



## REVISED AGENDA - SPECIAL VICTORIA CITY COUNCIL

Thursday, September 12, 2019, 6:30 P.M.

Council Chambers, City Hall, 1 Centennial Square

The City of Victoria is located on the homelands of the Songhees and Esquimalt People

Council is committed to ensuring that all people who speak in this chamber are treated in a fair and respectful manner. No form of discrimination is acceptable or tolerated. This includes discrimination because of race, colour, ancestry, place of origin, religion, marital status, family status, physical or mental disability, sex, sexual orientation, gender identity or expression, or economic status. This Council chamber is a place where all human rights are respected and where we all take responsibility to create a safe, inclusive environment for everyone to participate.

### Pages

A. APPROVAL OF AGENDA

B. READING OF MINUTES

C. REQUESTS TO ADDRESS COUNCIL

D. PROCLAMATIONS

E. PUBLIC AND STATUTORY HEARINGS

\*E.1 Proposed Fairfield Neighbourhood Plan

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*Council is considering the revised Fairfield Neighbourhood Plan, along with related Official Community Plan Bylaw amendments.*

Addendum: Housekeeping Amendment Report and Correspondence

\*E.1.a Public Hearing & Consideration of Approval

613

Addendum: Revised Bylaw No. 19-031

- Consider approval of the Fairfield Neighbourhood Plan
- Motion to give 3rd reading to:
  - Official Community Plan Bylaw, 2012, Amendment Bylaw (No. 29) No. 19-030
  - Official Community Plan Bylaw, 2012, Amendment



Bylaw (No. 30) No. 19-031

- **Motion to adopt:**
  - Official Community Plan Bylaw, 2012, Amendment Bylaw (No. 29) No. 19-030
  - Official Community Plan Bylaw, 2012, Amendment Bylaw (No. 30) No. 19-031

F. REQUESTS TO ADDRESS COUNCIL

G. UNFINISHED BUSINESS

H. REPORTS OF COMMITTEES

I. NOTICE OF MOTIONS

J. BYLAWS

K. CORRESPONDENCE

L. NEW BUSINESS

M. ADJOURNMENT

**K. BYLAWS**

**K.1 Bylaw for Fairfield Neighbourhood Plan**

**Moved By** Councillor Thornton-Joe

**Seconded By** Councillor Collins

That the following bylaw **be given first and second readings:**

1. Official Community Plan Bylaw, 2012, Amendment Bylaw (No. 29) No. 19-030
2. Official Community Plan Bylaw, 2012, Amendment Bylaw (No. 30) No. 19-031

**Amendment:**

**Moved By** Councillor Isitt

**Seconded By** Councillor Thornton-Joe

That the motion be amended to include the following:

**And that a Public Hearing be scheduled for September 2019.**

**CARRIED UNANIMOUSLY**

**On the main motion as amended:**

That the following bylaw **be given first and second readings:**

1. Official Community Plan Bylaw, 2012, Amendment Bylaw (No. 29) No. 19-030
2. Official Community Plan Bylaw, 2012, Amendment Bylaw (No. 30) No. 19-031

And that a Public Hearing be scheduled for September 2019.

**CARRIED UNANIMOUSLY**

**Moved By** Councillor Alto

**Seconded By** Councillor Collins

That Council:

1. Consider the Official Community Plan Amendment Bylaw in conjunction with the City of Victoria 2018-2022 Financial Plan, the Capital Regional District Liquid Waste Management Plan and the Capital Regional District Solid Waste Management Plan pursuant to Section 477(3)(a) of the Local Government Act, and deem those Plans to be consistent with the proposed Official Community Plan Amendment Bylaw.
2. Consider approval of the Fairfield Neighbourhood Plan, 2019, at the same Council meeting at which the above Bylaws are considered and allow public comment.
3. Rescind the Cathedral Hill Precinct Plan (2004) and the Humboldt Valley Precinct Plan (2005) following approval of the Fairfield Neighbourhood Plan, 2019.

**CARRIED UNANIMOUSLY**



## **Council Report**

### **For the Meeting of July 11, 2019**

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**To:** Council

**Date:** July 3, 2019

**From:** Andrea Hudson, Acting Director, Sustainable Planning and Community Development

**Subject:** **Fairfield Neighbourhood Plan and Related Official Community Plan Amendments**

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### **RECOMMENDATION**

That Council:

1. Give first and second readings of Official Community Plan Amendment Bylaw (Bylaw No. 19-030) to clarify the intent of local area plan study areas and policies related to Urban Villages.
2. Give first and second readings of Official Community Plan Amendment Bylaw (Bylaw No. 19-031) concerning Urban Place Designations and Development Permit Areas in the Fairfield Neighbourhood.
3. Consider the Official Community Plan Amendment Bylaw in conjunction with the City of Victoria 2018-2022 Financial Plan, the Capital Regional District Liquid Waste Management Plan and the Capital Regional District Solid Waste Management Plan pursuant to Section 477(3)(a) of the Local Government Act, and deem those Plans to be consistent with the proposed Official Community Plan Amendment Bylaw.
4. Consider approval of the Fairfield Neighbourhood Plan, 2019, at the same Council meeting at which the above Bylaws are considered and allow public comment.
5. Rescind the Cathedral Hill Precinct Plan (2004) and the Humboldt Valley Precinct Plan (2005) following approval of the Fairfield Neighbourhood Plan, 2019.

### **EXECUTIVE SUMMARY**

The purpose of this report is to present Council with a revised Fairfield Neighbourhood Plan (Attachment A), a summary of engagement (Attachment B) and Official Community Plan (OCP) amendments including new and updated Development Permit Area guidelines to implement the proposed plan, consistent with Council direction of April 11, 2019 (Attachment C).

Engagement found that a majority of respondents were supportive of the proposed directions in the draft plan and OCP amendments. Specific concerns were raised regarding some policy areas or design guidance, and these have informed recommendations for minor revisions by staff (detailed later in this report). In addition to majority support, divergent opinions were expressed by some stakeholders in relation to policy areas including housing, urban design, transportation and heritage.



Staff has considered public comment and propose minor revisions to the draft plan and OCP amendments regarding land use and design guidelines, detailed in this report.

## **PURPOSE**

The purpose of this report is to bring forward recommended Official Community Plan amendment bylaws to implement the Fairfield Neighbourhood Plan, including Development Permit Area guidelines, the draft Fairfield Neighbourhood Plan, 2019 for consideration of approval; and a summary of engagement.

## **BACKGROUND**

On April 11, 2019, Council directed staff to undertake a final phase of public engagement and to prepare OCP amendment bylaws for alignment of plans.

Staff carried out community engagement which included:

- an online survey open for two weeks, and completed by 197 people
- an Open House event attended by 95 people
- three pop-up events attended by 176 people
- promotion through existing email lists (based on those interested in the Fairfield Neighbourhood Plan, the Gonzales Neighbourhood Plan, and lists maintained by the Fairfield Gonzales Community Association and others)
- meetings with or presentations to Fairfield Neighbourhood Plan steering committees, Cook Street Village Merchants' Association, Fairfield Plaza Neighbourhood Group, and owners of properties in Five Points Village. Offers were extended to meet with several other groups
- referral to the Greater Victoria School District Board, Songhees Nation and Esquimalt Nation
- meeting with the Esquimalt Nation.

This engagement reflects the last round of engagement of a three year process involving a range of engagement events during which over 4,000 individual contacts were made in response to surveys and face-to-face engagement.

## **ISSUES & ANALYSIS**

### **1. Summary of Engagement**

#### **A. Survey Results**

The online survey was open for two weeks in June, and was completed by 197 respondents. Overall, those indicating they are "supportive" or "strongly supportive" of the key directions ranged from 53% (Fairfield Plaza) to 72% (Cook Street Village), while the proportion who indicated they are somewhat or not supportive ranged from 9% (Moss at May village) to 31% (Fairfield Plaza). Nonetheless, respondents expressed some specific concerns which have been taken into consideration in the staff recommendations later in this report. The majority of survey respondents reported living in Fairfield or Gonzales neighbourhoods; the engagement summary provides further detail of demographics of respondents.

Although all areas received majority support among respondents, survey results continued to show some diverging opinions among stakeholders. These areas included:

- Housing, with some stakeholders favouring added opportunities for housing in village areas, along Fairfield Road, or within Traditional Residential Areas (in the form of townhouses); and other stakeholders feeling the plan provided too much potential for change in certain areas, including Fairfield Road, Fairfield Plaza and west of Cook Street Village
- Transportation and mobility, with some stakeholders wishing for policies to go further in encouraging alternatives to the automobile and reducing land dedicated to parking, some concerned about impacts to on-street parking, and divergent opinions regarding policies for Cook Street
- Urban design and heritage, with some stakeholders expressing concern that the plan should provide stronger guidelines for contextual development, provide stronger incentives for heritage retention, or reduce density in some areas with heritage resources, including the Humboldt Valley area, the block east of Pioneer Square and the blocks west of Cook Street Village.

The survey results are detailed in Attachment A.

## **B. Comments from Stakeholder Groups**

Merchants who attended a stakeholder meeting in Cook Street Village expressed support for elements of the revised draft plan including maintaining on-street parking, providing opportunities to add commercial space and future improvements to streetscape and crossings. Merchants also expressed desire to see the development of a parking management strategy (an objective of the neighbourhood plan) implemented soon, and to provide opportunities for visitor parking on side streets during daytime hours. Merchants expressed concerns to maintain Cook Street Village as both a local-serving village and destination, and that possible long-term addition of bicycle facilities may constrain vehicle movement, parking, and loading, given automobile traffic that would be directed away from Vancouver Street.

Property owners in the Five Points area expressed opposition to removing opportunities for 4-storey buildings and possible density bonus along Fairfield Road within the village. These opportunities were presented in the earlier draft plan (November 2017) and align with current zoning which anticipates buildings of up to 12 metres. Owners indicated that while they retained zoning rights, that they saw the provisions in the plan were important in supporting future land uses, including provision of rental housing; that they felt that other sites in the Small Urban Village should consider similar heights and densities as was approved at 1303 Fairfield Road; that the area should remain a Small Urban Village; and that management of public parking was important to the future vision of the village.

## **2. Referral to First Nations and Other Governments**

The draft Neighbourhood Plan and OCP Amendments were referred to Songhees Nation, Esquimalt Nation and the Greater Victoria School District. Esquimalt Nation requested a meeting and provided verbal comments.

Esquimalt Nation representatives indicated several broader concerns. Representatives expressed concern for how archaeological finds on private lands are considered, including chance finds, and what protocols are in place. A second comment is that the City should participate in funding and providing affordable housing opportunities to band members, given the historically constrained land base of the Esquimalt, the number of band members staying in Victoria, and the fact that provision



of affordable housing for Esquimalt Nation members reduces the needs within Victoria. A further concern raised was for consideration of possible impacts if the E&N Rail corridor was again used for transportation, given that it would serve Victoria commuters while impacting the Esquimalt Nation reserve lands.

### **3. Referral to Advisory Design Panel**

Advisory Design Panel members provided comments and concerns at their May 22 meeting. Concerns included balancing the potential for added housing with encouraging livability, building separation, and retention of existing rental and historic buildings (not just facades). Specific concern was expressed for the proposed density range along Vancouver Street and in the half-block east of Pioneer Square: while the latter is lower than the current OCP range, some members felt that the potential bonus (maximum) density in this half-block was still too high given the concentration of buildings with heritage status and the unlikelihood of achieving the maximum density.

An additional comment concerned the scale of street wall along Fort Street (with a desire expressed to have a lower-scale street wall within this established high street). Other comments touched on transportation and mobility, a desire for clearer direction through zoning and design guidelines, clear policies to encourage undergrounding of utilities in urban villages, and a desire to present a clear picture of what Vancouver Street between Fort Street and Beacon Hill Park could look like in terms of land use and public realm.

The full ADP minutes are included as Attachment D.

### **4. Recommended Revisions to the OCP Amendment Bylaws**

Staff recommend one change to the proposed OCP amendments related to land use, and minor changes to the proposed design guidelines, based on analysis of the input received.

#### **A. Land Use Policy Change:**

For Five Points Village, staff recommend restoring provisions from the earlier draft plan (November 2017) to consider development up to four storeys / 13.5 metres and approximately 2:1 floor space ratio on lots within Five Points Village and fronting Fairfield Road, where the following conditions can be met:

- the provision of rental housing, affordable housing contribution, heritage conservation and/or public amenity contribution
- demonstration that development can meet design guidelines for sensitive transitions to adjacent lower-scale housing.

#### *Rationale:*

- current zoning can accommodate 12 metre buildings, which may support 3-4 storeys
- economic analysis shows that the addition of housing, in particular rental housing, is not likely to be viable within the current zoned density of 1.4:1 floor space ratio
- the possibility of four storeys and 2:1 floor space ratio, included in the earlier draft plan of November 2017, received considerable support
- analysis of lot patterns shows the ability to transition sensitively to adjacent lower-scale development
- public engagement indicated interest in seeing improvements to pedestrian comfort, public space, and the inclusion of housing with a particular concern for rental housing and affordability

- while public engagement showed some stakeholders preferred a 3-storey development, interest in housing diversity and enhancement of public realm are recommended as a higher priority
- the community expressed concern about the designation of a Large Urban Village at 1303 Fairfield Road and possible implications for surrounding lands. The proposed OCP amendments for the Fairfield Plan would return this site to the Small Urban Village designation.

## **B. Design Guideline Changes**

### Northwest Area and Fort Street Corridor:

- addition of a guideline for DPA 7(HC): Corridors Heritage (applicable to Fort Street) to recommend a streetwall of up to 3 to 5 storeys, with upper floor(s) set back (current design guidelines consider streetwalls of 15 – 20 metres, or up to approximately 6 storeys)
- addition of a guideline in DPA 14: Cathedral Hill Precinct addressing consideration of wind impacts on the public realm, for taller buildings.

### Fairfield Plaza:

- enhanced guideline regarding the characteristics desired in a plaza/public space
- revision of guidance regarding internal circulation network, to remove requirement that this network accommodate vehicles, while continuing to provide guidance for pedestrian-friendly design in the circulation network
- revise guidelines regarding parking to discourage surface parking lots, while encouraging accommodating accessible and limited convenience parking designed as part of the circulation network
- strengthening of guideline addressing noise impacts from loading, vents and mechanical equipment
- addition of a recommended maximum entry spacing for storefront modules
- revision of Fig. 9 (illustrative example of Fairfield Road cross-section) to address how 4 and 5-storey buildings may be sited to accommodate recommended setbacks and stepbacks
- addition of an illustrative concept diagram showing how design guidelines for site layout and mitigation of impacts may be achieved.

### Cook Street Village:

- addition of a guideline addressing noise impacts from loading, vents and mechanical equipment.

### Five Points Village:

- addition of a guideline regarding setbacks to accommodate sidewalk and street tree planting, with further setbacks along portions of buildings for patio seating and display areas.

### Traditional Residential Areas:

- add clarity on what constitutes a “courtyard townhouse” development, specifying that the courtyard provides shared and private outdoor amenity space; and add an example photograph from the Fairfield Neighbourhood Plan



- clarification of guideline for landscape and building interface with parking areas
- revision of the guideline encouraging clustering parking on a site, where it can minimize impacts of parking and circulation on site area and building design, particularly when combined with transportation demand management.

## 5. Recommended Changes to the Fairfield Neighbourhood Plan

Based on public engagement and consideration of objectives and outcomes, staff recommend the following revisions, which are included in the plan in red text:

- A. Revised acknowledgement to recognize that the City is located on the homelands of the Songhees and Esquimalt People.
- B. In Chapter 5, 5.1: Future Land Use Summary Table, add a clarifying note that in considering rezoning, site specific conditions and approved City policies will be considered, including considerations for heritage and for retention of affordable housing.
- C. For the Northwest Area:
  - Add a policy statement in reference to Map 7: Maximum Density Map, clarifying that site specific conditions and approved City policies will be considered, including considerations for heritage and for retention of affordable housing.
  - In the context section, add reference to additional properties that are Heritage Designated and listed on the City's Heritage Register in the Cathedral Hill and Humboldt Valley area.

*Rationale:* This proposal is in response to public concerns that the full range of policies and objectives, including policies to retain heritage buildings and rental housing, be considered when evaluating an application. The second recommendation is based on concern that the introduction to this chapter does not recognize the Humboldt Valley and the heritage sites located there as part of the context of this area.

- A. For Five Points Village:
  - update land use policies consistent with consideration of buildings up to 13.5m (approx. 4 storeys), and up to 2:1 floor space ratio, along Fairfield Road within this village, where rental housing, affordable housing, heritage conservation, or public amenity is provided, and where sensitive transition can be achieved.
  - add a policy recommending completion of a parking management strategy, and encouragement of Transportation Demand Management in new development.

*Rationale:* See rationale under land use changes, above. In addition, business and property owners have recommended creating a parking management strategy to support commerce in the village, and transportation demand management measures to reduce the impact and parking demand from future development.

- B. For Fairfield Plaza:
  - make minor changes to the policies to provide further direction for characteristics desired in a plaza/public space, to allow for pedestrian-oriented internal circulation (not just internal street network), consistent with changes to design guidelines addressed above.
  - with regard to consideration of a larger retail space sufficient to accommodate a full-service grocery store, clarify that the commercial size is not meant to be so large as to support a regional destination store.



- add a policy emphasizing the creation of transit-oriented development (given the location on a Frequent Transit route) incorporating Transportation Demand Management practices to reduce demand for automobile use, encourage other modes of travel, reduce greenhouse gas emissions and reduce impacts on the neighbourhood.

*Rationale:* These recommendations result from analysis of public comments and are consistent with OCP and community-wide directions.

C. For the Traditional Residential Areas:

- For areas west of Cook Street Village and along Fairfield Road:
  - Revise policies to specify that buildings of up to 2.5 storeys (rather than 2.5 – 3 storeys) be considered, and that these buildings may include a daylight basement
  - In sub-area 1 (Area Near Cook Street Village), clarify that the retention and adaptive re-use of buildings of heritage merit is strongly encouraged, consistent with sub-area 2 and 3 and other plan policies.
- Addition of a policy encouraging transportation demand management and considering innovative infill housing projects to reduce impacts of automobile use on the site and neighbourhood.

*Rationale:* The first recommendation is based on analysis of public feedback expressing concern for encouraging forms compatible with historic properties, and mitigating shadowing of adjacent properties if smaller lots are redeveloped, and further corrects an oversight in policy for sub-area 1. Staff do not find that 2.5 storeys reduces the achievable habitable space, particularly with the inclusion of a basement, and could achieve more compatible development forms. This change is also consistent with the proposed design guidelines, which would seek compatibility with context and massing in order to reduce impacts on adjacent properties.

The second recommendation is based on public input that infill policies should allow for creative approaches to parking that can result in better site designs accommodating housing and green spaces, and reducing the overall cost of housing.

D. Throughout the Fairfield Plan, include suggested heights in metres where storeys are given.

*Rationale:* This recommendation is in response to public concerns regarding overall building heights.

E. Throughout the Fairfield Plan, align the language regarding density bonus and inclusionary housing policies with recently approved citywide policy using the phrase "...where community amenity contribution or affordable housing contribution that is consistent with city wide policy is secured."

Exceptions to this include specific instances where the plan provides more guidance than the citywide policy. This includes for Fairfield Plaza (which would be considered a non-standard rezoning per the City policy, and where staff believe the large site lends itself to the inclusion of non-market housing), and for Five Points Village, where there is a strong interest in density bonus being used to support rental or affordable housing.

*Rationale:* This change is intended to ensure compatibility with existing and future density

bonus policies, while noting specific areas where housing benefits should be clearly encouraged.

F. Other minor changes for clarity throughout the document.

## OPTIONS & IMPACTS

### *2015 – 2018 Strategic Plan*

This initiative fulfills Strategic Plan Objective 8: Strong, Liveable Neighbourhoods, Action 1: Complete the Fairfield Local Area Plan. It also supports a number of Strategic Plan Objectives including:

- Objective 7: Sustainable Transportation
- Objective 6: Climate Leadership (Action 12. Begin to plan for mitigating the inflow and infiltration issues on private property); and,
- Objective 3: Affordable Housing

### *Impacts to Financial Plan*

Approval of the plan does not result in impacts to the financial plan. The plan identifies a number of desired neighbourhood improvements which would inform future City budget processes.

### *Official Community Plan Consistency Statement*

The proposed plan largely maintains the direction of the current Official Community Plan, while entertaining somewhat increased density in the northwest part of the neighbourhood, somewhat reduced building form in the Cook Street Village area, and reduced built form and density at Ross Bay Village (Fairfield Plaza). Amendments to the OCP are proposed in order to align with the Fairfield Neighbourhood Plan.

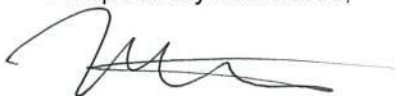
Plan policies further support a range of OCP objectives related to urban design, parks, transportation, heritage, community well-being, sustainability and related topics.

Removing Fairfield Plaza as a Large Urban Village removes it from consideration as a strategic area for focussing housing growth and change. However, the land use policies for the village do not significantly reduce the future potential for housing within the village itself.

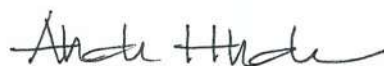
## CONCLUSIONS

The last round of engagement on the draft Fairfield Neighbourhood Plan shows support in general, but also several concerns which staff have addressed with minor revisions to the draft plan, proposed OCP amendments and design guidelines. Staff believe that the revised plan represents a compromise informed by a variety of feedback and achieves key goals of the Official Community Plan.

Respectfully submitted,



Marc Cittone  
Senior Planner  
Community Planning Division



Andrea Hudson, Acting Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager:

*Cecelya Senhyns*  
Date: *July 5, 2019*

**List of Attachments**

Attachment A: Draft Fairfield Neighbourhood Plan, June 2019

Attachment B: Engagement Summary and Correspondence

Attachment C: Council Direction of April 11, 2019

Attachment D: Advisory Design Panel Minutes, May 22



# Fairfield

## Neighbourhood Plan

DRAFT

July 2019 DRAFT PLAN





The City of Victoria respectfully acknowledges that the land and water of the Fairfield neighbourhood is located within the traditional homelands of the Songhees and Esquimalt people.

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# Key Directions of the Plan



Figure 1. Fairfield Neighbourhood Plan Key Directions



## More housing in the northwest

### What we heard

The northwest corner is valued for its proximity to downtown, jobs and amenities such as the inner harbour and Beacon Hill Park. Higher density housing is more suitable here, where higher buildings already exist. Future development should be sensitively designed to gradually transition from downtown to the residential areas, support the unique identity of the Cathedral Hill area, and help improve public spaces and streets. We heard concern about the loss of older, 4-storey apartments through redevelopment. New development should increase the supply of affordable housing in Fairfield.

### How the plan addresses what we heard

The plan supports the evolution of the northwest corner of Fairfield as a residential area connecting downtown with the rest of the neighbourhood, with:

- More people in higher residential buildings near downtown, jobs and amenities
- Residential buildings up to six storeys in height between Vancouver Street and Quadra Street (north of Fairfield Road)
- Contributions from development directed to create on-site affordable housing
- Continue to support the development of Fort Street as a mixed use commercial and residential area and frequent transit corridor.

### For more information on this Big Move

See Chapter 6, Northwest Area and Fort Street Corridor.



## Enhance Cook Street Village as the heart of the neighbourhood

### What we heard

Cook Street Village is the heart of Fairfield. There is a strong desire to retain its unique flavour, friendly atmosphere and small shops into the future. Streetscape improvements such as new gathering spaces, wider sidewalks, more seating and facilities for pedestrians and cyclists could make Cook Street Village even better. New retail spaces, more customers living nearby and improved public spaces will help businesses to thrive. Housing in this area should be low to moderate scale.

### How the plan addresses what we heard

The plan supports Cook Street Village as a mixed use heart for the neighbourhood:

- In the Village, encourage housing above shops and limit building height to four storeys
- East of Cook Street Village: encourage infill housing such as townhouses, conversions of existing houses, new houseplexes, duplexes, and suites but not new apartment buildings
- West of Cook Street Village: support small apartment buildings (up to four storeys) in Urban Residential areas, and infill housing in Traditional Residential areas
- Introduce new design guidelines for Cook Street Village to ensure good quality design of buildings, streetscape and public spaces
- Support local businesses and community gathering with new public spaces, improvements for pedestrians and cyclists, and on-street parking

### For more information on this Big Move

See Chapter 7, Urban Villages; Chapter 3. Transportation and Mobility and Cook Street Village Design Guidelines.





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## Make it easier to leave the car behind

### What we heard

In the long-term, Fairfield should move away from being a car-centred neighbourhood. Transportation improvements are needed to increase safety and accessibility. In 2016, approximately half of all trips in Victoria were made by walking, cycling, or transit. Connections for these modes should be improved, especially to key destinations like villages and the waterfront.

### How the plan addresses what we heard

- The plan identifies new routes for pedestrians and cyclists and areas that may need upgrading. Future improvements include:
- Complete walking and cycling routes and develop new ones to better connect to destinations inside and outside Fairfield
- Support mobility options for people of all ages and abilities
- Assess busy intersections and streets for walking, cycling and driving for safety and other improvements

### For more information on this Big Move

See Chapter 3, Transportation and Mobility.



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## Support the urban forest and green spaces

### What we heard

Trees and green spaces provide multiple benefits and are an important part of Fairfield's identity. New housing should be balanced with maintaining space for trees and vegetation. The urban forest should be enhanced in parks and boulevards. There is a desire for more food growing spaces in Fairfield.

### How the plan addresses what we heard

The plan proposes stewardship of green spaces and urban forest on private and public lands, including:

- Enhance the urban forest on private property, streets and public property
- Consider the urban forest in the design of new development
- Encourage restoration of natural areas in parks
- Support the creation of community gardens and orchards as community-initiated projects

### For more information on this Big Move

See Chapter 4, Parks, Open Space and Urban Forest; Chapter 6, Northwest Area and Fort Street Corridor; Chapter 7, Urban Villages; Chapter 8, Residential Areas; *Design Guidelines for Cook Street Village* (2019); and *Design Guidelines for Attached Residential Development* (2019).



5

## Enhance the waterfront

### What we heard

Update visitor amenities and make it easier to cycle, walk to and enjoy the waterfront. Protect the shoreline ecosystem. Recognize the history of the Lekwungen People along the waterfront.

### How the plan addresses what we heard

The plan suggests improvements for future park and infrastructure planning, such as:

- Develop a long-term plan to guide future improvements to the waterfront while protecting the unique natural environment and cultural landscape
- Complete waterfront cycling route along Dallas Road

### For more information on this Big Move

See Chapter 4, Parks, Open Space and Urban Forest; Chapter 3, Transportation and Mobility and Chapter 11, Infrastructure, Environment and Sustainability.



6

## Retain rental housing and add new rental and ownership housing

### What we heard

Older rental apartment buildings are an important source of relatively affordable housing in Fairfield and should be protected and improved. Fairfield includes a large portion of the City's older purpose-built rental housing. New affordable housing is needed throughout the neighbourhood for a range of household types, tenures and incomes.

### How the plan addresses what we heard

The plan supports retaining and enhancing the supply of rental apartments in Fairfield by:

- Establishing a rental retention area north of Cook Street Village to encourage investment and retrofits of older apartment buildings while discouraging tenant displacement
- Directing contributions from new development to create new, on-site affordable housing
- Creating incentives for maintaining and enhancing affordability through City-wide initiatives

### For more information on this Big Move

See Chapter 8, Residential Areas.





7

## Encourage neighbourhood commercial corners to thrive

### What we heard

Support small commercial areas at Five Points Village (Fairfield Road at Moss Street) and at Moss Street and May Street. Encourage added diversity of shops and services and some housing in these areas. These commercial corners support neighbourhood-serving businesses that might not be able to afford higher rents in prime retail locations. Public space and pedestrian improvements would make these areas even stronger.

### How the plan addresses what we heard

The plan proposes supporting existing commercial areas with new housing options and public space improvements by:

- Encouraging housing above shops in mixed use buildings up to 3-4 storeys in height
- Supporting local businesses and community gathering by creating attractive public spaces

### For more information on this Big Move

See Chapter 7, Urban Villages.



