tower forms are encouraged to utilize building massing to define the street wall, and to articulate clearly-expressed building bases by using architectural massing elements such as projecting bays, recesses and edge treatments.

2. Street walls should generally be the following heights:
   - Tyee Road: 2-3 stories in the Tyee-Greenway Precinct transitioning to 4 stories at the south end of this Precinct into the Dockside Commons Precinct
   - Esquimalt Road: 2-3 stories in the Dockside Landing Precinct transitioning to up to 4 stories in the Dockside Commons Precinct
   - Harbour Road: 2-3 stories
   - Dockside Crescent: 2-4 stories depending on street wall fronting Esquimalt and/or Tyee Road
   - Greenway: 2-3 stories
   - Galloping Goose: 3-4 stories
   - Major Pedestrian Connections: To match the Tyee or Esquimalt Road frontage, transition to match the Greenway / Dockside Crescent frontage.



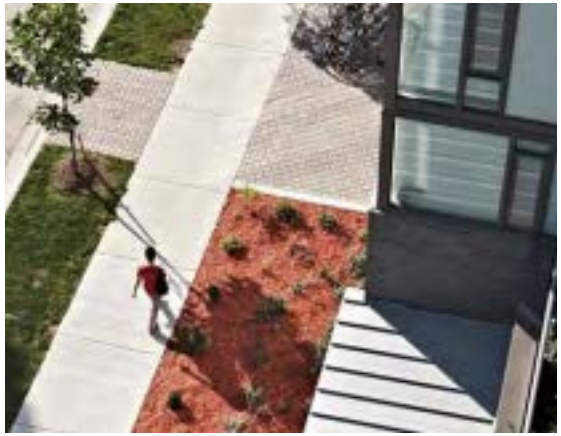
3. Street wall height should consider the height of street walls on adjacent parcels and foster a massing that matches and / or facilitates an appropriate transition and/or stepping of the street wall height.

4. Building bases are encouraged to be located adjacent to public sidewalks and internal pedestrian pathways.

5. Due to the nature of the site and the inclusion of public open scapes and pathways, careful consideration should be given to all elevations.

6. Larger buildings with longer building frontages should be visually broken using architectural design elements to modulate the scale of the building's frontage. Long, continuous blank walls should be avoided. Individual functional elements should be expressed to create identity, rhythm and variety, and to help reduce apparent bulk and visual scale.

7. Building massing should be enhanced through the opportunities for projections and recesses into the building envelope, and include balcony projections into the setbacks as established in the zoning.



8. Shallow articulation of building surface elements and materials is generally ineffective in achieving adequate variation in massing, and bolder manipulations of the building form should prevail.

9. Finer grain of architectural detailing - fenestration, recessed balconies, bays, materiality, etc., is also encouraged to help reinforce a human scale along public street frontages, including the Greenway and public connections.

10. Roofs should be designed to be attractive as seen from above as well as from the ground level. Large, monotonous expanses of roof should be avoided.

11. Where roofscapes are visible from adjacent high-rise towers, they should be designed to be visually attractive. Rooftop mechanical rooms, units and equipment, elevator penthouses, vents and other rooftop devices should be integrated into the building massing and roof architectural treatment, or should be grouped and screened with materials and finishes compatible with the building.

12. Design of buildings is intended to reflect a simple geometry, contrasting large glazed areas with solid wall planes and clearly defined outdoor spaces.

    - Overhangs, canopies and rooftop terraces are encouraged.

13. Building design should support sustainable design initiatives by providing some or all of the following:

    - Balcony areas and overhangs that offer effective shade;
    - Solid and punched walls providing increased thermal value; and
    - Selected areas of glazed wall, overheight spaces, and clerestories providing generous access to daylight and views.
    - Exterior sun-shading devices may be considered.





3.1.2 SKYLINE & VIEWS

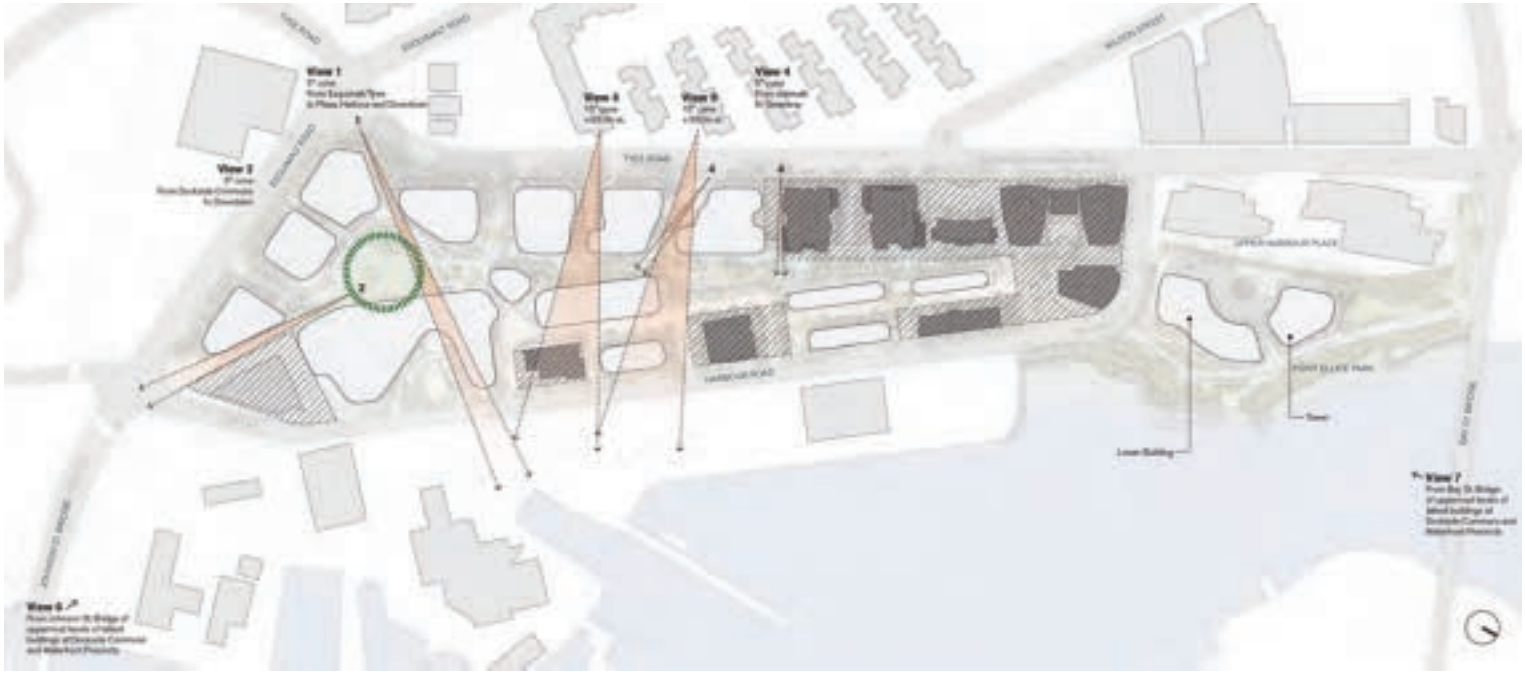
GUIDELINES:

1. The preservation of public views will be an important consideration during design and development.
2. Buildings on Tyee and Esquimalt Road shall increase in height towards the corner of Tyee and Esquimalt Roads, in order to cluster the highest buildings at the corner intersection.
3. Buildings within the Tyee Greenway Precinct should provide a minimum of 3m difference in height between buildings.
4. Buildings within the Dockside Commons Precinct should provide a minimum of 6m difference in height between buildings.
5. The massing and design of the tallest buildings at either end of the site should be designed to address views from either the Bay Street or Johnson Street Bridge respectively.
6. Public viewpoints developed within the Dockside Lands should be reinforced by the placement of seating, open spaces, circulation routes and the massing of buildings.
7. Views 1, 2, 4, 6 and 7 must be maintained (see Views Diagram & Views Table).
8. View 8 and 9 are intended to provide views above low-profile buildings and between the taller towers along Tyee Road, and are permitted to vary in a north-south direction (i.e. parallel to Tyee Road) from that shown in the Views Diagram.



Fig 19. Skyline Diagram

SKYLINE CONCEPT:
Building heights gradually increase towards the corner of Esquimalt + Tyee, with additional height at the north end of the site to reinforce the "bridge-to-bridge" concept



NOTE: Views 3 and 5 covered in Design Guidelines for the Dockside Area (2005)

Fig 20. Views Diagram

View	From	To	Height	Minimum View Cone	Notes
Pedestrian-level views into and through site					
View 1	Esquimalt/Tyee intersection	Dockside Landing, Harbour Road, Downtown	1.5m above grade	5°	
View 2	Dockside Commons	Esquimalt/Harbour Intersection, Downtown	1.5m above grade	5°	
View 4	Centreline of easterly sidewalk on Tyee Road	Site, Greenway	1.5m above grade	5°	
Views towards site					
View 6	Johnson Street Bridge	Upper Levels of tallest buildings at the Dockside Commons and Dockside Waterfront Precincts	1.5m above grade	N/A	View from traversing bridge
View 7	Bay Street Bridge	Upper Levels of tallest buildings at the Dockside Commons and Dockside Waterfront Precincts	1.5m above grade	N/A	View from traversing bridge
Upper-level views through site					
View 8 & 9	Upper levels of buildings on the west side of Tyee Road. Maximum 15m from western edge of Tyee Road ROW.	City skyline	33.0m above datum	15°	Location may vary parallel to Tyee Road

Fig 21. Views Table

3.1.3 RESIDENTIAL BUILDINGS

GUIDELINES:

TOWER BASE AND LOW/ MID-RISE MASSING

1. Residential frontages should have single-storey or multi-storey units at grade similar in scale and character to townhouse units. Designs may include distinguishing individual units both in plan and elevation with elements such as projecting bays, recesses, vertical "framing" treatments, individual roofs and entry canopies.





2. For low and mid-rise buildings:
   - Setting back the frontage above the "townhouse" level is encouraged.
   - At the uppermost floor, where a higher degree of architectural articulation is encouraged, higher floor-to-floor ceiling heights are appropriate.
3. Where residential use is located on the first floor, individual unit entries should be located on the street to emphasize the residential nature of the area.
4. Entrances should be enhanced through the use of elements such as low walls, steps, special paving, special planting features, architecturally integrated canopies projecting from the building, and special lighting.
5. Entrances should be seen as "punctuations" in the overall streetscape treatment.

TOWER MASSING

1. A minimum of 22m separation should be maintained between towers, measured horizontally from the perpendicular face of the buildings primary elevations.
2. A minimum of 20m should be maintained between balconies, measured from the outermost edge of the balcony.
3. Towers should be setback a minimum 2m from their streetwall base.
4. To encourage articulation of massing and to preserve natural light to street-level, a setback plane should be applied to tower forms along Tyee and Esquimalt Roads:
5. A 1:5 setback plane shall be measured starting from a base point taken 15m above the highest point of the parcel along the property line along either Tyee or Esquimalt Roads.
6. Building mass should not intrude into this setback.



7. Portions of towers (such as at corners or lobbies) may extend uninterrupted to grade, providing visual relief to the streetwall and highlighting entry points.
8. The typical tower floorplate gross area is envisioned to be a maximum of 725sq.m gross (including elevator cores, storage, stairs, enclosed balconies, etc., but excluding open balconies).
9. Tower forms should express a combination of solid planes, punched windows and larger glazed areas to mitigate the scale of the towers and provide visual interest.
10. Vertical architectural elements linking base, middle and top components are encouraged to develop a more interesting architectural expression and to create varied building façades.

ENTRANCES AND LOBBIES

1. Entrances should be articulated at the building base level, through but not limited to the use of extensive glazing, low walls, steps, special paving, special planting features, architecturally integrated canopies projecting from the building, and special lighting.
2. Residential lobbies should be at grade and are encouraged to be prominent, and located for activity consideration and be clearly identifiable, visible transparent and accessible from the public realm. Consider over-height spaces and glazing to emphasize the lobby as an important semi-private space.
    - Entrances and lobbies of different buildings are encouraged to be grouped together.
    - Consideration should be given to providing inter-relationships between interior and exterior spaces in lobbies. Usable semi-private spaces should be located as direct edges to public spaces to demarcate and amenable transition from public to private property.
    - Where main tower lobbies face interior streets, pathways to tower lobbies should be prominent and strongly expressed Secondary entrances and / or individual ground-level unit entrances should connect directly to the sidewalks.
    - Locate lobbies to take advantage of axial relationships and deflected views.
3. Raised entry areas at ground-level suites should provide semi-private space for a garden and patio.
4. CPTED principles should be considered when locating entrances to enhance their safety and visibility. Preference should be given to direct street access. However, access from pathways is also acceptable provided entrances are clearly visible.



TOWER TOPS

5. The following design guidelines apply to the upper floors of towers in order to limit apparent massing, to create architectural interest and to contribute to the skyline:
    - Set-backs at the penthouse and/or sub-penthouse levels, together with material change
    - Reduction in floorplates to accommodate terraces and to enable sculpting
    - Accessible rooftop amenity areas are encouraged. Roofscapes may include a combination of usable areas, green roof and urban agriculture
    - Rooftop mechanical rooms, units and equipment, elevator penthouses, vents and other rooftop devices should be integrated into the building massing and roof architectural treatment, or should be grouped and screened with materials and finishes compatible with the building.

3.1.4 COMMERCIAL/ RETAIL AND LIGHT INDUSTRIAL BUILDINGS

GUIDELINES:

MASSING

1. Buildings should be expressed as simple volumes.
2. A streetwall massing treatment for the lower commercial/retail floor should help to differentiate and express the base building form the upper floors.
3. At retail building frontages, attention should be given to articulation, signage, canopies merchandise displays, and seating areas to enhance the adjacent public realm and pedestrian experience.
4. Building articulation is encouraged at the uppermost floor and at the roof, by using architectural elements such as manipulations in massing, materials and edge treatments.



RETAIL FRONTAGES

1. Retail frontages should be primarily glazed and avoid expanses of unactivated façades. Ground-level retail spaces that face a public space should have clear glass on a minimum 60% of their facades.
2. For facades along a sidewalk, no more than 30% of its length (or 15m, whichever is less) should be blank (i.e. without doors or glazing).
3. Entrances to businesses should be directly accessible from a sidewalk along the circulation network or public space, such as a square, park or plaza - but not a parking lot.
4. Retail frontages should provide pedestrian weather protection in the form of fabric awnings, glazed canopies or building overhangs.
5. Retail frontages should provide durable materials as outlined in Section 3.3.4, and architectural detailing consistent with the overall Dockside Green building design palette to animate and articulate the façade.
6. Frontages should extend around corners to reinforce the continuity of the retail frontage. Opportunities to articulate the façade to provide transition zones and architectural variety by using architectural detailing and a variety of durable materials consistent with Section 3.3.4 is encouraged.
7. Providing glazing with views to the building interior from the street and/or public space is highly encouraged.
8. Openable storefronts that engage pedestrians and animate the street or public space are encouraged.
9. Security gates or grilles designed to protect glazed openings are highly discouraged. If required for building protection, they shall allow for visual permeability to the interior of the retail space, with at least 50% open area.

LIGHT INDUSTRIAL FRONTAGES

10. Light industrial frontages should provide a pedestrian-friendly interface with the public realm. No more than 40% of the frontage length (or 15m, whichever is less) should be blank (i.e. without doors or glazing).
11. The use of building materials consistent with Section 3.3.4, and architectural articulation at ground level, should provide visual interest to pedestrians.
12. Providing glazing with views to the building interior from the street is encouraged.
13. Operable facades (i.e. movable walls, garage doors, or similar) that help activate the interface between the street and the building are encouraged.
14. Security gates or grilles designed to protect glazed openings are highly discouraged. If required for building protection, they should allow for visual permeability to the interior of the retail space, with at least 50% open area.

PROTECTION FROM THE ELEMENTS

15. Canopies and awnings should be provided to protect pedestrians from the elements. Canopies and awnings are to be continuous and designed to provide architectural interest and articulation. Canopies and awnings should be built of durable materials, and consideration given to lightness and translucency. These elements also provide opportunities for retailers to spread their wares outside the store, or to have a covered seating area in the case of a restaurant or café.

3.1.5 BUILDING MATERIALS

GUIDELINES:

1. Materials should be selected that are appropriate to the building face orientation (sun, wind, noise, views) as well as building use and street frontage.
2. Natural colours are preferred and should be derived from the materials used for the primary surfaces of the buildings.
3. Colour choices may also be derived from marine industrial buildings and equipment, as well as existing buildings at Dockside Green.
   - Accent and/or secondary finish material colours should be selected to harmonize with the primary materials.
   - For durability and consistency, custom colours should be factory applied to all materials and finishes whenever possible.
4. In developing an architectural character, the following materials - whether alone or in combination - should be considered within the context of the Precinct character to which the building belongs:
   - The materiality within each Precinct should respect a distinctive theme while contributing to overall cohesiveness throughout Dockside Green.
   - In general, all buildings should be grounded in a West Coast Contemporary expression (see below).
   - Industrial and marine character elements should be considered along Harbour Road at the Dockside Landing and Harbour Road Precincts, the Harbour Road side of the Greenway Mews Precinct and at the Dockside Waterfront Precinct.
   - Marine Character elements should have priority over Industrial Character elements.

WEST COAST CONTEMPORARY:

- Simple structures in wood, concrete or steel
- Generous clear glazing, especially in connection with outdoor space
- Concrete or stone walls, stairs, and platforms
- Wood, metal and cementitious wall panels
- Wood windows and doors
- Metal doors
- Metal or vinyl windows
- Latticed wood or metal screens
- Wood and metal railings

INDUSTRIAL CHARACTER ELEMENTS:

- Industrial structural systems - steel and heavy timber
- Large expanses of clear glazing with mullion grids reminiscent of industrial steel windows
- Metal panel or siding
- Wood siding
- Large shingled or metal roof planes
- Industrial grating, stairs and similar components
- Galvanized or stainless steel
- Building services as aesthetically expressed elements

MARINE CHARACTER ELEMENTS:

- Robust structures, including wood piles, steel and wood trusses
- Large glazed doors and windows
- Wood decking
- Wood siding
- Nautical - especially evocative of working boats
- Cable railings

MATERIALS THAT MUST NOT BE USED:

- Vinyl siding
- Mirrored or heavily tinted glass







3.1.6 BUILDING LIGHTING

GUIDELINES:

1. Exterior lighting within each Precinct should develop a distinctive theme while contributing to overall cohesiveness throughout Dockside Green.
2. Avoid overlighting through careful integration of building and landscape lighting design.
3. Building lighting should create a subdued night-lit landscape that, in combination with lighting for security within landscape areas, contributes to a safe and pleasant character.
    - White light sources (metal halide, fluorescent, LED) are encouraged
    - Lighting fixtures should be of contemporary design, and placed to enhance the definition of buildings and surrounding landscape.
    - Lighting may be considered to help activate facades to create visual interest. However, outlining of building edges with decorative or linear lighting systems is discouraged.
    - Building lighting that is glare-producing or flood-distributing is prohibited.
4. Residential lobbies should be well lit ("glow like a lantern") to express an attractive and welcoming presence to the street.
5. Lighting should provide higher levels of illumination at ground oriented units and building entries for safety, wayfinding, and clear identification of each entrance.
6. Where roofs are developed into usable green spaces, lighting should provide low level lighting which casts subtle lighting to the ground plane.
7. Appropriate lighting with building signage should be provided at building entries and retail frontages.

3.1.7 GREEN ROOFS

GUIDELINES:

1. Green roofs shall incorporate one of two types of structures: intensive or extensive systems.
2. Intensive green roofs shall be constructed as rooftop gardens or parks over structure, where soil makeup and depths are great enough to accommodate plants as large as various modestly-sized tree species.
3. Intensive green roofs shall be constructed to permit access by people and accommodate such uses as urban agriculture and gathering space and to improve micro-climate sun/shade conditions.
4. Extensive green roofs shall be separated from human traffic to protect the integrity of the soil and plants.
5. Green roofs shall integrate habitat for pollinators and birds.
6. Where green roofs are not feasible, decorative roof treatments should be provided (e.g. decorative rock ballast)







3.2 PUBLIC ART

GUIDELINES:

1. Art installations on the site may be in the form of, amongst other options:
   - A piece integrated into a building's exterior form or cladding
   - Water features
   - Seasonal displays
   - Rotating exhibits
   - Permanent sculpture pieces
   - Landscape art
   - Street furniture
   - Light displays
   - Large format digital media displays
   - Performance art and street theatre.

2. All public art shall increase public awareness of the sites' environment, history and sustainable processes at work.



3.3 WAYFINDING AND SIGNAGE

3.3.1 WAYFINDING, INTERPRETIVE AND TRANSPORTATION RELATED SIGNAGE

GUIDELINES:

1. Signage should contribute to the development of a coherent wayfinding strategy that achieves the following objectives:
   - A cohesive system of signage that would be expressed as a family of elements that reinforce the unique identity of Dockside.
   - Providing opportunities for interpretation of sustainable initiatives that foster awareness and on-site education such as urban ecology, green building technology, rainwater management, on-site energy production, and community building initiatives.







   - Providing a neighbourhood wide system of mapping and directional signage that identifies access points, circulation routes and key destinations

2. Wayfinding should prioritize site features without need of sign panels with regulatory messaging affixed to posts.
3. Where signage is necessary, it should be integrated within architectural and landscape features.
4. Address, naming, and regulatory signage shall be unobtrusive and exist as subtle visual cues for navigation and as embellishments of architecture and landscape.
5. Signage should be constructed using robust materials such as wood and metal that reflect the industrial marine character of the Dockside neighbourhood.
6. All signage should be designed using high quality graphic design and typography to build a strong and identifiable 'brand' for the neighbourhood.
7. The signage strategy should Identify alternative ways to integrate signage into landscape and building elements in order to minimize visual clutter.

3.3.2 COMMERCIAL SIGNS

GUIDELINES:

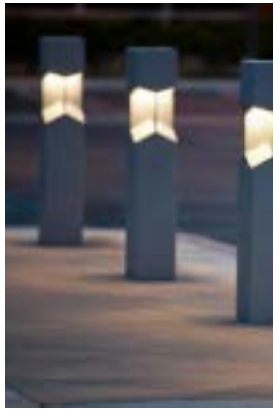
1. Signs shall not be constructed or situated so that it conceals any significant architectural feature.
2. The overall design of a sign, including its size, shape, material, texture, colour and method of lighting should be compatible with the building's architecture
3. Comprehensive signage plans shall be provided at the Development Permit stage for buildings with multiple commercial tenants.
4. Sign types may include fascia or wall mounted signs, signs projecting from the wall, signs suspended beneath canopies or soffits, and window signs.
5. Sign panels with backlighting must not be used.
6. Indirect lighting and the back-lit individual channel letters are encouraged.
7. Signs shall be made of:
   - Enamelled metal, painted metal or painted wood; and
   - Metal or wooden letters.
8. To support sustainability, the use of local and/or repurposed materials is encouraged.











3.4 LANDSCAPE DESIGN

3.4.1 PAVING MATERIALS

GUIDELINES:

1. Pre-cast concrete pavers or coloured saw-cut concrete should be used within road surfaces and parking areas.
2. Paving materials for parks, plazas, pathways, and public open spaces may include range of materials including cast concrete, stone, concrete pavers, gravel. If gravel is employed, it must be accessible to wheelchairs and walkers.
   - Material selections are to directly relate to the detailed design of each space.
3. East-west walkways will be a hard, pervious surface.
4. Design of hard and soft landscaping must limit amount of storm water run-off entering storm sewers.
5. The selection of paving materials should consider:
   - Projects goals for rain water capture and infiltration
   - Solar reflective values required to support LEED ND heat island reduction objectives.



3.4.2 SITE LIGHTING & PUBLIC FURNITURE

GUIDELINES:

1. Selection of lighting and public furniture should lead to a cohesive and complementary character throughout Dockside Green, while

being unique. This can be achieved by selecting a common family of furnishings and lighting to be utilized throughout the site that complements and/ or builds upon existing character of Dockside Green Development.

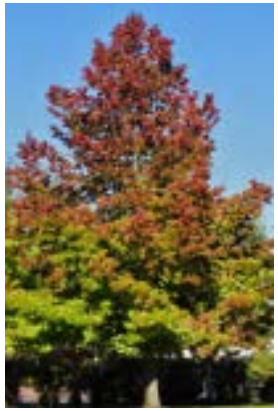
2. Outdoor lighting elements shall function seamlessly within the surroundings.
    - Fixtures are required to be both energy efficient and durable with forms and finishes that do not detract from adjacent architecture and public open space.
    - A combination of such components as dark sky compliant pole fixtures and illuminated bollards should be considered to enable proper illumination of structures and pathways, while supporting a welcoming ambiance.
    - Outdoor lighting should minimize outdoor light pollution.
3. Public furniture - seating elements (benches, chairs, transit seating, etc.), trash receptacles, bike racks, and miscellaneous hardscape elements such as railings and bollards - should complement building architecture

3.4.3 LANDSCAPE PLANTING

GUIDELINES:

1. Native and adaptive species must be prominent in the planting design at Dockside Green.
    - Extensive use of native plants such as kinnikinnick, roses, evergreen huckleberry and salal, where appropriate, should be used to reflect the regional landscape.
2. Natural systems should weave their way through the site, but shall be most evident along the Greenway.





    - Specific focus should be given to such plants as those that support and/or create habitat for bird, small mammal, and insect species occupying biological niches within local ecosystems.
3. A variety of planting forms (high, medium, and low as well as dense and open) of both evergreen and deciduous planting should be included to help promote biodiversity.
    - Hedges can be used to provide evergreen or deciduous walls within the design.
    - Climbing plants may be used with screens and trellises to offer overhead screening and provide a foil between uses.
    - Herbaceous plants should be used to provide seasonal variation and are to be incorporated with shrub planting.
4. A wide range of food-producing edible plants is encouraged.
5. Design of hard and soft landscaping must limit amount of storm water run-off entering storm sewers.
6. Drought- tolerant plant materials should be used in all cases to minimize irrigation needs.





7. Appropriately choose tree species to support their character and function as street trees, shade trees, buffers, privacy screens, food trees and habitat trees while considering:
    - Aesthetic qualities (colour, shape, seasonal changes) and contribution to landscape compositions.
    - Suitability to growing, sun exposure and microclimate conditions.
    - Longevity and ability to be pruned
    - Adaptability to climate change
    - Resiliency to pests.
8. Native and adaptive non-invasive species shall be prioritized, as they better provide habitat and biodiversity and do not require irrigation or fertilizers to flourish.

3.4.4 RAINGARDENS

GUIDELINES:

1. Raingardens shall be designed to slow runoff and filter rainwater while hosting families of plants that thrive in periodically flooded soils.
    - Species shall be chosen by their attributes to be deep rooted, allowing them to survive periodic drought.
    - Species shall be chosen by their ability to attract a range of pollinators to the site and encourage ecosystem health.
    - Species shall be chosen by their ability to assimilate pollutants, such as heavy metals and hydrocarbons.
2. Native species are integral to raingarden planting, and shall include such species as ninebark, sedges, and willow (along the centres of the raingardens) currants, mock orange, and huckleberry (within the intermediate zones) and yarrow, goldenrod, and salal (near the upper edges).

3.4.5 LANDSCAPE ALONG BUILDING FRONTAGES & COMMON OUTDOOR AREAS

GUIDELINES:

1. The design and detailing of each frontage should offer opportunities for uniqueness of expression.
    - Materials should match or complement architectural building materials.
    - The design of frontages should consider seasonal views and the presence/absence of foliage as screening.



2. Layout of space shall consider adjoining structures and adjacent uses to encourage use and social interaction, while considering need for privacy
    - For residential buildings where there are instances of floor to ceiling glazing facing public sidewalks consider strategic plantings to offer the necessary privacy screening.
    - Elements such as arbors, trellises, paving materials and texture, low walls elements, bollards and planting can be used to create transitions between public, semi-private, and private pedestrian realms.
    - Small trees and shrubbery are encouraged to signal a separation of one residence from another.
3. Articulation is encouraged for grade changes, orientation and detailing of walls, stairs, and designs of railings and hedges to contribute to the character of the street edge.
    - Concrete or stone should be used as the primary hard materials for walls and stairs.
    - Metalwork, glass, and timber should be used for screens, fences, gates, and overhead structures.
    - Climbing and trailing plants are encouraged to be utilized to soften and enhance walls, privacy screens, and fences.
    - Walls, fencing, and hedging that are imposing, monotonous, and/or not pedestrian-scale should not be used.
4. Where possible, seating opportunities, including elements such as benches, walls, or moveable chairs should be considered for retail commercial frontages and residential outdoor common areas
    - Siting of daycare play areas should:
        - Be located near or integrated with indoor amenity areas, seating areas, and areas with high levels of visual overlook for guardians.
        - Offer sunny southern and western exposures.
        - Offer opportunities for play within the landscape, including (but not limited to) sensory gardens, mounded lawns, sand and/or gravel, work tables, climbing elements such as boulders.



3.5 TRANSPORTATION

3.5.1 CIRCULATION

GUIDELINES:

1. Parking access points should be consolidated to minimize potential impacts to traffic flow and the pedestrian environment.
2. The impact of activities, such as deliveries, materials handling and storage and refuse collection, should be carefully considered during design of streets, mews, driveway and parking areas (Refer also to Section 3.5.2)

3.5.2 PARKING, LOADING & SERVICE

GUIDELINES:

1. Site-wide, the majority of required vehicle parking must be located underneath buildings, especially in higher density areas fronting Tyee and Esquimalt Roads.
    - Building foundation walls should not protrude more than 1.6m above street level.
    - Parking entrances should be architecturally treated and should incorporate landscaping to mitigate the appearance of blank walls and dark openings with long ramps.
2. Where vehicle parking is provided at grade, it should be located behind or beside buildings and include the following design considerations to minimize its visual impact:
    - Incorporate tree planting and lighting.
    - Use raingardens where feasible to help clean and regulate surface stormwater.
    - Include screening devices, such as hedges and walls.
    - Use bollards for vehicle control, traffic separation and tree protection.
    - Changes in colour, pattern and material of the paving may be an appropriate supplement or alternative to bollards.
3. Car share parking locations should be easily identifiable through the use of signage, paving materials, or road markings.
4. Bicycle parking should be located near main entrances and include the following design considerations:
    - Be visible to the public
    - Be sited to avoid conflicts with pedestrians
    - Be sited in well-lit areas
5. Where a multi-modal transportation node - which may include two or more of the following: bicycle parking, information kiosk/ signage, carshare parking, transit stop, and bike repair station - is specified by the MDA for a public place or development parcel, these elements should be clustered in close proximity.
6. Loading areas shall be carefully sited to minimize conflicts with adjoining uses and impacts on circulation and views and should include:
    - Vertical screens with climbing plants where possible
    - Paving materials are integrated with adjacent areas.
7. Direct adjacency of residential spaces to loading areas, parking areas, parkade ramps etc. should be mitigated with appropriate buffering such as trellises, arbours and planting.
8. Areas for storage, waste and recycling must be appropriately screened with trellises, arbours, fences or landscaping



3.5.3 UNIVERSAL ACCESSIBILITY

GUIDELINES:

1. Secondary site access should be provided where ramping and auxiliary pedestrian pathways are possible.
2. Barrier free design will be employed for public areas accessed directly from the public right-of-way.
3. All main building entries shall provide wheelchair accessible routes to public streets.
4. Secondary entrances may not be wheelchair accessible.
5. All pedestrian pathways will allow for an unobstructed path for blind or visually impaired pedestrians.
6. Wheelchair ramps and designated parking spaces will be provided where appropriate.

3.6 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

GUIDELINES:

1. The City of Victoria has adopted CPTED guidelines that must be considered by all developments.

3.7 INTERIM CONDITIONS

Areas of the Dockside Lands that may receive interim condition landscape finishes have been identified in Schedule B of the Dockside Green Master Development Agreement.

Interim site conditions will be required to facilitate phasing of buildings and public amenities at Dockside Green. The intention is to encourage a designed approach to these areas that goes beyond minimum safety requirements and enables these spaces to be consistent with the cohesive design vocabulary of completed phases, as expressed in this document, while providing benefits for both the development and the public.

GUIDELINES:

1. Signage should be provided in these areas for wayfinding and public information. Signage should inform the public of the future public amenity or transportation connection to be provided in the interim condition area and to further educate the public about the development. Wayfinding and information signage must be consistent with the guidelines set out in Section 3.3 of this document.
2. Landscape finishes must be consistent with the guidelines set out in Section 3.4 of this document.
3. Lighting should be provided to ensure public safety and shall be consistent with the guidelines set out in Section 3.4.2 of this document.
4. Any incomplete structures, street works or landscaping shall be physically safe. Construction hoarding may be provided in these areas to protect the public from potential hazards. Hoarding is encouraged to be enhanced with project-related, historical, or wayfinding images at a large scale.
5. Interim condition areas shall not be used for storage of building materials, sand, gravel, soil, refuse or motor vehicles. Construction trailers and buildings shall not be located in interim condition areas.





4.0 SUBDIVISION

The plan illustrates the anticipated subdivision of lands, based on interpretation of these Design Guidelines and consideration of other City of Victoria bylaws and the Master Development Agreement.

Subdivision Applications that are consistent with the Subdivision plan are exempt from requiring Development Permit approval.

Final lot lines may be located within the identified "Variable Property Line" areas.

See Appendix A on page 42 for detailed subdivision maps.



Fig 22. Subdivision Plan

5 GLOSSARY OF TERMS

5.0 GLOSSARY

"Adaptive Species" refers to plant or tree species that are not native but also are not invasive to local ecologies, provide habitat and biodiversity, and which do not require irrigation or fertilizers to flourish.

"Architectural Character" refers to qualities of a building's general appearance and design that work together to create a specific architectural expression.

"City" means the Corporation of the City of Victoria.

"Connection" refers to the link between places or elements within a place, whereas one shares a commonality with another.

"CPTED" means crime prevention through environmental design. CPTED refers to the methods by which the design of the public realm can provide:

- Natural Access Control
- Natural Surveillance, and
- Territorial Enforcement.

"Gateway" refers to the threshold between two places, such as neighbourhoods, and commonly is a device by which the character of a place is first established.

"Intensive Green Roofs" refers to a green roof typology that uses planting mediums that have greater depth to accommodate large plants and dramatic plant groupings. Intensive green roofs require more maintenance because of the plant varieties they are intended to support, ranging from food gardens to groupings of shrubs and trees.

"LEED ND" refers to LEED for Neighborhood Development, where "LEED" stands for Leadership in Energy and Environmental Design, a North American-based rating system integrating the principles of smart growth, urbanism and green building into a national system for neighborhood design.
"Massing" refers to the general shape and size of a building.

"Objective" means a specific quality or outcome intended to be achieved through the implementation of the detailed urban design objectives and guidelines outlined in this document.

"Official Community Plan" means the July 2012 City of Victoria Official Community Plan (Schedule "A" to Bylaw No. 12-0123).

"Place" refers to the relationship a defined geography has with the elements within and around it. The relationship is commonly embodied by the natural and/or human-made character of that place which in turn makes it unique or identifiable.

"Precinct" refers to a defined area within the Dockside Green development, intended to be of a consistent and coherent architectural and urban design character.

"Public Furniture" refers to elements situated within the public realm that are intended for accommodating rest and convenience for the general public. Elements include, but are not limited to, benches, bicycle racks, tables, and trash receptacles.

"Raingardens" are shallow vegetated basins that collect and absorb stormwater from impervious surfaces such as streets, sidewalks, and roofs with the intent of mimicking natural hydrologic processes to manage the runoff.

"Transportation Demand Management" (TDM) is a general term for various strategies that increase transportation system efficiency. TDM is a set of measures to influence travel behaviour in order to reduce or redistribute travel demand.

"Urban Design" refers to the human-made environment. It is a discipline dedicated to the relationships among the fields of urban planning, architecture and landscape architecture. The concerns of urban design range from the broad level, such as the layout of entire cities, to particular aspects of designed environments such as architectural detailing, landscaping and street furniture.

"Urban Design Principle" means an overarching theme which speaks to the aspirations of the Project and which informs the more detailed urban design objectives and guidelines outlined in this document.

"Universal Accessibility" refers to a broad-spectrum of ideas meant to produce buildings, products and environments that are inherently accessible to older people, people without disabilities, and people with disabilities.

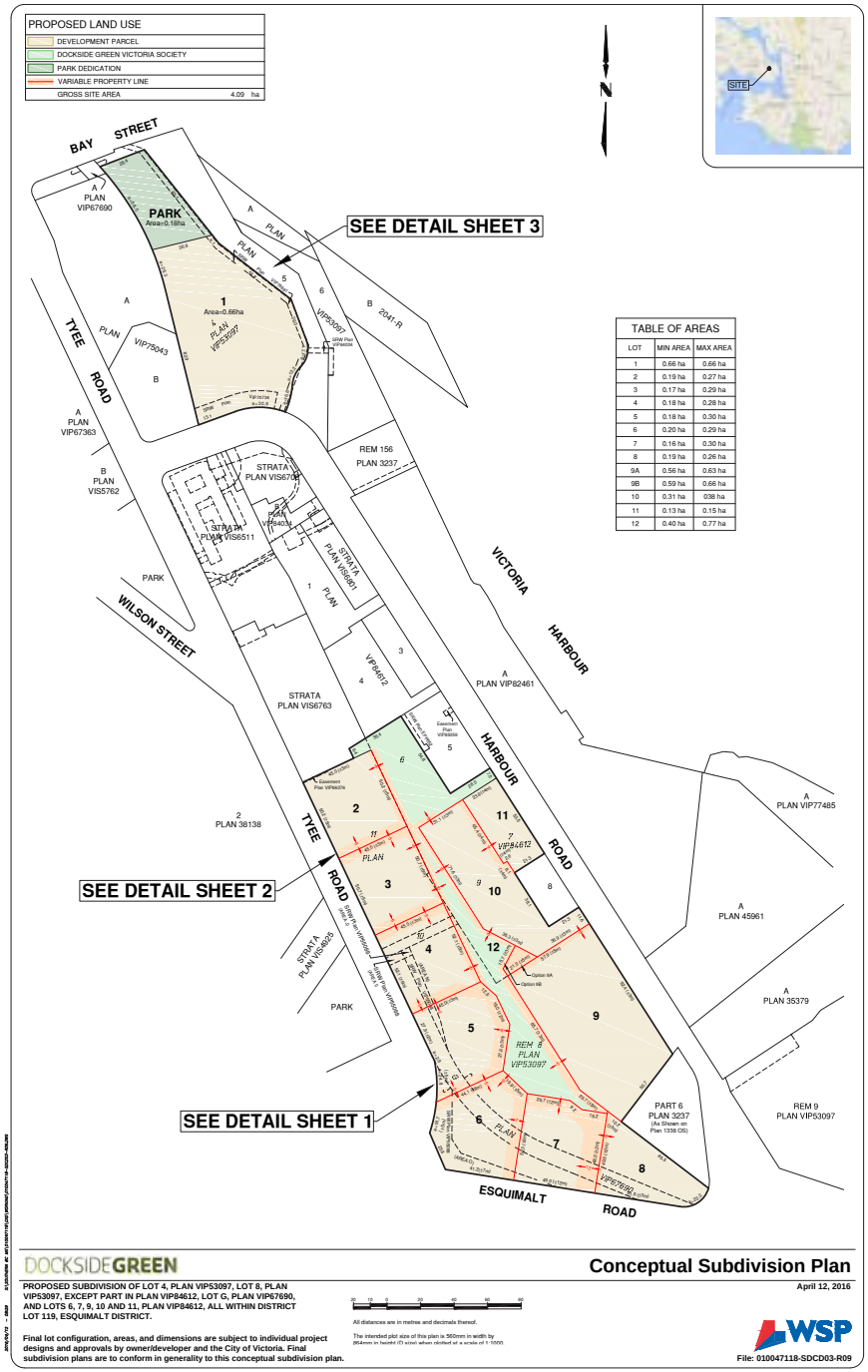
"Vision Statement" means the forward-looking statement describing what the Project hopes to achieve and accomplish in the long term.

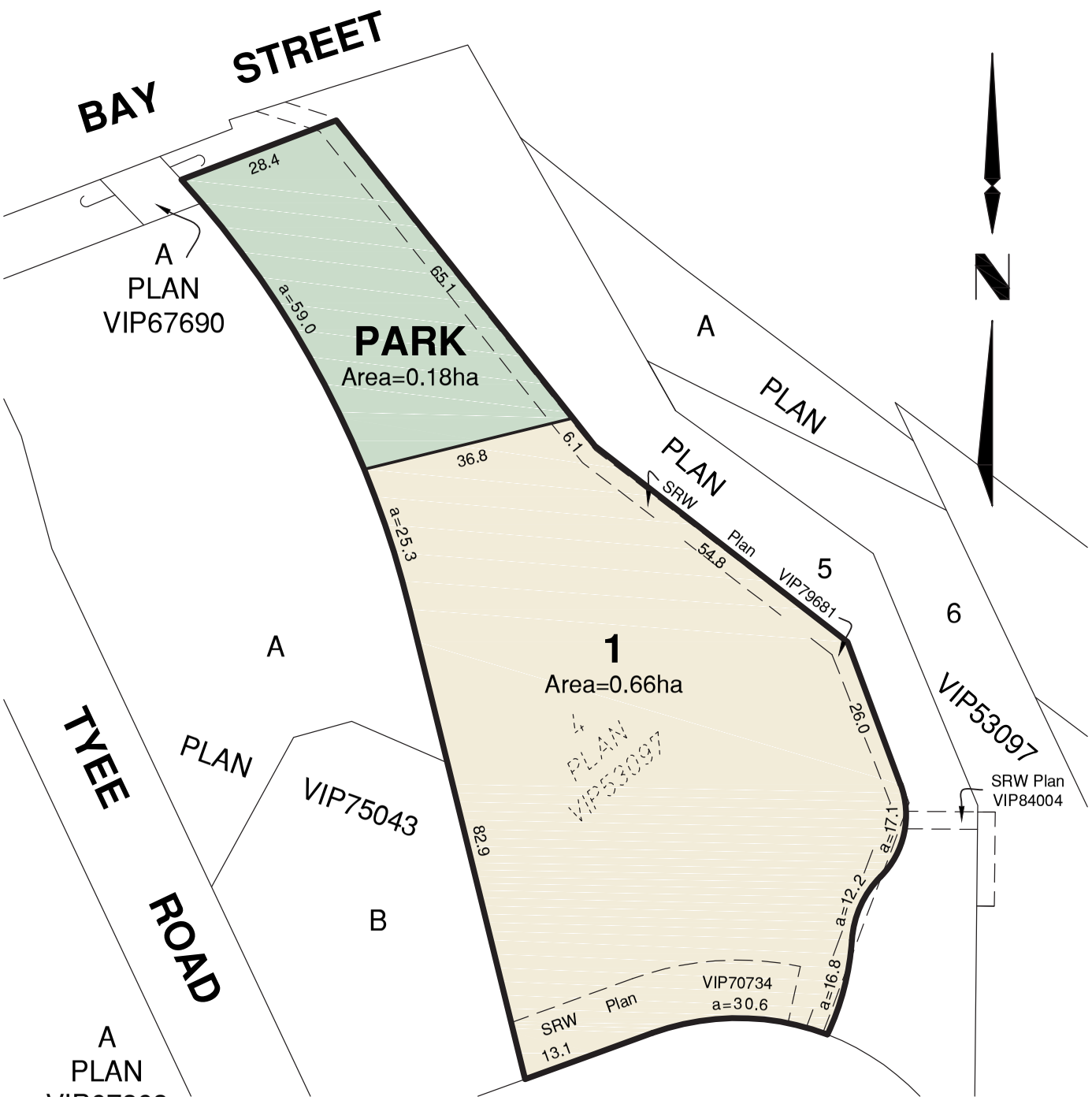
"Wayfinding" refers to a system of signage, distinctive physical features and/or information that aid in the navigation of urban areas, primarily but not limited to pedestrians.

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APPENDIX A

SUBDIVISION PLANS





DOCKSIDEGREEN

CONCEPTUAL SUBDIVISION PLAN

PROPOSED SUBDIVISION OF LOT 4, PLAN VIP53097, LOT 8, PLAN VIP53097, EXCEPT PART IN PLAN VIP84612, LOT G, PLAN VIP67690, AND LOTS 6, 7, 9, 10 AND 11, PLAN VIP84612, ALL WITHIN DISTRICT LOT 119, ESQUIMALT DISTRICT.

April 12, 2016

DETAIL SHEET 3 OF 3

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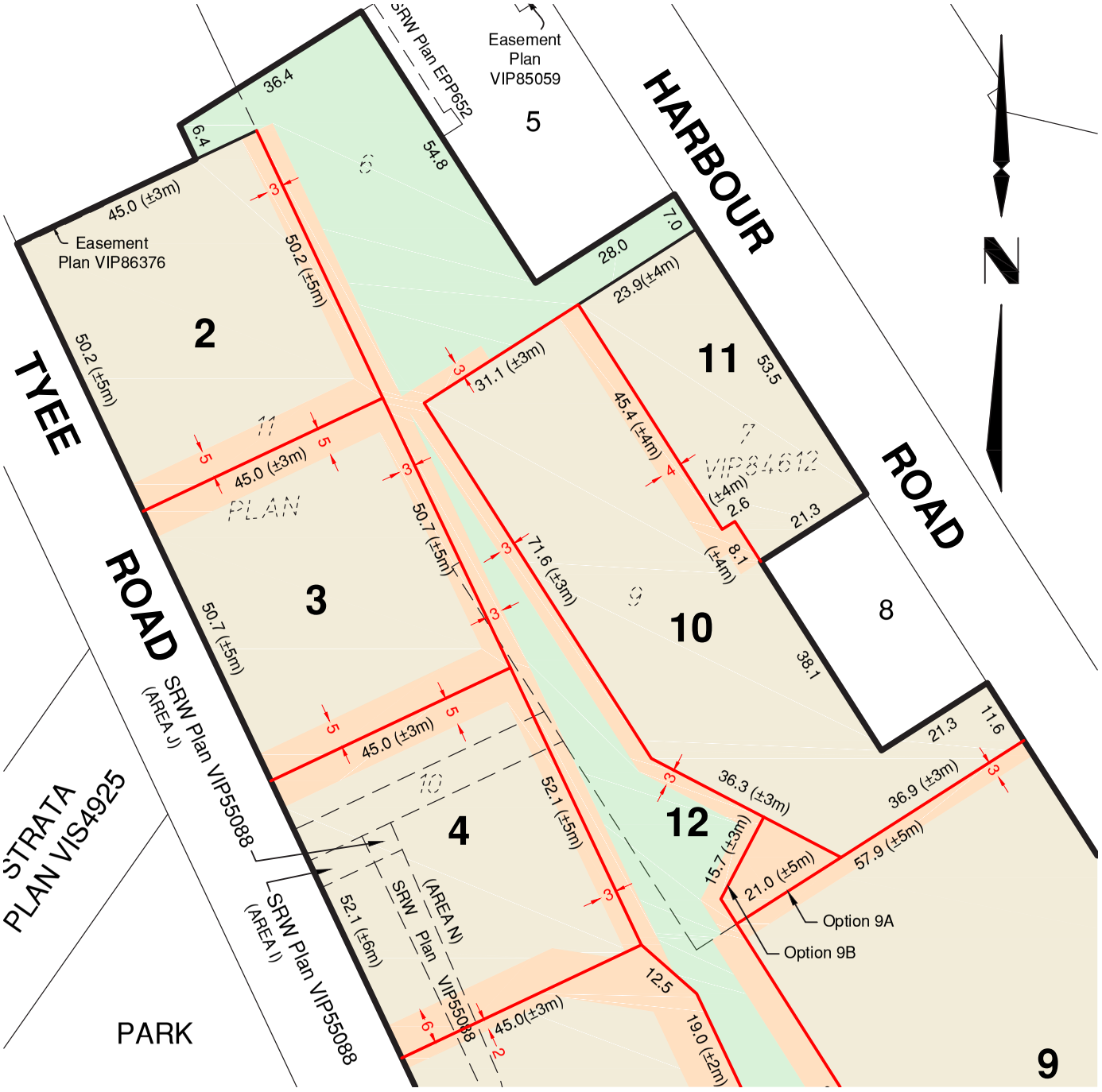
The intended plot size of this plan is 560mm in width by 432mm in height (C size) when plotted at a scale of 1:1000.

All distances are in metres and decimals thereof.

Final lot configuration, areas, and dimensions are subject to individual project designs and approvals by owner/developer and the City of Victoria. Final subdivision plans are to conform in generality to this conceptual subdivision plan.

WSP

File: 010047118-SDCD03-R09



DOCKSIDEGREEN

CONCEPTUAL SUBDIVISION PLAN

PROPOSED SUBDIVISION OF LOT 4, PLAN VIP53097, LOT 8, PLAN VIP53097, EXCEPT PART IN PLAN VIP84612, LOT G, PLAN VIP67690, AND LOTS 6, 7, 9, 10 AND 11, PLAN VIP84612, ALL WITHIN DISTRICT LOT 119, ESQUIMALT DISTRICT.

April 12, 2016

DETAIL SHEET 2 OF 3

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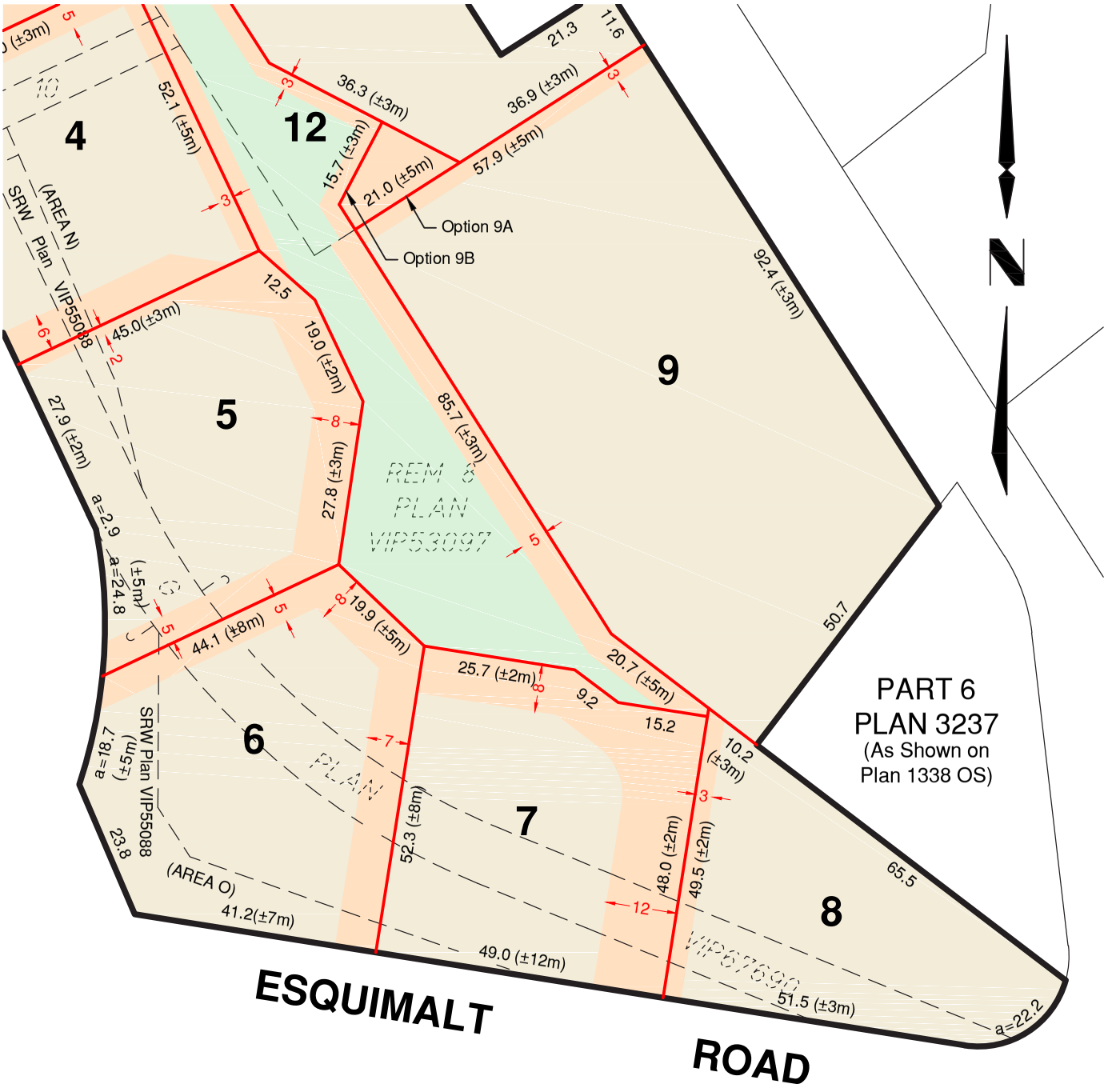
The intended plot size of this plan is 560mm in width by 432mm in height (C size) when plotted at a scale of 1:1000.

All distances are in metres and decimals thereof.

Final lot configuration, areas, and dimensions are subject to individual project designs and approvals by owner/developer and the City of Victoria. Final subdivision plans are to conform in generality to this conceptual subdivision plan.

WSP

File: 010047118-SDCD03-R09



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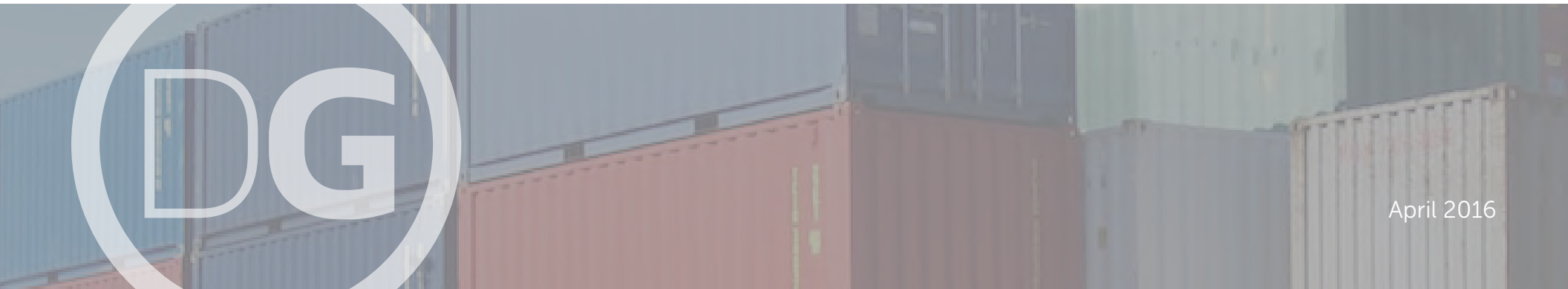
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DOCKSIDE**GREEN**
URBAN DESIGN GUIDELINES



BETA AT DOCKSIDE GREEN

DESIGN GUIDELINES



April 2016

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TABLE OF CONTENTS

CONTENTS

1.0 INTRODUCTION

1.1 APPLICATION 5
1.2 COMPANION DOCUMENTS 5
1.3 APPLICABLE LANDS 5

2.0 DESIGN GUIDELINES

2.1 SITE CONFIGURATION 6
2.2 MASSING 7
2.3 MATERIALS & FINISHES 8
2.4 OPENINGS 8
2.5 ARTICULATION 9
2.6 SEATING + OUTDOOR PATIOS 10
2.7 PRODUCTION AREAS 10
2.8 STORAGE AND UTILITY 11
2.9 GROUND PLANE 11
2.10 LANDSCAPING 11
2.11 SHADING 12
2.12 LIGHTING 12

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1 INTRODUCTION

These Design Guidelines are part of the City of Victoria's Official Community Plan Bylaw. The Guidelines assist the City in regulating the architectural design, exterior finishes and landscaping of BETA, a collection of small-scale structures interspersed with public gathering spaces. The Guidelines will inform future development proposals with the BETA Project at Dockside Green and will be used to both prepare and evaluate Development Permit applications for BETA.

1.1 APPLICATION

The Design Guidelines should be used in conjunction with the CD-9 Zone, Dockside District and the Dockside Green Master Development Agreement.

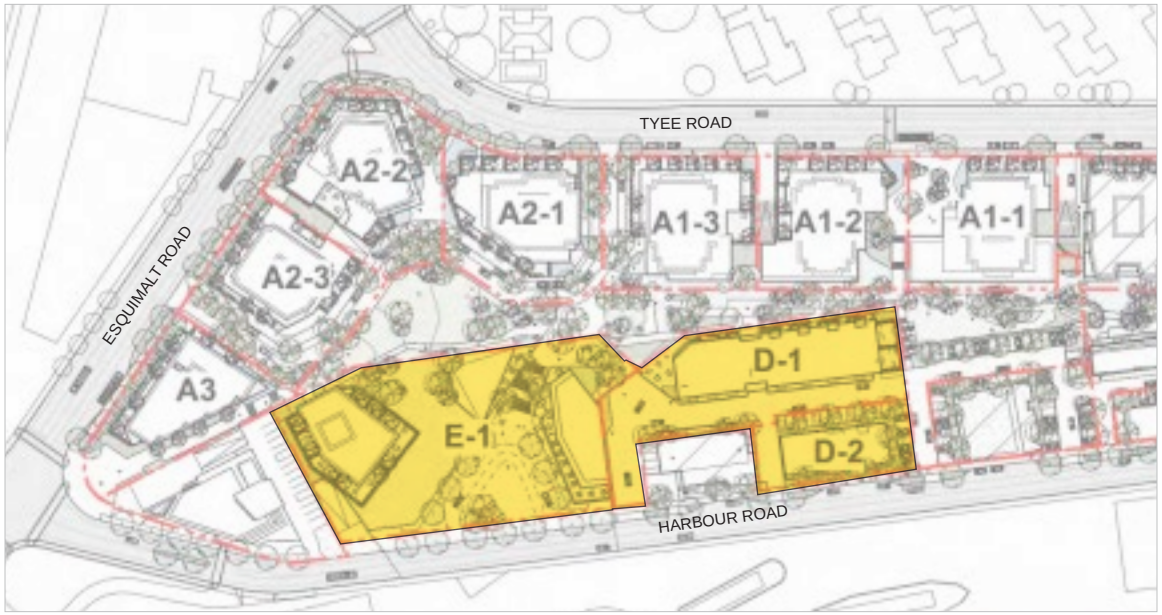
It is intended that a certain degree of flexibility be provided in the interpretation and application of these Guidelines where it can be clearly demonstrated that an alternative approach will result in a superior design solution in built form, landscape design or environmental sustainability. However, throughout this document the terms "must", "will" and "shall" are used to describe mandatory guidelines or provisions that must be met.

1.2 COMPANION DOCUMENTS

- City of Victoria Official Community Plan Bylaw
- City of Victoria Zoning Regulation Bylaw
- Crime Prevention through Environmental Design
- Dockside Green Master Development Agreement
- Dockside Green Urban Design Guidelines

1.3 APPLICATION LANDS

The guidelines apply to the development sites E-1, D-1 and D-2 identified in the adjacent graphic, which were subject to a Rezoning Application in 2015.



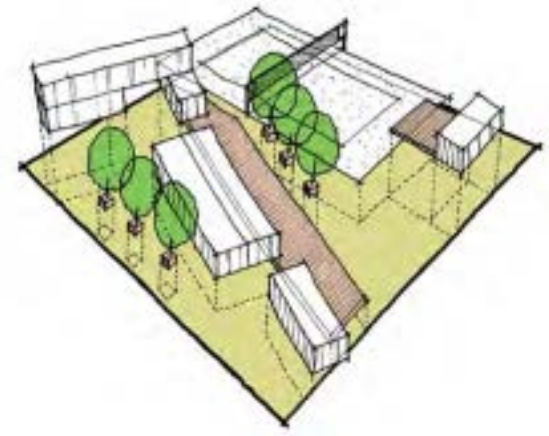
BETA at Dockside Green
Design Guidelines Subject Lands

2 DESIGN GUIDELINES

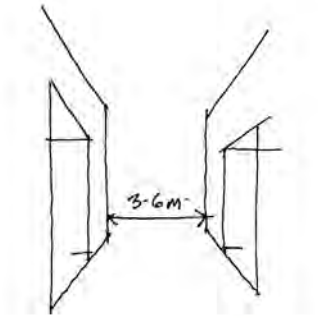
2.1 SITE CONFIGURATION

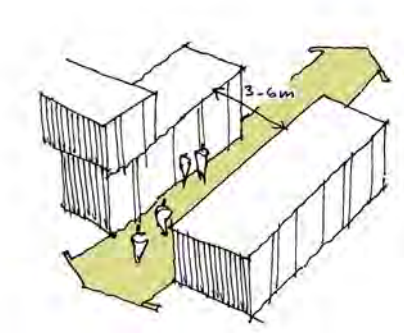
GUIDELINES

1. Buildings at BETA are encouraged to use shipping containers as a principle building block. Food trucks or small kiosks may also be sited at BETA.
2. Buildings should be sited to create opportunities for plazas, courtyards, 2nd storey terraces and outdoor recreation areas. Building placement, surface treatment, planting, seating, lighting and shading structures shall be used to define the public spaces of BETA.
3. Shipping containers should be sited and/or stacked in an irregular pattern, conveying a modular, light industrial design aesthetic.
4. The BETA site should create a sense of enclosure of public spaces, relying on both adjacent buildings and the placement and configuration of BETA structures and landscaping.
5. Structure design should vary in height and character yet maintain a pedestrian scale.
6. Where containers or structures form pedestrian corridors the width between them should be a minimum of 3m and generally no wider than 6m. A minimum of 1.8 meter width travel path should be provided free of obstructions.
7. Parking for bicycles and vehicles should be located in easily accessible areas that are clearly identified and visible from Harbour Road.
8. Vehicle parking should be screened from Harbour Road / Galloping Goose Trail by buildings, containers, kiosks or landscaping. Given the transient nature of Food Trucks, they shall not be used to screen vehicle parking.
9. The City of Victoria CPTED guidelines should be followed. Courtyards and plazas should be shaped by buildings with consideration of visibility, transparency, security, and wayfinding.
10. Shipping containers shall be in a good state of repair and must not exude rust, damage or major dents.
11. Used shipping containers should be freshly painted.
12. Water and sewer lines should be placed below grade were possible.



Above: Guideline #2





Above: Guideline #6

2.2 MASSING

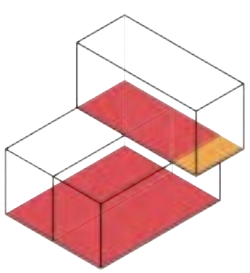
GUIDELINES

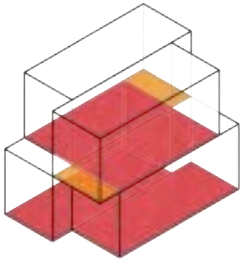
1. Building height should vary throughout the site.
2. Single or double-storey shipping containers will be the most common massing configuration.
3. A single shipping container may be placed on end (as a viewing tower or beacon) in a maximum of two locations.
4. Where shipping containers are double-stacked they should include: large window openings that allow natural light to the interior of ground level containers.
5. Building overhangs and canopies are encouraged over publicly accessible entrances and adjacencies to outdoor spaces to provide weather protection and conveys a modular, light industrial design aesthetic.



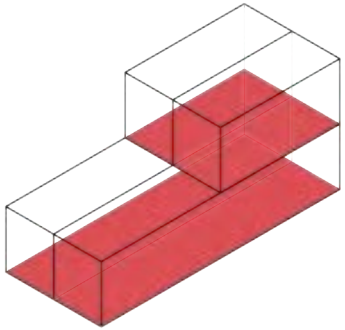


Above: Limited use of a single container on its end can act as a beacon or viewing tower.

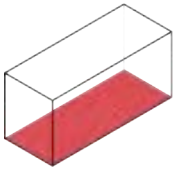


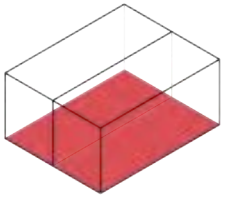


Above: Containers can be stacked and staggered to create overhangs and add visual interest to the building.

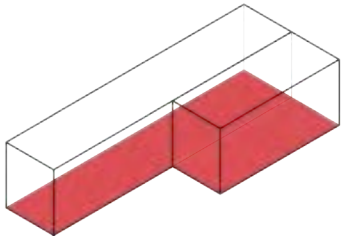


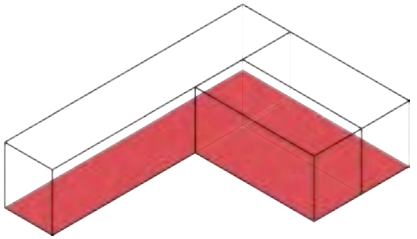
Above: Multiple containers can be combined for a larger footprint for uses with more complex requirements.





Above: A single shipping container can provide a simple space for tenant use, but additional containers can be connected to meet spatial needs.





Above: Outdoor spaces can be created with the varied placement and size of containers.

2.3 MATERIALS & FINISHES

GUIDELINES

1. The predominant building form shall be steel shipping containers. Wood, concrete, and glass may be used as secondary accent materials
2. Repeating textures and patterns that complement the metal corrugations of container surfaces
3. Industrial accent elements such as exposed fasteners, industrial grating and metal exterior stairs.
4. Use of bright, complementary colours, bold graphics, and clean, simple lines in building design are encouraged.
5. The model for sustainability theme can be showcased by the following, or similar, design elements: Emphasis on the use of recycled or reclaimed materials
6. Green roofs and walls or plant selections that support and showcase the local permaculture



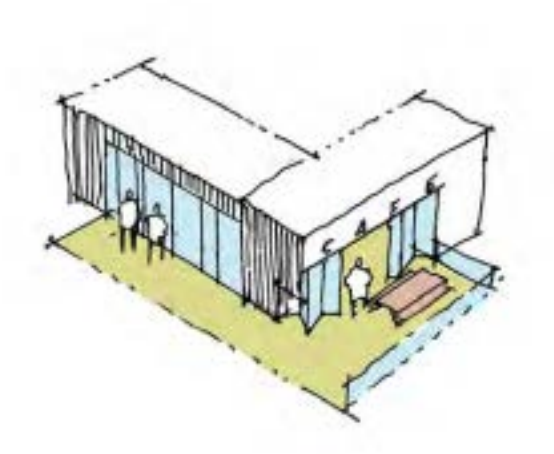




2.4 OPENINGS

GUIDELINES

1. Entrances and openings should be easily identifiable from Harbour Road.
2. Site permeability and public access should be emphasized by designing buildings that are easily accessible from all sides.
3. The placement of openings and glazing should maximize daylight, natural airflow and views into structures while fostering relationships between tenants, visitors, and the larger community.
4. Use of large sliding doors, overhead doors or moveable walls may increase the size and accessibility of customer areas by combining “inside” and “outside” spaces during business hours.



Above: Guideline #3 and 4

2.5 ARTICULATION

GUIDELINES

1. Where building roofs or overhangs are not included, integration of shading and weather protection in the form of expressive canopies or awnings are encouraged.
2. Canopies should be constructed using the following materials: steel, glass, canvas
3. Exterior structure design may provide opportunities for creative signage, merchandising and outdoor display of products
4. Unity of exterior aesthetic for retail boutiques and kiosks is encouraged to help focus attention on products and brand-specific interiors.



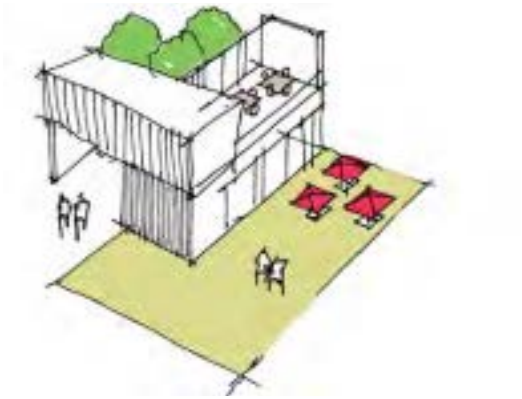




2.6 SEATING + OUTDOOR PATIOS

GUIDELINES

1. Outdoor seating is encouraged to be primarily accessible to the general public. Where private seating for businesses is provided it should be sited adjacent to a courtyard, with the majority provided at ground level for universal accessibility.
2. A combination of both moveable and fixed seating is encouraged. Cafe tables mixed, with benches or stools, are encouraged in both public and privately accessible seating areas.
3. Landscape design should include opportunities for informal seating areas such as planters and low walls.
4. Encourage unique and flexible seating that can accommodate individuals and small groups and allow for a variety of seating orientation.
5. Seating that uses recycled, particularly industrial, materials is encouraged.
6. Private patio areas should be delineated by planters or low fences.









2.7 PRODUCTION AREAS

GUIDELINES

1. Window placement should allow commercial and light industrial production areas to be observed.
2. Production or service areas may be outdoors. Any outdoor production areas should be on the Harbour Road side of BETA structures. Where public safety is of concern. Outdoor production areas should be separated from publicly accessible areas through, low walls, low fences, and landscaping.
3. Storage of raw production materials must be located within a building.



2.8 STORAGE AND UTILITY

GUIDELINES

1. Storage and garbage / recycling areas must be enclosed and screened from public view, through the use of fences and/or landscaping.
2. Storage and garbage / recycling areas should accommodate pickup and delivery access.
3. The clustering of garbage / recycling areas is encouraged for spatial efficiency.