8

## Support a vibrant neighbourhood centre at Fairfield Plaza Village

### What we heard

The local-serving shops and services in this village are important to the community, providing convenient shopping and gathering places. The centre was built in 1958 and it is possible that redevelopment would be proposed within the time-frame of this plan. If redevelopment is proposed, there is an opportunity to diversify area housing and add features to encourage community gathering. If the site redevelops, it should be designed for compatibility and sensitive transition to the surrounding residential neighbourhood, accommodate a mix of businesses, enhance the urban tree canopy, and improve conditions for pedestrians, cyclists and vehicles.

### How the plan addresses what we heard

The plan considers the evolution of Fairfield Plaza as a mixed use neighbourhood hub near parks, waterfront and a Frequent Transit route. If the site redevelops:

- Create a walkable village with shops, services, housing, a plaza, enhanced urban tree canopy, and good connections to the surrounding neighbourhood
- Support new mixed-use buildings (housing above shops) up to 3 storeys.
- Consider development of 3 to 4 storeys, with some added floor space, where the provision of non-market housing is considered. In support of this goal, buildings of up to 5 storeys may be considered along Fairfield road, subject to shadow analysis and mitigation of any impacts on surroundings.
- Support a mix of commercial spaces which support small businesses and can accommodate a full-service grocery store
- Transition sensitively on-site to the surrounding neighbourhood

**For more information on this Big Move** See Chapter 7, Urban Villages; and *Revitalization Guidelines for Corridors, Villages and Town Centres* (2017, updated)



## Integrate new housing that fits the character of residential areas

### What we heard

Maintain the low-rise, open and green feel of traditional residential areas. Offer housing options to attract a diversity of residents and so that people have options to stay in Fairfield as they start families or age. The cost of housing is a key concern. A variety of housing types such as houseplexes, townhouses, and more secondary suites would be suitable in Fairfield.

### How the plan addresses what we heard

In most of the traditional residential areas, the plan considers housing types and styles that complement the low-rise feel of Fairfield, increase diversity, support green front and back yards, encourage more rental suites, and encourage more attainable forms of attached family-sized housing on suitably sized/located lots. The plan proposes:

- Encouraging the retention and adaptive reuse of existing houses by:
  - Making it easier to convert existing character houses to multiple units
  - Allowing suites in more detached and attached housing types
  - Allowing two secondary suites; or a suite and garden suite, in existing houses
- Encouraging more infill housing near Cook Street Village and along Fairfield Road, where residents can access shops, services and transit

- Providing further guidance for new infill housing sensitive to neighbourhood character by:
  - Providing new development permit guidelines to support neighbourly design of new housing
  - Introducing guidance for "houseplexes," new buildings of three or more units that look like larger single detached houses, on suitably sized lots
  - Considering townhouses on lots of appropriate size and orientation near Cook Street Village, along Fairfield Road near small urban villages, and on corner lots to support more family-sized housing
  - Reducing the size of lot considered for duplexes and considering suites in duplexes

### For more information on this Big Move

See Chapter 8, Residential Areas.





# 1. Introduction



Stretching from downtown to the Dallas Road waterfront, Fairfield is located in the traditional territories of the Lekwungen people. Long before the first Europeans arrived, First Nations people had hunted, fished and harvested the area, with seasonal camps in protected harbours and defensive positions on the cliffs and hilltops. The seasonal marshes and swamp lands running from Ross Bay through Cook Street Village to the Inner Harbour (Whosaykum) were rich in fish and wildfowl, and provided a shortcut during inclement weather. Beacon Hill and the surrounding area is a sacred place and was important for food cultivation and community gathering.

Fairfield today is home to 15% of Victoria's population. Fairfield has a unique and diverse character, shaped by tree-lined streets, heritage



residential areas and bustling historic commercial areas as well as newer, higher density residential areas adjacent to Victoria's downtown. A significant portion of Victoria's rental apartment buildings are also located in Fairfield. Year round, places like Cook Street Village, Beacon Hill Park and Dallas Road attract visitors from the City and the region to the neighbourhood.

The Fairfield Neighbourhood Plan, which was launched in spring 2016, was developed in collaboration with the community to ensure future growth is shaped by those who know the neighbourhood best. The plan will act as a framework for guiding new growth, development and public investment within Fairfield, and will be implemented over the years to come through development, partnerships and City initiatives.



As Victoria and Fairfield continue to grow, the Fairfield Neighbourhood Plan is intended to guide growth in a way that meets the needs of the Fairfield community, Victoria as a whole, and the region over the next 20-30 years. The plan complements City initiatives on livability, affordability, environmental sustainability, economic vitality and other improvements to support the well-being of Fairfield residents and businesses. The Plan addresses issues identified by the Fairfield community such as the types and locations of new housing, making Fairfield more affordable and attractive to a wide range of residents, the design of village areas, climate change, heritage resources, supporting local businesses and the need for parks, active transportation and other public amenities that support a growing population.

# What is a Neighbourhood Plan?

By 2041, the city of Victoria is expected to have grown by 20,000 people. The City's Official Community Plan provides high level guidance for where and how those people may live, work, shop and play in the city. The neighbourhood plan translates this guidance to the local level, including:

- What kind of housing is desirable? Where should housing, shops and services be located? And what should they look like?
- How will people move around the neighbourhood?
- How can parks and public spaces be improved?
- What will future residents and businesses need?

The neighbourhood plan will largely be accomplished through private development. The City uses a neighbourhood plan with other related policies, guidelines and regulations to evaluate the impact and suitability of public and private projects and initiatives related to land use, development, infrastructure, parks, community facilities and transportation. Private and public projects will be reviewed for their ability to help achieve the plan's vision and goals.

The City also uses a neighbourhood plan as a guide in preparing operating and capital budgets, planning work priorities and determining public improvements.

The neighbourhood plan will be implemented over a 20-30 year time frame, although regular monitoring will take place throughout the life of the plan.

The Fairfield Neighbourhood Plan provides more certainty about the community's vision for the area – for developers, for the City and for residents.



# Fairfield Neighbourhood Plan Process

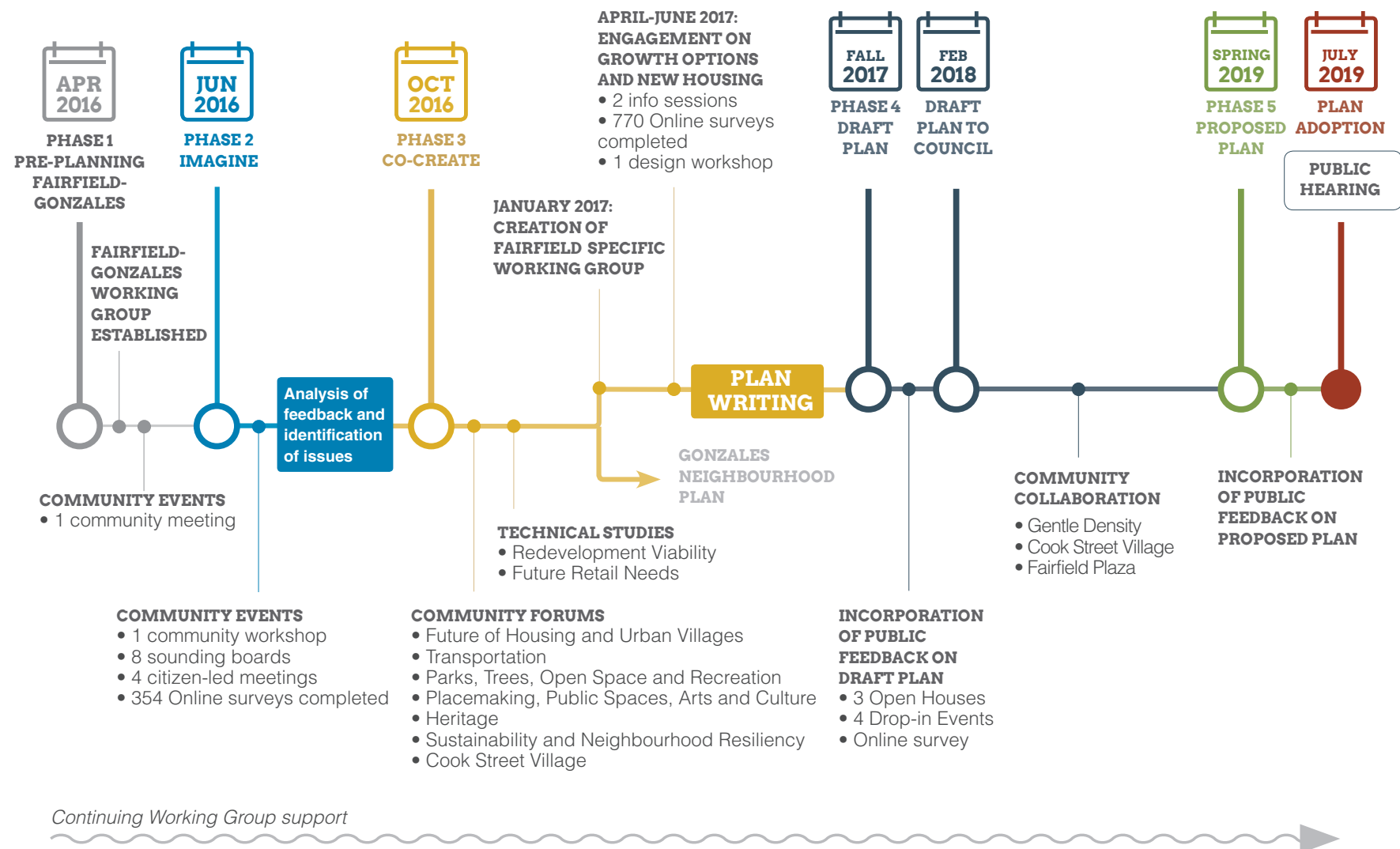


Figure 2. Fairfield Neighbourhood Plan process diagram

# Plan Vision

## *Neighbourhood Vision Statement*

**“** *In 2041 Fairfield is an inclusive, welcoming, safe and resilient neighbourhood steeped in beauty, heritage, and nature, and filled with connected people, vibrant community places, and strong local businesses* **”**

## Guiding Principles

The Fairfield Neighbourhood Plan is grounded in four core sustainability principles:

- 1. Enriching community life:** Fairfield is an inclusive, welcoming neighbourhood with a strong sense of place and high quality of life.
- 2. Ensuring economic viability:** Fairfield's economy is robust and diverse, and supports local-serving businesses.
- 3. Enhancing natural environment:** Fairfield continues to value and ultimately protect the beautiful natural surroundings in which it is situated. Fairfield's built and natural environment supports the restoration and integrity of ecological systems.

- 4. Partnering and collaborating:** Fairfield's success is built on rich partnerships that build capacity and connections in the neighbourhood, and provide safe, supportive living and working environments.

Each of these priorities is equally important and complementary to the other. The policies and actions in the plan support the values in these four areas.



## 2. Neighbourhood Context

### Plan Area

Fairfield boasts a diversity of commercial, residential and natural areas, from urban downtown in the northwest corner to traditional residential to awe-inspiring green spaces on the ocean's edge.

Today, Fairfield is comprised of a mix of mid- and low-rise apartments, townhouses, duplexes, converted heritage homes, and single-detached homes on well-maintained, tree-lined streets with areas of commercial activity which support two villages, Cook Street Village and Fairfield Plaza. Close to the downtown, Fairfield includes denser multi-unit buildings, businesses and hotels in the Cathedral Hill and Humboldt Valley areas, as well as commerce along Fort Street. Throughout are scattered commercial corners including at Moss Street and Fairfield Road, Moss and May, and along Cook Street south of Meares Street (see Chapters 7).

Fairfield is approximately 271 hectares (669 acres) in size, and is bounded to the east by the Gonzales neighbourhood, to the north by the Rockland and Harris Green neighbourhoods, to the west by Beacon Hill Park and Blanshard Street, and to the south by the ocean shoreline of the Strait of Juan de Fuca.

This neighbourhood has a vibrant weekly summer farmer's market, two community centres, and the Downtown YMCA/YWCA. Education is provided by École Élémentaire Sir James Douglas Elementary School and Christ Church Cathedral school. (See Chapter 13, Community Facilities and Well-Being).

In addition to Beacon Hill Park and the Dallas Road waterfront, the neighbourhood contains several additional city parks and greens, Pioneer Square, provincial green spaces at the Provincial Court of British Columbia and St. Ann's Academy, and the historic Ross Bay Cemetery. Important ecosystems are found in Beacon Hill Park, Moss Rocks Park and the waterfront, as well as in the urban forest found on public and private lands throughout the neighbourhood (see Chapter 4, Parks, Open Spaces and Urban Forest). A number of designated heritage sites include Pioneer Park, Christchurch Cathedral, St. Ann's academy, the Ross Bay Villa, and a range of apartment buildings and private homes throughout the neighbourhood (see Chapter 10, Heritage).

The neighbourhood includes two identified Frequent Transit routes—one along Fort Street and one on Fairfield Road—as well as planned All Ages and Abilities routes as part of the bicycle network (see Chapter 3, Transportation and Mobility).



Figure 3. Fairfield Neighbourhood Plan Area

# Moments in the history of Fairfield



Lekwungen people live, hunt, fish and harvest in the area, with seasonal camps in protected harbours and defensive positions on the cliffs and hilltops. Camas is cultivated around Mee-qan (Beacon Hill), a sacred place, providing a staple for food and trade, while seasonal swamp lands provide fish and wildfowl.



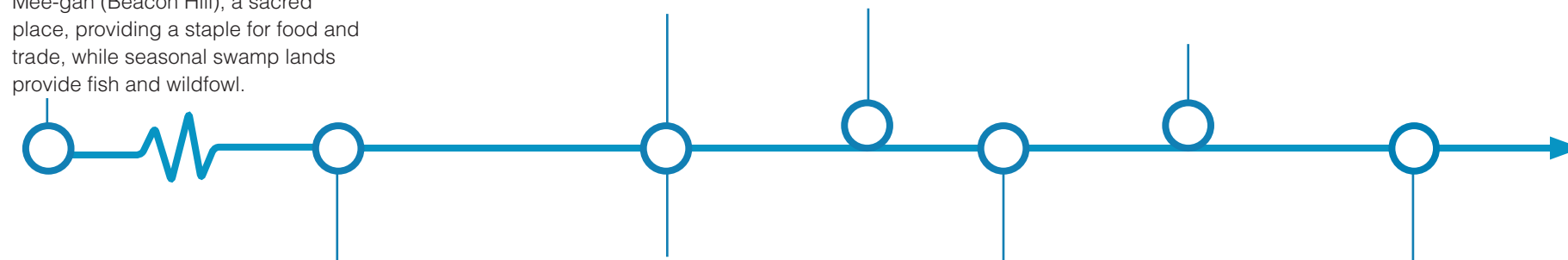
**1858:** Fairfield Estate is taken over by Sir James Douglas and eventually subdivided into smaller farms.



**1875:** The Sisters of St. Ann start St. Joseph's Hospital located in the Humboldt Valley. Later expands into a school of nursing and nurses' residence.



**1910:** Moss Street School opens as a four-room school house. Expansions occur in 1930 and 1958 and the name is changed to Sir James Douglas Elementary School



**1842:** Sir James Douglas lands at Clover Point in search for a site for a trading post for the Hudson's Bay Company.



**1858:** Beacon Hill Park is set aside as a public park. A beacon placed atop the hill warns mariners of the submerged reef at Brothie Ledge. The hill is also a sacred place for the Lekwungen people, known as Mee-qan.



**1890:** Fairfield is connected to the rest of Victoria via Fairfield Road. Streetcar lines are eventually established in 1909.



**1958:** Fairfield Plaza opens, followed by the first location of Thrifty Foods in 1977.

Figure 4. History timeline

# Neighbourhood Snapshot



## Median Age



## Average household size

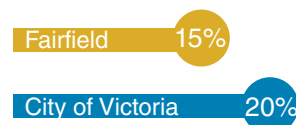


## % Total households that have children at home



Source: Statistics Canada Census, 2016

## Low-income Households



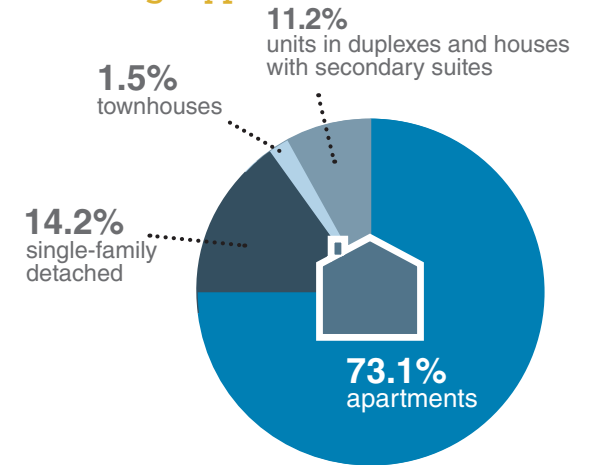
## Median Household Income



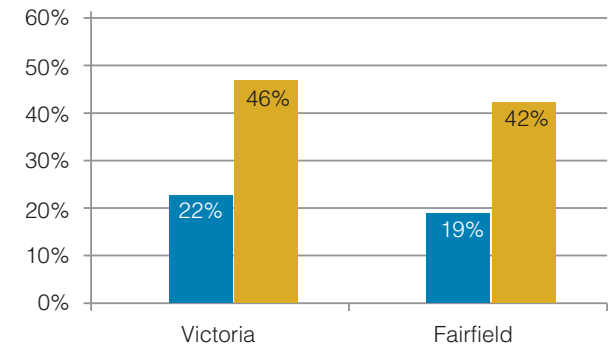
## % Households that are one-person households



## Housing Types



## Housing Affordability



Percent of owners spending more than 30% of income on housing

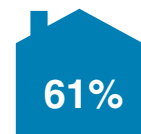
Percent of renters spending more than 30% of income on housing

Source: Statistics Canada Census, 2016

## Rental vs. Ownership



of Fairfield homes are rented



of City of Victoria homes are rented

Figure 5. Neighbourhood snapshot



# Housing and Population Trends in Fairfield

By 2041, Victoria's population is expected to grow to approximately 100,000 people. The City's Official Community Plan envisions approximately 50% of new residents will be accommodated in the city's core, 40% within a five minute walk of large urban villages, and approximately 10% in the remainder of the city. This growth pattern will shape a more sustainable community where shops, facilities and jobs are located close to where people live and more residents in the area help villages and downtown to thrive.

Population change often occurs in cycles and is influenced by housing demand; demographic shifts (e.g. new households forming as people leave home, and others start families); and economic, policy, and environmental limits to development. Victoria is not just growing over time, but changing. From 2012 to 2042, the number of seniors is expected to nearly double; while today's children will grow up and new families will form, leading to changing housing demand.

Over the last 10 years, Fairfield added approximately 37 housing units per year. During the period between 2011-2016, Fairfield grew by approximately 60 units per year. Along with future projections for the city as a whole, these trends were used to develop the high and low growth scenarios considered in the graph below.

Gradual growth in Fairfield is expected to continue, leading to the addition of approximately 580-840 housing units over the next 20-25 years (based on scenarios shown below). This would equate to roughly 1,000-1,500 new residents over the same period. Real growth rates may be higher or lower due to a number of variables.

Most of these new units may take the form of apartments or mixed-use development in the areas designated Core or Urban Residential, and Large or Small Urban Villages. The remainder is expected to take the form of more ground oriented gentle density in the Traditional Residential areas of Fairfield. Land use policies can influence the viability of adding housing, the form it takes, and thus who might live in the neighbourhood.

The Official Community Plan identifies how infrastructure, transportation, parks, community facilities and housing will accommodate future population growth. The neighbourhood plan and the Official Community Plan will be reviewed regularly to consider changing trends.

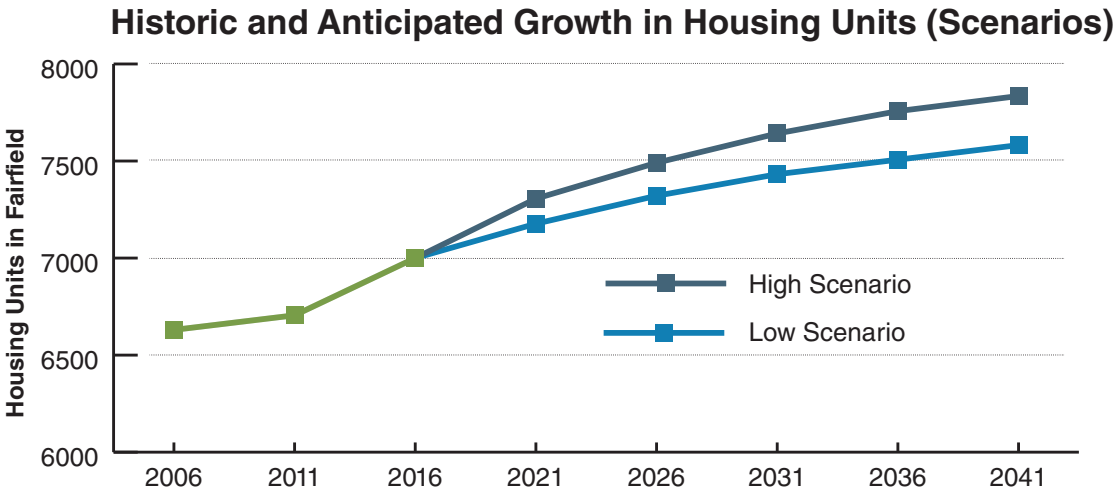


Figure 6. Historic and anticipated housing growth in Fairfield

	2006	2011	2016	% change 2006-2016	Avg Annual Growth Rate	Avg Annual Increase
Population of Fairfield	11,060	11,650	12,295	11.17%	1.06%	124 people
Housing Units in Fairfield	6,630	6,705	7,000	5.58%	0.54%	37 units
Population of Victoria	75,390	80,015	85,790	13.79%	1.30%	1040 people
Housing Units in Victoria	41,705	42,955	45,760	9.72%	0.93%	406 units

Source: Statistics Canada

Figure 7. Population and housing trends in Fairfield

# Neighbourhood Features



*Cook Street Village*



*Beacon Hill Park*



*Clover Point*



*St. Ann's Academy*



*Ross Bay Cemetery*



*Moss Street Market*



*Heritage houses*



*Rental apartment buildings*



*Fort Street*





# 3. Transportation and Mobility

Making it easier, safer and more convenient to move around Fairfield is a priority for the neighbourhood.

## Other Relevant Policies & Bylaws

Several City-wide policies guide transportation planning, priority-setting and funding at the neighbourhood level:

- Official Community Plan
- Pedestrian Master Plan
- Greenways Plan
- Bicycle Master Plan
- All Ages and Abilities Cycling Network
- Pavement Management Plan
- Zoning Regulation Bylaw Schedule C – off-street parking requirements
- Subdivision and Development Servicing Bylaw – road widths and dimensional requirements
- Streets and Traffic Bylaw – on-street parking
- Vehicles for Hire Policy



### Goals:

1. **Make walking, cycling and transit more efficient, safer and more enjoyable for people**
2. **Improve connectivity and linkages across the neighbourhood**
3. **Improve traffic management on local and major roads**
4. **Improve parking management around new developments and commercial areas**
5. **Create additional opportunities for housing to be located near frequent transit (see Chapters 5 - 8)**



The plan identifies key intersections, streets and other locations for potential improvements for traffic management to support neighbourhood livability and safety. To increase the share of people cycling and walking, the plan identifies future active transportation routes that will connect over time to form a network that is comfortable for people of all ages and provides direct and convenient access to important destinations – like work, schools, parks, shopping areas, transit routes and other neighbourhoods. The plan also supports better access to transit, parking management and other improvements to support a neighbourhood transportation system.

**Active transportation** refers to any form of human-powered transportation – walking, cycling, using a wheelchair, in-line skating or skateboards. The City of Victoria recognizes that active transportation provides important health, social, transportation, environmental and economic benefits.

# Neighbourhood Active Transportation

### Intent:

Make walking, cycling and transit more efficient, safer and more enjoyable for people. Improve connectivity and linkages across the neighbourhood.

### 3.1. Active Transportation Network

3.1.1. Create and maintain a well-defined pedestrian and cycling network providing complete, comfortable north-south and east-west connections to important destinations such as schools, parks, transit routes, villages, and the City-wide All Ages and Abilities network (see Map 1).

3.1.2. Complete gaps in the neighbourhood sidewalk network to the standards, and at locations, outlined in the Pedestrian Master Plan.

3.1.3. In developing urban forest succession management strategies, ensure continuous street trees along active transportation routes to beautify the experience for users.

3.1.4. Include pedestrian and cyclist-focused public realm improvements in large and small urban villages to encourage walkability and bikeability. Improvements may include new benches, lighting, landscaping, street trees, wayfinding, bicycle parking and other features.

3.1.5. Consider the needs of mobility scooters as part of pedestrian improvements to streetscapes and public spaces.



Map 1: Active Transportation Network

### 3.2. All Ages and Abilities (AAA) Network

3.2.1. Develop a north-south All Ages and Abilities (AAA) Route to connect Pandora Avenue to the Dallas Road waterfront.

- a. Develop AAA route on Vancouver Street and through Beacon Hill Park (between Park Blvd and Dallas Road) to link downtown with the waterfront.
- b. Although AAA improvements along Vancouver Street have been prioritized, Cook Street remains on the long-term AAA network. In the interim, improvements should be made to make Cook Street Village and connections to Dallas Road more friendly to people walking, cycling and using mobility devices. Considerations for interim improvements are described in Chapter 7.

3.2.2. Develop AAA Cycling facilities along the following routes:

- a. Along Humboldt Street, to link downtown with Vancouver Street and eventually Cook Street.
- b. Along Dallas Road to connect Ogden Point to Clover Point, with eventual connections to the Oak Bay Border
- c. Along Richardson Street to link Gonzales and Oak Bay to Cook Street and downtown Victoria. -

### 3.2.3. Other Neighbourhood Active Transportation Routes

3.2.4. Beacon Hill Park: **Implement** an east-west **AAA** route across Beacon Hill Park to link South Park Community School to Cook Street Village.

3.2.5. Brooke Street: Complete a continuous cycling and pedestrian route between École Sir James Douglas School and École Margaret Jenkins School.

3.2.6. Rockland Avenue Greenway: Develop a long-term **design and** strategy for completing the Rockland Avenue Greenway.

**All Ages and Abilities (AAA) bicycle routes** are designed to provide an inviting and low stress cycling experience. They can appeal to a broader spectrum of the population, such as children and seniors, by establishing a safer and more comfortable environment for riding bicycles. On quiet streets, it means routes which have low vehicle speeds and traffic volumes and where roadway is shared with vehicles and parking. On busy streets, it means routes with physical separation from vehicles.

Studies show that about 60% of people would like to bicycle, but prefer to bicycle on trails, separated bikeways, or along quiet streets, and are uncomfortable sharing streets with heavier automobile traffic. Only about 7% of people feel comfortable riding with traffic when needed, still preferring more comfortable routes; and only 1% feel comfortable riding on streets with higher traffic volumes with or without dedicated bikeways.



# Neighbourhood-Identified Transportation Improvements

### 3.3. Active Transportation Improvements:

The following transportation improvements were identified as priorities through community engagement:

**3.3.1. Cook Street Village:** Implement interim improvements for people walking, cycling and using mobility devices in the village.

**3.3.2. Dallas Road:** Assess safety of existing crossings at Cook Street, Linden Street, and at Mile Zero, vehicle speed and parking configuration along Dallas Road. Consider additional bicycle parking in key locations including the Ross Bay seawall (see 3.7.1.). Add wayfinding along Dallas Road to the village areas and Beacon Hill Park.

**3.3.3. Fairfield Road between St. Charles Street and Cook Street:** Evaluate road conditions for pedestrian and cyclist comfort and safety, including intersection visibility, appropriateness and crossings. Key locations with community concerns include entrances to Fairfield Plaza, the intersections of Fairfield Road at Moss Street, at St. Charles Street, and at Cook Street.

**3.3.4. Sir James Douglas School:** Consider suggested improvements generated through the Active and Safe Routes to School program, including assessing the intersection of Fairfield Road and Moss Street for safety, crossing improvements at Moss Street and Thurlow Road, Thurlow Road and Durban Street, and Thurlow



Map 2: Neighbourhood-Identified Transportation Improvements

Road and Kipling Street.

**3.3.5. St. Charles Street:** Evaluate road conditions for speed, pedestrian comfort and safety, including intersection visibility, appropriateness and crossings. Key locations of community concern include St. Charles Street at Richardson Street, and Brooke Street, and at Fairfield Road.

**3.3.6. Quadra Street:** Evaluate for pedestrian safety, visibility and crossing improvements. Assess Southgate Street intersection for pedestrian safety, visibility and crossing improvements.

**3.3.7. Linden Street:** Evaluate Linden Street for cyclist comfort and safety, particularly at intersections.

### 3.4. Traffic Management

**3.4.1. Vancouver Street:** Evaluate opportunities for traffic calming and diversion.

**3.4.2. Collinson Street at Cook Street:** Assess for speed, volume and cut-through traffic. Community feedback indicated creative placemaking to slow traffic.

**3.4.3. Linden, Cornwall, Stannard, Arnold, Thurlow, Harbinger and Kipling Streets between Richardson Street and Fairfield Road:** Assess existing conditions and identify opportunities to mitigate or address traffic management concerns as part of the process of developing an All Ages and Abilities route on Richardson Street.

**3.4.4. Pendergast Street and Oliphant Ave. west of Cook Street:** Assess existing conditions and identify opportunities to mitigate or address traffic management concerns as part of the process of developing an All Ages and Abilities route on Vancouver Street

**3.4.5. Traffic speed and volume:** Assess the following streets for speed and volume:

- a. Bushby Street
- b. Heywood Avenue
- c. May Street

# Transportation and Mobility

## Transit Network

### Intent:

Make walking, cycling and transit more efficient, safer and more enjoyable for people. Improve connectivity and linkages across the neighbourhood.

### 3.5. Frequent Transit Routes

3.5.1. Add opportunities for people to live on Frequent Transit corridors on Fort Street and Fairfield Road (see Chapter 6, 8).

3.5.2. Maintain transit network consistent with BC Transit's Victoria Transit Future Plan (2011), as shown in Map 3.

3.5.3. Continue to work with BC Transit to improve transit service and connectivity within the neighbourhood and to other City destinations, including adjacent neighbourhoods.

3.5.4. New private or public development projects along identified Frequent Transit Routes should accommodate and support transit-oriented features such as bus shelters, bicycle parking, and real time information.

3.5.5. Work with BC Transit to improve transit servicing and shelters in Fairfield, and improve connections to the rest of the transit network.

**The Frequent Transit Network** will service major corridors with convenient, reliable and frequent transit service seven days a week. The Frequent Transit Network will carry a large share of the transit system's total ridership and for this reason justifies capital investments such as transit priority, right-of-way improvements and a high level of transit stop amenities. (Adapted from BC Transit, Transit Future Plan, 2011)



Map 3: Neighbourhood Transit Network (BC Transit Victoria Transit Future Plan 2011)



# Transportation and Mobility

## Parking Management

### Intent:

Improve parking management around new developments and commercial areas

### 3.6. Vehicle Parking Management

3.6.1. While the long-term goal is to reduce the car dependency, support a sufficient combination of on-street and off-street parking around village centres which, in combination with other modes, supports business vitality.

3.6.2. Undertake a parking study and strategy for Cook Street Village to support provision of on-street off-street parking and loading that supports local businesses, provides convenient parking/loading for the disabled, and calms and slows traffic, while balancing needs of resident parking/loading on side streets surrounding the village. (see also 7.8.13-7.8.15)

3.6.3. Periodically review parking needs in the neighbourhood and explore new parking management strategies as required.

3.6.4. Through a city-wide strategy, address barrier-free parking needs for those with disabilities.

### 3.7. Parking for Bicycles and Mobility

### Devices

3.7.1. Prioritize end-of trip facilities such as bicycle and scooter/mobility device parking at key neighbourhood destinations including urban villages, waterfront and Beacon Hill Park.

### 3.8. Car-Sharing and Low-Carbon Vehicles

3.8.1. Support expansion of car sharing and electric vehicle charging at key neighbourhood destinations.

3.8.2. Identify strategies to support electric vehicle use and infrastructure on public and private property.





## 4. Parks, Open Space and Urban Forest



### Goals:

1. **Enhance parks as public gathering places for the neighbourhood with a variety of facilities for diverse ages and activities**
2. **Enhance access, amenities, wayfinding and facilities along the waterfront**
3. **Celebrate and enhance visitor experiences in Beacon Hill Park**
4. **Maintain and enhance the urban forest, habitat and native ecosystems**
5. **Support more food production in public spaces**



The City of Victoria's parks and open spaces are a vital piece of the city's character, culture and vibrancy. They support important habitat and ecological functions, and provide residents and visitors opportunities to socialize, recreate, relax, play, learn and connect with nature. They are an important contributor to quality of life, playing a role in the support of ecological, physical, social and economic health of the city and its residents.

Fairfield's ecosystems and natural features lie within the traditional territories of the Lekwungen people who used, stewarded and managed these lands, providing context for continued stewardship into the future.

### Other Relevant Policies & Bylaws

- Official Community Plan
- Parks and Open Spaces Master Plan
- Greenways Plan
- Park Management and Improvement Plans
- Urban Forest Master Plan
- Tree Preservation Bylaw
- Parks Regulation Bylaw

The City's Official Community Plan calls for 99% of Victorians to have a park or open space within 400m of home by 2041; most of the Fairfield neighbourhood meets this target with the exception of the area north east of Cook Street along the Rockland border.

The plan emphasizes the role of parks and open spaces as locations where neighbours connect and socialize with each other through both park amenities and programming while protecting important ecological resources.



# Neighbourhood Parks and Open Spaces

### 4.1. Parks and Open Space Network

#### Intent:

Manage Fairfield's parks, open spaces, ecosystems, urban forest, habitat and watershed as parts of a greater regional ecosystem.

4.1.1. Protect and maintain the existing parks and open space network identified on Map 4: Existing Parks and Open Space Network 2017.

4.1.2. Develop strategies to connect, protect and restore the function of ecosystems on public and private lands, consistent with the Parks and Open Space Master Plan.



Map 4. Existing Parks and Open Space Network (2017)

## 4.2. Community Gathering and Placemaking in Parks

### Intent:

Enhance parks as public gathering places for the neighbourhood with a variety of features for diverse ages and activities

- 4.2.1. Engage the Songhees and Esquimalt Nations to determine interest and appropriate stewardship and recognition of sites of cultural significance in parks and open space.
- 4.2.2. Continue to work with recreation service providers to offer programming in neighbourhood parks.
- 4.2.3. Improve access and create a more enjoyable walking and cycling experience to Fairfield parks and the waterfront through the addition of new crossings and public realm improvements such as street trees, seating, bike racks, lighting and wayfinding.
- 4.2.4. Design and refresh amenities in neighbourhood parks and open spaces to meet the needs of a range of ages, abilities and activities.
- 4.2.5. Look for opportunities through park upgrades to add features to encourage neighbourhood gathering. Through engagement, residents suggested clusters of benches to encourage conversation, interactive public art and features aimed at older adults.
- 4.2.6. Use interpretive signage in parks for educational opportunities, and to connect people to the human and natural history of Fairfield.
- 4.2.7. Explore the opportunity for limited commercial activities in parks, such as food trucks and markets.
- 4.2.8. Encourage the animation of parks

through public art and placemaking, and use of parks for community special events such as festivals and concerts.

## 4.3. Waterfront Parks

### Intent:

Enhance access, amenities, wayfinding and facilities along the waterfront

Through community engagement, the Fairfield community identified a number of suggested improvements for the waterfront parks. These include new or improved pathways to enhance accessibility and connectivity; wayfinding and regulatory signage; recognition and interpretation of First Nations uses and sites that reinforce the culturally-significant landscape on the waterfront; natural areas restoration and invasive species management; management strategies for shoreline and bluff stability; enhanced visitor facilities, such as washrooms, picnic areas, accessible viewing areas and increased bicycle parking; improved pedestrian safety and comfort across Dallas Road; pedestrian enhancements at Clover Point; consideration for public art or other design features; delineation/fencing of off-leash dog areas; and interpretation of natural and human history.

- 4.3.1. Engage residents and stakeholders of Fairfield in a city-wide process to develop a long-term plan to guide future improvements to waterfront park areas from Clover Point Park to Holland Point Park in James Bay to improve the visitor experience, restore the coastal bluff ecosystem, protect wildlife habitat, and respect the culturally-significant landscape, consistent with the direction of the Parks and Open Spaces Master Plan.

## 4.4. Beacon Hill Park



Beacon Hill Park



Courthouse Playground



Dallas Road Waterfront Trail

# Neighbourhood Parks and Open Spaces, cont'd.

### Intent:

Celebrate and enhance visitor experiences in Beacon Hill Park

The Fairfield community identified a number of suggested future improvements to Beacon Hill Park through community engagement. These suggestions included recognition and interpretation of First Nations history; pathway improvements for accessibility and safety; wayfinding and regulatory signage; natural areas restoration; interpretation of natural history and native ecosystem; other features that reinforce the human history along the waterfront; adding features to encourage people to gather, such as picnic tables and clustered seating near popular view points.

4.4.1. Engage residents and stakeholders of Fairfield in a city-wide process to develop a long-term plan to guide improvements for Beacon Hill Park to further animate the park and encourage broader use while protecting the park's natural and horticultural areas, consistent with the direction of the Parks and Open Spaces Master Plan.

4.4.2. Consider a community garden in Beacon Hill Park, subject to community interest and evaluation in accordance with the Beacon Hill Park trust (see also 11.7.2.)

4.4.3. Consider an enhanced green space adjacent to Cook Street Village, for passive use which maintains the existing tree canopy. (see also Ch.7)

### 4.5. Ross Bay Waterfront

4.5.1. Consider additional seating and improved access to the beach and causeway for people with mobility issues or carrying watercraft.



*Pioneer Square*

### 4.6. Moss Rocks Parks

4.6.1. Assess the feasibility of creating new trail connections through the park to connect Masters Road and May Street as per the City's Greenways Plan.

4.6.2. Protect, improve and restore natural areas of the park, including invasive species management.

4.6.3. Encourage adjacent property owners to protect natural areas and use landscape management practices that support the park's ecological value.

### 4.7. Robert J. Porter

4.7.1. Develop a park improvement plan to address playground upgrades, improved pathway connections, and to help further the goals and objectives identified in the Parks and Open Spaces Master Plan.

### 4.8. Chapman Park and Bushby Park

4.8.1. Explore opportunity for future allotment gardens or other food features, where residents and community organizations express an interest.

4.8.2. Update play lots in the Fairfield Neighbourhood consistent with City-wide goals and improvement strategy.



*Robert J. Porter Park*

### 4.9. Pioneer Square

4.9.1. Complete the implementation of remaining recommendations identified in the Pioneer Square Management Plan, consistent with its status as a heritage landmark. Recommendations include:

- Continue to manage Pioneer Square as a historic resource and a passive space for reflection and contemplation.
- Enhance landscaping, seating, lighting and pathway improvements.
- Identify site-specific improvements for community use.

4.9.2. Continue improvement to the Rockland Greenway adjacent to Pioneer Square

### 4.10. St. Ann's Academy

4.10.1. Encourage the Province to continue to restore the grounds at St. Ann's Academy.

4.10.2. Seek the registration of easements for public access to confirm the pedestrian linkages between Humboldt Street and Beacon Hill Park.



# Coastal Ecosystems and Climate Change

### 4.11. Management Strategies

#### Intent:

Protect coastal ecosystems.

4.11.1. Develop and implement future management strategies for the restoration of coastal bluff ecosystems, including Species at Risk (SARA) protected plants which are found west of Clover Point, considering climate change and future sea level rise

- a. Update and assess erosion control and shoreline protection measures for shoreline between Ogden Point and Gonzales Beach.

4.11.2. When undertaking development (e.g. trails and public facilities) adjacent to the waterfront, consider impacts on habitat and impacts of future impacts of sea level rise. Integrate provincial Guidance on Planning for Sea Level Rise, and Green Shores principles, into the design.

### 4.12. Climate Change in Parks and Open Space

4.12.1. Parks and open space play an important role in helping the city as a whole mitigate and adapt to climate change. As identified in the City's Parks and Open Spaces Master Plan, consider the following actions:

- a. On public lands, reduce impervious and hardscaped areas where possible and use vegetation to shade impervious areas and buildings to reduce heat island effect.
- b. Identify plants and ecosystems vulnerable to climate change and develop management strategies to mitigate impacts, through the implementation of the City's Parks and Open Spaces Master Plan.
- c. As part of park improvement planning for waterfront parks, identify vulnerabilities to climate change impacts and development mitigation strategies.
- d. Identify city infrastructure and facilities susceptible to impacts from sea level rise and develop strategies to adapt.
- e. Recognize the ecosystem services and functions provided by the urban forest to help mitigate climate change impacts in parks and open spaces (e.g. through shade, species diversity, flood control).



*Dallas Road waterfront*



*Moss Rocks Park*

## Parks, Open Space and Urban Forest

# Urban Forest

Fairfield's urban forest contributes to many different parts of neighbourhood life. Trees and understory provide important ecosystem services such as cleaner air and water, habitat for wildlife, improved rainwater cycling and protection from impacts of climate change. Fairfield's tree-lined streets, forested parks and meadows contribute to people's well-being, and to the sense of place and history in the neighbourhood.

**An urban forest** includes all of a community's trees, shrubs, ground-cover and the soils in which they grow. Parks, natural areas, boulevards, and residential gardens are examples of some of the many and diverse treed areas that make up the urban forest on public and private lands. The City's Urban Forest Master Plan sets out a vision and strategy for the management of Victoria's urban forest for the next 50 years and includes four key goals:

1. Develop and maintain strong community-wide support for the urban forest.
2. Protect, enhance and expand Victoria's urban forest.
3. Design and manage the urban forest to maximize watershed health, biodiversity, and conservation of sensitive ecosystems.
4. Maximize the community benefit from the urban forest in all neighbourhoods.

The Master Plan also identifies specific City-wide initiatives to implement the urban forest goals.

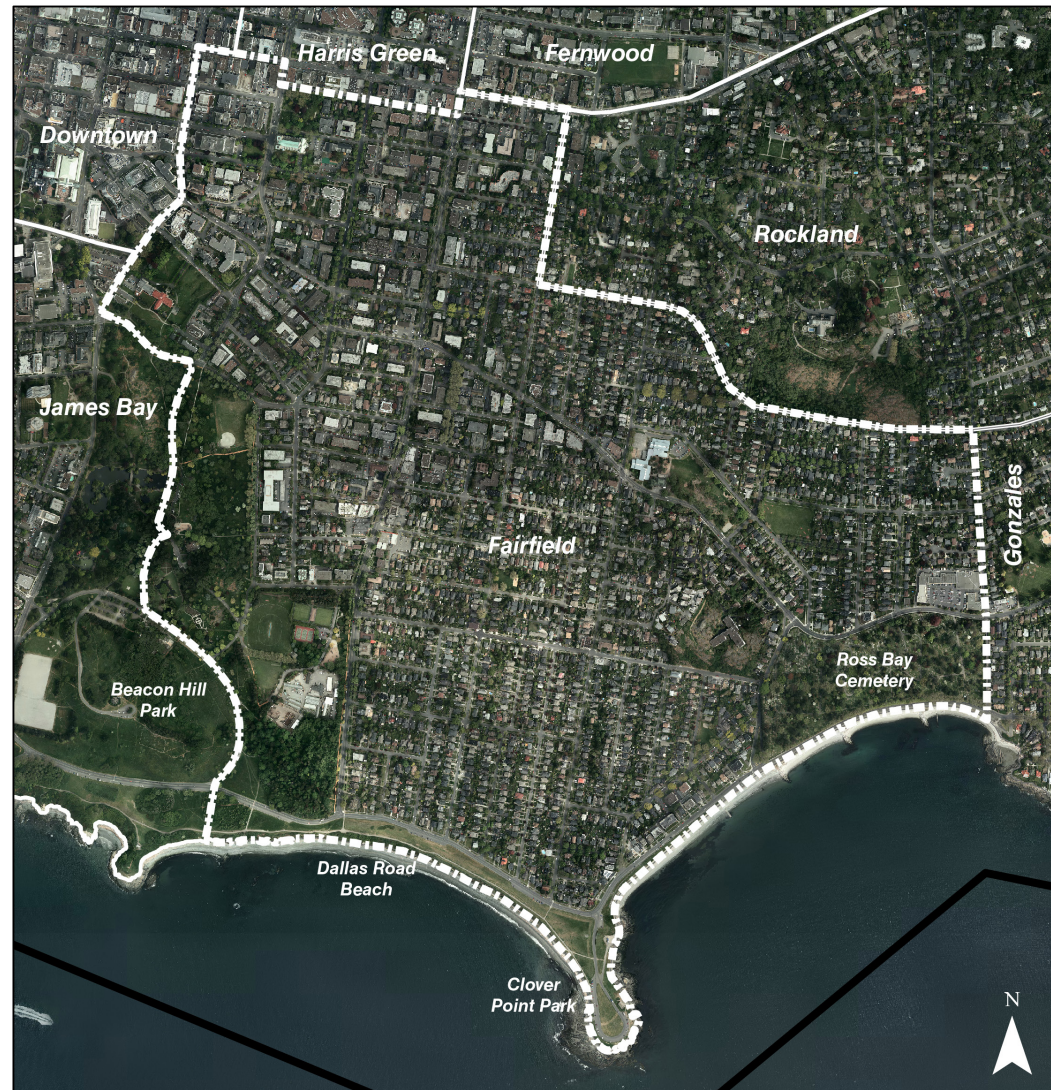


Figure 8. Fairfield tree canopy 2017



## 4.13. General Policies

### Intent:

Maintain and enhance the urban forest and native ecosystems

4.13.1. Assess existing tree canopy and develop tree canopy targets for Fairfield, through ongoing implementation of the Urban Forest Master Plan.

4.13.2. Develop mechanisms to communicate the City's progress on implementation of the Urban Forest Master Plan to the community.

## 4.14. Trees and Native Ecosystems in Public Parks

4.14.1. Restore and expand treed native ecosystems and natural areas in Beacon Hill Park, Moss Rocks Park, Robert J. Porter Park and other natural areas in Fairfield parks. Continue to increase the City's work in partnership with community organizations, youth and the school district to support stewardship and restoration efforts.

4.14.2. Consider community orchards in parks and open space, where residents and community residents express interest in stewardship agreements.

## 4.15. Boulevards and Street Trees

4.15.1. Recognize the role that boulevard and street trees play in neighbourhood character and sense of place.

- a. Consider urban forest quality and diversity consistent with the Urban Forest Master Plan when replacing or planting street trees.
- b. Use best management practices to extend the life of street trees.
- c. Stagger the replacement of older street trees, where possible, to minimize impacts to neighbourhood character.
- d. Select species that maximize urban forest benefits and have the resilience to deal with climate change impacts.

4.15.2. Develop design guidance for new types of infill housing to support the urban forest through planting spaces, permeable surface and soil volumes for street trees on boulevards or adjacent to the right-of-way.

4.15.3. In Cook Street Village, when replacing aging chestnut trees, plant new horse chestnut trees that over the medium to longer term will maintain the character of the area.

4.15.4. As part of public realm improvements in Cook Street Village, Fairfield Plaza and small urban villages, add new street trees where possible.

- a. Consider below grade and upper setbacks in areas where large canopy trees exist or are desired in order to accommodate the tree canopy and root structure.
- b. Consider alternative boulevard designs in urban villages that provide hardscaped areas for pedestrian access while leaving ample room and soil volume for street trees.





## Parks, Open Space and Urban Forest

# Urban Forest, cont'd.

### 4.16. Trees and Native Ecosystems on Private Lands

4.16.1. Develop guidelines and regulations for new development to support tree diversity, planting spaces and permeable surface on private property. (See 8.15.7.)

4.16.2. When additions to existing buildings or new buildings are proposed, consider granting variances, if required, to retain significant trees, landscape or native ecosystem features.

4.16.3. Update the Zoning Regulation Bylaw and create Development Permit guidelines for infill housing to balance housing objectives with maintaining open site space on private land adequate for canopied trees. (See 4.13.2., 8.15 - 8.16)

4.16.4. Consider revisions to the single-detached zone for Fairfield to establish open site space requirements which can support tree planting spaces.

4.16.5. Prioritize updates to the Tree Preservation Bylaw and ensure the community is kept up to date on timelines and methods for input.

### 4.17. Community Stewardship

4.17.1. Support community-led projects in partnership with the City and involve volunteers in supporting the urban forest. Community suggestions included urban forest walks, a memorial tree program, adopt-a-boulevard-tree program and celebrating the urban forest through public art.

4.17.2. Work with the community to develop a process to identify significant trees in Fairfield on both public and private land. Suggestions to evaluate include:

- a. Horse Chestnut trees within Cook Street Village
- b. Cherry trees along Moss Street and other locations which may have cultural significance.



# 5. Future Land Use

This section provides guidance on future land use envisioned in Fairfield Neighbourhood, as well as general policies related to housing affordability. See subsequent chapters for more detailed policy guidance.

## Future Land Use Map

For policies for the following sub-areas, please see:

**Northwest Area and Fort Street Corridor** - Chapter 6

**Urban Residential Rental Retention Area** - Chapter 8

**Cook Street Village** - Chapter 7

**Area near Cook Street Village** - see Chapter 8



## 5.1. Future Land Use Summary Table

	Uses	Density (Floor Space Ratio)	Building Types
<b>Traditional Residential</b>	<ul style="list-style-type: none"> <li>Residential</li> <li>Small-scale commercial uses may be considered on a case-by-case basis at the intersection of two streets classified as arterial, minor arterial, collector, or minor collector</li> </ul>	Density up to approximately 1:1 floor space ratio, guided by policies in Chapter 8 (Residential areas)	<ul style="list-style-type: none"> <li>Single detached dwellings, house conversions, duplexes</li> <li>Generally ground-oriented residential buildings, including houseplexes and townhouses (see guidance in Chapter 8)</li> <li>Accessory suites in detached and attached dwellings (see guidance in Chapter 9)</li> </ul>
<b>Urban Residential</b>	<p>Residential uses</p> <p>Commercial uses at grade encouraged:</p> <ul style="list-style-type: none"> <li>at the southeast corner of Vancouver St and Collinson St</li> <li>at the intersection of Fairfield Road and Cook Street</li> </ul> <p>Commercial uses at grade may be considered:</p> <ul style="list-style-type: none"> <li>along Cook Street between Cook Street Village and the Cook Street-Fairfield Road intersection</li> <li>at the intersection of two streets classified as arterial, minor arterial, collector, or minor collector</li> <li>where such uses already exist</li> </ul> <p>Hotels and community facilities where such uses currently exist</p>	<p>Up to 1.2 floor space ratio</p> <p>Opportunities for bonus density up to:</p> <ul style="list-style-type: none"> <li>2.5:1 floor space ratio within the Northwest Area and Fort Street Corridor as identified in Chapter xx</li> <li>approximately 2:1 floor space ratio within the Rental Retention areas and Cook Street Village area</li> </ul>	<p>Housing types consistent with Traditional Residential, plus:</p> <p>In the Northwest and Rental Retention areas:</p> <ul style="list-style-type: none"> <li>multi-unit residential or mixed-use buildings up to 20 metres (approx. 6 storeys) in height</li> </ul> <p>In the Cook Street Village area:</p> <ul style="list-style-type: none"> <li>Multi-unit residential or mixed-use buildings up to 13.5 metres (approx. 4 storeys) in height</li> <li>In the block bounded by Cook Street Village, Oscar Street, Chester Street and MacKenzie Street, townhouses (including stacked townhouses) and other infill housing forms are encouraged rather than new apartment buildings.</li> </ul> <p>In other urban residential areas:</p> <ul style="list-style-type: none"> <li>multi-unit buildings generally up to 3-4 storeys reflecting context and existing development patterns</li> </ul> <p>On smaller sites which do not easily accommodate larger multi-unit buildings, various lower-scale forms including townhouses and larger houseplexes are encouraged</p> <p>At the interface of Urban Residential and Traditional Residential areas, buildings should provide for sensitive transitions through massing and scale. Consider housing forms such as townhouses which transition to adjacent Traditional Residential areas.</p> <p>Residential buildings set back to accommodate landscaping</p> <p>Upper floors above the street-wall (as described in policies and Development Permit guidelines) stepped back</p> <p>For multi-unit buildings of 3 or more units, parking located to the rear, in a structure or underground</p> <p>See Chapter 8 for further guidance.</p>

Figure 9: Future Land Use Summary Table



<b>Five Points and Moss at May Small Urban Villages</b>	<ul style="list-style-type: none"> <li>Commercial uses on the ground floor, with a preference for active uses which support pedestrian traffic</li> <li>Commercial or residential uses on upper floors</li> </ul>	<ul style="list-style-type: none"> <li>Up to 1.5 floor space ratio</li> <li>Opportunities for bonus density up to 2.0 floor space ratio for parcels fronting on Fairfield Road</li> </ul>	<ul style="list-style-type: none"> <li>Mixed use buildings up to 10.7 metres (3 storeys)</li> <li>On parcels fronting onto Fairfield Road, mixed-use development up to 13.5 metres (approx. 4 storeys) may be considered</li> <li>Buildings built to the edge of the pedestrian realm, with sufficient set back to accommodate pedestrian space and healthy street trees</li> </ul>
<b>Fairfield Plaza Village</b>	<ul style="list-style-type: none"> <li>Commercial uses on the ground floor</li> <li>Commercial or residential uses on upper floors</li> <li>Smaller storefronts and commercial spaces</li> <li>One larger space provided in coordination with a full-service grocer</li> </ul>	<ul style="list-style-type: none"> <li>Up to approximately 1.5 floor space ratio</li> <li>Opportunity for bonus density up to 2.0 floor space ratio</li> </ul>	<ul style="list-style-type: none"> <li>Mixed use buildings up to 3 to 5 storeys (approx. 11 - 17 metres)</li> <li>New development with buildings, storefronts and entries oriented to the public streets as well as internal streets and public spaces</li> <li>Enhanced public realm incorporating a public gathering/amenity space and tree planting within the site</li> <li>Mix of convenience parking at grade with long-term or residential parking located in a structure or underground</li> <li>Transitions to lower-scale development to occur on-site</li> <li>See chapter 7 for further guidance</li> </ul>
<b>Cook Street Large Urban Village</b>	<ul style="list-style-type: none"> <li>Commercial uses on the ground floor, with a preference for active uses which support pedestrian traffic</li> <li>Smaller storefronts and commercial spaces</li> <li>One larger space provided in coordination with a grocer</li> </ul>	<ul style="list-style-type: none"> <li>Up to 1.5 floor space ratio</li> <li>Opportunities for bonus density up to 2.5 floor space ratio (within limits of height and development guidelines)</li> </ul>	<ul style="list-style-type: none"> <li>Mixed use buildings up to 13.5 metres (4 storeys) in height</li> <li>Buildings set back from the property line to accommodate seating, patio space, display areas and similar uses</li> <li>Below-ground setbacks to accommodate root zones for existing and future mature trees</li> <li>Upper storeys stepped back to (per policy and Development Permit guidelines) to accommodate healthy mature tree growth and maintain openness and sunlight access</li> </ul>
<b>Core Residential</b>	<ul style="list-style-type: none"> <li>Residential</li> <li>Mixed use or commercial use in certain locations indicated by policy (primarily between Blanshard and Quadra streets)</li> <li>Commercial uses on the ground floor facing parts of Fort Street, Blanshard Street and Quadra Street</li> <li>See chapter 6 for details</li> </ul>	<ul style="list-style-type: none"> <li>Base densities ranging from 1.2 to 2.0 fsr</li> <li>Opportunities for bonus density ranging from 2.5 to approximately 5.0 floor space ratio based on policies in Chapter 6</li> </ul>	<ul style="list-style-type: none"> <li>Residential, mixed use or commercial buildings up to 30-37.5 metres (10-12 storeys) in blocks bounded by Blanshard Street, Fort Street, Quadra Street and Courtney Street with sufficient separation of towers</li> <li>Residential, mixed use or commercial buildings up to 30 metres (8-10 storeys) in height in blocks bounded by Blanshard Street, Courtney Street, Quadra Street, and Rupert Terrace</li> <li>Residential or mixed-use buildings up to 20 metres (6 storeys) elsewhere</li> <li>Mixed-use buildings set close to the street along Blanshard Street and Fort Street, with smaller storefront modules responding to context</li> <li>On other streets, modest front setbacks to accommodate landscape amenity spaces, responding to context</li> <li>Upper floors above the street-wall (as described in plan policies and Development Permit guidelines) should step back</li> <li>Parking located to the rear, in a structure or underground</li> <li>See Chapter 6 for details</li> </ul>

Figure 9: Future Land Use Summary Table, cont'd.