2.9 GROUND PLANE

GUIDELINES

1. A mixed material palette is encouraged, with some combination of gravel, sand, grass and wooden boardwalks.
2. Use of recycled materials is encouraged.

2.10 LANDSCAPING

GUIDELINES

1. Plantings should be provided in raised planters. Planters should be modular with both anchored and moveable options.
2. Green roofs and walls should be incorporated in building design where possible.
3. The planting palette should focus on native and adaptive species that are drought tolerant and require minimal maintenance.
4. Plantings that bring colour and unique forms to contrast the rectilinear building forms are encouraged.
5. Plant placement is to be strategic and dictated by specimen heights and foliage density to offer varying degrees of vertical separation and outdoor room definition.







2.11 SHADING

GUIDELINES

1. Where structure overhangs or canopies do not provide sufficient shade, additional shade structures in the public realm should be considered. Tensile shade structures made of canvas or recycled material should relate to shapes within the ground plane, while offering a softened contrast to structures.

2.12 LIGHTING

GUIDELINES

1. Consideration should be given to lighting as a key element of design for the effect on building façades, adjacent or nearby buildings, and any open spaces.
2. Accent and spot lighting is to be incorporated within the facades of the container architecture.
3. In planters and planting beds, accent and recessed lighting is encouraged
4. Lighting should complement the industrial aesthetic and may include string lights to help define outdoor spaces and contribute to the festive mood of a place.
5. Lighting should minimize glare and overspill-over onto adjacent properties.
6. Low energy options that emit soft light are strongly encouraged.
7. Low energy options that emit soft light are strongly encouraged.
8. Human-scaled lighting is encouraged (e.g. light standards of appropriate height for pedestrians) for night time visibility, comfort and security.



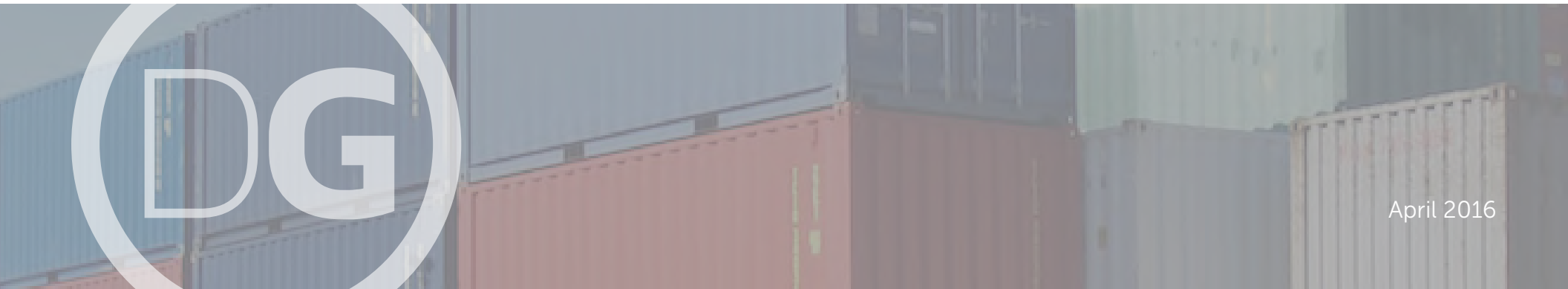


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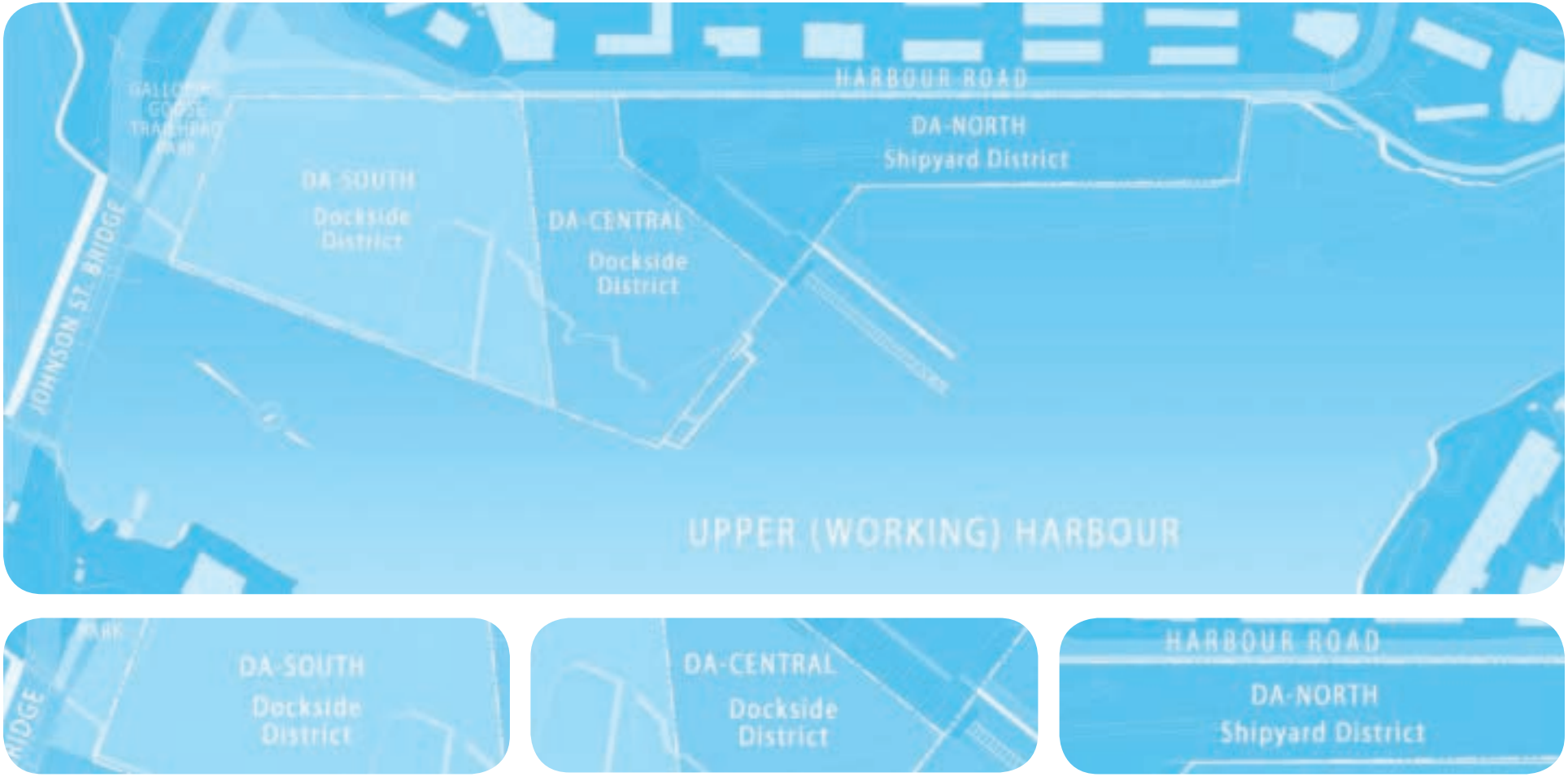
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BETA AT DOCKSIDE GREEN

DESIGN GUIDELINES



April 2016



HARBOUR ROAD INDUSTRIAL WATERFRONT

Design Guidelines | October 2008

Victoria 2050 OCP Schedule 2F

CITY OF VICTORIA

TABLE OF CONTENTS

1.0 Over View 4
1.1 Purpose 5
1.2 Plan Area 5
1.3 How To Use These Guidelines 5
1.4 Plan Interpretation 6
1.5 Timeframe 6

2.0 OVERALL DESIGN GUIDELINES 7
2.1 The Future of the Lands: Existing Zoning and Implications 7
2.1.1 The Dockside Districts 6
2.1.2 The Shipyard District 9
2.2 Site Design Principles 10
2.3 The Public and Private Domains 10
2.3.1 The Public Domain: Roads, Paths and Open Space 11
2.3.2 The Private Domain: Industrial and Commercial 11
2.4 Landscaped Areas 20
2.4.1 Parking 23
2.4.2 Fencing and Screening 23
2.5 Building Character: Materials, Colours and Roofscapes 24
2.5.1 Exterior Cladding 24
2.5.2 Colours 25
2.5.3 Roofscapes 25
2.6 Lighting: Security, Safety and Illumination 26
2.7 Signage Strategy 27

2.8 Environmental Design Considerations 28
2.8.1 Leadership in Energy and Environmental Design (LEED) 28
2.8.2 Crime Prevention Through Environmental Design (CPTED) 28
2.9 Phased Development 28

3.0 Development Area Specific Design Guidelines 29
3.1 View Corridors 29
3.1.1 DA-South – View Corridor #1 31
3.1.2 DA-Central – View Corridor #2 31
3.1.3 DA-North – View Corridors #3 and #4 31
3.1.4 Dockside Green View Corridors 32
3.2 Buildable Areas 35
3.2.1 Development Option 1 36
3.2.2 Development Option 2 38
3.3 Maximum Building Heights, Form and Massing 40
3.3.1 Development Option 1 41
3.3.2 Development Option 2 44

Appendices 47
Appendix 1: Consultation Process 47
Appendix 2: Remembering the Past 48
Appendix 3: Relevant Planning Regulations 49
Appendix 4: Glossary of Terms 51

MAPS

Map 1: Plan Area Locations 5
Map 2: Zoning Districts and Development Area Designations 8
Map 3: Public Domain 12
Map 4: Private Domain 18
Map 5: Landscape Plan 22
Map 6: Harbour Road Design Guidelines: View Corridors, Option 1 30
Map 7: Harbour Road Design Guidelines: View Corridors, Option 2 30
Map 8: View Corridors as Identified in Dockside Area Design Guidelines 33
Map 9: Buildable Area (BA) – Development Option 1 36
Map 10: Buildable Area (BA) – Development Option 2 39
Map 11: Maximum Building Heights – Development Option 1 43
Map 12: Maximum Building Heights – Development Option 2 46

1.0 OVERVIEW

The City of Victoria and various community organizations have long sought to retain a marine industrial presence and ensure that a working harbour is maintained in the Upper (Working) Harbour. The retention of the area's marine industrial character is reflected in the City's *Zoning Bylaw, Official Community Plan* and the *Victoria Harbour Plan.* The Harbour Road Design Guidelines use these documents as their framework.

The overall goal of the City's planning policies is to preserve the Working (Upper) Harbour as a characteristic of Victoria, while supporting its importance as part of the economy. Achieving this goal has become more complex as the harbour has changed. It involves ensuring the economics of marine industrial use can be supported, while balancing the integration of new waterfront uses, including the desire for public access.

Currently, the Harbour Road Industrial Waterfront area has a predominantly marine industrial character. Ship repair is a central feature, with the vessels themselves contributing a major visual element. Associated buildings, equipment and structures are large and include a central turntable. These features impart a distinct identity and provide an interesting industrial landscape.

Locals, residents, passersby and visitors mainly view the area from the street level of Harbour Road, from across the Working (Upper) Harbour on the Swift Street waterfront and from the Johnson Street Bridge (SEE IMAGES 1 TO 4).

The zoning for more than half the industrial waterfront area north of the Johnson Street Bridge also allows for the following uses; permitting restaurants, clubs, neighbourhood pubs and cabarets, as well as public amenities including parks, museums and cultural facilities (SEE MAP 2, PAGE 8). These Design Guidelines also provide guidance, should these uses occur, by providing Development Option 2.



Image 1: Street level view from Harbour Road



Image 2: Waterview from Swift Street Waterfront



Image 3: Waterview of Point Hope Shipyard



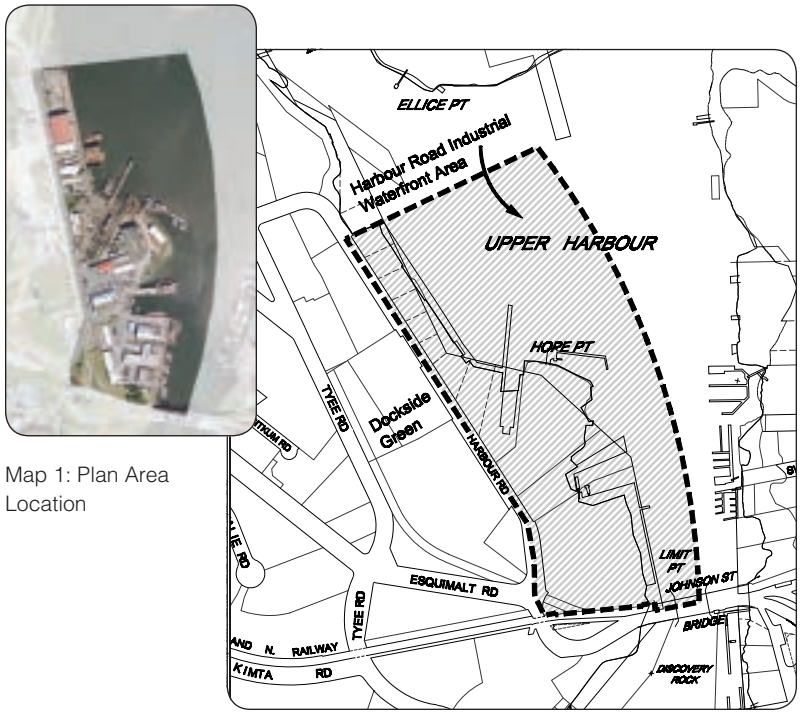
Image 4: Elevated view from Johnson Street Bridge

1.1 Purpose

The purpose of these design guidelines is to direct future development of the Harbour Road Industrial Waterfront Area.

The guidelines assist the City in regulating the form and character of buildings, as well as exterior design, finishes and landscaping.

These guidelines are intended as a reference for future designers to understand the community's values and the City's goals, objectives, and site design principles for high quality marine industrial development, as well as to assist Council's decision-making with respect to future development proposals.



Map 1: Plan Area Location

1.2 Plan Area

The City-owned Harbour Road Industrial Waterfront site (5.3 hectares) is located in the Victoria West neighbourhood, between Harbour Road and the Upper (Working) Harbour. It is located directly adjacent to the north side of the Johnson Street Bridge, and east of the Dockside Green development, facing the northern reaches of Downtown (SEE MAP 1).

1.3 How To Use These Guidelines

Guidelines applicable to the entire site are included in the *Overall Design Guidelines* section, while those specific to sub-areas are included in the *Development Area Specific Design Guidelines* section.

These guidelines use the 2007 zoning boundaries when describing sub-areas of the site. *The City of Victoria Zoning Bylaw* separates the site into three zoning districts (SEE MAP 2, PAGE 8).

The Shipyard District, *S-PH ZONE* refers to the northern portion of the site. The remainder of the site is separated into two Dockside Districts; the central area is designated SD-2 ZONE and the southern portion is SD-1 ZONE.

In these guidelines, the three districts are named DEVELOPMENT AREAS (DAs): DA-NORTH for the S-PH ZONE, DA-CENTRAL for the SD-2 ZONE and DA-SOUTH for the SD-1 ZONE (SEE MAP 3, PAGE 12).

Buildable areas have been identified for each development area and form the basis for two architectural building layout options for each of the development areas.

1.4 Plan Interpretation

Must, Will and Shall

Throughout this document the terms *must, will,* and *shall* are used to describe mandatory guidelines or provisions, which must be met. There is no recourse for negotiation as long as these items remain part of these guidelines.

Figures and Illustrations

Figures, maps and plans have been included to assist in the explanation and description of certain concepts. These are for illustrative puposes only. Building shapes, sizes, forms and locations are subject to change.

Plan Precedence

These guidelines form part of a series of regulatory documents that, when combined will direct future development on the site. Readers should refer to *Section A.4 Relevant Planning Regulations* in the appendices of this document for an overview of existing City policies.

Once adopted, these guidelines will form part of the *Official Community Plan*, which along with the *Zoning Bylaw*, take precedence over previously developed planning policies.

Changes to the Document

This document may be amended as required. Always refer to the City's Planning and Development Department to obtain the most up-to-date information.

1.5 Timeframe

The timeframe for the Harbour Road Industrial Waterfront Design Guidelines is intended to be long-term, extending beyond the lifespan of the existing buildings. After adoption, portions of the guidelines may be amended from time to time through a formal bylaw amendment process.

2.0 OVERALL DESIGN GUIDELINES

2.1 The Future of the Lands: Existing Zoning and Implications

Although the site has a predominantly marine industrial character, the area is split into three zones, each permitting different building heights, development densities and land uses.

The *Shipyard District S-PH ZONE (DA-North)* covers approximately one third of the site and is zoned mostly for marine industry. The *Dockside Districts, SD-1* and *SD-2 ZONES (DA-South and DA-Central)*, are very similar to each other, permitting marine industries and also restaurants, clubs, neighbourhood pubs and cabarets, as well as public amenities such as parks, museums and cultural facilities (SEE MAP 2, PAGE 8).

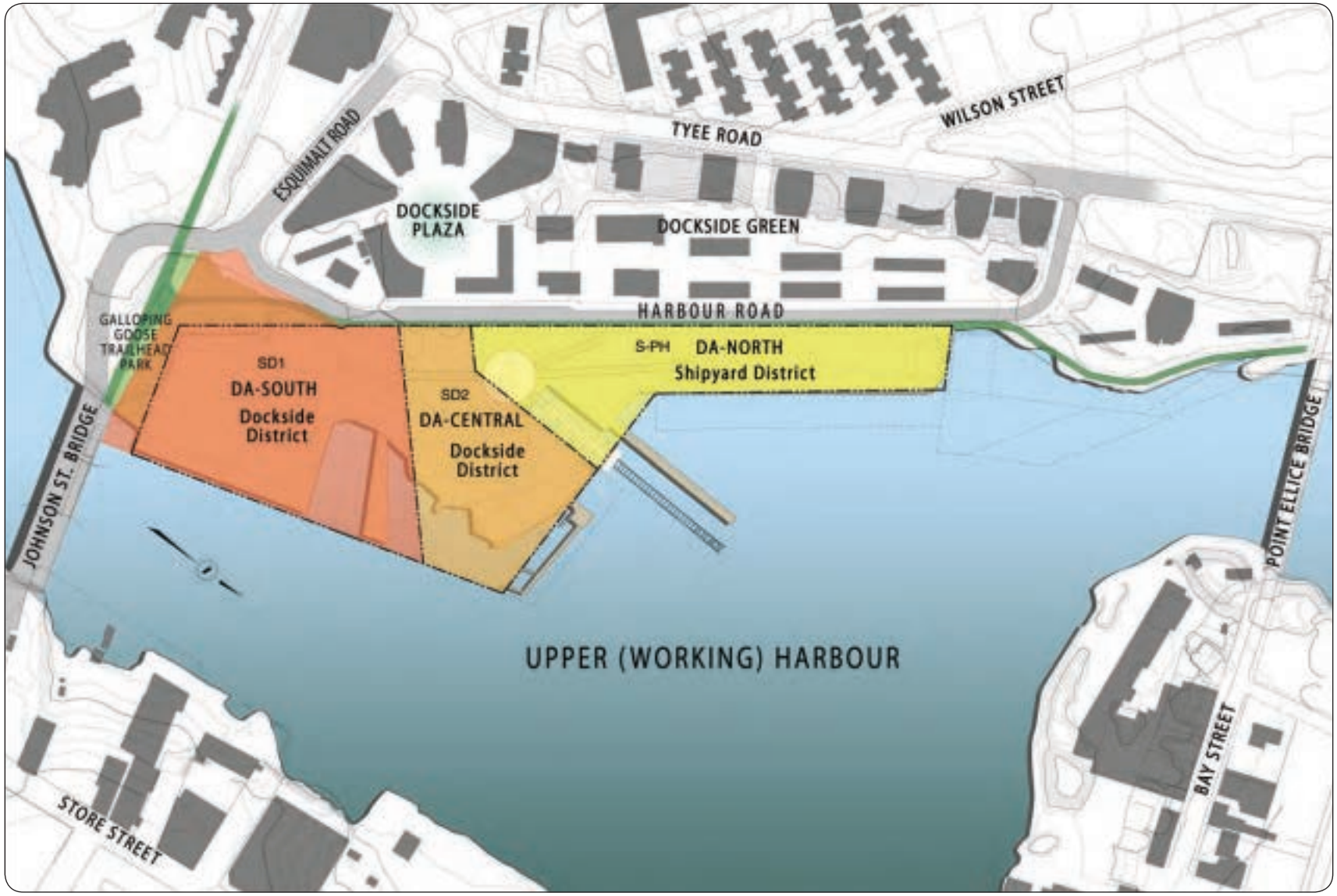
At this time, the Ralmax Properties Ltd. (Point Hope Shipyard) lease extends over the DA-North, the middle DA-Central, and a portion of the southerly DA-South.

Zoning for the overall area could lead to two quite different land use areas. Although there is a common theme of marine industry, the *S-PH ZONE* of DA-North permits marine industrial use and largely discourages public access. The zoning for the *SD-1* and *SD-2 ZONES* in the DA-South and DA-Central envisages a people place, complete with public access and a range of commercial uses.

As leases expire on the southerly lands of DA-South, Council will face choices about the land uses it wishes to encourage through new leases. If Victoria City Council chooses land uses that under the current zoning allow for commercial activities and extensive public access, then design should reflect this. However, Council may choose to support an extension of the marine industrial uses.

These guidelines have been structured to recognize existing zoning, as well as possible future alternatives for the site, which are captured in two development options for each development area.

Development Option 1 accommodates marine industrial use, whereas Development Option 2 suggests an alternative use as a “people place”.



Map 2: Zoning Districts and Development Area Designations

2.1.1 The Dockside Districts

The *Dockside Districts* refer to the *SD-1* and *SD-2 ZONES* on the southern portion of the site, adjacent to the Johnson Street Bridge, (designated *DA-South* and *DA-Central*).

While including many marine industrial uses, zoning for the *Dockside Districts* also permits restaurants, clubs, neighbourhood pubs and cabarets, as well as public amenities like parks, museums and cultural facilities. The *Dockside Districts* are envisioned as mixed-use areas with public access.

The *Dockside Districts*, *SD-2 ZONE (DA-Central)* and a portion of the *SD-1 ZONE (DA-South)* are currently leased to Ralmax Properties Ltd. (Point Hope Shipyard) exclusively for shipyard operations. The lease expires in April 2045.

Should there be a new leaseholder before 2045, the use of this area can remain marine industrial, or change to commercial and cultural uses, without rezoning.

The remainder of the *SD-1 ZONE (DA-South)* is leased to Western Subsea Technology Ltd. on a month-to-month basis, to the Sail and Life Training Society – SALTS (lease expires November 2008), and to Carmanah Technologies Corporation (lease expires August 2011).

In the event the City leases the remainder of the *Dockside District SD-1 ZONE (DA-South)* to a new leaseholder, with a commercial or cultural use focus and major public/ cultural use is placed in this area, consideration should be given to use a contemporary architectural style that would be distinctive, but still speak to some of the materials and colours of this marine industrial area. (SEE IMAGES 5 TO 8)

These guidelines address this possibility by including an alternative design theme for built form and massing, character, signage and access strategies.



Image 5: Illustrative View 'Cafe/Restaurant' Best Practices – Granville Island, Vancouver, BC



Image 6: Illustrative View 'Food Services' Best Practices – Nelson, New Zealand



Image 7: Illustrative View 'Maritime Museum' Best Practices – Freemantle, Australia



Image 8: Illustrative View 'Theatre' Best Practices – Singapore, Malaysia

2.1.2 The Shipyard District

The *Shipyard District* refers to the *S-PH ZONE (DA-North)*, which permits a range of marine industrial uses.

This property is currently leased to Ralmax Properties Ltd. (Point Hope Shipyard), with the lease expiring in April 2045. The lease indicates exclusive use of the property as a shipyard operation.

Should there be a new leaseholder before 2045, the use of this property remains marine industrial, according to the *Zoning Bylaw.*

2.2 Site Design Principles

The following site design principles are based on the objectives of the City and the community for the future development of the Harbour Road Industrial Waterfront area:

1. Improve the aesthetics, function and business vitality of the area; design for the industrial, commercial and public realm with the use of building materials, signage and landscaping theme.
2. Build on the existing marine character and diversity with a coherent architectural style; enhance character with colour and material schemes, fenestration, lighting and distinctive roof lines.
3. Ensure appropriate height and massing are consistent with the site's location along the Upper Harbour.
4. Respect and enhance the site's maritime past through authentic building forms and detailing.
5. Ensure the protection of key view corridors and vistas over the "private domain" areas as illustrated on Map 8.
6. Provide visual interest along Harbour Road and the waterfront edge with a variety of building heights and roofscapes.
17. Create waterfront focal points and access on both ends of the site for the public.
8. Promote visibility of functions and activities via building placement and physical openings into buildings.
9. Establish a link to the existing local network of pedestrian/cyclist pathways.
10. Ensure future design compatibility with the Dockside Green development through site planning, building forms and heights, view corridors, site landscaping, building designs and materials.
11. Design Harbour Road and site access for safety and security.
12. Apply the *City of Victoria Green Building Policy* standards, wherever possible.

2.3 The Public and Private Domains

It is recognized that there are two domains within the Harbour Road Industrial Waterfront area, the public and private domain.

The Public Domain

Areas within the *public domain* such as Harbour Road, potential parkland areas and trails, and some viewing platforms are largely the responsibility of the City of Victoria. Guidelines for these areas focus on lighting, landscaping, signage, surface materials and parking. The DA-SOUTH lands may be leased out for private use and, under the existing zoning, may permit public access and, therefore, become part of the public domain.

The Private Domain

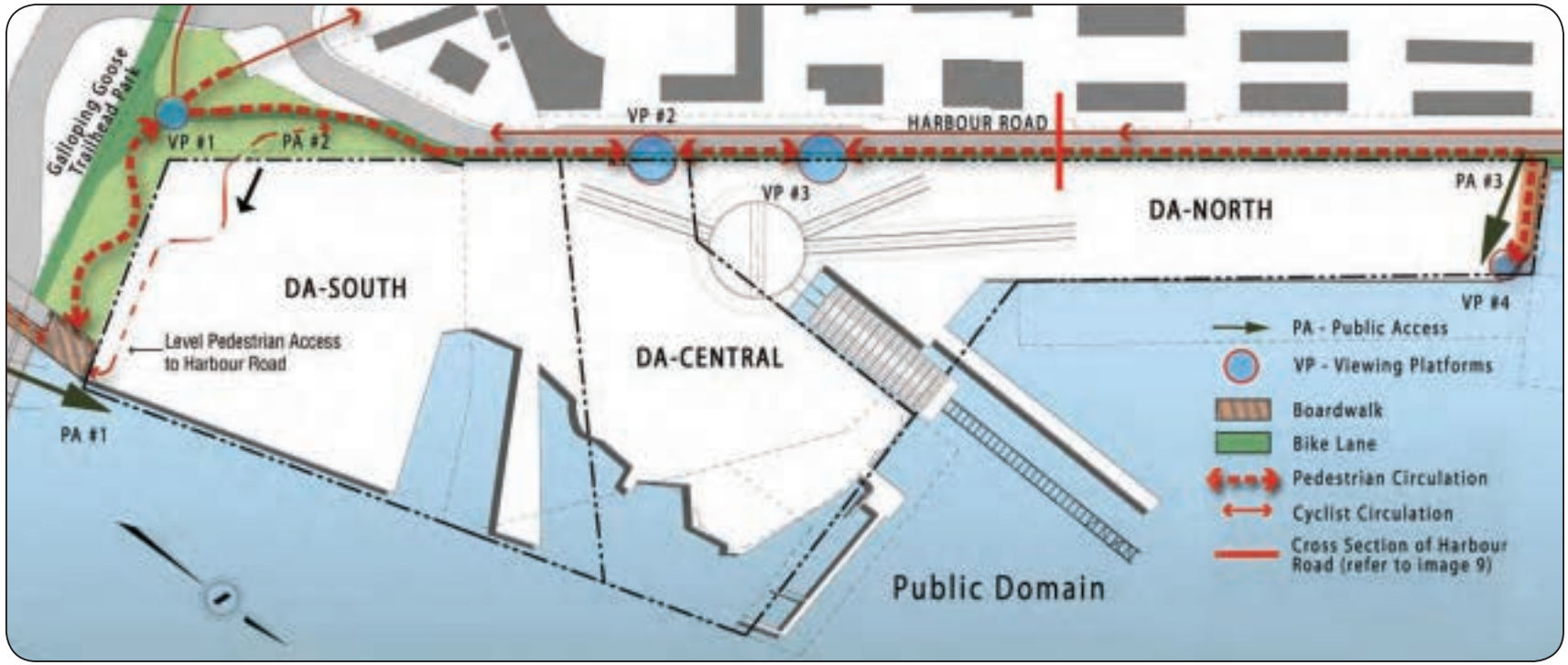
In these guidelines, the term private domain refers to the lands predominantly used by private industry and, for the most part, restrict public access. The building structures of the industrial operations characterize these lands and, therefore, the guidelines focus on these structures and their overall visual impact, including massing, locations, colours and view corridors.

2.3.1 The Public Domain: Roads, Paths and Open Space

The following illustrations on Map 3 (PAGE 12) display the Public Domain of the Harbour Road Industrial Waterfront area.

The public domain of roads, pathways, open spaces and amenities in and surrounding the Harbour Road Industrial Waterfront, includes:

- Harbour Road;
- A possible access road connection into the DA-South that may become public;
- Galloping Goose Trailhead Park (adjacent to the Johnson Street Bridge);
- A future waterfront path connection under the Johnson Street Bridge; and
- Public amenities, including viewing platforms and interpretation signage along Harbour Road, the water's edge and within green space areas.



Map 3: Public Domain

2.3.1.1 Harbour Road

As a public road and the main vehicular access to the industrial waterfront area, Harbour Road will be the interface between these lands and the Dockside Green development. Harbour Road serves a number of functions, accommodating a wide range of users, including industrial and commercial traffic, private vehicles, pedestrians and significant cyclist traffic drawn to the Galloping Goose Trail and waterfront. Upon completion of the Dockside Green development and the proposed extension of Harbour Road to connect to Tyee Road, traffic along Harbour Road is expected to increase significantly over the next ten years.

The regional Galloping Goose Trail is a hiking and cycling path running within the Harbour Road right-of-way, along the entire length of the industrial waterfront area. It is used as a major corridor for pedestrian and cyclist activity (SEE IMAGE 9).

When designing Harbour Road:

- Safe design for all modes of transportation, traffic and pedestrians should be incorporated by introducing designated bicycle and pedestrian pathways, as well as associated signage, lights, changes in pavement patterns and temporary barriers.

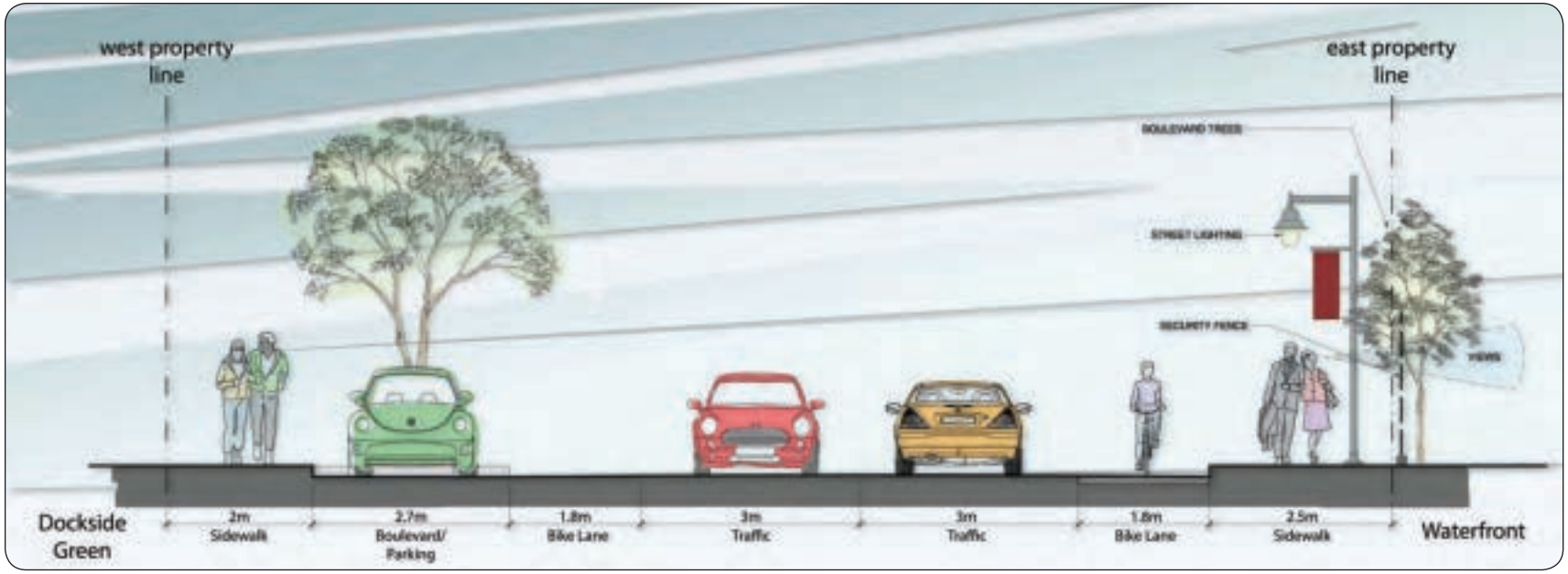


Image 9: Illustrative Plan: Cross-section and Conceptual Alignment for Harbour Road – Looking North
(Please refer to Maps 3 and 4 and also refer to the Design Guidelines for the Dockside Area, Policy Plan 2005)

- Build on the concept of watching industrial activities through observation windows and view platforms at the north and south ends; protect existing and add additional view platforms.
- Incorporate the marine industrial character of the area in the landscaping design by using hard landscaping and complementing, rather than dominating the streetscape, with boulevard trees and shrubbery. The extension of the existing boulevard tree design and spacing is recommended.
- Harbour Road has a total right-of-way of approximately 16 to 17 metres with 4.8 metres for each travel lane, including surface bike lanes of 1.8 metres on each side. A 2.5 metre sidewalk should be installed along the eastern side of Harbour Road up to the property line, which requires a possible easement south of the observation point.
- There must be no gravel strips along the sidewalk and the Harbour Road Industrial Waterfront area property line. Curbs should be utilized to keep debris off the sidewalks and bike lanes for safety reasons.
- Street lighting and signage should be installed along Harbour Road in vehicular and public site access areas and on viewing platforms.
- Surface street parking on the eastern side of Harbour Road, adjacent to the industrial waterfront area, cannot be provided within the road right-of-way.
- The cycling portion of the Galloping Goose Trail will be accommodated within the travel lanes of Harbour Road (1.8 metres each side).
- When redevelopment occurs, it is recommended that the overhead wiring would be buried underground along the entire length of Harbour Road.

2.3.1.2 Public Access – Pedestrian/Cyclist

Unrestricted public access to the Harbour Road Industrial Waterfront area is both a safety and a security concern, even though the zoning for the Dockside Districts *(DA-South and DA-Central)* envisions public access to a mixed-use area.

In total, three locations for public access (PA) have been identified (SEE MAP 3, PAGE 12). These locations should be accessible by pedestrians and cyclists only. Vehicles should be limited to the site road access, designed with signage and surface materials that discourage major use by private cars.

Public Access Area #1 – PA #1

In order to gain access from the south, via Songhees Point Park, a new pedestrian waterfront walkway, extending underneath the Johnson Street Bridge into the southern docks of the *DA-South*, is required. A possible level path could be considered to connect the waterfront path with Harbour Road.

Public Access Area #2 – PA #2

Depending on the future uses of *DA-South and DA-Central*, site access needs to be formalized through a road that may be private or public. Consideration should be given to a short access road into DA-South from Harbour Road to the waterfront, and the southern dock area as a “pedestrian/cyclist only” extension of the site entrance road.

Public Access Area #3 – PA #3

A preferred third public access area could be from Harbour Road to the northern water's edge of *DA-North*. This access could be accommodated in a 10-metre right-of-way on level grade with the road.

When designing public access areas:

- Harbour Road and the surrounding network of paths and trails should physically connect with the industrial waterfront area;
- Safe circulation of industrial, vehicle and pedestrian/ cyclist traffic must be accommodated;
- Landscape design should build on the design theme of maritime character (hard landscaping), and include a variety of pavement materials and surface treatments, as well as lighting and street furniture;
- Visual interest should be provided by promoting visibility of the functions involved in the marine industrial operations, or other uses on site and along the water's edge;
- Provide for signage (building, directional and interpretative);
- Do not allow parking within the 10-metre buffer along the waterfront; and
- Provide barrier free access for an unobstructed path from Harbour Road to the water's edge for pedestrians and cyclists, as well as wheelchairs and scooters.

2.3.1.3 Viewing Platforms

A public viewing platform has been constructed mid-block on Harbour Road, providing the opportunity to observe marine industrial operations at the turntable location. (VIEW POINT 2) This viewing platform must be retained in Option 1 (SEE MAP 3, PAGE 12 AND IMAGES 10 AND 11, PAGE 16).

These design guidelines build on the concept of public access to views of marine industrial operations on the Harbour Road lands, as well as the waterfront activities of the Upper (Working) Harbour and the water's edge of the Harbour Road Industrial Waterfront. Any newly installed viewing platform or observation area/window should provide views consistent with this concept.

Viewing platforms are to be defined spaces, and include signage describing the history and current uses of the area.

A total of three additional viewing platform locations should be considered as follows (SEE MAP 3, PAGE 12):

- In the DA-South within the Galloping Goose Trailhead Park (Viewing Platform, VP #1). The installation of a viewing platform at the end of the future access road to the site at the water's edge is optional.
- In the DA-North along Harbour Road (Viewing Platform, VP#3).
- The installation of a viewing platform as part of the future public access to the water's edge (Viewing Platform, VP #4).

In the case of future development necessitating the removal of any viewing platform and/or observation area/window, that element should be reinstalled in proximity to the previous location.

Amenities to be accommodated in each platform should include (but are not limited to):

- Seating;
- Signage (wayfinding, historic and activity based);
- Safe, secure and barrier free access from Harbour Road and the Galloping Goose Trail;
- Protection/safety railing along the dock edge, with a security fence between the viewing platform and the main site; and
- Adequate lighting (SEE SECTION 2.6 FOR DETAILS).

2.3.1.4 Galloping Goose Trailhead Park

The existing Galloping Goose Trailhead greenspace adjacent to the Johnson Street Bridge offers opportunities for redevelopment into a public park (SEE MAP 3, PAGE 12 AND IMAGE 12).

Redevelopment opportunities could include a proposed linkage of the Galloping Goose Trail and a path under the Johnson Street Bridge, connecting the Upper (Working) Harbour with the Inner Harbour trail network.

When redeveloping the Galloping Goose Trailhead Park:

- An existing underground Telus installation and right-of-way that runs from the trailhead to the water's edge will have to be considered;
- A pathway connection, via staircase and bicycle ramp, should be installed to connect the Galloping Goose Trailhead with the future waterfront walkway under the Johnson Street Bridge;





Images 10 and 11: Best Practices – Existing Viewing Platform #2, Mid-block on Harbour Road in DA-Central.



Image 12: Best Practices – Existing Galloping Goose Trailhead Park, Viewed From Harbour Road/Esquimalt Road Intersection

- The landscape design should build on the overall design theme of the Harbour Road Industrial Waterfront, particularly with respect to viewing platforms, interpretive signage and the Crime Prevention through Environmental Design (CPTED) principles (SEE SECTION 2.8.2 FOR DETAILS).

Existing natural environment should be carefully considered.

2.3.2 The Private Domain: Industrial and Commercial

The private domain of the Harbour Road industrial waterfront area relates to overall marine industrial and commercial operations, as well as to the site areas facing Harbour Road and the water's edge.

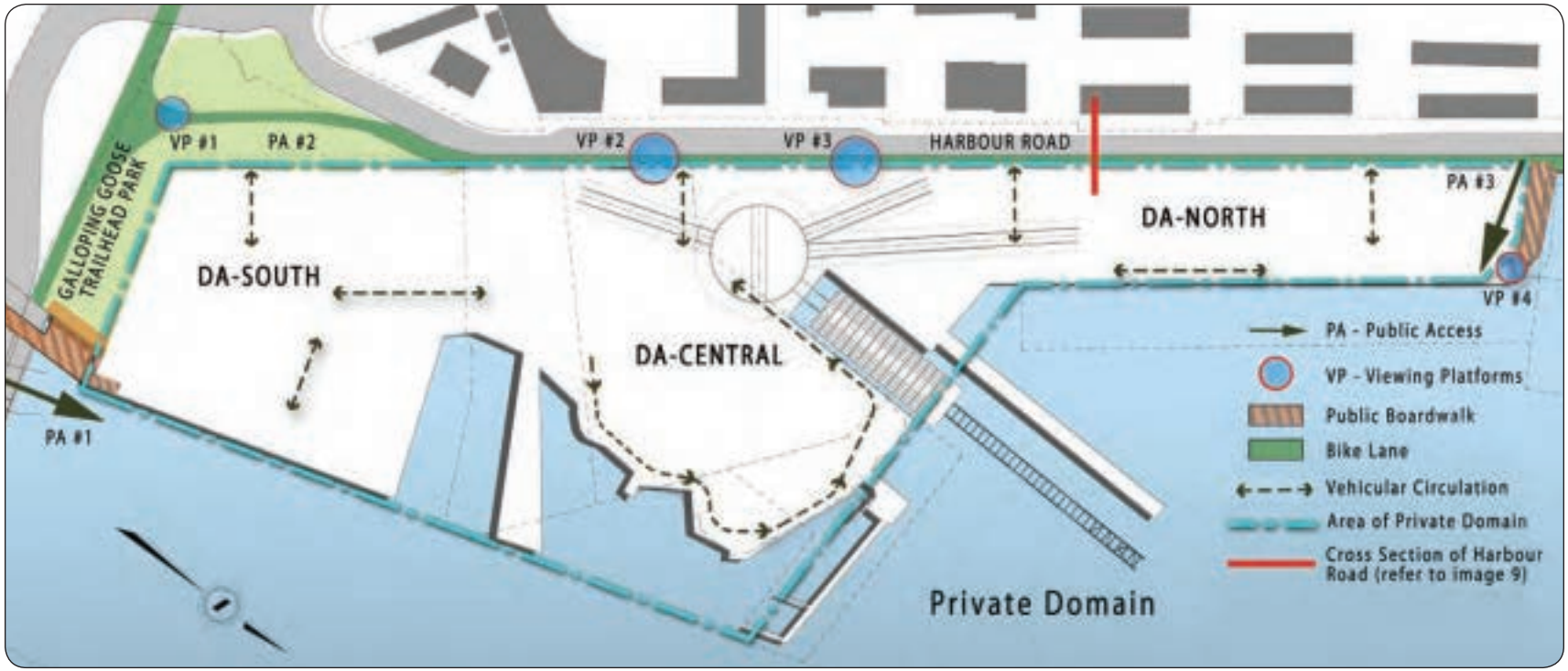
The following illustrations on Map 4 (PAGE 18) display the private domain of the Harbour Road Industrial Waterfront area.

2.3.2.1 Harbour Road Streetscape

The industrial waterfront area occupies nearly 500 metres of street frontage, representing a substantial presence to the public along Harbour Road. In general, the Harbour Road streetscape should maintain the marine industrial character of the existing buildings through building colours, materials and forms, with views into the industrial lands and, where possible, to the water.

Specifically, when designing the streetscape along Harbour Road:

- Irregular streetfront of building faces, setbacks, colours and materials should be maintained. Long and monotonous walls and building shapes shall be avoided;
- Landscaping that is inconsistent with the industrial character of the area should be minimized;
- Opportunities for viewing the marine industrial work within the lands should be maintained, by providing views into these areas;
- Signage should be utilized that describes and reflects the marine industrial uses and enhances visual interest (SEE SECTION 2.7 SIGNAGE STRATEGY FOR DETAILS);
- Key view corridors from Harbour Road to the water's edge should be protected and enhanced; and
- If necessary, fencing material should be used that permits views through to the industrial operations.



Map 4: Private Domain

2.3.2.2 Water's Edge Design: Upper (Working) Harbour

Viewed from the east, the area runs approximately 550 metres in length to the Upper (Working) Harbour. The site can be viewed at waterfront level from the Inner Harbour, buildings and walkways fronting Swift Street, and from the Johnson Street and Point Ellice Bridges.

Traditionally, the wharves on the water's edge of the Harbour Road lands were made from wooden pile docks. Sheet pile docks have since replaced wooden ones in *DA-North* at the northern end of the site. There are currently wooden pile docks in use in the *DA-South*, which the City anticipates replacing with sheet pile docks.

When redevelopment of the DA-South docks occurs, the character of the traditional pile dock style should be retained where possible to avoid looking at blank walls when viewed from the waterfront across the harbour, and particularly from the water level.

The piling does not need to be functional and is meant to be installed for aesthetic purposes only. Piling material could be steel, concrete or wood (SEE IMAGES 13 AND 14).

When redeveloping the waterfront of the Galloping Goose Trailhead Park, the soft shoreline should be retained and restored.

In general, the Harbour Road Industrial Waterfront should maintain the existing marine industrial character of the wharves. The minimum building setback from the high water mark, or the seaward edge of any dock or wharf, should be six metres, unless otherwise regulated in the *Zoning Bylaw.*

Specifically, when designing the waterfront:

- An irregular combination of building faces, heights, forms, massing, setbacks, colours and materials must be maintained. Long and monotonous walls and building shapes shall be avoided wherever possible;
- Multiple opportunities for viewing ships and activities associated with their repair and maintenance must be maintained at the intersections within the public domain wherever possible;
- Landscaping that is inconsistent with the industrial character of the area should be avoided;
- Surface car parking should be avoided whenever possible; and
- Signage in a variety of sizes and forms should be utilized to provide visual interest and reflect the marine industrial use. This also includes large painted lettering on building faces. Signage must take into consideration the City's Sign Bylaw.





Images 13 and 14: View/Best Practice – Traditional dock pile-style design, viewed from water level

2.3.2.3 Vehicular Site Access and Internal Circulation

The main goal when designing for site access and internal circulation must be to emphasize public safety at the intersections of the public and private domains, as well as internal security and efficiency (SEE MAP 4, PAGE 18):

- The number of vehicle access points to Harbour Road from the industrial lands should be limited to two for *DA-North* and one each for *DA-South* and *DA-Central*.
- When designing the site access, sightlines along Harbour Road should be maintained to ensure maximum pedestrian/cyclist safety.
- Future building location proposals and design should demonstrate and accommodate safe and secure internal circulation flow of industrial, vehicular and pedestrian/cyclist traffic, and accommodate site access points from Harbour Road.
- Truck deliveries and parking are a necessary part of the industrial use of the area, and relate to the functions of the various buildings and internal circulation. In *DA-South* and *DA-Central*, future vehicle access may include servicing restaurants and bars.
- Within the area of the Harbour Road Industrial Waterfront lands, internal circulation should accommodate secondary emergency exits along Harbour Road.
- Internal circulation should be unobstructed along the dock edges.

2.4 Landscaped Areas

A combination of soft and hard landscaping should be used to provide a transition between areas that are publicly accessible and those of predominantly industrial use (SEE MAP 5, PAGE 22 AND IMAGE 15, PAGE 21).

If the area continues to function primarily as marine industrial, landscaping should be complementary, but not a dominant element of the overall design:

- Landscaping should be provided at main and secondary entrances to the site, office entrances from Harbour Road and within the project area, surface parking lots, outdoor storage, loading and equipment areas, and public open space and access areas.
- Preferred plant materials are to be predominantly indigenous and adaptive species and, depending on the level of public access, not dominate or obstruct the marine industrial operations or Harbour Road.
- Driving, parking, and pedestrian/cyclist areas should be distinguished by changes in material and/or the colour of the paving to provide for the safe interconnection of vehicle, pedestrian and cycle routes in this area.
- While curb and gutter is used to separate traffic and pedestrians on Harbour Road, bollards may be used for vehicle control, traffic separation, and tree protection in other public domain areas (SEE IMAGE 16, PAGE 21).

- Design of hard and soft landscaping should limit the amount of stormwater run-off. Permeable surfaces should be used wherever feasible outside the working area of industrial operations. (SEE IMAGE 17).
- Landscaping must take into consideration Crime Prevention through Environmental Design (CPTED) principles, and the impacts of greenery location and height have to be considered with safety issues in mind (SEE SECTION 2.8.2 FOR DETAILS).
- Provision should be made for the implementation of a signage strategy, as described in section 2.7, including signage materials and design theme, particularly for wayfinding and interpretation signage.
- Ensure street furniture (lights, benches and drinking fountains) is consistent with the marine industrial style.
- When designing waterfront walkways, allow for use by pedestrians and cyclists, as well as wheelchairs and scooters.



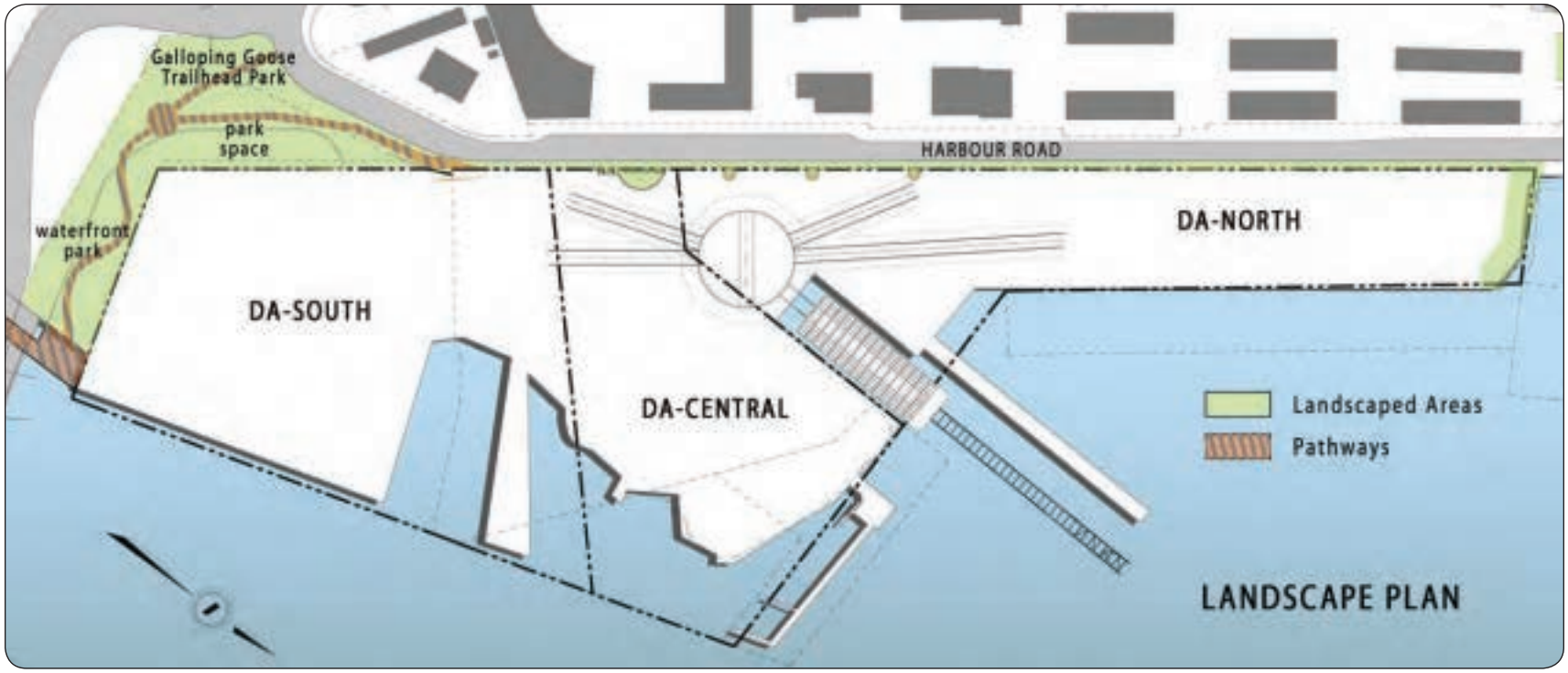
Image 15: 'Hard and Soft Landscaping'



Image 16: 'Bollard Design'



Image 17: 'Permeable Surface Design' Cellular Concrete Pavers in which natural grass can be grown



Map 5: Landscape Plan

2.4.1 Parking

Parking within the Harbour Road Industrial Waterfront area should be regulated according to the City of Victoria's parking requirements articulated in the City of Victoria's Zoning Bylaw.

The visual impact of car parking should be minimized, and not be a dominant visual element of the site.

To reduce the visual impact of parking, expansive paved areas close to Harbour Road, or at site access points, or in street setbacks or along the water's edge should be avoided; multiple, smaller, lots between buildings should be provided, incorporating landscaping and screening (SEE IMAGE 18).

2.4.2 Fencing and Screening

- Security fencing should be installed along Harbour Road, and where industrial operations are adjacent to public access, in order to separate the working domain from areas accessible by the public.
- Screening should be architecturally integrated in terms of materials, colours, shapes and sizes, and blend with building design. For areas with security and public safety concerns, a continuous screen is desirable.
- Screening for outdoor storage of building materials should be determined by the height of the material being screened. Chain link fencing with appropriate slatting is an acceptable screening material for areas not visible from the street, the waterfront or the Johnson Street Bridge.
- Outdoor storage, particularly along Harbour Road, should be confined to portions of the site least visible to public view from the waterfront, Johnson Street Bridge and opposing shoreline.
- The design of security fences should enhance the maritime character of the overall architectural theme. Fencing systems, required for safety reasons to separate industrial operations from the public realm, must consider utilizing the black vertical bar railing and wrought iron fencing style theme as established at existing Viewing Platform #2 along Harbour Road (SEE IMAGES 19 AND 20).

Solid fencing, such as walls of concrete block, steel or wood are not acceptable. There should be no solid fencing along Harbour Road, blocking public views into the industrial site.



Image 18: 'Screened Parking" Best Practices – City of Richmond



Image 19: Best Practices – Existing Fencing Along Harbour Road



Image 20: 'Solid Base Fencing' Best Practices – New York City, USA

2.5 Building Character: Materials, Colours and Roofscapes

The form and character of the Harbour Road Industrial Waterfront lands should reflect the area's marine industrial use and history. Traditionally, large marine industrial buildings have been constructed from corrugated steel, and smaller buildings have been wood clad.

The building design theme of these guidelines is based on the use of these traditional materials (metal, glass and wood).

2.5.1 Exterior Cladding

To distinguish public-oriented buildings from industrial and commercial buildings, the use of two compatible building material sets are suggested, reflecting historic West Coast wooden waterfront architecture.

Corrugated metal is the preferred dominant cladding material (horizontal and vertical) for large industrial or other large buildings in all the development areas: *DA-North, DA-Central* and *DA-South*. This cladding is also appropriate for smaller storage buildings.

In order to enhance the quality and marine character of the industrial and commercial buildings, there should be additional trims and details that augment the standard prefabricated industrial building model. Such detailing should include metal trims to articulate window frames and sills, building corners, cladding seams and joints; extended roof overhangs and thicker fascia panels proportional to building height; industrial glazing with rectangular mullion proportions located low for views into buildings; oversized door openings aligned at each end or through sides for glimpses into and through buildings; high level windows and/or clerestory glazing (SEE IMAGES 21 TO 23).

Horizontal wood siding has been a long-standing cladding material in DA-South and *DA-Central.* As this area is redeveloped, this cladding, or a manufactured equivalent (wood-look cement fibre board), can be utilized.

Heavy timber framing, with exposed structural elements, is also encouraged.



Image 21: 'Oversized Door' Best Practices – City of Vancouver, BC



Image 22: 'Corrugated Metal Exterior Cladding' Best Practices – City of Vancouver, BC



Image 23: 'Trims and Details on Industrial Buildings' Best Practices – Germany

2.5.2 Colours

A variety of colours can be used on buildings. Generally, subdued colours should be used for larger buildings, with brighter colours reserved for accent and detailing; smaller buildings can use brighter colours. All roofs should appear in subdued colours.

2.5.3 Roofscapes

These lands are often viewed from elevated positions around the site, and also mark the entrance to the Upper (Working) Harbour.

To provide visual interest and architectural quality, roofscapes should include a variety of roof forms, heights, proportions and pitches that include:

- Traditional roof forms – gable roof enhanced with clerestory windows (SEE IMAGE 24).
- Roof forms in series – creates rhythm and continuity with the overall site (SEE IMAGES 25 AND 26).
- Proportional roof forms – stepping down roofs of adjacent structures reduces the perceived mass of large buildings; integrated skylights and roof top access contribute to interest and character (SEE IMAGE 27).

Significant building forms and roof types should be considered in *DA-South* and *DA-Central* to mark the entrance to the site, and to signify the entrance to the Upper (Working) Harbour, north of the Johnson Street Bridge.

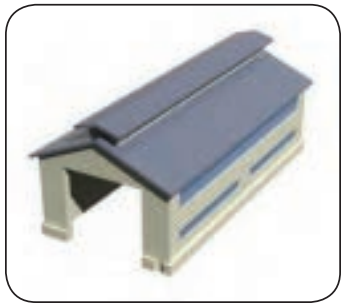


Image 24: 'Traditional Roof Form' Best Practices – Chow Low Hammond Architects



Image 25: 'Roofline Example' Best Practices – Granville Island, Vancouver, BC

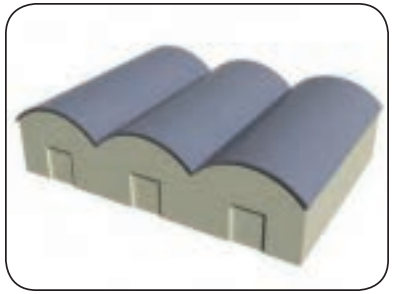


Image 26: 'Roof Form in Series' Best Practices – Chow Low Hammond Architects



Image 27: 'Proportional Roof Form' Best Practices – Chow Low Hammond Architects

2.6 Lighting: Security, Safety and Illumination

The site offers the opportunity for a subdued night-lit landscape, with the illumination of selected buildings, ships and equipment, especially during the tourist season. This, in combination with lighting for security (to minimize unauthorized entrance) and safety and functionality (for night and early morning shifts), can create subtle, but dramatic nightscapes (SEE IMAGES 28 AND 29).

Light management provides for the aesthetic and architectural enhancement of the area at night, and should be used in future developments.

Effective design strategies, using efficient low-energy and long-life technologies, should be employed in the public and private domains of the Harbour Road lands.

Lighting systems should correspond with the overall architectural concept and colour scheme for the area, using colour and contrast for dramatic effects. Lighting on building frontages should reinforce street lighting (SEE IMAGES 30 TO 32). Lighting systems in the public access areas shall match the systems already used in the City of Victoria.

In order to avoid light spillage within and outside the work area, and wherever safety and site operation is not compromised, low-glare, shielded lighting systems with internal optics controls should be used, following Leadership in Energy and Environmental Design (LEED) standards and criteria for exterior lighting (SEE SECTION 2.8.1 FOR DETAILS).

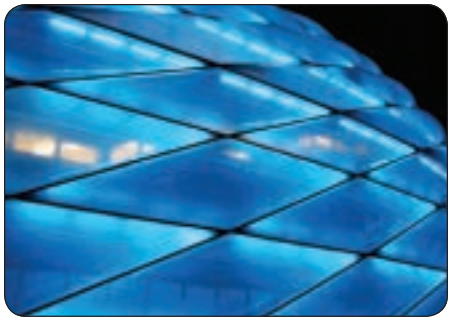


Image 28: 'Illuminated Roof'



Image 29: 'Night-lit Landscape' Best Practices – Copenhagan, Denmark







Images 30 to 32: 'Lighting Design Marine Character'

2.7 Signage Strategy

The site should be appropriately signed, giving directions to specified areas related to the industrial operations, potential future commercial and cultural uses in *DA-South* and *DA-Central*, and to the public domain. Where public access and amenities exist, wayfinding strategies need to be addressed. Signage can be promotional, directional (wayfinding) and informational. A variety of signage sizes and large painted lettering on building faces is encouraged and may include:

- Signage for industrial and commercial operations (typically located at the main entrance), including major destination signage and the industrial area's signature, a business directory and directional signage to visitor parking, loading, deliveries, materials' handling and special areas (SEE IMAGES 33 AND 34).
- The marine industrial and commercial identity of the site should be reflected in signage design, providing visual interest and wayfinding by the choice of materials, scale and colour.
- Signage for the public domain includes wayfinding signage, referring to amenities located on site (e.g., directions to the Galloping Goose Trail and links to public walkways in the area), and interpretive signage providing information about the area's history, geography and industrial operations (SEE IMAGES 35 AND 36).
- Public signage design should correspond and comply with the City's Sign Bylaw requirements for overall directional and interpretation signage (SEE IMAGES 37 AND 38).

Readability during the day and at night should be considered in developing the overall signage concept.

- Signage design and locations should be shown on all development submissions and is the responsibility of the applicant.
- Signage is also to be considered as a component of *DA-South* and *DA-Central* if commercial uses are developed that are consistent with the zoning for these areas. Signage should contribute to the development of a distinct identity for this area. Consider metal signs; encourage colour and humour, and build on the maritime industrial theme of the area.





Images 33 and 34: 'Marine Character' Best Practices – Town of Sidney, BC



Image 35: 'Heritage Signage' Best Practices – Existing



Image 36: 'Recreational Signage' Best Practices – Existing



Image 37: 'Wayfinding Signage' Best Practices – Victoria, BC



Image 38: 'Interpretation Signage' Best Practices – Singapore, Malaysia

2.8 Environmental Design Considerations

The City of Victoria encourages sustainable measures in site servicing, building design and construction, and these measures should be incorporated into the site as it redevelops over time. There are significant opportunities in both the public and private domains for the use of recycled materials in building design elements and stormwater management.

Future design of the shoreline and dock edges of the Upper (Working) Harbour should consider artificial habitat enhancement along the hard shoreline and retention and enhancement of the soft shoreline, wherever possible.

2.8.1 Leadership in Energy and Environmental Design (LEED)

LEED offers a green standard for sustainable design and construction practices in new and renovated buildings. The City of Victoria is managing these standards through its Green Building Policy. (Refer to the *Green Building Policy* adopted by the City of Victoria).

When undertaking developments in the public domain:

- Consider the use of recycled materials in fencing structure and signage;
- Apply stormwater management strategies and manage run-off from shipyard activities; and
- Utilize permeable surfaces where appropriate.

2.8.2 Crime Prevention Through Environmental Design (CPTED)

Existing patterns of undesirable activities in the local area suggest that design strategies should be implemented to maximize public safety and security, and to minimize unacceptable behaviour or criminal conduct. Among others, these strategies might include: specifications for access, security fencing, sightlines, elimination of blind spots and hidden areas, lighting, electronic surveillance and acoustic interference. For new development CPTED must be considered throughout the site (Refer to CPTED guidelines adopted by the City of Victoria).

2.9 Phased Development

Should development occur in a phased manner, the main intention of a phasing strategy is to keep the site aesthetically pleasing in the intermediate stages.

All visible frontages and accessible areas of completed phases are required to look consistent with site design principles, and provide the opportunity to tie-in future development phases.

Any incomplete structures, street works or landscaping should be physically safe and visually inoffensive. Temporary edges should be finished such that their surfaces have the appearance of being finished. Description of the finishing of any incomplete portions of the development should be required at the time of application for a development permit

3.0 DEVELOPMENT AREA SPECIFIC DESIGN GUIDELINES

These guidelines have been structured to recognize existing zoning, as well as possible future alternatives for the site which are captured in two development options for each development area. Development Option 1 would better accommodate continued marine industrial life, whereas Development Option 2 would suggest an alternative future of public access and a range of commercial and cultural uses in DA-South.

3.1 View Corridors

The guidelines also recognize primary public views of the site and through the site. The Harbour Road lands can be seen from various locations surrounding the site at street and waterfront levels and – unusual for Victoria – from elevated locations looking down onto the area.

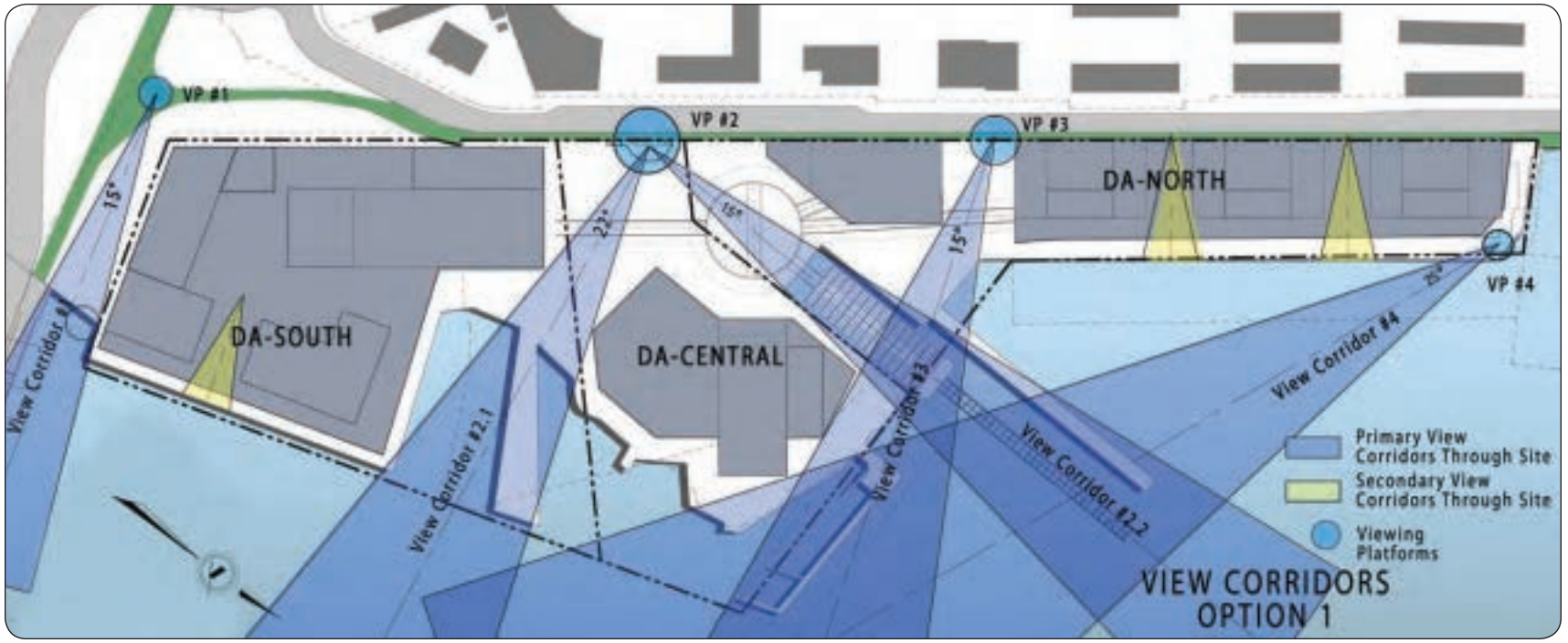
Viewed from *street level* along Harbour Road, the site offers a streetscape experience providing opportunities to watch marine industrial operations. In addition to views of the site itself and its operations, views through the site from Harbour Road offer glimpses of the water, the east side of the harbour and Mt. Tolmie Park.

The industrial waterfront buildings and docks can be seen at *waterfront level* from the Upper (Working) Harbour and the Inner Harbour, and from lands, buildings and walkways fronting Swift Street.

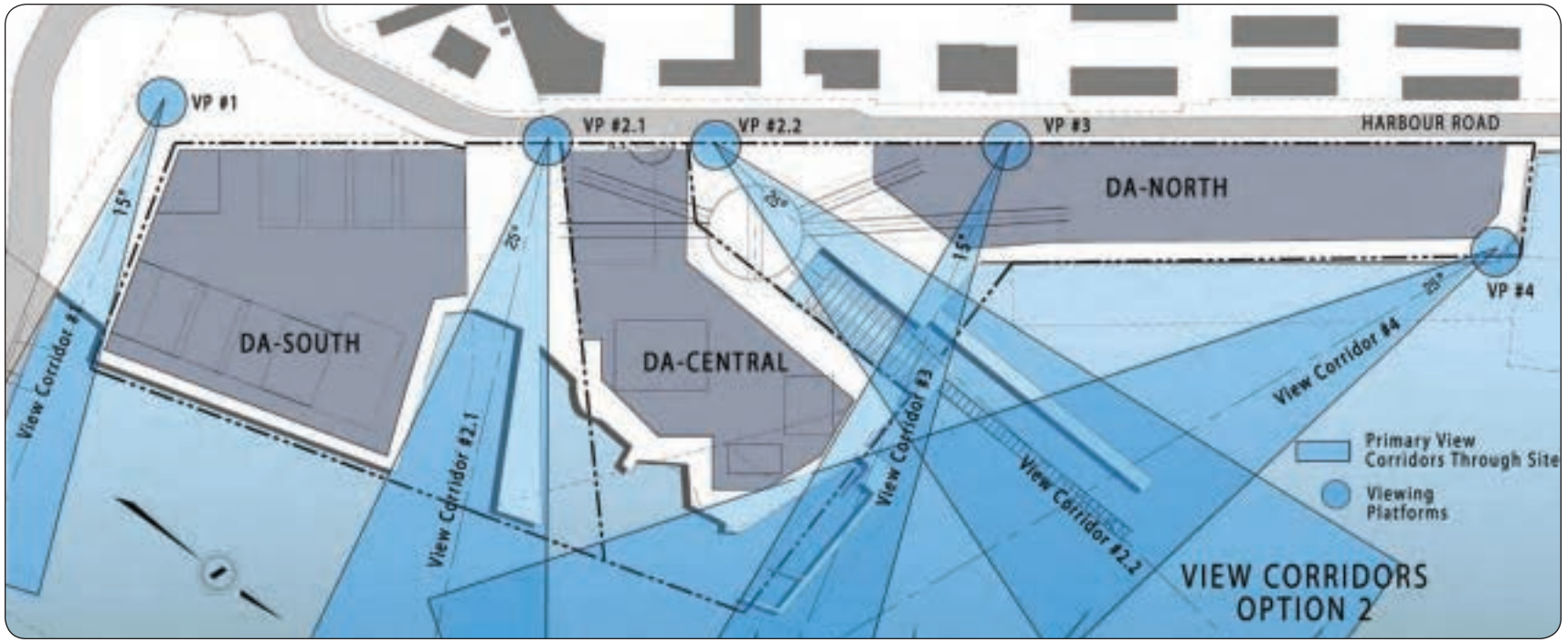
Elevated views from the Johnson Street and Point Ellice (Bay Street) Bridges, the Galloping Goose Trailhead greenspace (adjacent to the Johnson Street Bridge), along Tyee Road between buildings, and from the upper storeys of the future Dockside Green development, offer unique perspectives of the site.