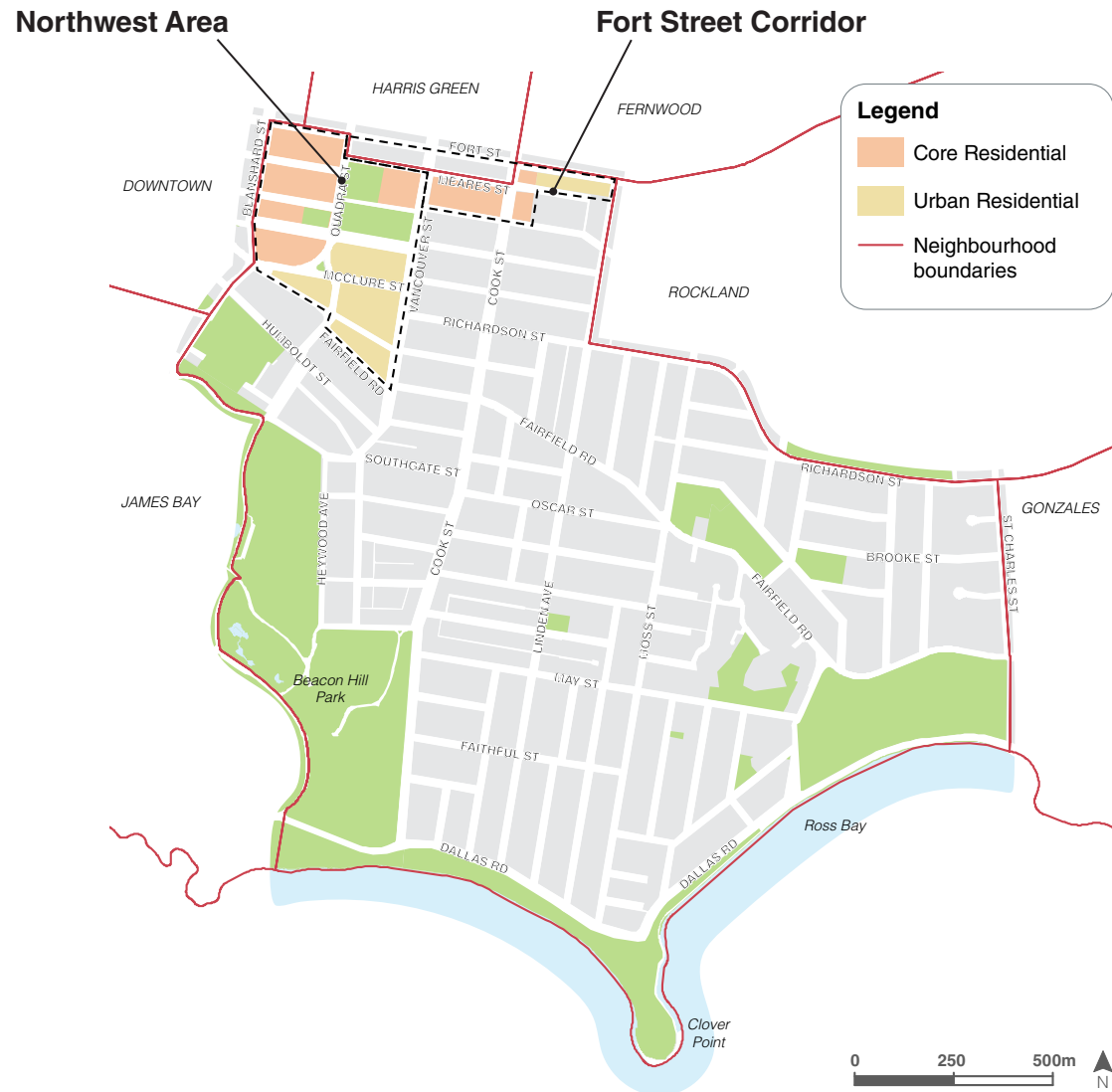
# 6. Northwest Area and Fort Street Corridor

## Goals:

1. Create opportunities for more people to live close to downtown, jobs, amenities and transit
2. Support the unique place character features of the Fort Street Corridor and Cathedral Hill Precinct in the design of new development
3. Direct contributions from new development to create new, on-site affordable housing in this area

The northwest area stretches from the shoulder of Victoria's downtown to Vancouver Street in the east and Fairfield Road in the south. It includes the Fort Street Corridor and the Cathedral Hill Precinct with its mix of housing types and ages, commercial uses, hotels, several parks and public spaces, and community institutions such as Provincial Courts, Royal Theatre, Christchurch Cathedral and school and the Downtown YMCA-YWCA.

The Fort Street Corridor is recognized as a special character area with its concentration of heritage properties with smaller scale commercial uses at street level, creating a lively and active shopping area which is both a destination and a local "high street" for the surrounding residents. Commercial and mixed-use buildings front along Fort Street and Cook Street, trending towards residential east of Cook Street and south of Meares Street.



Map 6. Northwest Area and Fort Street Corridor.



The Cathedral Hill Precinct lies to the south of the Fort Street Corridor. Within this area, Christchurch Cathedral and the Royal Theatre are important landmarks and cultural attractions, while the heritage-designated Pioneer Square provides a green “living room” for this area, while the Courthouse Green (a Provincial property) provides for active recreation for families. [South of this lies the Humboldt Valley. These areas contain numerous heritage sites such as St. Anne's Academy, Abigail's Hotel, St. Joseph's Hospital, Rose Manor, Mt. Saint Mary Hospital, Mt. Saint Edwards apartments, and several smaller heritage-designated or registered commercial buildings and homes such as the Mellor Block and the Beaconsfield Inn. Many residential streets in these areas](#) are characterized by green frontages, lending a distinct character from the nearby central business district and signaling entry into a more residential area. Non-vehicular commuters and recreational enthusiasts use the greenway that passes through the area, and the leafy boulevards of Vancouver and Burdett Streets are neighbourhood landmarks enjoyed by residents and people passing through.

This plan proposes development which transitions from the [downtown area, through](#) the mixed-use blocks west of Quadra Street and north of Courtney Street, to primarily residential development of up to six storeys lying to the east and south. It identifies several special places for public realm investment, heritage landmarks which new development should respect, important tree-lined streets and a public view corridor to the Olympic Mountains.

*Note: several blocks west of Quadra Street are also addressed in the Downtown Core Area Plan (see*



## Northwest Area and Fort Street Corridor

# Northwest Area Fort Street Corridor Policies

### 6.1. Land Use Policies

6.1.1. Consider development up to the base density indicated in Map 7.

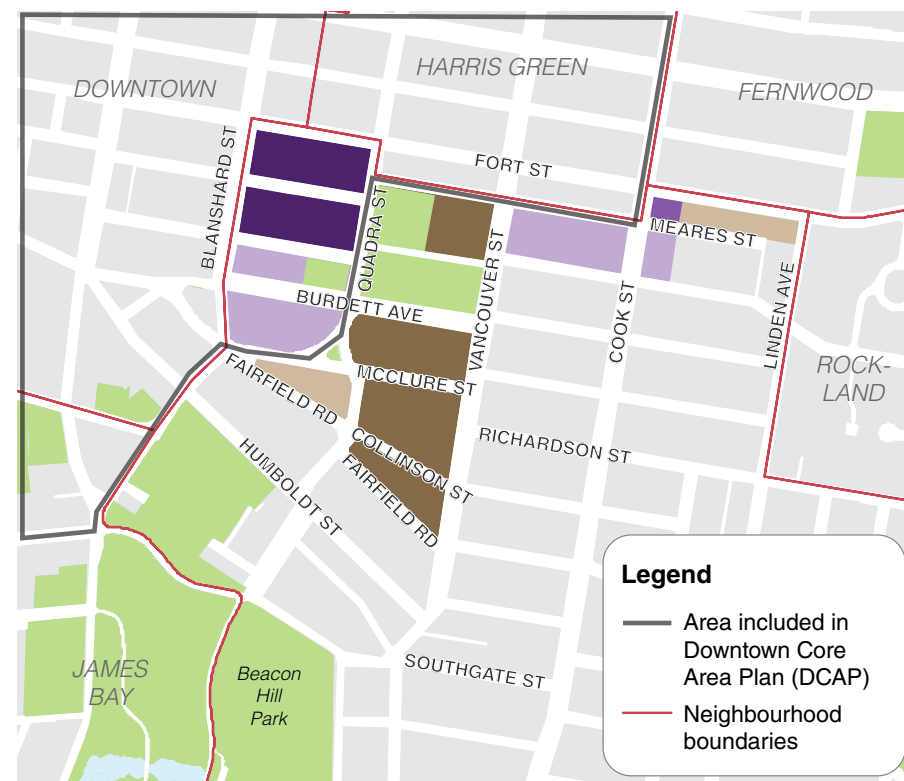
a. Notwithstanding the above, consider additional density up to the maximum indicated in Map 7, for new mixed-use or residential development [where amenity contribution or affordable housing consistent with city-wide policy is secured](#).

b. For rezoning proposals, decisions about the appropriate density and scale should consider site-specific conditions and approved City policies and objectives, including considerations for heritage and the retention of existing affordable housing.

6.1.2. Support the provision of commercial and publicly-oriented active uses on the ground floor as indicated in Fig.19, as a means to encourage activity and vitality along the street. Encourage relatively small storefronts consistent with the existing pattern, particularly along Fort Street which serves as a “high street” for the Cathedral Hill area. Commercial uses at grade proposed in other areas not indicated by Fig. 19 may be considered on a case-by-case basis if it can be demonstrated that such use fits the context of the site.

6.1.3. Support opportunities for the provision of affordable family-oriented housing as a component of the potential redevelopment of the Downtown YMCA-YWCA site.

Area	Base density:	Additional density considered up to:
	2:1 FSR	5:1 FSR
	1.5:1 FSR	3.5:1 FSR
	1.5:1 FSR	3:1 FSR
	1.2:1 FSR	2.5:1 FSR
	1.2:1 FSR	2:1 FSR



Map 7. Maximum Density Map – Northwest Area + Fort Street Corridor

## 6.2. Urban Design Policies

6.2.1. Consider the maximum building heights described in Map 8 in the evaluation of zoning applications.

6.2.2. New residential or commercial buildings should be sited and oriented to provide sufficient building separation to maintain livability for residences in both existing and planned future buildings.

- a. For areas north of Courtney Street and west of Quadra Street, modest increases in envisioned heights, from 10 storeys up to 12 storeys, may be considered in order to achieve greater building separation and more slender, simpler, vertically proportioned building forms within the envisioned density.
- b. A minimum parcel depth of 35 m and minimum parcel width of 45 m is desired for developments that contain buildings over 16 metres (5 storeys) in height.

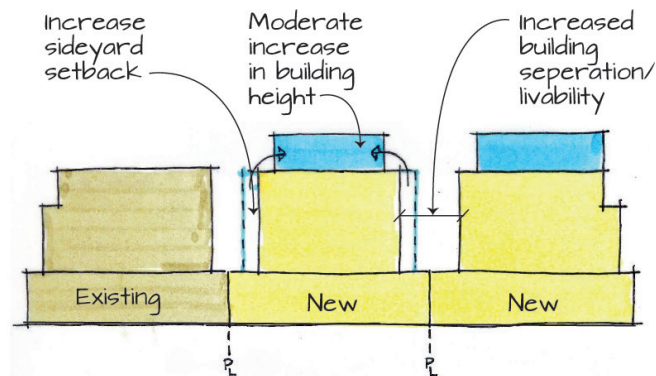


Figure 10. Building Separation for Taller Buildings, northwest part of Cathedral Hill: At a given density, modest increase in height can support greater building separation and more slender buildings, enhancing livability for current and planned future residences

Maximum height	Approximate number of storeys in a mixed-use building	Approximate number of storeys in a residential building
20m	5-6	6
25m	7-8	8
30m	8-9	9-10
30-37.5m*	10-11	11-12
*See policy 6.2.1		



Map 8. Maximum Building Height Map – Northwest Area + Fort Street Corridor



# Northwest Area Fort Street Corridor Policies, cont'd.

6.2.3. New buildings should be designed to provide a sensitive transition in scale to adjacent, smaller development through consideration for massing and other design features. Strategies to achieve this may include but are not limited to setting upper storeys back, varying roof lines, increasing setbacks and siting and scaling buildings to reduce shading, etc.

6.2.4. Maintain a transition in building height from the area west of Quadra Street where taller buildings are supported, to lower-scale buildings east of Quadra Street.

6.2.5. Both sides of Vancouver Street should be framed with buildings of compatible form and character to define and enhance Vancouver Street as a corridor, and maintain the street-scape character of broad boulevards and large canopy trees. Building scale may vary where heritage buildings are conserved.

6.2.6. Ensure that any new development that is adjacent to Christ Church Cathedral site, Pioneer Square or the Provincial Law Court green is designed to complement these sites through building placement, design, mass as well as potential uses.

6.2.7. Building massing and design should maximize sunlight access for Pioneer Square and the Provincial Law Court green. Windows and balconies should be oriented to provide “eyes on the park” for natural surveillance and overlook.

6.2.8. Give special design consideration to development applications located within a 90-metre radius of the heritage landmark buildings identified in Map 8 of the Official Community Plan, including Christchurch Cathedral, the Church of Our Lord, and St. Ann's Academy, to ensure that height, setbacks, siting and overall massing of proposed new buildings respect the visual prominence and character-defining importance of these heritage landmark buildings.

6.2.9. New buildings should consider use of building elements and building designs that complement the surrounding area.

6.2.10. Consider the organization and placement of building massing and design to demarcate and define the building base, body and top.

6.2.11. Consider upper storey and roof top building designs that help to complement the existing skyline.

6.2.12. Ensure that new development integrates attractive landscaping and building features that create attractive walking environments along the adjacent streets. With the exception of commercial or mixed use buildings on arterial streets, building frontages in this area are typically characterized by landscaped transitional or amenity spaces between the sidewalk and adjacent building.

6.2.13. New development should respect the



Figure 11. View from St. Ann's Academy



Figure 12. Christ Church Cathedral



Figure 13. Pioneer Square and Christ Church Cathedral

## Northwest Area and Fort Street Corridor

# Northwest Area Fort Street Corridor Policies, cont'd.



Figure 14. Approximate view corridor from Quadra Street to Burdett Street looking south.



Figure 15. View from Quadra Street at Burdett Street, looking south, showing character-defining elements of the Beacon Hill Park treetops and the Olympic Mountains.



view corridor identified from Quadra Street at Burdett Street, looking south to the Olympic Mountains and Beacon Hill Park tree tops (see Figures 9-11), considering the location, siting and design of new development consistent with guidance in the Downtown Core Area Plan.

6.2.14. Ensure that new development along Fort Street and other commercial streets are designed to maintain and enhance the pattern and rhythm of the smaller-scale storefronts, existing heritage buildings and surrounding context.

- a. Taller buildings are encouraged to step back the upper storey(s), to establish a street wall of no more than 3 to 5 storeys.
- b. Publicly-oriented, active ground floor uses which encourage pedestrian traffic should be located at grade as indicated in Fig. 19., and ground floor facades should feature smaller storefront modules with frequent entries and generous transparent glazing.
- c. Portions of these buildings are encouraged



to be set back up to 3m from the front property line to accommodate features such as patios, seating and outdoor display areas without impeding pedestrian movement along the public sidewalk.

6.2.15. Consider the provision of canopies and awnings that are designed to provide protection from the weather and that are designed to complement overall building design and the surrounding public realm.

6.2.16. Ensure that building entrances are clearly identifiable and have direct connections from the street.

6.2.17. Ensure that building driveways and parking access are designed and located to minimize interruption of the commercial front-ages and the pedestrian environment along public sidewalks.



## Northwest Area and Fort Street Corridor

# Northwest Area Fort Street Corridor Policies, cont'd.

### 6.3. Public Realm Policies

6.3.1. Maintain and enhance the existing urban tree canopy on all streets to support attractive streetscapes and walkable environments.

6.3.2. Explore the potential to redesign and transform McClure Street and Collinson Street as people-priority 'Living Streets' that include green features. This may include "tactical urbanism" interventions - temporary installations to pilot public realm improvements and support community based place making as a pilot project, which may lead to more permanent improvements.

6.3.3. Consider opportunities for integrating attractive and well-defined exterior mid-block pedestrian walkways that are oriented north/south across longer blocks.

6.3.4. Enhance Broughton Street and Courtney Street (between Blanshard and Quadra Streets) as attractive pedestrian-oriented environments that incorporate improved lighting, street trees and landscaping, distinct paving treatment, and seating.

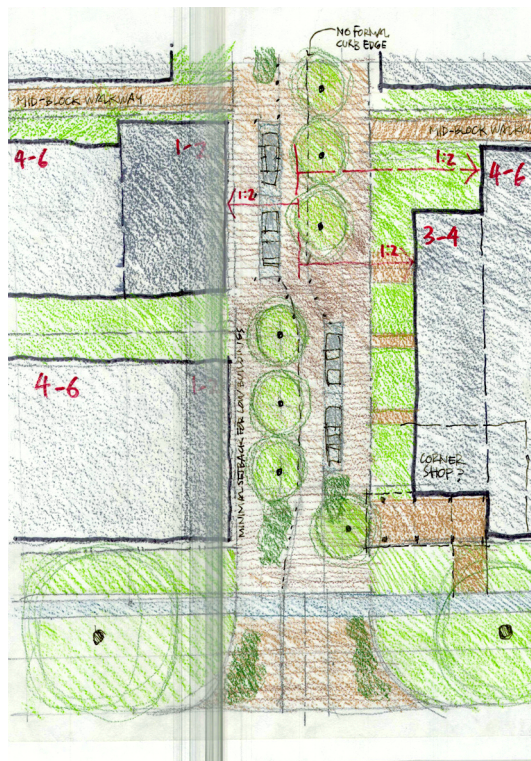


Figure 16. Conceptual illustration of 'Living Street' concept with design features to support the street as a place for social interaction, pedestrian activity and community gathering.



Figure 17. Generous tree canopy and boulevards are a hallmark of Vancouver Street and other neighbourhood streets



Figure 18. Example of living streets using woonerf street design feature in United Kingdom (image credit: methleys.headstogether.org)



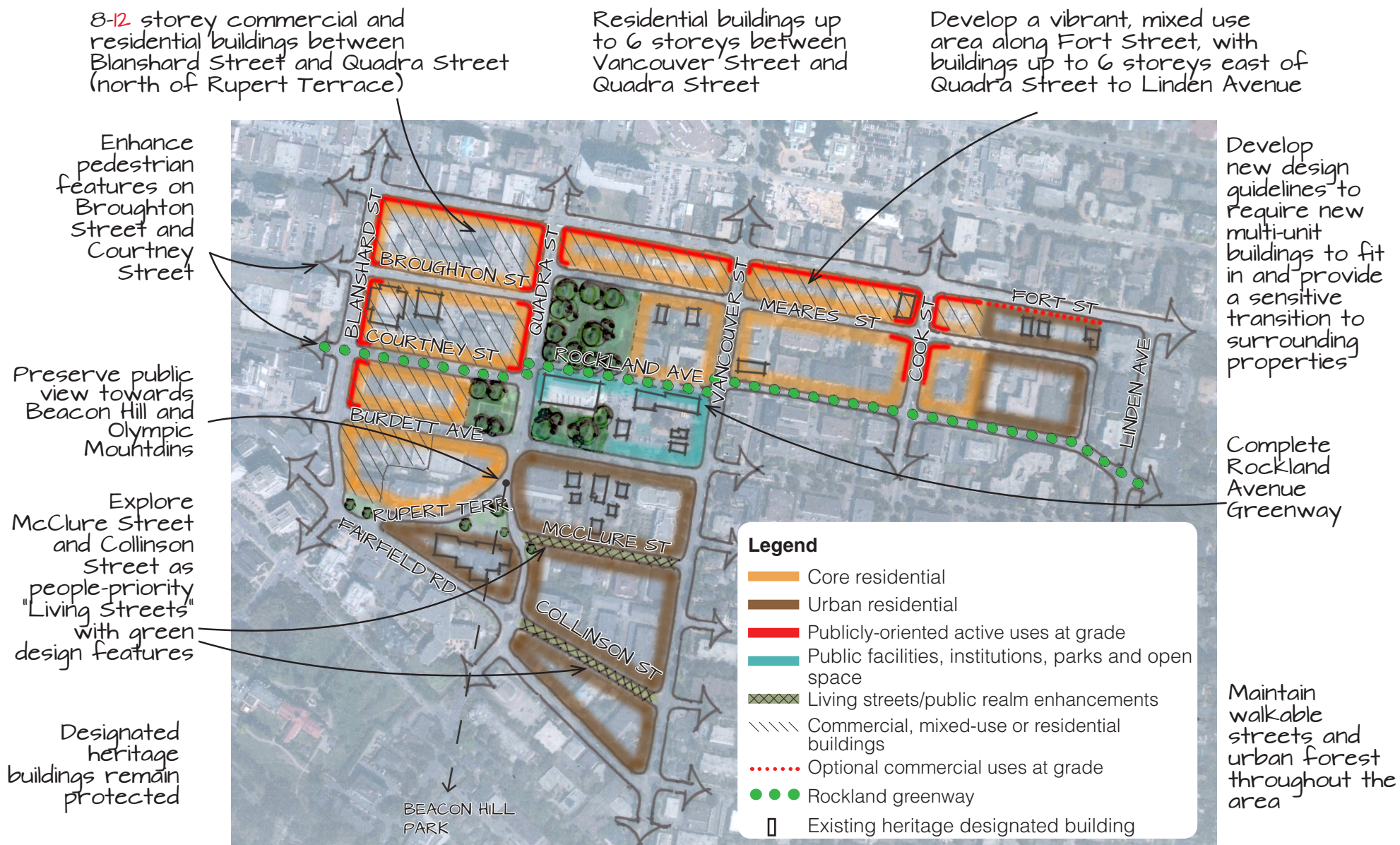


Figure 19. Northwest Area and Fort Street Corridor Concept Diagram



## 7. Urban Villages

Neighbourhood urban village areas provide walkable shops and services, encourage a neighbourhood social life and provide different housing options. Retaining and strengthening the urban village areas in Fairfield will provide residents with shops and services close to home, contribute to the vitality and viability of businesses, and enhance the environmental sustainability of Fairfield and the city.



### Goals:

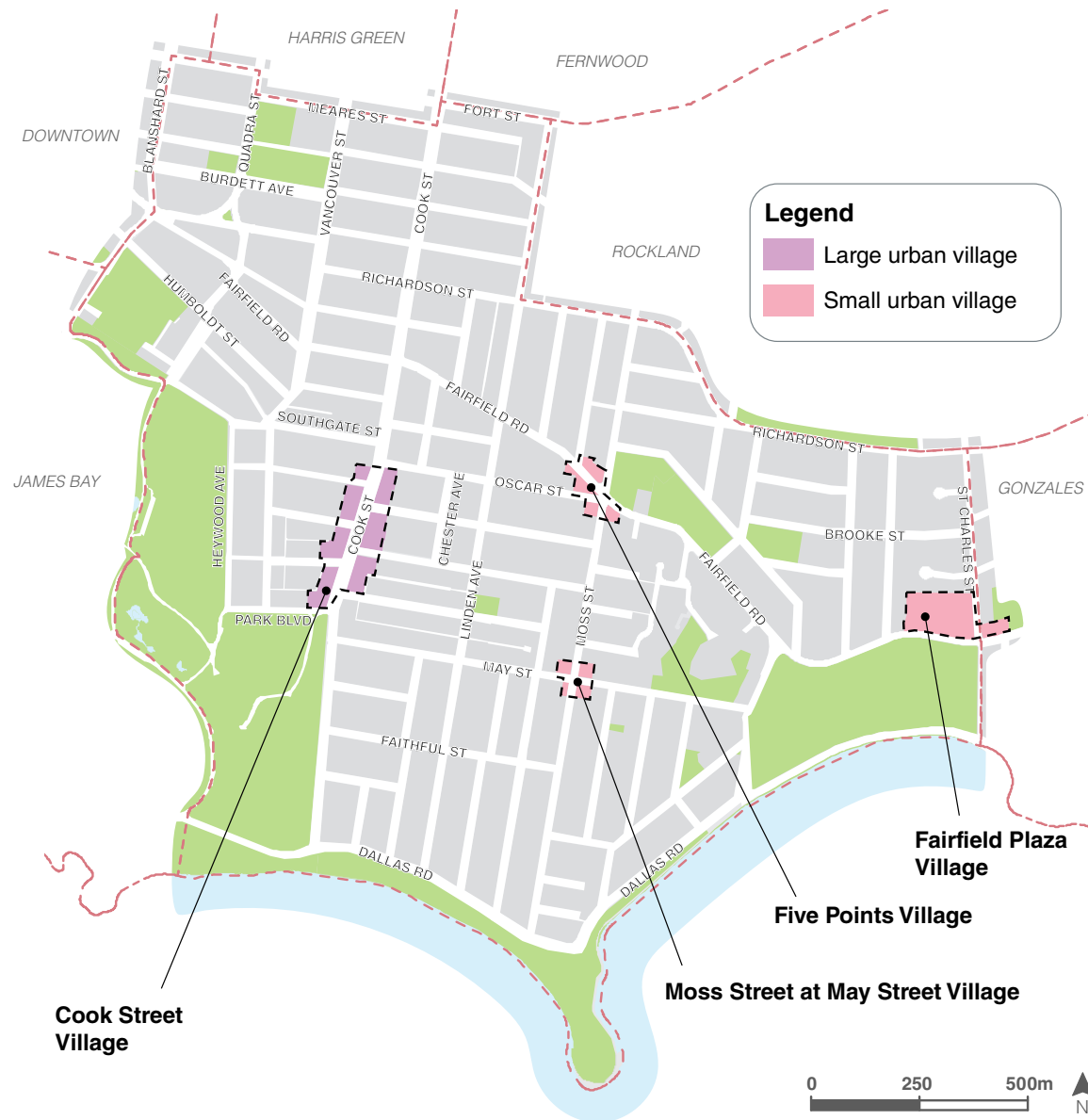
1. **Retain and strengthen neighbourhood businesses**
2. **Improve the walkability, bikeability and public realm in urban villages**
3. **Encourage design that fits in with the neighbourhood character**
4. **Establish high-quality, vibrant public spaces for gathering as part of urban villages**

This plan seeks to maintain and strengthen Fairfield's existing urban villages through the development of appropriately scaled and designed mixed use buildings, enhanced public spaces and streetscapes, improved transportation options, diverse housing options and continued support for local businesses. The quality design of new buildings and their relationship with public spaces and other buildings will be a key consideration in assessing development proposals in the urban villages.



## Urban Villages

# Fairfield Urban Villages map



Map 9: Fairfield Urban Villages



## Urban Villages

# Cook Street Village

### 7.1. Overview and Intent

Cook Street Village is a beloved destination for Fairfield residents and many others across the region, due to its unique collection of shops, cafes, services and proximity to parks and waterfront. The unique and highly cherished character and identity of Cook Street Village is defined principally by the mature horse chestnut trees with their large and lush canopies and the generous boulevard they are planted within, together with the diverse mix of pedestrian oriented shops, restaurants and cafes that line and spill out onto the sidewalk/ boulevard and the vibrant street life that results. Additionally, there is a desire to maintain and enhance the diverse and eclectic look and feel of the village, and to ensure a slow safe, comfortable and convenient environment for all modes of travel within and through the village.