In total, there are four (4) primary view corridors from Harbour Road and the Galloping Goose Trailhead Park that shall be protected and that must relate to the existing (if not relocated) and proposed viewing platforms (SEE SECTION 2.3.1.3 VIEWING PLATFORMS AND MAPS 6 AND 7, PAGE 30):

- View Corridor #1 into *DA-South from Galloping Goose Trailhead;*
- *View Corridor #2 into DA-Central from existing street level of Harbour Road;* and
- View Corridors #3 and #4: *DA-North from the existing street level of Harbour Road.*



Map 6: Harbour Road Design Guidelines – View Corridors Option 1



Map 7: Harbour Road Design Guidelines – View Corridors Option 2

3.1.1 DA-South – View Corridor #1

From the top of the berm of the Galloping Goose Trailhead Park to the Johnson Street Bridge, the view encompasses the Upper (Working) Harbour and the opposing shoreline, the southern land area and docks of the DA-South, a proposed public access trail to the water's edge, and the Harbour Road streetscape. The existing vegetation within that view corridor needs to be considered when developing the public trail. The view corridor view cone should be a minimum of 15 degrees.

Possible Secondary View Corridor

It is the intention in this development area to have an additional, non-mandatory secondary view corridor from the site out to the dock edge of the harbour. However, this point is flexible, depending on the functional needs of the leaseholder (SEE MAP 6, PAGE 30).

3.1.2 DA-Central – View Corridor #2

The view from the existing Viewing Platform #2 along Harbour Road into the Harbour Road lands is split into two view cones (SEE MAP 6, PAGE 30). The view corridor across to buildings and activities on the Swift Street waterfront should be a view cone of a minimum of 22 degrees. For the view corridor of the ship turntable and across to the Upper (Working) Harbour and Mt. Tolmie Park, the view cone should be a minimum of 15 degrees.

Should redevelopment occur in this location requiring the removal of this view corridor from the existing viewing platform as in Option 2, View Corridor #2 may be split into two new view corridors, #2.1 and #2.2, with view cones of 25 degrees each, towards the turntable and to the buildings and marina located at the foot of Swift Street on east side of the Upper (Working) Harbour (SEE MAPS 6 AND 7, PAGE 30).

3.1.3 DA-North – View Corridors #3 and #4

View corridors from Harbour Road into DA-North are meant to provide glimpses of the Upper (Working) Harbour and are oriented around the main shipbuilding and repair activities on the site.

View Corridor #3

This view corridor encompasses Harbour Road to the dock edge and the harbour between future buildings. The view cone should be a minimum of 15 degrees. Location on map is a suggestion only and there is flexibility as to its exact location.

View Corridor #4

This view corridor encompasses the northeastern dock edge (associated with the 10 metre pedestrian access right-of-way) to buildings and walkways fronting Swift Street, as well as the ship launching activities of the DA-North. The view cone should be a minimum of 25 degrees.

Possible Secondary View Corridors

It is the intention in this development area to have two additional, non-mandatory secondary view corridors from the Harbour Road frontage of the site out to the dock edge of the harbour.

3.1.4 Dockside Green View Corridors

Defining and protecting view corridors identified in the Dockside Area Design Guidelines is one of the City's objectives. All the view corridors that are related to the Harbour Road Industrial Waterfront are identified (SEE MAP 8, PAGE 33).

The views identified and maintained are:

View type A: Pedestrian level views into and through site

- View 1: From pedestrian level through the Dockside Green site to Harbour Road and marine industrial area to the east.
- View 2: From pedestrian level through the Dockside Green site to Downtown.
- View 3: From pedestrian level at the southern end of Triangle Park through the Dockside Green site to Harbour Road and Inner Harbour.
- View 4: Minimum of three views from pedestrian level at Tyee Road (centre line of the easterly sidewalk) into the Dockside Green site and Internal Greenway. Minimum views cone is 5°.

View type B: Intermittent, narrow pedestrian views into site

- View 5: Minimum of two views from pedestrian level at Tyee Road into the site and Internal Greenway. Minimum view shaft is 1.5m wide.

View Type C: Views toward the site

- View 6: From Johnson Street Bridge to the upper levels of the landmark buildings in DA-A and DA-B.

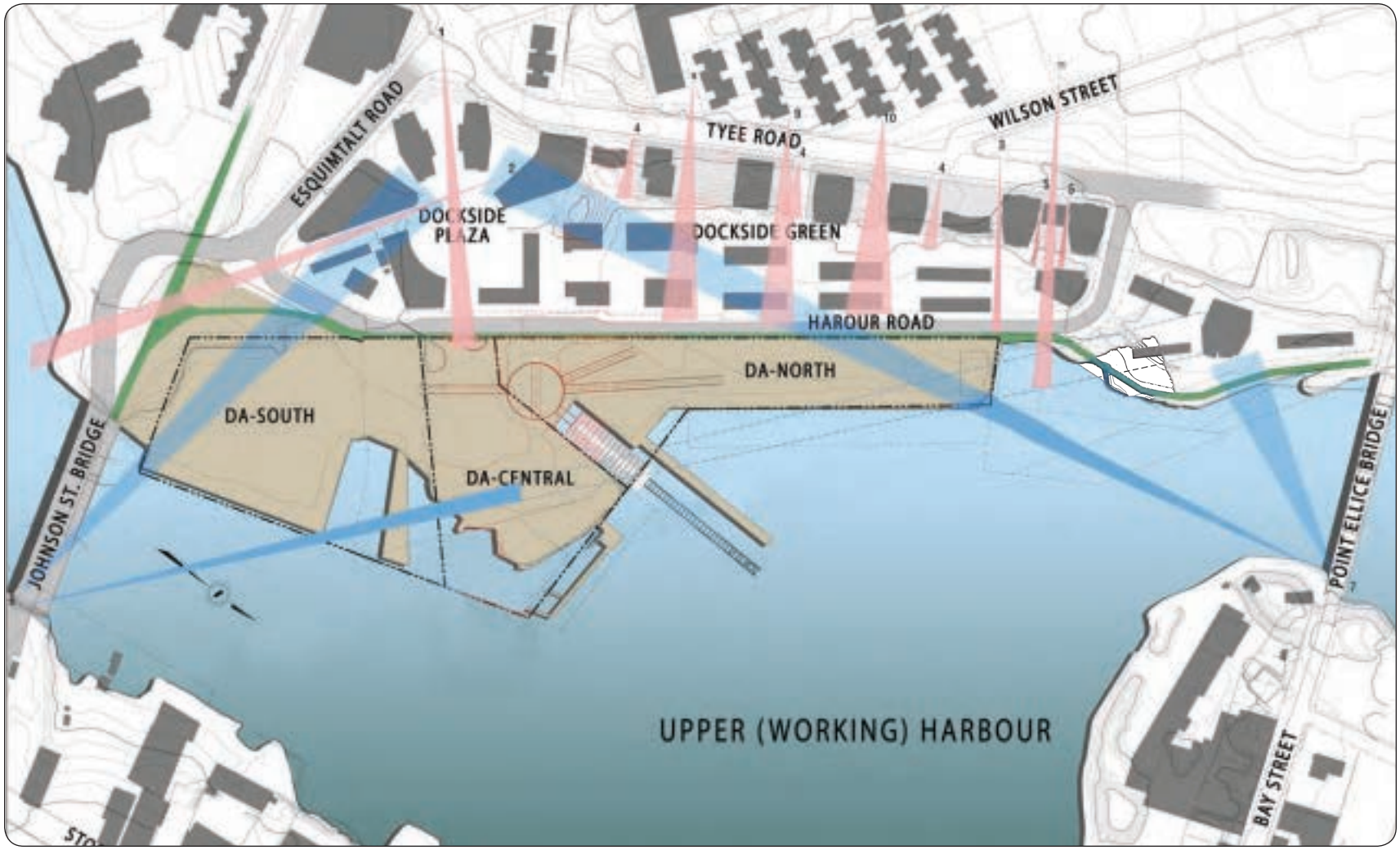
  It is noted that the view of the landmark building in DA-B (northern end of the Dockside Green development) is replaced by the view of the industrial building in Option 1 (Building A – Sandblast & Paint Shop) of the future Harbour Road Industrial Waterfront development. This particular view of DA-B is available again from the western half of the Johnson Street Bridge.

- View 7: From Bay Street Bridge to upper levels of the landmark buildings in DA-A and DA-B.

View Type D: Upper level views through site

- Views 8 & 9: From geodetic elevation 33.0m through the Dockside Green site to the city skyline. Minimum view cone is 15°.
- View 10: From geodetic elevation 27.0m through the Dockside Green site to the city skyline. Minimum view cone is 15°.
- View 11: From geodetic elevation 28.0m through the Dockside Green site to the city skyline. Minimum view cone is 10°.

Views 8 through 11 are intended to provide views above the low profile townhouses and between the taller buildings along Tyee Road. The views provide connection to the eastern city skyline from the upper storeys of the buildings on the west side of Tyee Road, Wilson Street and Upper Harbour Place. A minimum of five of these views must be provided. View cones 8 to 10 are taken from a maximum of 15m away from the western edge of Tyee Road and are permitted to vary in a north-south direction (parallel to Tyee). View cone 11 is taken from the west side of Wilson Street, across from Triangle Park.



Map 8 : View Corridors related to the site as identified in Dockside Area Design Guidelines (Dockside Green Development)

Image 39: View DA-South:

Does Not Affect View Corridors from Dockside Green Development

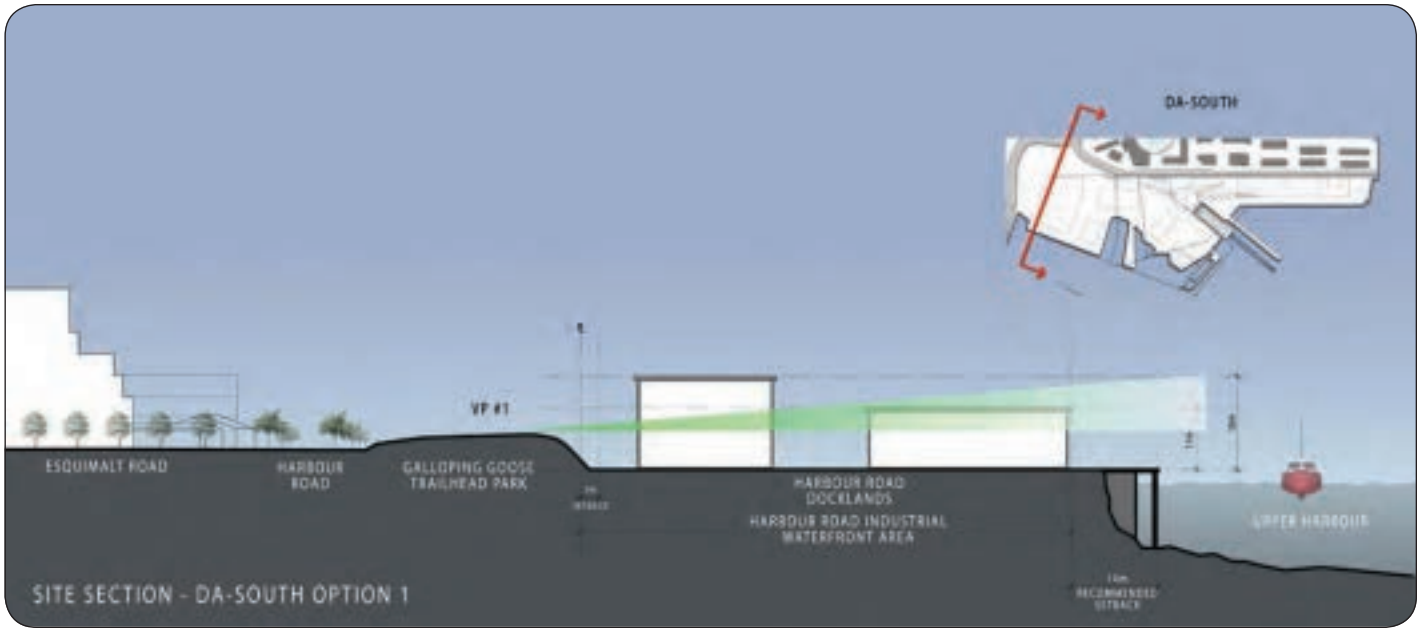


Image 40: View DA-Central:

Does Not Affect View Corridors from Dockside Green Development



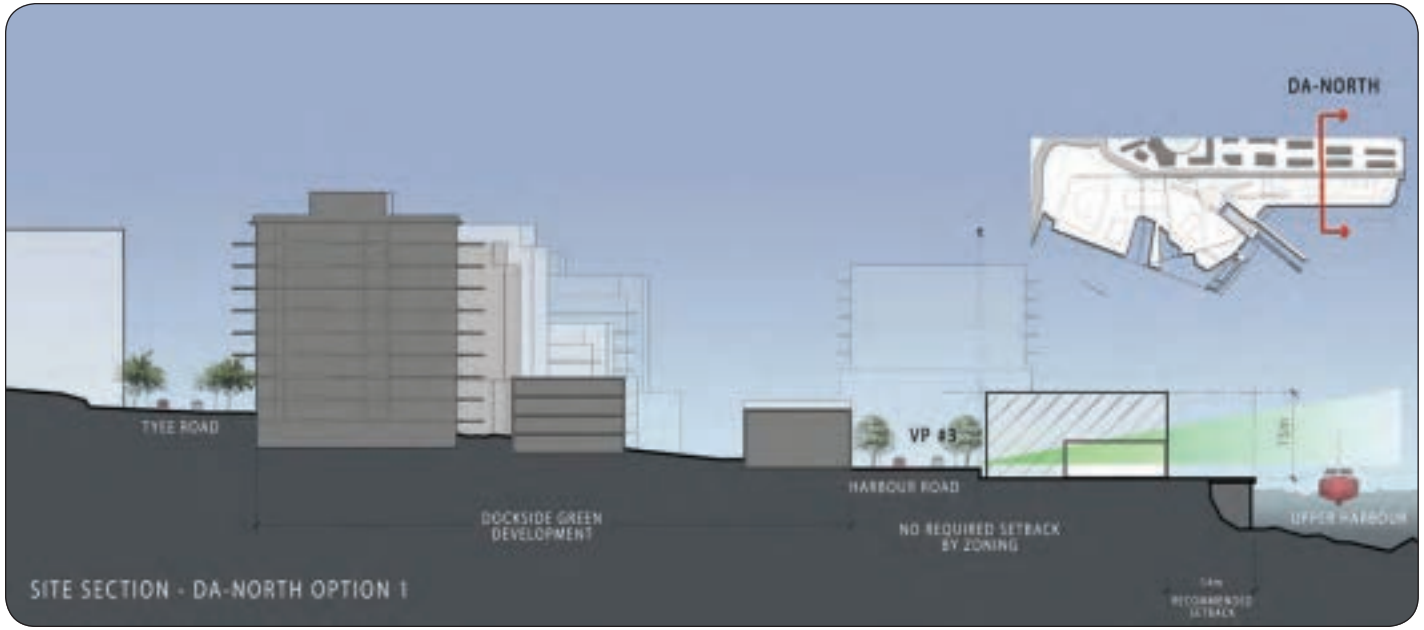


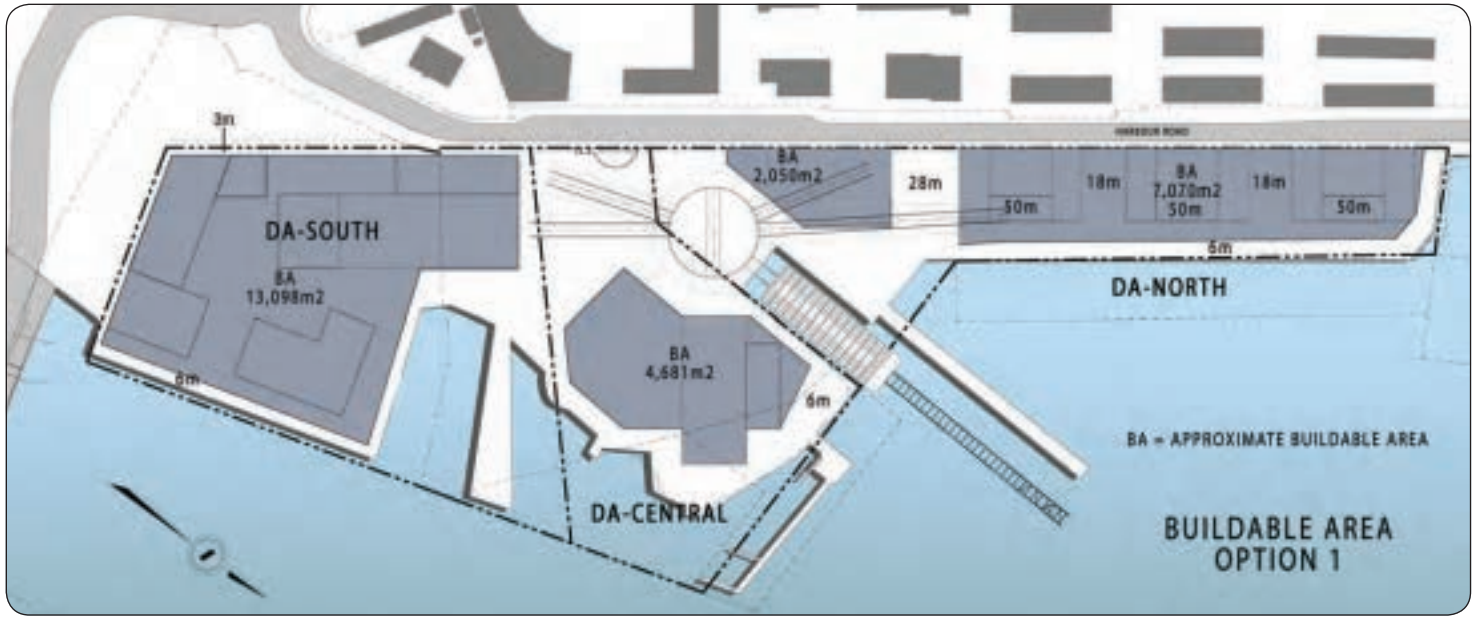
Image 41: View DA-North: Does Not Affect View Corridors from Dockside Green Development

3.2 Buildable Areas

The identified buildable areas (BA's) form the basis for the development of two architectural building layout options for each of the development areas.

The preferred BA determined for each of the three development areas of the Harbour Road Industrial Waterfront site, takes into consideration the spatial needs for marine industrial operations of current and future on-site stakeholders, public (including vehicle) access, open spaces, key views needing to be protected, and surrounding uses.

These options provide design solutions that balance the protection of view corridors and the variation in building heights and forms, with public access to the waterfront and the needs of increased industrial operations.



Map 9: Buildable Area (BA) – Development Option 1



Image 42: 3D View of Buildable Area (BA) – Development Option 1

Development shall occur within the BAs, and is subject to zoning, and the form and massing requirements of these guidelines. Internal circulation and parking requirements shall be considered within these BAs, and may also be located outside the BAs.

3.2.1 Development Option 1

3.2.1.1 DA-South

In the DA-South, one BA has been defined by a three metre setback along the south and west property lines, and a six metre setback from the eastern and most northern dock edges (high water mark), following existing zoning regulations (SEE MAP 9 AND IMAGE 42, PAGE 36).

This produces a BA of 13,098 square metres. While this area represents the buildable area within which buildings can be located, there are a number of functions that must be accommodated such as:

- The main entrance into the site, and a public or private access road;
- On-site parking requirements and vehicular circulation;
- Emergency and industrial circulation between *DA-South* and *DA-Central*;
- Circulation and clearances between buildings to facilitate movement of materials, vehicles and equipment; and
- Level pedestrian access through the site from the south-east corner to Harbour Road.

While the allowable setback from any dock edge is six metres, according to the zoning, these guidelines recommend a setback of eight to twelve metres to better align with the shoreline edge, and with the Johnson Street Bridge abutment. This is more consistent with the current edge of the building face in this zone, and allows a better dock connection with the future pedestrian link under the Johnson Street Bridge.

3.2.1.2 DA-Central

In the *DA-Central*, one buildable area (BA) has been identified with a total area of 4,681 square metres (SEE MAP 9 AND IMAGE 42, PAGE 36).

This area is defined by two view corridors from Harbour Road, and by the need for industrial vehicular circulation around the buildings, especially along the eastern side at the water's edge.

Adequate space must be maintained between the water's edge and the BA to allow emergency vehicles to access the eastern edge and circulate back around to the main entrance at Harbour Road.

While the zoning requires a six metre setback from the dock edge (high water mark), the City of Victoria's requirements for emergency vehicular access must govern this particular setback to ensure adequate clearance between buildings and edge of heavy-duty road access, including required turning radius.

Development in this area is centred on the existing turntable spur lines into the site, with the condition of maintaining view corridors from the existing view platform.

3.2.1.3 DA-North

The current zoning permits building to the property line with no setback requirement for any lot boundary. These guidelines suggest a 10 metre right-of-way be accommodated along the north water's edge to allow for pedestrian access and a viewing platform at the northeast corner (SEE MAP 9 AND IMAGE 42, PAGE 36).

Furthermore, these guidelines recommend a minimum setback of six metres from the seaward edge of the dock, to match the zoning setback requirement for *DA-South* and *DA-Central*. This may potentially be increased to a minimum setback of 10 metres to accommodate light industrial vehicular circulation.

In Option 1 for the *DA-North*, two buildable areas (BA's) have been identified:

BA 1 = total area of 2,050 square metres

BA 2 = total area of 7,070 square metres

Total BA for *DA-North* in Option 1 is 9,120 square metres.

Within each BA, there is a maximum allowable building length of 50 metres along Harbour Road, with a minimum building separation of 18 metres to provide for open space views to the harbour. A 28-metre access-way, to allow for an additional viewing platform/view corridor or replacement space, also physically separates the two BAs (SEE MAP 9, PAGE 36).

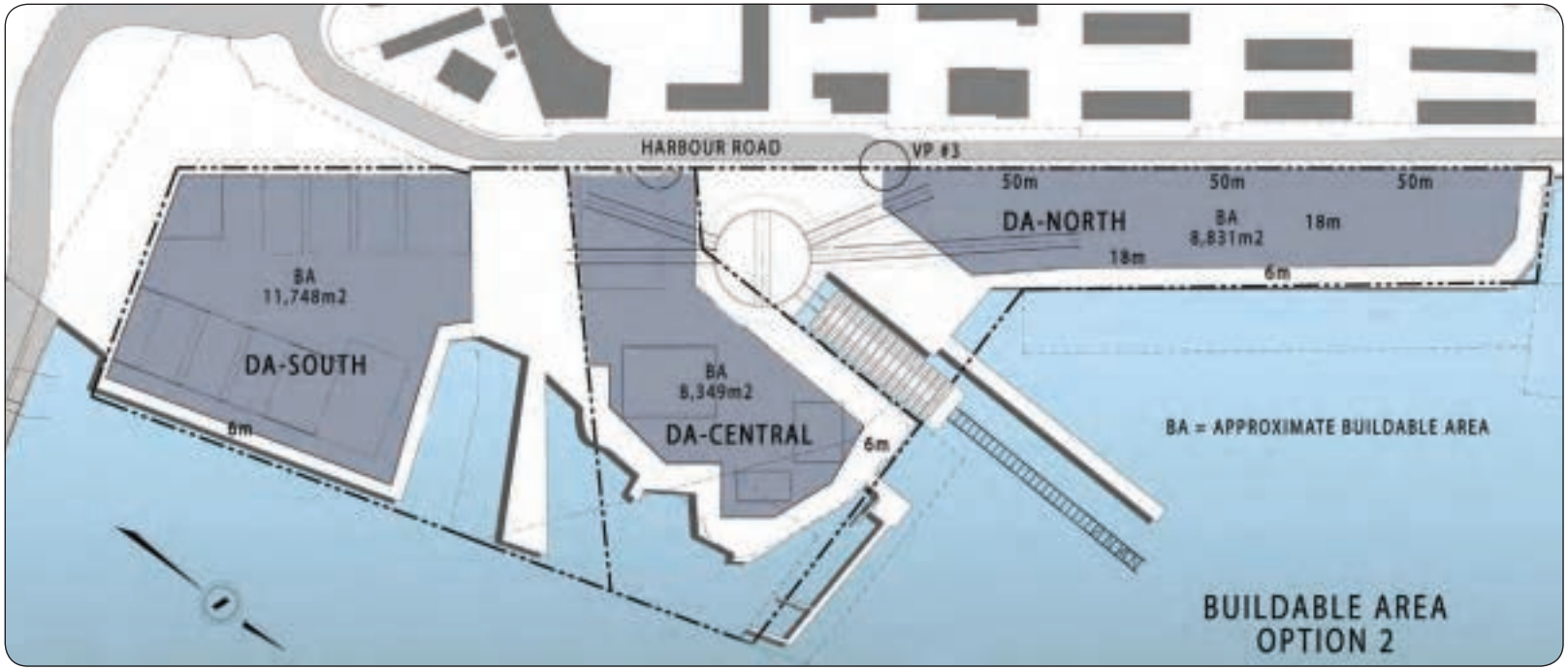
3.2.2 Development Option 2

3.2.2.1 DA-South

The buildable area for Option 2 of the *DA-South* is 11,748 square metres, and has the same defining parameters as Option 1 (SEE MAP 10 AND IMAGE 43, PAGE 39).

Option 2 restricts building development along the northern edge of *DA-South*, where the main entrance to the site is proposed. In this option the area has been designated building-free to allow for the construction of a road from the main entrance across the Harbour Road lands to the waters edge. Building arrangement within this BA also need to accommodate:

- On-site parking requirements and vehicular circulation;
- Circulation and clearances between buildings as stated in Option 1;
- Accommodation of a view corridor from within the site, out to the eastern dock edge, and over to the east shore of the Upper (Working) Harbour; and
- Level pedestrian access through the site from the southeast corner out to Harbour Road, described in Option 1.



Map 10: Buildable Area (BA) – Development Option 2



Image 43: 3D View of Buildable Area (BA) – Development Option 2

3.2.2.2 DA-Central

The buildable area for Option 2 of the *DA-Central* is 8,349 square metres and is more flexible than Option 1. Building to the three metre setback line along Harbour Road is permitted, provided that the existing viewing platform is relocated into *DA-South* and *DA-North*. The 6m zoning setback requirement around the eastern edge of the property applies to both options and needs to accommodate emergency and industrial circulation (SEE MAP 10 AND IMAGE 43, PAGE 39).

3.2.2.3 DA-North

In Option 2 for *DA-North*, one buildable area (BA) has been identified (BA 1 = total area of 8,830 square metres).

Within the BA, there is a maximum allowable length of building along Harbour Road of 50 metres, with a minimum separation of 18 metres to provide for open space views to the harbour.

Within this BA it is preferred that there is space allocated between buildings to accommodate an additional viewing platform (No. 3) and view corridor aimed at the boat launch and across to the east side of the harbour focusing on the Capital Iron building (SEE MAP 10 AND IMAGE 43, PAGE 39).

There is flexibility as to the exact location of the viewing platform, a suggested location is shown on Map 7 (PAGE 30) for Option 2.

3.3 Maximum Building Heights, Form and Massing

In general, new buildings should be a contemporary interpretation of traditional marine industrial architecture, with an emphasis on well designed proportional massing that is complementary to each adjacent building, and is well considered within the entire site.

These guidelines encourage a variety of building sizes and massing, with a caution to avoid long building elevations along Harbour Road and/or the waterfront. Buildings that are oriented “gable end on” to the waterfront are preferable. Where required buildings approach the maximum allowable building height allowed by zoning, they should be stepped down with auxiliary structures, where possible, to reduce the height impact. Refer to the specific zones section in this chapter for additional comments.

Openings into buildings, or glazing that provides visibility to industrial activities within buildings, is encouraged. Noise levels must be considered when placing openings and considering sound proofing levels for the openings.

While there are many opportunities to develop the northern end of the site, the two options convey some of the desired possibilities of achieving density, as well as visual relief, along Harbour Road and the dock edge.

3.3.1 Development Option 1

3.3.1.1 DA-South

These guidelines recommend that two areas within the *DA-South* have maximum building heights of 19 metres (geodetic) and 15 metres (geodetic) respectively, stepping down toward the water (SEE MAP 11 AND IMAGE 44, PAGE 43).

Also, a specific designated area has been identified to allow a building with a maximum height of 21 metres (geodetic), in order to accommodate future marine industrial needs.

The buildable area for this taller building is restricted to 30 metres wide by 73 metres long, with the long dimension parallel to Harbour Road and set back by 17–19 metres in order to accommodate the uneven property line and to adjust to the center of the rail spur line. An additional 25-metre length is reserved to the south of this buildable area to allow for future expansion. However, these guidelines recommend keeping this building as short as possible, due to its orientation.

Secondary buildings should be placed in an organized manner around the perimeter of the site, with sufficient space between buildings for industrial vehicular circulation and parking requirements.

Within each maximum building height area, the buildings should step down and alternate in building height, using various roof forms.

Buildings should be oriented gable end to the water along the dock edge, to allow glimpses of the water between buildings. At least one road access right-of-way to the eastern dock edge is required for views and access.

3.3.1.2 DA-Central

These guidelines recommend a maximum building height for *DA-Central* of 19 metres (geodetic), with a designated area to accommodate a tall and narrow industrial building:

The buildable area for this one tall building has a maximum of 26 metres wide by 60 metres long, oriented with the long axis perpendicular to Harbour Road, and aligned with the centre of the existing turntable. The maximum building height in this buildable area has a maximum of 30 metres (geodetic).

Attempts should be made to reduce the impact of tall buildings on the site and adjacent properties by stepping down tall buildings with lower adjacent structures and/or auxiliary buildings. The base of the tall building (below two metres) should also have a distinctive architectural treatment from the upper portion of the building through the use of form, materials and/or textures, in order to articulate a distinct building base. The roof of the tall building should be pitched (minimum 1:4), and may have multiple levels; a flat roof area is not envisioned on taller buildings.

3.3.1.3 DA-North

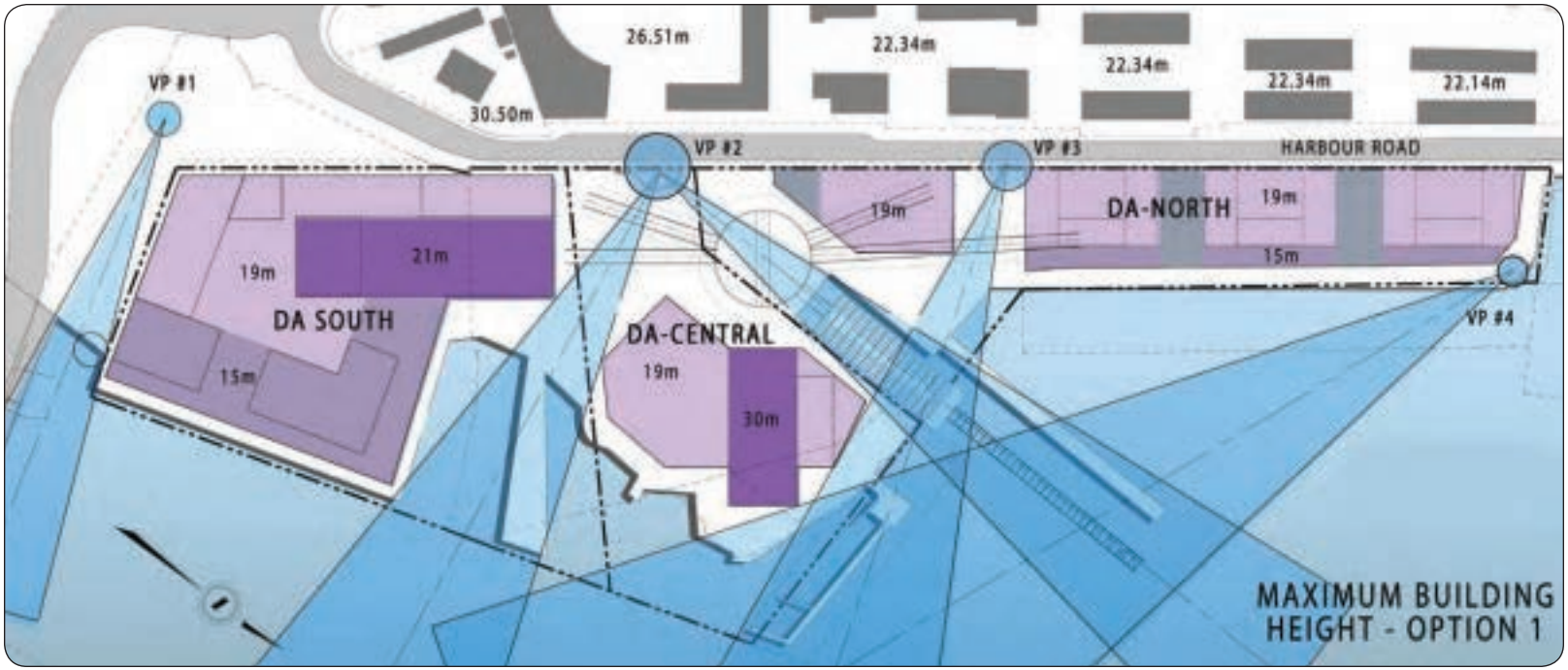
As previously mentioned, the tallest buildings should be oriented with the long dimension perpendicular to Harbour Road, with lower infill buildings located between taller buildings. The maximum length of continuous building mass along Harbour Road is 50 metres, with a minimum gap of approximately 18 metres to allow views to the water's edge from the road (SEE MAP 11 PAGE 43 AND IMAGE 44, PAGE 43).

When developing *DA-North*:

- Avoid blank walls and building shapes that are long and monotonous.
- Maintain an irregular streetfront with building faces, setbacks, varied building forms and heights.
- Provide secondary view corridors from Harbour Road to the water's edge.
- Create key viewing platforms and position buildings in a manner that preserves the required view corridors.
- Step down building heights along the water's edge and between taller buildings where possible.
- Opportunities should be maintained for viewing the marine industrial work by views into the industrial lands and buildings and, where possible, out to the water to enhance visual interest along Harbour Road.

While there are many opportunities to develop this end of the site, we provide two options to convey some of the desired possibilities of achieving density, as well as visual relief, along Harbour Road and the dock edge.

These guidelines recommend a maximum building height of 19 metres (geodetic). Option 1 shows courtyard buildings, with taller buildings positioned narrow end perpendicular to Harbour Road and lower infill buildings in between. These are located with the minimum 18-metre clear separation (SHOWN IN LIGHT GREY ON MAPS 11). It is further suggested that taller buildings step down towards the water to a maximum height of 15 metres (geodetic).



Map 11: Maximum Building Height – Development Option 1



Image 44: 3D View of Maximum Building Heights – Development Option 1

3.3.2 Development Option 2

3.3.2.1 DA-South

These guidelines recommend two areas within the *DA-South* have maximum building heights of 19 metres (geodetic) and 15 metres (geodetic) respectively, stepping down toward the water (SEE MAP 12 AND IMAGE 45, PAGE 46).

Buildings should be oriented narrow end perpendicular to the dock edge for the east side of the site, and perpendicular to the development boundary on the west side of the site.

Parking and circulation should be accommodated between buildings within the interior of the site.

Orient buildings gable end to the water along the dock edge to allow glimpses of the water between buildings. At least one road access right-of-way to the eastern dock edge is required for views and access.

3.3.2.2. DA-Central

While Option 1 was prepared to accommodate current marine industrial expansion, Option 2 is put forth as a solution for alternative future uses that are consistent with the zoning for this area (SEE MAP 12 AND IMAGE 45, PAGE 46).

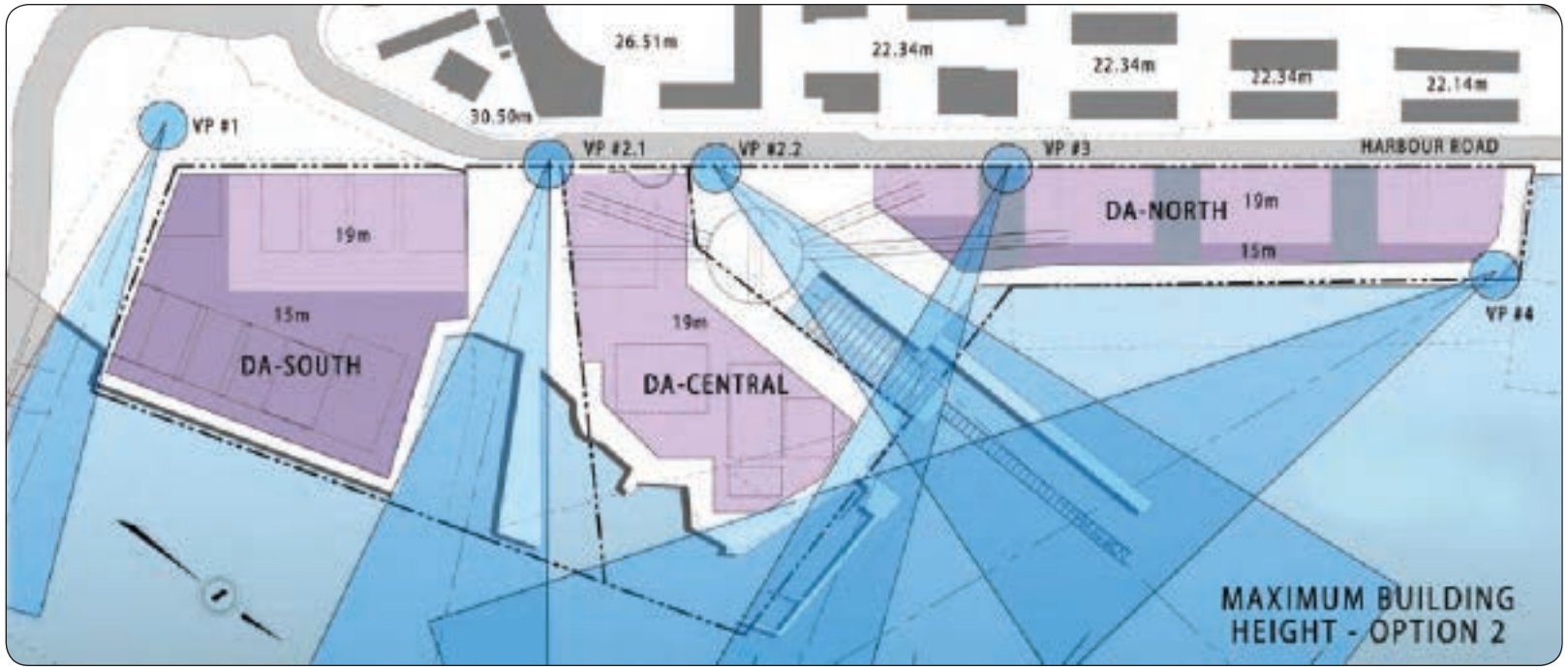
- These guidelines recommend a maximum building height of 19 metres (geodetic), with no provision for a tall building, as stated in Option 1.
- Attempts should be made to step down taller buildings with lower adjacent structures and/or auxiliary buildings. The bases of the taller buildings (below two metres) should also have a distinctive architectural treatment from the upper portion of the building, through the use of form, materials and/or textures, in order to articulate a distinct building base.
- The roofs of taller buildings should be pitched (minimum 1:4), and may have multiple levels; flat roofs are not acceptable on the taller buildings.
- Buildings should step down towards the water.

3.3.2.3 DA-North

As previously mentioned, the tallest buildings should be oriented with the long dimension perpendicular to Harbour Road, with lower infill buildings located between taller buildings. The maximum length of continuous building mass along Harbour Road is 50 metres, with a minimum gap of approximately 18 metres to allow views to the water's edge from the road (SEE MAP 12 AND IMAGE 45, PAGE 46).

When developing *DA-North*:

- Avoid blank walls and building shapes that are long and monotonous.
- Maintain irregular streetfront with building faces, setbacks, varied building forms and heights.
- Provide secondary view corridors from Harbour Road to the water's edge.
- Create key viewing platforms and position buildings in a manner that preserves the required view corridors.
- Step down building heights along the water's edge and between taller buildings where possible.
- Opportunities should be maintained for viewing the marine industrial work by views into the industrial lands and buildings and, where possible, out to the water to enhance visual interest along Harbour Road.
- These guidelines recommend a maximum building height of 19 metres (geodetic), with no provision for a tall building, as stated in Option 1.
- Option 2 shows a layout of taller buildings with different relationships to Harbour Road, creating courtyards from Harbour Road, as well as from the dock edge. Placing the building groups with 18-metre gaps in between also accommodates secondary view corridors (SHOWN IN LIGHT GREY ON MAP 12).



Map 12: Maximum Building Height – Development Option 2



Image 45: 3D View of Maximum Building Heights – Development Option 2

APPENDICES

Appendix 1: Consultation Process

The City of Victoria initiated the development of design guidelines for the Harbour Road Industrial Waterfront in January 2007.

The planning process included two key consultation elements:

1. Stakeholder Consultation via face-to-face interviews, mail drops and presentations; and
2. Public Consultation via walking tours and open houses, advertised in the Times Colonist newspaper.

A City of Victoria website for the project provided background information, and also served as a community feedback mechanism.

Stakeholder Consultation

The stakeholders identified by City staff included businesses operating from the industrial site, the neighbouring Dockside Green development, Esquimalt and Songhees First Nations, community associations, the Environmental and Shoreline Advisory Committee, the Victoria Police Department, the Greater Victoria Harbour Authority, City staff, the City's environmental consultant SNC Lavalin and other government agencies.

Public Consultation

Walking Tours

The focus of these two walking tours, held in August and September 2007, was to identify the main issues and opportunities to be considered in the design guidelines. A consultation package, which included some basic project background information, "site opportunities" and "site constraints" maps and a map of the walking route, was provided to participants.

Feedback from the walking tours was presented to City Council in November and posted on the project website.

Open Houses

The focus of the two public open houses, held in October 2007, was to provide an opportunity for stakeholders and the public to review and discuss the draft design guidelines for the Harbour Road Industrial Waterfront. An interactive computer model helped demonstrate the potential impacts of future industrial developments.

Appendix 2: Remembering the Past

Victoria has a long maritime history, and the west shore of the Upper Harbour was the site of some of the city's earliest shipyards – the first shipyard began operation in 1873. In the 1840s, the Songhees Indian Reserve was established on the west side of the harbour and included the waterfront lands (SEE IMAGE 48).

The transition to industrial use at the upper end of the harbour gathered speed in 1911 when the Provincial government purchased the area from the Songhees Band, and designated it for industrial purposes. By 1917, wooden, steam and cargo freighters up to 90 metres in length, were built on the Harbour Road Industrial Waterfront site[1]. The shipbuilding industry's need for accessibility of large vessels to the Upper Harbour was accommodated in the construction of a draw bridge in 1924, now known as Johnson Street Bridge. The opening of the bridge further contributed to the city's industrial development by improving the connection of the city centre to the industrial area across the harbour.

After 1911, the area included a shipyard operation, a rail line and associated freight storage buildings, an iron and metal trading operation, a propane operation, an asphalt plant and a cedar shingle mill. By the 1970s, most of these uses had closed down or relocated, leaving the area in a barren, contaminated condition, with the exception of the Harbour Road Industrial Waterfront, where marine industrial activities continue today.



Image 48: Historic View of the Victoria Harbour

1 In comparison, the M.V. Coho, a vehicle and passenger ferry that currently connects Victoria to the town of Port Angeles WA, is 104 metres long.

Appendix 3: Relevant Planning Regulations

These design guidelines form part of a series of regulatory documents that, when combined, guide future development on the Harbour Road Industrial Waterfront.

Readers should also refer to:

1. The Zoning Bylaws as of March 2008;
2. Green Building Policy (Under Development);
3. Victoria Official Community Plan, OCP (Amended 2006);
4. Design Guidelines for the Dockside Area, Policy Plan 2005;
5. Design Guidelines for the Songhees Area of Victoria West (Amended 2005);
6. Buildings, Signs and Awning Advisory Design Guidelines (Amended 2005);
7. Crime Prevention Through Environmental Design (CPTED) (Amended 2004);
8. Victoria Harbour Plan – 2001; and
9. Victoria West Plan – 1986.

1. The Zoning Bylaw

Zoning for the Shipyard District envisions an area primarily characterized by, and zoning allows for, a range of marine-related industrial uses. The Dockside Districts' zoning includes industrial uses, but also permits restaurants, clubs, neighbourhood pubs and cabarets, as well as public amenities like parks, museums and cultural facilities. The two Dockside Districts, therefore, anticipate a mixed-use area with public access. Building height maximums are 10 metres in two Dockside District Zones (SD-1 and SD-2) and 15 metres in the Shipyard District (S-PH).

2. Green Building Policy (Under Development)

Council has endorsed a Green Building Policy for its own Civic Facilities which may extend to private sector development. A report has been prepared by Stantec Consulting relating to private sector development that provides an overview of the merits of green buildings, the rationale for the choice of LEED (Leadership in Energy and Environmental Design) as a standard, and specific measures the City can endorse to encourage greener buildings (with the focus on water and energy efficiency).

3. Victoria Official Community Plan (OCP) Amended 2006

A section within the OCP (Toward a Harbour Community) contains a series of objectives and policies that focus on Victoria's harbour and Upper (Working) Harbour areas, stressing the need for the retention of, "an active Working Harbour with mixed-use activities, provided all uses, including residential, recognize and are compatible with harbour traffic activities. Emphasis is on the need for integrated waterfront planning and its relationship to surrounding neighbourhoods, while maintaining balance between public access and marine priorities".

Policies especially relevant to the Harbour Road lands include, "encouraging marine industries that require waterfront access" and "securing public access wherever feasible".

4. Design Guidelines for the Dockside Area, Policy Plan 2005

Building heights of the Dockside Green development along Harbour Road vary from 22.14 metres[2] facing the S-PH Zone Shipyard District, to 26.5 metres[2] facing SD-2 Zone Dockside District, and 30.5 metres[2] at the south western corner facing the SD-1 Zone Dockside District. A view corridor from the Johnson Street Bridge across to Tyee Road and the Harbour Road Industrial Waterfront has been identified. Preferred building materials include concrete, wood, stone, brick, metal and glass. Crime prevention through environmental design must be considered throughout the project.

5. Design Guidelines for the Songhees Area of Victoria West (Amended 2005)

This plan and guidelines set out policies and a design character for the Songhees area. The established marine industrial character is enhanced by improved access and upgraded appearance. Land use policies support marine activities. Building heights vary from one to three storeys throughout the site, with the exception of three to five storeys at the north eastern corner of the Harbour Road/ Esquimalt Road intersection. Buildings are to step up and away from the water's edge. Pedestrian access under the Johnson Street Bridge to continue the waterfront walkway is desirable.

6. Buildings, Signs and Awnings Advisory Design Guidelines (Amended 2006)

These guidelines are meant to assist developers in achieving a design compatible with the characteristics of the neighbourhood. The guidelines are general in nature and intended to identify issues that should play a part in the design process. In evaluating a design, particular emphasis will be placed on the solution to these general aspects: comprehensive design approach, relevancy of expression, context, pedestrian access, massing, scale, roofline, detailing, street relationship, vistas, landscaping plan, colours and textures.

2 geodetic height: metres at mean tide level.

7. Crime Prevention Through Environmental Design (CPTED) (Amended 2004)

Design strategies for CPTED might include specifications for access, security fencing, sightlines, elimination of blind spots and hidden areas, lighting, electronic surveillance and acoustic interference.

8. Victoria Harbour Plan – 2001

The Harbour Road Industrial Waterfront site is part of the Dockside area of the Upper (Working) Harbour. Maintaining the Working Harbour is important to the overall economy of the city and the region, as it provides a marine focused industry base.

9. Victoria West Neighbourhood Plan (1986)

The Victoria West Neighbourhood Plan sets out land use policies for the Dockside Lands and the Harbour Road Industrial Waterfront, with the main objective to conserve most of Dockside's waterfront lands for port-related activities.

Appendix 4: Glossary of Terms

BUILDABLE AREA, BA – The confined land area within which future development shall occur, subject to zoning, form and massing requirements and these guidelines.

DEVELOPMENT AREA, DA – The Harbour Road Industrial Waterfront site is divided into three sub areas called Development Area North, Development Area Central and Development Area South.

DEVELOPMENT OPTIONS – Two architectural building layout options that are based on buildable areas.

GEODETIC HEIGHT – Refers height measurement in metres at mean tide level.



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ROUNDHOUSE AT BAYVIEW PLACE

DESIGN GUIDELINES

September 12, 2023 in support of REZ00729

Victoria 2050 OCP Schedule 2G



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MASTER PLAN COMMUNITY

Roundhouse at Bayview Place

Design Guidelines

Project Team

DEVELOPER

FOCUS EQUITIES

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MASTER PLAN COMMUNITY

Focus Equities, a Canadian corporation, provides the full range of development, investment, financing, construction and operation of complex real estate, energy and infrastructure projects. Founded over 50-years ago by Canadian entrepreneur and visionary Kenneth Wm. Mariash, Sr., Focus Equities has an extraordinary track record of success.

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GENERAL NOTES

Document is formatted for double-sided, 9x12 sheets.

Drawings and illustrations included in this document demonstrate the principles and objectives of the proposal for the Roundhouse at Bayview Place. They are not intended to be definitive or prescriptive. Details and other qualified and quantified aspects of the project proposed in this design guidelines are expected to be refined and updated during future architectural and engineering design development. It is also possible that Zoning regulations will specify dimensions such as building heights and separation.

Submitted by
Focus Equities

Submission Date
September 12, 2023 (in support of Final Rezoning Submission)

Previous Submissions
Rezoning Application: September 2020
Full Rezoning Application: May 12, 2021
Revised Rezoning Application: Dec 12, 2021
Rezoning Resubmission Update: June 9, 2022
Rezoning Submission: September 9, 2022



Table of Contents

1. Introduction 4
1. Development Overview 4
2. Purpose of This Document 5
3. Relationship and Alignment with Other City Documents and Regulations 6

2. Development Vision and Design Strategies 8
1. Development Vision 8
2. Design Strategies 10

3. Urban Design Guidelines 13
1. Site Planning, Tower Placement, Building Massing and Height 14
2. Relationship of New and Existing Structures 21
3. Mobility, Site Circulation, and Servicing 25
4. Public Realm and Landscape 30
5. Public Realm and Building Interface 36
6. Architectural Expression 40
7. Residential Livability 40
8. Commercial Character 44
9. Electrical and Mechanical Servicing 46
10. Signage and Wayfinding 47

4. District-Specific Design Guidelines 48
1. E & N Railway District 50
2. Roundhouse Green District 51
3. Rail Parkway District 56
4. Lime Bay District 58
5. Roundhouse Mews District 60

1. Introduction

1. Development Overview

The Bayview Place site is situated at the heart of Victoria West and provides the unique and exceptional opportunity to become the vibrant and distinctive centre of the community. Perched atop 20-acres overlooking Victoria's inner harbour, the vision for Bayview Place has always been to build a diverse and resilient community unique to Victoria West.

Roundhouse at Bayview Place picks up where Bayview Place Hillside left off, and represents the cultural heart of the community, it is the widely anticipated hub for Victoria West residents. The 9.18-acre site is bounded by Esquimalt Road to the north, Catherine Street to the west, Kimta Road to the south, and Saghalie Road/Sitkum Road to the east; it is also adjcent to Victoria West Park to the north, and Lime Bay Park, as well as the waterfront Songhees Trail, to the southeast.

The central element of the development is an extensive system of public space comprised of plazas, parks, mews, and major pedestrian and bicycle pathways and trails. The proposed program of uses includes:

- 2 publicly accessible plazas
- 4 publicly accessible parks /green spaces
- 1 publicly accessible urban greenway and rail trail, including space for future rail use
- 2 publicly accessible mews with activated street fronts
- A Floor Space Ratio (FSR) of 4.58
- Approximately 1,655 condo units ranging from studios to townhomes, including 245 rental units
- Approximately 215 affordable housing units
- Approximately 4% of the floor area will be commercial use



2. Purpose of This Document

This document presents a set of design guidelines that will shape the form of development and quality anticipated in the redevelopment of the Roundhouse site.

The *Roundhouse Design Guidelines* have been developed in consultation with the City of Victoria and project stakeholders, and will have application at the Development Permit stage for individual parcels within the site. They are intended to reflect design preferences pertaining to architectural typology, massing, scale, and heritage rehabilitation while allowing enough latitude for architectural creativity as well as flexibility to respond to changing local development conditions over time. The contents of this document are neither exclusive nor exhaustive. Additional provisions, such as the Roundhouse at Bayview Places Heritage Guidelines and Strategy, are intended to help guide the design proposals to ensure compatibility with the overall site development concept, while encouraging for creativity and flexibility in the design process.

How to Use the Design Guidelines

Design guidelines are meant to "guide" the development team, the City of Victoria, and the general public interested in ensuring that a qualitative approach is taken to the redevelopment of the site. Another important feature of guidelines is that they are not hard and fast rules. They are intended to have a degree of flexibility to allow for design interpretation on the part of all those involved in the development process. The terms "design principle" and "design intent" are used throughout this document but in all cases provide only guidance and are not to be read as prescriptive requirements.

Companion Documents

These guidelines shall also be used in conjunction with the following City of Victoria policy documents and others as determined by the City of Victoria:

- City of Victoria Official Community Plan
- Victoria West Neighbourhood Plan
- City of Victoria Zoning Regulation Bylaw
- Standards and Guidelines for the Conservation of Historic Places in Canada
- Roundhouse Master Development Agreement
- Roundhouse at Bayview Place Heritage Guidelines and Strategy
- Crime Prevention Through Environmental Design Guidelines

In addition, the document entitled "Interpretive Program Report", March 2014 will be referenced for guidance when considering heritage interpretive elements; however, the contents of the document will not be mandatory guidelines.

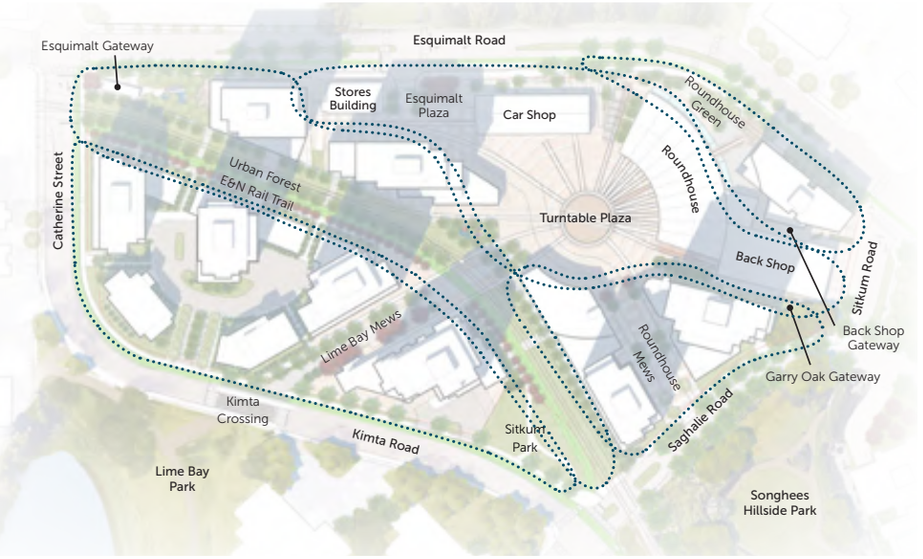
Figures and Illustrations

A number of illustrative figures and diagrams have been used in the Roundhouse Design Guidelines as a means of conveying design principles and main concepts. These visuals are not intended to be comprehensive, prescriptive, or definitive. It is expected that details, dimensions and other qualified and quantified aspects of the proposed project appearing in this manual will be addressed in full detail at the Development Permit Application stage in the process.

From General to Specific Guidelines

The Roundhouse Design Guidelines serve to capture the intended development vision for the overall site. Design of buildings and open spaces will be guided by the directions of the Roundhouse Design Guidelines and advanced at the Development Permit Application stage.

The Urban Design Guidelines pertain to built form and open spaces across the entire site, and District-Specific Design Guidelines provide further directions on each of the five districts in more details.



3. Relationship and Alignment with Other City Documents and Regulations

Roundhouse at Bayview Place strives to address community priorities and strategic directions of the City of Victoria, as outlined in the Official Community Plan and other policy documents.

All of the existing plans and strategies identify the Roundhouse at Bayview Place site as a node for growth and the project presents a vision for how the growth can be accommodated to create a diverse, amenity-rich, livable, connected and sustainable urban neighbourhood. These master plan objectives speak directly to the requirements and goals of the below City of Victoria policies:

Statutory Plans & Regulations:
Regional Growth Strategy – Capital Region District (January 2018)
City of Victoria, Official Community Plan (July 2012, updated April 17, 2019)
City of Victoria Zoning Regulation Bylaw (No. 80-159)
Roundhouse Design Guidelines (Revised 2015)
Roundhouse Master Development Agreement (2008, amended in 2014 & 2018)
Non-Statutory Plans & Regulations:
City of Victoria 2019-2022 Strategic Plan
Inclusionary Housing and Community Amenity Policy (2019)
Victoria Housing Strategy (2018-2025)
City of Victoria Accessibility Framework (2020)
Victoria West Neighbourhood Plan (May 2018)
Victoria Sustainability Framework (2017)
Climate Leadership Plan (2019)
Open Spaces Master Plan (2017)
Urban Forest Master Plan (2013)
Go Victoria Draft Mobility Strategy (2020)
Pedestrian Master Plan (2013)
Bicycle Master Plan (2015)
Bicycle Parking Strategy (2011)

Roundhouse at Bayview Place aligns with the City of Victoria's aspirational vision and city-building goals. Victoria is a growing city, with pressing housing affordability and sustainability challenges. Roundhouse at Bayview Place provides an opportunity to address this situation through thoughtful, focused urban densification within its strategic Urban Core location—a place where growth is targeted.



Deliver Diverse Housing and Increase Overall Affordability

In support of more housing choices and access to affordable housing, the plan includes a substantial number of units offering alternatives to ownership housing.

Roundhouse at Bayview Place supports this vision by adding to Victoria's supply of purpose-built rental housing and affordable below-market rental housing.

These choices will encourage greater generational and household diversity and support community wellbeing, vibrancy, and liveability.



Establish a Transportation and Mobility Hub

Creating wellbeing infrastructure that encourages active transportation is a priority for Roundhouse at Bayview Place. This shift will not only reduce greenhouse gas emissions associated with high-carbon vehicles, but will support improved public health outcomes.

Located at the intersection of several key transportation corridors, the neighbourhood will become a transportation hub for all ages, abilities, and modes of transit. Bay Street and Esquimalt Road will be activated, delivering a spirited pedestrian experience that facilitates movement to the downtown core. Completion of the Bayview Place component of the E&N Rail Corridor will also provide key local and regional infrastructure, including an opportunity for new public transportation.



Remediate Contaminated Lands

A former industrial site, development of Roundhouse at Bayview Place is a complex process. Site-wide remediation requires a scientifically-sound strategy to resolve geotechnical and contamination issues and ensure the land can support a healthy and active community.

By creating a compact, mixed-use neighbourhood above a remediated brownfield, Roundhouse at Bayview Place will provide Victoria a truly innovative example of contemporary development. Undertaken at significant expense to the developer, this type of sustainable community building is exactly in line with Victoria's bold history of climate action.



Action for Climate Change and Resilience

For Victoria, climate action is rooted in bold GHG reduction targets, an ambitious renewable energy transition strategy, and a commitment to smart development.

Roundhouse at Bayview Place is a valuable development opportunity both for its proximity to downtown and its prominent gateway location. By creating a resilient and livable community built above a remediated brownfield, the neighbourhood will not only be deserving of its unique Victoria West location, but it will be a highly-visible demonstration of what climate leadership looks like in built form.



Enhance Human Experience, Health, and Community Wellbeing

For Victoria, community wellbeing is more than a goal, it is the driving force behind many of the City's programs and policies.

The new plan for Roundhouse at Bayview Place similarly centers wellbeing by prioritizing diverse and good quality and affordable housing options; childcare and family-supporting amenities; accessible all ages and abilities transportation infrastructure; employment opportunities; and public benefits, such as cultural assets, parks and open spaces that promote social inclusion. Together, the vision promises to create not simply a neighbourhood, but a community.



Establish a Robust Financial Strategy to Support Municipal Objectives

Roundhouse at Bayview Place prioritizes smart urban development by remediating former industrial lands and strategically densifying an area proximate to Victoria's downtown core. This type of development will ensure municipal services are optimized by making use of what's already there.

Building additional housing, including in-demand, affordable and purpose-built rental units, will also help address Victoria's housing shortage and increase the local tax base, all while feeding the city's downtown economic engine.

2. Development Vision and Design Strategies

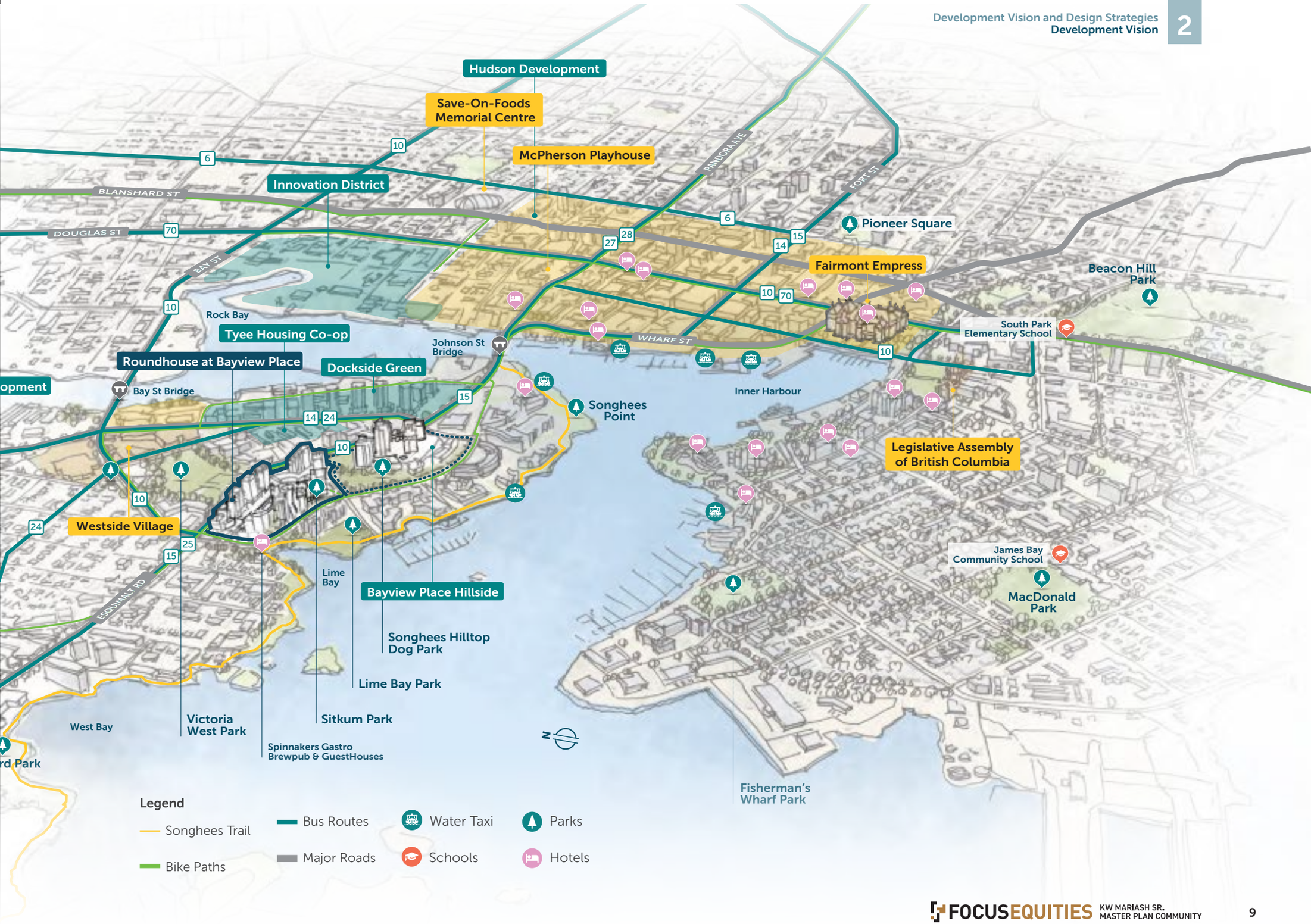
1. Development Vision

Perched atop 20-acres overlooking Victoria's inner harbour, the vision for Bayview Place has always been to build a diverse and resilient community unique to Victoria West. The final phase of development, Roundhouse at Bayview Place picks up where Bayview Place Hillside left off. Representing the cultural heart of the community, it is the last stage in creating the vibrant, mixed-use neighbourhood hub widely anticipated by Victoria West residents.

Building on the legacy of the Esquimalt &Nanaimo Railway, historic buildings are activated and become the character defining elements of Victoria's next great neighbourhood. A vibrant mix of retail and residential uses, including rental and affordable housing, are connected with publicly accessible open space and amenities.

Roundhouse at Bayview Place represents a renewed vision to respond to a broader range of needs of our changing world - a more complete neighbourhood with a mix of uses that activate historic buildings and create a diverse, and resilient community unique to Victoria West

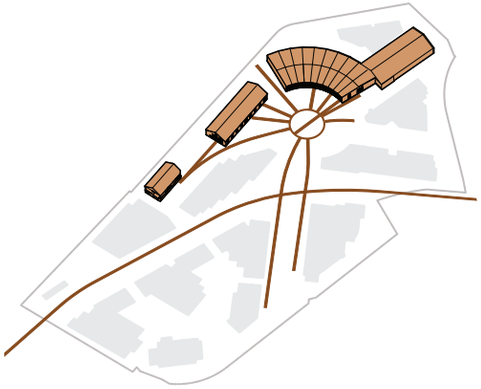



Hudson Development
Save-On-Foods Memorial Centre
McPherson Playhouse
Innovation District
BLANSHARD ST
DOUGLAS ST
BAY ST
PANDORA AVE
FORT ST
WHARF ST
ESQUIMALT RD
Pioneer Square
Fairmont Empress
Beacon Hill Park
South Park Elementary School
Rock Bay
Tyee Housing Co-op
Johnson St Bridge
Roundhouse at Bayview Place
Dockside Green
Bay St Bridge
Songhees Point
Inner Harbour
Legislative Assembly of British Columbia
Westside Village
Lime Bay
Bayview Place Hillside
Songhees Hilltop Dog Park
Lime Bay Park
Sitkum Park
Victoria West Park
Spinnakers Gastro Brewpub & GuestHouses
West Bay
James Bay Community School
MacDonald Park
Fisherman's Wharf Park
Legend
Songhees Trail
Bike Paths
Bus Routes
Major Roads
Water Taxi
Schools
Parks
Hotels

diagrams need adjustment

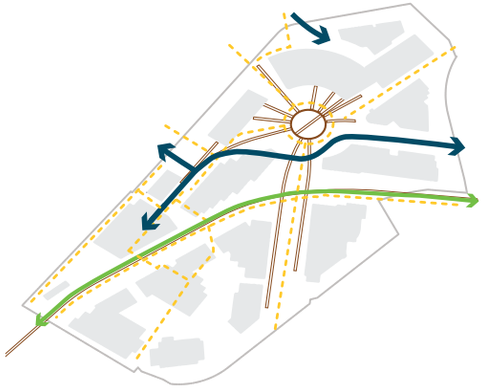
2. Design Strategies

The following strategies are intended to guide the development of Roundhouse at Bayview Place and inform the design guidelines that follow this section.



Engage, Integrate, and Activate Heritage

- Highlight and respect the historic buildings on site, stepping back new buildings to ensure they remain prominent.
- Use climate-friendly principles of adaptive reuse to activate historic structures.
- Use the Roundhouse as the historic centerpiece, radiating pathways and sightlines from Turntable Plaza.
- Adjust the rail alignment to maintain the usability of rail lines through the site.
- Conform to the Standards & Guidelines for the Conservation of Historic Places in Canada.



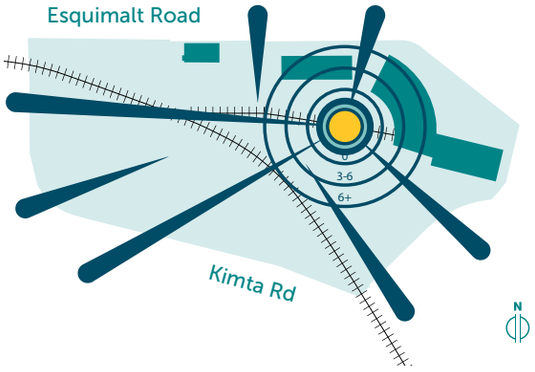
Connect Movement Network

- Connect Roundhouse at Bayview Place to the rest of Victoria using multi-modal transportation infrastructure.
- Improve connections to existing trails to increase site permeability and provide active and low-carbon transportation options.



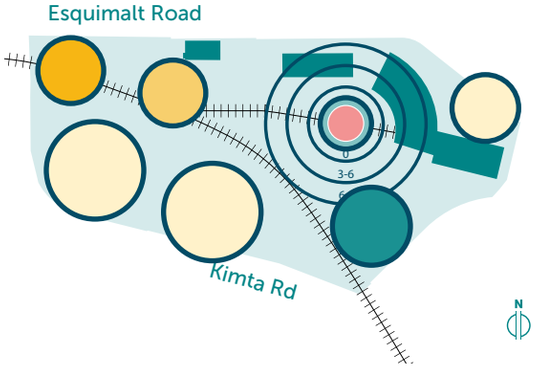
Enhance Public Realm

- Activate heritage buildings with new public spaces that provide seating areas, green spaces, pedestrian connections, programmable areas, and other public benefits.
- Define a green spine through the site to connect unique public space nodes to residents and visitors.
- Ensure the public realm is complemented by a lush urban tree canopy to reduce urban heat island effects and reduce stormwater runoff.



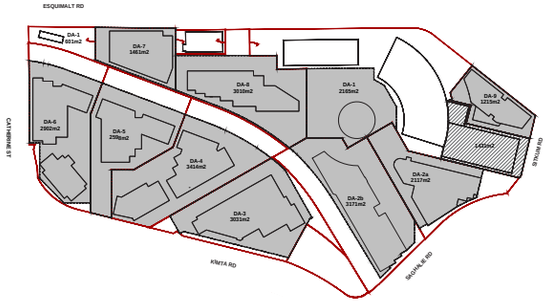
Maintain Views through Site

- Maintain views to Lime Bay and through the Roundhouse Mews that signal the importance of Turnable Plaza.
- Create sightlines throughout the site that accentuate the relationship between historic buildings, provide visual interest, and create a sense of place.
- Maintain views from gateway points and entryways to historic buildings.
- Create a built form that enhances the Victoria West Skyline, emphasizes the topography of the peninsula, and steps away from the harbour.



Broaden Residential and Commercial Mix

- Provide a mix of uses that respond to the needs of residents, both within the site and in Victoria as a whole, and create a vibrant and diverse community.
- Establish Roundhouse at Bayview Place as Victoria West's cultural heart by creating an architecturally distinct cultural centre and revitalizing historic buildings.
- Prioritize creation of a low-carbon, walkable community by ensuring residents can meet their daily needs on-site.
- Limit the impact on surrounding areas and enhance the Victoria West skyline with towers which have sufficient spacing and optimal floorplates with slender forms.



Remediate the Brown Site

- Sustainably remediate the site by excavating and reburying contaminated soil in an environmentally-responsible "dig and bury" site. Dispose of excess hazardous materials off-site in a licensed facility.
- Provide adequate parking and access points on-site for residents, hotel guests, and visitors.
- Provide Electric Vehicle charging stations, and short and long term bicycle parking stalls to encourage and support low-carbon travel.





3. Urban Design Guidelines

This section provides design principles, concepts and guidelines applicable to the site as a whole and organized by key topic areas, generally organized from large to small in scale.

1. Site Planning, Building Placement, Massing, and Height

Provides guidance related to form, scale, views, shadow, and ground-level experience.

2. Relationship of New and Existing Structures

Provides guidance related to the integration of new development with existing buildings and elements.

3. Mobility, Site Circulation and Service

Discusses pedestrian, cyclist, and vehicular circulation and neighbourhood connectivity.

4. Public Realm and Landscape

Discusses design of on-site public spaces, landscape, and integration with adjacent parks and trails.

5. Public Realm and Building Interface

Provides guidance related to ow buildings interact and connect with public spaces.

6. Architectural Expression

Guidelines to provide inspiration for ways in which building designs can eflect the site's history, and achieve functional and aesthetic excellence.

7. Residential Livability

Provides guidance related to privacy, noise abatement, as well as residential amenities and overall community livability.

8. Commercial Character

Provides guidance to facilitate commerce, innovation and ground-level activation.

9. Electrical and Mechanical Servicing

Provides guidance on minimizing visual, physical, and auditory impact of electrical and mechanical equipment.

10. Signage and Wayfinding

Provides guidance related to site and building wayfinding systems that use familiar design and signage cues to signal information to visitors.

3.1 Site Planning, Tower Placement, Building Massing and Height

Provides guidance related to form, scale, view, shadow, and ground level experience.

Design Intent
Create a Pedestrian-Scale Environment

Building massing and articulation can be modulated to create facades that relate to a pedestrian scale and allow for a transition between buildings of different scale and height. Roundhouse at Bayview Place should embrace design strategies that reduce the perceived mass of taller buildings. By anchoring buildings at the ground level and breaking vertical repetition, a pedestrian-scale environment can be created.

Guidelines

3.1.1 Buildings should generally employ a podium expression that anchors them to the ground plane and provides a transition to adjacent buildings and open space. This approach creates an 'outdoor' room within which public life can unfold.

3.1.2 Consider a range of strategies to articulate the podium expressions across the site, such as podiums as plinth elements at the base of the building or undercuts of the building to create pedestrian arcades.

3.1.3 Distinguish building massing and elevations by defining the base, podium, and tower conditions as three elements of design that impact pedestrian experience and perception of scale and massing.

3.1.3.1 Base 1-2 floors - should be articulated with features such as colonnades and arcades, awnings and pedestrian shelters, heavier and more solid framing with deeper recess for windows and entries or with stoops and raised courtyards for residential entries.

3.1.3.2 Podium 2-8 floor zone - should be a design extension of the base, forming the portion of the building that defines streets and spaces, relates to heritage buildings, is more evident and visible to pedestrians, and architecturally consider the use of frames, pilasters, recesses, and the heavier materials of the overall building. The podium height may vary across the facade to achieve architectural diversity.

3.1.3.3 Tower - While architecturally integrated with the podium, the higher floors of buildings should express a visual distinction from the podium with changes in materials, setbacks, varying use of balconies and articulation, more transparent, to achieve a lighter weight and visibility / less noticeable overall.

3.1.4 Towers will be slender, utilizing more compact floorplates. Guidance for tower floorplate sizes is provided on page 16.

3.1.5 Consider breaking long building frontages to relieve and modulate their scale to create visual interest for pedestrians at ground level.

3.1.6 Consider the relative scale and articulation of collections of adjacent buildings to create a profile with a variety of forms.

3.1.7 Use the height and alignment of building facades to define streets, public space, and pedestrian spaces.

3.1.8 Provide sufficient height at the ground floors to provide flexibility for commercial uses and residential entrance lobbies.



Precedent: Pedestrian-scale environment.



Precedent: Podium expression reduces perception of building mass.

Tower Siting Envelopes:
Diagram 1 demonstrates envelopes where towers (massing above 10 floors) may be located, maximum number of floors, and maximum floorplate sizes for each tower.

Tower placement will align with required setbacks from property lines, and with a minimum spacing of 20.0m between towers. Placement of towers, to maintain a minimum 20m spacing, needs to be coordinated between DA-4/DA-5/DA-6, and between DA-7/DA-8.

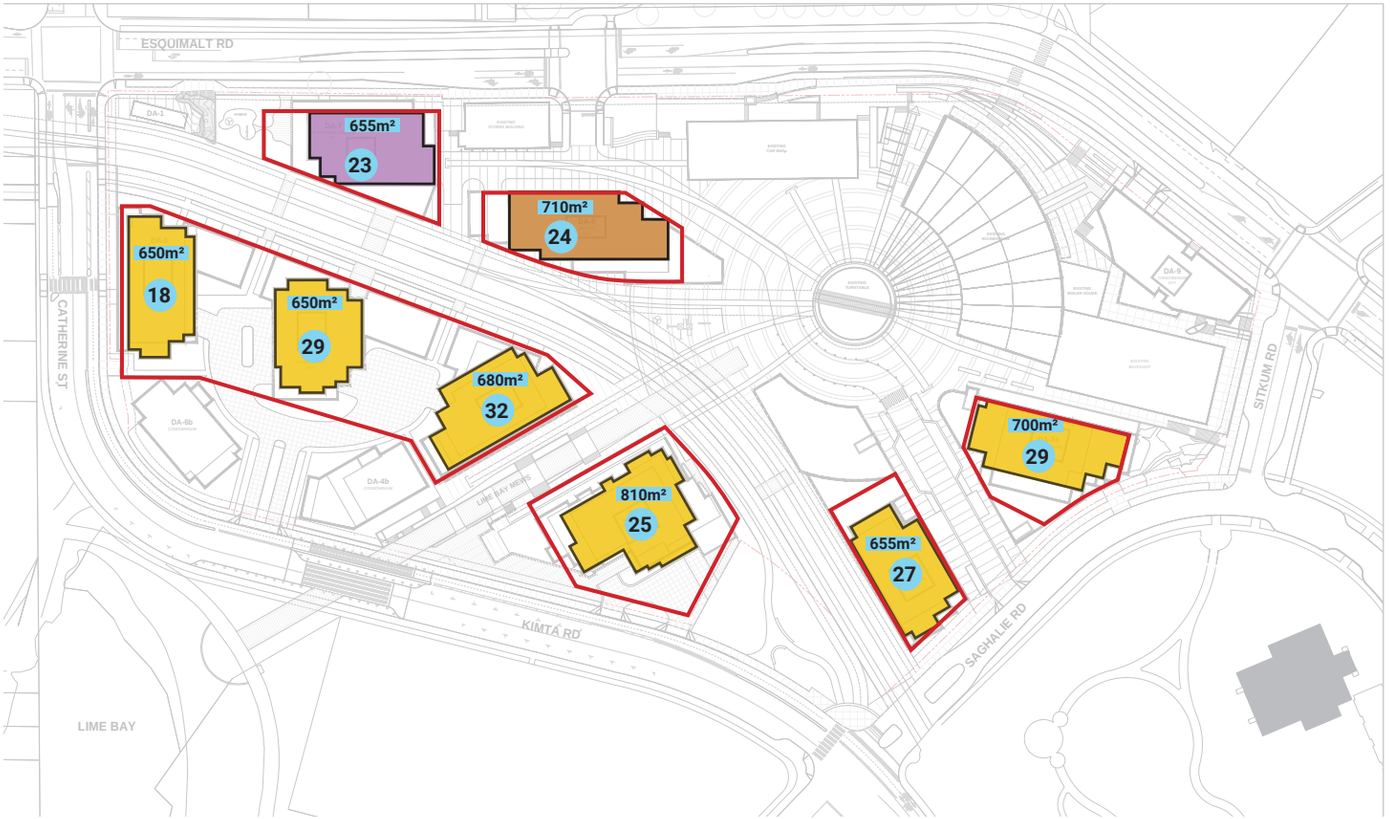
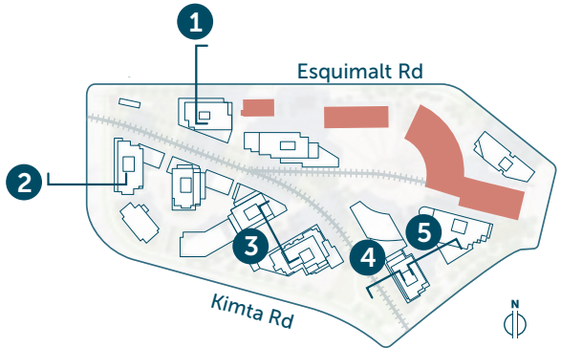


Diagram 1 Tower Siting and Floorplates

* Building outlines and tower footprints are representative of the concept plan, as illustrated to demonstrate a potential outcome of the Zoning and Design Guidelines. The Maximum Tower Height and Floorplate Size are the proposed Zoning maximums.

^ Maximum tower heights (represented as number of floors) shown are representative of the concept plan. See Zoning and Master Development Agreement for additional details.

Key Map



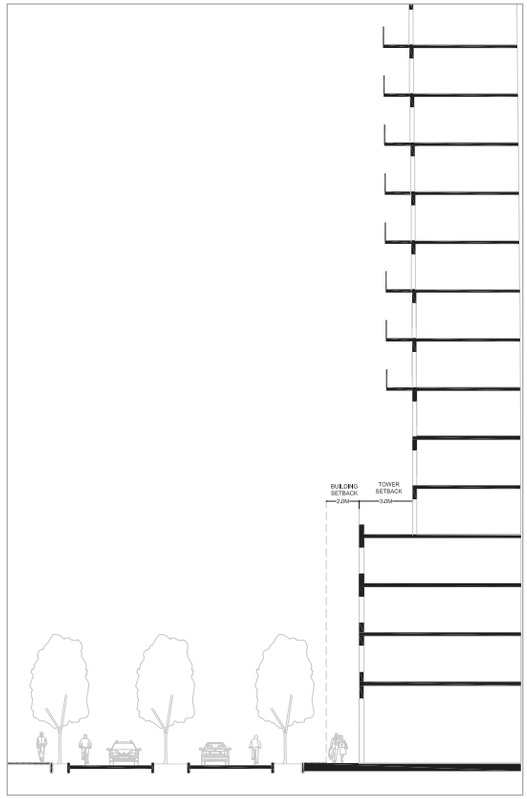
Streetwall Setbacks

In specific instances where there is an intent to define scale, public spaces, and architectural delineation, setbacks of the tower above the podium are defined.

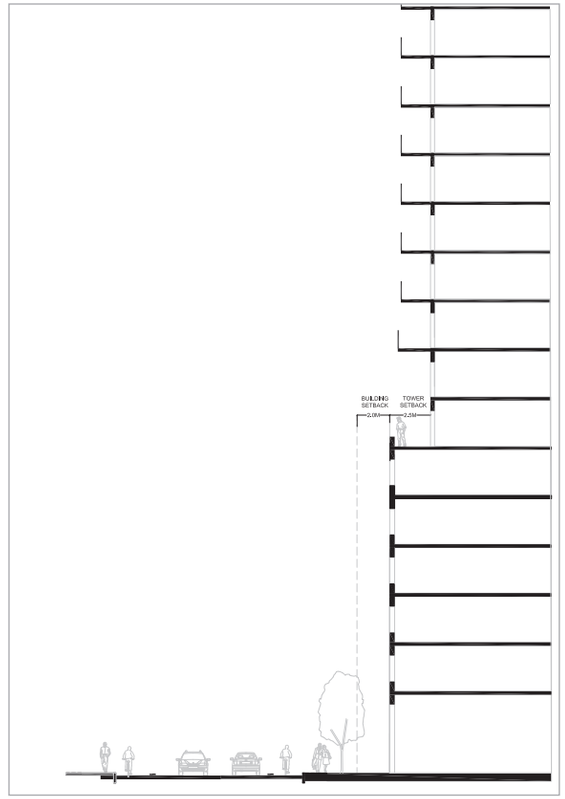
The following diagrams illustrate the intended setbacks in key locations based on the concept plan as illustrated.

The artist rendering illustrates how these setbacks might be represented in the overall built form, where there is a clear delineation of the towers setback from the podium below.

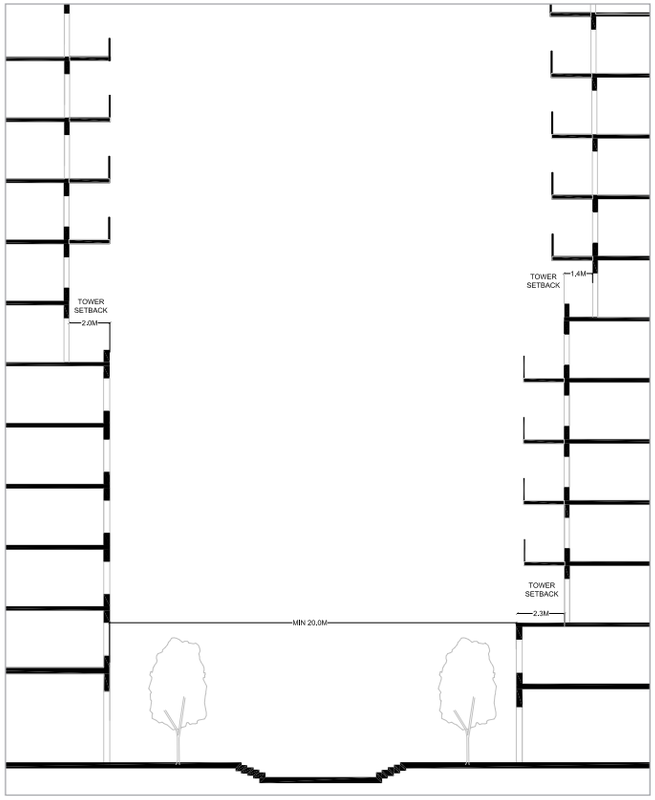




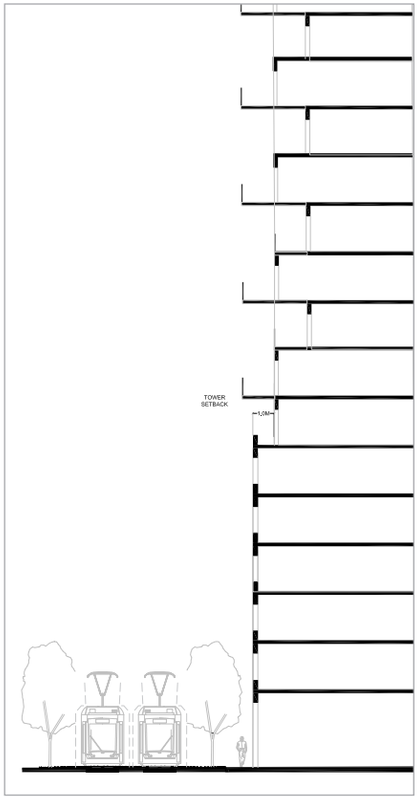
1: ESQUIMALT ROAD



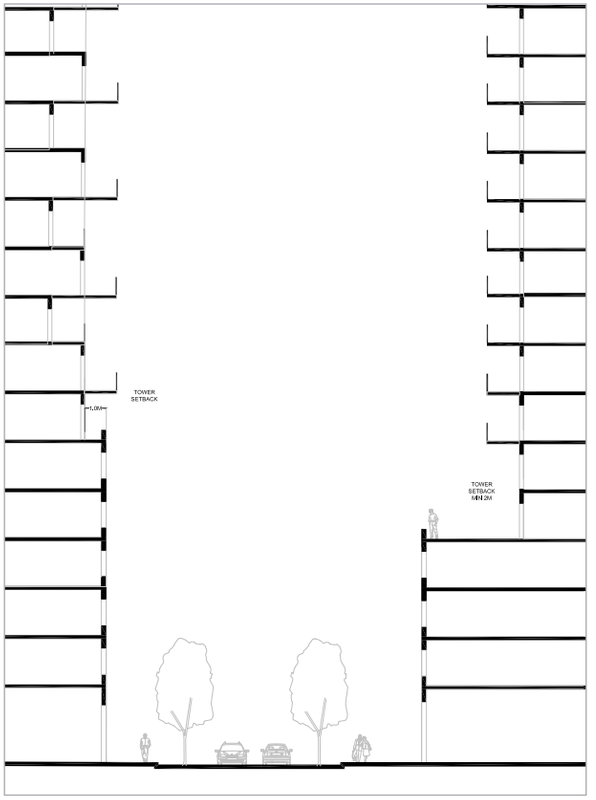
2: CATHERINE STREET



3: LIME BAY MEWS



4: RAIL CORRIDOR EDGE (SE CORNER)



5: ROUNDHOUSE MEWS

Design Intent
Achieve a Variety of Building Forms

Providing a variety of building typologies and heights can stimulate interest in the built environment and create a more visually appealing urban neighbourhood.

Development at Roundhouse at Bayview Place should embrace heterogeneity by infusing the site with a range of built forms that complement existing structures. This approach is intended to revitalize and enhance the area by diversifying building types and providing options for new on-site residential, cultural, and commercial uses.

Guidelines

3.1.9 Explore a variety of building heights as a way of increasing on-site diversity and avoiding architectural homogeneity.

3.1.10 Explore a range of building typologies to support new on-site uses and increase visual interest.

3.1.11 Taller buildings are intended to be located towards the centre of the site.

3.1.12 Consider the height impacts of buildings on areas outside of the site boundaries. The impacts to consider include effects from programming and intensification as well as from the building itself on the microclimate, including but not limited to daylighting reductions to public realm and wind tunnel creation.

3.1.13 Tall buildings should achieve sufficient tower separation of 20 meters at a minimum, with consideration for overlook and privacy in the orientation of the buildings and residential units. The concept plan demonstrates measures to limit direct face-to-face building walls by offsetting, rotating, and stepping towers to maximize separation. See **Diagram 2** for reference.

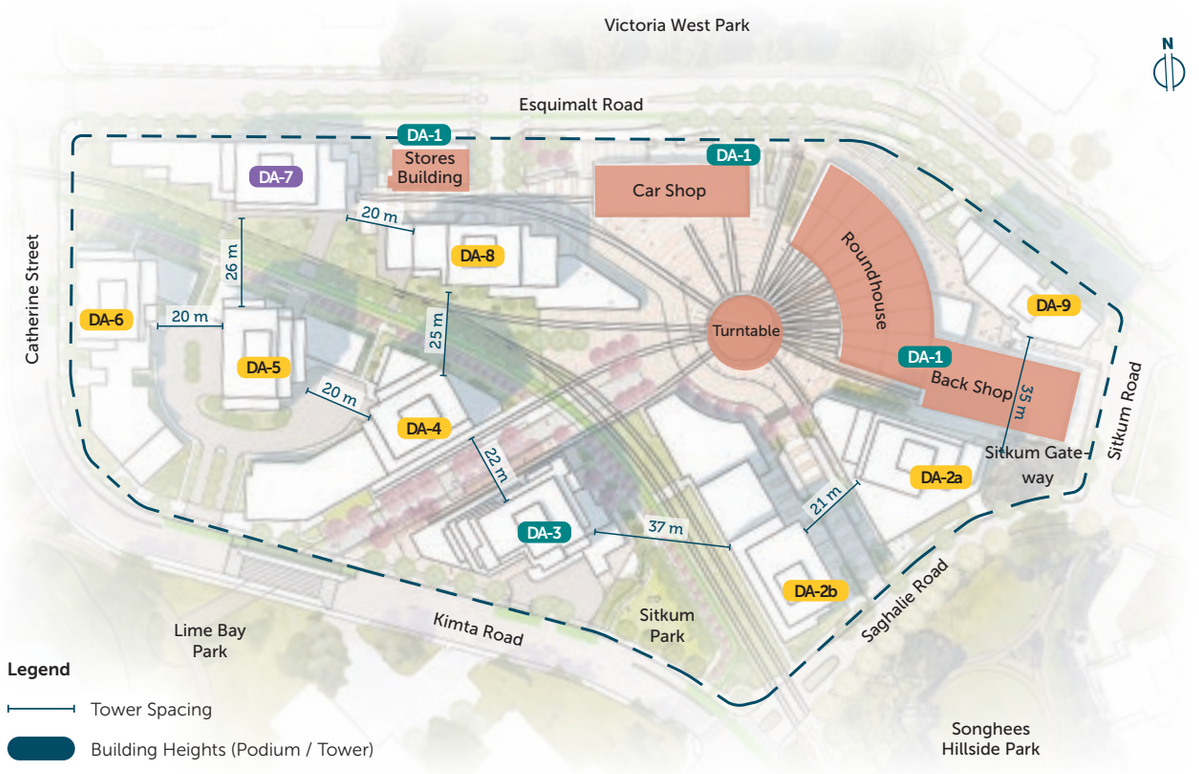


Diagram 2 Tower Spacing

3.1.14 The podium separation minimum is 10m where possible.

3.1.15 The distances specified in guideline 3.1.13 and 3.1.14 should be measured from the primary building face, excluding architectural elements such as overhangs, fins, public art, and balconies.

3.1.16 Use site planning and architectural design to mitigate potential intrusive views into existing properties and within the Roundhouse developments.

3.1.17 Integrate roof-top mechanical units, sustainability features, and other elements into the overall architectural design intent and development vision.



Precedent: Variety of building typologies and heights.

Design Intent
Connect the Site to its Surrounding Context

Views are essential in connecting people to their environment, providing for spatial orientation and wayfinding within the city context, and connecting with physical landmarks that assist in wayfinding. Sight lines within the site as well as views into and from the site are essential in creating inviting, safe, and vibrant public spaces.

For Roundhouse at Bayview Place, the integration of Lime Bay Mews and Roundhouse Gateway is intended to establish a strong visual connection between the Heritage Heart, Lime Bay, and Victoria West Park. This connection may help signal the importance of Turntable Plaza while linking it to other important open spaces.

Guidelines

3.1.18 Visually connect the turntable and plaza to Lime Bay, Hillside Park, and Vic West Park with clear view corridors and direct pedestrian connections.

3.1.19 Maintain sight lines to historic buildings to retain their legibility and prominence both individually and as a collection of buildings.

3.1.20 Consider axial view opportunities in the location and orientation of open spaces and structures. As an urban design element, axiel view systems create a hierarchy of elements and frames visual interest.

3.1.21 Locate residential towers along the rail corridor to further connect this plaza via the sight line created from the site's western gateway.

Design Intent
Create Interior Sight Lines

Interior sight lines can help create a sense of place and generate visual interest, while aiding with wayfinding. The creation of sight lines along internal pathways, the E&N rail corridor, and between buildings should be explored to achieve these objectives and accentuate the relationship between historic buildings.

Guidelines

3.1.22 Consider the creation of internal sight lines when determining building placement and location of pedestrian, cyclist, and vehicular pathways.

3.1.23 Explore the use of tower spacing and separation of residential towers from heritage buildings to create unobstructed views that link contemporary and historic development.

3.1.24 Consider providing views of Turntable Plaza when designing internal pathways to direct movement towards the heritage centre of the site.

3.1.25 Tall, slender building forms can be effective in creating interior sight lines.



View looking south to Lime Bay Park.



View looking south from Victoria West Park gateway.



Looking south to Lime Bay Park.



Looking east to Turntable Plaza.

Design Intent

Maximize Sun Penetration into Public Spaces and Adjacent Parks, and reduce negative microclimate impact

The Roundhouse site is envisioned to have a network of accessible open spaces. The Turntable Plaza will be at the top of the hierarchy of public spaces at the heart of the site's social, commercial and community uses. Site new buildings to minimize the shading of the plaza, sidewalks, and park spaces to extend the all season use of the public realm.

Guidelines

3.1.26 Consider the hierarchy of privately owned, but publicly accessible spaces on the site, prioritizing the retention of higher percentages of available daylight in primary spaces. Privately owned public spaces are best located to the south and west of the new building to ensure this maximization of daylight.

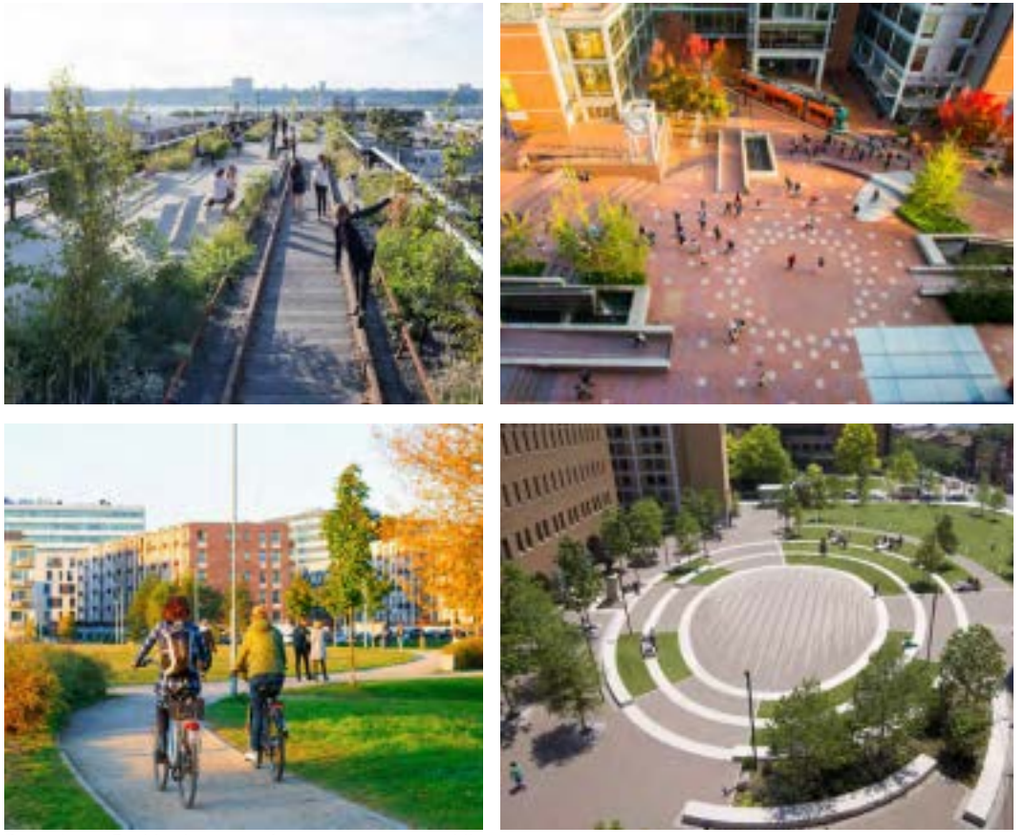
3.1.27 Maximize percentage of available daylight during peak times mid-day at and between the spring and fall equinoxes.

3.1.28 Consider locating outdoor uses such as retail, dining, recreational, public, social and gathering activities in areas with best access to daylight.

3.1.29 The siting and massing of buildings should address how Turntable Plaza has areas of sun exposure between the important spring and fall equinoxes during high use times at mid-day.

3.1.30 The siting and massing of buildings should consider strategies to mitigate potential shading on Victoria West Park to the north.

3.1.31 Reduce negative microclimate impacts of solar reflectance, glare and wind on people in the surrounding public spaces and nearby buildings.



Precedents: Positive impacts of sun exposure on public spaces.

3.2 Relationship of New and Existing Structures

Provides guidance related to the integration of new development with existing buildings and elements.

Design Intent

Develop an Integrated Design

The revival of historic elements of the site are imagined as an integral part of a new neighbourhood whose character is defined by these elements. Sensitive integration of old and new development can help ensure that its history and identity are retained and enhanced in the process.

New buildings should integrate with the Roundhouse historic complex, serving as a backdrop to the existing structures. This design scheme should maximize the positive on-site benefits of additional development, including activation of the public realm and heritage buildings, while ensuring existing structures remain the centrepiece of the neighbourhood.

Guidelines

3.2.1 Create a sense of openness within the Roundhouse historic complex, especially in the Turntable Plaza.

3.2.2 Explore using location, orientation and articulation to develop contemporary buildings as a backdrop to historic structures and open spaces.

3.2.3 Ensure that historic structures retain their authenticity and legibility, enhancing their presence along public street frontages.

3.2.4 Consider making openings to allow transparency and access in carefully chosen locations on historic buildings.

3.2.5 Any historic building additions should be designed to be subordinate and legible as interventions, minimal and reversible where possible, conserving the essential form and integrity of the original building.



Precedent: Strategic siting allows heritage buildings to maintain street presence.



Precedent: Create a sense of openness around historic structures.



Precedent: Historic structures retain their legibility.

Design Intent

Design Building Forms to be Relative to Each Other

Successful integration of contemporary and historic building forms can be achieved by a variety of methods. These include articulation and architectural elements, use of complementary materials and finishes, and use of colours and textures drawn from existing structures.

New buildings should explore the use of these methods to successfully integrate with the Roundhouse historic complex. The intention should be to read contemporary buildings not as separate from existing structures, but as a progression of form, scale, and materiality. New developments should amplify the legibility of historic buildings.

Guidelines

3.2.6 Explore the use of articulation and architectural elements to imply a progression of scale that integrates new and existing buildings.

3.2.7 Consider selecting materials and finishes from a range that provides elements of continuity and distinction.

3.2.8 Colours and textures should be selected relative to historic buildings, ensuring materials, colours and textures are complimentary.

3.2.9 Ensure new buildings do not re-create or duplicate historic elements or materials found in existing buildings

3.2.10 Ensure there is a clear definition between the new and the existing structures, especially when new buildings are joining or in close proximity of the historic buildings.



Precedents: Building materials and textures remain compatible with historic structures while providing contrast.

Design Intent
Develop a Curated On-site Rail Experience

The historic railway use on this site and within the Roundhouse buildings should be celebrated through the interpretation of E&N Railway history. The majority of rail elements should be located within the Roundhouse historic complex, which may help draw residents and visitors into the neighbourhood heart.

Guidelines

3.2.11 Consider retaining spur lines in Turntable Plaza, integrating them into open space design.

3.2.12 Consider providing a curated selection of active and inactive rail elements to create an experiential environment in which to engage with this legacy.

3.2.13 Explore the option of retaining a portion of the site for active rail maintenance. This could include dedicating a portion of the Roundhouse to industrial use and restoring operability of the turntable.

3.2.14 Consider integrating a selection of rail elements into the Roundhouse historic complex. This could include the adaptive reuse of rolling stock, locomotive displays, exhibits of smaller rail artifacts, as well as repurposed rail car commercial units .

3.2.15 Consideration should be given to the accommodation of ongoing railway use in this area.



Precedent: Spur lines inlaid in plaza.



Precedent: Locomotive display.



Precedent: Roundhouse reuse

Design Intent
Use a Variety of Elements and Public Art to Celebrate Site History

A mixed-media interpretation strategy can help increase engagement with site history. Consideration should be given to interventions that will appeal to different age groups and to local visitors, tourists, and residents.

The Roundhouse at Bayview Place interpretive strategy should engage with the fulsome history of the site, from its traditional Indigenous uses, its time as an industrial rail hub, and its current redevelopment. This diverse historical timeline may also be represented by a variety of methods, such as public art displays, to interpretive signage, to experiential exhibits.

Guidelines

3.2.16 Explore ways to acknowledge traditional First Nations use of the site. Engage with Indigenous community groups for appropriate interpretations.

3.2.17 Consider using large scale graphics, sculptural installations, and other forms of public art to express the site's history.

3.2.18 Explore the use of interpretive graphic panels to tell stories of the site's past.

3.2.19 Artifacts and interpretive features should be welcoming and engaging for all, including interactive opportunities for children.

3.2.20 Create an inventory of potential salvagable and reusable historical elements at the start of each restoration project.

3.2.21 Consider creating an overall historical interpretation strategy, and ensure it also correspond to the overall site signage and wayfinding strategy.

3.2.22 Consider creating a comprehensive public art program that includes performing arts, education and history to enhanc our understanding and appreciation of the history, cultures, and natural environment connected to the Roundhouse site. Site landscape concepts reclaim and integrate the collection of historic industrial railroad artifacts in coordination with the heritage programme.



Precedent: Large scale graphic.



Precedent: Graphic panels describe site history.







Precedents: Public art pieces influenced by the site..

3.3 Mobility, Site Circulation, and Servicing

Discusses multi-modal circulation and neighbourhood connectivity.

Design Intent
Develop a Safe and Connected Multi-modal Movement Network

Streets and pathways should be designed to meet the needs of pedestrians, cyclist, and drivers, including those with diverse abilities. Roundhouse at Bayview Place will establish a movement network that supports a diversity of users and is well connected internally and to the city's broader mobility network. Integrate the diverse range of types of movement into shared surfaces with appropriate measures to manage conflict between uses.

Guidelines

3.3.1 Circulation routes should prioritize pedestrian and cyclist travel while allowing for safe and efficient vehicle passage. See **Diagram 3** for the conceptual pedestrian, cyclist, and train mobility network.

3.3.2 Ensure all Primary Pedestrian Routes identified in **Diagram 3** have a minimum width of 2 meters.

3.3.3 Consider creating a single shared roadway through the site to reduce vehicle speeds and minimize conflict points.

3.3.4 Consider using a woonerf condition and other traffic calming strategies to improve user safety along routes that permit vehicle travel.

3.3.5 The E&N Rail Trail should accommodate pedestrians and cyclists and facilitate east-west movement across the site.

3.3.6 Consider providing routes that connect residents and visitors to local destinations, such as Lime Bay Park, Westsong Walkway, Victoria West Park, Songhees Hillside Park.

3.3.7 A series of well-marked site gateways accessible via multiple transportation modes should be established across the site to enable easy access and improve wayfinding.



Precedent: Shared pathways.



Precedent: Shared street.

Design Intent
Establish an Interconnected Web of Pedestrian Pathways

Dedicated pedestrian pathways can increase comfort, reduce points of conflict, and animate the ground-level. By connecting to on-site and nearby destinations, these pathways can also help drive activity towards key areas.

For Roundhouse at Bayview Place, pedestrian paths should connect to Turntable Plaza and radiate outwards, centering the plaza as a focal-point. Additional walkways should be established along Esquimalt Road and the E&N Rail Corridor, facilitating cross-site movement.

Guidelines

3.3.8 A high-quality public realm should be provided along all roads within the site and along its perimeter.

3.3.9 A key pedestrian corridor should be provided between Turntable Plaza and the waterfront at Lime Bay. The diagonal alignment of this corridor should enable sight lines to visually and physically connect the heritage Roundhouse buildings to the waterfront. Lime Bay Mews should be designed as a high-quality, pedestrian-scaled street absent of non-service vehicles.

3.3.10 The E&N Rail Trail should be developed along the south side of the E&N Rail tracks as it travel through the site.

Pedestrian Cyclist & Train Mobility

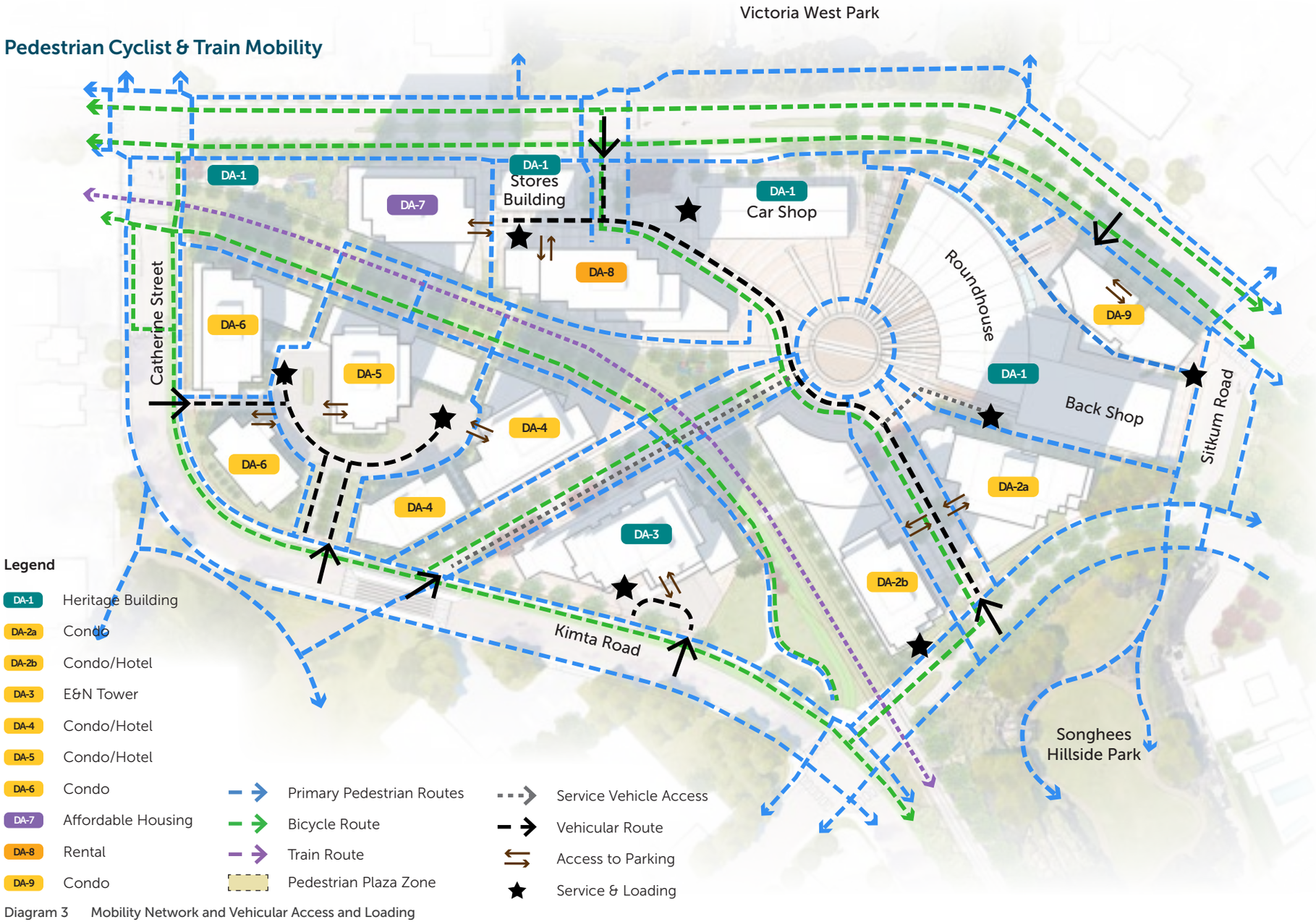


Diagram 3 Mobility Network and Vehicular Access and Loading

3.3.11 Pedestrian walkways fronting retail areas may need to be widened to accommodate spill from commercial businesses.

3.3.12 Benches and lighting should be provided along pedestrian paths to increase comfort and accessibility.

3.3.13 Consider a range of typologies, such as laneways, shared pathways, and sidewalks to facilitate pedestrian travel.

3.3.14 Provide safe points of crossing for pedestrians and cyclists along streets such as Esquimalt Road, Kimta Road, Catherine Street, and Saghalie Road.



Precedent: Pedestrian pathways connect to plaza areas.

Design Intent

Create a Dynamic Active Transportation Route Alongside the E&N Rail Corridor

The E&N Rail Trail is expected to be an active multi-use mobility corridor through the site, linking it to downtown Victoria and other regional destinations. It is intended to be an important public amenity for Roundhouse residents, the City and the region.

The rail-trail parkway is also envisioned to be the neighbourhood's green spine and planting should be considered along the Rail Trail. A landscape typology that delivers functional, recreational, and environmental benefits should also be explored.

Guidelines

3.3.15 Consider both the current and potential future range of levels of rail activity and infrastructure in the design of Rail Trail.

3.3.16 Develop the design of the Rail Trail to address the needs of a broad range of users including cyclists and pedestrians with varying levels of intensity of movement and ability. The trail corridor is intended as an important regional facility that should accommodate pedestrians, cyclists, and rolling users (rollerbladers, strollers, wheelchairs, etc.). Additional rules might be required to ensure the trail is comfortable for everyone.

3.3.17 Provide multiple opportunities within the site to connect with the Rail Trail.

3.3.18 Develop the landscape design as a contribution toward the city's urban greenway initiative.

3.3.19 Ensure the Rail Trail is integrated well with the surrounding buildings and landscape.



Conceptual Sketch: Rail Trail integrating with the plaza.



Precedent: Prior to activation, plantings can provide the rail a new identity.



Precedent: Active transportation paths run adjacent to rail corridor.

Design Intent
Maintain the Usability of Rail Lines Throughout the Site

Planning for the future use of the rail corridor is underway by the Island Corridor Foundation and transportation stakeholders and could include future commuter rail service to western communities, passenger excursion service up island, light rail service, heavy rail service or other rail-based transportation use. Site planning for Roundhouse at Bayview Place should accommodate the ongoing transportation use of the rail corridor.

Guidelines

3.3.20 A minimum right-of-way should be retained throughout the site that enables the ongoing transportation use of the rail corridor.

3.3.21 Ensure the interim uses do not prohibit future activation.

3.3.22 The rail corridor should be separated from adjacent pedestrian, cyclist and vehicular circulation routes through the use of elements such as bollards, special paving materials, level changes, and/or vegetation.

3.3.23 Designs of current and future rail use should integrate with the surrounding landscape and contribute to the urban greenway; avoid the use of continuous fencing as a separation material.



Conceptual Sketch: Integration of active rail line and Rail Trail at Sitkum Park.



Precedent: Rail corridor separated from pedestrian, cyclist route using special paving.



Precedent: Functionality of rail is maintained through creative design solutions.

Design Intent
Promote Alternative and Active Modes of Transportation

By providing active transportation infrastructure and improving comfort as well as perceived safety, designers can encourage low-carbon transportation methods. Offering options suitable to the different needs of commuters and recreational users can also help achieve this goal. Roundhouse at Bayview Place should provide infrastructure that connects alternative-mode users to on- and off-site destinations including downtown Victoria.

Guidelines

3.3.24 Establish an overall site active transportation infrastructure standard, such as bicycle racks and sheltered bus stops and bicycle parking canopies.

3.3.25 Locate bicycle parking racks near entrances and key destinations.

3.3.26 Include secured, indoor bicycle parking facilities in every building; provide shower facilities in buildings with places of employment wherever possible.

3.3.27 Provide outdoor bicycle service stands with tools in several locations on site; consider providing a public bicycle lounge/service room as an amenity space.

3.3.28 Consider setting aside parking spaces with clear marking for ride-share bicycles and scooters. Prioirty is for these to be electric.

3.3.29 Consider no-ride zones, speed limit, or other regulations in critical areas to ensure the safety of all visitors.

3.3.30 Anticipate and provide space and infrastructure, if appropriate, for public transportation (train/transit) stations and stopsand stops.



Precedent: Bike service station.



Precedent: Bike parking.



Precedent: bike lounge, wash, maintenance as an amenity space.

Design Intent

Provide efficient vehicular circulation, access, servicing, and adequate parking.

Manage personal and service vehicles in and around the site to prioritize safety and efficient use of space. Strategic parkade access points can encourage the efficient flow of traffic and minimize risk of queueing.

Provision of appropriate parking supply can benefit residents, visitors, and commercial operators while increasing site-wide accessibility.

Guidelines

3.3.31 Overall emergency vehicle access must be provided to the satisfaction of the City and the Fire department. Supporting elements, such as paving or bollards, should be consistent with the rest of the Roundhouse site.

3.3.32 Use traffic calming strategies around major pedestrian/bicycle areas.

3.3.33 Limit size the service and loading bays and accommodate the anticipated delivery vehicles for the uses on site.

3.3.34 Parking entries should be located across the site to enable ease of access.

3.3.35 Access point siting should strive to enable efficient traffic flow.

3.3.36 Access ramps should be located perpendicular to streets.

3.3.37 Entry security gates should be used for private resident parking areas.

3.3.38 Elevator/stairway cores within the underground parking area should be designed with glazing and sufficient lighting for enhanced visibility.

3.3.39 Parking entries should consider CPTED principles in their design.

3.3.40 Accommodate the majority of required off-street parking spaces below grade or within buildings wherever possible.

3.3.41 Locate service spaces such as refuse, recycling and loading within buildings or structured parking wherever possible.

3.3.42 Provide surface parking for short-term uses, such as delivery, pick-up and drop-off, and short-term retail uses.

3.3.43 Provide off-street loading spaces for residential uses at grade, and designated commercial or retail off-street loading spaces within buildings wherever possible.

3.3.44 Provide E-V ready parking stalls for the site.

3.3.45 Providedesignated parking spaces for ride-share vehicles to support reduction in car ownership.



Precedent: Well-integrated parking entry.



Precedent: Parking entry perpendicular to the street.

3.4 Public Realm and Landscape

Discusses the design of on-site public spaces and integration with adjacent parks and off-site trails and open spaces.

Design Intent

Create a Diverse and Vibrant Public Realm

A diverse public realm, made up of plazas, green spaces and pedestrian paths provides something for everyone by offering access to a variety of activities. The continual use of these spaces can be further encouraged by design that anticipates both passive and active enjoyment.

Roundhouse open spaces are intended to encourage diverse use and should range in size, function, and configuration. Larger, programmed spaces, such as Turntable Plaza and Lime Bay Mews, should be complemented by smaller and more flexible areas as a way of ensuring provision of a dynamic open space network.

Guidelines

3.3.46 Open spaces should vary in size, configuration and surfacing but ensure universal accessibility. See **Diagram 4** for names and locations of public spaces and landmarks of the overall site, and see District-Specific Design Guidelines for further information.

3.3.47 Open spaces should be designed for flexibility to accommodate a variety of public events and programming.

3.3.48 Provide furnishings including fixed and movable seating, such as benches, seat steps, seating platforms, and movable bistro tables and chairs. Ensure the distance between resting places are not too spaced out within the project site.

3.3.49 Elements reflective of the site's rail history as well as the legacy of First Nations may be used to express a sense of place.

3.3.50 Design should promote safe and animated public spaces through consideration of CPTED principles.

3.3.51 Consider installing railway themed children's outdoor play structures within the development to benefit families in the community and to attract family visits.

3.3.52 Consider the capability of hosting seasonal activities, such as food truck events, winter markets, ice skating, etc, when designing public spaces.

3.3.53 Consider creating landmark elements and landscape landmark elements to further develop a sense of place, add visual interests, and aid in wayfinding. See **Diagram 4** and District-Specific Design Guidelines for further information.



Precedent: Attractive and comfortable seating elements.



Precedent: Design for flexibility for passive and active use.



Precedent: Rail elements create a unique sense of place.

Public Spaces and Landmarks

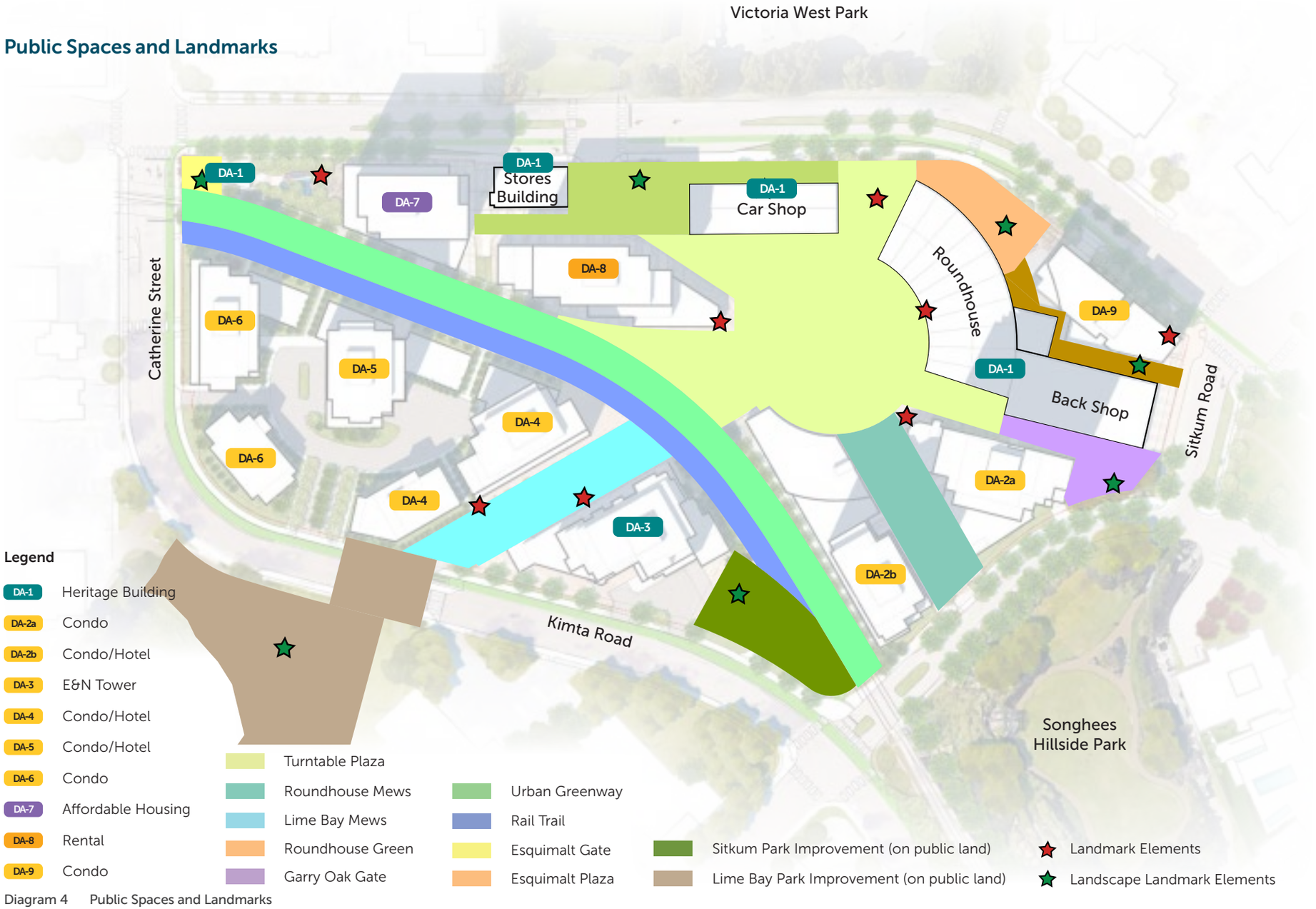


Diagram 4 Public Spaces and Landmarks

Design Intent
Establish a Natural Site Ecology

Native landscaping can convey a sense of place reflective of the site's natural surroundings, while providing a host of ecological benefits. These can include preservation of biodiversity, support of functioning ecosystems, stormwater management, reduced irrigation and maintenance requirements, and reduced demand for fertilizers and pesticides.

Roundhouse at Bayview Place should incorporate native species across the site, where feasible. Some landscaped areas may take the form of natural forest typologies in order to provide a unique experience for residents and visitors, particularly those using the E&N Rail Trail.

Guidelines

3.4.1 Plantings indigenous to the surrounding area are preferred for landscaped spaces.

3.4.2 Designs may explore the creation natural forest typologies in order to create a unique user experience.

3.4.3 Consideration should be given to establishing a significant urban tree canopy across the site to reduce urban heat island effects and stormwater runoff.

3.4.4 Consideration should be given to the integration of stormwater management strategies into the landscape. Provide rain gardens with native and adapted species where appropriate.

3.4.5 Where appropriate, provide irrigation to planting and trees in the right-of-way to City Standards.

3.4.6 Increase the overall number of trees suitable to the microclimate and the available space.

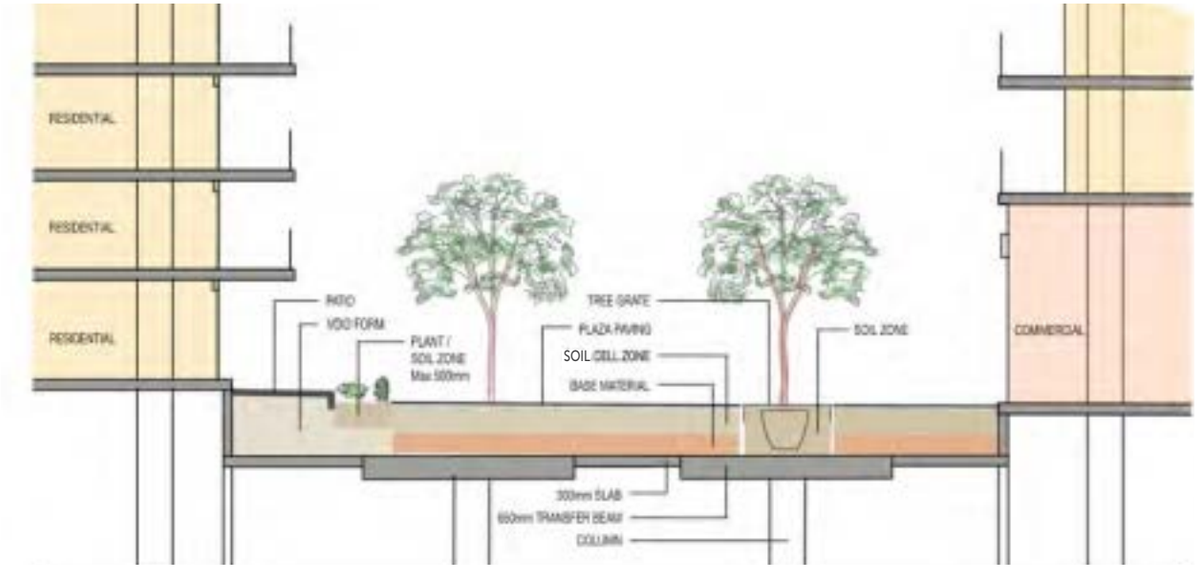


Diagram 5 Conceptual sketch to provide structure soil over built structure.

3.4.7 Establish a overall-site plant palette comprised of west coast native and carefully selected adaptive drought tolerant species that will also attract pollinators.

3.4.8 Provide appropriate soil depth to ensure successful plant establishments; wherever appropriate, provide structural soil to supplement growing medium to support tree growth. See **Diagram 5**.

3.4.9 Consider sight lines and mobility safety when designing planting areas.





Precedents: Urban trail greening.

Design Intent

Reflect the Site's Industrial Character through Landscape Elements

Develop the ground-plane and site design with a rich palette of materials that evoke the industrial and rail history of the site, as a fully integrated and shared environment

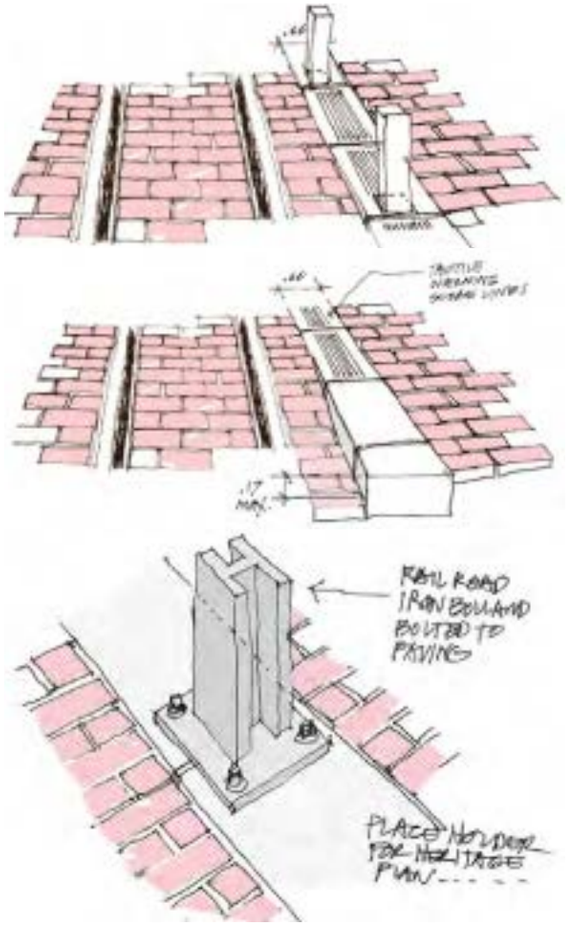
Guidelines

3.4.10 Include historic rail elements into landscape design and materials palette to infuse the site with the site's industrial and rail history.

3.4.11 Design public areas as shared surfaces, blending pedestrian, vehicular, and curated rail activity.

3.4.12 Prioritize pedestrian movement, safety and site-wide, barrier free access to public open space and consider integration of accessibility design elements within the ground plane, while balancing rail history and interpretive programming.

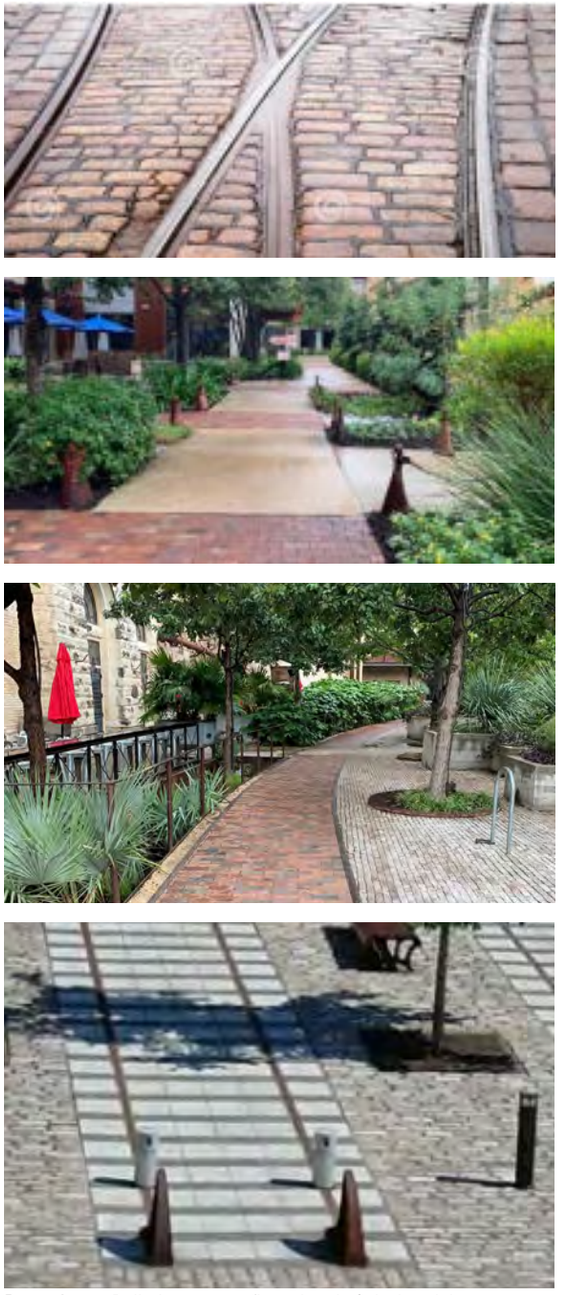
3.4.13 Provides a juxtaposition between industrial materials taken from its history and soft planted elements that reflect the surrounding coastal ecology with a focus on native and drought tolerant species. See **Diagram 6** for potential zones of different landscape characters.



Conceptual Sketch: Landscape detailing reflect the site's industrial past.



Precedents: Bollards reflect the site's industrial past.



Precedents: Rail elements reflect the site's industrial past.



Roundhouse Rail Plaza
Connecting Rail Streets
Esquimalt Destination Retail
Urban Greenway
Gathering Groves
Garry Oak Outcrop
Community Park

Diagram 6 Landscape Character Zones

Roundhouse Rail Plaza

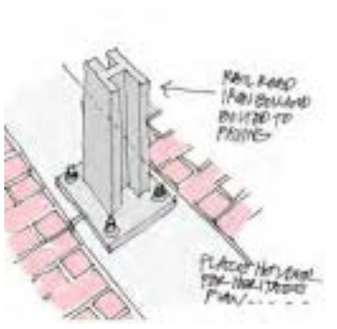






Connecting Rail Streets







Esquimalt Destination Retail







Urban Greenway







Gathering Groves







Garry Oak Outcrop







Community Park







3.5 Public Realm and Building Interface

Provides guidance how buildings interact and connect with public spaces

Design Intent

Creating a inviting pedestrian environment.

The space where the public realm meets the buildings should contribute to a lively and safe street. Visual and physical connections should be established at street level and the activities within the buildings.

Guidelines

3.5.1 Provide retail spaces and other active entrances on the public streets.

3.5.2 Provide ample spill-out space for commercial space at key areas for outdoor retail displays, seating and other activities while providing a clear pathway for pedestrians..

3.5.3 Ground and lower levels should have large, clear glazing and limit the use of tinted or mirrored finish. Clear views in and out of storefronts should be maintained with no large opaque window covering.

3.5.4 Utilize weather protection elements near key entrances and storefronts.

3.5.5 Design should promote safe and animated public spaces through consideration of CPTED principles.

3.5.6 Minimize length of opaque walls, especially along public streets. Consider using vegetation, public art, and other elements to improve streetscape if opaque walls is required functionally.

3.5.7 Design the entrances to be visible, accessible, and simple to differentiate between commercial and residential use.

3.5.8 Provide additional width for pedestrian paths and sidewalks where appropriate, such as high traffic areas, car door swing zones, and main entrances.

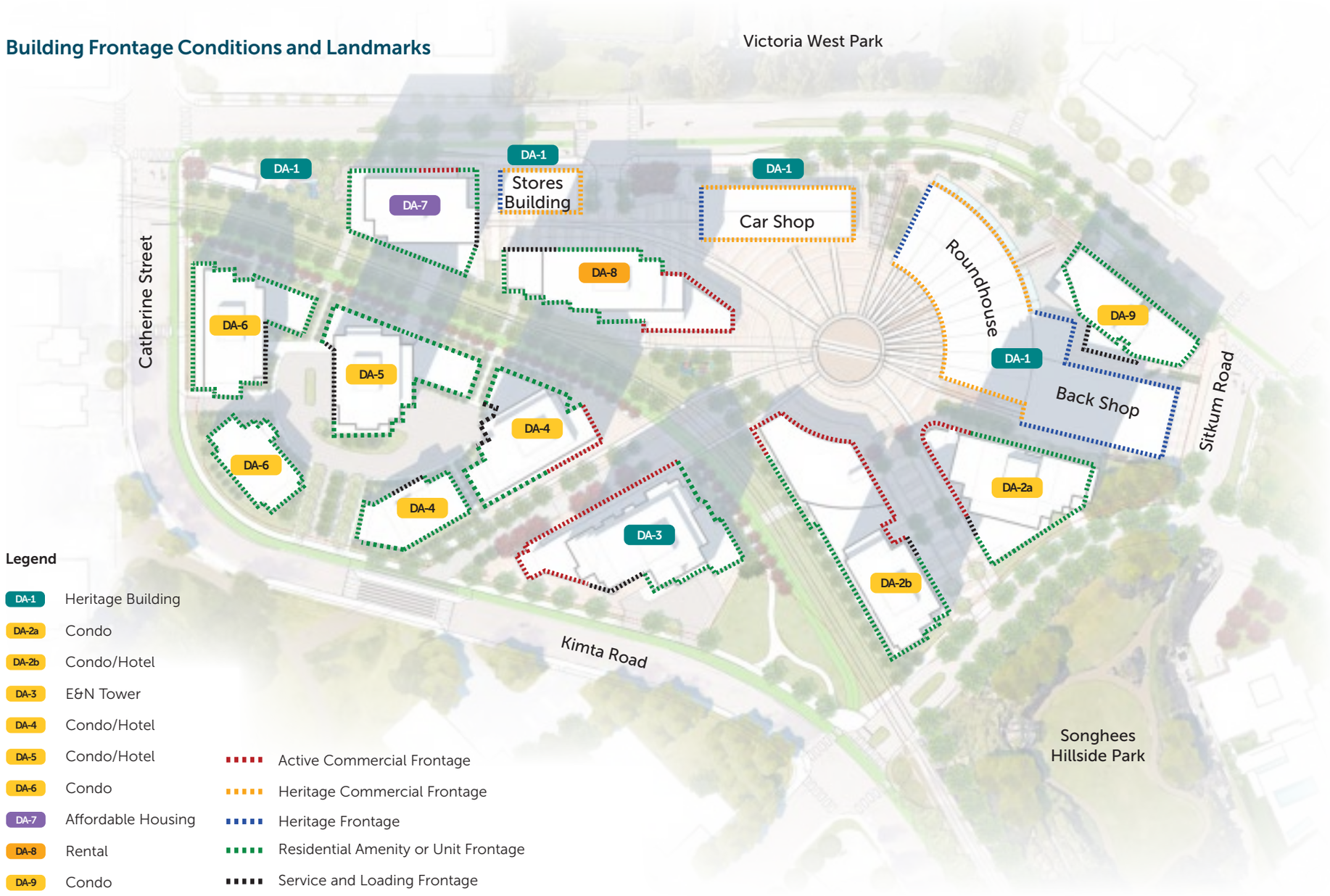
3.5.9 Design buildings to create appropriate edge conditions to connect with the surrounding public spaces. In general, there are five general types of building frontage conditions: (See **Diagram 5** for locations)

- **Active Commercial Frontages** are primarily dedicated for commercial uses, such as retail, food service, cultural, and entertainment purposes. A higher level of accessibility and transparency is required, and appropriate urban elements, such as lighting, patio fencing, bicycle parking, canopies, vegetation, wide sidewalks, and street furnishings should be provided for all-day, year-round use in a continuous fashion along the frontage. Limited areas of residential interaction, such as exits, and building service uses are allowed.
- **Heritage Commercial Frontages** are facades of existing historical buildings that will be restored as required to be commercial street fronts. Careful modifications, such as doors and windows, and additions, such as marquee signage, can be considered to further activate the facades. Similar to Active Commercial Frontages, appropriate urban elements should be provided to support vibrant streets and to highlight the heritage character of the buildings.
- **Heritage Frontages** are facades of existing historical buildings that will be primarily restored as required and maintained to their original appearances. Minor modifications are allowed for historical accuracy, safety, and functional requirements.
- **Residential Frontages** are building facades to residential uses within - lobby entrances, fire exits, private patios to townhome units, as well as exterior walls and glazing of other interior residential uses such as amenity spaces and corridors. Views in and out of building should be provided wherever possible to improve visual interest and street safety.
- **Service and Loading Frontage**: building frontages that primarily support building services such as large scale vents, loading and parkade access. They are typically located in less visible and less frequently visited locations.