The following principles establish the policy and design framework for the Cook Street Village Area:

### 7.2. Cook Street Village Principles

- 7.2.1. Protect and renew the street tree canopy
- 7.2.2. Maintain the sunny and open feeling of the streets
- 7.2.3. Encourage front patios, display areas, seating and other semi-private space in front of businesses
- 7.2.4. Keep the eclectic, unique feel of the village
- 7.2.5. Support and strengthen village businesses as the village changes



- 7.2.6. Create better spaces for pedestrians and those with disabilities
- 7.2.7. Slow down traffic through the village
- 7.2.8. Create new and enhance existing spaces for public gathering
- 7.2.9. Support growth and change that encourages walking, cycling and transit use.
- 7.2.10. Provide new housing and residents to add customers near village businesses
- 7.2.11. Find on-street parking solutions that work better for residents and businesses



## Urban Villages

# Cook Street Village Area Big Moves Summary

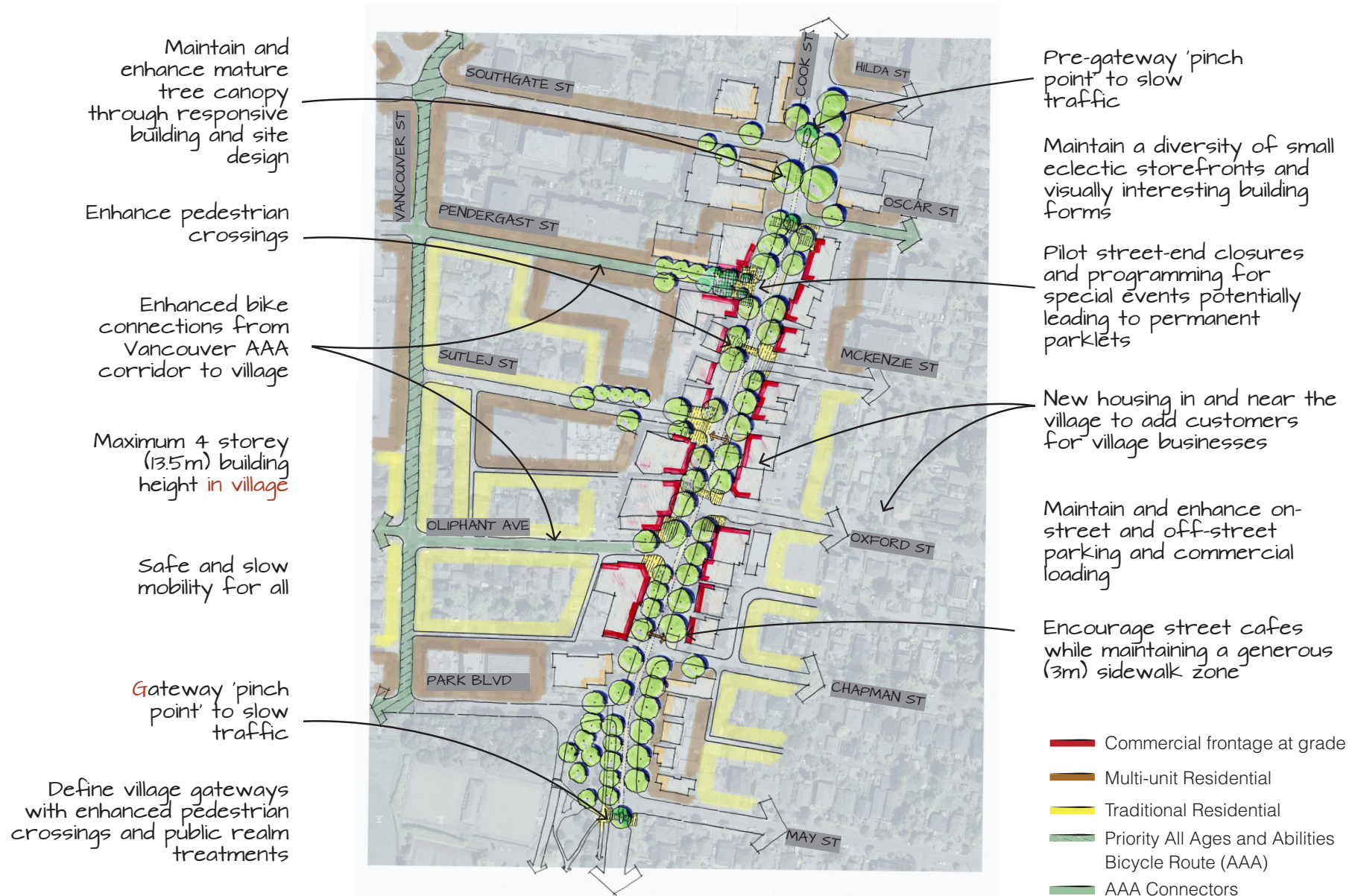


Figure 20. Cook Street Village Big Moves Summary Diagram



## Urban Villages

# Cook Street Village, cont'd.



### 7.3. Land Use

#### Cook Street Urban Village

7.3.1. Support mixed use development up to 13.5m in height (approx. 4 storeys) for properties that abut Cook Street within Cook Street Village.

7.3.2. Support a density of up to 1.5:1 FSR along Cook Street.

- Additional density up to a total of 2.5:1 Floor Space Ratio is supported where it can be achieved within the urban design guidance and where development provides a contribution offsetting the impacts of added density.
- The priorities for contribution are secured on-site, non-market housing consistent with city-wide housing policies, and/or support for public realm improvements within the village.

7.3.3. Ground floor spaces within the village should support publicly-oriented commercial uses that support pedestrian activity.

7.3.4. Small format ground floor commercial uses along Cook Street are encouraged to better support a diversity of smaller, local businesses and to maintain the existing narrow shop front pattern.

7.3.5. Recognize and support the need for a larger commercial retail space in the range of 10,000 to 15,000 ft<sup>2</sup> (approx. 930 to 1,400 m<sup>2</sup>) where provided in conjunction with a full-service grocery store.

### 7.4. Built Form

7.4.1. For new buildings fronting onto Cook Street, development proposals should incorporate measures to support existing and future mature large canopy boulevard trees, and support other livability and built form objectives, through a combination of ground floor setbacks and upper storey setbacks, as follows:

- A maximum building height of 4 storeys at 13.5 metres
- An average 2 metre setback (from the fronting property line) for the first storey
- An average 5 metre setback (from the fronting property line) after the second storey
- Setbacks from the property line, to the satisfaction of the City Arborist, for underground parking structures to support existing and future tree root growth
- An arborist's report should be submitted, to the satisfaction of the City Arborist, demonstrating how the design supports existing and future mature large canopy street trees.

7.4.2. Buildings should enhance pedestrian interest through narrow shop fronts, large



## Urban Villages

# Cook Street Village, cont'd.

amounts of glazing, weather protection and frequent entryways at a maximum spacing distance of approximately 8-10m.

7.4.3. Ground-floor commercial uses on corner sites along Cook Street should wrap around corners and have a visual presence and identity on both street frontages through the use of entrances, windows, awnings and other building elements.

7.4.4. A diversity of building forms, design and character is encouraged along Cook Street to celebrate and enhance the eclectic look and feel of the street. New buildings should create a diverse expression and visual interest along the street.

7.4.5. For larger buildings, break up the mass through articulation, changes in plane, and

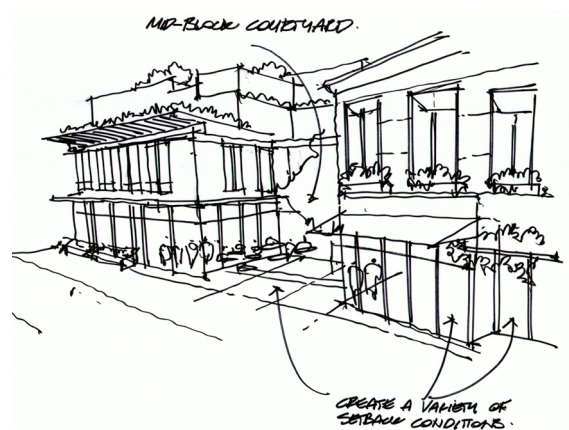


Figure 21. Example of articulation breaking up massing.

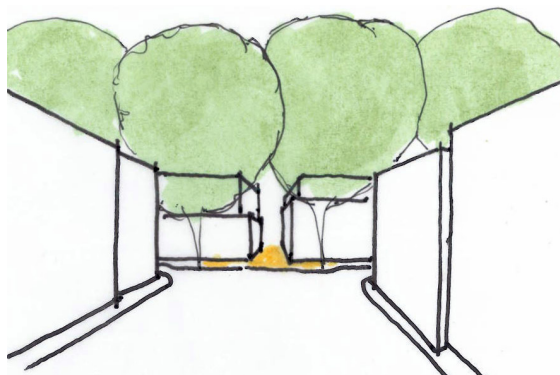


Figure 22. Illustrative example of building design emphasizing a view terminus (see policy 7.4.6)

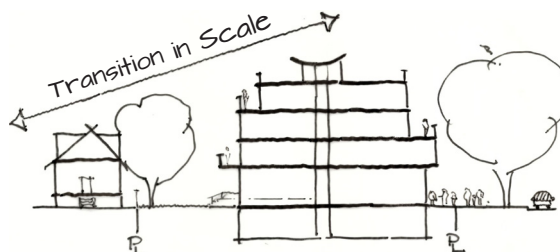


Figure 23. Illustrative example of strategies for achieving a sensitive transition in building scale (see policy 7.4.7)

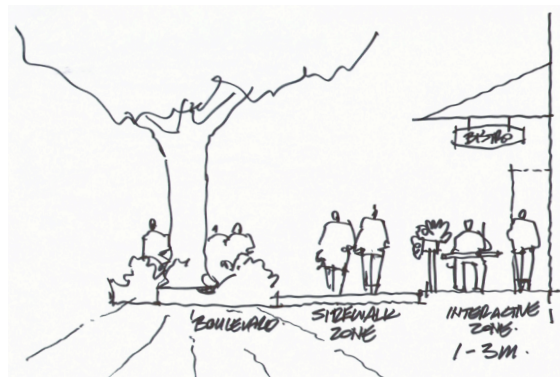


Figure 24. Illustrative example of elements contributing to a pedestrian-focused public realm (see policy 7.5.1)

changes in material that correspond to changes in plane. Mid-block courtyards or pedestrian pass-throughs are encouraged. See 7.5.10.

7.4.6. Building design should emphasize and positively respond to view termini created by t-intersections to create architectural expression, people spaces, and respond to enhanced winter sunlight. Strategies to achieve this include locating and centering features such as shop front modules and entryways, courtyards, pedestrian spaces and outdoor seating, or projecting bays and balconies at the visual terminus of t-intersections.

7.4.7. Multi-unit residential and mixed-use buildings should be designed to provide a sensitive transition in scale to adjacent, smaller developments through consideration for building mass, orientation of windows and entries, and other design features. Strategies to achieve this include but are not limited to setting upper storeys back, varying roof lines, increasing rear and side yard setbacks, including landscape within side or rear setbacks, siting and scaling buildings to reduce shading, overlook, etc.

7.4.8. Buildings along Cook Street should incorporate patios and other outdoor amenity spaces on roof top and upper storey terraces. Privacy impacts on adjacent residential properties should be mitigated through design considerations.

7.4.9. New development within the village is encouraged to be built to LEED Gold standards or equivalent.

## 7.5. Public Realm

7.5.1. Support pedestrian-focused public realm improvements through redevelopment

along Cook Street including widened side-walks, seating areas, patios, new street furniture, canopies and awnings, bicycle parking for bicycles and mobility devices, improved lighting, landscaping, wayfinding and other features that enhance Cook Street and encourage pedestrian activity and vibrancy.

7.5.2. Support incorporation of seating, hard surfaces and other landscape features and pedestrian amenities within the boulevard zone,

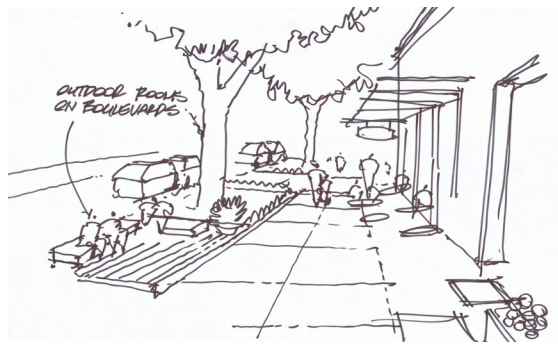


Figure 25. Illustrative example of an outdoor room (see policy 7.5.4)

balanced with planted soft-scape spaces including rain gardens located and designed to protect the trunks and root zones of boulevard trees.

7.5.3. Planted spaces should incorporate a diversity of plantings which enhance colour and 3- to- 4-season ambiance, which are responsive to the climate of Vancouver Island, and which consider allergens.

7.5.4. Create a diversity and sequence of small, intimate 'outdoor rooms' within the village defined by different materials, varied and colourful plantings, along with pedestrian lighting, seating and other furnishings, located along Cook Street and quieter side streets. Diverse spaces may meet the needs of different users (e.g. a child-friendly space; an allergy-free space), while all spaces should be welcoming and physically accessible.

7.5.5. Pilot sequential, temporary street closures at Oliphant, Sutlej, Pendergast and

McKenzie adjacent to Cook Street to create public gathering spaces, allow for community markets, festivals and other gatherings and car-free events.

- a. assess relative effectiveness and impact of each closure to determine preferred location for a future permanent closure if deemed viable and desirable.
- b. Work with the Greater Victoria Placemaking Network and other organizations and members of the public to develop 'tactical urbanist' (temporary streetscape) designs and approaches.

7.5.6. Where appropriate, vacant sites, surface parking areas and immediately adjacent public spaces are encouraged to be used for special markets and events.

7.5.7. Identify opportunities to create a 'village green' within Beacon Hill Park near the intersection of Cook Street and May Street or Cook Street and Park Boulevard, providing a space for passive use which maintains existing tree canopy while considering incorporation of distinct surface treatments, soft landscaping, street furniture and an improved and more inviting entrance to Beacon Hill Park.

7.5.8. Explore opportunities for public art and interpretive historical and cultural displays set within local contexts, including reflection of Indigenous culture and history where appropriate and in consultation with local First Nations.

7.5.9. Create a hardscape pedestrian connection along the west side of Cook Street from Park Boulevard to Beacon Hill Park's Cook Street playground to better accommodate all users.

7.5.10. New development is encouraged to incorporate mid-block pedestrian pass-

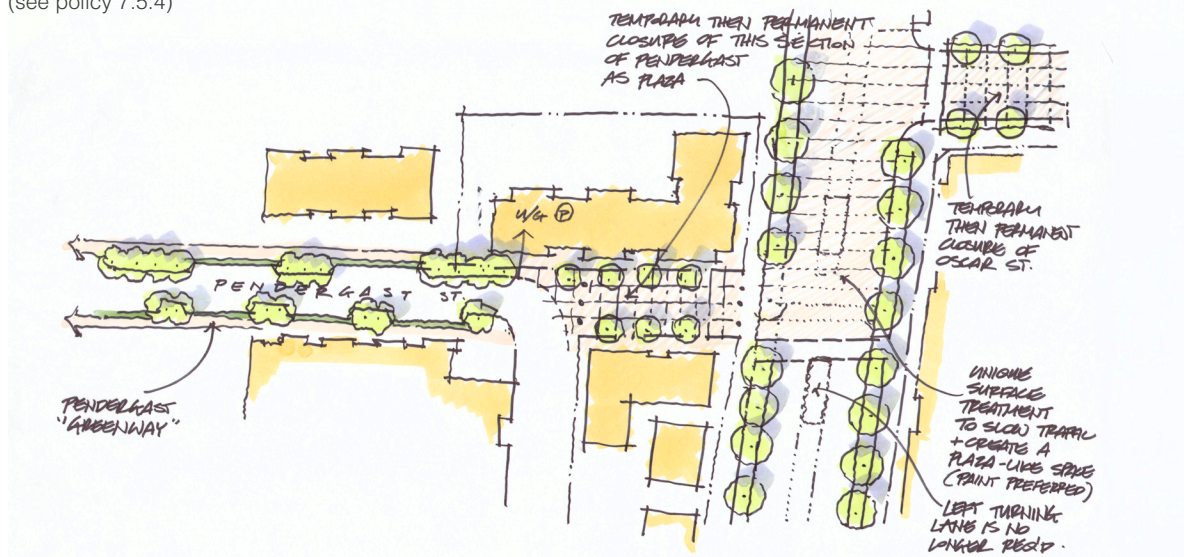


Figure 26. Conceptual illustrations of possible street closure piloting



## Summary: Streetscape and building design criteria

<b>Building Height (max.)</b>	<ul style="list-style-type: none"> <li>13.5m (accommodates approx. 4 storeys)</li> </ul>
<b>Height of Façade closest to Cook Street (max.)</b>	<ul style="list-style-type: none"> <li>2 storeys</li> </ul>
<b>Setbacks and Stepbacks</b>	<ul style="list-style-type: none"> <li>For new buildings fronting onto Cook Street, development to support existing and future boulevard trees to the satisfaction of the City Arborist, and support other livability and built form objectives, through incorporation of:               <ol style="list-style-type: none"> <li>An average 2 metre setback (from the fronting property line) for the first storey</li> <li>An average 5 metre setback (from the fronting property line) after the second storey</li> <li>Setbacks from the property line for underground parking structures to support existing and future tree root growth to the satisfaction of the City Arborist</li> </ol> </li> </ul>
<b>Building Base Interface on Cook Street</b>	<ul style="list-style-type: none"> <li>Portions of building to be set back further from the property line, up to a max. of 3m, to provide opportunities for patios, seating, display space, etc.</li> <li>Buildings to establish a fine grained interface with the street through modulation of smaller storefronts, transparent glazing, frequent entries</li> <li>Commercial uses, with a preference for uses which create pedestrian vitality</li> <li>Incorporate weather protection (awnings)</li> <li>Shop front character to extend around corners</li> </ul>
<b>Building Form and Orientation</b>	<ul style="list-style-type: none"> <li>Provide articulation and break up massing for larger buildings</li> <li>Respond to corner sites and t-intersections</li> <li>Maintain eclectic character by varying building massing and design elements</li> <li>Provide windows and balconies that provide “eyes on the street”</li> <li>Consider amenities such as open space, rooftop or terrace decks</li> </ul>
<b>Sidewalk Width</b>	<ul style="list-style-type: none"> <li>Support the provision of a public sidewalk with a desired 3m clear width</li> <li>A minimum of 2m clear to be provided at pinch points</li> </ul>
<b>Trees</b>	<ul style="list-style-type: none"> <li>Provide ongoing maintenance and replacement, where necessary, of character-defining Chestnut trees or other compatible and similar varieties</li> </ul>
<b>Street Furniture</b>	<ul style="list-style-type: none"> <li>Provide well-designed street furniture such as benches, pedestrian-scale lighting, garbage receptacles and other elements that enhance the public realm</li> </ul>
<b>Boulevards</b>	<ul style="list-style-type: none"> <li>Incorporate a mix of soft landscaped areas and areas for seating and gathering</li> <li>Seating areas located in boulevards should be publicly accessible and free of business branding</li> <li>Create a series of diverse “outdoor rooms” with distinct characteristics, in collaboration with community and businesses</li> <li>Provide a variety and diversity of plantings, considering allergens</li> </ul>

## Principles for Accessibility

As part of this plan process, a Health, Wellness, and Accessibility workshop was held. The following principles and strategies were suggested for design of public realm in Cook Street Village:

- Make it comfortable to navigate to and in the village for differently-abled users, considering factors such as lighting, pavement selection, signage, comfort in accessing transit, accessible parking and loading, and accommodation/ parking for a range of mobility devices.
- Enhance safety and comfort within the village, considering factors such as pavement texture and pattern selection, enhanced crossings, allergens (e.g. in landscape, from dogs), and creating a welcoming ambiance in all seasons (e.g. selection of landscape for colour and interest; furnishings, lighting)
- Encourage gathering of people of all ages and abilities. In designing public realm and “outdoor rooms”, consider a range of specific needs. While all spaces should be physically accessible, a full range of different abilities should be considered so that there is a space for everyone. (Examples: allergen-free area; location on a side street for those needing quieter environment; safe child-friendly space).





## Urban Villages

# Cook Street Village, cont'd.

throughs or courtyards with active frontages. Mid-block pedestrian pass-throughs are encouraged to align with existing laneways.

7.5.11. Consider incorporating seating and potential hard surface area to accommodate food trucks on-street at the south west corner of Park Boulevard and Cook Street.

7.5.12. Public realm improvements may be funded and implemented through a combination of:

- a. capital funding to be considered as part of annual financial planning processes
- b. frontage improvements implemented as part of the development process
- c. neighbourhood grants and other City beautification initiatives
- d. Community Amenity Contributions for public realm improvements

## 7.6. Street Vitality

**Overview:** Cook Street Village is defined by a diverse mix of retail and food and beverage uses that are oriented towards, accessed from and spilling onto public sidewalks and other open spaces in the village. This includes a mix of sidewalk patio cafés, benches and other seating and dining areas – some associated with specific business, and others which are open for use by the general public. At the same time, Cook Street village has high pedestrian volumes using the sidewalk and cross walks throughout the village.

7.6.1. Accommodate and encourage sidewalk cafés and other spill over uses while maintaining a sufficiently wide clear sidewalk zone that is hard surfaced and accessible.

7.6.2. Set buildings back a minimum 1 metre and average 2 metres to accommodate a com-

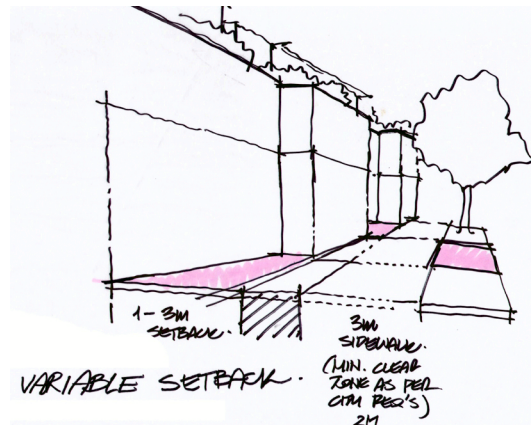


Figure 27. Illustrative example of a 3m sidewalk and variable building setback



Figure 28. Example of inviting and accessible patio space.

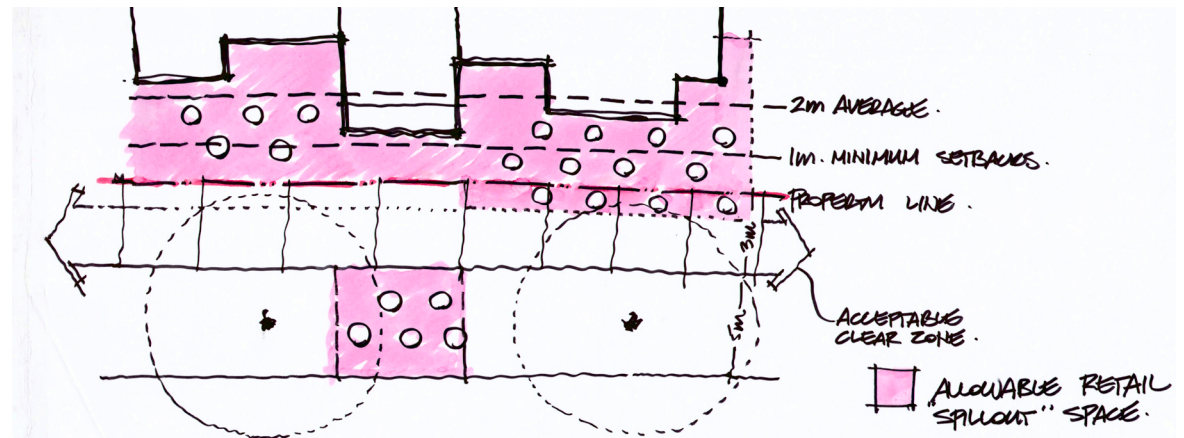


Figure 29. Conceptual illustration of variable building setbacks and patio cafe and retail spillover space

bination of sidewalk cafés and retail spill over space. Additional setbacks are encouraged to accommodate additional sidewalk café space as desired.

7.6.3. A 3 metre clear public sidewalk zone

throughout the village is desired, with a minimum 2 metre unobstructed hard surfaced clear sidewalk to be maintained (as per the Victoria Subdivision and Servicing By-Law) for pinch points where necessary.

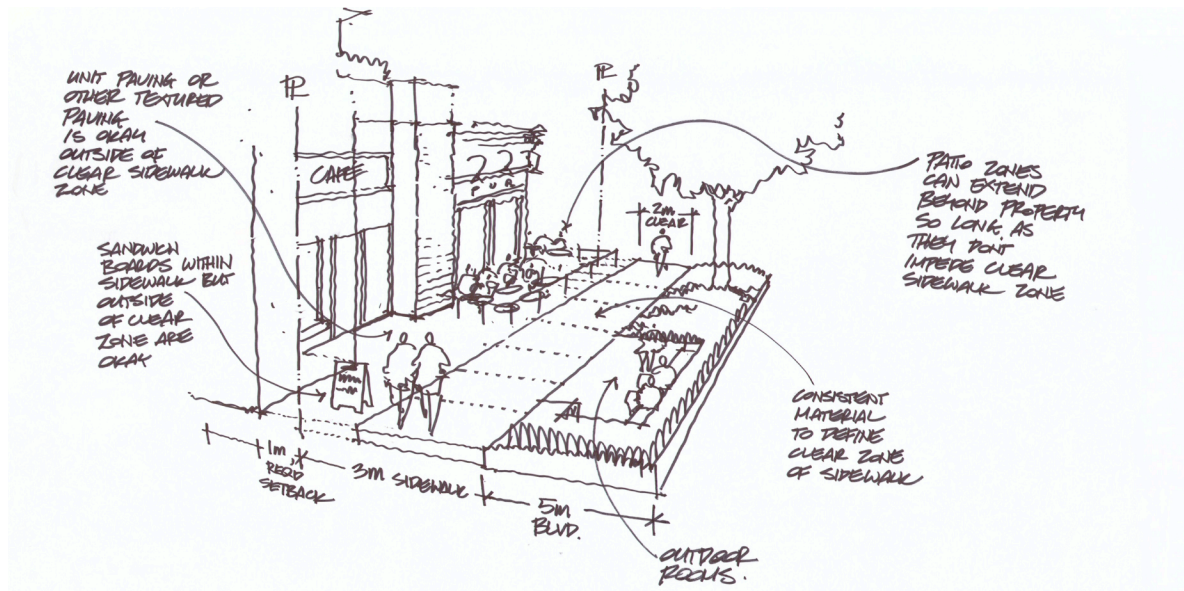


Figure 30. Illustrative example of elements contributing to street vitality

7.6.4. Areas within boulevards zones are encouraged to incorporate patio café uses as permitted under the sidewalk café bylaw provided they:

- Include a sufficient setback from and protection of trees and root zones, to the satisfaction of the City Arborist
- Maintain sufficient clear sidewalk zone (as per 7.6.3)
- Are publicly accessible and maintained for public use
- Are not exclusive to patrons of businesses and do not include business branding

7.6.5. Encourage varied streetscape materials and furnishings within a palette or kit-of-parts identified within the **Cook Street Village** Design Guidelines, to balance eclecticism with accessibility, maintenance and durability

## 7.7. Healthy Boulevard Trees

7.7.1. Site and design buildings to support existing and future healthy, lush and mature large canopy boulevard trees, using a combination of underground and ground floor setbacks and upper storey building step backs consistent with policy 7.4.1.

7.7.2. Assess and ensure street tree health at the outset of the development, approvals and design process.

7.7.3. Seating and other landscape features within the boulevard should protect the root zone of street trees

7.7.4. Work with BC Hydro and other utility providers to minimize the impacts of utilities on boulevard trees and tree planting spaces.

7.7.5. Evaluate and consider updating the Tree Preservation By-law (Schedule A) to designate mature trees identified within the Village as significant.



Figure 31. Existing street tree condition. Trees on the west side of Cook Street are pruned around power lines.

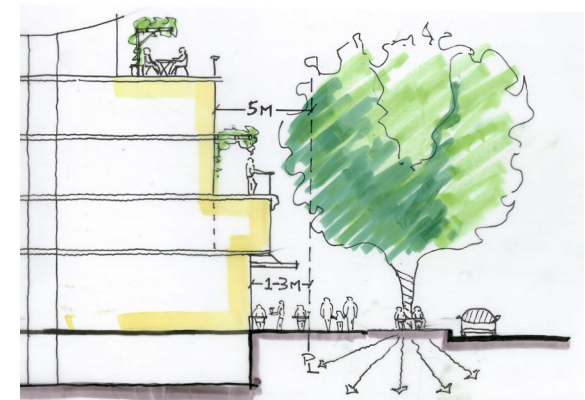


Figure 32. Illustrative example of building and public realm design that supports healthy boulevard trees

7.7.6. Explore opportunities to reduce storm water run-off through the integration of rain gardens on boulevard space.



## 7.8. Safe and Slow Mobility for All

### Pedestrian Crossings, Gateways and Traffic Calming

7.8.1. Evaluate and consider improvements to existing pedestrian crosswalks, including incorporation of corner bulbs, pedestrian islands, pavement markings and other features to slow vehicle traffic and increase pedestrian safety and driver awareness.

- a. Consider moving the existing crosswalk at McKenzie to the south side of the intersection to enable incorporation of a pedestrian crossing island
- b. Evaluate and consider replacing the signal light at Oxford with a pedestrian activated flashing light.