Precedent: Active Commercial Frontage

Building Frontage Conditions and Landmarks



Legend

- DA-1 Heritage Building
- DA-2a Condo
- DA-2b Condo/Hotel
- DA-3 E&N Tower
- DA-4 Condo/Hotel
- DA-5 Condo/Hotel
- DA-6 Condo
- DA-7 Affordable Housing
- DA-8 Rental
- DA-9 Condo

- Active Commercial Frontage
- Heritage Commercial Frontage
- Heritage Frontage
- Residential Amenity or Unit Frontage
- Service and Loading Frontage

Diagram 7 Building Frontage Conditions and Landmarks



Conceptual Sketch: Active Commercial Frontage



Conceptual Sketch: Active Commercial Frontage and Heritage Commercial Frontage



Conceptual Sketch: Heritage Commerical Frontage and Residential Frontage



Conceptual Sketch: Residential Frontage

Design Intent

Support the pedestrian environment with good infrastructure.

A high quality public realm will to be supported and animated by a layering of contemporary and ample site furnishings and appropriate types and levels of lighting.

Guidelines

3.5.10 Install an ample amount and various types of outdoor furniture; ensure there is not a long distance with no place to sit and rest within the overall site.

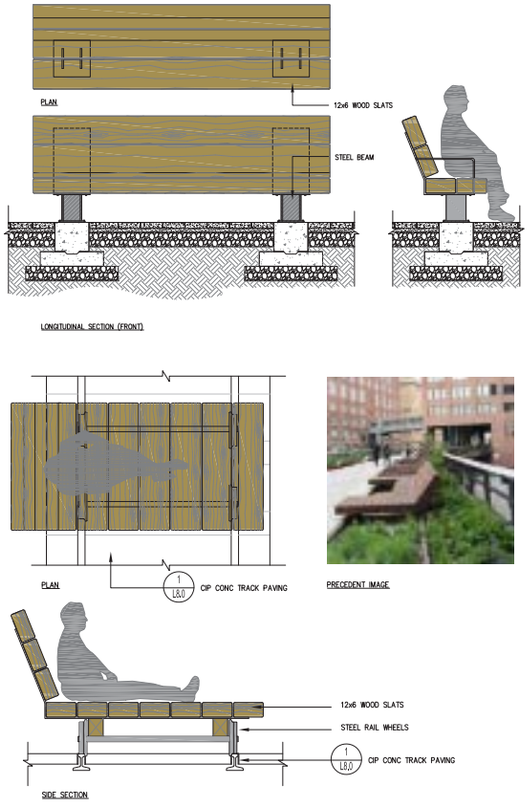
3.5.11 Establish an overall site furnishing, lighting, and utility items standard, such as waste and recycling receptacles and bollards, while allowing some flexibility. These items should be durable, resilient, functional and reference the historical rail yard where appropriate.

3.5.12 Built-in elements should also be considered, such as seat-walls and planter beds.

3.5.13 Provide movable tables and chairs in appropriate areas.

3.5.14 Provide pedestrian scale lighting for safety and creating an inviting evening ambiance with added features of seasonal interest.

3.5.15 Provide integrated soffit lights and other lighting feature to highlight building and landscaping features and storefronts.



Conceptual Sketch: Site Furnishing inspried by the rail yard.



Precedents: Rail yard influences.



Conceptual Sketch: Site lighting element influenced by the rail yard past.



Precedent: Outdoor furniture for eating and socializing.



Precedent: Outdoor furniture for resting and lingering.

3.6 Architectural Expression

Guidelines to provide inspiration for ways in which building designs reflect the site's history, and achieve functional and aesthetic excellence.

Design Intent

Develop a materials palette that reflects these influences

Consider an architectural expression connected to the site's physical features, cultural significance or historic uses.

Guidelines

3.6.1 Draw inspiration from and create connections to the site's physical characteristics, its industrial and cultural history.

3.6.2 Develop a palette of materials that exudes aspects of the site's history, particularly materials associated with rail infrastructure, weathered patina, natural local materials, and the urban context.

3.6.3 Consider contrasting building forms, use of materials, articulation and expression that enhance the legibility of existing historic rail buildings.

3.6.4 Consider intentional diversity in building designs and use of materials across the site.

3.6.5 Consider design elements in the architecture and landscape that provide for continuity across the site.

3.6.6 Avoid building envelope designs that are predominantly glass and spandrels and carefully consider the solid-to-void ratio.





Site influences: Site influences such as historic rail uses should influence architectural expression and help shape the development's material palette.



Precedent: Material palette and architectural expression reflects site influences.

Design Intent
Integrate with the city.

Design individual and complex of buildings to be positive, integral part of the urban fabrics and the environment.

Guidelines

3.6.7 Use durable and renewable building materials that will weather and age gracefully.

3.6.8 Design buildings to be urban landmarks at focal points such as main intersections, entry points into the overall sites, and high visibility locations.

3.6.9 Design the lower floors and street fronts to be in the human-scale and with higher level of detailing and refinement.

3.6.10 Consider bird-friendly glazing strategies, such as etched and fritted glass, at key locations.



Precedent: Human-scale with high level of refinement at the street level.



Brick as a durable material that references the historical buildings on site.



Precedents: Corten steel ages gracefully and references the industrial past.

3.7 Residential Livability

Provides guidance related to privacy noise abatement, as well as residential amenities and an overall lively residential community.

Design Intent

Provide a Network of Site-wide Amenities

Residential livability is enhanced by a network of site-wide amenities that range in size, orientation, and configuration in the public realm. These spaces allow for a variety of uses and programming opportunities.

The amenity network for Roundhouse at Bayview Place is made up of a range of plazas and green spaces. Turntable Plaza is intended to serve as the community's central gathering space while smaller open spaces provide additional amenity areas. .

Guidelines

3.7.1 The site should include a combination of plazas and open spaces to create an enhanced public realm and offer a range of functions at different scales.

3.7.2 These destinations should be connected by pedestrian pathways and cycling routes that run throughout the site, including the multi-modal E&N Rail Trail anchored by Sitkum Park

3.7.3 Passive and active use of spaces could be encouraged by providing spaces of different size and surfacing (i.e., hard and softscape areas).

3.7.4 Connections between site-wide public spaces should be achieved by providing a network of pedestrian and bicycle links and pathways through the site.



Precedent: Public spaces provide functions at different scales.



Precedent: Pathways connect to on-site amenities.



Precedent: Plaza spaces provide opportunities for social connection.



Precedent: Development adjacent to at-grade rail.

Design Intent
Noise Abatement

Strategies to abate noise from sources such as harbour aircraft, potential railway operations and vehicular traffic along Esquimalt Road should be used to increase residential livability.

Guidelines

3.7.5 Strategies such as increased wall mass and updated window and door systems may reduce the impacts of noises

3.7.6 Industry standards should guide the design of buildings of that face in the direction of noise sources.

3.7.7 Development permit applications may require an opinion of the chosen noise mitigation method by a professional certified in acoustics measurement and analysis or by the architect for the development.

3.7.8 Residential units located adjacent to the E&N rail corridor may require noise mitigation in anticipation of future rail use.

Design Intent
A Lively Place to Live

Invigorate the neighbourhood with residential activities and a sense of community.

Guidelines

3.7.9 Except for studios, residential units shall have a balcony wherever possible.

3.7.10 Provide townhouse units at ground level with individual, private entrances and raised, vegetated front patios wherever possible.

3.7.11 Consider providing views into interior ground floor residential amenities such as common room and fitness centre.

3.7.12 Provide transparency to allow view in and out of private realm to improve safety and visual interest.

3.7.13 Utilize building rooftops as additional amenities for the residents, such as accessible green roofs, community gardens, and outdoor living and dining rooms.

3.7.14 Ensure entrance canopies are durable and easy to maintain.

3.7.15 Make the building number and name clearly visible in all lighting conditions.





Precedents: Townhouse units at ground level.

3.8 Commercial Character

Provides guidance related to storefronts and ground-level activation.

Design Intent

Activate the Public Realm

Commercial spaces can animate the ground-level by providing continuous activity through business hours. Strategic siting and use of architectural elements can help optimize retail spaces and promote activity and vibrancy.

Commercial areas located along the site's internal circulation routes and Lime Bay Mews can take advantage of and generate additional activity. These types of spaces near to Turntable Plaza should use architectural elements to help frame the plaza, activate heritage buildings, and draw residents and visitors into the Heritage Heart.



Precedent: Outdoor seating.





Precedent: Activated historic buildings with new, pedestrian-oriented commercial uses.

Guidelines

3.8.1 Create commercial and retail spaces that promote pedestrian activity, visually connected to the public realm. Introduce modularity to allow more flexible leases and businesses of various scales.

3.8.2 Create retail zones along storefronts for outdoor seating and merchandising to activate the public realm.

3.8.3 Adapt existing historic buildings and design new buildings to reinforce the commercial and retail character of public street frontages.

3.8.4 Provide each retail unit with a direct, accessible entrance from the immediately adjacent public realm.

3.8.5 Provide ample glazing into retail spaces and discourage the use of large, opaque graphics to block the view into and out of interior spaces.

Design Intent
Design for Pedestrian Comfort

Ground-oriented retail spaces can use architectural elements to help establish a pedestrian-scale environment. These elements can help create a comfortable public realm and reduce perception of overall mass.

Guidelines

3.8.6 Design solutions may explore a range of storefront designs and signage to generate a varied commercial landscape.

3.8.7 Features that protect pedestrians from the elements, such as canopies and shades, may be explored to foster a comfortable public realm.

3.8.8 Colonnades/ground level setbacks may be used to humanize the pedestrian realm.

3.8.9 Ensuring the first floor of commercial spaces are level with the sidewalk and outdoor space may increase physical connection.

3.8.10 Storefront designs for those located within historic structures should be aesthetically respectful of these structures.



Precedent: Outdoor seating and porous buildings increase connection to the street.



Precedent: Canopies and weather protection support pedestrian comfort.



Precedent: Elements such as colonnades and courtyards create a human-scale environment.



Precedent: Seating and canopies create a human-scale environment.

3.9 Electrical and Mechanical Servicing

Provides guidance on minimizing visual, physical, and auditory impact of electrical and mechanical equipment.

Design Intent

Minimize the impact of electrical and mechanical equipment on site.

Guidelines

3.9.1 Locate electrical and mechanical equipment within the building it services wherever possible; if an exterior location is required, it should be placed away from busy pedestrian areas and windows.

3.9.2 Integrate electrical and mechanical equipment into building design or screen them to reduce visual impact when possible.

3.9.3 Reduce negative auditory impact by locating noisy equipment away from pedestrian or residential areas; screen them when necessary.

3.9.4 Reduce heat-island effect by using light coloured ballast or other materials.



Precedent: Integrate screen into building massing.





Precedents: Locate equipments in less visited areas and integrate screens into building design.

3.10 Signage and Wayfinding

Provides guidance related to site and building signage.

Design Intent
Ensure Signage Contributes to the Character of the Neighbourhood

Signage can contribute to the establishment of a neighbourhood identity depending on sign type, size, position, and material.

For Roundhouse at Bayview Place, signage should contribute to neighbourhood character and encourage a lively and attractive streetscape. Design and location of signage should relate largely to the human-scale, aiding in the creation of a pedestrian-friendly environment.

Guidelines

3.10.1 Establish an overall site signage and wayfinding strategy and standard.

3.10.2 Building signs should be integrated with architectural design and expression.

3.10.3 Appropriate sign types and materials may include wall mounted, hanging, individual letters, porcelain enamel, wood, and carved stone.

3.10.4 Signage should be scaled for the pedestrian realm.

3.10.5 Encourage durable and high-quality signage, and should be able to be updated periodically as needed.

3.10.6 Consider the impacts of light pollution beyond the property line.

Design Intent
Ensure Signage Contributes to Development of a Coherent Wayfinding Strategy

A coherent wayfinding strategy can help increase on-site activity, build confidence in multi-modal travel, and provide a distinct sense of place.

The Roundhouse at Bayview Place wayfinding strategy should endeavour to accomplish these objectives in a way that is aesthetically unified. A combination of intuitive landscape design, mapping and directional signage should span the site, helping to identify access points, circulation routes, and key destinations while reinforcing the neighbourhood's industrial character.

Guidelines

3.10.7 Site design should endeavour to intuitively guide residents and visitors using visible desire and sight lines, paving strategies, and landscape design with directional signage providing supplemental guidance.

3.10.8 Consider constructing signage from materials cohesive with the site's industrial rail past, such as metal and wood.

3.10.9 Consider designing signage using high quality graphic design and consistent identity to help establish a "brand" for the neighbourhood.

3.10.10 Wayfinding and building addresses should relate to building entrances.

3.10.11 Signage should be designed using principles of universal accessibility (e.g., use of contrast, pictograms, height and placement).









Precedents: Overall site and retail signage.



Precedent: Landmark signage.



Precedent: Directional signage.

4. District-Specific Design Guidelines

This section provides design principles, concepts and guidelines applicable to specific districts within the Roundhouse at Bayview site. The five districts, shown in the illustration to the right, are not meant to be defined with hard boundaries - they are meant to be general areas where the design guidelines should be applied with discretion. Urban Design Guidelines set out in section 3 should also be applied to create a sense of place for the overall site. See zoning by-law for specific rules such as building heights and setbacks.

1. E & N Railway District

The Roundhouse heritage complex serves as the neighbourhood's centrepiece, designed to embrace the site's history of rail while creating a cultural asset within Victoria West. Public spaces throughout are flexible and adaptable to a variety of uses to create activity and use throughout the day. The neighbourhood's central gathering place, Turntable Plaza, retains active rail elements, while remaining flexible for community programming. The function of the turntable itself is reinstated, allowing for use by rail cars.

2. Roundhouse Green District

Residential development complements and activates the Roundhouse historic complex. Green spaces, retail, and cultural uses drive activity, with a signature building welcomes visitors and anchors the corner of the overall site.

3. Rail Parkway District

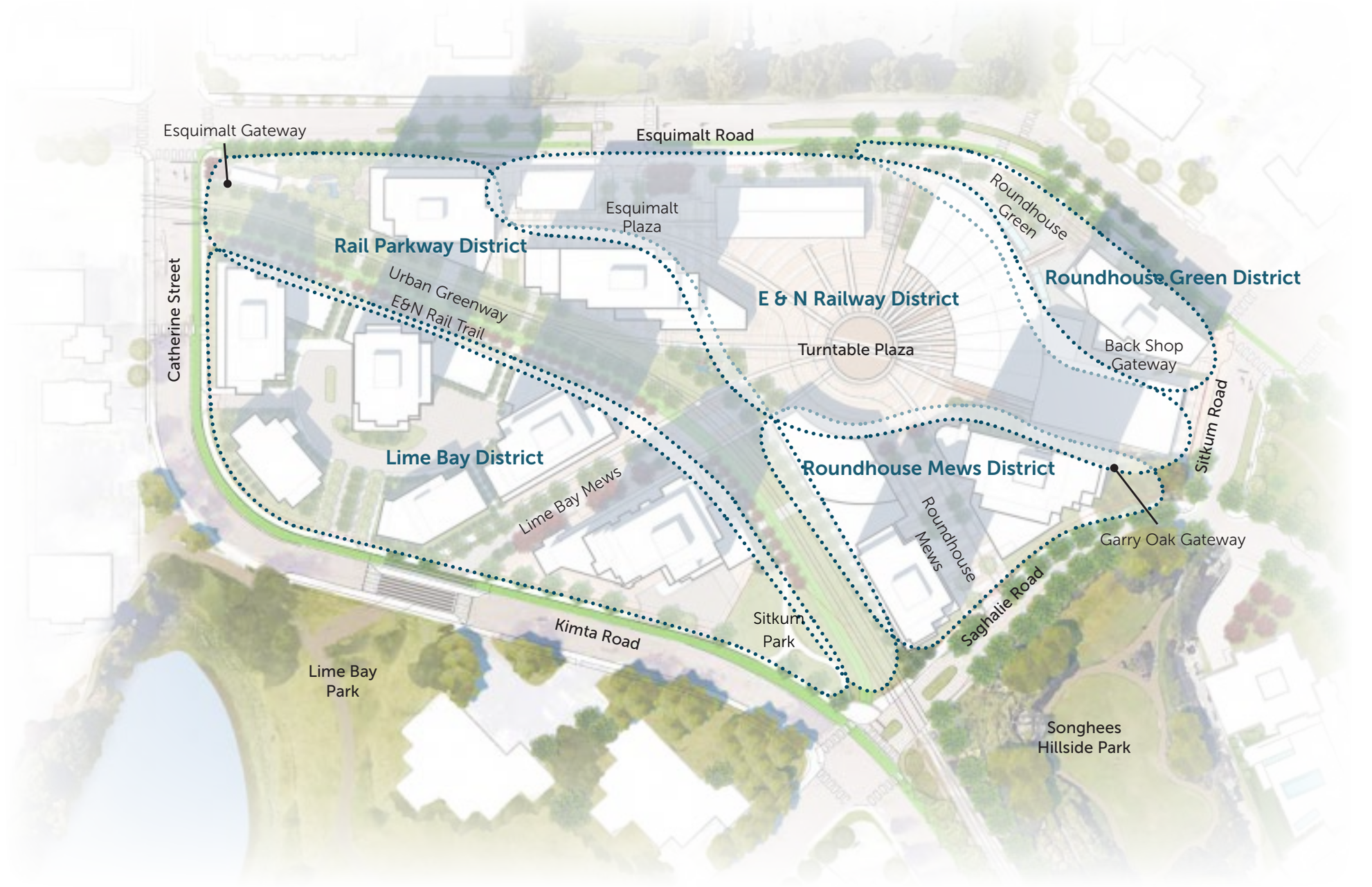
This district provides key connection and animation through its active commercial, recreational and residential uses. Ground level retail, residential amenities and lobbies help activate Esquimalt Road and the internal carriage lane, adding vibrancy to the community. Arching across the site, the E&N Rail Trail links pedestrians and cyclists to destinations east and west of the site while integrating into the regional cyclist network; the rail right of way doubles as a urban greenway, providing additional vegetation to the residents for Roundhouse at Bayview Place and surrounding communities.

4. Lime Bay District

The Lime Bay District provides residential use and space for cultural and retail activities, centering Roundhouse at Bayview Place as Victoria West's cultural heart. Lime Bay Mews connects Turntable Plaza to Lime Bay Park and provides a vibrant pedestrian corridor animated by retail.

5. Roundhouse Mews District

The Roundhouse Mews District reinforces a link between the existing Bayview Phase 1 and Songhees Hillside Park to Turntable Plaza. The mews is activated by a shared street and fronting residential development.

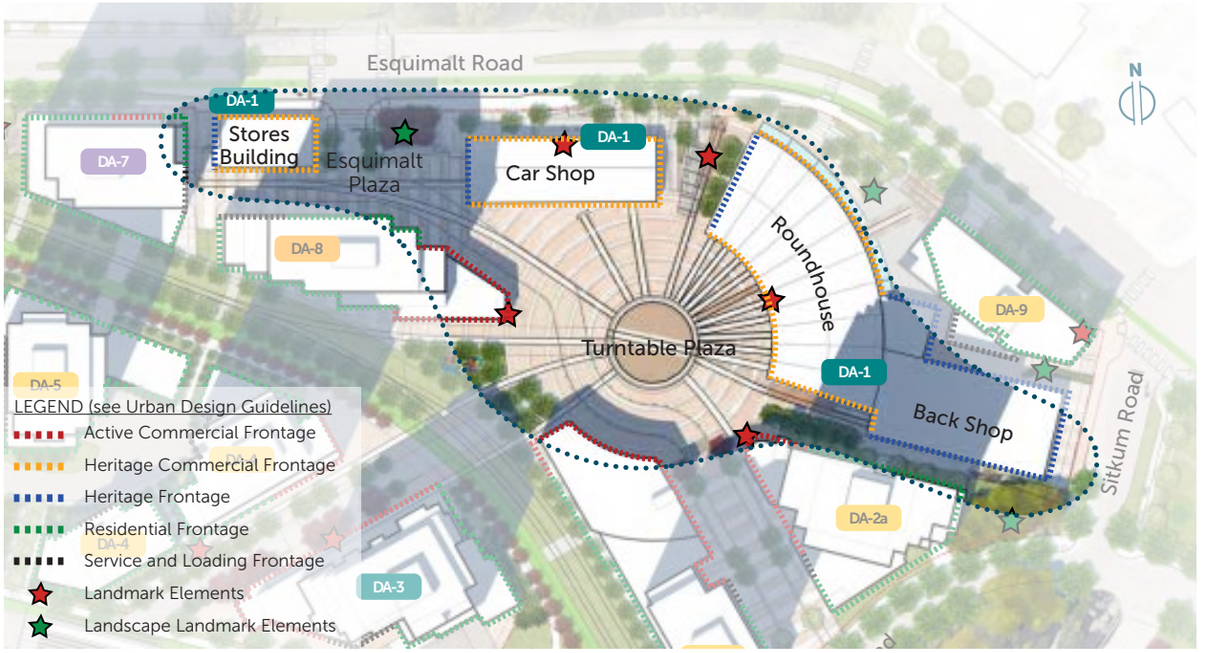


The Five Districts

4.1 E & N Railway District

District Character

The Roundhouse heritage complex serves as the neighbourhood's centrepiece, designed to embrace the site's history of rail while creating a cultural asset within Victoria West. Public spaces throughout are flexible and adaptable to a variety of uses, a move that will create activity and use throughout the day. The neighbourhood's central gathering place, Turntable Plaza, retains active rail elements, while remaining flexible for community programming. The function of the turntable itself is reinstated, allowing for use by rail cars.



Guidelines

4.1.1 Activate new building facades facing Turnable Plaza with retail uses, building transparency, patios, etc.

4.1.2 For heritage buildings, restore and make safe. Repair Roundhouse's oversized doors so they can be fully opened to the Turntable Plaza.

4.1.3 Besides the turntable structure, vegetation, and embedded rails, keep the Turntable Plaza relatively free of fixed elements to allow functional flexibility. Provide sitting and lingering opportunities, such as movable tables and chairs, for the plaza, especially along building facades and under tree canopies.

4.1.4 Design the Esquimalt Plaza to be a focal point of the surrounding buildings, with wayfinding elements, ample landscaping and trees, and both fixed and loose seating to support small scale gatherings.

4.1.5 Utilize traffic calming strategies and bollards in key areas of the Roundhouse Mews in this district to allow all modes of transportation to travel safely, especially at the entry point from Esquimalt Road.

4.1.6 Explore opportunities to have rotating rail-related displays and scheduled turntable operation to make the plaza a cultural and tourist attraction.

4.1.7 Design the space between the Car Shop and the Roundhouse as a major entrance into the Turntable Plaza from the north side. Consider installing a repurposed rail car on tracks as a food service or retail unit that also functions as a landmark to bring visitors into the plaza.

4.1.8 Consider placing a signature sign on the Car Shop facing Esquimalt Road.

4.1.9 New buildings around the Turntable Plaza should be distinctive and oriented towards the public space.

4.1.10 Provide well-designed lighting for the plaza to accommodate various activities and events.

4.1.11 Consider incorporating interpretative signage for site history , interactive art installations, and other elements in the interstitial space between Backshop, building DA-9, and Sitkum Road.

4.2 Roundhouse Green District

District Character

Residential development complements and activates the Roundhouse historic complex. Green spaces, retail, and cultural uses drive activity, with a signature building welcomes visitors and anchors the corner of the overall site.

Guidelines

4.2.1 Consider utilizing the change in grade to create an informal, landscaped amphitheatre for the Roundhouse Green. Ensure the design of this public space accommodates both everyday usage as well as special events, and maintains a sense of openness towards the historical Roundhouse.

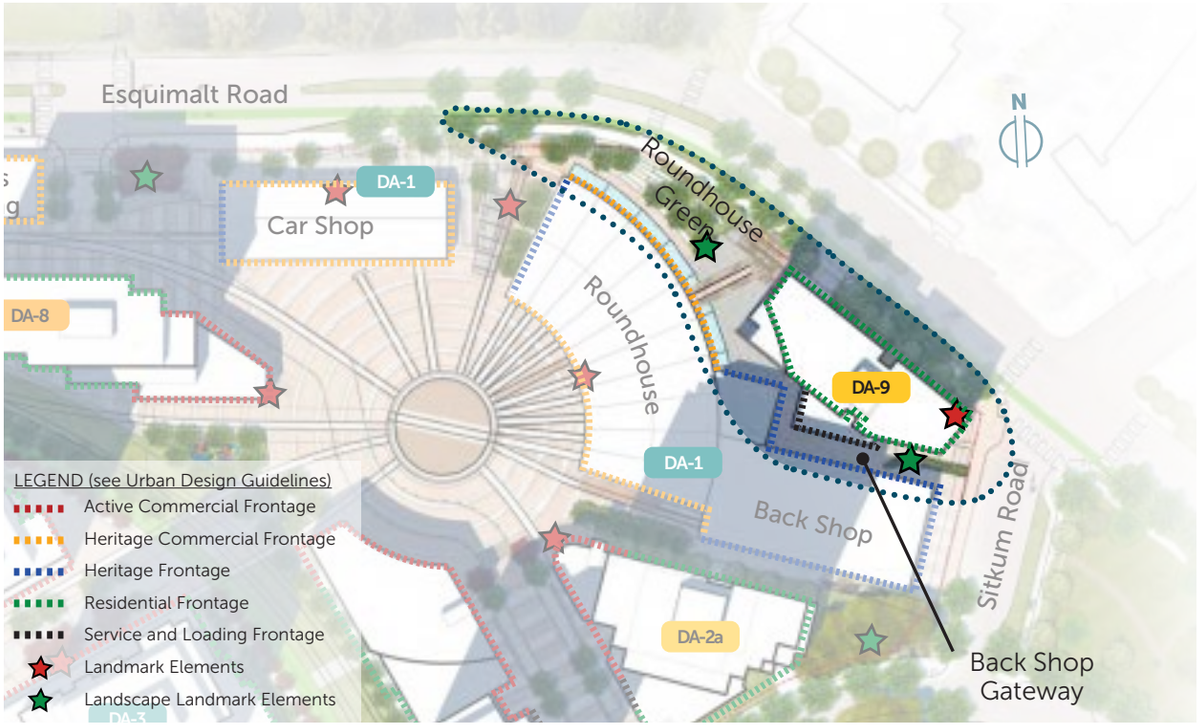
4.2.2 Design the Back Shop Gateway to be a more intimate, quieter public urban space that links the Sitkum Road with the Back Shop, Boiler House, and Roundhouse with a feature stairway.

4.2.3 Carefully consider the sightlines to Roundhouse from Esquimalt Road for the design and placement of building DA-9.

4.2.4 Consider including architectural features to make building DA-9 a landmark for the approaching visitors from the east.

4.2.5 Consider smaller floor plates on the lower floors for building DA-9 for better visibility on ground level.

4.2.6 Ensure the base of building DA-9 complements the Roundhouse Green, Back Shop Gateway and the surrounding streets. Refer to DA-9 Building Specific Design Guidelines in the following page.



4.2.7 Consider carefully adding transparency and access points on the Roundhouse building facade facing the Roundhouse Green.

4.2.8 Create welcoming landing areas for the two crosswalks on Esquimalt Road.

4.2.9 Consider connecting the Roundhouse Green with the Turnable Plaza with a clear, direct interior passage within Roundhouse.



Precedent: Casual uses in a landscaped amphitheatre.

DA-9 Interface

The design parameters for DA-9 have been revised based on discussions with Heritage Planning and our team of Architects related to achieving a suitable interface for new development to the heritage buildings, and the reinstatement of the Boiler House as part of the collection of heritage buildings to be retained.

Key objectives of this revision are primarily to address the following:

- Define preferred interface outcomes between a new building and heritage buildings,
- Improve the visual exposure and experience of the heritage building facades from public vantage points along Esquimalt Rd and Sitkum Rd,
- Reinstate the Boiler House, and
- Accommodate provision for public amenity space at this gateway to Bayview.

These objectives are captured in a set of guiding principles and guidelines that are included in this section. There are effectively two potential development outcomes for this site limited to 10 floors, and that offer options for how best to integrate a new building in this setting:

1. A standalone building separated from the heritage buildings, sited tight to the intersection of Esquimalt Rd and Sitkum Rd, that achieves a public amenity space between the heritage and new building, or
2. A new building integrated structurally and architecturally with the heritage building(s), that achieves a public amenity space at the intersection of Esquimalt Rd and Sitkum Rd.

There are several notable examples of development successfully integrating with heritage buildings utilizing both approaches. A range of solutions are possible, with a concept plan to be confirmed as part of a Development Permit process. To provide an indication of the types of outcomes that may be possible, the following images show these two general outcomes from several benchmark projects.

Given the triangular shape of site DA-9, tower spacing to DA-2a, and anticipated need for parking for the development, the interface objectives will need to be balanced with achieving a suitable building envelope, massing, materiality, and public realm outcomes. To this end, DA-9 may be consolidated with DA-1, an alternative parcel created, or easements needed, to achieve a preferred outcome. All of these options will be available to the developer at time of Development Permit.

At the Development Permit stage, the Architects will be able to establish an architecture, materiality, parking and servicing, and outdoor public realm that best accommodates these objectives. This is a gateway to the Roundhouse precinct, and to this end this new building should serve as an iconic landmark building, particularly for the approach from the east to the site.





Precedents: Examples of intergrated buildings.





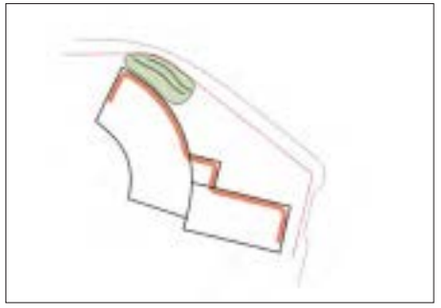


Precedents: Examples of seperate buildings.

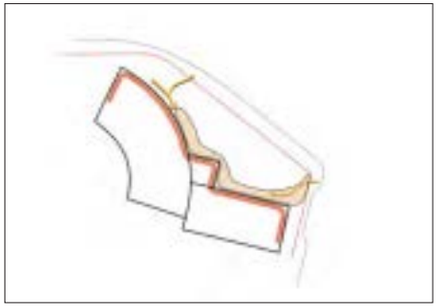
Scenario 1: Integrated Adjacent

The following diagrams and statements provide visual reference to intended design considerations in a scenario where a new building is sited adjacent, but not attached, to the heritage buildings.

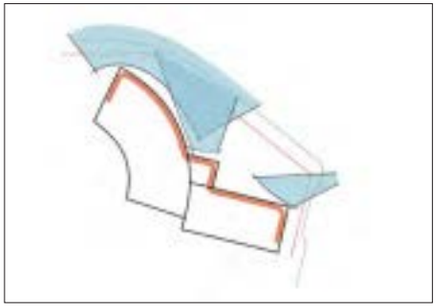
DA-9 Interface Design Principles



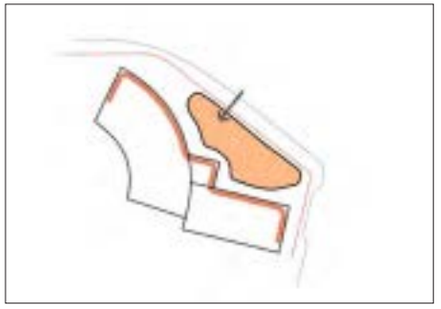
Green Space Anchor (Roundhouse Green)
Landscape terrace and plaza at base of Roundhouse, with stairs down from Esquimalt.



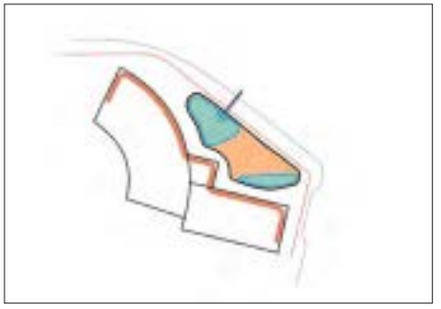
Amenity Space as Interface (Back Shop Gateway)
Connected at-grade interface area forming a setback to heritage buildings, designed as a landscape amenity.



Emerging Views to Heritage
Views from pedestrian level to portions of the heritage buildings. from Esquimalt and Sitkum. These views emerge as a variety of experiences of the heritage facades.

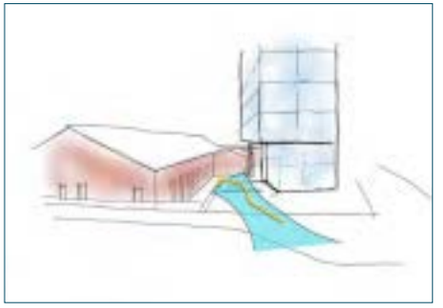


Developable Area
Balance areas flexible for a range of massing forms and configurations. Setbacks to heritage buildings are to provide suitable visual space between buildings.

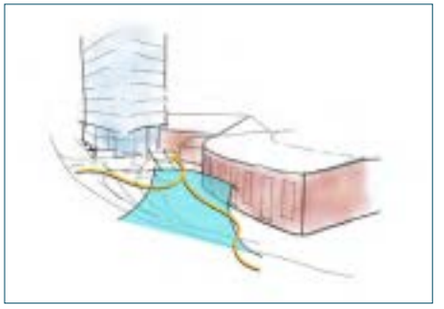


Transparency at Base
Lower three floors of the tower should maximize transparency through the building, where feasible, to increase visibility of heritage buildings.

DA-9 Design Objectives



Viewscape from Sikum Corner
Objective is to shape the tower to open up views to Back Shop and Boiler House.



Viewscape from Esquimalt Rd
Objective is to shape the tower to open up views to Roundhouse and Boiler House.

DA-9 Building Specific Design Guidelines

Intent: Minimize impact to the heritage buildings and setting

4.2.10 If siting a new building between Esquimalt Road and heritage buildings, the building footprint should minimize the visual impact to heritage buildings when viewed from Esquimalt Road.Minimize floor plate sizes.

4.2.11 If siting a new building connected to, and rising above, the heritage buildings, the lower levels of the building should maximize the visual exposure of the heritage building through the new structure.

4.2.12 No parking serving this site (as may be required by bylaw) is required below the building but can be provided remotely elsewhere on the Roundhouse at Bayview site if this improves the geometry and configuration of the heritage setting.

4.2.13 Tower floor plates should be limited to less than 800sqm.

4.2.14 Balance the new podium design with heritage buildings to achieve a compatible, integrated, setting at the street level.

4.2.15 Maximize the visibility of heritage buildings, where possible, by maximizing the transparency of any building placed in the foreground of the heritage buildings.

Intent: Utilize form, massing, spatial configuration and character-defining elements that celebrate and complement the heritage and industrial nature of the site

4.2.16 Use simple, functional building forms that reflect industrial buildings on site, such as structural bays, slab forms, symmetry, and architectural proportions.

4.2.17 Reference fenestrations, shapes, and proportions of the heritage buildings in the design of the new building.

4.2.18 Use natural materials such as brick, steel, stone and concrete, heavy timbers.

4.2.19 Form spatial opportunities at the pedestrian level to allow for a variety of views and public experiences of the heritage building.

Intent: Activate the frontage facing Esquimalt St. Road and address the grade change

4.2.20 Create clear intuitive pedestrian routes from surrounding sidewalks to building frontages.

4.2.21 Consider the surrounding and edge grade changes, ensuring main entrances are accessible, and public spaces are open and obvious from the street.

4.2.22 Activate the ground and podium level, providing public spaces and/or amenity.

4.2.23 Place common entries, lobbies and active, well used frontages facing Esquimalt Road.

Intent: Integrate new with old in a holistic composition

4.2.24 Find opportunities to relate a new building to the historic structure visually and spatially

4.2.25 Consider the historic building as part of the composition of the design of the new structure, especially at podium level.



Precedent: Connecting pathways between new buildings and heritage buildings.

4.3 Rail Parkway District

District Character

This district provides key connection and animation through its active commercial, recreational and residential uses. Ground level retail, residential amenities and lobbies help activate Esquimalt Road and the internal carriage lane, adding vibrancy to the community. Arching across the site, the E&N Rail Trail links pedestrians and cyclists to destinations east and west of the site while integrating into the regional cyclist network; the rail right of way doubles as a urban greenway, providing additional vegetation to the residents for Roundhouse at Bayview Place and surrounding communities.

Guidelines

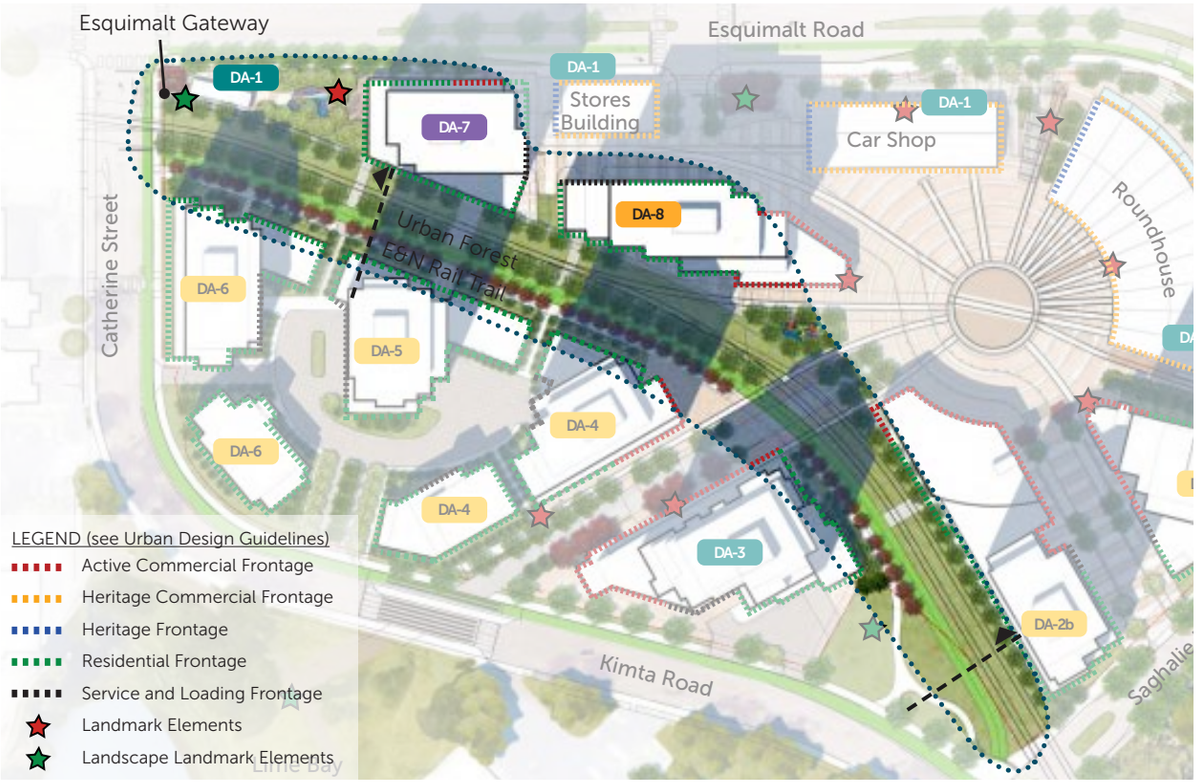
4.3.1 Provide a central public corridor that integrates the Urban Greenway, the Rail Trail, and the surrounding building edges. See **Diagram 1** and **Diagram 2**.

4.3.2 Ensure all crosswalks through the Rail Trail and rail tracks are safe with demarking elements and clear sightlines. Apply traffic calming strategies when required.

4.3.3 Provide ample resting opportunities along the length of the Rail Trail.

4.3.4 Provide active commercial and residential facades along Esquimalt Road and the interior movement network.

4.3.5 Provide vehicular and loading access for buildings DA-7 and DA-8 in this district through the internal movement network.



4.3.6 Design the Esquimalt Gateway to be a welcoming public space with wayfinding elements, landscaping, and seating to support the commercial activities within building DA-7. Consider reusing rocks in this area to be a feature of the public space.

4.3.7 Consider including architectural features to make building DA-7 a landmark for the approaching visitors from the west.



Precedent: A light rail system with vegetation integrated.



Diagram 1 East Cross Section Option 1 | Existing Rail

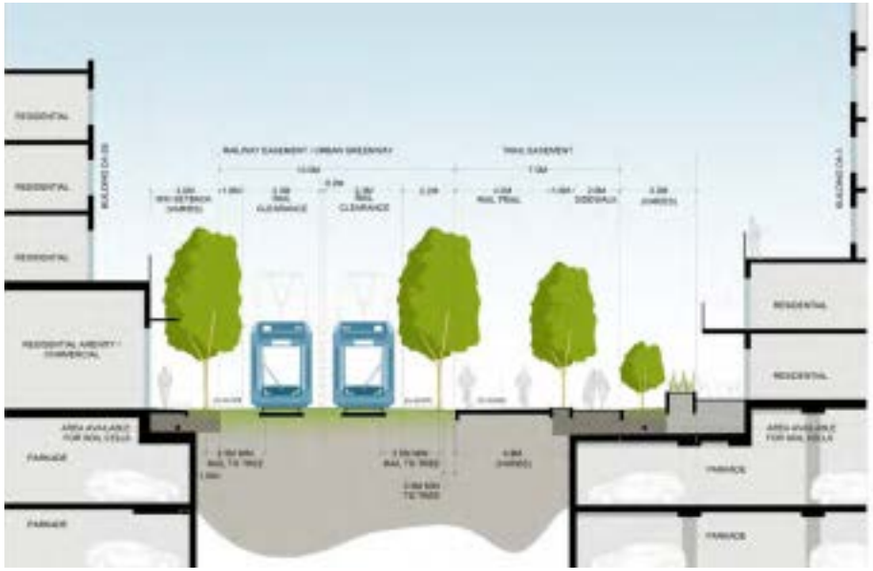


Diagram 2 East Cross Section Option 2 | Potential New Rail/Tram

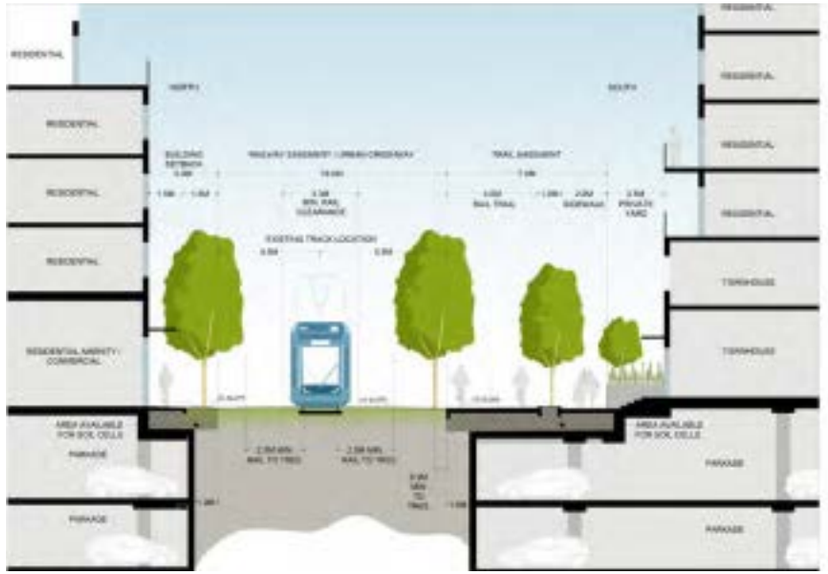


Diagram 3 West Cross Section Option 1 | Existing Rail

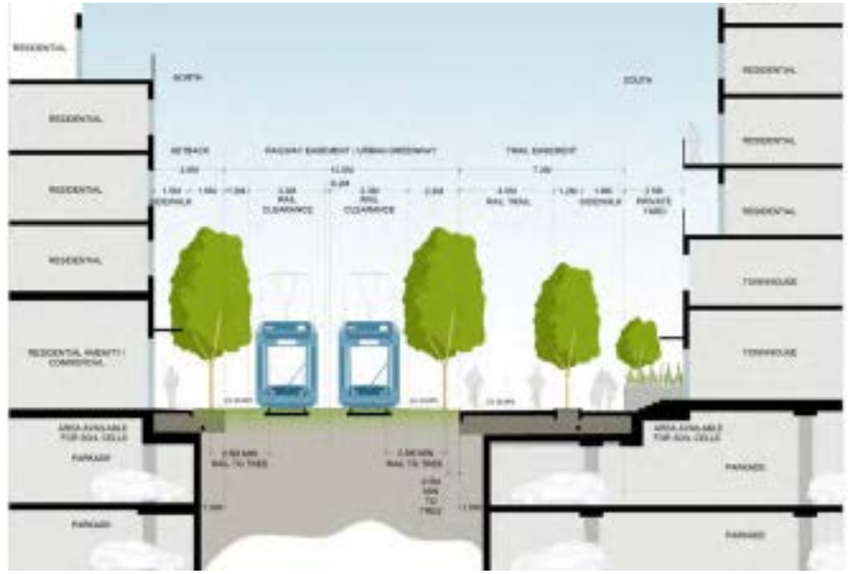


Diagram 4 West Cross Section Option 2 | Potential New Rail/Tram

4.4 Lime Bay District

District Character

The Lime Bay District provides residential use and space for cultural and retail activities, centring Roundhouse at Bayview Place as Victoria West's cultural heart. Lime Bay Mews connects Turntable Plaza to Lime Bay Park and provides a vibrant pedestrian corridor animated by retail.

Guidelines

4.4.1 Connect Lime Bay and the waterfront to the Turnable Plaza with Lime Bay Mews, with supporting active commercial and residential facades on both sides. See **Diagram 5**.

4.4.2 Create a wide and raised crosswalk on Kimta Road as an extension of Lime Bay Mews, and provide a new pathway in Lime Bay Park to connect with existing pathway along the waterfront.

4.4.3 Consider placing engines and/or rail cars in Lime Bay Mews as display and/or repurposed retail units.

4.4.4 Improve Sitkum Park as a community green space and landmark, and integrate it with the Rail Trail to ensure the safety of all transportation modes.

4.4.5 Provide public outdoor passages between buildings B1, DA-5, and DA-4 with comfortable widths.

4.4.6 Consider providing multi-stories townhouse units at street level with private entrances and patios whenever appropriate, especially along the south edge of Rail Trail.

4.4.7 Provide boulevard trees along Catherine Road and Kimta Road.



4.4.8 Provide autocourts for parkade access and loading for buildings in this district.

4.4.9 Consider site features such as repurposed train engines/cars, continuous canopies, planting, and seating area on both sides of Lime Bay Mews.

4.4.10 Consider designing Lime Bay Mews as a pedestrian and cyclist only road, with limited access for service and emergency vehicles.



Precedent: A rail car repurposed into a restaurant.

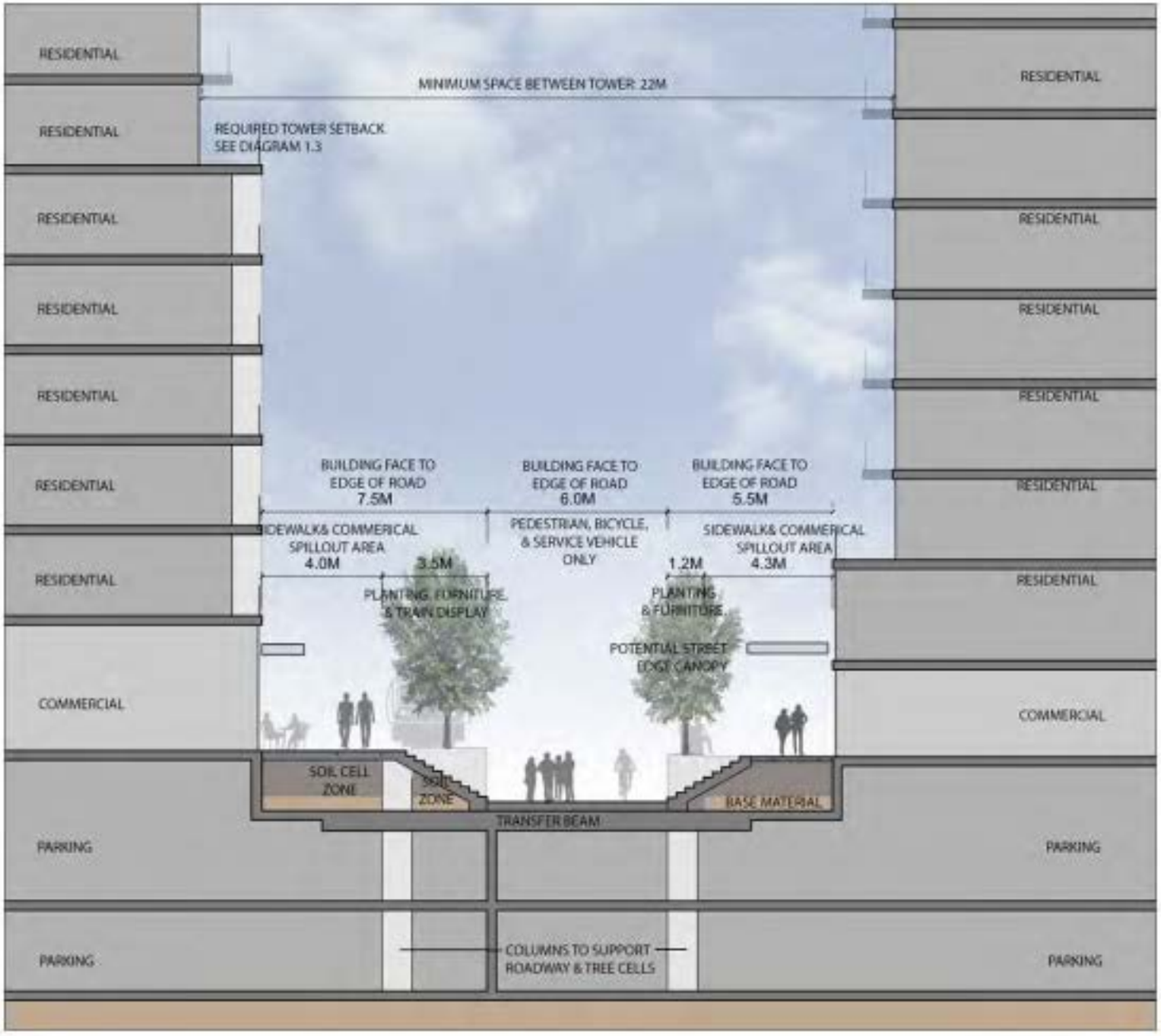


Diagram 5 Lime Bay Mews Section, between DA-4 and DA-3, looking northeast

4.5 Roundhouse Mews District

District Character

The Roundhouse Mews District reinforces a link between the existing Bayview Phase 1 and Songhees Hillside Park to Turntable Plaza. The mews is activated by a shared street and fronting residential development.

Guidelines

4.5.1 Connect Saghalie Road and the southeast edge of the site to Turntable plaza with Roundhouse Mews, with active commercial and residential use on both sides. See **Diagram 6**.

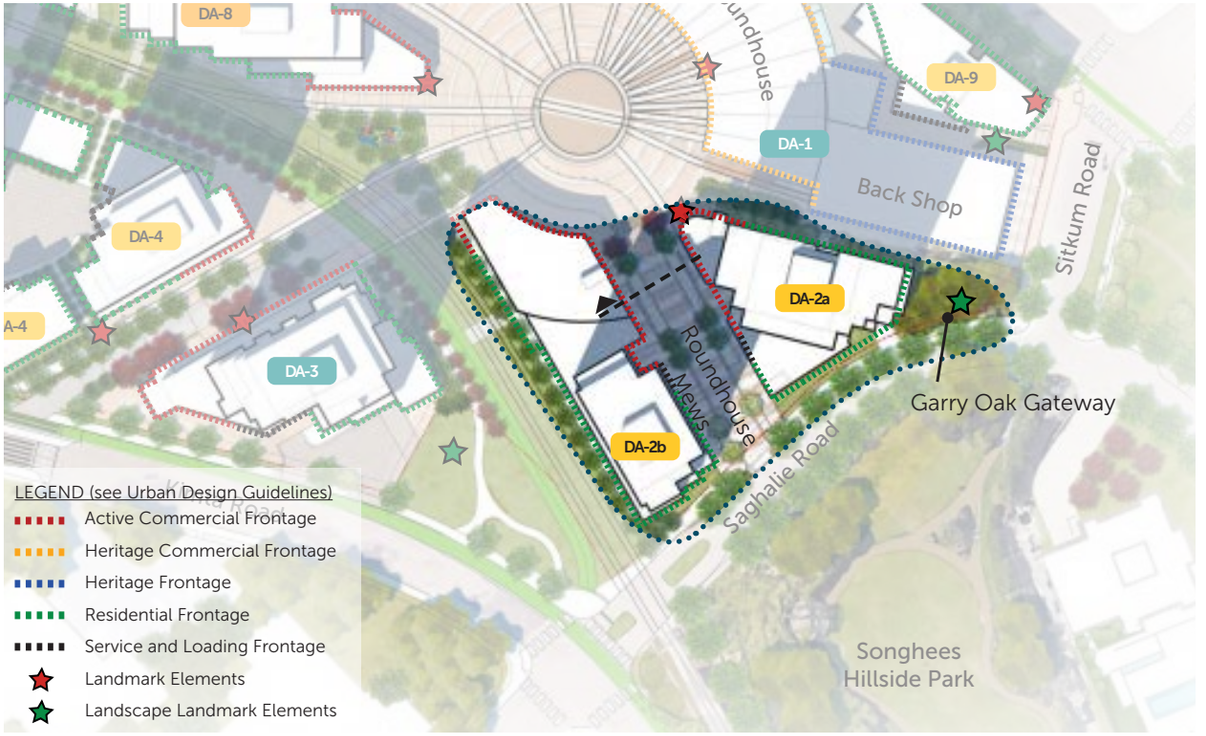
4.5.2 In Garry Oak Gateway, retain existing garry oak trees and the exposed rock, provide additional infrastructure, and make this a local landmark and public park space.

4.5.3 Provide a staircase and a direct, public alley way to link Garry Oak Gateway and the visitors coming from the east to the Turntable Plaza.

4.5.4 Activate new building facades toward the Turntable plaza.

4.5.5 Utilize traffic calming strategies and bollards in key areas on Roundhouse Mews in this district to allow all modes of transportation to travel safely, especially at the entry point from Saghalie Road.

4.5.6 Provide clear wayfinding elements and pathway from Kimta Road to connect visitors from the south to the Roundhouse Mews.







Precedents: Mews typology.

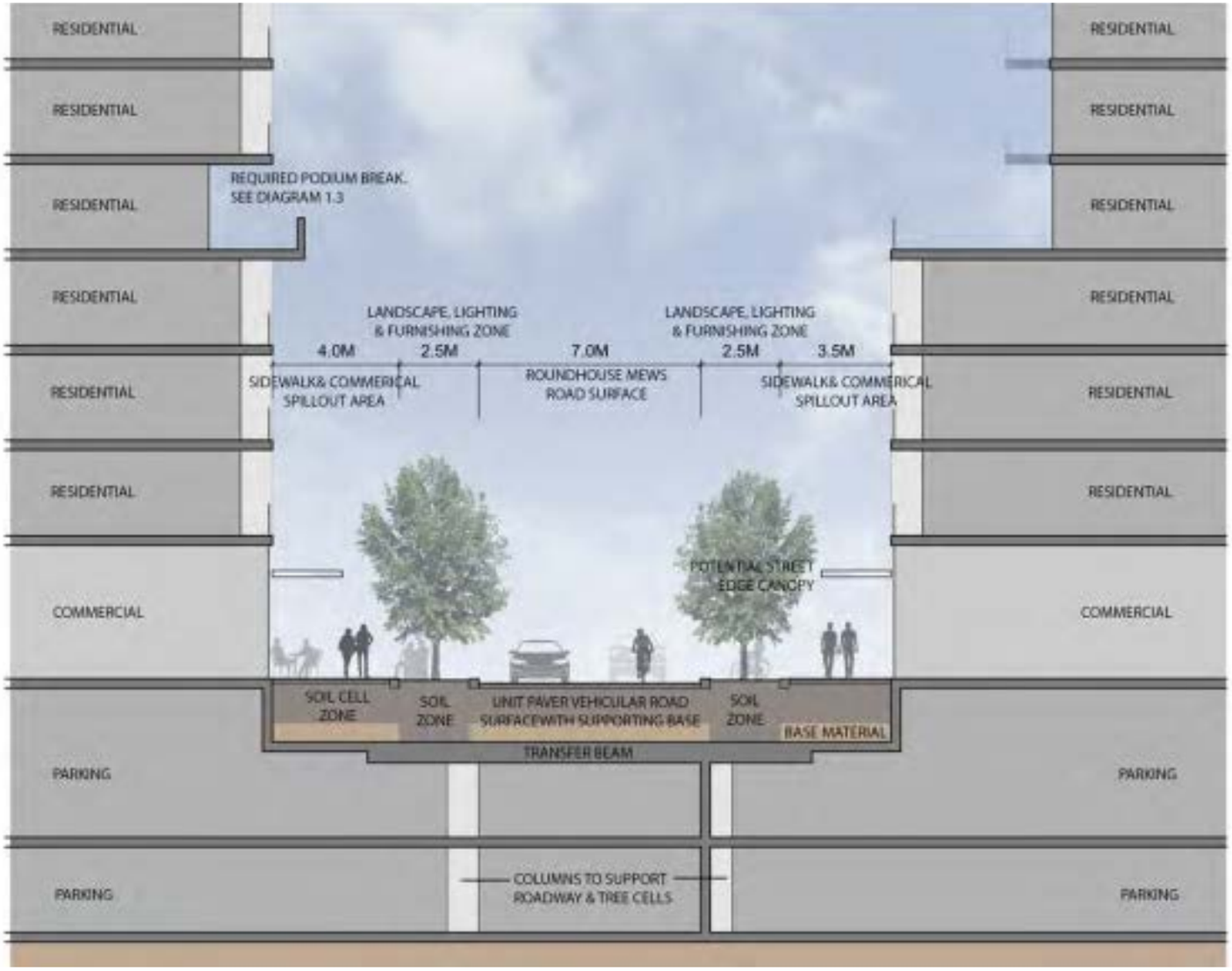


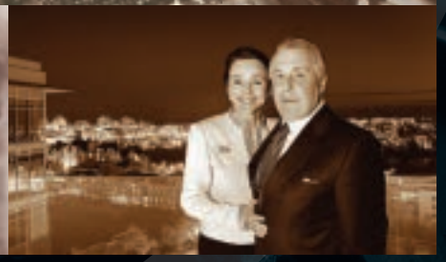
Diagram 6 Lime Bay Mews Section between DA-1a and DA-1b, looking north











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Old Town Design Guidelines

NEW BUILDINGS AND ADDITIONS TO EXISTING BUILDINGS (2025)

Victoria 2050 OCP Schedule 2H

CITY OF VICTORIA

Table of Contents

Prologue 1

1. Introduction 2
   - 1.1. The Future of Old Town 2
   - 1.2. Importance 3
   - 1.3. Street and Block Patterns 4
   - 1.4. Courtyards, Alleyways and Squares 5
   - 1.5. Traditional Architecture and Urbanism 6

2. Old Town Context 8
   - 2.1. Statement of Significance – Old Commercial District 9
   - 2.2. Character Defining Elements – Old Commercial District 10
   - Old Town – Character Defining Building Elements 11
   - 2.3. Statement of Significance – Chinatown 12
   - 2.4. Character Defining Elements – Chinatown 12
   - 2.5. Statement of Significance – Waterfront 13
   - 2.6. Character Defining Elements – Waterfront 13

3. How to Use the Guidelines 14
   - 3.1. Design Guideline Structure 14
   - Sample Design Guideline Structure 15

4. Design Principles 16

5. Design Guidelines for New Buildings and Additions 17
   - 5.1. Building Mass, Scale and Siting 17
   - 5.2. Street Rhythm 19
   - 5.3. Facade Composition 21
   - 5.4. Relationship to Street and Open Space 23
   - 5.5. Materials and Finishes 27
   - 5.6. Liveability 29
   - 5.7. Off-Street Parking 31



6. Design Guidelines for Rooftop Additions on Heritage Buildings 32
   - 6.1. Meaningful Conservation and Enhancement 33
   - 6.2. Compatibility 34
   - 6.3. Hierarchy 35
   - 6.4. Distinguishability 36

7. Additional Considerations for Minor Alterations to Existing Buildings 37
   - 7.1. Exterior Alterations 37



Government Street between Bastion and Fort Street, Victoria, BC, 1903 (City of Victoria Archives, Image M07056)

Prologue

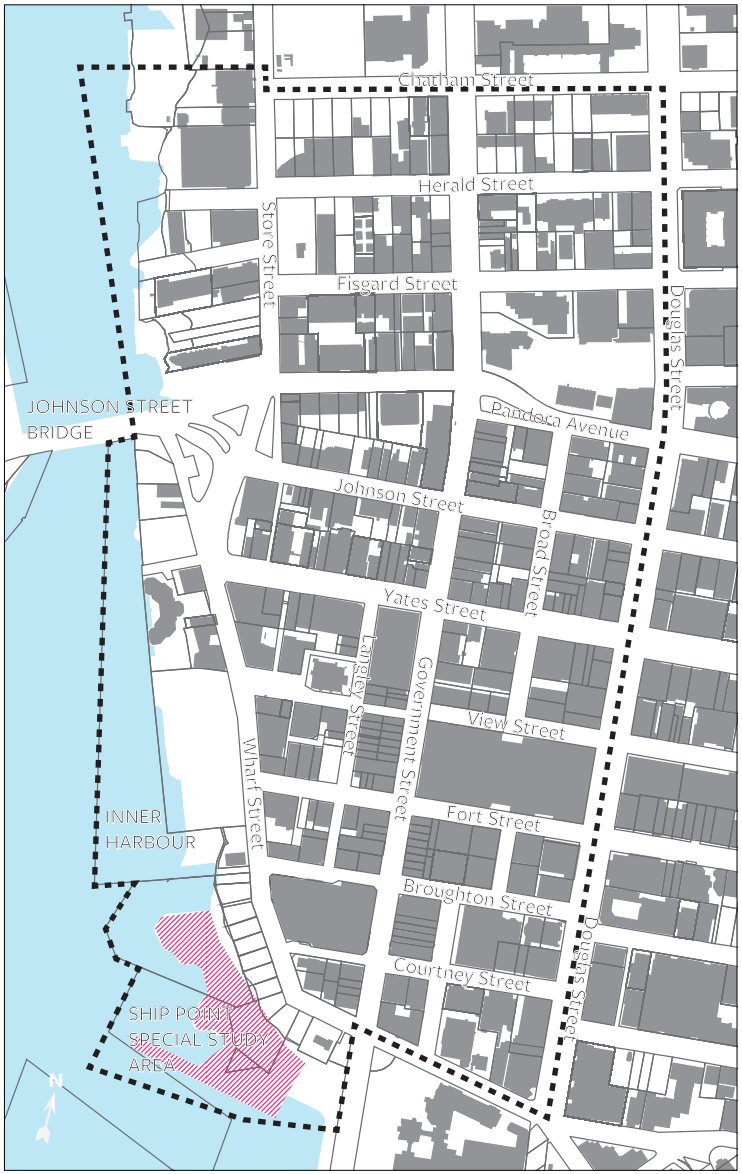
The *Old Town Design Guidelines for New Buildings and Additions to Existing Buildings (2025)* promotes the long term stability of Old Town by encouraging contextually sensitive new buildings and additions. We are stewards rather than curators of the historic environment, which means that new development and new urban spaces will inevitably reflect modern technology and new ways of working, living and playing. This document promotes architecture and design that embodies our modern age, while simultaneously reinforcing the timeless urban design and architectural principles of Old Town, which is key to achieving a "good fit".

In response to increasing development pressure in Old Town, which is a heritage conservation area, the City of Victoria reviewed and updated the original 2006 Old Town Design Guidelines for 2019 and beyond. This refreshed document builds upon the key directions and objectives from the original document while seeking to provide improved clarity and certainty through more detailed guidelines that address a broad range of design topics for new (infill) buildings and additions to existing buildings.



Janion Building (Reliance Properties/Merrick Architecture) Victoria, BC

Map 1: Old Town Boundary



1. Introduction



1.1. The Future of Old Town

Victoria is widely appreciated for its historic charm, human scale and attractive streetscapes, which locals and visitors closely associate with the historic buildings of Old Town in the heart of the city (SEE MAP 1: OLD TOWN BOUNDARY). Old Town is one of the largest heritage conservation areas in British Columbia and a place of local, provincial and national significance. The area attracts a substantial number of visitors throughout the year. Research finds that visiting historic sites is the number one activity for U.S. visitors to Victoria and the second top activity for other international visitors.[1] Collectively, tourism in Greater Victoria contributes $1.2 billion to the regional GDP every year.[2] As Victoria's main hub for tourism, retail and entertainment, the conservation of Old Town's unique character is in its long term interest.

These guidelines are a key part of the City's vision for managing change within Old Town and are an extension of the *Victoria 2050 Official Community Plan* (OCP). The OCP designates the area as a Heritage Conservation Area (HCA) and directs the majority of new growth and redevelopment to surrounding areas. Its overall objective for Old Town is to protect and revitalize the existing historic buildings and streetscapes while accommodating new development that respects and enhances the existing historic context with high quality new buildings, building additions, facade improvements and other physical changes.

These guidelines are for new buildings and additions to heritage buildings in Old Town. The preservation and restoration of heritage buildings is not covered, since it is addressed in the *Standards and Guidelines for the Conservation of Historic Places in Canada*. The design guidelines are premised on the following objectives:

- Support and enhance the unique and rich heritage context of Old Town;
- Contribute to Old Town's human scale character and strengthen the cohesiveness of the area;
- Maintain the authenticity of existing heritage buildings in Old Town by supporting distinguishable new buildings; and
- Respect the heritage values of the existing context.

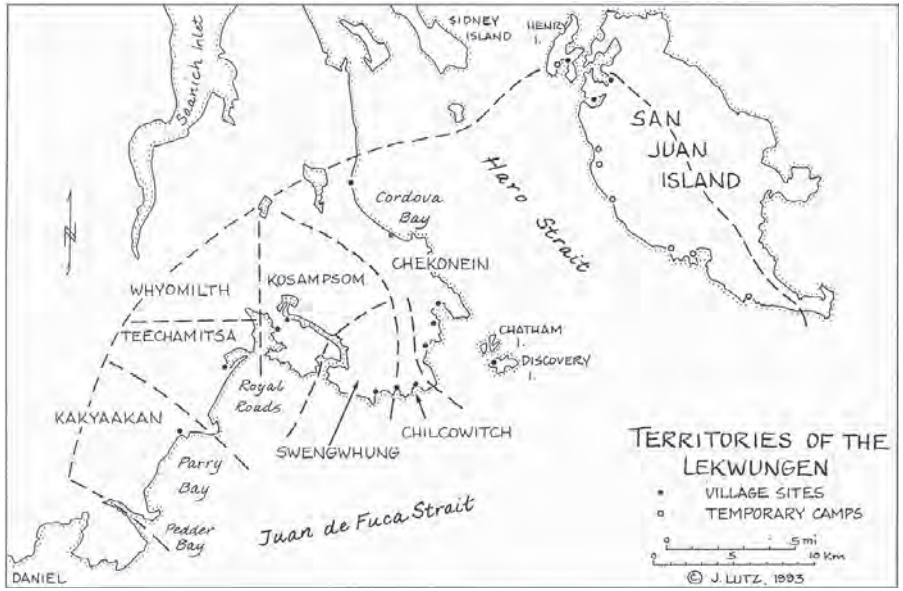
Applied to individual developments, the guidelines will help ensure that new buildings and additions to existing buildings contribute positively to and strengthen the rich heritage fabric of Old Town that is so valued by locals and visitors alike.

1 Destination British Columbia. Regional Tourism Profile. May 2017.
2 InterVISTAS. Economic Impact of Tourism in Greater Victoria, BC. Tourism Victoria, 2018.

1.2. Importance

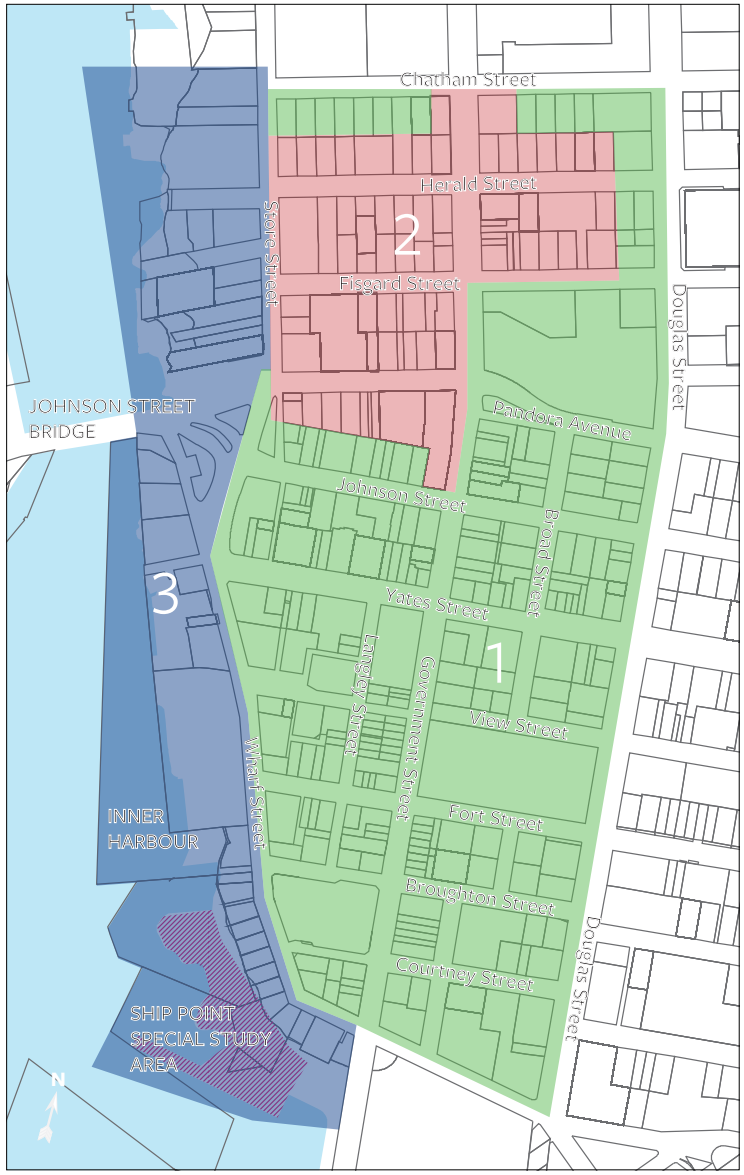
Old Town is an important part of Canadian history and is one of the largest single historic areas in the province. It was established on the homelands of the Songhees and Esquimalt First Nations, who have lived on southern Vancouver Island for thousands of years. The map below depicts the historical territories of the original six Lekwungen family groups in what is now the Capital Regional District. Within Old Town are three areas of distinct character; the Old Commercial District, Chinatown, and the Waterfront (SEE MAP 2: OLD TOWN SUB AREAS). The federal government recognized Old Town as a "National Historic Event" in 1990. A national historic event is a "defining action, episode, movement or experience in Canadian history". Parks Canada recognized the event of Old Town becoming an important port and commercial gateway that linked the Pacific Rim to the interior of British Columbia. The City of Victoria has also identified the heritage significance of many properties through inclusion in the City of Victoria Register of Heritage Properties (SEE MAP 4: OLD TOWN HERITAGE PROPERTIES).

Chinatown in Victoria is the oldest surviving Chinatown in Canada and is recognized as a National Historic Site. In addition to Chinatown, there are nine other National Historic Sites within Old Town. Decisions and actions that affect historic places must protect their commemorative integrity – that is to say, the ability of their physical presence to remind us of their profound cultural importance. New construction has the potential to strengthen, as well as to erode this integrity.



Map displays the homelands of the six Lekwungen Families (Lutz, 2020)

Map 2: Old Town Sub Areas



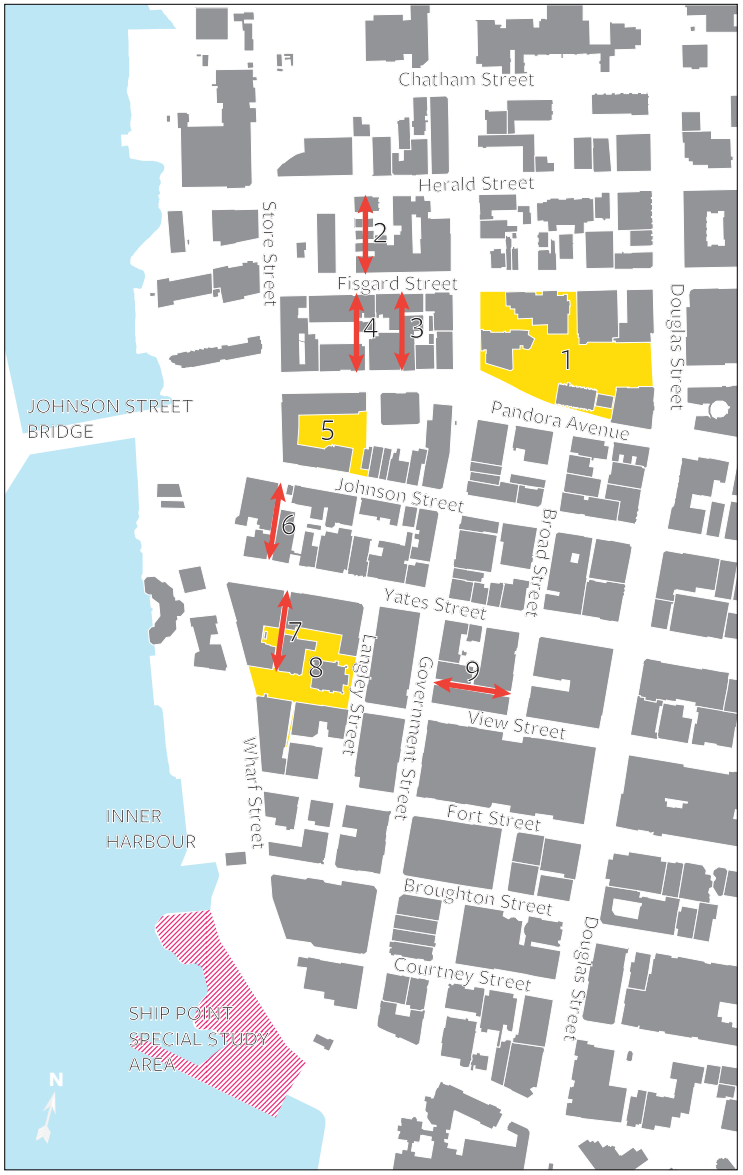
1.3. Street and Block Patterns

Hudson's Bay Company engineer and surveyor Joseph Pemberton prepared the initial town plan for Victoria by establishing a grid pattern of streets and blocks shown below in the town subdivision plan of 1863, prepared by H.O. Tiedeman. The plan shows a regular pattern of identical lots, 66ft (20m) in width. The present day street pattern of Old Town is clearly visible. Today, the original lot pattern is partially intact within the blocks bounded by Store Street, Douglas Street, Chatham Street and Herald Street. The lot pattern of other blocks has diversified, but with the exception of the Bay Centre site, there are few large sites.



1863 Subdivision Plan

Map 3: Courtyards, Squares and Alleys





Fan Tan Alley



PHOTO: JOE MABEL

Market Square



Bastion Square

1.4. Courtyards, Alleyways and Squares

A characteristic feature of Old Town is its network of pedestrian-friendly courtyards, alleyways and squares, some of which post-date the pre-WWI era (SEE MAP 3: COURTYARDS, SQUARES AND ALLEYS). The two most significant public squares in Old Town are Centennial Square and Bastion Square, constructed in the 1960s as part of an effort to revitalize downtown. Centennial Square, completed in 1966, was a pioneering effort to stimulate the revitalization of the downtown by combining conserved historic buildings with contextually appropriate modernist architecture. The re-design of Centennial Square rescued old City Hall from possible demolition and provided the template for further downtown revitalization detailed in the City's 1965 Overall Plan for Victoria. The private sector also contributed significantly to the preservation of historic buildings and public space. Developer and heritage preservation pioneer Sam Bawlf and his brother, architect Nick Bawlf, constructed Market Square in the 1970s. The development rehabilitated a full half block of heritage buildings on Pandora Avenue, Wharf Street and Johnson Street arranged around a partially enclosed courtyard with new cafes, restaurants and other retail spaces.

Chinatown features a unique network of alleys and passageways lined with doorways and window openings. Chinatown's alleys were deliberately hard to find and inaccessible to outsiders. They provided some protection for members of the Chinese community, who historically faced prejudice and racism. Fan Tan Alley and Dragon Alley are the most well known. Fan Tan Alley is the narrowest street in North America and spans between Pandora Avenue and Fisgard Street. It measures 0.9 metres (3 feet) in width at its narrowest. Its name refers to the Chinese gambling game 'Fan Tan'. Dragon Alley spans between Fisgard and Herald Street. Dragon Alley is accessed through narrow passages in a pair of buildings, one on Fisgard Street and one on Herald Street. Both buildings were constructed by Michael Hart in the late 1800s. Quan Yuen Yen and Joe Gar Chow bought the buildings in 1911 and constructed an unusual two-storey tenement building between them, designed by architect Samuel Buttrey Birds. The tenement building housed single Chinese residents. The layout of the tenement created a compact village-like labyrinth of small courtyards and light wells concealed between the larger commercial buildings, a layout that emulated town planning in older Chinese cities.

Multi-functional, pedestrian-friendly alleys are found throughout the Old Town commercial district as well (SEE MAP 3: COURTYARDS, SQUARES AND ALLEYS). Historically they functioned as service spaces, stable areas and secondary access for businesses. Trounce alley, located between Government and Broad Street was named after Thomas Trounce and contains 125 year old gaslights. Trounce constructed the alley in 1859 when the colonial administration sold off a right-of- way (now View Street) to a private owner for development. In response, Trounce opened 'Trounce Avenue' to provide an alternate means of access between Government and Broad Streets for his Broad Street properties. This increased the extent of retail frontage. Trounce Alley is framed by the Green Block, built in 1889 for Alexander Alfred Green, a banker. Trounce Alley was originally framed by a second identical building, however it was destroyed by fire and replaced by the Central building, which is six storeys in height. Waddington Alley, between Johnson Street and Yates Street, is a narrow alley paved with wood blocks. Property owner Alfred Waddington created it to access his three lots and create additional street frontage. It is lined with buildings and mostly closed to traffic.

1.5. Traditional Architecture and Urbanism

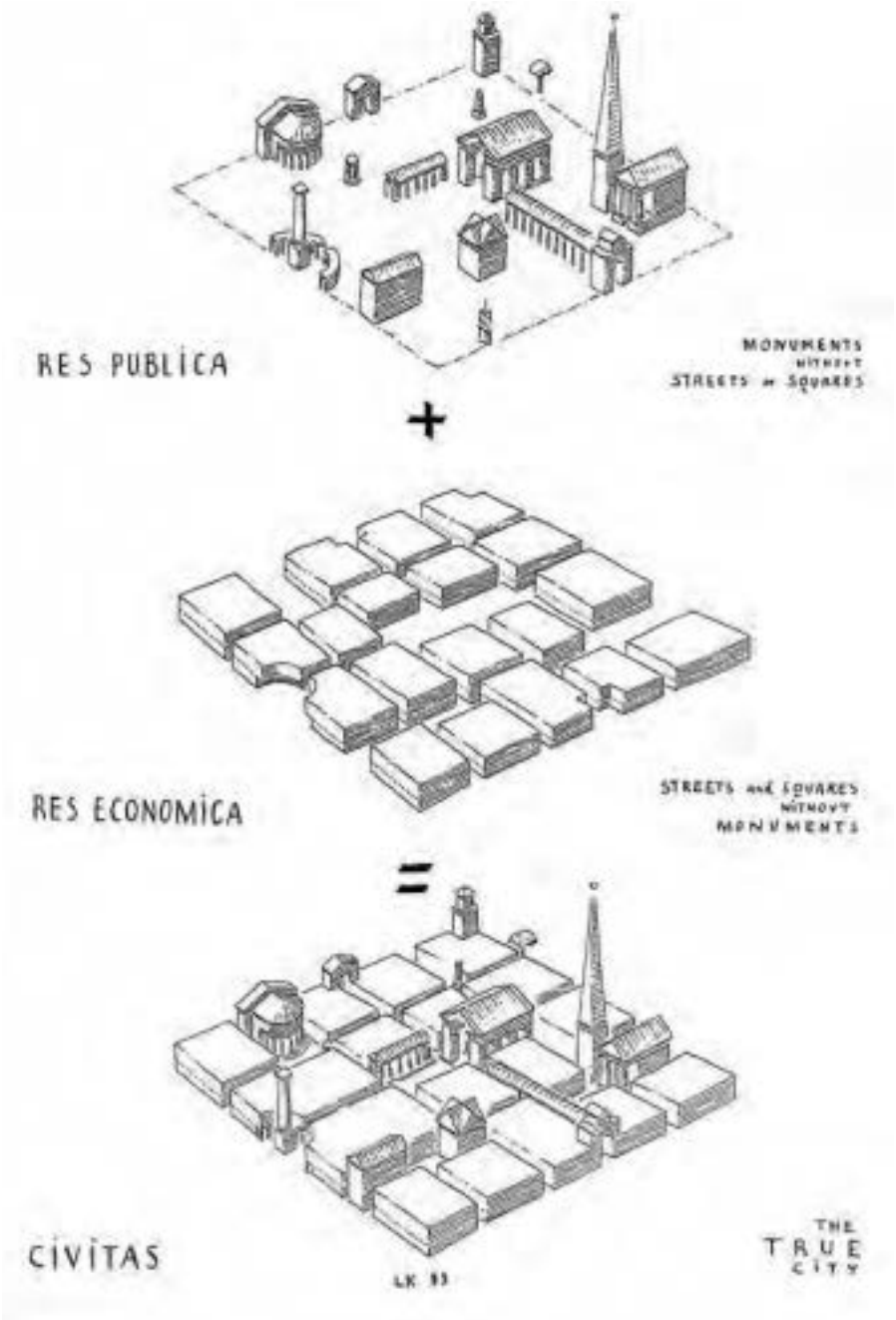
Traditional architecture is designed to a human scale, and references the proportions and geometries of the human body. This was the basis for the classical architecture of Greece and Rome, from which all subsequent western styles were derived. The traditional architecture of Old Town relies on five basic elements: order, proportion, hierarchy, balance and scale[3]. It is orderly and logical. Interior functions of a building are expressed on the exterior. Traditional architecture is well proportioned. Different individual parts of the building are carefully sized in relation to each other and the whole. Traditional architecture has a clear hierarchy of components. The most important aspects of the design are visually emphasized through size, centering, or framing with ornamentation. Traditional buildings also display balance in the weighting of visual components of the facade. Lastly, individual elements are appropriately scaled relative to one another so the design appears stable.

Traditional urban design, like traditional architecture, uses order, hierarchy and scale to help a viewer interpret and navigate the city. Institutional buildings, such as government buildings and churches, tend to occupy prominent locations, be designed to an impressive scale, and have more elaborate roof lines and designs to make them distinguishable from more commonplace buildings. Commercial and warehouse buildings tended to have flat roof lines and simpler designs that contribute to a larger cohesive urban fabric and framing of more iconic civic, cultural and institutional buildings.

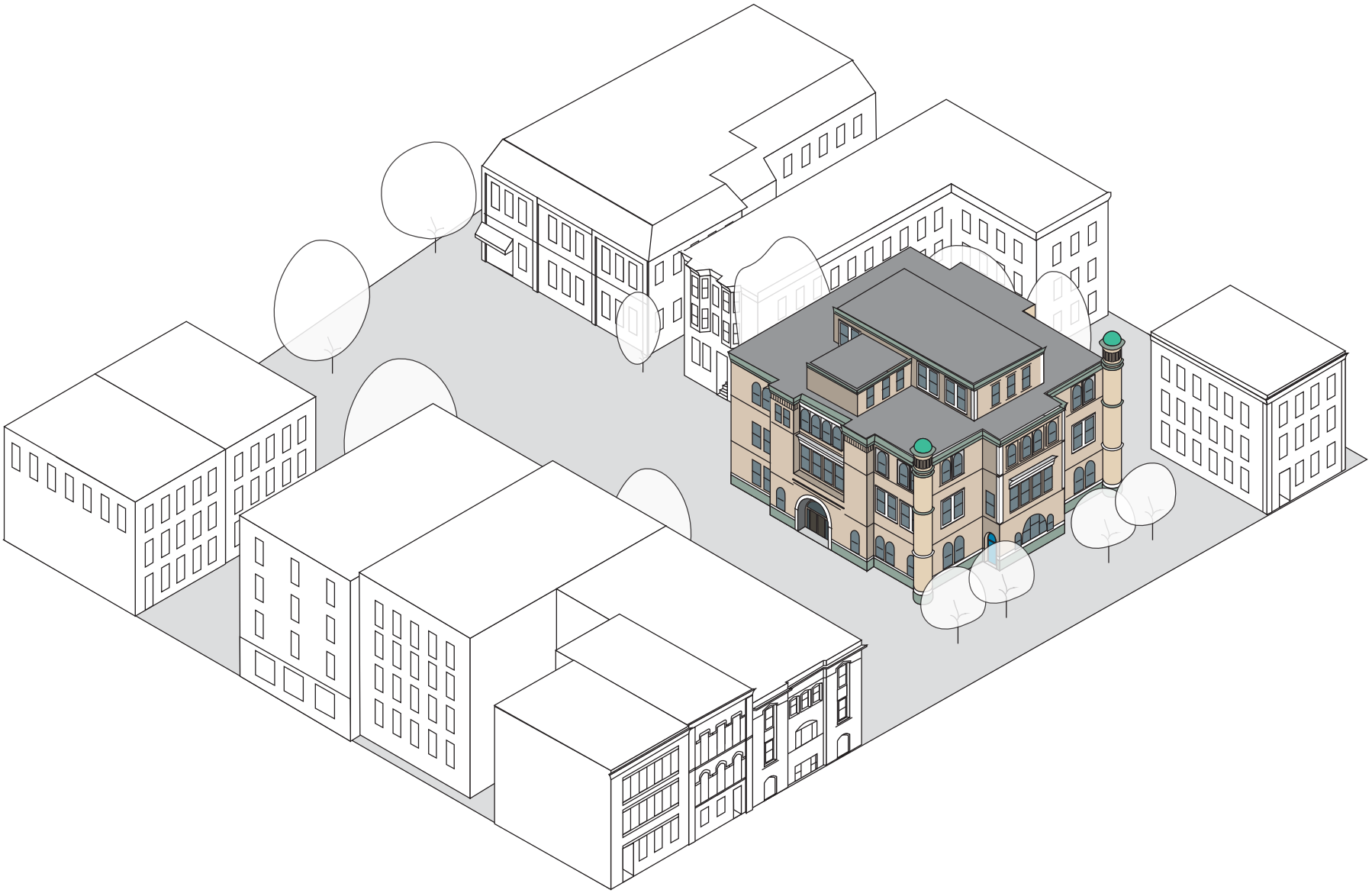
3 Cusato, Marianne & Pentreath, Ben, Get Your House Right, Sterling Publishing Co. Inc, 2007



The Old Provincial Courthouse (c. 1889) Victoria, BC



An illustration by Leon Krier depicting the vocabulary of traditional urban design



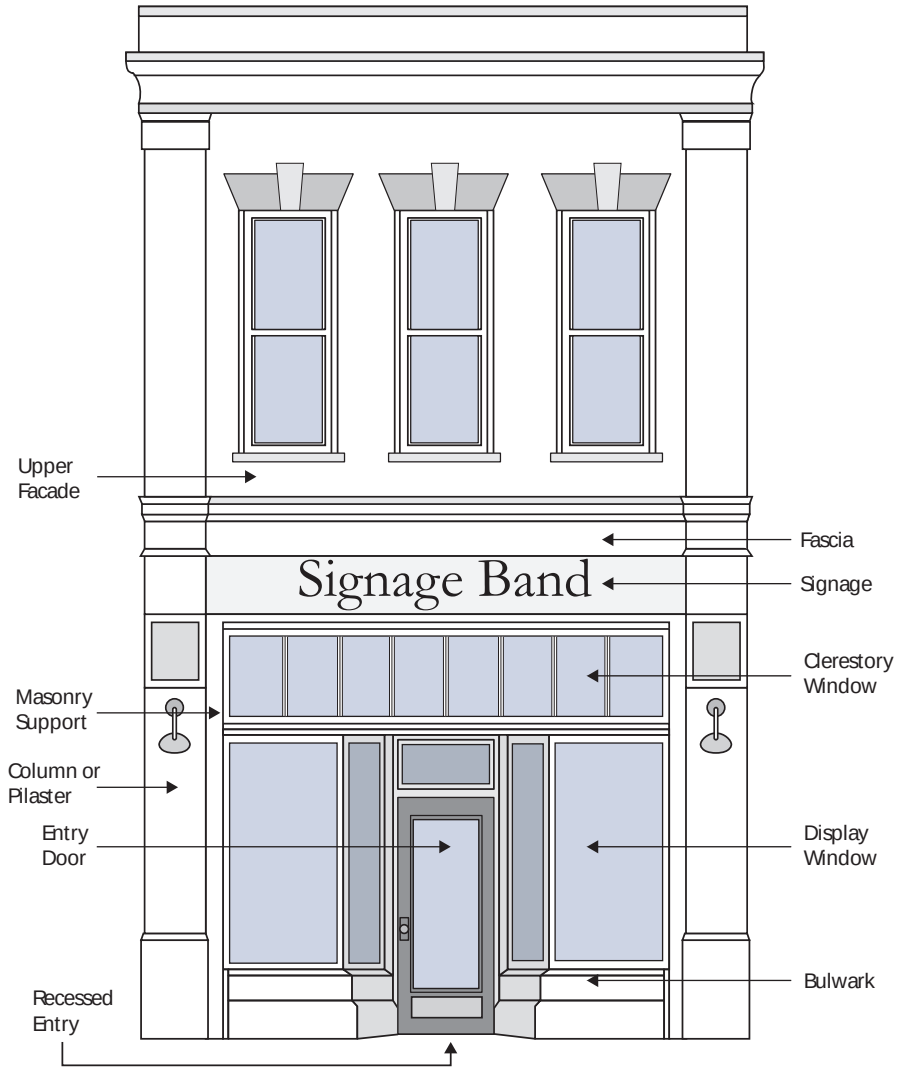
The Old Provincial Courthouse (c. 1889) in Bastion Square, designed by Herman Otto Tiedemann, was a landmark building designed to stand out from the surroundings through its four distinct facades,elaborate detailing and unique roof line punctuated by towers at the corners. The combination of a consistent and harmonious fabric of buildings punctuated by important landmarks made historic cities easier to navigate.

2. Old Town Context

The following section contains statements of significance for Old Town and its three sub-areas: The Old Commercial District, Chinatown and the Waterfront (SEE MAP 2- OLD TOWN SUB AREAS). A Statement of Significance is a summary of the historical, cultural, aesthetic, scientific or educational worth or usefulness of an historic place, whether it is an individual property or an area. It contains a description of the historic place and its key features, a summary of the area's heritage values and a list of character-defining elements. Character-defining elements are the aspects of an historic area that contribute to its heritage value and that should be retained in order to preserve this value. This document includes a statement of significance and character-defining elements for each sub area in Old Town. The guidelines in Chapter 5 should be interpreted with reference to the area's character defining elements and Statement of Significance.



Yates Street Victoria, BC



Elements of the traditional storefront

2.1. Statement of Significance – Old Commercial District

Old Town District of Victoria is significant as the historic nucleus of Canada's first Pacific port city. As a major commercial centre, area of settlement and active port prior to the First World War, the streetscapes of the Old Town District possess valuable association with the early commercial and social growth of Victoria, British Columbia, and western Canada. The location of the Old Town District – around the original site of Fort Victoria – is an important indication of the intentions of the City's first planners to take advantage of the natural geography and to make the best use of the Inner Harbour waterway.

The influence of the British Empire over colonial Victoria is evident in the conventional layout of this historic district and in its various building types. The juxtaposition of law and order (as seen in such buildings as the court house, City Hall, and bank structures) with commercial structures such as warehouses and mercantile buildings – laid out within a grid of streets, alleyways and courtyards– is significant as it reflects the British influence on western Canada and the expectation to maintain protocol throughout the Empire.

The significant architectural styles in the Old Town District embody Victoria's transformation from a gold rush boom town to a permanent port and centre of trade. The confident styles of the commercial architecture in the late nineteenth century (1870 –1900) are valuable as they represent the replacement of the business-minded Hudson's Bay Company by the American entrepreneurs of Victoria's merchant community in this period of rapid growth. This shift to centralized business endeavors in Victoria, which began in the mid-1880s when Vancouver became the terminus of the Canadian Pacific Railway and climaxed in the early twentieth century, is particularly evident in such structures as the warehouses that line Wharf Street, and the retail and wholesale buildings on Government Street.

Architectural themes in the Old Town District are valuable indications of the trends occurring in Canada before the First World War. The presence of Victorian, Italianate, Edwardian, and Commercial Style structures portrays Victoria as a modern contemporary city (as opposed to a frontier town). Vernacular design elements, such as the adaptation of metropolitan styles to accommodate local building materials and craftsmanship, combined with more traditional elements, form a significant architectural hybrid representative of Victoria as a Canadian outpost of the British Empire.

Map 4: Old Town Heritage Properties



Please Note: The Victoria Heritage Register is being updated continually. This map was based on the register in November 2018.

2.2. Character Defining Elements – Old Commercial District

The following building elements are provided as a general representation of the range of architectural features and expressions that are evident throughout Old Town and especially within the Old Commercial District in both heritage and non- heritage buildings. These character defining elements provide the basis for the related design guidelines outlined in this document:

- Classically inspired three part building facades with a clearly defined base, middle and top;
- Vertical facade expressed by use of structural bays, vertical elements and proportions, and punched openings, including upper storey double-hung windows;
- Use of high quality materials such as wood, metal, brick, natural stone and glass;
- Well crafted facade ornamentation and detailing;
- Highly transparent and articulated ground floors incorporating recessed (raked) commercial entryways with large front display windows with
- multi-panelled bulkheads (window base) and continuous transom windows;
- A continuous street wall with chamfered/splayed building corners at street intersections;
- Varied range of low to mid-scale building heights generally ranging from three to five storeys;
- Varied and attractive roof lines along each street that are accented by architectural features such as parapets and cornice lines;
- The prominent use of brick masonry construction, such as the use of arched entryways into brick buildings;
- Prefabricated structural and decorative components of exterior facades of commercial buildings such as wood brackets and tin cornices;
- The presence of pedestrian paths, mews, alleys and courtyards within and through blocks; and
- Architecturally distinctive buildings at street heads.



Lower Johnson Streetscape, Victoria, BC

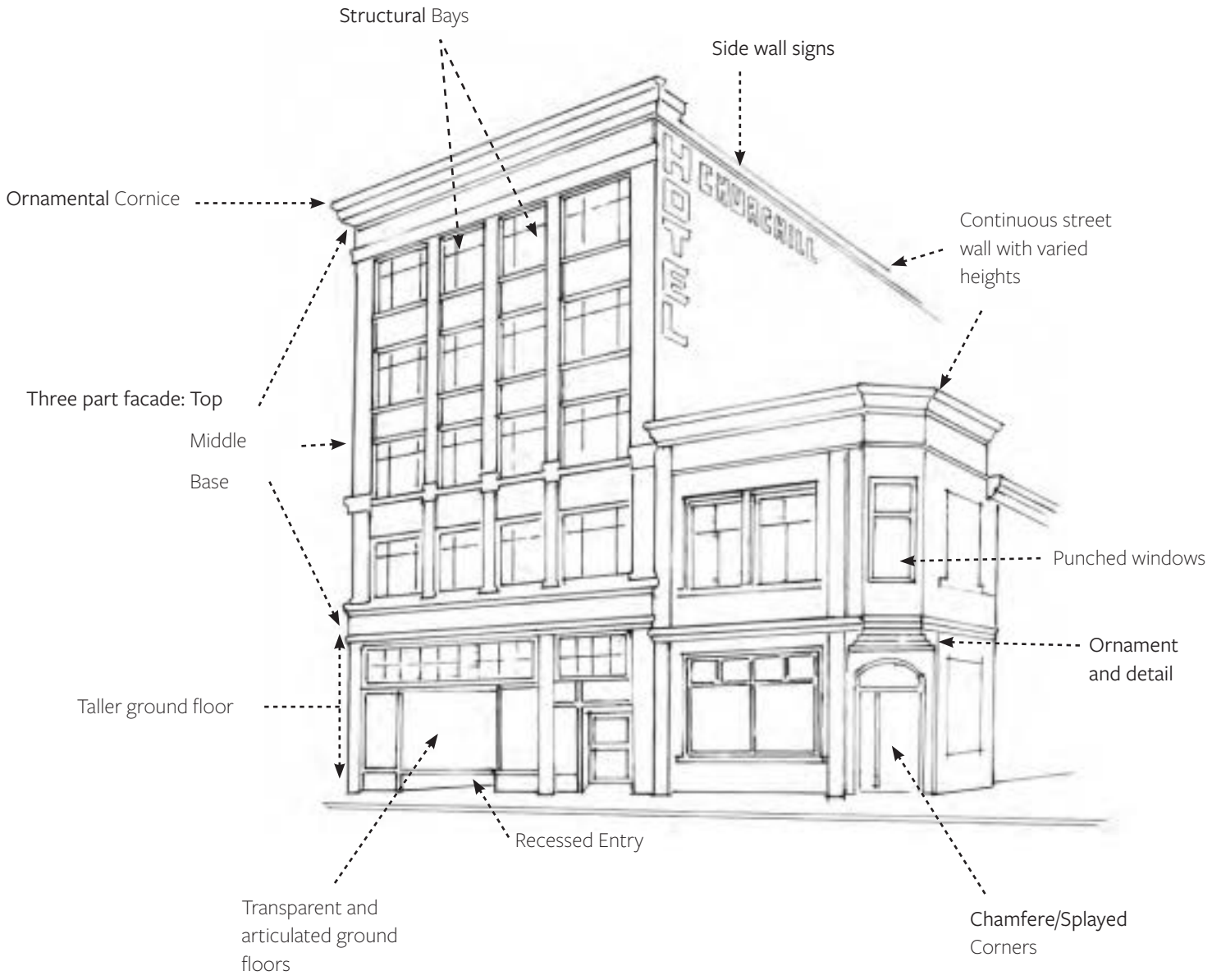
The lower Johnson streetscape displays many of Old Town's characteristics, including attractive and varied roof lines, facade ornamentation and the prevalence of brick masonry construction.



Wharf Street, Victoria, BC

A continuous row of masonry buildings along Wharf Street with varied roof lines.

Old Town – Character Defining Building Elements



2.3. Statement of Significance – Chinatown

The Government of Canada designated Victoria's Chinatown a National Historic Site because it is the oldest surviving Chinatown in Canada. It was the largest urban centre of Chinese population in Canada through the first decade of the twentieth century; it is one of a very few Chinatowns in North America to retain cohesive groupings of heritage buildings.

The heritage value of this site is embodied in the diverse collection of structures within the district, their spatial connections, and ongoing role in commercial, social and institutional activities of the Chinese Canadian community. It speaks to the fact that, for nearly three decades before the Canadian Pacific Railway was completed, Victoria was the first port of entry of most Chinese immigrants and remained an important enclave until after World War II.

2.4. Character Defining Elements – Chinatown

The Government of Canada has identified the following character defining elements as contributing to the heritage value of Chinatown as a National Historic Site:

- The plan, incorporating the standard grid of urban blocks with interconnecting interior alleyways;
- Placement of most buildings tight to the sidewalk, usually abutting one another;
- One and two-storey brick tenement buildings within the inner core area;
- The predominance of brick construction;
- Typically Italianate-inspired, rectilinear massing of two to three-storey, flat-roofed buildings, with large ground-floor shop windows, and upper floors with doorways originally opening onto balconies;
- Surviving balconies;
- Occasional use of Chinoiserie motifs including upturned eaves and tiling, and detailing such as roof ornaments, domes, prominent parapets, pressed metal cornices and flagpoles;
- More elaborate 20th-century designs as illustrated by the Chinese Public School with its square massing elaborated with decorative balcony;
- Upturned overhanging eaves with heavily worked bracketing and roof-top 'pagoda' lantern, and the Gee Tuck Tong Benevolent Association Building with recessed upper floor balcony and "cheater storey" inserted between ground and second floors; and
- Post-1900 buildings with an internal corridor accessing an inner core area; reinforcing late 20th-century buildings including the Chinatown Care Centre and the Chung Wah Mansion housing complex.



The Lee's Benevolent Association Building includes recessed balconies, a tile roof, upturned eaves and Italianate details. Victoria, BC



The Chinese Public School is a landmark with its vibrant colours, lanterns and decorative balcony. Victoria, BC



The Yen Wo Society building features a 'cheater storey' above the ground floor as well as a flagpole. Victoria, BC

2.5. Statement of Significance – Waterfront

The groups of waterside warehouses and hotels dating to the 1860s and the accompanying landscape of loading docks, retaining walls and wharves along Store Street reminds us of Victoria's role as a commercial seaport and the trans- shipping point for the material, people and supplies that built British Columbia. Coastal marine trade began with First Nations, and continued into the Gold Rush era as tea clipper tall-ships and the first steam ships created trade links with Asia via the Pacific Ocean in the second half of the nineteenth century. The commercial activities of the harbour are valued for the way they have shaped the development of the land beside the water, as are the architectural treatments of buildings and landscape that remind us of these maritime industrial origins.

2.6. Character Defining Elements – Waterfront

- Building types and spaces associated with the functions of a commercial harbour;
- Buildings over the water, vessels, float planes, buoys and marks, wharves, pontoons, piles, boat ramps, davits and ladders, hawsers, bollards, and mooring rings;
- Random rubble stonework, brick masonry, and iron shutters and doors;
- Stone and brick retaining walls;
- Buildings with an industrial aesthetic;
- Dual-aspect structures that present a commercial frontage to Wharf Street and a harbour frontage to the water;
- The rich texture of the land/water edge resulting from conditions including inter-tidal beaches, projecting structures, inundations and reclamations;
- Load-bearing masonry buildings and details and forms that accompany load-bearing masonry surrounded by subordinate lighter wood and metal structures;
- The constantly changing water's edge resulting from the movement of vessels,
- The trans-shipping of cargo and the state of the tide; and
- The glimpses of water seen between buildings, down alleyways and slips and on street axes.

The view of Old Town from the water; defined by a concentration of small scale historic buildings tiering up from the waterfront with a distinct rhythm and rich design quality.



Old Town's topography slopes upward from the water's edge, creating a layered effect of buildings. Visible in the photograph is a rubble stone wall along the shore, and some of the historic buildings on Wharf Street associated with the original commercial functions of the harbour. Victoria, BC

3. How to Use the Guidelines

The guidelines are a resource for designers, architects and property owners who are actively planning or considering a new building or addition to an existing building located within Old Town (SEE MAP 1: OLD TOWN BOUNDARY). They are also an evaluation tool for City staff and municipal decision makers reviewing proposals. The purpose of the guidelines is to clarify how to achieve the broad objectives for the Inner Harbour and Old Town sub-areas of Development Permit Area DPA 2: Downtown Core, and the Old Town sub-area of Heritage Conservation Area HCA 1: Commercial Heritage, as described within Schedule C of the OCP. It is important to note that the guidelines only apply within those portions of DPA 2 and HCA 1. Designers, architects and property owners should reference the guidelines and consider the following questions before undertaking or planning any design work related to new buildings or building additions within Old Town:

- How closely does the design adhere to the principles and intent of the guidelines?
- Where does it depart from them and why?
- Does the design respond to the statement of significance and character- defining elements for the sub-area?

3.1. Design Guideline Structure

The design guidelines provide a range of baseline guiding statements that are intended to be used together to ensure that the design of new buildings or additions to existing buildings result in built forms that are complementary to the context of Old Town and that reflect the design principles outlined in this document.

They provide detailed design intent, criteria and a rationale to guide, evaluate and support decision making on the overall form and character of new buildings and additions. Projects may also be subject to other guidelines depending on the zoning, proposed uses, location, building type and scale of project.

Each design topic is supplemented by a background statement that explains the general rationale for the respective guidelines, an intent statement that describes the overall desired outcome followed by specific design guidelines. Each design topic is also supplemented with photographs and/or illustrations that support the intent statement and that provide examples of how the design guidelines can be implemented. Design guidelines should also be considered with the related statement of significance and character-defining elements described in Chapter 2.

Applicants should clearly demonstrate compliance with all of the applicable design guidelines; however, it is also recognized that the ability to fully meet each design guideline may be influenced by land use, lot size, topography and the overall complexity of the development.



Hudson Mews (Merrick Architecture / Townline Developments) Victoria, BC

The four storey base of the Hudson Mews Development, located adjacent to Old Town, is an example of a modern building with traditional facade details such as punched windows and well defined lintels and sills.

Sample Design Guideline Structure

TOPIC

BACKGROUND

Describes the relevance of the topic to Old Town

INTENT

Describes what is to be achieved

GUIDELINES

Approaches for achieving the intent

5.3. Facade Composition

Background

Buildings in Old Town range in style from simple masonry warehouse buildings along the harbour to the more complex Victorian, Italianate and Edwardian designs of larger commercial buildings found throughout the rest of Old Town. The majority of existing heritage buildings in Old Town were constructed during the decades between 1858 and 1918. Their design generally follows a consistent format – the classically derived three part composition of base, middle and top. The base frequently consists of a storefront rich in detail and with a large amount of glazing, and defined at its upper edge by a mid-cornice or decorative band. Ground floor façades typically have high ceilings and recessed entries embellished with decorative tiles and panels. The middle is characterized by punched window openings with a vertical orientation in a relatively solid masonry upper wall and the top is defined with a simple or elaborate cornice.

Intent

To ensure that new building facades and additions incorporate proportions, elements and materials that create balance with, and relate positively to, adjacent and nearby heritage buildings.

Guidelines

5.3.1. Distinguish and define the building base, middle and top through facade articulation (projections and recesses), architectural elements or changes in proportions, and materials and finishes.

5.3.2. Ensure that facade elements such as storey levels, doors, and windows reflect a balanced proportion with respect to their placement, relative height, width and size.

5.3.3. Maintain a generally consistent building wall or build-to-line along the sidewalk edge.

5.3.4. Define the top edge of a building by a cornice line or similar articulation.

5.3.5. Generally align floor heights, mid-cornice lines, window sills and top edges with those of adjacent heritage buildings.

5.3.6. Provide varied roof lines to create visual interest along the street.

5.3.7. Incorporate repetitive structural bays with punched window openings in a vertical proportion.

5.3.8. On corner lots, consider a chamfered building edge with a doorway, opening or other architectural feature to enhance the corner location.

5.3.9. Windows and window openings should be of similar proportion, recess, and alignment to the original windows in the historic context.



Illustration of a new building using traditional, human scale design elements, proportions and materials in a contemporary expression



Historic Building – Wharf Street

Modern Building – 1215 Broad Street

ILLUSTRATIONS AND PHOTOGRAPHS

Illustrate topic intent and specific guidelines

4. Design Principles

The following design principles provide the basis for the design guidelines in Chapters 5 and 6, which seek to ensure that new buildings and additions are responsive and complementary to the existing historic character, local topography, urban design and sense of place that is evident throughout Old Town.

- Good Fit: to foster infill building designs that respect, complement and contribute positively to the historic context of Old Town while encouraging innovative, creative and timeless design solutions.
- Reinforce Existing Character: to ensure that new buildings contribute and do not detract from the established character of the area.
- Human Scale: to create visual interest and a comfortable urban environment for pedestrians by providing appropriately scaled building mass, articulating facades and incorporating a range of detailed building elements at street level.
- Cohesiveness: to ensure that new buildings have a unified architectural composition that relates well to the fronting street and reflects the internal function and use.
- Authenticity: to ensure that new buildings are distinguishable from the genuinely historic buildings of Old Town (See Standard 11, Standards and Guidelines for the Conservation of Historic Places in Canada), while being sympathetic and compatible to their proportions, mass, scale and rhythm.



PHOTO: COLIN MILLER/ERIC PIASECKI

The Emory (Morris Adjmi Architects) New York, NY

The Emory Building incorporates high quality limestone and glazed gray brick cladding along with modern sash windows and simplified cornices that reference the adjacent buildings.



PHOTO: SIMON MENGES

Selfridges Addition (David Chipperfield Architects), London, UK

This addition to the Selfridges building is clearly contemporary, and yet reinforces its context through a pattern of strong vertical elements.

5. Design Guidelines for New Buildings and Additions

5.1. Building Mass, Scale and Siting

Background

The land use policies contained in the Downtown Core Area Plan and the OTD- 1 Zone contained in Zoning Bylaw 2018 both generally limit the height of new buildings and additions in Old Town to a maximum of 15m to protect its human scale, urban form, and the layered effect of buildings rising up from the waterfront toward Douglas Street. Taller buildings are permitted in the areas surrounding Old Town. This approach is intended to create an 'Urban Amphitheatre', with a low-scale urban form along the waterfront and throughout Old Town, rising steadily eastward to a concentration of newer, higher density commercial, mixed-use and residential buildings in the Central Business District (Downtown) and the Residential Mixed Use District (Harris Green). These policies and zoning have helped maintain and reinforce the scale established by Old Town's numerous heritage buildings, 95% of which are five storeys or less in height. In addition to scale, the following guidelines state that new buildings and additions should be located at or close to the front and side property lines in keeping with the historic pattern.

Intent

To ensure the design of new buildings and additions complements the mass, scale, height and street wall pattern of nearby heritage buildings and the immediate context.

Guidelines

5.1.1. Locate and site new buildings and additions to create a continuous 'street wall edge'.

5.1.2. Design new buildings and additions to reflect the established proportions, composition and spatial organization of adjacent historic facades.

5.1.3. Design new buildings with a minimum building height of two storeys to maintain continuity of the street wall and to provide a comfortable street enclosure.

5.1.4. Include a distinct roof line in the building design, through such measures as a simplified or contemporary cornice or parapet.

5.1.5. Ensure that the main facade height of a new building does not exceed the facade height of a directly adjacent lower scale heritage building by more than three storeys to avoid drastic changes in scale along the street.

5.1.6. Vary the massing of a new building on a corner site to respond to streetscapes with different building heights and scales.



Templar Flats (Lintack Architects/Core Urban Inc. Developments) Hamilton, ON

This new building has a traditional facade whose height, window pattern and selection of materials complements the adjacent two buildings.

5.1.7. Modulate the overall horizontal and/or vertical building mass on large buildings to achieve a scale that is compatible with adjacent buildings.

5.1.8. For buildings over 30m in width, incorporate an articulated vertical break in the facade with a patio, courtyard, recessed entryway or other features to help break up the expanse of the facade.

5.1.9. Where possible, position new buildings to maintain views of historic "ghost signs" on the sidewalls of adjacent buildings.

Waterfront (Additional Guidelines)

5.1.10. Orient and scale new buildings to maintain views of the layered pattern of ascending building heights in Old Town visible from the water.

5.1.11. Buildings along the waterfront create the foreground for Old Town and nearby areas. Design new buildings to maximize views to Old

5.1.12. Town and preserve views of landmark heritage buildings including the Empress Hotel, CPR Steamship Terminal and the Malahat Building.

5.1.13. Avoid buildings with a dominant horizontal expression in favour of more compact buildings that reflect the smaller scale vertical expression of existing heritage buildings.

5.1.14. Locate and design new buildings along the waterfront to provide direct pedestrian access to the Harbour Pathway where appropriate.



92A Scollard Street (Shim Sutcliffe Architects) Toronto, ON

This contemporary red brick building in the Yorkville Hazelton Heritage Conservation District complements the low-scale character of its surroundings.



The Janion includes a waterfront patio with pedestrian access to the Harbour Pathway. Victoria, BC



The topography of Old Town gradually rises upwards from the waterfront, supporting a layering of buildings. Victoria, BC

5.2. Street Rhythm

Background

Most blocks in Old Town consist of numerous individual buildings and lots, with a rich variety of building widths and heights. This creates a distinctive rhythm and pattern for the streetscapes which supports walkability and fosters a sense of discovery. In general, heritage buildings have strong vertical and horizontal definition as well as depth and relief through projecting details that are visually interesting. They have large ground floor windows framed by pilasters or columns, and topped with transom windows. Cornices mark the ground storey and the top floor. Facades are divided into vertical bays with pilasters or buttresses that project slightly from the main wall. Windows are generally vertically proportioned, punched, aligned horizontally and accentuated at the top and bottom with sills, lintels and brickwork. Recessed entryways are located frequently along the street and there is an evident rhythm of building elements, proportions, and articulation along the street. Brackets, dentils and other architectural details are also frequently present.

Intent

To ensure new buildings incorporate vertical proportions and elements, including appropriately proportioned, spaced and recessed entryways, punched windows and use of structural bays that contribute to the established street rhythm and reflect the historic streetscape pattern.

Guidelines

5.2.1. Incorporate frequent entryways at a spacing that reflects the pattern and frequency of entryways that exist throughout the area.

5.2.2. Punctuate and emphasize entryways by incorporating recesses and a high level of design detail in the facade and ground plane.

5.2.3. Incorporate a rhythm of structural bays, windows, and features.

5.2.4. Articulate facades, especially for larger buildings, into a series of intervals, using vertically proportioned windows and bays, to reflect and fit within the established streetscape pattern and, more broadly, within the traditional 66ft (20m) lot and building width pattern that exists throughout Old Town.

5.2.5. Provide windows, doors and other architectural elements that are of a scale and proportion similar to the historic architectural pattern and that are designed to support the functional needs of existing and future businesses and residents.

5.2.6. Incorporate a variety of roof line heights into larger buildings to provide visual relief and variety of scale.



Illustrative example of a new infill building (in yellow), complementing the existing pattern, placement, spacing and proportions of windows, entries, structural bays and other architectural elements.



The Janion (Reliance Properties/Merrick Architecture) Victoria, BC

The extension to the Janion Building continues the vertical pattern of structural bays.

Waterfront

Design new buildings with a dual frontage that includes an attractive building face toward the street and water where applicable.

Ensure that new waterfront buildings and additions create a complementary foreground to Old Town by reinforcing the existing scale, pattern, articulation and architectural expression of surrounding heritage buildings that are visible from the water.

Articulate the facade facing the water into vertical intervals that reflect the window pattern and proportions of other surrounding heritage buildings that are visible from the water.



623 Fort Street (Alan Lowe Architects) Victoria, BC

The ground floor of this new building features a set of three retail spaces with centred, recessed entryways, creating a recognizable pattern along the street.



Mermaid Wharf, Victoria, BC

Mermaid Wharf has a strong relationship to the water and the adjacent waterfront uses. It is comprised of two parts, one of which reinforces the masonry character of Old Town as viewed from the water. The two-part design also helps minimize the visual effect of the massing.



PHOTO: PETER COOK

West Court Jesus College (Niall Mclaughlin Architects) Cambridge, UK

This new project displays a strong sense of rhythm through closely spaced vertical elements. The mass of the building is articulated into smaller units similar in width to the adjacent buildings.

5.3. Facade Composition

Background

Buildings in Old Town range in style from simple masonry warehouse buildings along the harbour to the more complex Victorian, Italianate and Edwardian designs of larger commercial buildings found throughout the rest of Old Town. The majority of existing heritage buildings in Old Town were constructed during the decades between 1858 and 1918. Their design generally follows a consistent format – the classically derived three part composition of base, middle and top. The base frequently consists of a storefront rich in detail and with a large amount of glazing, and defined at its upper edge by a mid-cornice or decorative band. Ground floor façades typically have high ceilings and recessed entries embellished with decorative tiles and panels. The middle is characterized by punched window openings with a vertical orientation in a relatively solid masonry upper wall and the top is defined with a simple or elaborate cornice.

Intent

To ensure that new building facades and additions incorporate proportions, elements and materials that create balance with, and relate positively to, adjacent and nearby heritage buildings.

Guidelines

5.3.1. Distinguish and define the building base, middle and top through facade articulation (projections and recesses), architectural elements or changes in proportions, and materials and finishes.

5.3.2. Ensure that facade elements such as storey levels, doors, and windows reflect a balanced proportion with respect to their placement, relative height, width and size.

5.3.3. Maintain a generally consistent building wall or build-to-line along the sidewalk edge.

5.3.4. Define the top edge of a building by a cornice line or similar articulation.

5.3.5. Generally align floor heights, mid-cornice lines, window sills and top edges with those of adjacent heritage buildings.

5.3.6. Provide varied roof lines to create visual interest along the street.

5.3.7. Incorporate repetitive structural bays with punched window openings in a vertical proportion.

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5.3.9. Windows and window openings should be of similar proportion, recess, and alignment to the original windows in the historic context.



Illustration of a new building using traditional, human scale design elements, proportions and materials in a contemporary expression



Historic Building – Wharf Street



Modern Building – 1215 Broad Street



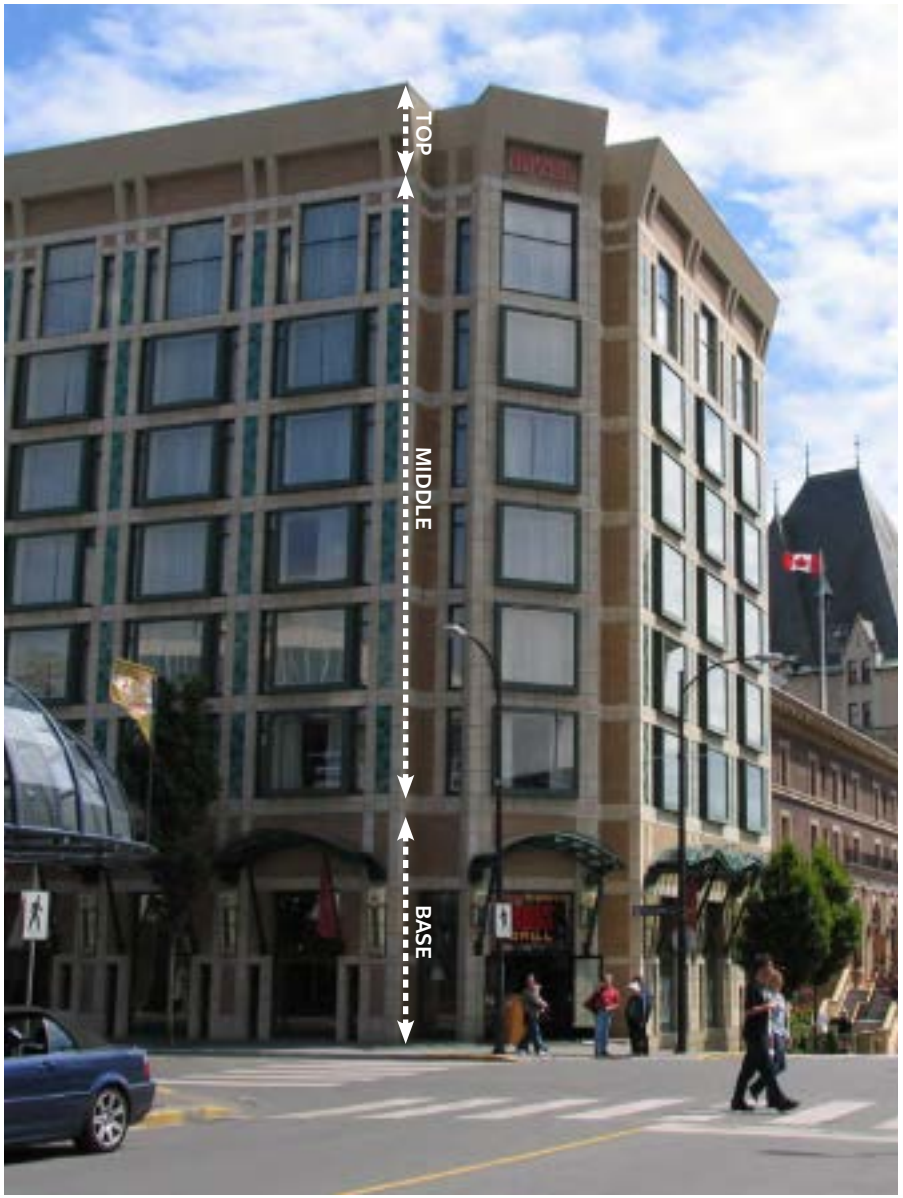
074 Lievehof (360 Architecten) Ghent, BE

This development uses the same window proportions as adjacent buildings and is massed to provide a transition in scale and a varied roofline. Windows are punched and there are window openings along both street frontages at the ground floor. The building maintains a consistent street wall.

5.3.10. Consider incorporating recessed balconies in areas where this is an historic characteristic.

5.3.11. Blank walls that face public streets and open spaces are strongly discouraged and should be avoided. Where unavoidable, blank walls should be screened or enhanced with design elements appropriate to the context.

5.3.12. Locate and screen roof top structures and mechanical equipment so that they are not visible from the public realm.



Magnolia Hotel Victoria, BC

The Magnolia Hotel in Victoria is comprised of a base storey with weather protection canopies and a tall floor-to-ceiling height, a clear middle section, and a modern cornice that demarcates the top of the building. It has a dynamic and visually interesting facade in which high quality materials like brick, stone and tile predominate.

5.4. Relationship to Street and Open Space

Background

Most historic buildings in Old Town were originally scaled, oriented and designed to support pedestrian activity within compact street blocks. Specifically, buildings were built to the property line with little or no setbacks, with richly detailed shop fronts incorporating large areas of glazing and with welcoming entryways located frequently along the street. This was to support and accommodate the high levels of pedestrian activity associated with travel by horse and carriage, and later the street car, which were the predominant forms of transportation that shaped the original use, activity and character of Old Town.

Intent

Buildings should relate positively to the fronting public street or open space by incorporating building elements and details that create visual interest, support pedestrian activity and achieve human scale.

Guidelines

5.4.1. Design shop fronts entryways with a high level of transparent glazing along the street level.

5.4.2. Incorporate recessed entryways with unique designs and finishes such as transom windows, use of trim details for windows and doors, and attractive finishing materials on entryway flooring.

5.4.3. Incorporate a minimum 4.5m ground floor height to support ground floor commercial uses.

5.4.4. Ensure that the design and finish of the underside of balconies and soffits are considered and integrated with the overall building design.

5.4.5. Vary the planes and textures of storefronts to be similar to nearby heritage buildings.

5.4.6. Design facades with architectural details and materials that create shadows and depth to achieve a three dimensional quality.

5.4.7. Integrate planned or future lighting and weather protection features to complement the building design and fenestration pattern.

5.4.8. Provide architecturally designed lighting elements that are appropriate for the use and scale of the building.

5.4.9. Use lighting to highlight building features and illuminate the public realm while avoiding over illuminating the building or projecting light into the sky or onto adjacent properties.



Chophouse Row (Graham Baba Architects) Seattle, WA

The shop fronts of Chophouse Row are highly transparent and have exterior furnishings that enliven the public realm and establish a strong connection between the interior and exterior.



Valentino Flagship Store, Daytime.

(David Chipperfield Architects) London, UK



Valentino Flagship Store, Night time illumination.

(David Chipperfield Architects) London, UK

5.4.10. Incorporate pedestrian-scale lighting along the length of the building face.

5.4.11. Control the intensity and impact of building and signage lighting through dimming and variation in colours.

5.4.12. Design and orient commercial signs so that they are scaled to pedestrians and do not overwhelm the building facade.

5.4.13. Limit commercial signage in number, location and size to reduce visual clutter and make individual signs easier to see.

5.4.14. Avoid commercial signage above the ground storey.

5.4.15. Signage should perform the simple function of identification. Overly busy signs are discouraged.

5.4.16. Buildings with a number of businesses are encouraged to use an overall sign strategy to ensure cohesion and limit visual clutter.

5.4.17. Individual exterior signage for businesses located on upper floors is strongly discouraged.

5.4.18. Preferred sign types include:

- Projecting two-dimensional or 'blade' type signs;
- Externally lit signs;
- External neon signs and small neon signs inside windows;
- Individual cut out or silhouette letter signs mounted on store fronts; and
- Restored historic sidewall signs.

5.4.19. Back-lit plastic box signs are strongly discouraged and should be avoided.

5.4.20. Where functionally appropriate, consider limiting the width of garage entries and driveways to mitigate impacts on the presence of a contiguous street wall along the public realm.

5.4.21. Locate, design and site garage entrances to minimize impacts on the pedestrian realm.

5.4.22. Ensure that any on-site loading spaces are not visually open to the sidewalk. If the loading space is on site, it should have an attractive door along the sidewalk similar to a garage opening.

5.4.23. Minimize the visual impact of security features such as movable gates or roll-down doors by insetting such features into the storefront bay opening.

5.4.24. Consider incorporating small setbacks for portions of the facade at street level to accommodate sidewalk cafes, patios and other outdoor seating areas that support animation of the street.



A series of contextually appropriate signs on Pandora Street. Victoria, BC



1310 Gladstone Avenue (Christine Lintott Architects/Fernwood NRG) Victoria, BC

This new building incorporates a modern weather protection canopy.



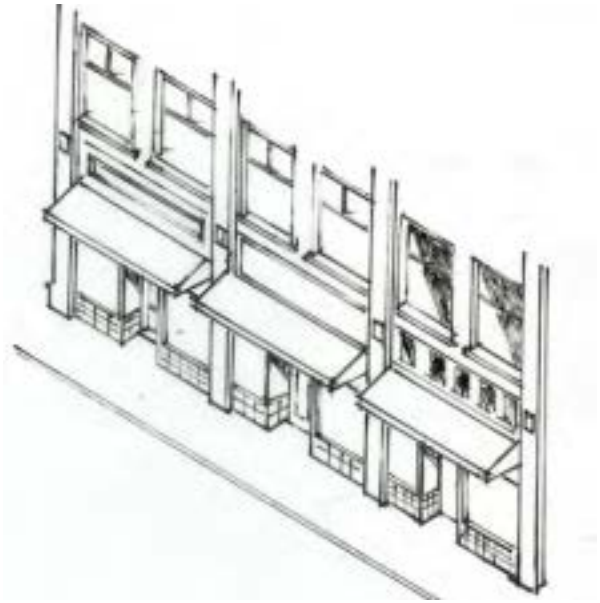
325 Henry Street (BKSK Architects) New York, NY

This roll down door is well integrated with the architecture of the building and has minimal impact on the street.



Buchanen Street, Glasgow, Scotland

This pedestrian friendly street features a mix of old and new buildings with projecting awnings and generous amounts of ground floor glazing.



Frequent entryways, large amounts of transparent glazing, recessed entries and weather protection contribute to the existing streetscape pattern and support pedestrian activity and comfort.



107-111 Greene Street (Joseph Pellombardi Architects) New York, NY

This building in the SoHo Cast Iron Historic District has a three-dimensional facade with recessed windows and projecting horizontal and vertical elements that cast deep shadows in the sunlight. The ground floor features frequent entries and abundant glazing.

Chinatown (Additional Guidelines)

5.4.25. Incorporate traditional colours such as red, green and gold in awnings, signs and architectural elements as a means of reinforcing the distinct character of the area. Avoid the use of white as a dominant colour.

5.4.26. Signs and awnings should respect the general character of the existing traditional signs and awnings.

5.4.27. Colourful signs are encouraged including the use of brightly coloured projecting neon tube signs, signs on storefront windows and front lit signs.

5.4.28. Avoid the use of flat wall signs and the use of plastic on the sign face.

5.4.29. Incorporate lettering, symbols, patterns and decorative moulding on signs that reflect and evoke the cultural significance of Chinatown.

5.4.30. Current and/or historic mid-block alley ways and courtyards should be retained in new development.

5.4.31. Incorporate traditional Chinese planting materials and landscape elements within courtyards and walkways.



The Union Building (Ciccozzi Architecture/Anthem Properties) Victoria, BC

The Union building in Chinatown includes a modern transom window with a grid pattern of muntins similar to the transom window on the Chinese Empire Reform Building and the windows of the Yen Wuo Tsung Tsin (Hakka) Society Building. The project also incorporates outdoor seating for visitors and a detailed signage band.



Chinatown, Victoria, BC

Doorways in Chinatown accentuated through colour.

5.5. Materials and Finishes

Background

Heritage buildings in Old Town used a variety of high quality materials, finishes and details, which contribute to the visual character, texture, composition and charm of the streetscape, and the area's overall legibility and identity. The choice of materials in new construction has an important influence on the compatibility with the historic character and should be carefully considered.

Intent

To ensure the use of high quality materials, colours and textures are complementary to those found in Old Town.

Guidelines

5.5.1. Incorporate high quality, durable materials into buildings, facades and additions.

5.5.2. Avoid the extensive use of highly reflective materials.

5.5.3. Use materials with textures and patterns that are visually interesting.

5.5.4. Avoid the use of paint on previously unpainted brick or masonry.

5.5.5. Consider the use of metal for any proposed balconies that face the street.

5.5.6. Use high-quality materials for canopies and awnings such as metal, wood, woven fabric, canvas or glass.

5.5.7. Use exterior materials and paint colours that reflect local heritage palettes (refer to municipal staff for specific guidance).

5.5.8. The use of spandrel and cementitious panels as a primary material is not supported





Heritage buildings in Old Town display a variety of high-quality, durable materials.



Hudson Mews (Merrick Architecture / Townline Developments) Victoria, BC

The Hudson Mews project, near the boundary of Old Town, uses contextually sensitive brick materials and durable concrete lintels and sills. Window details are aluminum rather than vinyl.

Chinatown (Additional Guidelines)

5.5.9. Use materials, colours, finishes, patterns and designs for new buildings and additions within Chinatown that are compatible with its cultural context and reinforce its values and status as a National Historic Site.

5.5.10. Consider incorporating ornamental paving within courtyards, alleyways and patios within Chinatown.

5.5.11. Incorporate balconies on residential buildings that are designed as horizontal recesses or projections to reflect the design of existing balconies in Chinatown.





The Union Building (Ciccozzi Architecture/Anthem Properties) Victoria, BC

The Union Building incorporates recessed balconies, black painted metal and Chinese inspired cultural motifs.



Glass House (MVRDV Architects) Amsterdam, NL

This project displays an innovative blend of modern glass bricks blending into brown bricks above the second storey.



Keefer Block (W.T. Leung Architects) Vancouver, BC

This project in Vancouver's Chinatown uses traditional cultural motifs and colours.

5.6. Liveability

Background

Old Town's low-rise scale means that sidewalks and streets receive abundant sunlight and have open views of the sky while accommodating a mixed use character within a rich concentration of attractive heritage buildings. Old Town's compact streetscapes promote walkability and a comfortable human-scale environment, however, it is also important to ensure that new buildings do not significantly impact residential liveability. The following guidelines provide a basis for considering liveability impacts and potential design solutions.

Intent

To ensure new buildings and additions maximize access to sunlight, create useable private and semi-private outdoor amenity spaces, and provide privacy for residents.

Guidelines

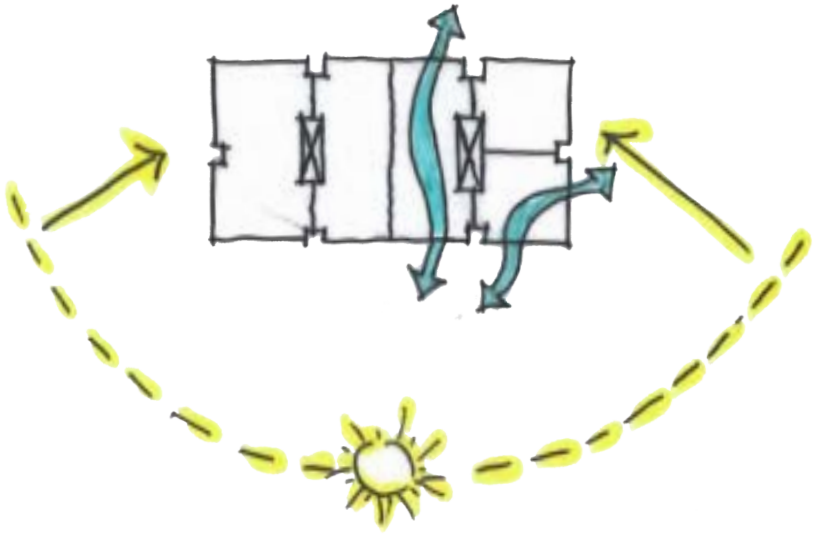
5.6.1. Stagger or offset windows and balconies from those on existing adjacent residential properties that share a side or rear property line to improve privacy and liveability.

5.6.2. Where feasible and appropriate, incorporate internal courtyards and passageways to increase sunlight access and create semi-private amenity spaces.

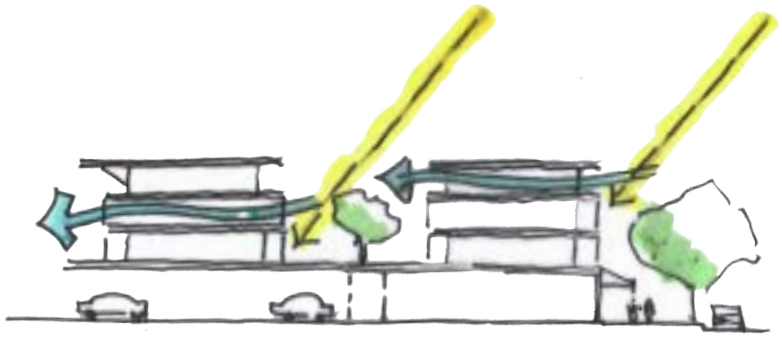
5.6.3. Provide residential dwelling units with direct access to private and semi-private open space such as recessed balconies, courtyards or terraces.

5.6.4. Limit the use of exterior hallways and exterior staircases as a means of mitigating the appearance of large building mass and bulk when viewed from the fronting street.

5.6.5. Where a new building or addition includes an exterior hallway or exterior staircase, ensure that they are designed to complement and integrate with the overall building design, the design character of the overall streetscape and not appear purely as a functional component of the building when viewed from the adjacent street.



Providing windows and other openings on multiple frontages helps to improve air circulation and sunlight access.



Courtyard buildings enable improved air circulation and sunlight access.



Union Building (Anthem Properties) Victoria BC

The Union Building in Victoria includes a courtyard and garden space that provides significant separation between residential units.



Lum Sam & Lee Chong Building (Le Fevre & Company) Victoria, BC

This rehabilitated inner courtyard of the includes well integrated modern staircases and detailing.



Hudson Mews (Merrick Architecture / Townline Developments) Victoria, BC

Exterior staircases should be designed to complement the building they are part of.

5.6.6. Where an exterior hallway or exterior staircase faces directly toward an adjacent residential property, mitigate any impacts from overlook, privacy, noise and light on the adjacent property through strategies such as: architectural screening, light shielding, increased setbacks and the location and siting of these building elements.

5.6.7. Where at-grade space is limited, common open amenity spaces are encouraged on roof tops and upper terraces.

5.6.8. The residential portion of buildings should be designed to receive daylight and natural ventilation from at least two sides of a building (dual aspect units either front or back, or on two sides for corner units).

5.6.9. Provide sound attenuation for rooftop mechanical units.



PHOTO: RUSS HEINL

1315 –1317 Waddington Alley (Le Fevre & Company) Victoria, BC

The rehabilitation of the Morley Soda Factory included an internal courtyard feature.

5.7. Off-Street Parking

Background

It is important that the location and design of parking areas as part of new development not create negative impacts on the public realm or alter the compact character of Old Town.

Intent

To minimize the impact of off-street motor vehicle parking by locating it underground, and away from the active pedestrian street frontage.

Guidelines

5.7.1. Locate off-street motor vehicle parking below grade and/or within a building. Off-street surface parking should not be visible from fronting streets and open spaces.

5.7.2. Any vehicle entrance and its associated components (doorways, ramps, etc.) should be architecturally integrated into the building so as to minimize its exposure. In particular, recess and enclose entryways and avoid ramps located directly off the street.

5.7.3. Use high quality materials for parking entrance gates and doors, attractive lighting and low-level landscaping along the street frontage.

5.7.4. Locate parking entrances next to service and utility areas to avoid multiple vehicle access driveways and entrances along the street frontage.

5.7.5. Ensure that the parking entrance does not dominate the building facade and significantly interrupt the provision of a contiguous street wall.

5.7.6. A variance for off-street bicycle or motor vehicle parking may be considered where providing such parking would negatively impact the streetscape.

5.7.7. A variance for locating short term bicycle parking on the adjacent public right of way may be considered where it cannot be accommodated on private property, provided it does not impede pedestrian movement.

5.7.8. Ensure that off-street parking does not negatively impact or prevent the full conservation of heritage buildings.



The Janion parking garage entry is narrow at the street and set back from the conserved facade of the heritage building.



2 North Moore Street (Turrett Collaborative Architecture) New York, NY Garage entry with high quality materials.

6. Design Guidelines for Rooftop Additions on Heritage Buildings

There are a variety of rooftop additions to heritage buildings throughout Old Town, many of which were built to accommodate residential units as part of the comprehensive physical rehabilitation and seismic upgrading of an existing heritage building.

The small size of some additions, or their positioning away from visible elevations of the historic building make them nearly invisible to pedestrians. When a new addition is imperceptible from the street, a viewer perceives the historic building as its architect intended. More importantly a viewer can appreciate the building's continuing relevance and functionality. Other additions are inevitably conspicuous and visibly change the scale and appearance of an historic building. Needs evolve, and sometimes those needs dictate more visible change. Conspicuous additions establish a relationship between historic and contemporary styles of design, which reflect the different priorities of their time. The most successful additions conserve a historic building's character-defining elements and in their design visibly display a consideration for them.

The Standards and Guidelines for the Conservation of Historic Places in Canada classify new additions as a form of rehabilitation, which is one of three conservation approaches described. Unlike preservation, which is the protection and maintenance of an historic place, or restoration, which returns an historic place to its original appearance, rehabilitation involves making strategic alterations to an historic place, usually as a result of a change in use or increase in density. A change in use or density can be an important catalyst for the restoration of missing features, which many buildings in Old Town could benefit from.

Overall, the Old Town Design Guidelines advocate for a minimal intervention approach to rehabilitation projects. If possible, new additions should be avoided, and only pursued once other less invasive options for accommodating new functions are ruled out.

The following guidelines for rooftop additions to heritage buildings are derived from the Standards and Guidelines for the Conservation of Historic Places in Canada and U.S. National Parks Service Preservation Brief #14.