7.8.2. Consider opportunities for adding additional crosswalks while minimizing impacts to on-street parking and commercial vehicle loading within the village.

7.8.3. Establish village gateways at Oscar Street (North Gateway) and at May Street (South Gateway) through enhancement of existing crosswalks, bulb outs and pedestrian islands, and incorporation of special pavers, pavement markings, signage, public art, landscaping, pedestrian activated signals and other features, as appropriate, to announce village entrances and slow motor vehicle traffic entering the village.

7.8.4. Establish pre-gateway “pinch points” in the form of traffic islands, landscaping and, where appropriate, pedestrian crossings, to slow down traffic approaching the Village between Pakington and Southgate, and at the south end between Park Boulevard and Chapman.

7.8.5. Identify opportunities to design and build an attractive ‘gateway’ at the north end of the village that is ideally located near the intersection of Cook Street and Oscar Street and which incorporates distinct paving/surface treatments, an improved pedestrian crossing with pedestrian activated lights, enhanced landscaping and street furniture.

7.8.6. Identify opportunities to design and build an attractive ‘gateway’ and enhanced pedestrian crossing at Cook Street and May Street or Cook Street and Park Boulevard.

### Roadway Design and Connectivity

7.8.7. Design modifications to the right-of-way (ROW) through the Village are encouraged to enhance Cook Street as a complete street that safely accommodates all modes, to slow auto traffic and make the ROW a safe space that prioritizes pedestrians while supporting convenient and safe travel for cyclists, transit and motor vehicles traveling to, from, through and within the village.

7.8.8. Over the long term, Cook Street is envisioned to be part of the All Ages and Abilities bike network.

7.8.9. Employ additional passive hard and soft landscape and street elements to encourage reduced speeds within the Village core.

7.8.10. Ensure that any roadway redesign or improvements along Cook Street accommodate designated spaces for commercial loading and maintenance or enhancement of on-street parking.

7.8.11. Identify connections from the Vancouver Street AAA bikeway to Cook Street via Pendergast and Oliphant Streets, with a link to Oscar Street and Sir James Douglas School for children coming from James Bay.

### Parking and Commercial Loading

7.8.12. Undertake a parking study and strategy to support provision of on-street parking and loading that supports local businesses, provides convenient parking/loading for the disabled, and calms and slows traffic, while balancing needs of resident parking and loading on side streets surrounding the village.

7.8.13. Enhance parking for bicycles and mobility devices within the village, including the provision of covered bicycle parking.

7.8.14. Enhance the comfort and appearance of bus shelters within the village.



Figure 33. Conceptual illustration of Cook Street cross-section



# Cook Street Village Public Realm Summary Diagram

Safe and slow  
for all users

Maintain and enhance  
healthy tree canopy

Enhance and increase number  
of pedestrian crossings

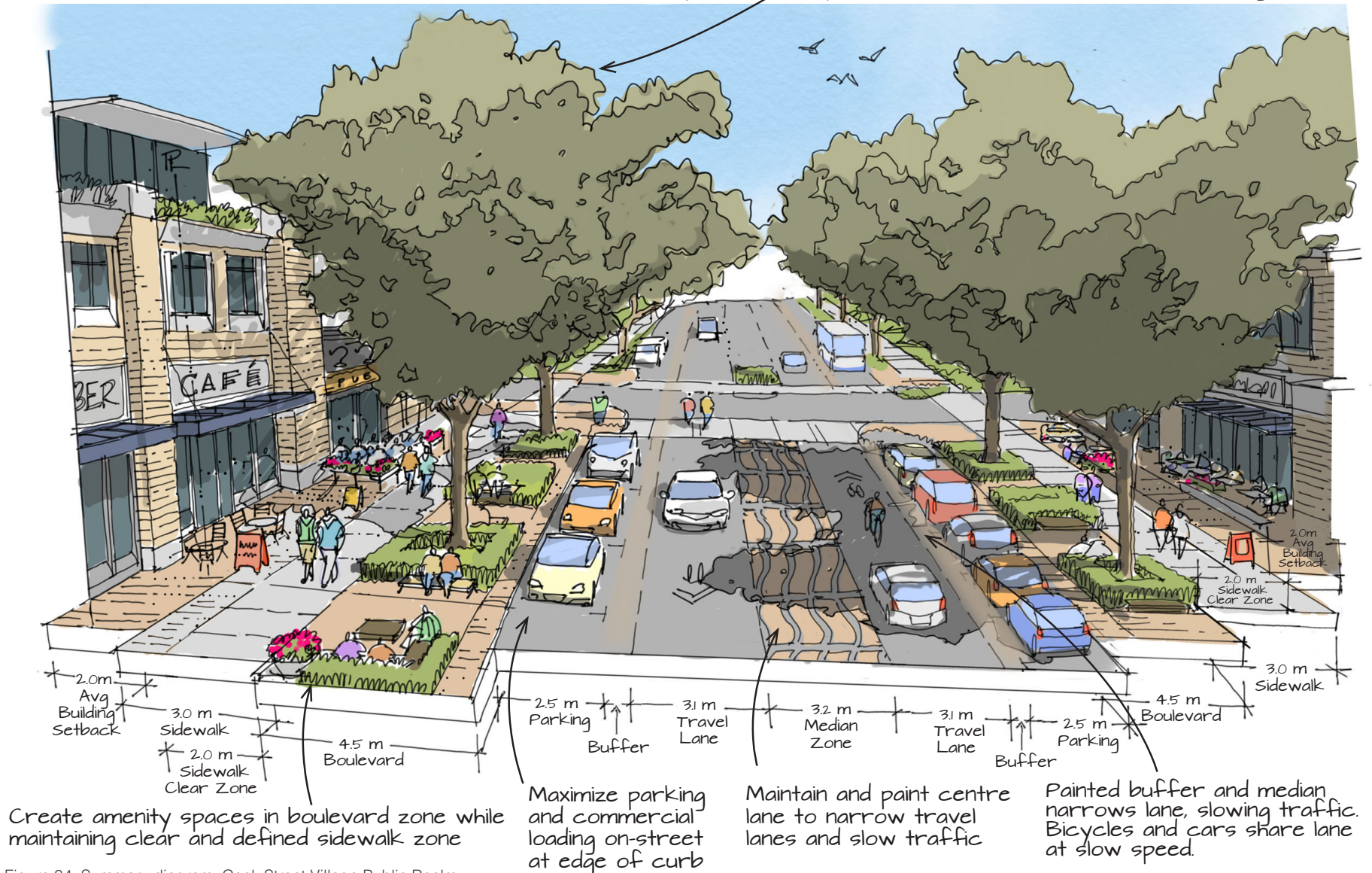


Figure 34. Summary diagram: Cook Street Village Public Realm

## Urban Villages

# Fairfield Plaza



The current shopping plaza and adjacent service station currently serve the neighbourhood with a mix of local-serving businesses, within walking distance of many homes and convenient to surrounding neighbourhoods. This area lies along a Frequent Transit route with service to downtown and University of Victoria. The current plaza, built in 1958 and replacing market gardens and greenhouses, is economically successful, and the following guidance is meant to provide further consideration should any redevelopment be proposed.

Fairfield Plaza is located in an area of higher seismic risk due to soil types susceptible to amplification. Any future construction will be required to comply with requirements of the BC building code and all other applicable regulations.

Any redevelopment process is expected to include significant public consultation to ensure it meets the concerns and needs of the community at that time. This section presents policies to be considered should any redevelopment be proposed.

### 7.9. Land Use Policies

7.9.1. Consider commercial and mixed-use development that provides amenities and services for the surrounding neighbourhoods, up to approximately 3 storeys and 1.5 floor space ratio.

7.9.2. Mixed-use development of 3 to 5 storey buildings (approx. 11m to 17 m), up to approximately 2:1 floor space ratio, may be considered to support the objectives of this plan, in particular the provision of non-market housing. Taller buildings should be located along Fairfield Road, subject to consideration of a shadow study and mitigation of impacts on nearby residential properties.

7.9.3. Upper floors of taller buildings should be stepped back to create a lower-scale street frontage and mitigate shading impacts.

7.9.4. Continue to accommodate local-serving businesses and encourage a diversity of businesses meeting daily needs, by providing smaller commercial spaces along with space to sufficient to accommodate a full-service grocer which serves the surrounding area (but is not a regional destination).

7.9.5. Redevelopment should not reduce

overall commercial space, and is encouraged to increase commercial space somewhat in order to support further local-serving retail and services.

7.9.6. A design and use program to support small, local-serving and existing business is encouraged.

7.9.7. Encourage new housing which complements the neighbourhood, accommodates a range of income levels, lifestyles and age groups, and allows people to age within their community.

7.9.8. Encourage transit-oriented development recognizing the designation of Fairfield Road as a frequent transit route. Integrate transportation demand management best practices to reduce the impacts of automobile use and parking on the site and neighbourhood, and reduce overall greenhouse gas emissions.

### 7.10. Urban Design and Public Realm



## Urban Villages

# Fairfield Plaza, cont'd.



Figure 35. Example of development oriented towards an internal street using quality built and landscape materials.



Figure 36. Example of active pedestrian-oriented commercial frontage



Figure 37. Example of a public gathering space and pedestrian-oriented buildings supporting small business

### Policies

- 7.10.1. Redevelopment of Fairfield Plaza should incorporate a logical extension of the surrounding public street and open space network.
- 7.10.2. Shop fronts should be welcoming and oriented to public spaces with frequent and direct entryways, smaller modulated storefronts, large areas of glazing, and spaces for sidewalk cafes and other uses adjacent to streets and public spaces
- 7.10.3. Incorporate a significant public plaza, secured for public use, to encourage community gathering. This may be accomplished through the appropriate provision and placement of publicly-accessible seating, large canopy trees, a combination of hard and soft landscaping, use of high quality materials, and other elements that foster rest, play, shade and social activity, (e.g. a play structure for children, water feature, etc.). The plaza should feature visual and pedestrian connections to the public street network, with buildings and active commercial uses oriented positively towards it,

with consideration for sunlight access in colder months.

- 7.10.4. Encourage social gathering, both in publicly-accessible space and in patios and individual businesses.
- 7.10.5. Enhance public streets, internal circulation network and public gathering spaces through the inclusion of canopy trees, pedestrian spaces, street furnishing, on-street parking, and adjacent active commercial uses.
- 7.10.6. Emphasize and support comfortable and safe pedestrian movement in site design, including in design of parking areas.
- 7.10.7. Locate some convenience parking (short-term, accessible) for customers at grade, integrated with the internal circulation network; longer-term or residential parking is encouraged to be located under buildings and designed and sited to minimize impacts on the public realm and pedestrian environment.
- 7.10.8. Transitions to the surrounding lower-scale neighbourhood should occur on site.

Strategies to achieve this include landscaped setbacks, tree planting, building massing compatible with adjacent development and backyards to avoid overlook or shadowing; location of windows and porches to respect privacy; and mitigation of any noise impacts from commercial uses or loading.

- 7.10.9. Ensure a sensitive transition/interface with Fairfield Road and the heritage designated Ross Bay Cemetery through, for example, building form and design and integration of landscape features including canopy street trees.
- 7.10.10. Ensure new development complements and does not detract from neighbourhood character.
- 7.10.11. Enhance or integrate bus stops as part of new development.



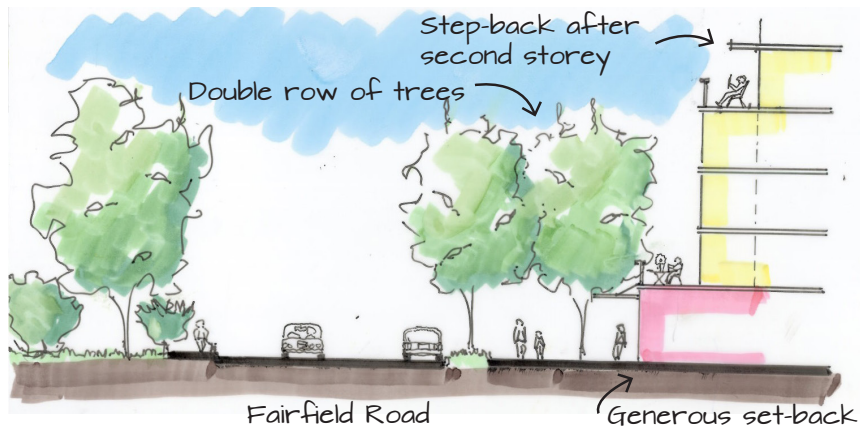


Figure 39. Strategies to establish a friendly face to Fairfield Road and a sensitive transition to the heritage-designated Ross Bay cemetery include generous pedestrian spaces, buildings with smaller modulated shop fronts with extensive glazing and frequent entries, an upper-floor step-back, and a double row of trees relating to the greenspace across the street.

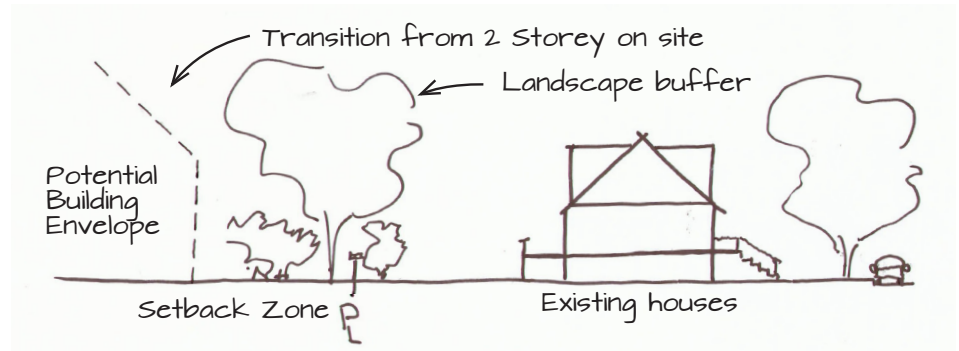


Figure 38. Example of strategies to achieve a sensitive transition include a setback, landscape transition, and building envelope.



Figure XX. Illustrative example of one way development might address objectives, including locating taller buildings along Fairfield Road, minimizing shading and achieving landscape transitions, incorporating a public plaza, creating a pedestrian-friendly internal circulation network and incorporating generous tree planting.

## Urban Villages

# Five Points and Moss & May Villages

*Note: Policies apply to both Five Points Village (Fairfield Road at Moss Street) and Moss Street and May Street small urban villages unless otherwise identified.*

### Intent:

To further enhance the Small Urban Villages at Moss Street and May Street, and Moss Street and Fairfield Road (Five Points) as unique commercial and mixed-use nodes that are attractive, distinct, welcoming, and provide a limited range of neighbourhood-oriented amenities and services.

To ensure that new development is complementary in design to the surrounding Traditional Residential Areas.

### 7.11. Land Use Policies

7.11.1. Support mixed use development up to 11 metres (approx. 3 storeys) and a density of approximately 1.5:1 floor space ratio.

7.11.2. Notwithstanding 7.11.1. above, consider development up to 13.5 metres (approximately 4 storeys) and additional density up to approximately 2:1 floor space ratio on parcels within Five Points Village and fronting on Fairfield Road, which demonstrate sensitive transitions to adjacent Traditional Residential areas, and which support heritage conservation, rental housing, non-market affordable housing, or public amenities.

7.11.3. Encourage retention and adaptive reuse of buildings of heritage merit, considering sensitive addition to add housing and space for neighbourhood-serving shops and services.

7.11.4. Infill development including house conversions, houseplexes or townhouses may be considered on Traditional Residential designated parcels that are immediately adjacent to the small urban villages, as consistent with neighbourhood character, as a means of providing a more sensitive transition to the Traditional Residential area (see Ch. 8).

7.11.5. Encourage retention or replacement of existing rental housing consistent with city-wide policies.

7.11.6. In considering uses in these villages, consider neighbourhood benefits and impacts in terms of hours of operation, noise levels and other off-site impacts.

### 7.12. Urban Design and Public Realm Policies

7.12.1. New buildings should complement the surrounding area, considering use of building elements and building designs that respond to context, particularly with regard to cladding materials, window styles and patterns, roof pitch, building placement, orientation and setbacks.

7.12.2. Where ground floor commercial uses are proposed with new development, encourage portions of the building to be set back up to 3m from the front property line to accommodate features such as patios, seating and outdoor display areas and street trees without impeding pedestrian movement along the public sidewalk.

7.12.3. Collaborate with BC Transit to enhance existing bus stops with upgraded and more attractive bus shelters.

7.12.4. Enhance the prominence and vitality of small urban villages by incorporating pedestrian-focused public realm improvements such as unique and distinct paving treatments within a village, attractive street furniture, improved lighting and enhanced street trees and landscaping.



## Urban Villages

# Five Points and Moss & May Villages, cont'd.

### 7.13. Village Specific Policies – Five Points Village (Moss Street and Fairfield Road)

7.13.1. Consider opportunities to improve safety for pedestrians and cyclists as part of any improvements to the Right of Way or through redevelopment on private property.

7.13.2. Explore the opportunity to implement a 'pedestrian scramble' intersection as a means to prioritize pedestrian movement and safety within the village.

7.13.3. Consider opportunities to expand and enhance an attractive small plaza space near the intersection of Moss Street and Oscar Street to support community gathering with features including public seating and furnishings, a mix of hard and soft landscape, and canopy trees.

7.13.4. Encourage parking management through transportation demand management (TDM) best practices in new development, and the development of a parking management strategy for on-street parking for Five Points Village.

7.13.5. Encourage the continued use of the adjacent public spaces at École Sir James Douglas Elementary for community uses.

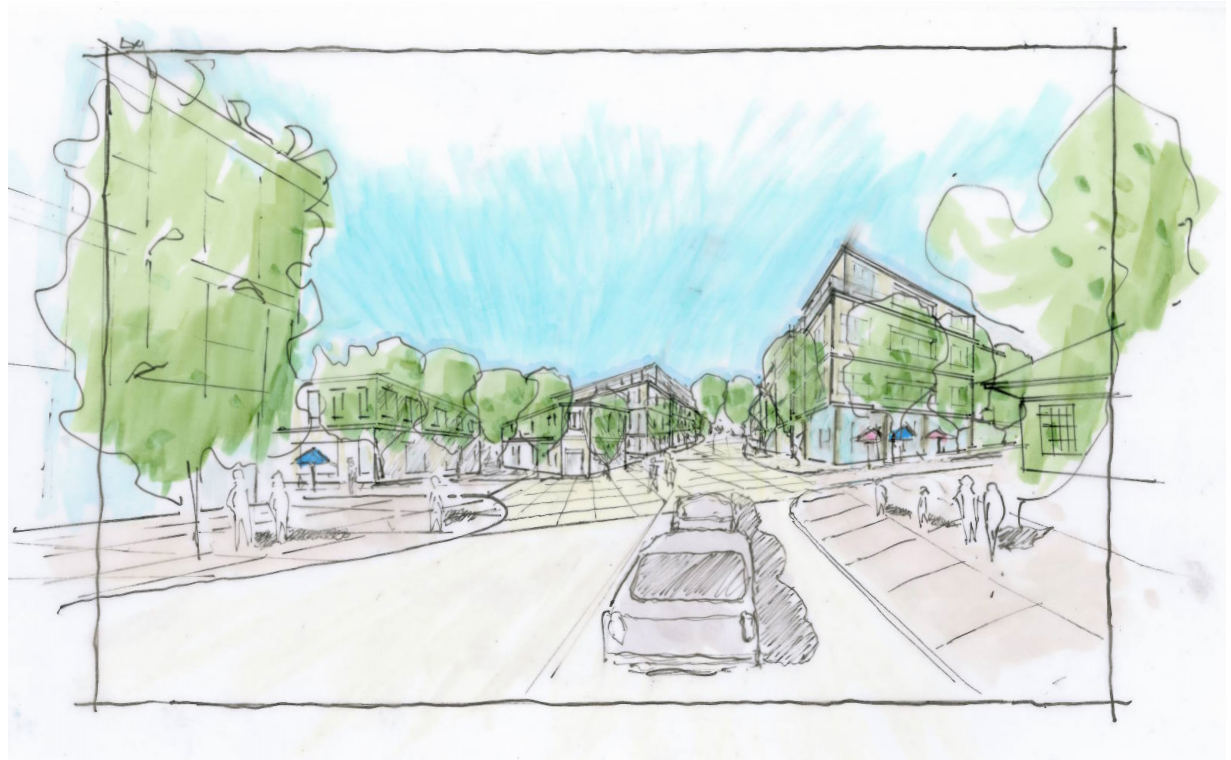


Figure XX. Conceptual illustration of Five Points Village looking west



## Urban Villages

# Five Points Village Summary Diagram



Figure 40. Moss Street and Fairfield Road Village Concept Diagram



#### 7.14. Village Specific Policies – Moss Street and May Street

7.14.1. Encourage adaptive re-use of existing single-detached buildings in the southwest corner for the purpose of commercial or mixed-use purposes. (See Fig. 42)

7.14.2. Encourage the retention and adaptive re-use of the historic mixed use building at the northwest corner. (See Fig. 42)

7.14.3. With the exception of the southwest corner, support 3 storey mixed-use buildings with commercial frontages facing May Street, and transitioning in scale to the surrounding neighbourhood.

7.14.4. Support opportunities for live-work uses within the village.



Figure 41. Conceptual illustration of small urban village at Moss Street and May Street



Figure 42. Conceptual illustration of Moss Street and May Street looking east

## Urban Villages

# Moss & May Village Summary Diagram

Mixed use buildings up to 3 storeys facing onto May Street and transitioning to surrounding neighbourhood

Support retention of historic commercial spaces

Use distinct paving, attractive street furniture, improved lighting and enhanced landscaping to highlight intersection

Enhance bus stop

Retain historic houses; consider conversions and commercial uses

Consider house conversions and sensitive neighbourhood infill directly adjacent to village

Support live-work uses



Retain or replace rental units

- Mixed use with commercial frontage at grade
- Multi-unit residential
- Sensitive neighbourhood infill (e.g. townhouses, houseplexes or conversion of existing houses)
- Village boundary

Figure 43. Moss Street and May Street Village Concept Diagram



## 8. Residential Areas



### Other Relevant Policies & Bylaws

- Official Community Plan
- Victoria Housing Strategy
- Market Rental Revitalization Study (2018)
- Development Permit Area Guidelines
- Small Lot Rezoning Policy
- Garden Suites Policy
- Neighbourliness Guidelines for Duplexes
- House Conversion Regulations

#### Context and Overview

Over the next 25 years, the population of Victoria is expected to grow and change. New families are forming, children are growing up and moving out of home, and people are coming to the region for jobs, education and lifestyle. Regional population is expected to grow at an average rate of near 1% annually in the coming years. The population of seniors in Victoria is expected to double. Some seniors are choosing to downsize while most are choosing to remain in place; at the same time newly forming families will need housing. These patterns create needs for both apartment-style units and ground-oriented units.

There is a rich diversity of housing in Fairfield which, in turn, supports a diversity of residents.

Housing is a key issue for Fairfield residents. With high land values, proximity to urban villages, waterfront, downtown, family-friendly amenities and major parks, Fairfield is a desirable –and increasingly expensive– place to live. It contains

a significant portion of the City's rental housing stock, and there is a desire to retain and revitalize this relatively affordable supply of housing where possible. There is a strong desire for more family-friendly (3 bedroom or more) rental and ownership housing, such as townhouses or large apartments.

The plan supports a mix of housing options for people of different income levels, lifestyles and household sizes and provides more choice for people to stay in the neighbourhood as they age. Significantly, it also emphasizes rental retention or replacement in an area that includes much of Fairfield's supply of rental apartment buildings.

The urban residential areas include a range of rental and condominium buildings, townhouses, and a mix of lower scale housing sprinkled throughout. Tree-lined streets and generous landscaped yards create a livable neighbourhood.

#### Urban Residential Goals:

1. **Support new housing of different sizes, tenures and forms to encourage a more diverse neighbourhood population and allow people to stay in the neighbourhood as they age**
2. **Encourage housing design that fits with the neighbourhood**
3. **Maintain rental housing stock by encouraging investment in existing rental housing or supporting replacement with new rental housing where appropriate**
4. **Facilitate the creation of more affordable housing**
5. **Create opportunities for more people to live close to downtown, jobs, amenities and transit**

## Residential Areas

# Urban Residential Areas Key Directions Summary

### All Areas

- Consider development proposals in light of all policies including rental retention and replacement, design, heritage, and affordable housing.
- Maintain the existing supply of rental housing
- Rezoning for additional density should consider housing benefits consistent with City policy
- Smaller lots may not be able to achieve the maximum density and height envisioned in the OCP (see 8.3)
- Lots at the edge of Urban Residential areas adjacent to Traditional Residential areas should transition in scale (see 8.3)
- See urban design policies, section 8.5, 8.6, and 8.8.

### Northwest Area and Fort Street Corridor

Envisioned to allow the addition of housing consistent with design guidance for the Cathedral Hill Precinct, with building forms transitioning from downtown to lower scale areas. See Chapter 6.

- Consider new development ranging from 1.2 floor space ratio up to 2.5 floor space ratio and 6 storeys with the provision of affordable housing

### Rental Retention Area

Contains a significant supply of City's rental housing stock in multi-unit buildings, mixed with older houses, small commercial buildings and related uses, in a walkable context.

- Increase in the overall supply of rental housing (while continuing to allow for ownership housing)
- Consider new development ranging from 4 storeys and 1.2 floor space ratio, up to approx. 2.0 floor space ratio and 6 storeys
- Ground floor commercial use desired or considered in areas indicated on Map. Commercial may be considered in other Urban Residential areas on a case-by-case basis or where already existing.



Map 10: Urban Residential Sub-Areas

### Cook Street Village Area

A mixed area of Urban and Traditional Residential areas close to Cook Street Village. For Urban Residential designated land in this area:

- Consider new development up to 4 storeys and 2.0 floor space ratio consistent with the desired scale of Cook Street Village
- East of Cook Street Village, emphasize townhouses, house conversions and large houseplexes rather than apartment buildings
- For Traditional Residential areas, see Chapter 8

### Other Urban Residential Areas

- Consider new development which fits context, up to 3 to 4 storeys.

## Residential Areas

# Urban Residential Areas

### 8.1. Rental Retention Sub-Area General Land Use Policies

This area contains a significant portion of the city's stock of existing rental housing in existing buildings. Therefore, loss of rental housing in this area can have a significant impact on the city's rental housing market. Therefore, the retention, replacement or enhancement of on-site rental housing units is a priority in considering rezoning applications.

8.1.1. Support the retention or replacement of existing rental units on sites that contain four or more rental units. Consider an increase in zoned density on these sites only if, as a voluntary amenity:

- a. An equivalent number and kind (e.g. number of bedrooms) of units is maintained on-site and secured as rental housing with a maximum rent specified by a housing agreement consistent with the Official Community Plan and city-wide housing policies;
- b. Within this area, retention or replacement of existing rental housing is preferred to consideration of a contribution to the City's affordable housing fund in lieu of retention or replacement.

8.1.2. Support revitalization of existing rental buildings while maintaining affordability for tenants. Strategies to achieve this may include supporting additional development on parking lots, where rental units are retained with a housing agreement, and the development of incentives through city-wide policy.

8.1.3. Consider the following development for this area:

- a. Consider residential buildings up to approx. 4 storeys (13 metres) and 1.2 floor space ratio.
- b. Consider residential buildings up to approx. 6 storeys (20 metres) and additional density up to approximately 2.0 floor space ratio where any required rental replacement or retention of units is secured (8.1.2.) and where any additional amenity contribution or affordable housing consistent with city-wide policy is secured.
- c. For rezoning proposals, decisions about the appropriate density and scale should consider site-specific conditions and approved City policies and objectives, including considerations for heritage and the retention of existing affordable housing.

### 8.2. Cook Street Village Urban Residential Area Land Use Policies

8.2.1. Consider the following development for this area:

- a. Consider residential buildings up to 4 storeys and 1.2 floor space ratio.
- b. Consider additional density up to approximately 2.0 floor space ratio, where: it can be accomplished within 4 storeys; any required rental replacement or retention of units is secured (8.1.2.); and any additional affordable housing contribution consistent with city-wide policy is secured for the life of the building.

8.2.2. In the designated Urban Residential areas west of Cook Street Village, consider

multi-residential development up to 13.5m in height (approx. 4 storeys) for the designated urban residential areas located between the west side of Cook Street and Heywood Avenue, in addition to other forms of housing including house conversions, houseplexes, laneway housing, and townhouses in various configurations compatible with context.