PHOTO: STEVE BARBER

The Monaco (Moore Paterson Architects) Victoria, BC

6.1. Meaningful Conservation and Enhancement

Background

Many buildings throughout Old Town have been altered over time, especially storefronts. Adding a rooftop addition to a heritage building is often an opportunity to meaningfully conserve and enhance a heritage building through restoration of missing features and the maintenance of existing features. Applicants and design professionals should inquire with the City about original building permit plans and historic photos to use as the basis for an accurate restoration. An addition should meaningfully conserve the historic building to the greatest extent possible, including the side and rear walls. Conservation of original materials in publicly accessible ground-floor interior spaces is encouraged.

Intent

Use new rooftop additions as an opportunity to meaningfully conserve and enhance the heritage character of the historic building.

Guidelines

6.1.1. Integrate new rooftop additions sensitively to enable conservation of the entire historic building along with its original window openings and interior configurations to the greatest extent possible.

6.1.2. Conserve and reuse original materials within publicly accessible, ground floor interior spaces.

6.1.3. Combine the design of a new rooftop addition with the enhancement of the historic building through the restoration of missing original building features and the maintenance of existing features.



1312 Government Street (Le Fevre & Company) Victoria, BC

In 2014 Le Fevre & Company constructed a one storey addition to the former New England Hotel, which enabled the restoration of the building exterior and conservation and reuse of some original interior elements like this original masonry interior wall.



1312 Government Street (Le Fevre & Company) Victoria, BC

The rooftop addition is not visible from the street.



1312 Government Street (Le Fevre & Company) Victoria, BC

The rooftop addition is concealed behind the parapet.

6.2. Compatibility

Background

Heritage buildings are generally recognized as significant, non-renewable cultural resources, which differentiates them from other buildings. The design of new additions should consider the unique aesthetic characteristics of the historic place and be designed with a high level of care and quality to reflect the irreplaceable value of the historic place they are part of.

Intent

Make new rooftop additions physically and visually compatible with the historic building.

Guidelines

6.2.1. Minimize the detailing of rooftop additions and consider using a subdued colour scheme in the same family as the dominant colour of the historic building.

6.2.2. Use high quality and durable materials.

6.2.3. Design and locate balcony railings, plantings, mechanical equipment, furniture or any other structures associated with a new addition so that they are minimally visible when viewed from the adjacent street.



PHOTO: JONATHAN WALLEN

21-27 Ninth Avenue (BKSK Architects) New York, NY

This rooftop addition in NYC is designed to an appropriate scale and is articulated into three volumes to match the three separate storefront units below.



PHOTO: RAEF GROHNE

The Hudson addition (Townline/Merrick Architecture) Victoria, BC

The rooftop addition of the Hudson is compatible in colour and materials and is minimally visible from the street because of the significant setbacks used.



The rooftop addition to 21-27 Ninth Avenue features simple detailing and complementary modern materials like COR-TEN steel.



The rooftop addition, associated railings and equipment of 21-27 Ninth Avenue are not visible from close range.

6.3. Hierarchy

Background

A new rooftop addition should not compete with a historic building in size, scale or design, and should maintain the visual significance of the historic building within the streetscape. An addition that radically exceeds the size and scale of a historic building, or has a visually dominant design undermines the heritage value of the building and district. Old Town has a uniquely cohesive historic character that new additions should respect. In a heritage conservation area, the success of an addition will be measured by its compatibility both with the building itself and the district as a whole. A rooftop addition that is subordinate to an individual historic building will be subordinate to the district by extension.

Intent

Make new rooftop additions subordinate to the historic building.

Guidelines

6.3.1. Rooftop additions should be physically smaller in scale than the building they are connected to.

6.3.2. Rooftop additions should be stepped back from the facade of the building that faces a street in order to reduce the impact of the additional building mass on the public street, improve sunlight access on the public street and better distinguish the form and scale of the original heritage building.

6.3.3. Use a less dominant colour or lighter shade of colour to reinforce the hierarchical relationship between the two buildings.



Superior Officers Council (BKSK Architects) New York, NY

The rooftop addition to 40 Peck Street is physically smaller than the historic building and uses simple detailing.

6.4. Distinguishability

Background

The importance of distinguishing new construction from a conserved historic building is a key concept in both the Standards and Guidelines for the Conservation of Historic Places in Canada and the US National Parks Service Technical Preservation Brief #14. Standard 11 of the Standards and Guidelines for the Conservation of Historic Places in Canada defines "distinguishable" as a balance between "mere imitation of the existing form and pointed contrast". US National Parks Service Technical Preservation Brief #14 states that a modern addition should be "readily distinguishable from the older work" and not "replicative". Accordingly, the Old Town Design Guidelines discourage additions that imitate the building they are connected to. A viewer should be able to tell where an historic building ends and a new addition begins, so that there is no confusion over the original appearance of the historic place. New rooftop additions should be designed to modern standards, however still demonstrate consideration for the historic building in scale, proportion, materials and colour.

Intent

Make new rooftop additions distinguishable from the historic building.

Guidelines

6.4.1. Design new rooftop additions with contemporary materials and finishes.

6.4.2. Use a slightly different ratio of solid to transparent materials than the historic building.

6.4.3. Incorporate setbacks from street-facing elevations to maintain the distinction between old and new construction.



Photo: Koen Van Damm

KI Residences (Vincent Van Duysen Architect) Ghent, BE

This small scale addition is setback from the front facade and the upper storey is enclosed in a sloped roof angled away from the front facade of the building. The roof is finished in natural stone in a neutral colour.

7. Additional Considerations for Minor Alterations to Existing Buildings

7.1. Exterior Alterations

Intent

To provide guidance for minor exterior alterations to existing buildings within Old Town that have an impact on the character-defining elements of the area and building.

Guidelines

7.1.1. Exterior signage should be designed and located to have a minimal impact on the architectural features of the facade.

7.1.2. Signage should be small and simple, with the primary purpose of identification without causing confusion.

7.1.3. Preferred signage materials are natural, particularly wood and metal.

7.1.4. Preferred signage types include:

- Projecting two-dimensional or 'blade' type signs;
- Externally lit signs;
- External neon signs and small neon signs inside windows;
- Individual cut out or silhouette letter signs mounted on store fronts; and
- Restored historic sidewall signs.

7.1.5. Buildings with a number of businesses are encouraged to have a comprehensive sign scheme.

7.1.6. Individual exterior signage for businesses located in upper floors is strongly discouraged to avoid clutter, confusion and obscuring or damaging historic or architectural features.

7.1.7. Awnings were historically common on many buildings in Old Town. If proposed to be reinstated, consider the following:

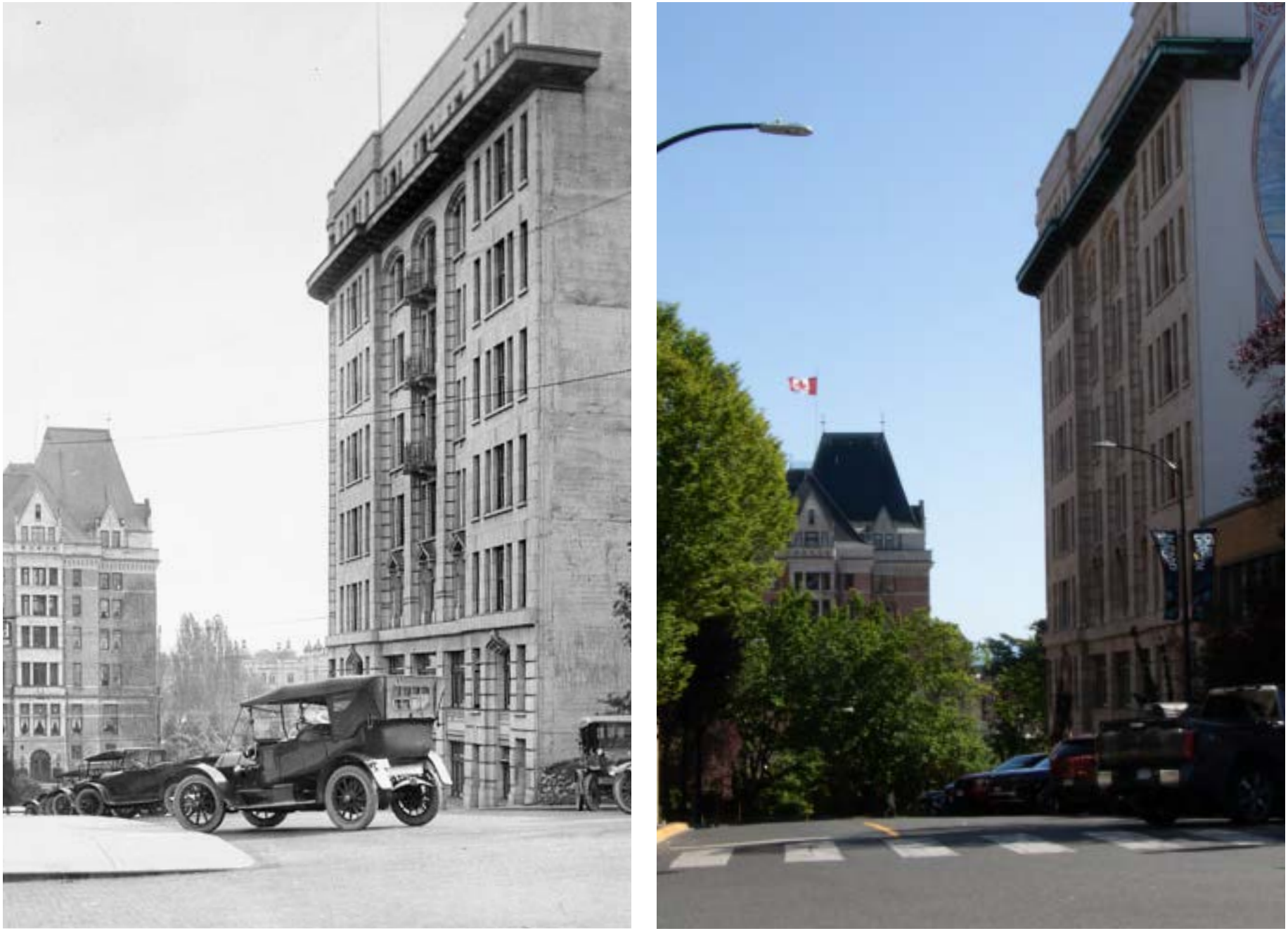
- Locating awnings so as not obscure architectural features;
- Ensuring awnings are installed high enough so as to not impact the pedestrain experience or comfort;
- Carefully considering mounting and functionality so as to avoid possible damage to the historic building; and
- Modern materials may be supportable. Materials should be high quality and durable.

7.1.8. Murals and other public art installations are generally supportable in Old Town, with the following considerations:

- Murals on heritage buildings should not be located on a primary facade or unpainted masonry;
- Murals should not fill the whole surfaces and should instead be pulled back from the edges so that the historic building creates a frame effect around the mural;
- The subject of murals and public art pieces should in some way connect to the history of the building or Old Town more generally; and
- Murals should not obscure or compete with other architectural façade elements or detailing.



A mural on the Tam Kung Temple. Victoria, BC



Gordon Street and Courtney Street looking south, Victoria, BC. Left: Photograph taken in 1903 (City of Victoria Archives, Image M08142). Right: Photograph taken in 2025.

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CITY OF VICTORIA | Sustainable Planning & Community Development

Fernwood Village Design Guidelines

Victoria 2050 OCP Schedule 2I



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Table of Contents

1. Introduction 4
    1.1 Importance 4
2. Context 6
    2.1 Statement of Significance 6
    2.2 Character Defining Elements 7
3. How to Use the Guidelines 8
4. Design Principles 9
5. Design Guidelines for New Buildings and Additions 10
    5.1 Building Form, Scale and Orientation 10
    5.2 Building to Street Interface 11
    5.3 Weather Protection, Signage and Lighting 12
    5.4 Façade Composition 13
    5.5 Materials and Finishes 14
    5.6 Universal Accessible Design and Safety 15
    5.7 Rooftop Additions 17

1. Introduction

1.1 Importance

Fernwood Village is the heart of the Fernwood neighbourhood, and a local and regional destination for arts, culture and dining. Its unique and human scaled heritage buildings and eclectic mix of restaurant patios, shops, arts and culture venues and organizations, frame and activate the public realm as a series of intimate and pedestrian oriented outdoor rooms. The renowned and iconic Belfry Theatre is a popular regional destination and neighbourhood landmark. The adjacent Fernwood Square is a popular neighbourhood gathering place and a venue for community events and festivals including the popular Fern Fest.

Fernwood, originally known as Spring Ridge, is located on the homelands of the Songhees and Esquimalt Nations, who have lived on Southern Vancouver Island for thousands of years. Their presence on and relationship with the land continues to this day. The original neighbourhood name is a reference to the springs and streams which used to mark the area, and provided the first source of drinking water for the city. The present-day name is derived from assistant colonial surveyor Benjamin Pearse's 1861 manor house and estate, which he called Fernwood. The estate, and others like it, made up the majority of the neighbourhood before being subdivided into the Fernwood of today, beginning in the 1880s. This subdivision created a mix of homes and residents, with worker's cottages located alongside grand homes.



Gladstone Avenue and Fernwood Road.

The Emmanuel Baptist Church on the corner of Fernwood and Gladstone and the terminus of the streetcar line in what is now Fernwood Square instigated the development of the Village as the centre for community life, where institutions such as the church as well as local businesses including Rennie and Taylor Bakery and Fernwood Pharmacy were all located. The church is now the Belfry Theatre, serving as a draw to the Village and an integral part of the culture and vibrancy of the diverse community. The surrounding buildings remain home to a variety of local businesses and community organizations, and the gazebo in the centre of the square serves as a common meeting point for friends attending a play or going for dinner, and even for the neighbourhood's teenagers.

Fernwood Village is made up of a cluster of well maintained, intact and regionally significant heritage buildings centred on the intersection of Fernwood Avenue and Gladstone Street. Fernwood Village is designated as a Heritage Conservation Area in the Official Community Plan, due to its value as a historic small urban village that serves as a commercial and community hub for the urban and traditional residential areas surrounding it. A number of the properties within the boundaries of the Heritage Conservation Area have been recognized by the City of Victoria as being individually significant through inclusion in the City of Victoria Register of Heritage Properties. A handful of these properties are also formally protected through heritage designation bylaws.

As the Village and the surrounding neighbourhood grow and develop, it is important to retain the character that led to the Village's designation in the first place. Well designed new construction that is sensitive to the historic character, form and scale of the Village and its surroundings has the potential to enhance what makes this place special.



Emmanuel Baptist Church, ca. 1890.

2. Context

2.1 Statement of Significance

The following section is a Statement of Significance for Fernwood Village and the immediate surrounding area.

Purpose of A Statement of Significance

A Statement of Significance is a summary of the historical, cultural, aesthetic, scientific or educational worth or usefulness of an historic place, whether it is an individual property or an area. It contains a description of the historic place and its key features, a summary of the area's heritage values and a list of character-defining elements. Character-defining elements are the aspects of an historic area that contribute to its heritage value and that should be retained in order to preserve this value. The guidelines in Chapter 5 should be interpreted with reference to the character defining elements and Statement of Significance.

Fernwood Village Statement of Significance

Fernwood Village is located on the homelands of the Songhees and Esquimalt Nations, and is the commercial and community hub for Fernwood and has been since the neighbourhood's origins. Today, Fernwood Village with the Belfry Theatre as its focal point, is also a regional destination for arts and culture. As such it has incredible social and cultural value to the neighbourhood, city and region as a whole. The orientation of the buildings centering around the square and the spire of the Belfry Theatre as a focal point and a draw into the space all foster the Village's role as a focal point for community life and public gathering. The buildings around the square host a diverse array of local businesses in ground floor commercial space with residential units above, making the Village a place where residents live and work, and come to spend their free time.

The Village also has architectural value. The commercial building styles and their positioning around the square with the church buildings as a focal point are reminiscent of village squares common throughout the United Kingdom at the end of the 19th century. The use of masonry as the primary construction material in the commercial buildings, three-part façades with a defined lower, middle and upper section, the buildings' location and orientation directly on the street frontage with no setback, and the rich and varied façades and pedestrian oriented shop fronts, all reinforce this association while contributing to a unique and cohesive village fabric.

The human scale and pedestrian orientation of the buildings further define the Village as being a place for people, and more local and community-centered in scale. The Belfry Theatre, with its bell tower, spire, and wood siding, provides contrast in form and scale to other buildings in the village, creating a prominent and distinctive village landmark and firmly locating the square in its civic and colonial context. The transition from the surrounding residential neighbourhood to the Village further underpins this context, going from predominantly wood construction one or two storey homes setback from the street to a continuous masonry street wall of commercial buildings. This sudden transition is one of the key elements that sets Fernwood Village apart from other urban villages in Victoria.

2.2 Character Defining Elements

The following building elements are provided as a general representation of the range of architectural features and expressions that are evident in Fernwood Village in both heritage and non-heritage buildings.

These character-defining elements provide the basis for the related design guidelines outlined in this document and include:

- Orientation of buildings including primary entries and façades, towards and centering on the square and branching from it.
- Sudden transition when entering the Village from primarily wood construction buildings setback from the street to a continuous street wall of masonry buildings with chamfered/splayed building corners at street intersections.
- Views of the Belfry Theatre's spire serving as a landmark, focal point and visual terminus from the North, South, East and West.
- Primary use of high-quality masonry construction, predominantly brick or with brick accents.
- Classically inspired three-part building façades with a clearly defined base, middle and top.
- Vertical façades expressed by use of vertical elements and proportions including structural bays, and punched openings, including upper storey double-hung windows.
- Highly transparent and articulated ground floors incorporating recessed (raked) commercial entryways with large front display windows with multi-panelled bulkheads (window base) and continuous transom windows.
- Well crafted façade ornamentation and detailing.
- Low-scale buildings ranging from one- to three-storeys in height.





Two-part panorama of the staff at the Rennie and Taylor Bakery, ca. 1920

3. How to Use the Guidelines

The guidelines are a resource for designers, architects and property owners who are actively planning or considering a new building or addition to an existing building located within the Fernwood Village and Development Permit Area. They are also an evaluation tool for City staff and municipal decision makers reviewing proposals. The purpose of the guidelines is to clarify how to achieve the broad objectives for the Fernwood Village heritage conservation area. Designers, architects and property owners should reference the guidelines and consider the following questions before undertaking or planning any design work related to new buildings or building additions within Fernwood Village:

- How closely does the design adhere to the principles and intent of the guidelines?
- Where does it depart from the principles and intent of the guidelines and why?
- Does the design respond to the statement of significance and character-defining elements?

Design Guideline Structure

The design guidelines provide a range of baseline guiding statements that are intended to be used together to ensure that the design of new buildings or additions to existing buildings result in built forms that are complementary to the context of Fernwood Village and that reflect the design principles outlined in this document.

They provide detailed design intent, criteria and a rationale to guide, evaluate and support decision making on the overall form and character of new buildings and additions. Projects may also be subject to other guidelines depending on the zoning, proposed uses, location, building type and scale of project.

Each design topic is supplemented by an intent statement that describes the overall desired outcome followed by specific design guidelines. Each design topic is also supplemented with photographs and/or illustrations that support the intent statement and that provide examples of how the design guidelines can be implemented. Design guidelines should also be considered with the statement of significance and character-defining elements described in Section 2.

Applicants should clearly demonstrate compliance with all of the applicable design guidelines; however, it is also recognized that the ability to fully meet each design guideline may be influenced by land use, lot size, topography and the overall complexity of the development.

4. Design Principles

The following design principles provide the basis for the design guidelines in Chapter 5, which seek to ensure that new buildings and additions are responsive and complementary to the existing historic character, local topography, urban design and sense of place that is evident throughout Fernwood Village.

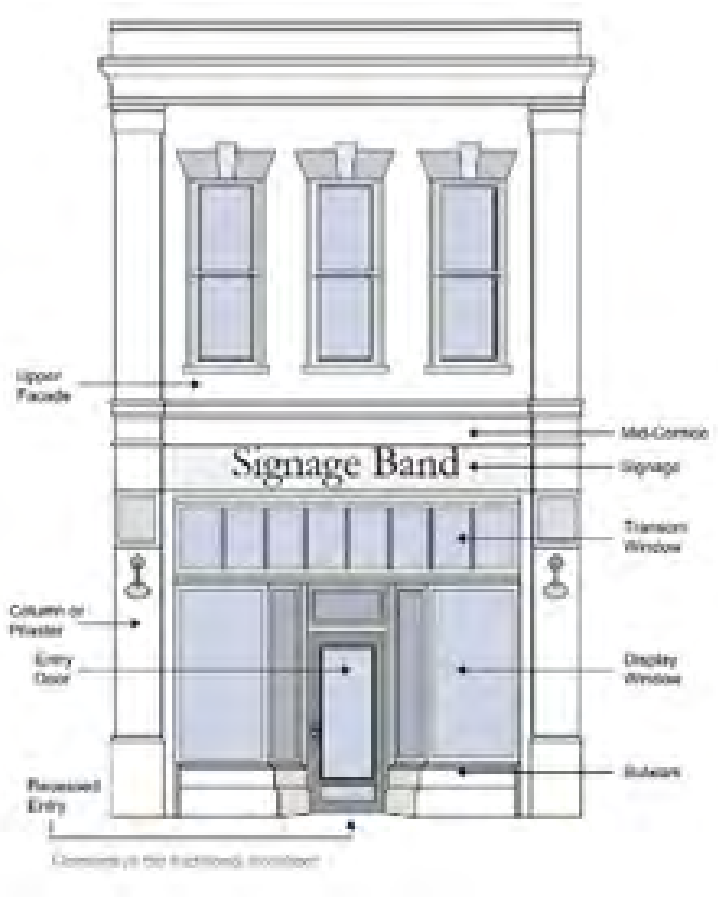
Good Fit: to foster infill building designs that respect, complement and contribute positively to the historic context of Fernwood Village while encouraging innovative, creative and timeless design solutions.

Reinforce Existing Character: to ensure that new buildings contribute and do not detract from the established character of the area.

Human Scale: to create visual interest and a comfortable environment for pedestrians by providing appropriately scaled building mass, articulating façades and incorporating a range of detailed building elements at street level.

Cohesiveness: to ensure that new buildings have a unified architectural composition that relates well to the fronting street and reflects the internal function and use.

Authenticity: to ensure that new buildings are distinguishable from the genuinely historic buildings of Fernwood Village (See Standard 11, Standards and Guidelines for the Conservation of Historic Places in Canada), while being sympathetic and compatible to their proportions, mass, scale and rhythm.



5. Design Guidelines for New Buildings and Additions



5.1 Building Form, Scale and Orientation

Intent: To ensure the design of new buildings and additions complements the form, scale, height and street wall pattern of nearby heritage buildings and the immediate context.

Guidelines

5.1.1 Within the boundary of the established Village, locate and site new buildings and additions to create a continuous 'street wall edge' consistent with the established street wall pattern. In the area directly adjacent to the established Village where new commercial and mixed use development is envisioned, locate and site new buildings and additions to achieve a minimum 4 metres from the curb to the face of building.

5.1.2 Design new buildings and additions to reflect the established proportions, composition and spatial organization of adjacent historic façades.

5.1.3 Design new buildings and additions in such a way as to preserve views of the Belfry Theatre's spire, including limiting height or utilizing stepbacks for upper storeys if necessary.

5.1.4 Include a distinct roof line in the building design, through such measures as a simplified or contemporary cornice or parapet.

5.1.5 Modulate the overall horizontal and/or vertical building mass on large buildings to reflect the pattern of structural bays, windows and entryways of adjacent heritage buildings.

5.2 Building to Street Interface

Intent: To ensure new buildings contribute to the established street rhythm and reflect the historic streetscape pattern. Buildings should relate positively to the fronting public street or open space and support pedestrian activity and achieve human scale.

Guidelines

5.2.1 For commercial and mixed-use buildings, incorporate frequent entryways at a spacing that reflects the pattern and frequency of entryways in adjacent heritage buildings.

5.2.2 Punctuate and emphasize entryways by incorporating recesses and a high level of design detail in the façade and ground plane.

5.2.3 Incorporate a rhythm of structural bays, windows, and features.

5.2.4 Articulate façades, especially for larger buildings, into a series of intervals, using vertically proportioned windows and bays, to reflect and fit within the established streetscape pattern.



Cornerstone Building, 1301-1313 Gladstone (Fernwood NRG) Victoria, BC, built 1910-11.

This historic building is a good example of many of the features listed in 5.2, including façade composition, punched windows, transparent shopfronts and recessed entries.

5.2.5 Provide windows, doors and other architectural elements that are of a scale and proportion similar to the historic architectural pattern and that are designed to support the functional needs of existing and future businesses and residents.

5.2.6 Incorporate punched windows with vertical proportions in upper storeys to reflect the general pattern of structural bays in adjacent heritage buildings.

5.2.7 Design shopfront entryways with a high level of transparent glazing along the street level.

5.2.8 Consider recessed entryways with unique designs and finishes such as transom windows, use of trim details for windows and doors, and attractive finishing materials on entryway flooring.

5.2.9 Incorporate small setbacks for portions of the façade at street level to accommodate sidewalk cafés, patios and other outdoor seating areas that support animation of the street.

5.2.10 Reflecting the existing pattern, maintain a 4m minimum ground floor height to support ground floor commercial uses.

5.2.11 Ensure that the design and finish of the underside of balconies and soffits are considered and integrated with the overall building design.

5.2.12 Vary the planes and textures of storefronts to be similar to nearby heritage buildings.

5.2.13 Design façades with architectural details and materials that create shadows and depth to achieve a three-dimensional quality.

5.3 Weather Protection, Signage and Lighting

Intent: To ensure weather protection, signage and lighting complement and enhance the fabric and proportions of the street without negative visual impact.

Guidelines

5.3.1 Integrate planned or future lighting and weather protection features to complement the building design and fenestration pattern.

5.3.2 Provide architecturally designed lighting elements that are appropriate for the use and scale of the building.

5.3.3 Use lighting to highlight building features and illuminate the public realm while avoiding over illuminating the building or projecting light into the sky or onto adjacent properties.

5.3.4 Incorporate pedestrian-scale lighting along the length of the building face.

5.3.5 Control the intensity and impact of building and signage lighting through dimming and variation in colours.



1310 Gladstone Avenue (Christine Lintott Architects/ Fernwood NRG) Victoria, BC.
The awning, signage and lighting on this new building are complimentary to the overall building design and pedestrian scaled.

5.3.6 Design and orient commercial signs so that they are scaled to pedestrians and do not overwhelm the building façade.

5.3.7 Limit commercial signage in number, location and size to reduce visual clutter and make individual signs easier to see.

5.3.8 Avoid commercial signage above the ground storey.

5.3.9 Preferred sign types for Fernwood include projecting two-dimensional or 'blade' type signs, externally lit signs, external neon signs and small neon signs inside windows, and restored historic sidewall signs.

5.3.10 Back-lit plastic box signs are strongly discouraged and should be avoided.

5.3.11 Minimize the visual impact of security features such as movable gates or roll-down doors by insetting such features into the storefront bay opening.



1308 Gladstone Ave., Victoria, BC.
The awning, signage and lighting on this historic building are complimentary to the overall building design and pedestrian scaled.

5.4 Façade Composition

Intent: To ensure that new building façades and additions create balance with, and relate positively to, adjacent and nearby heritage buildings.

Guidelines

5.4.1 Distinguish and define the building base, middle and top through façade articulation (projections and recesses), architectural elements or changes in proportions, materials, and finishes.

5.4.2 Ensure that façade elements such as storey levels, doors, and windows reflect a balanced proportion with respect to their placement, relative height, width and size.

5.4.3 Maintain a generally consistent building wall or build-to-line along the sidewalk edge with added setbacks to accommodate wider sidewalks, patio seating, and door or display zones (see guidelines 5.1.1 and 5.2.9 above).

5.4.4 Generally align floor heights, mid-cornice lines, window sills and top edges with those of adjacent heritage buildings.

5.4.5 Provide varied roof lines across different buildings to create visual interest along the street.

5.4.6 Incorporate repetitive structural bays with punched window openings in a vertical proportion.

5.4.7 On corner lots, consider a chamfered building edge or ground floor with a doorway, opening or other architectural feature to enhance the corner location. Alternatively, consider a small plaza or seating area.

5.4.8 Windows and window openings should be of similar proportion, recess, and alignment to the original windows in the historic context.

5.4.9 Blank walls that face public streets and open spaces are strongly discouraged and should be avoided. Where unavoidable, blank walls should be screened or enhanced with design elements appropriate to the context.

5.4.10 Locate and screen roof top structures and mechanical equipment so that they are not visible from the public realm.



1215 Broad Street, Victoria, BC
This new building has a defined base, middle and top, and vertical proportions.



4198 Main Street, Vancouver, BC
This new building has a defined base, middle and top, and vertically-proportioned window opening that fit a historic context.

5.5 Materials and Finishes

Intent: To ensure materials, colours and textures are complementary to those found in Fernwood Village.

Guidelines

5.5.1 Incorporate high quality, durable materials into buildings, façades and additions. Masonry construction and cladding is encouraged for commercial and mixed-use buildings within the Village.

5.5.2 Avoid the extensive use of highly reflective materials.

5.5.3 Use materials with textures and patterns that are visually interesting.

5.5.4 Avoid the use of paint on previously unpainted brick or masonry.

5.5.6 Use high-quality materials for canopies and awnings such as metal, wood, woven fabric, canvas or glass.

5.5.7 Use exterior materials and paint colours that reflect local heritage palettes (refer to municipal staff for specific guidance).



Fernwood Square

The majority of the historic buildings in Fernwood Square are masonry buildings, built with high quality materials and featuring a variety of textures and patterns.



Fernwood Village

Outside of the core village area, buildings are characterized by varied natural materials including wooden siding, posts and pillars.

5.6 Universal Accessible Design and Safety

Intent: To ensure that developments are safe and universally accessible to people of all abilities.

Guidelines

5.6.1 A high standard of accessibility in site, building and landscape design is encouraged to address the needs of all users, including people who have disabilities.

5.6.2 Disabled access should be appropriately designed and clearly visible from the main entrance, not relegated to a secondary building frontage for the sake of architectural convenience.

5.6.3 When provided, access ramps and related elements should be visually integrated with the overall building design and site plan so as to not appear disjointed from the building façade.

5.6.4 Smooth routes should be provided. Vertical disruptions along pedestrian routes should be avoided for ease of use by people with wheeled mobility devices, strollers, and bicycles.

5.6.5 Landscaping should be accessible for people with varying levels of ability and mobility.

5.6.6 Ensure accessible paths of travel between public sidewalks and pedestrian areas to common building entries.

5.6.7 Exterior accessible paths of travel should:

a. have a minimum clear width of 1.5m, to allow room for mobility devices and service animals going both ways along a path.
b. have a minimum head room clearance of 2.1m, to ensure paths are free of obstacles overhead that white canes cannot detect.
c. have firm, stable, and slip-resistant surfaces that canes, crutches, or the wheels of mobility devices will not sink into.
d. be free of stairs or other barriers to mobility aids.

5.6.8 Smooth walking surfaces are preferred. Where interlocking pavers are used, they should be laid on a firm, well-compacted backing (e.g., concrete base) be level, and with joints no greater than 6mm wide.

5.6.9 Gratings or grills should generally be located to one side of accessible paths of travel.

5.6.10 Any change in the level of a path should have a slope or ramp. Similarly, sidewalks with steep or depressed curbs should have curb ramps.

5.6.11 Accessible paths of travel should have a minimum number of curb cuts to keep the accessible path of travel as level as possible.

5.6.12 Where steeply sloping landscaped areas are located adjacent to pedestrian routes and where slope exceeds 3:1 (horizontal to vertical), a clear boundary edge; such as an up-stand curb or retaining wall, (minimum 150mm high) is desirable as a locational aid for persons who have visual limitations.

5.6.13 Common building entryways should be clearly lit and be fully accessible.

5.6.14 Benches, bike racks, bins and other furnishings should be located to one side of accessible entryways and pathways, and maintain a minimum pathway clear zone of 1.5m.

5.6.15 Benches should be mounted on a firm and level base, with space made available beside the bench for at least one person using a wheelchair or scooter with a minimum hard surface clearance area of 1.0m by 1.2m.

5.6.16 Signage should generally be designed using highly visible and contrasting colours.

5.6.17 Accessible entrances should provide basic protection from the weather and include doors and vestibules that are useable autonomously by persons with varying disabilities.

5.6.18 Main entrance doors and other accessible entrance and exit doors should be a minimum of 915mm wide to allow safe passage of persons who use mobility aids.

5.6.19 Entryways should be well light and clearly visible.

5.6.20 In buildings where there is a significant amount of glazing at grade, it is recommended that door frames be clearly colour differentiated to aid in locating the entrance.

5.6.21 Provide common spaces that are accessible to users of different abilities (e.g., areas for seating, gardening).

5.6.22 Incorporate the following Crime Prevention through Environmental Design (CPTED) principles in site planning and landscape design for increased safety:

a. Design for visibility by others (seeing and being seen).

b. Avoid entrapment spots (small areas shielded on three sides).

c. Provide lighting (others' faces should be visible and blinding glare avoided).

d. Maintain sightlines (ability to see the route ahead and open spaces from buildings).

5.7 Rooftop Additions

Intent: Ensure additions to buildings with heritage merit are compatible with Fernwood Village and maintain the prominence of the Belfry Theatre spire.

Guidelines

5.7.1 Rooftop additions should be generally avoided on buildings with heritage merit because of the unique, intact and small-footprint nature of the hsitoric core of Fernwood VIllage, and the prominence of the Belfry Theatre spire viewed from the public realm.

5.7.2 Where it can be demonstrated that a rooftop addition can help conserve or enhance a building with heritage merit, ensure the rooftop addition is compatible, subordinate to and distinguishable from the historic façade, and minimize its visibility from the public realm.

5.7.3 When integrated, ensure new rooftop additions are designed sensitively to enable conservation of the entire historic building along with its original window openings and interior configurations to the greatest extent possible.

5.7.4 Combine the design of a new rooftop addition with the enhancement of the historic building through the restoration of missing original building features and the maintenance of existing features.

5.7.5 Minimize the detailing and articulation of rooftop additions and consider using simple forms and a subdued colour scheme in the same family as the dominant colour of the historic building.

5.7.6 Use high quality and durable materials.

5.7.7 Design and locate balcony railings, plantings, mechanical equipment, furniture or any other structures associated with a new addition so that they are minimally visible when viewed from the adjacent street.

5.7.8 Rooftop additions should be physically smaller in scale than the building they are connected to.

5.7.9 Rooftop additions should be stepped back from the primary façade a minimum 4m and further if necessary to preserve views of the Belfry Theatre's spire.

5.7.10 Use a less dominant colour or lighter shade of colour to reinforce the hierarchical relationship between the two buildings.

5.7.11 Design new rooftop additions with contemporary materials and finishes.

5.7.12 Use a slightly different ratio of solid to transparent materials than the historic building.

5.7.13 Incorporate setbacks from street-facing elevations to maintain the distinction between old and new construction.






The
Paint
Box


FERNWOOD
PIZZA COMPANY


Belfry
Theatre

2025

Residential Heritage Guidelines

Victoria 2050 OCP Schedule 2J

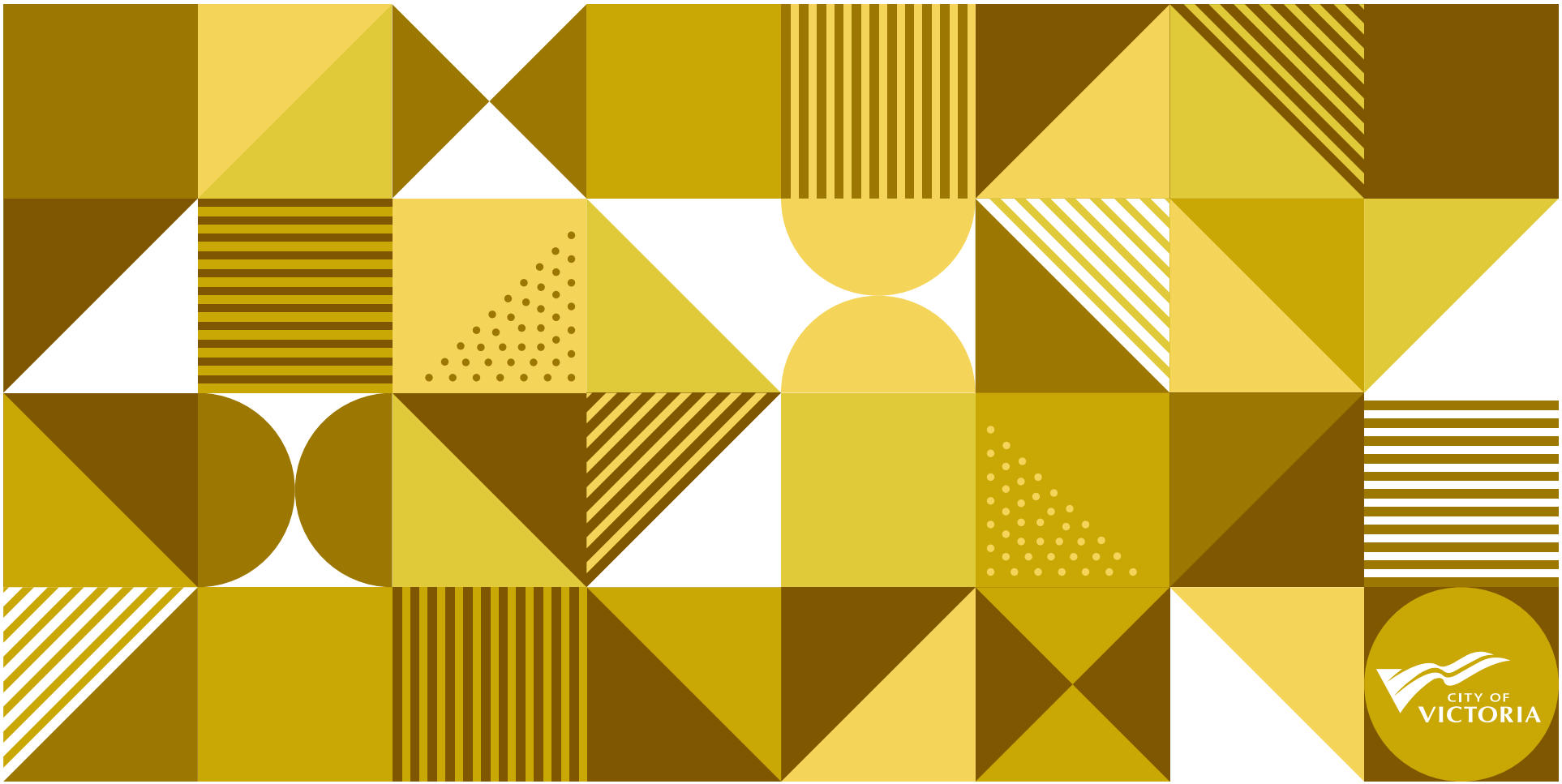


Table of Contents

1. Overview 1

1.1. Introduction 1

1.2. How to Use the Guidelines 1

2. Statements of Significance 3

2.1. Avalon-Huntington 3

2.2. Battery Street 5

2.3. Catherine Street 7

2.4. Lewis Street 9

2.5. Robert Street 11

3. Design Guidelines for New Buildings 13

3.1. Massing, Siting and Scale 13

3.2. Windows, Doors and Entrances 13

3.3. Roof Profile 14

3.4. Exterior Cladding 14

3.5. Additional Guidelines for Battery Street 19

3.6. Additional Guidelines for Catherine Street 19

3.7. Additional Guidelines for Lewis Street 19

3.8. Additional Guidelines for Robert Street 20

4. Alterations to Existing Buildings 23

4.1. 4.1 Windows 23

4.2. 4.2 Doors 23

4.3. Roofs 25

4.4. Balcony and Stair Railings 25

4.5. Solar Panels and Sustainable Technology 25

4.6. Chimneys 25

4.7. Skylights 25

4.8. Additions 26

4.9. Additional Guidelines for Robert Street 28

Appendix A: Robert Street History 32

Appendix B: Lewis Street History 44

1. Overview

1.1. INTRODUCTION

Victoria's residential neighbourhoods are important contributors to the character of the city, while each having distinct characteristics. Heritage Conservation Areas (HCAs) are distinct districts within neighbourhoods that have special shared heritage value and character. As the city grows and changes and neighbourhoods necessarily continue to densify as they always have, HCAs and design guidelines are useful tools to manage that change in a sustainable, community-centred way. Specifically, these Residential Heritage Conservation Area Guidelines articulate the heritage value and character-defining elements of each individual district within the HCA, and provide guidelines and examples to encourage redevelopment that contributes positively to the fabric and character of Victoria's residential neighbourhoods.

1.2. HOW TO USE THE GUIDELINES

An individual Statement of Significance has been prepared for each district and is provided below. The Statement of Significance is used to identify the heritage character and value of the district and identify those character-defining elements that contribute to the shared character. This provides a rationale for determining which properties within each district are heritage properties, and what features of those properties should be preserved. The Statements of Significance should be used as a starting point for projects to inform and guide sensitive and distinguishable responses to the context, in conjunction with the Guidelines section.

Some properties within the HCAs are subject to individual Heritage Designations and may have individual Statements of Significance. These should be considered in tandem with the Statement of Significance applying to the district.

The Guidelines section contains general guidance for all of the districts for both new development and alterations to heritage properties. In each section, there are also district-specific guidelines when relevant, immediately following the general guidelines.

The Statements of Significance and Guidelines do not limit or alter Official Community Plan Urban Structure designations or zoning regulations.



Looking towards 527 Esquimalt Road. City of Victoria Archives Item M10042.

2. Statements of Significance

2.1. AVALON-HUNTINGTON

DESCRIPTION OF THE HISTORIC PLACE

The Avalon-Huntington Heritage Conservation Area is a collection of 27 properties built in the late 19th and early 20th century in the James Bay neighbourhood, including the entirety of Avalon Road and Huntington Place, and the adjacent portions of Government and Toronto Streets. The Area also includes the James Bay Inn at 270 Government Street.



View of a window detail on 603 Toronto Street, looking south.

HERITAGE VALUE

The Avalon-Huntington Heritage Conservation Area has aesthetic value as a good collection of the dominant residential architectural styles at the end of the 19th and beginning of the 20th centuries, including examples of Italianate, Queen Anne and Arts and Crafts styles. The homes in the area tend to be more modest in scale and size compared to other parts of James Bay and Victoria more broadly, which further contributes to its aesthetic and historic value.

The area also has social value through the connections of early residents to the local James Bay industries such as fishing and shipping. Other early residents were employed at nearby factories including the paint factory that was located at Laurel Point.

This area embodies the following themes of the Victoria Heritage Framework: Human Settlement, Cultural Exchange and Gateway Economy.



View of the front elevations of, from left to right, 610, 614 and 616 Avalon Road, looking northwest.

CHARACTER-DEFINING ELEMENTS

- 1 ½ to 2 ½ storey height
- Peaked roofs with gables and dormers
- Wood siding
- Wood windows
- Bay windows, particularly on front and side elevations
- Corbeled brick chimneys
- Small front yard setbacks



View of the front elevation of the James Bay Inn at 270 Government Street, looking southwest.



View of the front elevation of 314 Huntington Place, looking west.

2.2. BATTERY STREET

DESCRIPTION OF THE HISTORIC PLACE

A collection of late 19th and early 20th century homes along with mid 20th century infill apartments and condominiums along the full length of Battery Street in the James Bay neighbourhood, and including adjacent properties on Douglas, Olympia and Government Streets.

HERITAGE VALUE

The Battery Street Heritage Conservation Area has social and historical value as an intact example of the development of Victoria's neighbourhoods over time. The area was originally the Hudson's Bay Company's Beckley Farm, which was then subdivided into large lots for grand homes such as 617 Battery Street, starting in the mid to late 19th century. The grand homes were then subdivided further in the late 19th and early 20th century into the general lot arrangement seen today with smaller homes, largely built during the 1903–1913 national building boom. In the mid to late 20th century, the infill development of condominiums and apartment buildings on consolidated lots further developed Victoria's neighbourhoods, including on Battery Street.

Aesthetic value is also present, as the majority of homes on the street are high quality, intact examples of popular late 19th and early 20th century architectural styles including Queen Anne, Italianate and Arts and Crafts.

The area embodies the following themes of the Victoria Heritage Framework: Human Settlement, Cultural Exchange and Gateway Economy.



View of the front and south side elevation of the Beacon Lodge at 30 Douglas Street, looking northwest.



View of the front elevation view of 670 Battery Street, looking northwest.

CHARACTER-DEFINING ELEMENTS

- Peaked roofs with gables and dormers
- Wood siding, including drop siding and shingle siding
- Wood windows, including multilight, double hung, stained glass and art glass
- Bay windows on front and side elevations
- Stone and other natural materials, used as both primary and secondary building materials
- Stone walls along street frontages
- Corbelled brick chimneys
- Decorative wood detailing such as brackets, finials and bargeboards



View of the front elevation of 626 Battery Street and front and west side elevation of 630 Battery Street, looking northeast.



View of the front and east elevation of 674 Battery Street, looking north.



View of the front elevation of 20 Douglas Street, looking northwest.

2.3. CATHERINE STREET

DESCRIPTION OF THE HISTORIC PLACE

The two northernmost blocks of Catherine Street and a portion of Arthur Currie Lane in the Victoria West neighbourhood, including 23 properties.

HERITAGE VALUE

The Catherine Street area has historical and social value as an intact example of the development of not only Victoria's neighbourhoods in general but also the Victoria West neighbourhood specifically. The street contains grand homes built for the owners of industrial businesses located in the neighbourhood, such as factories and shipyards located along the Gorge Waterway and Inner Harbour, alongside slightly later more modest housing built and lived in by the employees of those businesses.



View of the front elevation of 1021 Catherine Street, looking east.

This social value is further enhanced by the familial connections along the street. It was not uncommon for home owners to subdivide their lots to build a home for one of their children, who often married the child of a neighbour, and it was also common for extended families to live next door or down the street from each other and work together.

The area also has aesthetic value as a good collection of popular architectural styles from the late 19th and early 20th century, including Queen Anne, Italianate and vernacular workers' cottages.

This area embodies the following themes of the Victoria Heritage Framework: Human Settlement, Cultural Exchange and Gateway Economy.



View of the south side and front elevations of 1020 Catherine, looking northwest.

CHARACTER-DEFINING ELEMENTS

The character-defining elements of the Catherine Street Heritage Conservation Area include:

- Design elements common among late 19th and early 20th century residential architecture, including but not limited to:
  - Peaked roofs
  - Gables
  - Dormers
  - Covered front porches with decorative columns
  - Bay windows
  - Wood siding
  - Wood windows
  - Corbelled chimneys
  - Shingle and shake siding details
- 1 ½ to 2 ½ storey height.
- Proximity to and relationship with Banfield Park and the Gorge Waterway
- Park like street experience with mature trees and front gardens, enhanced by a mature boulevard in the centre of the 1100 block of Catherine Street.
- Rock walls along property lines throughout the area.



View of the front elevations of, from left to right, 1115 and 1109 Catherine Street, looking east.



View of the front elevation of 1116 Catherine Street, looking west.



View of the north side and front elevations of, from left to right, 1128 and 1140 Arthur Currie Lane, looking south.

2.4. LEWIS STREET

DESCRIPTION OF THE HISTORIC PLACE

Located north of Dallas Road, south of Niagara Street and west of Menzies Street in the James Bay neighborhood, the Lewis Street Heritage Conservation Area is a cluster of fifteen 1 ½ to 2 ½ storey single-detached and converted homes. The area includes Lewis Park and is connected to Menzies Street and Luxton Street via three footpaths including Brotchy Lane.

HERITAGE VALUES

The Lewis Street Heritage Conservation Area has historical significance as an intact example of the gradual development of Victoria's neighbourhoods in the late 19th and early 20th centuries. The layouts of the two subdivision phases are still evident on the street, with the lot proportions and rhythm largely unchanged since the Lewis and Playfair, Playfair and Cramer subdivisions were laid out in the 1890s and 1911 respectively. These subdivisions replaced the Lewis and Gladys Villa estates, which in turn had replaced the Hudson's Bay Company's Beckley Farm. This is emblematic of the progression of development in Victoria at the time, therefore contributing to Lewis Street's historic value.



View of the front elevation of 53 Lewis Street, looking east.

The street also has architectural significance as a relatively intact streetscape of homes built in the popular styles of the early 20th century, including Queen Anne, Colonial Bungalow and a number of interpretations of the Arts and Crafts movement. Despite many different styles, the properties within the Heritage Conservation Area share a variety of common features such as scale, siting and massing, as well as window assemblies, recessed entries and decorative features.

The area embodies the following themes of the Victoria Heritage Framework-Human Settlement, as well as Cultural Exchange.



View of the front elevation of 35 Lewis Street, opposite Lewis Street Park, looking east.

CHARACTER-DEFINING ELEMENTS

- Relatively small setbacks from the front property line of 5m or less
- 1 ½ to 2 ½ storey height
- Peaked roofs
- Generous proportion of glazing on front façades
- Raised basements
- Spacious covered front porches
- Wood siding
- Low fencing along front property lines
- Features emblematic of popular architectural styles of the first three decades of the 20th century, including but not limited to:
  - Angled and box bays
  - Sash, three-part and multi-light windows
  - Corbeled brick chimneys
  - Decorative columns
  - Gables and dormers with wood windows



View of the south side and front elevations of 44 Lewis Street, looking north.



View of the front and north side elevations of, from left to right, 43 and 39 Lewis Street, looking southeast.



View of the north side and front elevations of 19 Lewis Street, looking southeast along Brotchy Lane.

2.5. ROBERT STREET

DESCRIPTION OF THE HISTORIC PLACE

Located south of Esquimalt Road and the E&N Rail Trail, the Robert Street Heritage Conservation Area is an enclave of fourteen 1.5-storey single detached and converted houses adjacent to Rainbow Park, the Songhees Walkway and the shoreline of Victoria West. The area includes one house on Seaforth Street.



View of the front elevation of 230 Robert Street, looking west.

HERITAGE VALUE

The Robert Street heritage conservation area has historical and aesthetic value for its unique juxtaposition of Victorian and Edwardian era homes built between 1888 and 1903, and the Minimal Traditional homes built between 1939 and 1945 under federal housing legislation of the late depression era. The Minimal Traditional-style houses have two-tone colour schemes, smooth stucco walls, fluid entrance details and simple fenestration in contrast to the polychromatic, textured Victorian houses with their turrets, finials, broad porches with classical columns, carved brackets and other eccentric decorations. The area is a tangible expression of Victoria West's urban development from a collection of large homes on expansive landscaped properties to an industrial employment centre edged with suburbs for working class families. The area displays the evolution of the single detached home from an exclusive high-end commodity in the early 1900s, to the template for middle class housing in the postwar era. This shift was enabled when the federal government intervened in the housing market through the Dominion Housing Act of 1935 and subsequent National Housing Act of 1938.

This area embodies the following themes of the Victoria Heritage Framework: Human Settlement, Cultural Exchange and Gateway Economy.



View of the north side elevation of 242 Robert Street, looking south.

CHARACTER-DEFINING ELEMENTS

- regular pattern of rectangular lots with frontages of approximately 15 metres (50 feet)
- spacious front yards and generous front yard setbacks
- residential development that reflects the historical evolution of Victoria West from a wealthy and exclusive neighbourhood to one with a diverse mix of working-class industrial and railroad employees
- consistent pattern of pitched roofs including cross-gabled, hipped and pitched roofs, typically with at least one front-facing gable
- consistent pattern of low-scale, detached dwellings with horizontal massing
- architectural details included those illustrated on the following pages
- high degree of livability achieved through generous side yard setbacks and low scale construction
- the culturally significant King Apple tree in the rear yard of 223 Robert Street



View of the front elevation of 614 Seaforth Street, looking south.



View of the front elevation of 206 Robert Street looking south to the Victoria Harbour.



View of the front elevation of 255 Robert Street, looking east.

3. Design Guidelines for New Buildings

Intent: To ensure that new buildings are complementary to, and distinguishable from, existing homes. The guidelines permit a range of traditional and contemporary design responses that distinguish modern construction as "new".

3.1. MASSING, SITING AND SCALE

3.1.1. New buildings should be sited on properties so they have similar setbacks as adjacent heritage buildings. Avoid siting new buildings significantly closer to the street than adjacent buildings.

3.1.2. New building heights should be sensitive to the surrounding context, ensuring heritage buildings remain the primary streetscape experience. Strategies could include:

- Stepbacks, increasing height away from the street and/or adjacent heritage buildings.
- Rooflines and massing that minimize the appearance of height from the public realm.
- Carefully located balconies and rooftop amenities to minimize the appearance of height from the public realm.
- The use of colour and materials to help upper storeys appear less prominent than the heritage buildings.

3.2. WINDOWS, DOORS AND ENTRANCES

3.2.1. Doors should be recessed into spacious covered front porches or entryways.

3.2.2. Windows in pairs or groups of three or four are encouraged.

3.2.3. Divided light windows are encouraged. Glazing bars in new windows should be 3-dimensional to create a sense of texture and depth.

3.2.4. Dormer windows are encouraged to improve the livability of attic spaces.

3.2.5. Casement or sash windows are supported. Window surrounds can include casings with a drip cap, sill and apron for aesthetics and waterproofing.



The Narrow Gate Architecture Ltd.

3.3. ROOF PROFILE

3.3.1. Gable, cross-gabled or hipped roofs are encouraged.

3.4. EXTERIOR CLADDING

3.4.1. Horizontally oriented cladding, including fibre cement cladding, is encouraged. Board and batten style siding, beveled siding and shake siding are also supported. 3.5 Additional Guidelines for Battery Street



Stolon Studios.



This project would be a good fit on Robert Street, and the roofline and massing strategy would also work well in the other districts. Studio Libeskind.



Unfold. Photo by Hybrid Studio.



Fernwood Neighbourhood Resource Group



Formwerks.



Johnston Architects. Photo by Ed Sozinho & Kameron Selby.



Christine Lintott Architects.



Waechter Architecture.



Kipp Architecture. Photo by Maxwell Mackenzie.



Rode Architects.



Polyphon Architecture and Design.





Above: The varied roofline and massing, and use of high-quality materials as modern versions of historic features make this project a great fit in all Residential HCAs. DAU Studio.



Hayes Barton Homes.



Allied8.



This infill project uses the roofline and angled massing to minimize the appearance of the four storey massing behind. MWA Architects.



HTA Design.



Green Hammer. Photo by Bill Purcell.



Office JT.

3.5. ADDITIONAL GUIDELINES FOR BATTERY STREET

3.5.1. High quality, natural materials and design features are encouraged, including wood cladding and natural stone elements.

3.6. ADDITIONAL GUIDELINES FOR CATHERINE STREET

3.6.1. Consider front yard landscaping to contribute to the park-like feel of the district through careful and varied planting and landscape elements such as stone walls.



This multi-unit infill matches the front landscaping design and elements to the neighbouring heritage properties and would be a good fit on Catherine Street with the use of stone and varied planting. Hybrid Architecture.

3.7. ADDITIONAL GUIDELINES FOR LEWIS STREET

3.7.1. Locate new buildings no more than 4m from the front property line.

3.7.2. Incorporate a generous amount of glazing on the front facade.



27 Lewis Street was built in the 1990s and fits well within the street. Its form, scale and massing are all sympathetic to the context, and the details and features such as the angled bay and covered front entry are modern interpretations of common features of the historic homes on the street.

3.8. ADDITIONAL GUIDELINES FOR ROBERT STREET

3.8.1. Doors should be slightly off centre or centred in the facade, recessed into an entryway or an open porch





Examples of compatible new doors.

3.8.2. Solid doors or doors with a transom light in the upper portion are encouraged. It is recommended that glazing occupy no more than three quarters of the surface.

3.8.3. Doors with a divided light transom and three-dimensional glazing bars are encouraged, however leaded glass is discouraged.

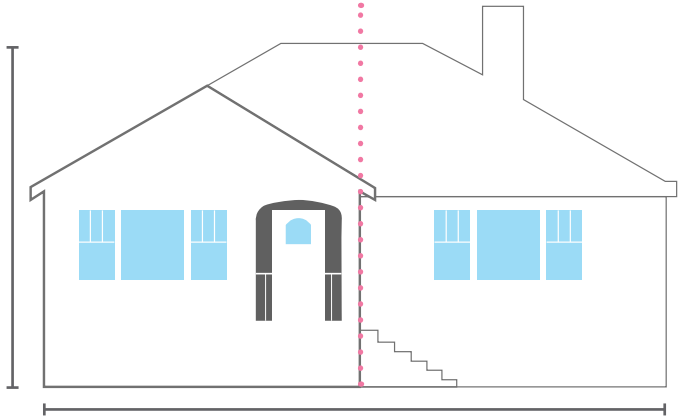
3.8.4. Picture windows are encouraged.

3.8.5. Smooth surfaced cladding such as stucco or horizontally oriented cladding, including fibre cement cladding, is encouraged. Board and batten style siding is also supported.

3.8.6. Garages should be integral to the facade or separate from the main dwelling and located behind the front wall. Projecting garages are discouraged.

3.8.7. Garage doors should feature transom lights to visually break up the upper portion.

Assymetrical facade composition balanced around the centreline



New buildings on Robert Street should have a horizontal scale, with windows arranged in pairs or threes, and entries should be recessed similar to existing houses on Robert Street (i.e., 255 Robert Street.)



A modern cottage by McCown Design in Mobile, Alabama presents a smooth textured facade with prominent window and door headers.



Modern carriage-style integral garage with a transom.



This house in Saanich, B.C. features a cross gabled roof design with front facing gables, a dormer window in the roof and windows arranged in pairs or threes. The window arrangements here are not picture windows since the middle pane should be undivided to create a view that appears like a picture from within the house. Vinyl windows such as those used on this house are discouraged since the simulated muntins produce a flat effect. Despite these minor points, a house like this would fit in well on Robert Street.



Cambie Village Duplex by Averra Developments, Vancouver, B.C.

4. Alterations to Existing Buildings

Intent: To ensure that alterations to heritage properties are sensitive and compatible and follow the Standards and Guidelines for the Conservation of Historic Places in Canada.

4.1. 4.1 WINDOWS

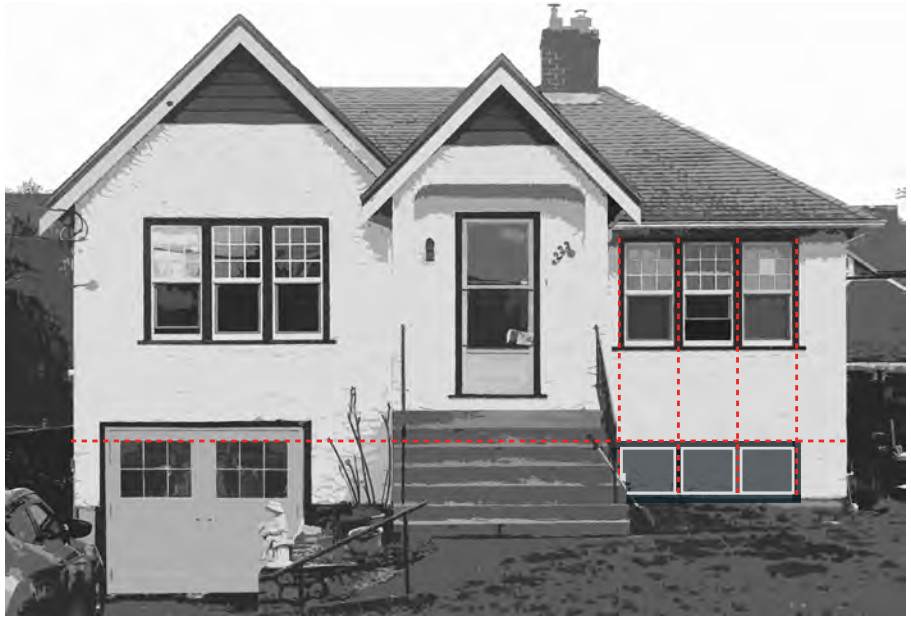
4.1.1. New windows should be wood, located on side or rear elevations and aligned with existing windows in location and proportion.

4.2. 4.2 DOORS

4.2.1. Where a replacement door is proposed, ensure the design is era-appropriate and consistent with the style of the building.



Possible door styles. A natural-coloured door is not required. Rob Leanna.

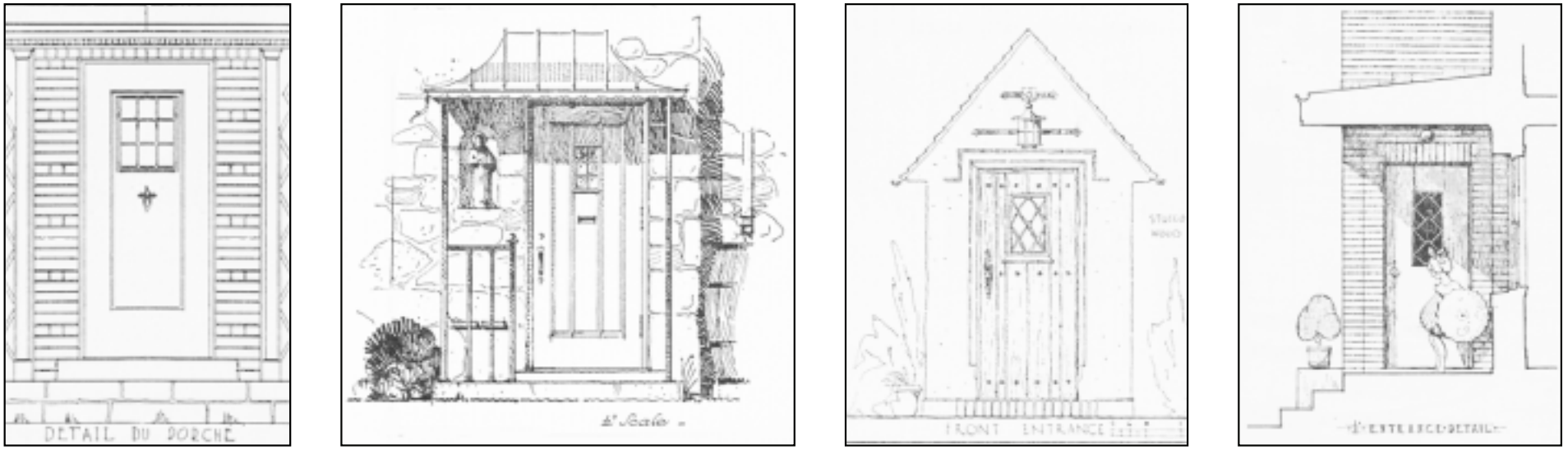


Align new basement windows with upper storey windows and include the same number of vertical divisions.





Sample doors.



Four door designs from submissions to the Dominion Housing Act Small House Competition, 1936.
From left to right: Hugues Desrosiers, J.C. Druin, W. F. Williams-523 2, R. G. Heughan.

4.3. ROOFS

4.3.1. Shingle style roofing is preferred for new roofs.

4.4. BALCONY AND STAIR RAILINGS

4.4.1. When modifying balcony or stair railings for code compliance, consider affixing a discrete secondary rail above or inset from the existing rail. Complete replacement is discouraged.



Heritage Consultant Stuart Stark's design for a code compliant railing on 1139 Burdett Street, which uses a simple pipe rail extending from the house to the newel post.

4.5. SOLAR PANELS AND SUSTAINABLE TECHNOLOGY

4.5.1. Locate solar panel or other technology installations discretely on south facing roof slopes.

4.5.2. Set solar panels back from the front elevation and situate them so that the roof creates a "frame" around the panels.



Possible areas for rooftop solar arrays.

4.6. CHIMNEYS

4.6.1. Chimneys visible from the street are character-defining elements and should be retained.

4.7. SKYLIGHTS

4.7.1. Skylights should be positioned away from the street in discrete locations.

4.8. ADDITIONS

4.8.1. New additions should be distinguishable from the original building and should be discretely and compatibly designed so that the heritage building is the primary experience from the adjacent sidewalk.





Above and Right: While the addition to this heritage building in Cambridge, Massachusetts is visible from the street, the massing, material and colour choices result in a project that is compatible and subordinate to the heritage buildings on the site and adjacent properties. Bruner/Cott. Photos by Robert Benson Photography.



This addition extends the existing cross gabled portion of the roof into the rear yard.



An L-shaped addition.



A flat roof addition.



This project in Vancouver included the consolidation of two lots, the restoration and conversion of a heritage home and multi-unit infill development beside and to the rear of the existing home. Architrix.

4.9. ADDITIONAL GUIDELINES FOR ROBERT STREET

4.9.1. Windows of heritage properties not subject to individual heritage designation may be modified with double glazed units, provided the new units replicate the design, operation and number of window divisions of the original.

4.9.2. Basement level windows on side or rear elevations are preferred over the front elevation. Align new windows with upper storey windows.

4.9.3. For Minimal Traditional homes, maintaining original wrought iron is encouraged. When modifying or replacing a staircase, simple designs are preferred for railings. Wrought iron or black painted aluminum railings are acceptable.

4.9.4. For Minimal Traditional houses, chimneys are not prominent features and removal is supported.





Above and Left: Victorian and Edwardian Gardens often featured gravel walks held in with cedar boards. Climbing plants were often found on porches – for food (like scarlet runner beans); or for beauty (like ivy or honeysuckle). Climbing plants were frequently used for shading verandahs during hot summers. Flowerbeds, often containing scented flowers, were dense around porches, where the fragrance could be enjoyed.