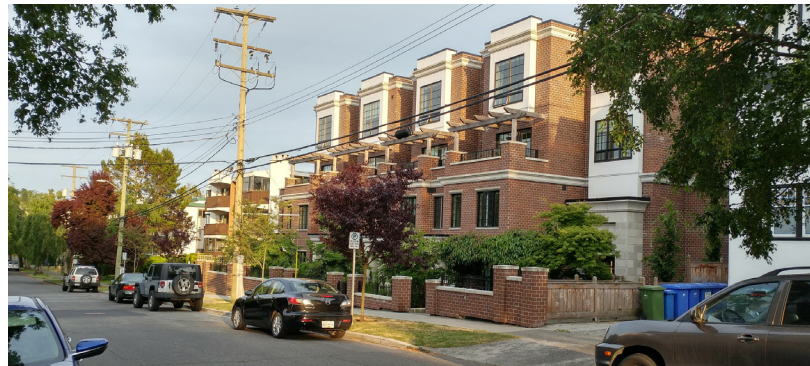
8.2.3. In the block east of Cook Street Village, bounded by Oscar Street, Chester Avenue, MacKenzie Street, and Cook Street, discourage development in the form of apartment buildings as a means of encouraging townhouses in various configurations, larger houseplexes and house conversions, to provide more housing near the village in diverse forms and with a more sensitive transition to the surrounding traditional residential area.

### 8.3. Smaller Sites and Transitional Sites

8.1.3.3. Smaller sites may not be able to realize the maximum envisioned densities or heights as multi-unit development. Where lot consolidation is not possible, these sites are encouraged to support various forms of housing such as larger houseplexes, house conversions with additions, townhouses (including stacked and courtyard townhouses), or smaller apartment buildings to 3 storeys.

8.1.3.4. New development at the edge of the Urban Residential areas, adjacent to Traditional Residential development, should provide sensitive transitions to lower-scale development, considering massing, building siting and design. Transitions which occur on





site, or the development of ground-oriented forms of housing such as houseplexes, townhouses (including stacked and courtyard townhouses), or smaller apartment buildings is encouraged.

## 8.4. Commercial and Community Uses

8.4.1. The following areas are encouraged to include commercial uses at grade should new development be proposed:

- the southeast corner of Vancouver Street and Collinson Street to serve the neighbourhood and maintain the existing commercial-at-grade pattern
- at the corners of Fairfield Road and Cook Street, to maintain pedestrian activity and eyes at this important transit node.

8.4.2. Commercial uses at grade may be considered in the following locations:

- at the corners of two streets classified as arterials, secondary arterials, collectors or secondary collectors (See OCP Map 4, Functional Street Classification).
- where approved commercial uses already exist

8.4.3. Hotels and community facilities are supported where these uses currently exist.

## 8.5. Heritage Considerations

8.5.1. Wherever possible, heritage register buildings should be retained and reused as part of any rezoning which adds housing.

8.5.2. Conservation and possible adaptive re-use of buildings of heritage merit is strongly encouraged. This includes the cluster of designated houses along the east side of Vancouver Street between Richardson Street and McClure Street, apartment buildings and other buildings with heritage value.

## 8.6. View Corridors and Landmark Build-

## Residential Areas

# Urban Residential Areas, cont'd.

### ings

8.6.1. New development should respect the view corridor identified from Quadra Street at Burdett Street through designs that consider and frame the character-defining features of this view, looking south to the Olympic Mountains and Beacon Hill Park treetops consistent with Policy 6.2.13

8.6.2. Give special design consideration to development applications located within a 90-metre radius of the heritage landmark buildings identified in OCP Map 8, Heritage Landmark Buildings, which include Christchurch Cathedral, the Church of Our Lord, and St. Ann's Academy, to ensure that height, setbacks, siting and overall massing of proposed new buildings respect the visual prominence and character-defining importance of these heritage landmark buildings.

### 8.7. Transitional and Scattered Sites

8.7.1. Scattered Urban Residential sites are located within lower-density areas throughout the neighbourhood, mostly south of Fairfield Road, as well as at the south end of Cook Street Village. For this reason, compatibility in scale with the surrounding neighbourhood is emphasized. New development should generally reflect the form and scale of existing development and not exceed approx. 3 to 4 storeys (10.5 to 13 metres). These areas, identified in Map 10, include:

- a. between Dallas Road and Bushby Street;
- b. along the east side of Cook Street between Chapman Street and Leonard Street;
- c. at the northwest corner of Fairfield Road and Arnold Street.

### 8.8. Form and Character Objectives for

### Urban Residential Areas

8.8.1. The following objectives should inform the zoning and design guidelines for Urban Residential areas:

- a. To maintain a character of multi-unit buildings fronted by green spaces along public streets
- b. To present a friendly face to the street and create pedestrian-friendly environments
- c. To support a pattern of landscaped front yards along public streets, and establish street-facing facades (that portion of the building façade closest to the street) whose scale relates to the width of adjacent streets, framing the streets while allowing access for sunlight.
- d. To ensure new development is neighbourly, compatible and transitions sensitively to adjacent development, particularly adjacent Traditional Residential areas.
- e. To reduce building bulk of upper storeys adjacent to lower-scale development, to minimize the effects of shading and mitigate the visual presence of upper storeys.
- f. To minimize the impacts of off-street parking on the quality of site designs and the pedestrian environment
- g. To include landscape and on-site open spaces that contribute to urban forest objectives, provide environmental benefits, and support sociability and livability
- h. To encourage variation in building heights and massing to avoid uniformity in building design along the street block.



Figure 44. Example of multi-unit development with front yard landscaping, windows, balconies, and entries oriented to the street, with street trees contributing to pedestrian comfort.



## Residential Areas

# Traditional Residential Areas



### Traditional Residential Goals

1. **Support the retention and adaptive reuse of existing houses and buildings, with opportunities to add new housing within them.**
2. **Support the creation of a diversity of primarily ground-oriented housing units in the Traditional Residential areas, which provide options for a range of households types including seniors and families with children, allow for multi-generational living, and provide for diverse tenure opportunities**
3. **Support new housing types which fit the established context and character of the neighbourhood**
4. **Support new housing types which preserve green spaces and tree planting opportunities and provide on-site amenity space for residents**
5. **Support the addition of rental suites within a diversity of housing types, to add rental options, facilitate multi-generational living, and support attainable housing**

### Context

The Traditional Residential areas of Fairfield are characterized by a diversity of housing types, including single detached houses, duplexes, house conversions, scattered townhouses, smaller apartment buildings, places of worship and corner stores which reflect the evolution of the neighbourhood over time. The neighbourhood is characterized by well-established boulevards and street trees, and a pattern of landscaped front and back yards.

There is a desire to maintain the character of the neighbourhood, and the design and fit of new and old is an important neighbourhood concern. With an aging population, people would like housing options that let them stay in Fairfield as they age. At the same time, new families are seeking housing choices within the City of Victoria.

Within this context, the following sections present policies to add primarily ground-oriented housing types which fit the neighbourhood's character and fit the needs of our population through adaptive reuse of existing structures and thoughtful new development. These policies are meant to complement policies for other parts of the neighbourhood, where more mixed-use and apartment-style development may be anticipated.





## Residential Areas

# Form and Character Objectives for Traditional Residential Areas

### 8.9. Form and Character Objectives

Traditional residential housing can take many forms. The following objectives should inform the creation of zoning and design guidelines for diverse types of infill housing of two or more units in these areas:

8.9.1. To site buildings in a manner which maintains Fairfield's pattern of front yards, tree-lined streets, and landscaped back yards.

8.9.2. To achieve street-fronting buildings which present a friendly face to the street with visible front entries, design which creates visual interest for pedestrians, and encouragement of semi-private transition spaces (porches, patios, yards).

8.9.3. To provide sensitive transitions to adjacent lower-scale development, considering massing, access to sunlight, appearance of buildings and landscape, and privacy.

8.9.4. To support boulevard tree planting and front yard landscape through site design, location of infrastructure and drive aisle access.

8.9.5. To provide adequate separation between buildings and access to sunlight for living spaces and open spaces.

8.9.6. To encourage design and site planning which responds sensitively to topography.

8.9.7. To support livability and access to usable outdoor space for individual living units

8.9.8. To encourage site planning which accommodates landscape and tree planting space in the rear yard, and does not result in rear yards whose appearance is dominated by parking.

Ensure new development fits in with existing streetscape character and 'rhythm'



Existing street rhythm



Disruptive redevelopment



Sensitive redevelopment

New developments should transition in height to existing adjacent residential buildings



Maintain pattern of green front and back yards, urban forest

Have buildings present a friendly face to the street, with clear front entries, and human scale design

Consider limited front or side yard parking to maximize use of backyard.

Minimize stormwater runoff (e.g. permeable paving, rain barrels)

Consider privacy in siting of windows

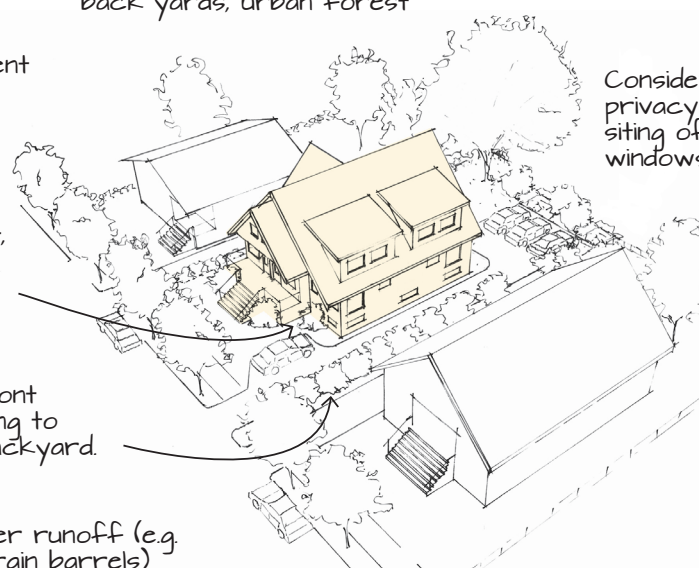


Figure 45. Illustrative examples of key objectives and strategies for maintaining traditional residential form and character.

## Residential Areas

# Form and Character Objectives for Traditional Residential Areas, cont'd.

8.9.9. To provide for flexibility in site planning and related requirements to encourage the conservation and adaptive reuse of homes, specifically those of heritage merit, and the retention of mature trees.

8.9.10. To encourage building design which relates to the existing context, with special attention to streets with a strong pre-existing character.

8.9.11. To encourage the use of quality, natural materials.

8.9.12. Where units are accessed primarily from an internal drive aisle or courtyard, to create comfortable pedestrian access and legible front doors.

8.9.13. For townhouses, to design each unit to be distinct but compatible with its neighbours, and to break up longer rows of townhouses.

8.9.14. Units oriented to laneways should help enhance a pedestrian-friendly environment on the laneway and respond to adjacent development patterns. Strategies to achieve this include:

- Provide legible entries, windows and other features that provide for casual surveillance of the lane (“eyes on the lane”)
- Include modest transitional landscaped setbacks adjacent to the lane, reflective of existing context.
- In siting laneway housing, consider the location of existing mature or significant trees.
- Avoid overlook and excessive shading of neighbouring yards
- On lots with laneways, green spaces may

be provided at the centre of the lot rather than in the rear yard adjacent to the lane.

### 8.10. Heritage Considerations

**Intent:** To achieve new housing supply that supports heritage conservation.

While this plan anticipates a number of potential infill housing types for various parts of Fairfield, maintaining existing character is also a key objective for the community. Where a house of heritage merit exists and redevelopment is considered, retention of the existing building as part of the overall development is the preferred scenario.

8.10.1. The retention and adaptive reuse of properties of heritage merit is strongly encouraged. See Chapter 8, Heritage, for more.

8.10.2. Support the conversion of existing houses into multiple units, by considering sensitive additions. See House Conversions, 8.15, for further policies.

### 8.11. Considerations for Zoning

8.11.1. Front setbacks should allow for

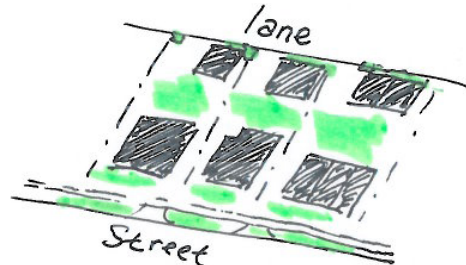


Figure 46. Example of primary building oriented to the street and laneway units in the back with greenspace in the middle of the lot, fitting into the existing pattern.



## Residential Areas

# Zoning Considerations for Traditional Residential Areas

the maintenance of landscaped front yards and welcoming entries incorporating patios, front porches and other types of semi-private transition zones, compatible with the existing block pattern. Minimum setbacks of 5-6m are generally desired, depending on context.

8.11.2. Support side setbacks for street-fronting units compatible with the rhythm of existing buildings along the street (generally a minimum of 1.5 m for lots of at least 15 m width; and 1.2 m for lots narrower than 15m).

8.11.3. Increased side setbacks are desired for units located to the interior of a lot (other than garden suites and laneway housing), in order to respect privacy and sunlight of adjacent development and backyards.

8.11.4. Corner lots present the opportunity to front units onto the longer, flanking street frontage. In these cases, flanking street setbacks may be modest in order to provide for landscaped yards and transitions behind the housing units (see section 8.17.4 Townhouses).

8.11.5. Support rear setbacks for all housing types which provide opportunities for landscaped back yards, planting space for at least one medium-sized tree, and separation from adjacent existing or planned future development. A minimum setback of 7.5 to 10.7 metres is generally desired, and may be greater depending on context. Where more than 2 parking spaces are located in a rear yard, a greater setback may be needed to accommodate both parking and desired landscape.

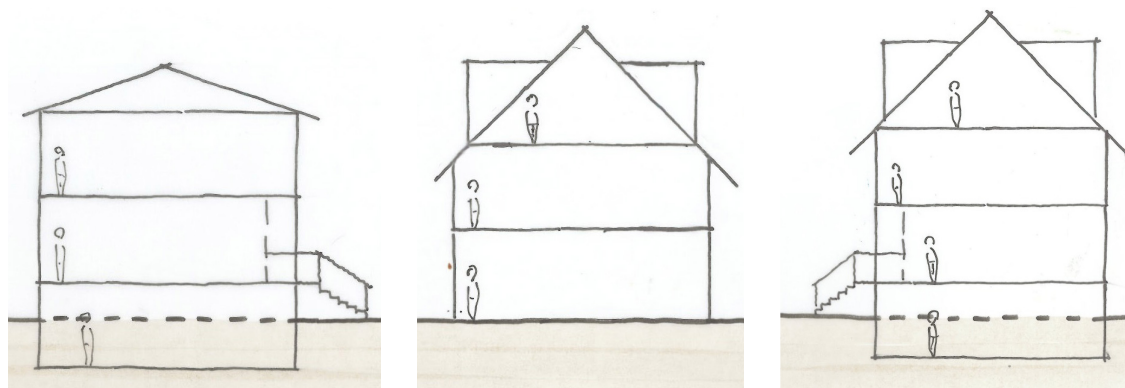


Figure 47. Examples of different ways to achieve a 2.5 storey infill building (See policy 8.11.11).

Figure XX. Example of one way to achieve a 2.5 storey infill building with a daylight basement (See policy 8.11.9).

8.11.6. Lots with laneway access may alternatively site green space at the centre of the lot.

8.11.7. Support minimum landscaped open site space requirements through zoning, to provide planting spaces for trees which support urban forest goals.

8.11.8. Consider alternative siting, setbacks and types of buildings to support the retention of important trees or of heritage buildings.

8.11.9. For infill housing west of Cook Street Village, consider development up to 2.5 storeys, which may contain a daylight/garden level basement (up to a height of approx. 9m).

8.11.10. For infill housing along Fairfield Road, consider heights of 2.5 - 3 storeys (up to approx. 8.3 - 10.5 metres in height.)

8.11.11. For infill housing in other Traditional Residential Areas, establish a height in zoning that generally accommodates 2 – 2.5 storeys (approx. 7.6 - 8.3 metres in height). Half storeys above the second storey should generally be designed to be wholly or partially contained within a peaked roof.



## Residential Areas

# Traditional Residential Housing Areas

Traditional residential areas include ground-oriented housing with access to on-site open space.

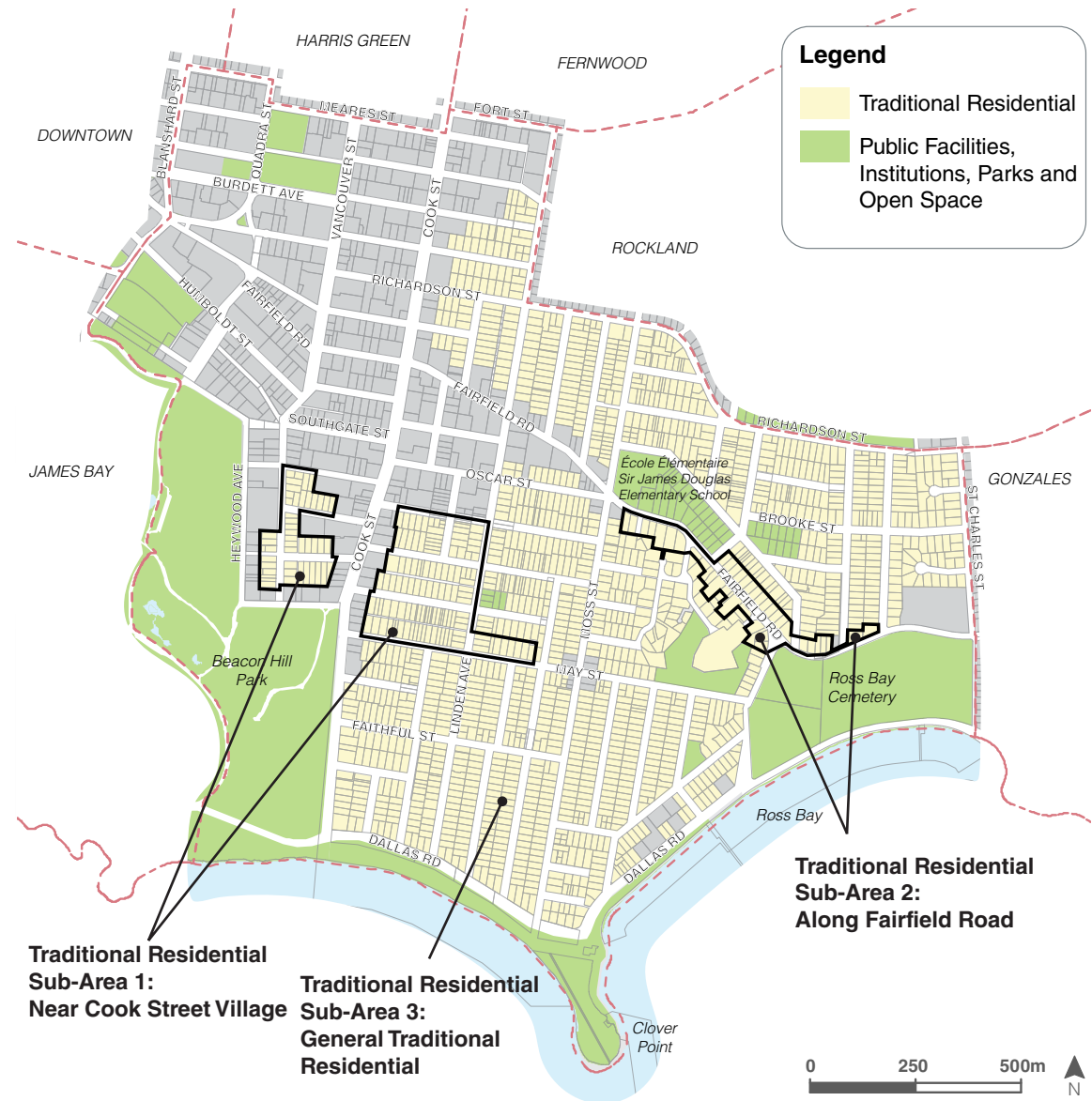
### Policies for all sub-areas

8.11.12. Retention and adaptive reuse of properties of heritage merit is strongly encouraged.

8.11.13. Additional density may be considered for development which retains and reuses a house of heritage merit.

8.11.14. Infill housing should meet all applicable design policies and guidelines.

8.11.15. Innovative infill designs which uses transportation demand management best practices to reduce the impacts of on-site parking on site area, open spaces and building design are encouraged.



## Traditional Residential Areas

Housing types that may be considered in Traditional Residential sub-areas are outlined in the following sections. These sections, [in combination with sections in this plan on zoning and design guidance and policies for all sub-areas](#), are meant to guide consideration of redevelopment or rezoning. These sections are not meant to be a prescriptive or exhaustive list of all development types that could be considered consistent with the context and desired characteristics of each area.

### 8.12. Sub-Area 1: Traditional Residential Areas Near Cook Street Village

**Context:** Blocks near Cook Street Village host a mix of housing types, more ground-oriented east of Cook Street Village, and interspersed with larger apartment buildings to the west. Many blocks have laneways, unique in Victoria, and many have a strong pre-existing character. These areas are close to shops and services, parks, amenities, and frequent transit on Fairfield Road, within a 20-30 minute walk from downtown.

**Intent:** Consider a variety of lower-scale development types in these areas which provide diverse housing opportunities over time, consistent with design policies and guidelines.

8.12.1. Development up to 1:1 floor space ratio and up to [2.5 storeys](#) may be considered, consistent with context, the form and character policies in this chapter and applicable design guidelines.

8.12.2. A variety of housing forms may be considered. These include the following (see the Traditional Residential Housing Forms policies for more information):

- a. House conversions
- b. Houseplexes
- c. Townhouses
- d. Small apartment buildings
- e. Duplexes
- f. Single-detached houses
- g. Laneway housing
- h. Garden suites

8.12.3. Reductions in parking requirements, as compared to other parts of Fairfield's Traditional Residential areas, should be considered to reflect the location of this area near shops, services, transit and amenities.

8.12.4. Small lot subdivision is discouraged.

### 8.13. Sub-Area 2: Traditional Residential Areas Along Fairfield Road

**Context:** Fairfield Road is a designated Frequent Transit Route (see Chapter 3) with connections to major employment destinations downtown and at the University of Victoria. It enjoys proximity to shops, services, schools, and amenities, and public gathering spaces at Five Corners Village.

**Intent:** Consider a variety of development types up to 3 storeys in the Traditional Residential Areas along Fairfield Road, consistent with design policies and guidelines.

8.13.1. Development up to 1:1 floor space ratio and 2.5 to 3 storeys may be considered, consistent with this chapter's design guidance.

8.13.2. Retention and adaptive reuse of properties of heritage merit is strongly encouraged.

8.13.3. A variety of housing forms may be supported. These include:

- a. House conversions
- b. Houseplexes
- c. Townhouses
- d. Small apartment buildings (up to 3 storeys)
- e. Duplexes
- f. Single-detached houses
- g. Garden suites

8.13.4. New development should establish sensitive transitions to adjacent lower-scale development and backyards

8.13.5. Reductions in parking requirements, as compared to other parts of Fairfield's Traditional Residential areas, should be considered to reflect the location of this area near shops, services, transit and amenities.

8.13.6. Small lot subdivision is discouraged.

### 8.14. Sub-Area 3: General Traditional Residential Areas

**Context:** These areas contain a well-established mix of single-detached houses, suites, duplexes, house conversions, and some townhouse and apartment developments. Many houses date from the 1910s building boom, while other houses filled in later. Further east the neighbourhood is characterized by post-war ranch-style houses and duplexes. Most streets have generous boulevards and street tree canopies. Most development contains front and back yards.

**Intent:** Consider a diversity of housing forms to add choice while fitting with the existing neighbourhood, consistent with this chapter's design guidance.

8.14.1. Development up to 2 – 2.5 storeys may be considered.

8.14.2. Densities considered depend on lot size, configuration, and housing form, and generally range from 0.5:1 to 0.85 floor space ratio. See the Traditional Residential Housing Forms policies for more information.

8.14.3. Additional density may be considered for development which retains and reuses a house of heritage merit.

8.14.4. Housing types may include:

- a. House conversions
- b. Houseplexes
- c. Townhouses
- d. Duplexes
- e. Single-detached or small lot houses
- f. Laneway housing
- g. Garden suites

## Residential Areas

# Traditional Residential Housing Forms



Figure 48: Example of a house conversion.

### 8.15. House conversions

**Intent:** To support the addition of new housing units through the retention and adaptive reuse of existing houses

8.15.1. Consider the addition of habitable area (e.g. through lifting the home or adding an appropriate addition) during the conversion of a character house into more than one unit.

8.15.2. Consider additional density (floor area or number of units) in a house conversion which is subject to heritage designation, as an incentive to encourage voluntary designation.

8.15.3. See 10.3., Adaptive Reuse, for further guidance.

### 8.16. Houseplexes



Figure 49: Example of a houseplex with four units.

**Intent:** To support the creation of attached housing that is similar in form and scale to a house conversion or large detached house, retaining front and back yards and on-site amenity space.

8.16.1. Houseplexes may be considered as follows:

- Smaller houseplexes on interior block lots of 555m<sup>2</sup> (6,000 sq. ft.), up to a density of approx. 0.5 floor space ratio.
- Houseplexes of up to approx. 0.75 floor space ratio on interior block lots of at least 650m<sup>2</sup> (7,000 ft<sup>2</sup>) or corner lots of at least 555m<sup>2</sup> (6,000 ft<sup>2</sup>).
- Larger houseplexes up to 1.0 floor space ratio may be considered in the areas near



Figure 50: Example of a larger houseplex with six units.

Cook Street Village, along Fairfield Road, and adjacent to urban villages or higher-density areas.

8.16.2. The total density and number of units in a houseplex should achieve a balance of parking and landscaped open space on the site. For interior block lots of 555m<sup>2</sup> (6,000 ft<sup>2</sup>), this means generally limiting a houseplex to 3 on-site parking spaces. Larger lots, corner lots, and laneway lots may support 4-6 units, while larger houseplexes may support more units.

8.16.3. The retention and adaptive reuse of existing houses of heritage merit is encouraged. See Section 10.4, Heritage.

### 8.17. Duplexes



## Residential Areas

# Traditional Residential Housing Types, cont'd.



Figure 51: Example of a duplex with suites.



Figure 52: Example of duplex without suites



Figure 53: Illustrative example of duplex with rear parking

**Intent:** To consider duplexes as a housing option, through the adaptive reuse of existing houses or, where not feasible, as new construction. Encourage the provision of suites to allow for rental housing or multi-generational living, and help buyers to qualify for mortgages.

8.17.1. Duplexes may be considered on interior block lots of at least 555m<sup>2</sup> (6,000 sq. ft.), or on corner or laneway lots of at least 460m<sup>2</sup> (5,000 sq. ft.)

8.17.2. Duplexes may be considered up to a maximum building size restricted in zoning, generally not exceeding 0.5 fsr.

8.17.3. Each unit of a new duplex may contain a lock-off suite without adding to overall mass-

ing and above-grade floor area permitted in city-wide duplex policy. [Suites are encouraged to provide opportunities for rental housing and multi-generational living.](#)

8.17.4. A duplex resulting from the conversion of an existing house, or located on a double frontage lot (e.g. laneway, corner or through block lot), may include one garden suite in addition to one lock-off suite.

## 8.18. Townhouses

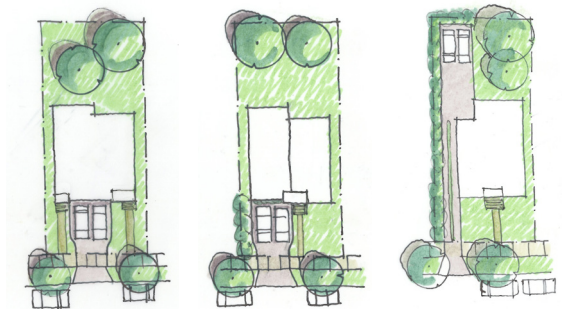
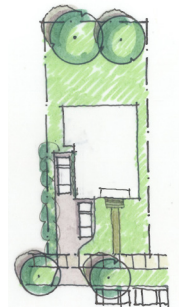


Figure 54: Illustrative examples of varied site layouts for duplexes which maintain a balance of green spaces and trees with parking, and which establish a human-scaled relationship between buildings and the sidewalk.



## Residential Areas

# Traditional Residential Housing Types, cont'd.



Figure 55: Example of townhouses



Figure 56. Illustrative example of townhouses on a corner lot, facing to the side, with modest front setbacks and landscaped rear yards.