4.9.5. Design rear additions to avoid impacts to culturally significant trees such as the King apple trees.

4.9.6. For Minimal Traditional houses, foundation plantings of juniper and rhododendrons are encouraged.

4.9.7. For Victorian era houses, naturalistic front yard landscape designs are encouraged.

4.9.8. Select tree, shrub and ground cover species with natural or cultural significance.

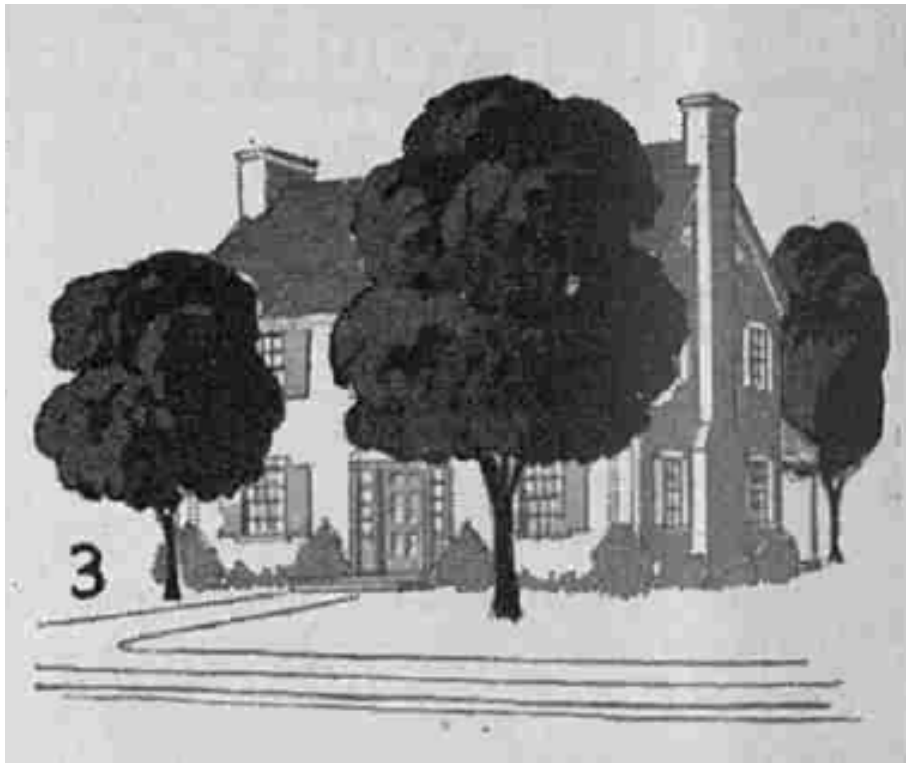


Always Good: *In this planting, emphasis is on the doorway, a detail of the architecture. The evergreens or shrubs used here should vary in skyline, with a crescendo of planting which leads definitely to the tall evergreens accenting the door. To fill the space between the principal evergreens or shrubs at the corners, use smaller perennials and low-growing shrubs.*



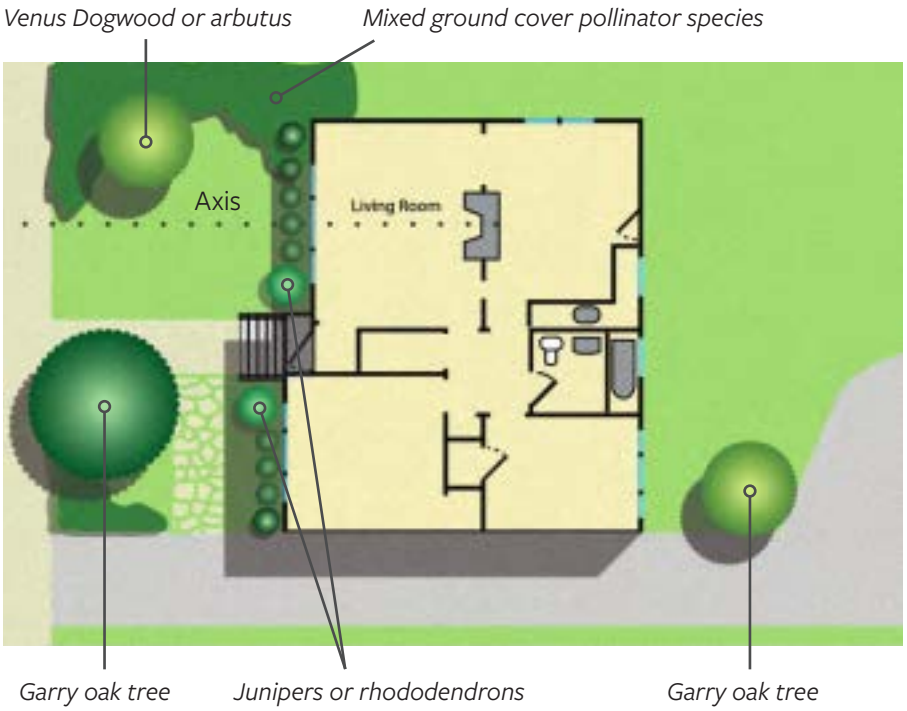
Very Good: *"...the prominent accent from the poplar at the corner...seems to set the house back into a cozier setting...shrub planting is here used very sparsely, but a small area for flowers is planned..."*

From "Is Your Planting Custom Made or Mill-Run" by Alfred Hottes, Better Homes and Gardens, May 1940

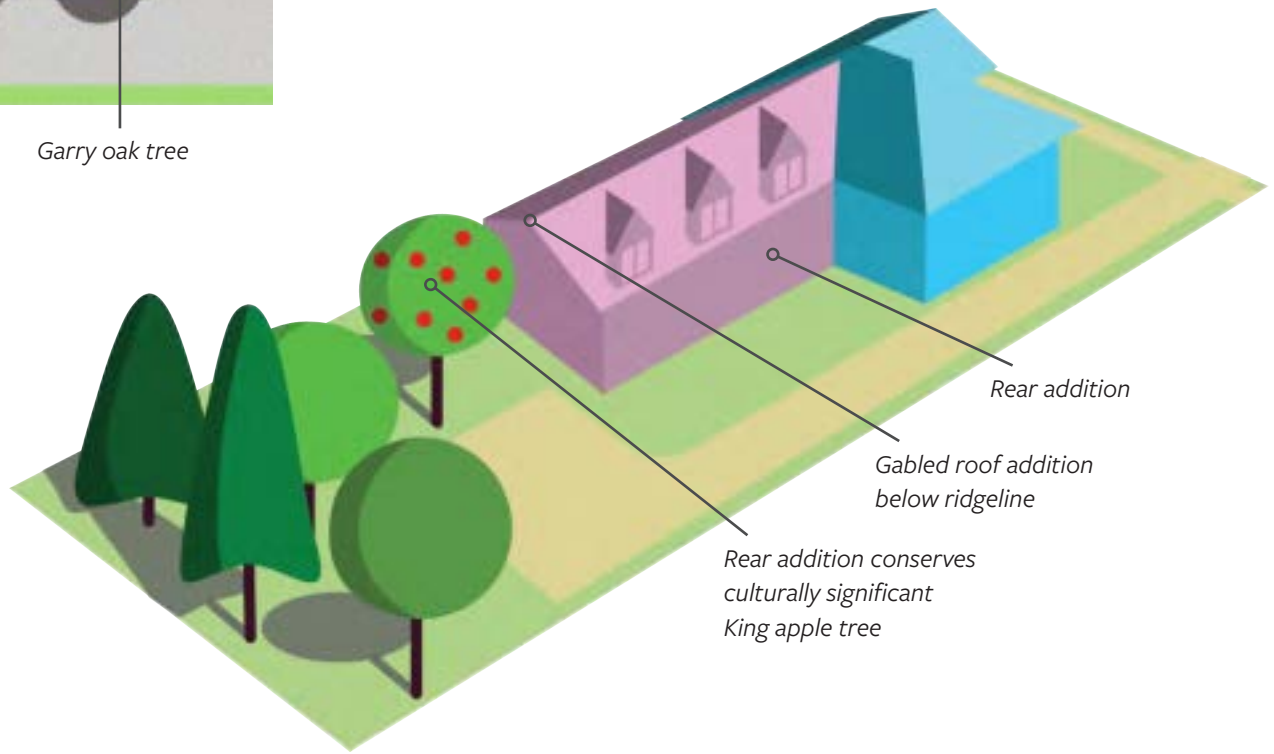


"The large front tree, set well out from the house...arches over the entrance door, obscures some of the windows and breaks the rooflines. The smaller tree on the left, set rather close to the house to offset the size of the big tree and viewed from the street needs background. This can be given by medium or higher trees planted at the rear of the house as part of the garden landscape. These background masses needn't be solid. They may be sprays seen from the front in such a way as to soften the lines of the house roof."

From "Where Should I Plant that Tree" by Howard Sebold, Better Homes and Gardens, April 1939.



An example front yard landscape plan for a Minimal Traditional house. Plantings at the edges of the lawn create an oval of open space aligned with the axis of the picture window in the living room. Perimeter plantings block out visual distractions and views of neighbouring properties. Trees are positioned in accordance with the diagram on the previous page.



Example Species



Venus Dogwood

A native flowering tree that grows up to four metres tall.



Rhododendrons

Rhododendron is popular for its beautiful, fragrant flowers and ornamental leaves. There are over 1,000 different species.



Camas

Yields beautiful blue lilies in April/May. The camas bulb was the main starch food of the Lekwungen People until 150 years ago.



Garry Oak

The only native oak species to British Columbia, Garry oaks are endangered and protected under the City's Tree Protection Bylawtree bylaw. They can reach 15 metres tall when mature.



Arbutus

6–30 metres tall. First Nations people used the bark and leaves of the arbutus in traditional medicine. Bark was used to treat cuts and wounds and the inner bark to make dresses. Tannin in bark was used to tan and cure hides.

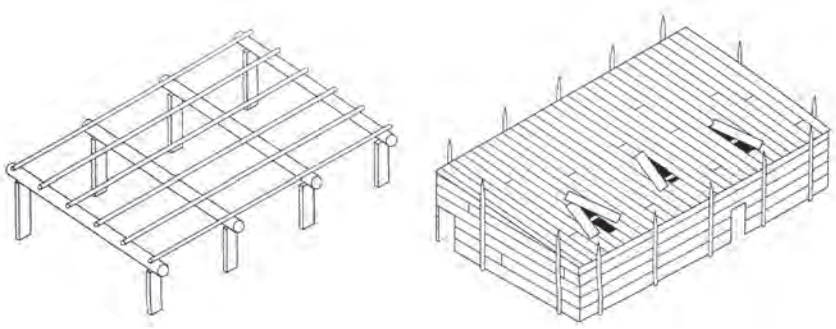
Appendix A: Robert Street History

A.1. FIRST NATIONS PRESENCE

The Robert Street heritage conservation area is located on the homelands of the lək̓ʷəŋən (Lekwungen) People, known today as the Songhees and Esquimalt Nations. There are many sites along Victoria's shoreline that are culturally significant to the Lekwungen People.

After the founding of Fort Victoria in 1843, many Lekwungen families gathered in a village on the shore of Victoria West, which was officially designated a reserve in 1853. It was around this time that the families came to be referred to as Songhees, an anglicized pronunciation of one of the family groups.[1]

In 1911, the Songhees came under pressure from the City, provincial and federal governments and negotiated a financial settlement to relocate to a new reserve in Esquimalt.



Lekwungen style shed houses. Illustration by Karen B. Achoff.



"A Woman Weaving a Blanket", Paul Kane, oil on canvas, Southeastern Vancouver Island, B.C., 1849-1856, 18"x29", Gift of Sir Edmund Osler.



First bay east of Lime Bay, Songhees Reserve, Catalogue No. 1684, PN6824, RBCM, Indigenous Collections. Robert Street is located beyond the far shore. This bay (now Cooperage Place in Victoria West) was infilled for development. Note: Image has been cropped from original.



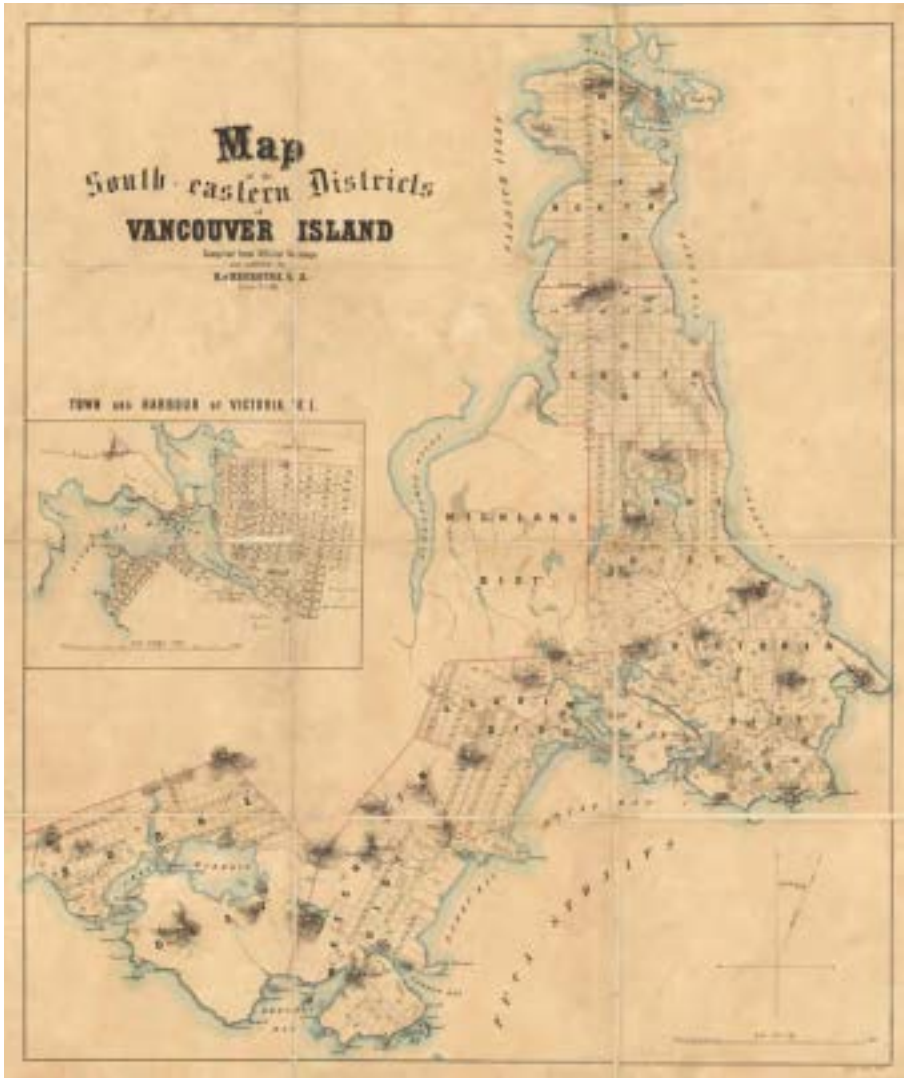
Painting of the Old Songhees Village located east of Robert Street, created by artist Paul Kane, 1847, Stark Museum of Art, Orange, Texas. Bequest of H.J. Lutcher Stark, 1965.

A.2. EARLY DEVELOPMENT AND SUBDIVISION

Robert Street is named after the original developer of Victoria West, Robert "John" Russell (b. Edinburgh, 1832–1903), a former Hudson's Bay Company (HBC) employee. Robert sailed to Victoria in 1853 where he spent 10 years operating a mill. In 1864, he bought Section 31 (103.5 acres) from the HBC. Section 31 was a vertically oriented country lands parcel created in Joseph Pemberton's 1852 plan for Victoria. The lands extended from the shoreline at the foot of Robert and Russell Streets, north to Craigflower Road. The Songhees reserve was located east of Russell's lands. In 1879, Russell subdivided the lands into lots called Springfield Estates, named after his family home, Springfield. Springfield included a barn, carriage house and outdoor dance pavilion.[2]



Close-up of map at right showing Section 31 of the Esquimalt District.



1860 Map of the South Eastern Districts of Vancouver island, Rudolph D'heureuse, University of British Columbia Library, Rare Books and Special Collections, G3512 V357 1860 D4.

A.3. VICTORIAN AND EDWARDIAN HOMES

The Robert Street heritage conservation area includes three Victorian and Edwardian era houses on Robert Street and one on Seaforth Street. They were constructed for upper class families between 1888 and 1911. Three are associated with the Muirhead family and the Muirhead and Mann Company, which made architectural components (223 and 230 Robert Street and 614 Seaforth Street). 223 and 230 Robert Street have outstanding architectural value and were designed by provincially renowned architects Thomas Hooper and Charles Elwood Watkins.

Development of Robert Street began with James Muirhead Sr.'s purchase of lots 3, 8, 12, 17, 20 and 23 of Robert Russell's subdivision, comprising almost the entire east half of Robert Street. In 1883, James built an Italianate style house at the southeast corner of Robert Street and Esquimalt Road for his wife Rebecca and their four children. They planted gardens and Tomkins King Apple Trees on their lands to the south. King Apple Trees are rare in Victoria. Muirhead Sr.'s son, James Muirhead Jr. constructed his own house on Robert Street in 1903 on the most southerly of the six lots the family owned.[3]

James Muirhead Sr. is an historically significant figure for his entrepreneurial contributions to the City's early construction industry. Born in Scotland, he immigrated to Victoria in 1862 from Peru after travelling across the Americas. In 1870, he partnered with fellow Scottish immigrant, James Mann, forming the Muirhead and Mann company. They constructed a lumber mill called the Victoria Planing Mills, in Victoria Harbour near the foot of Pembroke Street.



527 Esquimalt Road, 1897, Muirhead family standing in front of house, L to R: Mrs. Rebecca (nee Fleming), James Sr., Mary A., James McL., John T. and Bertha. City of Victoria Archives Item M09856.

Apart from 223 Robert Street, two other houses are connected to the Muirhead and Mann Company and the Victoria Planing Mills. Duncan McBeath, a foreman at the Victoria Planing Mills, commissioned the one-storey Queen Anne-style cottage at 230 Robert Street in 1899. In 1911, McBeath and his wife commissioned 614 Seaforth Street from architect Hoult Horton. This 1.5-storey house was built in the Colonial Bungalow style and features an expansive wrap-around verandah. The final Victorian and Edwardian era house on Robert Street is 242 Robert Street, a Queen Anne style house built by William Ernest Losee, who purchased his lot directly from Robert Russell. Like the Muirheads, William Losee was involved in the building trades, having founded a sawmill in Shawnigan Lake in 1899. The house at 242 Robert Street was originally located at 621 Seaforth Street and was moved in 1978 to free up land for an apartment building.



Victoria Planing Mills, BC Archives Item C09035.

The Muirheads were just one of many prominent families who moved to Victoria West during the 1880s and 1890s. The Dunsmuir (coal and E&N Railway), Gray (Albion Iron Works), Troup (shipping), Barnard (B.C. Coast Steamship Company), Brackman (Brackman-Kerr Milling Co) and Fairall (brewers) families all lived in Victoria West.



223 Robert Street, ca. 1904. Architect: Thomas Hooper. Photographer: Richard Hamilton Muirhead, d. 1979. City of Victoria Archives Item C09027.



614 Seaforth Street, c. 1911, Architect: Hoult Horton.



230 Robert Street, c. 1899-1900, Architect: Thomas Hooper.



242 Robert Street "Huntingdon Cottage", c. 1888-1889, Builder: William Ernest Losee. The house was relocated from 621 Seaforth Street in 1978.

A.4. MINIMAL TRADITIONAL HOMES

The transition away from large properties and landholdings began in the 1900s and may have several causes. According to the Victoria Heritage Foundation, new income taxes introduced during the First World War made large estates far more expensive to maintain. Victoria West's picturesque character was transformed through industrialization, beginning in the 1880s, when sealing, whaling and lumber operations were established on the Songhees Reserve. The process continued with the construction of the Silver Spring Brewery in 1895, Esquimalt and Nanaimo Railway in 1888, Excelsior Biscuit Bakery in 1901, Fairall Bottling Works in 1901 as well as the Sidney Roofing and Paper Company, and Union Oil facilities. In 1913, the E&N roundhouse and carshop facilities were constructed four blocks east of Robert Street.[4] A third factor in Victoria West's evolution was economic stagnation between the end of the First and Second World Wars.

James Muirhead Jr. had inherited his father's land holdings on Robert Street, but the cost of maintaining the holdings became unsustainable in the 1930s. By 1935, City tax records show that taxes on lots 12, 17 and 20 (233–311 Robert Street) were in arrears. The City of Victoria took possession of the lots by 1936.[5] The lots were divided into halves measuring 51′ x 180′ and new owners purchased them for between $495–$510.

There are eight homes on Robert Street built between 1939 and 1945, and two others constructed in 1955. The houses built during the Second World War were constructed for working class households. Multiple owners worked in the local transportation industry. Sam Waddington (224 Robert Street) and Frederick Richmond (311 Robert Street) both worked for the E&N Railway. Edward Beaney (241 Robert Street) worked for the B.C. Electric Railway Company. Erwood Honeybourne (301 Robert Street) worked as a labourer at the HMC dockyard. Other owners include George Goy (206 Robert Street) and Charles Fea (233 Robert Street), who was a clerk for the Liquor Control Board. Construction values for these homes averaged $3,175 ($55,928 adjusted for inflation).

Unlike the Victorian and Edwardian homes, owners of Minimal Traditional homes worked with building contractors on their designs and did not retain the services of professional architects.

The houses built during the Second World War have detailing consistent with the Minimal Traditional Style. This was an economical, simplified architectural style that represented a transition between the elaborate historical revival styles of the 1920s and 1930s and modern postwar housing. The economic hardships of the Great Depression and a growing appetite for modern architectural styles like art deco, art moderne and the international style contributed to the simplicity of the Minimal Traditional style.[6]



In 1898, Victoria West was mostly natural areas, however this picturesque setting was heavily altered by industrial development starting in the 1880s.

Johnson Street Bridge and Victoria waterfront (ca. 1898) From "Pictures of Victoria and Vicinity", [ca. 1900] - L0507. City of Victoria Archives Item M06589.

Minimal Traditional homes resemble streamlined versions of styles like the English cottage, Tudor revival or Spanish revival. 206, 224, 233, 241 and 255 Robert Street all display features that reference the English cottage style popular in the 1920s. With superfluous detailing stripped away, the smaller size, compact square floor plans and lower price point of these homes allowed some families to purchase a detached house for the first time. Home decoration magazines promoted minimalism over the outgoing "feather-duster" era as a means to more efficient housekeeping.[7]

The minimal traditional houses on Robert Street are all 1–1.5-storey, two-bedroom houses. Most feature below-grade garages, originally with carriage-style wooden garage doors, a nostalgic reference to horse-drawn carriages. They have concrete foundations, 2x4 wood framed upper storeys and stucco exterior cladding. The interior rooms are organized on a square floor plan, with a living room to one side of the main entry and a bedroom on the other. A central fireplace and chimney face the living room. The square floor plan was the most space-efficient design with the least amount of lineal feet to construct and may explain the choice to incorporate garages into the basement level.

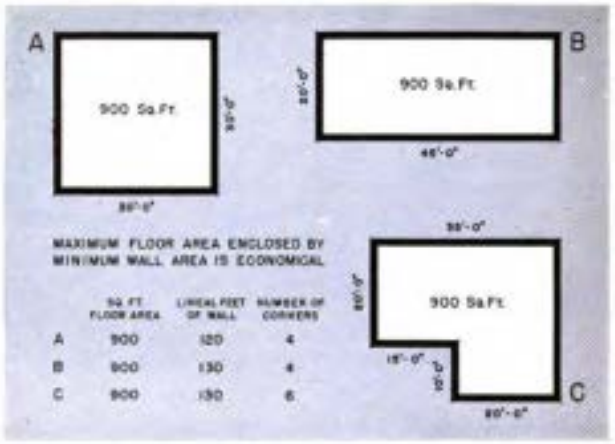


224 Robert Street, Original Drawing by James Fairall, June 15, 1940.



224 Robert Street in 2020. Some details were altered during construction and the entrance and windows do not match the plans.

Houses on Robert Street were likely financed under the federal *National Housing Act* of 1938, the successor to the Dominion Housing Act in 1935. The *Dominion Housing Act* (DHA) was the first national housing legislation in the nation's history. It was championed by Prime Minister R. B. Bennett during the Great Depression as part of a Canadian New Deal, inspired by President Roosevelt's New Deal in the United States. The DHA improved housing affordability by partnering the federal government and private mortgage lenders to improve mortgage terms. A DHA joint mortgage increased the maximum loan amount above the statutory limit of 60 per cent to 80 per cent of the total property cost. Interest rates were limited to five percent, which was lower than a conventional mortgage of the time. The DHA also introduced long term, 20-year amortization periods, and monthly payments, at a time when 3–5 year terms and quarterly or bi-annual payments were typical. These measures combined to make home ownership more affordable and competitive with renting.[8]



THE THREE HOUSES ABOVE have the same floor area. House **B** would be more costly to build than house **A** due to its additional ten lineal feet of wall. If this were a one-story and basement house, it would have about 165 more square feet of foundation and exterior wall area than house **A**. The cost of house **C**, which has the same exterior wall area as house **B**, would be increased by the added cost of two exterior corners, and would cost much more than house **A**.

From: Principles of Planning Small Houses. Washington, D.C. National Housing Agency, [1946.]



206 Robert Street – Compact, square floor plan typical of a Minimal Traditional house with a middle entrance flanked by a living room and bedroom. The chimney is centred in the floor plan.



206 Robert Street, c. 1945, Constructed by A. Petek for Mr. George Goy. Rolled eaves and bricks embedded in plaster are references to the English Cottage Style.



233 Robert Street, c. 1939, Constructed by E.H. Pope for Charles Fea, who worked as a clerk at the Liquor Control Board.



From: "Beauty and Convenience Built-In", Better Homes and Gardens, September 1928. An example of the more elaborate English cottage revival style of the 1920's.



The Newbury

English bungalow design from the Home Plan Book, 1939 Peter Vredenburgh Lumber Company



255 Robert Street, c. 1940, Constructed by N.A. Thomas for Howard Horner, who was a trainman for the Esquimalt and Nanaimo Railroad.

Applicants for a Dominion Housing Act mortgage needed 20 per cent of the total project value in cash or land, then a lender would provide a loan equal to 80 per cent of the total value of a new detached house. The maximum loan amount was $4,000 (for a $5,000 project). The National Housing Act improved on these terms further, lowering the equity requirement from 20 per cent to 10 per cent, provided the house cost no more than $2,500. The Daily Colonist ran multiple articles on the effects of the legislation during the late 1930s, citing it as the dominant factor fueling construction of 6,000 new single family homes throughout B.C. in 1938.[9] In May of 1939, the Daily Colonist reported that the City of Victoria Building Department had issued the largest number of building permits for detached dwellings in any four month period since 1931.[10]



A Really Picturesque Colonial Cottage

Article from Sunday, April 21, 1940 with plans for an affordable cottage-style house and attached garage.



The minimal traditional houses of Robert Street are symbols of the nation's first federal housing strategy. This strategy prioritized new construction, suburban development and single-family home ownership over alternatives and established a template for middle class housing of the postwar period.





Above: Sunday, April 21, 1940 edition of the Daily Colonist. This 2-bedroom house has a similar floor plan to many houses on Robert Street

Left: A mortgage broker advertises National Housing Act housing loans.

Appendix B: Lewis Street History

B.1. FIRST NATIONS PRESENCE

Lewis Street Heritage Conservation Area is located in the homelands of the Lekwungen people, now known as the Songhees and Esquimalt Nations. Specifically, Lewis Street is located in sxʷeŋxʷəŋ təŋəxʷ, (pronounced s-hweng hw-ung tongue-oo-hw) which the Lekwungen have inhabited for thousands of years prior to European contact. Numerous village sites and other sites of cultural importance are located in the surrounding area of the James Bay Peninsula. The Lekwungen connection to, and presence on, the land continues to this day.



Camas was cultivated by the Lekwungen in the area that is now James Bay.



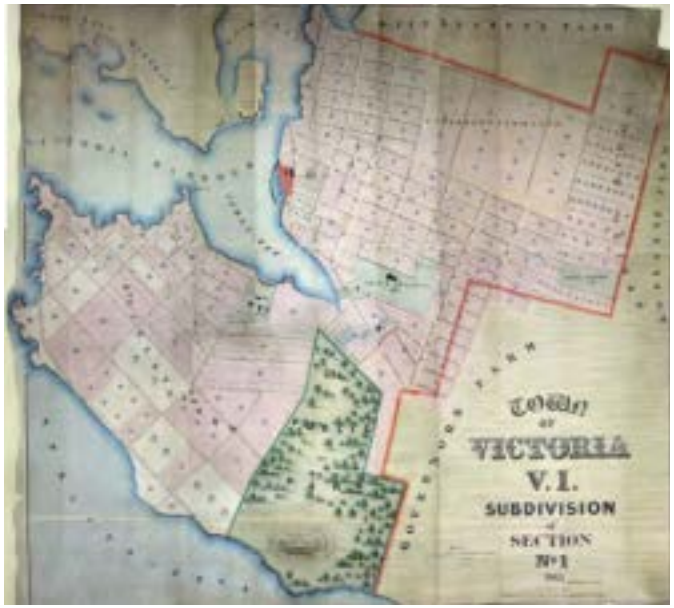
View S.E. across the harbour towards the James Bay Bridge from the Songhees Reserve, c. 1865. Ainslie Helmcken. City of Victoria Archives Item M06525.



"A Woman Weaving a Blanket", Paul Kane, oil on canvas, Southeastern Vancouver Island, B.C., 1849-1856, 18"x29", Gift of Sir Edmund Osler.

B.2. HUDSON'S BAY COMPANY FARM TO GRAND ESTATES

In 1843 the Hudson's Bay Company established Beckley Farm on the James Bay Peninsula as part of a network of farms that provided food and goods to Fort Victoria. As Victoria transitioned from fort to gold rush town to capital city, these farms were subdivided into grand estates. Lewis Street is located on the properties of two former estates: the Lewis Estate and Gladys Villa. The estate of Captain Herbert Lewis, built in 1878 and for whom Lewis Street is named, fronted along Dallas Road at the south end of the street. Lewis was a steamship captain for the Hudson's Bay Company. His wife, Mary, was the daughter of Edward Langford who managed some of the Company farms. Gladys Villa, built in 1876 for William Robinson, originally fronted Menzies Street and included the north end of the street. Robinson was a customs agent and broker. Both homes were demolished to make way for apartment buildings in the 1960s and 70s.



Subdivision map of Victoria, 1863. This map shows the beginning of the subdivision of Beckley Farm into the James Bay neighbourhood.



Gladys Villa, c. 1950. City of Victoria Archives.



Captain Herbert George Lewis and Mrs. Mary Lewis (nee Langford). City of Victoria Archives Item M08890.

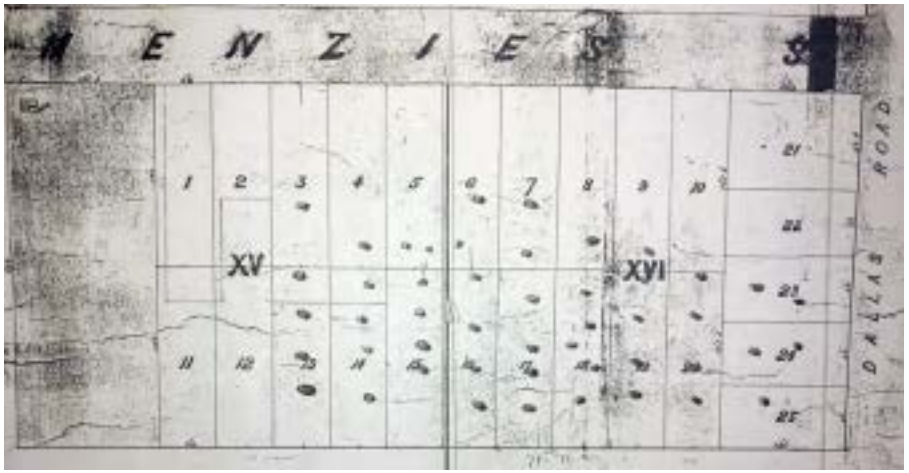
B.3. LEWIS ESTATE SUBDIVISION

Lewis Street was subdivided into its present form in two phases. The Lewis Estate was subdivided first, starting prior to 1895, with the current lot arrangement within the Heritage Conservation Area and many of the homes present by 1911. The road itself first appears in 1889, turning at what is now Brotchy Lane. It was extended past Brotchy Lane by 1891.

Lots in this subdivision were filled in one or two at a time, with modest homes for working families built in the popular styles of the time, including Queen Anne, Colonial Bungalow and Arts and Crafts. In a few cases, two neighbouring lots were developed in quick succession and as a result those homes share some similarities, though they are still distinct. For example, 35 and 39 Lewis Street were built in 1907 and 1908 respectively, and both are one-and-a-half storey bungalows with raised basements of almost the same proportions and positioning on their lots. However, they have different architectural styles as 39 Lewis Street is a Colonial Bungalow with Queen Anne influences and 35 Lewis Street is an Arts and Crafts style bungalow. These stylistic differences between the two properties are evident in details such as bay windows, porch columns and eaves brackets.



Lewis Street.



1872 survey of Block 15 and 16, part of which would become the eastern portion of the Lewis Estate subdivision.



Detail of 1909 Fire Insurance Map showing the first homes on the street following the subdivision of the Lewis Estate.



35 Lewis Street, built 1907.



39 Lewis Street, built 1908.



50 Lewis Street, built 1912.

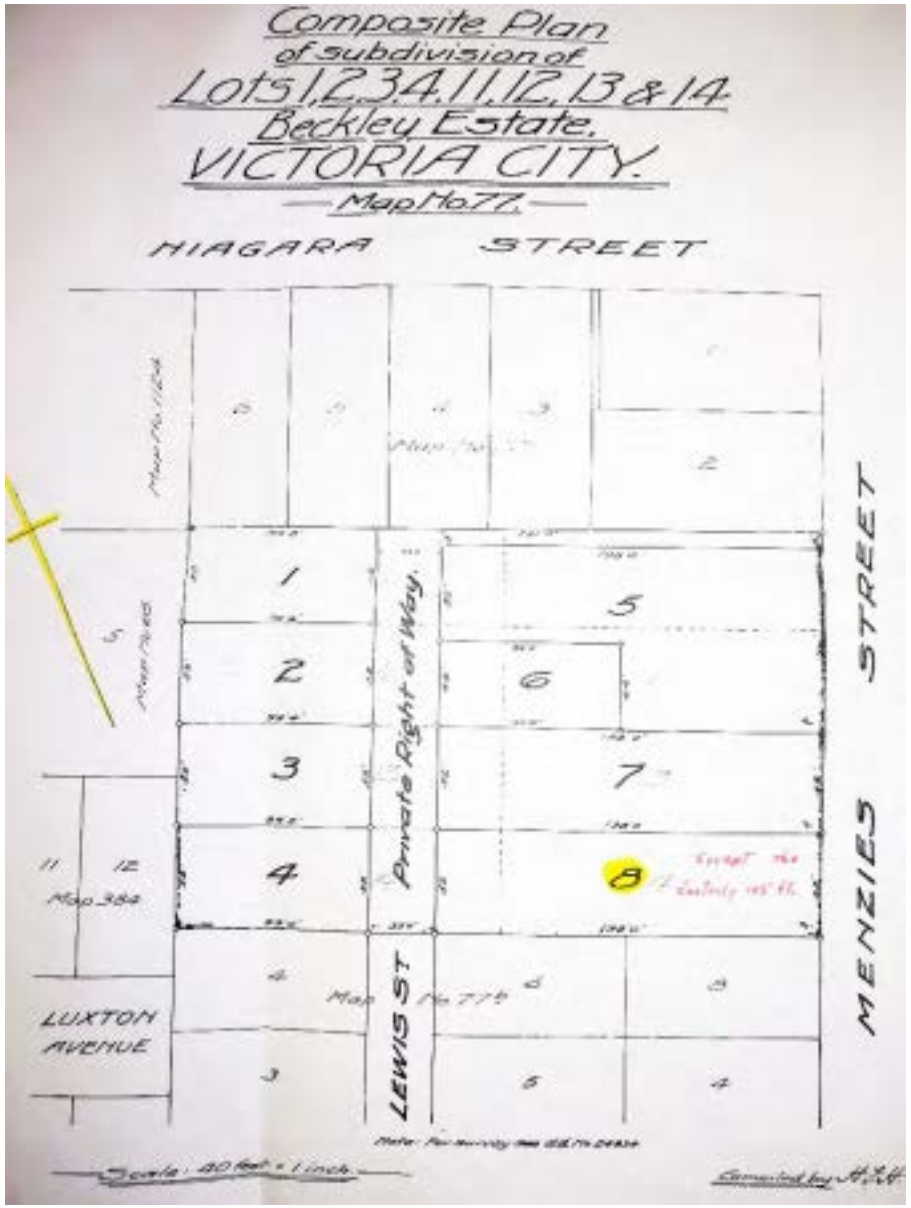


53 Lewis Street, built 1929.

B.4. PLAYFAIR, PLAYFAIR AND CRAMER (PP&C) SUBDIVISION

The subdivision of the Gladys Villa estate began in 1911 after brothers John and George Playfair and their cousin George Cramer purchased the estate and subdivided it into twelve lots fronting on both Lewis and Menzies Streets. The original subdivision plan brought the street up to its current terminus and included the footpath at the northern end of the street connecting to Menzies Street. The first home in this subdivision was built in 1912 at 50 Lewis Street and the last home in 1929 at 53 Lewis Street. Gladys Villa was moved to what was 66 Lewis Street and is now the parking lot for the apartment building at 45 Boyd Street to facilitate the development of the subdivision.

Similarly to the Lewis Estate subdivision, this subdivision was filled in over time with individually designed homes. Most of the surviving homes were built in the 1920s in varying interpretations of the Arts and Crafts style. George Cramer lived in both 50 and 53 Lewis Street immediately after they were first built in 1912 and 1929 respectively, before selling the homes the following years. John Playfair lived in 51 Lewis Street, built in 1925. The homes at 50 and 53 Lewis Street both retain many original features of Arts and Crafts styles, while 51 Lewis Street has been substantially altered and almost no original features remain.



Survey for PP&C subdivision, 1911.

Endnotes

1. Simon Fraser University – The Bill Reid Centre. Songhees.
2. Trachsel, J. (2004). Victoria Heritage Foundation: Vic West History. https://www.victoriaheritagefoundation.ca/Neighbourhoods/vicwesthistory.html.
3. Wentworth Villa (2019) Muirhead Residence Exhibit – A Changing Neighbourhood. Victoria, B.C.
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5. Corporation of the City of Victoria (1935-1941). Assessor's and Collector's Roll – Records for Lots 12, 17 and 20. Victoria, B.C.
6. McAlester, V., Matty, S. P., Clicque, S., McAlester, A. L. 1., Jarrett, L., & Rodriguez-Arnaiz, J. (2013). A field guide to American houses: the definitive guide to identifying and understanding America's domestic architecture. Revised and expanded edition/second edition. New York: Alfred A. Knopf.
7. Normile, John (1939, January). Up From the Nineties. *Better Homes and Gardens*, page 36.
8. Belec, John (1997, March) The Dominion Housing Act. *Urban History Review*. Volume 25, Issue 2, pages 53–62.
9. City Building Inspector's Department (1939, Sunday, May 28) Building Permits Indicate Gain in Construction Here. *The Daily Colonist*. Page 18.
10. Many Homes Built Through Dominion Government Loan. (1938, Sunday, April 10). *The Daily Colonist*. Page 3.Appendix A: Robert Street History



City of Victoria
1 Centennial Square
Victoria, BC V8W 1P6
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Victoria Arm Gorge Waterway Design Guidelines

Victoria 2050 OCP Schedule 2K

a. The use of fill, sea-walls, and other shoring methods are permitted only if it can be clearly demonstrated that they are necessary to prevent further erosion or sloughing of the existing shoreline.

b. Sea-walls and retaining wall structures must satisfy the following requirements:

    i. No placement of fill on any lands below the high water mark;

    ii. No placement of foundations below the high water mark;

    iii. No utilization of construction debris like broken concrete, blocks, or bricks; and

    iv. Must be constructed of suitable materials like broken stone so as to blend with the natural landscape and the darker colours of the natural shoreline.

c. The removal of native trees, shrubs and forest debris within a strip measured 7 metres perpendicular from the high water mark is prohibited except where:

    i. The removal is necessary for the construction or maintenance of a path to the shoreline, and the path is constructed entirely of permeable materials and is not wider than 1 metre; or

    ii. The removal is of dead tree limbs or dead or dying trees that create an immediate potential hazard to humans.

d. The shoreline lying within a strip measured 7 metres perpendicular from the high water mark must:

    i. Be retained in a natural state, or

    ii. If cleared or altered before October 19, 2000 it may be left as is or it may be rehabilitated with native plant species.

e. Chemical pesticides and fertilizers must not be used.

f. Removal or excavation of land or water must not be carried out.

g. Filling of land or water depressions must not be carried out.

h. Light fixtures that are within a strip measured 7 metres perpendicular from the high water mark must be designed to avoid glare spillover onto the water's surface.

i. Flexibility with respect to the above guidelines and prohibitions may be considered following:

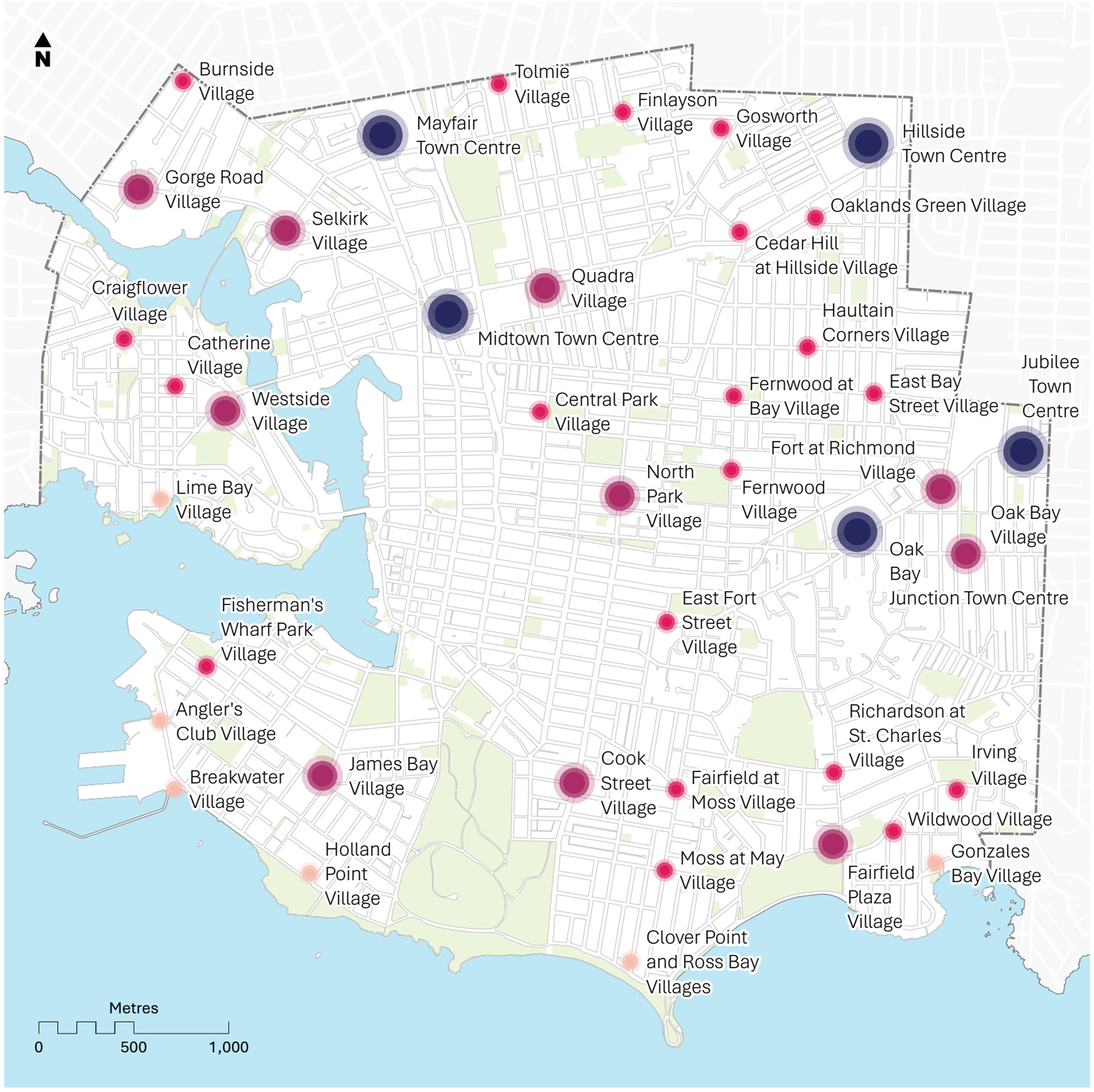
    i. The provision of an impact study completed by a marine biologist, geo-technical engineer, other qualified professional, or

    ii. The provision of site plans and photographs, with descriptive rationale indicating how the proposed subdivision, alteration or development satisfies, or is otherwise consistent with, the special conditions and objectives.

Schedule D

Maps

This section provides maps referenced by earlier sections of the plan.



MAP 23

Town Centre and Village Network

- Town Centre
- Community Village
- Local Village
- Waterfront Village



MAP 24

Parks, Open Spaces and Community Facilities

- Municipal Parks
- Other Parks, Open Spaces and Plazas
- Proposed Parks
- Shoreline
- Arena
- Community Centre
- Pool
- Seniors Centre
- School



MAP 25

Linear Parkways Preliminary Opportunities

Greenway Network

- Greenways
- Proposed Greenway Connections

Key Off-Street Connections

- Existing Trails and Pathways

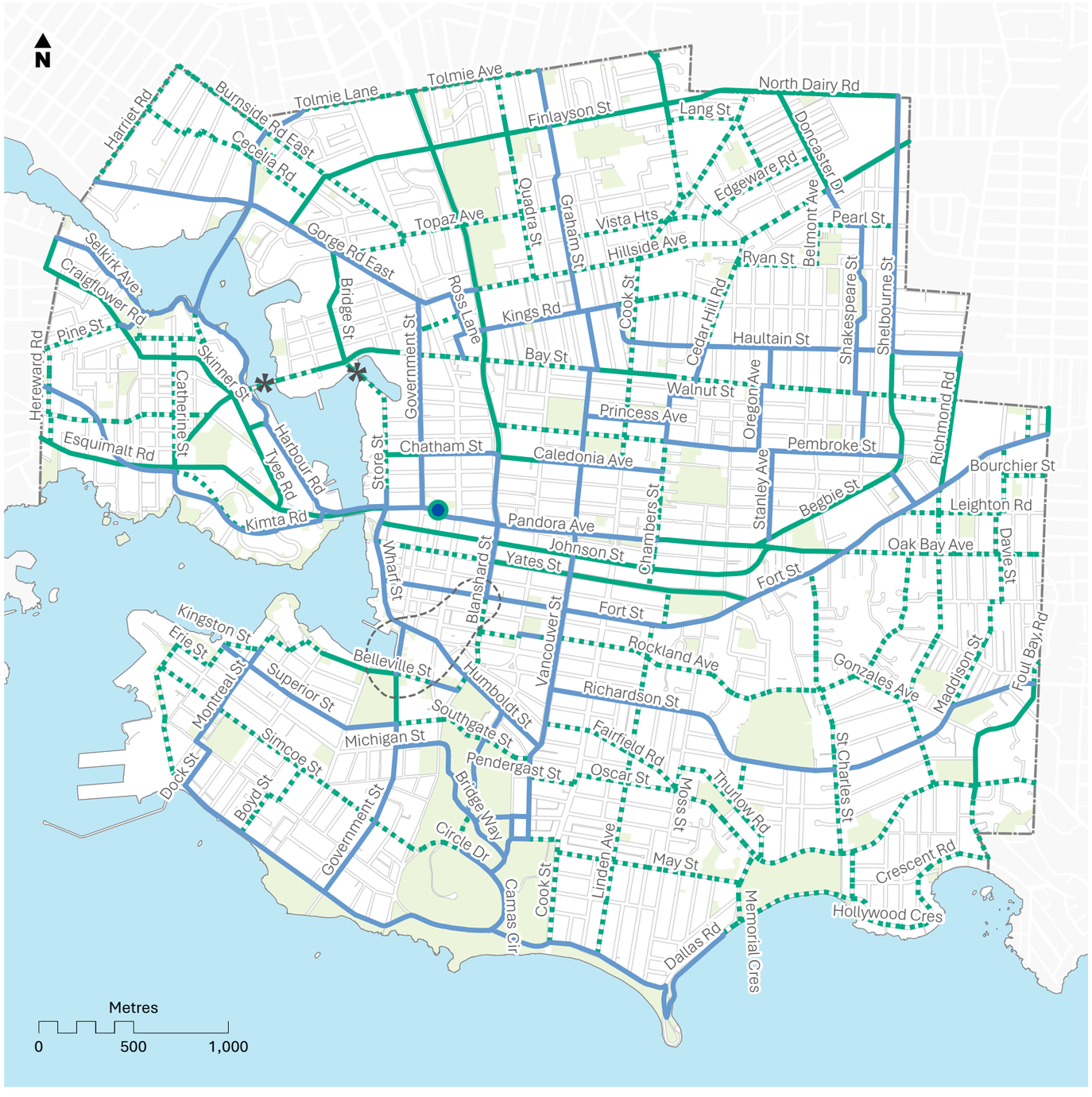
Street Parks and Street Plazas

- Priority Opportunity Areas*

* Street Parks include public spaces created through potential shared or pedestrian-only streets and by repurposing underutilized road spaces. Streets without sidewalks, lanes and streets that align with historic creeks and stormwater mains may also be suitable locations for Street Parks. Additionally, they can be established at locations previously identified in City policies and plans as existing and future pedestrian connection opportunities.

Street Plazas include existing street end closures, future street end closures and other plaza opportunities near Villages and Town Centres.

Exact locations, designs and sequencing for Street Parks and Plazas will be determined through future studies, development and consultation processes. Future Street Parks and Plazas may also be implemented in unmapped locations on an opportunity basis, where suitable right-of-way conditions align with need, growth and special opportunities, such as through frontage improvements or capital projects.



MAP 26

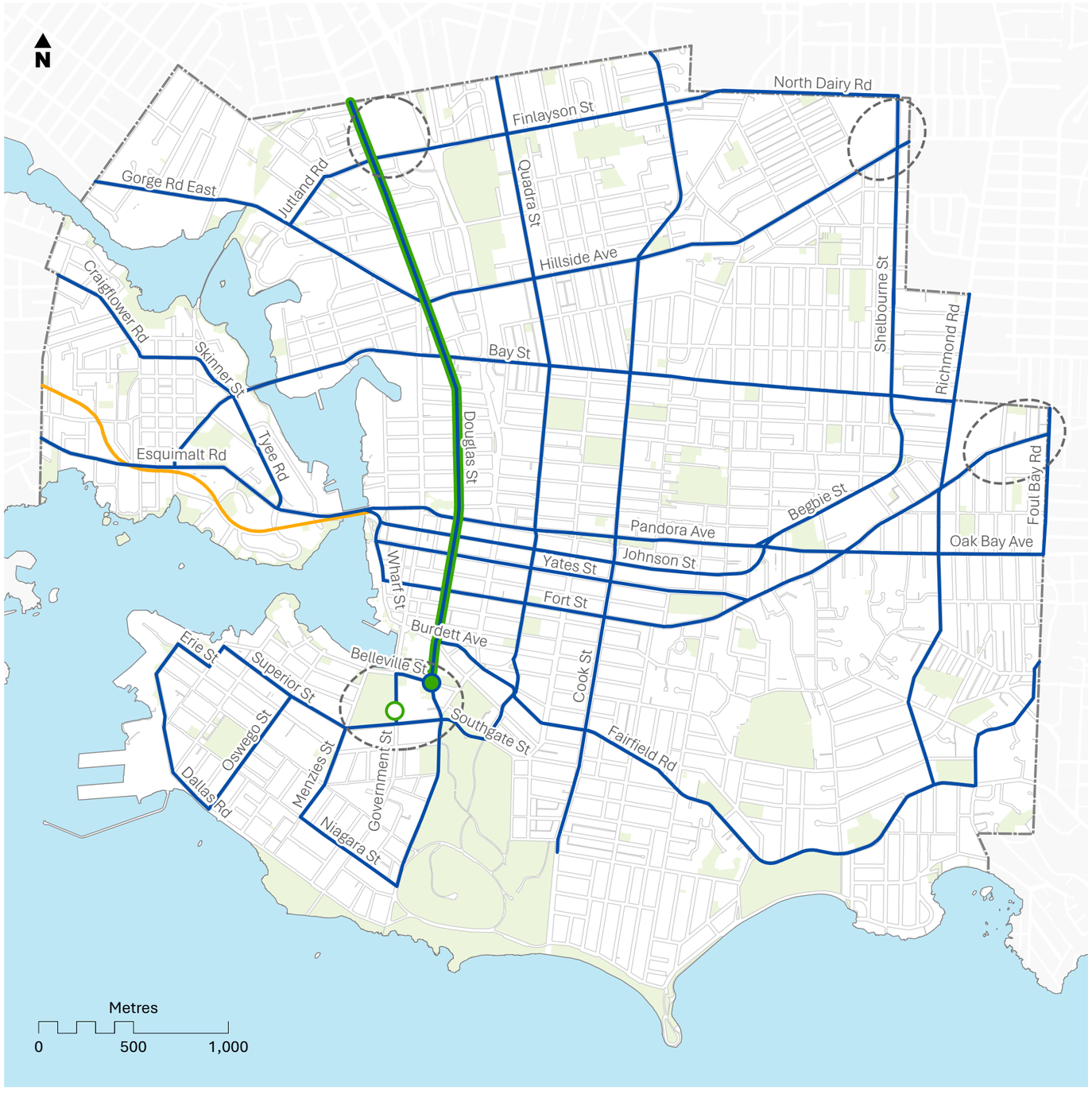
Cycling Network

- Existing AAA Cycling Network *
- Existing Non-AAA Cycling Network
- Expanded Cycling Network **
- Bridge Improvements
- Bike Valet
- Bike Valet Study Area ***

* The Existing Non-AAA Cycling Network and Expanded Cycling Network will continue to be developed over time to improve safety and comfort. New routes will be added to the AAA Network with an aim towards a Cycling Network that is safe and comfortable for anyone biking or rolling. Working with partners, including neighbouring municipalities and private landowners, the City will continue to be opportunistic in introducing improvements (including additions to the AAA network).

** Exact route, design and sequencing to be determined through future study and consultation processes.

*** Priority area for additional bike valet(s). Exact location, capacity, design and operation to be determined through future study.



MAP 27

Transit Priority Network

Transit Oriented Areas

- Transit Oriented Area *
- Future Transit Oriented Area
- Transit Exchange Study Area

Frequent Transit Corridors

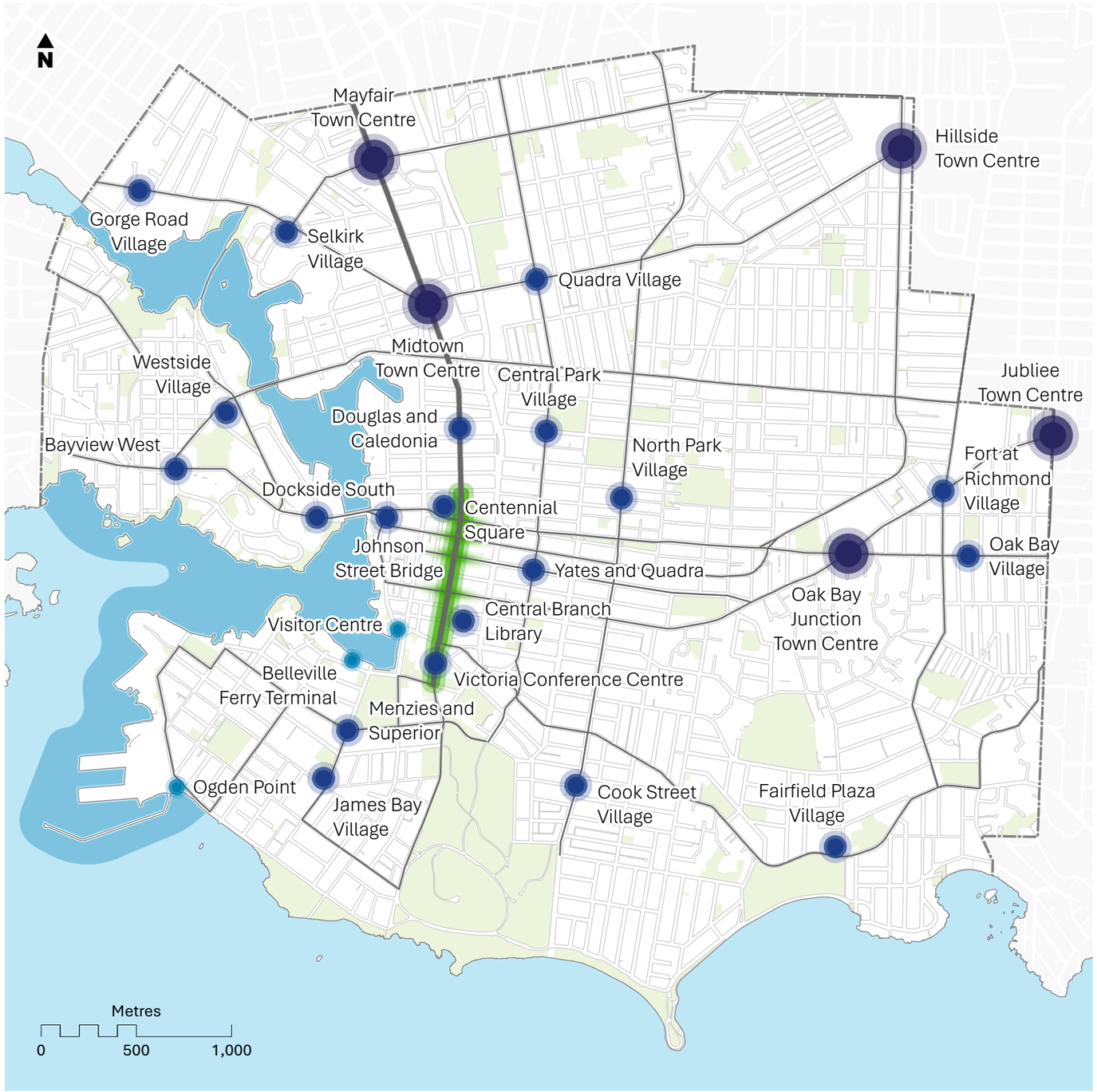
- Rapid Transit Network
- Frequent Transit Network

Transportation Corridor

- E&N Rail Trail / Island Rail Corridor

The Victoria Region Transit Future Plan is administered by BC Transit and may be subject to change. Transit Exchange Study Areas are shown as approximate areas of opportunity, with additional Mobility Hubs shown on Map 28. Local Transit Routes not shown.

* Provincially prescribed



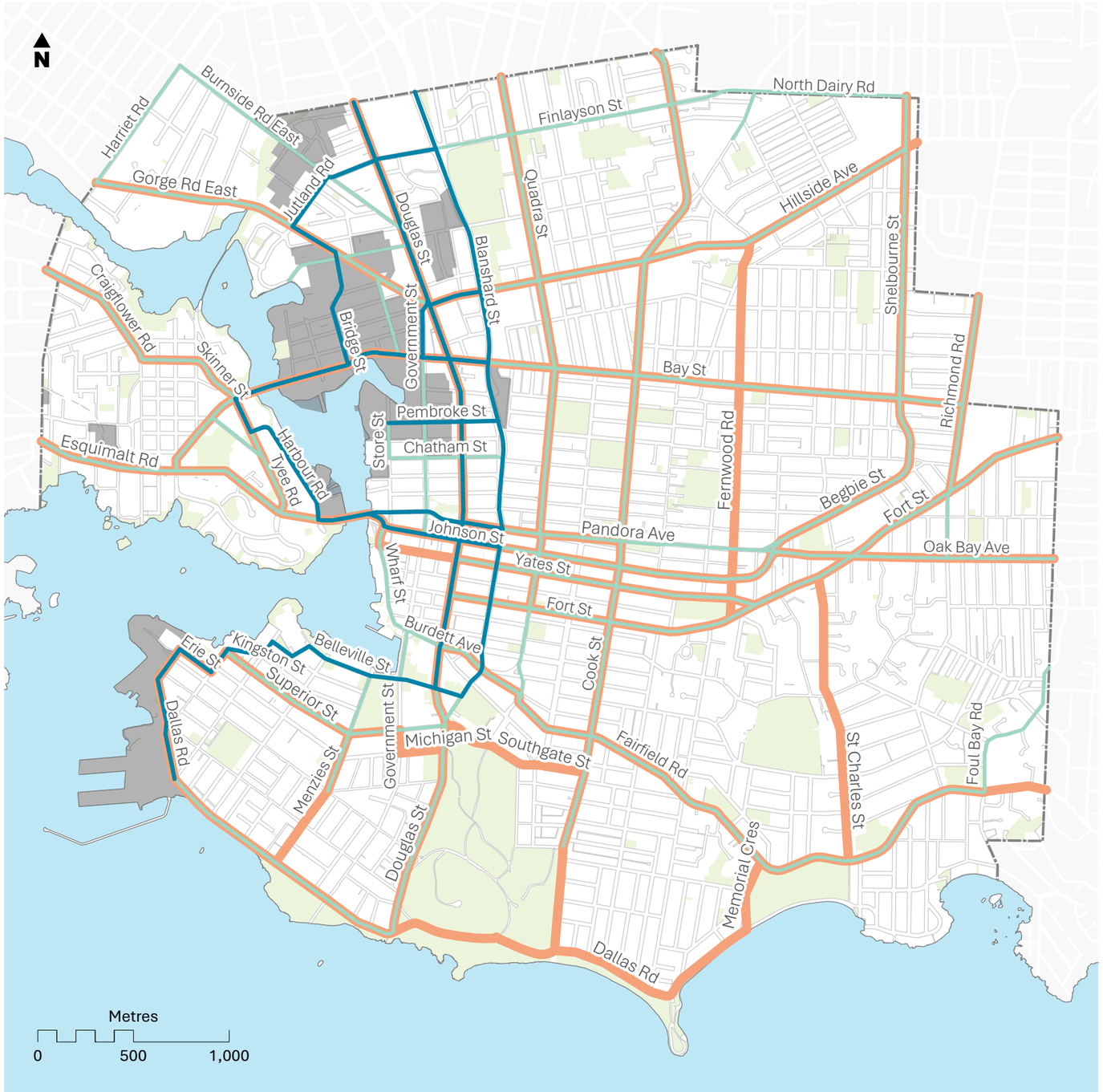
MAP 28

Mobility Hubs

- Major Mobility Hub
- Minor Mobility Hub
- Waterfront Mobility Hub
- Waterfront Mobility Hub Opportunity Area
- Frequent Transit Network
- Rapid Transit
- Douglas Street Transit Plaza

Locations shown on the map indicate general areas of opportunity to secure and install mobility hub infrastructure. Additional sites may be considered, with facilities delivered through capital improvements, transit service expansion and major redevelopment to improve access to key destinations and transitions between mobility modes.

Local trip generators not shown on the map, including local and waterfront villages, parks and recreation facilities, employment and education centres, and intersections of existing mobility networks are to be considered when siting shared mobility and improving access to other mobility networks.



MAP 29

Truck and Emergency Response Network

- Emergency Response Route
- Truck Route
- Commercial Route
- Urban Industrial Reserve

All streets in Victoria's road network can and will be served by emergency services including fire, police and ambulance. Emergency Response Routes identified in this map align with land use designations and existing or planned traffic signal technologies. Streetscape designs and curbside management policies may be adapted over time to accommodate specific emergency response needs.

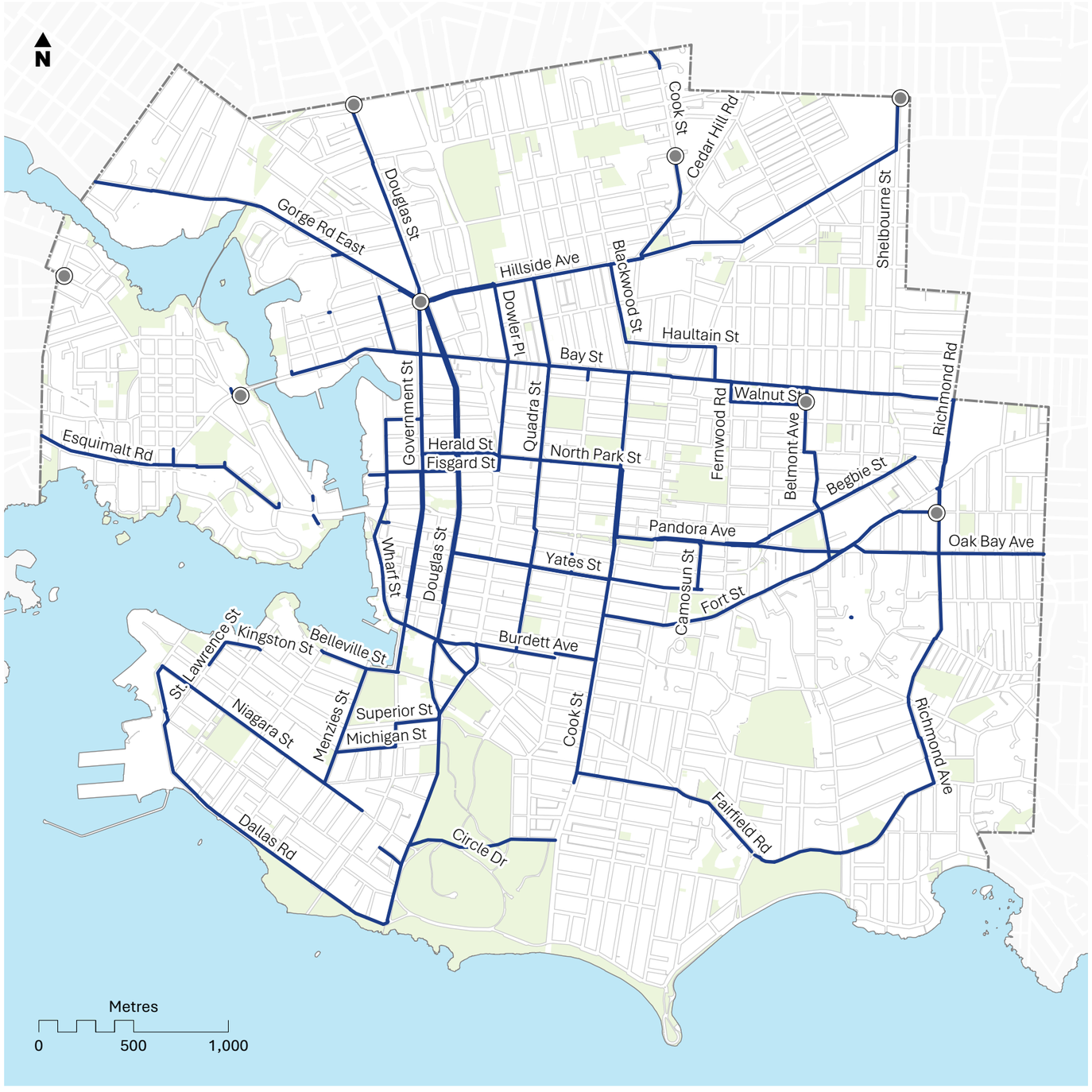
A network of Truck Routes facilitates the efficient movement of industry goods and services in Victoria and the wider region.



MAP 30

Functional Street Classification

- Arterial
- Collector
- Local



MAP 31

Water Main Network

- Pressure Reducing Valve (PRV)
- Major Water Main (300 mm or greater diameter)

This map identifies existing infrastructure only. The phasing of future capital works will be defined through Master Plans for civic infrastructure and subsequent amendments to the OCP bylaw.

*Civic infrastructure includes water mains less than 300 mm in diameter, which are not included on this map.



MAP 32

Sanitary Sewer Main Network

Sanitary Pump Station

Major Sanitary Sewer Mains *

(250 mm or greater diameter)

Capital Regional District Sanitary Sewer Main

City of Victoria Sanitary Sewer Main

This map identifies existing infrastructure only. The phasing of future capital works will be defined through Master Plans for civic infrastructure and subsequent amendments to the OCP bylaw.

*Civic infrastructure includes sanitary sewer mains less than 250 mm in diameter, which are not included on this map.



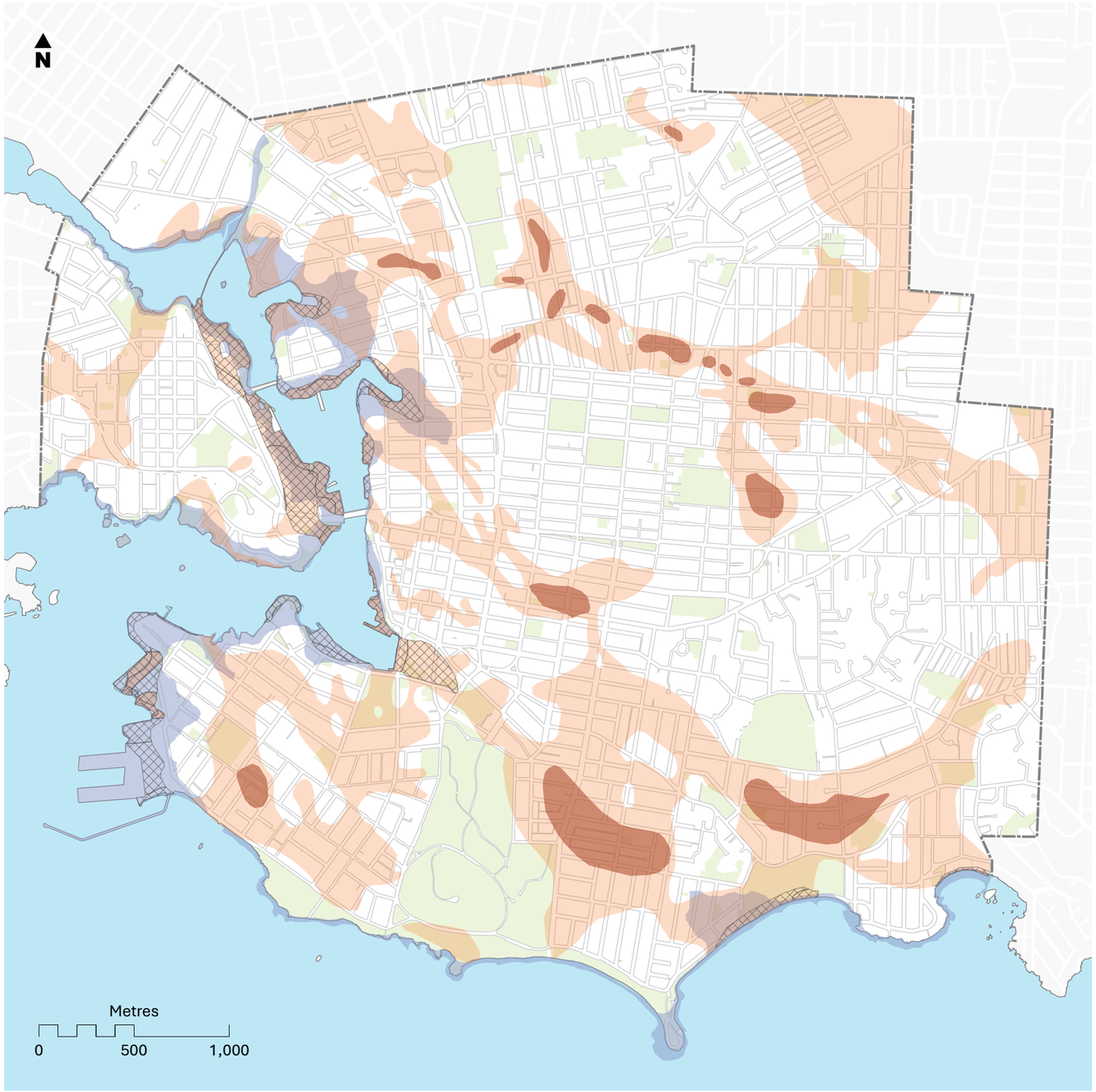
MAP 33

Stormwater Main and Natural Drainage Network

- Stormwater Pump Station
- Major Stormwater Main (250 mm or greater diameter)
- Enclosed Creek
- Open Creek

This map identifies existing infrastructure only. The phasing of future capital works will be defined through Master Plans for civic infrastructure and subsequent amendments to the OCP bylaw.

*Civic infrastructure includes stormwater mains less than 250 mm in diameter, which are not included on this map.



MAP 34

Seismic and Tsunami Hazard

- High to Very High Amplification Hazard
- Moderate to High Amplification Hazard
- Tsunami Hazard Zone
- High Liquifaction Hazard

Amplification

Amplification of ground motion refers to the increase in the intensity of ground shaking that can occur due to local geological conditions, such as the presence of soft soils.

Liquefaction

Liquefaction is the transformation that occurs when earthquake shaking causes sand to lose its strength and behave like a liquid. In the Victoria area, the liquefaction hazard is greatest in geologically young beaches and in artificial fills.

Source

Composite Relative Earthquake Hazard Map,
British Columbia Geological Survey