Figure 57. Example of townhouses with a courtyard.

**Intent:** To consider townhouses in appropriate locations as a choice for ground-oriented living with on-site amenity space. Consider the possibility for lock-off suites or stacked townhouses to allow for units which may be more attainable or add rental choices.

8.18.1. Consider townhouses on lots with two frontages and lots with laneway access, and in the areas near Cook Street Village and along Fairfield Road (Map 11).

8.18.2. Consider densities up to approx. 0.75:1 - 0.85:1 floor space ratio in 2 - 2.5 storeys.

8.18.3. Individual townhouse units should generally front onto a public street with direct pedestrian access from the fronting street

8.18.4. Within the anticipated density and massing, townhouse units fronting the street may contain lock-off suites or stacked units.

Ground-level units are encouraged to be accessible or adaptable to meet current and future demand.

8.18.5. Where landscaped open space and sensitive transitions to surrounding residences and yards can be achieved, courtyard townhouse forms or site layouts containing limited units located to the interior of the lot may be considered on a case-by-case basis on larger lots situated on corners, with laneway access or two frontages near Cook Street Village, or along Fairfield Road. The following policies should be considered:

- a. Surface parking and automobile circulation should be minimized through underground parking, [clustered parking](#), the inclusion of coach houses, or similar [design strategies](#), [as well as transportation demand management practices](#).
- b. All design guidelines, including desired land-

scaped open spaces, should be achievable on the site.

- c. Where a site contains a house of heritage merit, it is preferable to retain and incorporate that house into the development. (see Chapter 10)
- d. Each street should be fronted by units with direct access to the ground and public sidewalk.
- e. To ensure that developments on corner lots do not extend along side streets, development should not extend beyond 36m from the corner.
- f. Where parking and circulation is located underground and open space is maintained on site, additional density may be considered near Cook Street Village along Fairfield Road, not to exceed 1:1 fsr.



# Traditional Residential Housing Types, cont'd.

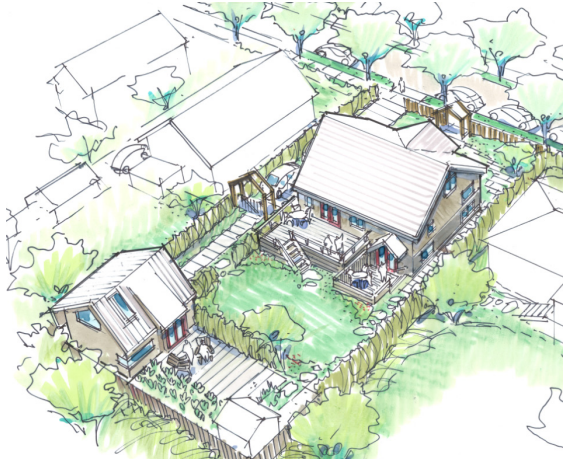


Figure 58: Illustrative examples of house with a suite and a garden suite

### 8.19. Single Detached Houses with More than One Suite

**Intent:** To support the adaptive re-use of existing single detached houses throughout the Fairfield Neighbourhood by supporting the addition of dwelling units.

- 8.19.1. Support single detached homes with a secondary suite and garden suite, or with two accessory suites, where an existing house is retained.

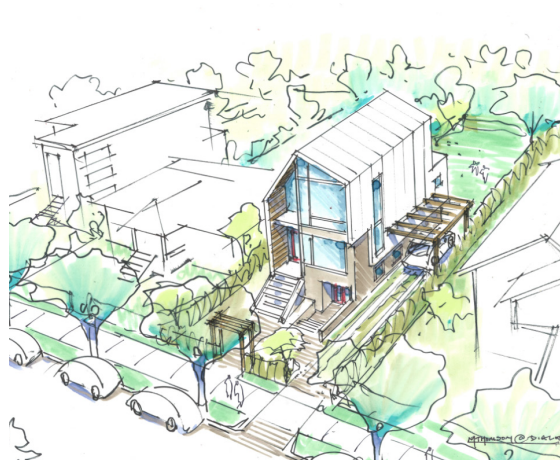


Figure 59: Illustrative example of a small lot house.

### 8.20. Small Lot Houses with suites

**Intent:** To support secondary suites in small lot houses in order to add compatible density, expand rental housing options and provide more diverse home-ownership opportunities.

- 8.20.1. Support small lot houses, consistent in design with city-wide policy, which contain a secondary suite.
- 8.20.2. Small lot subdivision is discouraged in the Cook Street Village area and along Fairfield Road, where more diversity of housing choice is desired.
- 8.20.3. Update the Small Lot Rezoning policy to reflect the above intent.

### 8.21. Laneway Housing



Figure 60: Existing laneway

**Intent:** To support creative approaches and various configurations of housing along laneways, which may co-exist with a number of housing forms.

- 8.21.1. Laneway housing may include a single residence or more than one unit in a building ancillary to the main building fronting the street.

8.21.2. The addition of laneway housing is encouraged in combination with the retention and reuse of houses of heritage merit.

- 8.21.3. Laneway housing should enhance the laneway to support safe multi-modal access to housing, create a pedestrian-friendly environment, enhance landscape and trees, add "eyes on the lane," and minimize impacts on adjacent properties and yards. See Urban Design policy 8.xx for more detail.

- 8.21.4. Easements or added right of way may be required for minimum laneway width.

- 8.21.5. Subdivision of panhandle lots or lots accessed solely from a laneway is not supported.





# 9. Housing Affordability



## Other Relevant Policies & Bylaws

- City of Victoria Housing Strategy
- Density Bonus Policy (2016) and Inclusionary Housing Policy (forthcoming in 2018)
- Market Rental Revitalization Study (MaRRS) (forthcoming in 2018)
- Official Community Plan, Chapter 13 (Housing and Homelessness)
- Victoria Housing Reserve Fund Guidelines

### Goals:

1. **Maintain rental housing stock by encouraging investment in existing rental housing or supporting replacement with new rental housing where appropriate**
2. **Facilitate the creation of more affordable housing**

The affordability of housing is a key community issue in Fairfield. Affordable housing is defined as housing that falls within the financial means of a household, and where total housing costs do not exceed 30% of a household's gross annual income. The high cost of rental housing and home ownership makes housing affordability a challenge for many people in Fairfield, both renters and owners. House prices have steadily increased over the last 15 years, putting home ownership out of reach of many people. As new families form, the availability of affordable family-sized housing opportunities is a concern. Little purpose-built rental housing is being constructed, rental vacancy rates are low and much of the purpose-built rental housing stock is more than 40 years old, and will likely need updates over the term of this plan. There is concern about losing the rental apartment buildings and house conversions that make up a large supply of Fairfield's – and the whole city's-

relatively affordable market housing stock.

While the burden of housing (un)affordability is often more visible at the neighbourhood level, there are only a few tools to address housing affordability through a neighbourhood plan. Within the tools available, this plan proposes to:

- allowing rental suites in more types of housing, to support more affordable home ownership and greater rental options, and encourage house conversions that may include rental units
- identifying locations where density bonus contributions will be directed towards on-site affordable housing in new multi-unit housing
- creation of a rental retention area with height limited at six storeys, to discourage demolition of rental apartment buildings, complemented with density bonus policies to encourage the retention, upgrade and/or replacement of rental units.

# Housing Affordability, cont'd.

Many of the causes - and solutions - for affordable housing are best tackled at a scale larger than the neighbourhood. The intent is for neighbourhood plan policies to be complemented by City-wide housing initiatives such as exploring inclusionary housing; additional city-wide strategies to encourage the upgrades and retention of rental apartment buildings; on-going financial support for new housing through the City's Housing Reserve Fund; and implementation of the multi-pronged Victoria Housing Strategy.

Importantly, many of the roles, responsibilities and tools for housing also lie with senior levels of government, the private sector and community organizations. The City is committed to working in partnership and collaboration with these different groups to increase the supply of more affordable housing in Fairfield and across the city.

## 9.1. Housing Affordability Policies

### Intent:

Facilitate the creation of more affordable housing in Fairfield.

9.1.1. Use inclusionary housing as a tool to increase the long-term supply of affordable housing in Fairfield and other neighbourhoods, through development of the city-wide Inclusionary Housing Policy.

9.1.2. In Urban Residential and Core Residential areas in Fairfield, direct development contributions resulting from an increase in density to the provision of on-site affordable housing consistent with City-wide housing policies. Community feedback suggested more housing in Fairfield targeted to families (3+bedrooms), seniors and working people with low incomes.

9.1.3. Support private sector and community organizations to support and pilot innovative approaches that facilitate more affordable rental and ownership housing in Fairfield, such as alternative financing, community land trusts and innovative housing forms.

9.1.4. Encourage new housing initiatives that partner with other levels of government, agencies, private industry, community organizations and individuals to leverage expertise and resources.

9.1.5. Develop strategies to encourage the

upgrades and retention of rental apartment buildings while maintaining affordability through implementation of City-Wide market rental revitalization programs and policies.

9.1.6. Where a rezoning will result in the displacement of renters, a tenant transition strategy will be required as part of the rezoning application, consistent with the Official Community Plan.



# 10. Heritage

As Fairfield transitions into the future, maintaining and integrating heritage is integral to sustaining character and sense of place.



*St Joseph Apartments (Heritage designated)*



*St Ann's Academy*

## Other Relevant Policies & Bylaws

- Heritage Tax Incentive Program (TIP)
- Victoria Heritage Register
- Heritage Thematic Framework (OCP)

### Goals:

1. **Conserve the historic character of significant buildings and streets**
2. **Celebrate and interpret the heritage of the neighbourhood**

Fairfield's landscape, buildings, streets and other special places shape the neighbourhood's identity and sense of place. Different places in the neighbourhood tell stories of Fairfield's past, such as important Lekwungen food gathering sites, village locations, historic travel routes, as well as settler history of pioneer farms, early buildings, the early 1900s building boom and later transition to post-war suburbs. Existing heritage landscapes and buildings tell the history of this area. The plan proposes a broad approach to retaining and celebrating Fairfield's historic character through encouraging designation of properties of historic merit, adaptive re-use, and supporting community-led efforts to establish heritage areas and build community education and awareness.

## Heritage

# Celebration, Interpretation, and Historic Areas

### 10.1. Heritage Celebration and Interpretation

#### Intent:

Celebrate and interpret the heritage of the neighbourhood

10.1.1. Engage Songhees and Esquimalt Nations to determine interest in and appropriate recognition of places of interest (see also 4.2.1., 12.1.1.)

10.1.2. Work with community partners to identify and support strategies to build awareness and celebrate Fairfield's historic buildings, streets, landscapes and other special places, and ways to conserve them. Suggestions from the community include interpretive signage, First Nations history walks, heritage walks and public art.

### 10.2. Historic Areas

#### Intent:

Recognize historic character of neighbourhood areas.

10.2.1. Facilitate citizen-initiated efforts to establish Heritage Conservation Areas in Fairfield areas of heritage merit.

10.2.2. Where a Heritage Conservation Area is desired, work with property owners and the community to develop area-specific guidelines as needed to meet goals and objectives for the area.



## Heritage

# Heritage Register and Designated Properties

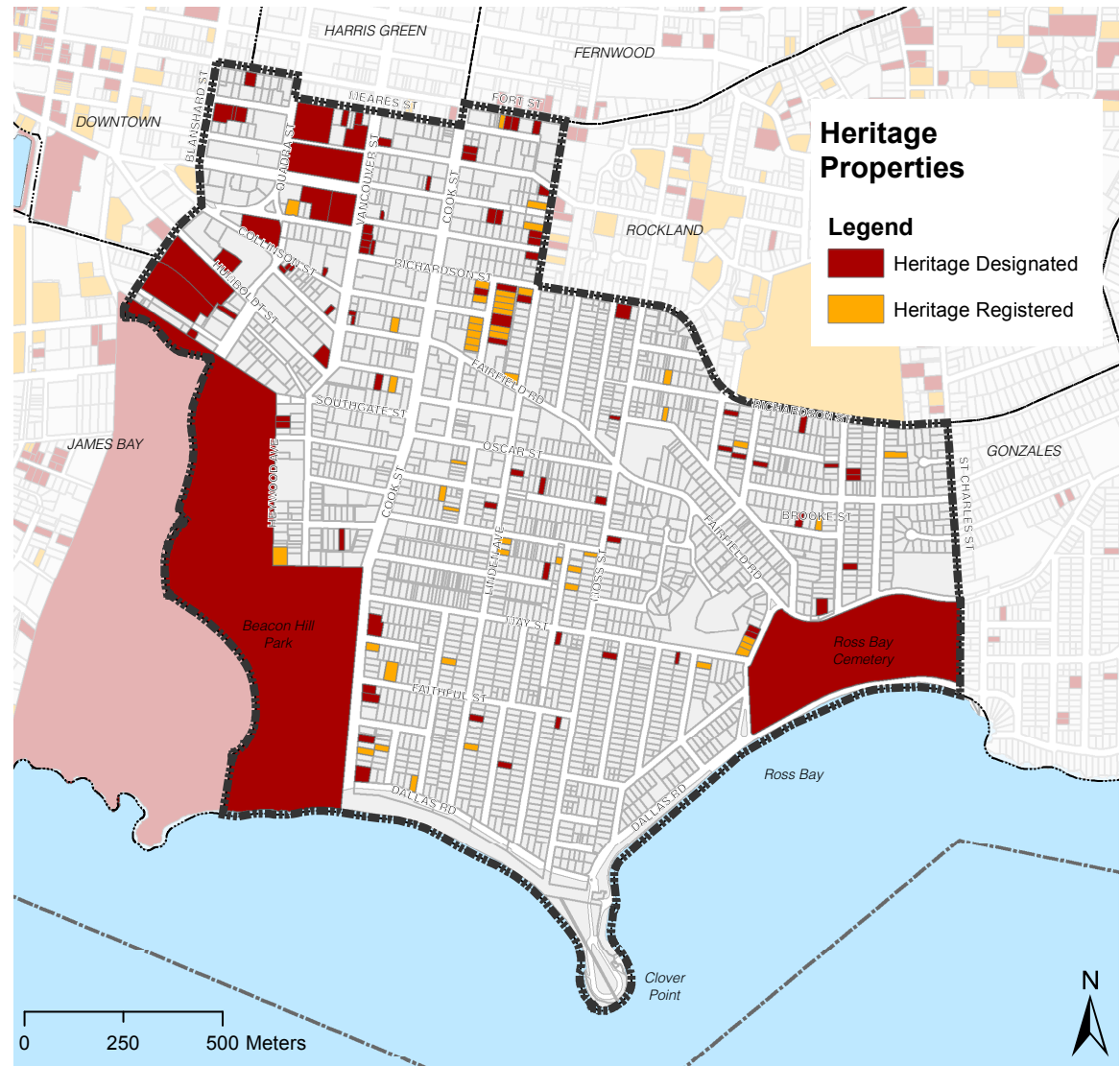
### 10.3. Heritage Register and Designated Properties

#### Intent:

Recognize and protect the historic character of significant buildings and important sites.

10.3.1. Encourage landowners to consider the protection of heritage resources through the designation of properties listed on the City's Register of Heritage properties, identified on Map 12, or other buildings of heritage merit, including through the rezoning process.

10.3.2. Consider future additions of properties to the City's Register of Heritage Properties in consultation with property owners.



Map 12: Heritage Registered and Heritage Designated properties (2017)



## Heritage

# Properties of Heritage Merit

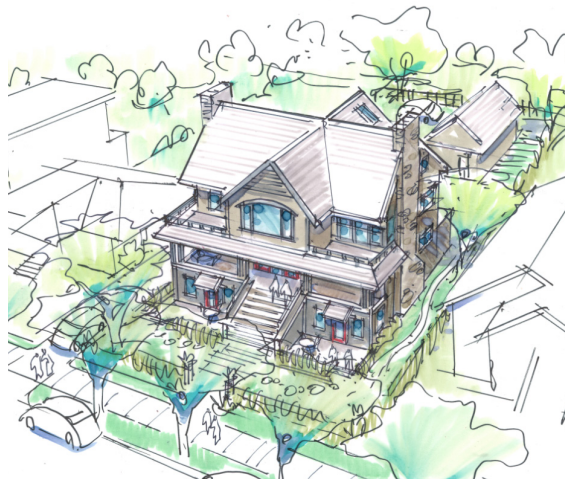


Figure 61: Illustrative example of a heritage conversion (heritage home converted to multiple strata or rental suites).



Figure 62: Example of heritage conversion with four units

### 10.4. Adaptive Re-use of Buildings of Heritage Merit

#### Intent:

Support the heritage designation of buildings of heritage merit by allowing innovative uses and designs to encourage heritage conservation. Support new housing and commercial spaces that support heritage conservation.

10.4.1. Additions to protected Heritage Designated buildings may be considered and should be consistent with the National Standards and Guidelines for the Conservation of Historic Places in Canada. Where a building is listed on the Heritage Register, retention and re-use of the existing building and its integration into any redevelopment is strongly encouraged.

10.4.2. Where a building is thought to have potential heritage value, an assessment thereof may be requested as part of rezoning proposals. Retention and re-use of buildings of heritage merit is encouraged where rezoning confers additional development rights.

10.4.3. Consider incentives to encourage Heritage Designation of eligible properties in the form of bonus density provisions or zoning variances.

10.4.4. Where redevelopment is proposed, consider forms of housing, building massing and site layout that support the retention and adaptive re-use of buildings of heritage merit.

10.4.5. With redevelopment of heritage properties, consider the relaxation of regulatory

guidelines (e.g. reduced parking requirements; variances to setbacks, etc.) while encouraging development that supports the overall objectives of this plan.

10.4.6. As part of an update to the House Conversion Regulations, consider supporting sensitive building additions during the conversion of a heritage house into more than one unit, and supporting the conversion of houses built after 1930.

10.4.7. Encourage the use of incentives for the rehabilitation or adaptive re-use of commercial or mixed use buildings of heritage merit, including those at Moss Street and May Street Urban Village and Moss Street and Fairfield Road Urban Village (Five Points).

# 11. Infrastructure and Green Development



## Goals:

1. **Ensure sufficient infrastructure capacity to meet the future needs of residents and businesses.**
2. **Promote and encourage sustainable building design and green infrastructure**
3. **Support opportunities to grow and get food close to home.**
4. **Protect coastal ecosystems**
5. **Identify climate change adaptation strategies**



As a residential neighbourhood with close proximity to downtown, parks, shopping and services, Fairfield enjoys the opportunity to increase sustainability through enhanced transit and active transportation. Fairfield also contains important natural areas and coastal bluff ecosystems as well as an urban forest comprised of parks, public street trees and trees on private lands. The waterfront is part of the Victoria Harbour Migratory Bird Sanctuary.

Climate change is expected to impact some low-lying coastal areas, as well as lead to more severe rainfall events and drier summers.

With new buildings, upgraded infrastructure, parks improvements, management of the urban forest and of green infrastructure on public lands, and the retrofit of existing buildings, Fairfield policy can play an important role in ensuring the future community is healthy, vibrant and minimizes its impact on the environment while ensuring its resilience against

## Other Relevant Policies & Bylaws

- Water System Master Plan
- Stormwater Master Plan
- Sanitary Sewer System Master Plan (2018)
- Victoria Sustainability Framework
- City Climate Leadership Plan and 100% Renewable Energy by 2050 Commitment
- Market Rental Revitalization Study (2018)
- Urban Forest Master Plan (2013)
- City-wide education and incentive programs
- Small-Scale Commercial Urban Food Production Regulations
- Community Gardens Policy
- Boulevard Gardening Guidelines

future stresses. These sustainable development directions are woven throughout this document, reflecting an integrated approach. Other actions to achieve more sustainable development and plan for climate change will be achieved at the City wide level outside the neighbourhood plan.

# Infrastructure and Green Development

## Infrastructure

### 11.1. Utility Networks

#### Intent:

Ensure sufficient infrastructure capacity to meet the future needs of residents and businesses.

11.1.1. Consider the capacity of utility networks, including water distribution, sanitary sewer and storm drainage, in reviewing development applications and other land use changes.

11.1.2. Continue upgrading the underground infrastructure in the Fairfield neighbourhood as directed by City-wide master plans for water distribution, sanitary sewer and storm drainage upgrades.

11.1.3. Upgrade Fairfield's sanitary sewer and stormwater mains as they meet the end of their life cycle, in order to extend longevity and prevent root and sediment intrusion.

### 11.2. Stormwater Management on Public Lands

#### Intent:

Use infrastructure to mimic and restore ecological processes.

11.2.1. Identify opportunities to incorporate green stormwater infrastructure or “green streets” as part of utility, active transportation and other street improvements. Potential locations include active transportation routes, potential “Living Streets” on McClure Street and Collinson Street, and visible locations such as around urban villages.

11.2.2. Include rainwater management and sustainable design features as part of improvements to parks, City facilities and other City property.





# Sustainable Buildings and Green Development

### Intent:

Promote and encourage sustainable building design, green infrastructure and low-carbon transportation options for new and existing development in order to mitigate climate change and related environmental impacts.

### 11.3. Green Buildings

11.3.1. Require new buildings to meet energy efficiency standards through the city-wide adoption of the British Columbia Energy Step Code.

11.3.2. Through the Market Rental Revitalization Study, develop policies to encourage energy efficiency and support revitalization in existing rental apartment buildings while maintaining affordability.

11.3.3. Through implementation of the City-wide Climate Leadership Plan, develop a sustainability checklist for new development which will address all sustainability aspects of new building projects, including energy efficiency, stormwater management, sustainable building materials etc.

### 11.4. Existing Buildings

11.4.1. Recognizing that Fairfield has the highest proportion of houses heated by oil in Victoria, encourage private residences to transition away from heating oil through support programs such as BC Hydro's Home Renovation Rebates and the provincial Oil to Heat Pump program.

11.4.2. Through the land use policies in this

plan, encourage housing types which support the adaptive re-use of existing buildings, therefore minimizing waste directed to landfills and energy embodied in new construction.

### 11.5. Stormwater Management on Private Property

11.5.1. Incorporate on-site rainwater management features (e.g. permeable pavement, rain gardens) into new developments through Development Permit guidelines for new multi-unit development in Fairfield Neighbourhood.

11.5.2. Continue to incentivize new and existing development to implement the City's Rainwater Management Standards through the City's Rainwater Rewards program.

11.5.3. Explore requirements for on-site treatment of stormwater in new development through City-wide implementation of stormwater management program.



# Sustainable Buildings and Green Development, cont'd.

### 11.6. Adapting to Climate Change

#### Intent:

Identify and address neighbourhood climate change impacts.

11.6.1. Use green infrastructure (e.g. the urban forest, natural areas and rain gardens) to mitigate climate change impacts (e.g. through shade, species diversity, flood control) on private and public lands.

11.6.2. Identify City infrastructure and facilities susceptible to impacts from sea level rise project assessment and planning, and develop strategies to adapt.

11.6.3. Identify private development susceptible to impacts from sea level rise and develop adaptation strategies through the City-wide Climate Leadership Plan

11.6.4. Develop additional policies, design strategies and initiatives to help Fairfield adapt to and mitigate climate change impacts through City-wide Climate Leadership Plan and implementation of the City's Climate Action Program.

### 11.7. Neighbourhood Food System

#### Intent:

Support opportunities to grow and get more food close to home.

11.7.1. Support community-led efforts to establish additional community gardens in Fairfield, including allotment gardens, native plantings, pollinator gardens or community orchards.

11.7.2. Consider opportunities for food production in parks through individual park improvement plans and as opportunities arise. Potential locations include Robert J. Porter Park, Chapman Park, Bushby Park and Beacon Hill Park, subject to community interest and evaluation in accordance with the Beacon Hill Park Trust (see Chapter 4, Parks, Open Space and Urban Forest).

11.7.3. Consider incorporating other food-related features such as picnic tables and community ovens in parks to encourage social gathering.

11.7.4. Encourage the integration of food production into new development (e.g. rooftop gardens, edible landscapes or allotment gardens for residents)

11.7.5. Continue to support small-scale commercial urban food production through city-wide regulations.



*Moss Street Market*



*Fruit orchard in Robert J Porter Park*

# 12. Placemaking, Arts and Culture



## Other Relevant Policies & Bylaws

- Arts and Culture Master Plan (to be completed, 2018)
- Art in Public Places Policy
- City grant programs

### Goals:

1. **Honour Fairfield's indigenous history and culture**
2. **Create great public spaces where people can gather**
3. **Animate and enliven Fairfield through public art and community events**
4. **Encourage community-led placemaking**
5. **Create/strengthen opportunities to showcase and feature neighbourhood artists and creators.**

A vibrant community weaves arts and culture into everyday life and helps create a strong sense of place. With its parks, waterfront, urban villages and walkable streets, Fairfield presents many opportunities to integrate arts into urban development. Diverse spaces for living, interaction, working and selling works helps to support an artists' community. Opportunities for creative placemaking include temporary and permanent public art opportunities and performance spaces in parks and other public spaces. Public art can celebrate the neighbourhood's identity, and its human and natural heritage.

Cultural venues include the Royal Theatre, spaces at two community centres and at St. Ann's Academy, Ross Bay Villa, and nearby at Beacon Hill Park,. A variety of businesses provide cultural opportunities and support events in Cook Street Village.



# Placemaking, Arts and Culture, cont'd.

## 12.1. Placemaking

12.1.1. Engage Songhees and Esquimalt First Nations to determine opportunities for recognizing and building awareness of the Lekwungen People's use of the land, history and culture in Fairfield. (See also 4.2.1, 10.1.1.)

12.1.2. Establish urban villages as neighbourhood gathering places with street furnishings, landscaping, and evolving public spaces as identified in this plan (see Chapter 7, Urban Villages)

12.1.3. Support the enhancement of the public realm in Northwest Area and Fort Street Corridor as identified in this plan (see 6.2.2., 6.2.4.) and urban villages.

12.1.4. Consider opportunities for public art or other placemaking feature as part of planning for waterfront park improvements (see 4.5.1.)

12.1.5. Support community-led placemaking initiatives in Fairfield.

## 12.2. Public Art

12.2.1. Introduce permanent or temporary public art into urban village areas, parks, commercial areas and active transportation routes. Through public engagement, there was strong interest in public art that celebrates Fairfield's indigenous history and coastal ecosystems.

12.2.2. Partner with arts organizations to encourage art installations in public spaces, such as temporary pop-ups and artists in residence.

## 12.3. Creative Entrepreneurs

12.3.1. Through the Arts and Culture Master Plan, explore ways to link Fairfield's creative entrepreneurs, home-based studios and self-employed individuals to available resources for business assistance, skills sharing and access to spaces to make and sell goods.

# 13. Community Facilities and Wellbeing

Community-serving institutions, inclusive public spaces, and safe affordable housing all play important roles in supporting belonging and inclusion.

## Other Relevant Policies & Bylaws

- Great Neighbourhoods Program
- City grant programs



### Goals:

1. **Support a more diverse population in Fairfield**
2. **Increase the sense of belonging and inclusion for Fairfield residents**
3. **Encourage and enhance community and seniors centres as hearts of the community**
4. **Support child care and elder care options**

Fairfield Neighbourhood contains several community-serving institutions including Fairfield Community Place, Sir James Douglas Elementary School, Downtown YMCA/YWCA and the Cook Street Village Activity Centre. These facilities, along with other non-profit and private spaces, provide services to the neighbourhood and broader community. This plan encourages programming and partnerships to help meet identified community needs such as inclusive programming for community activities, and spaces for childcare. This plan also encourages the City to support the provision of affordable housing and work with the community to create public spaces which encourage social interaction.

# Community Facilities and Wellbeing, cont'd.

## 13.1. Community Facilities

### Intent:

Support a more diverse population in Fairfield.  
Encourage and enhance community and seniors centres as hearts of the community.

13.1.1. Continue to work with the Fairfield Gonzales Community Association to sustain and enhance community programming, services and facilities that meet the evolving needs of Fairfield's community.

13.1.2. Work with the School District to make school facilities more broadly available for community programming, sports, indoor and outdoor gathering.

13.1.3. Explore opportunities to co-locate the seniors centre and community centre in the future.



Map 13: Facilities, Parks and Open Space



# Community Facilities and Wellbeing, cont'd.

## 13.2. Child Care and Elder Care

### Intent:

Support a more diverse population in Fairfield.  
Support child care and elder care options.

13.2.1. Support the addition of child and youth care spaces in Fairfield, in public and private facilities, suitable to the scale of their immediate surroundings.

## 13.3. Neighbourhood Inclusion

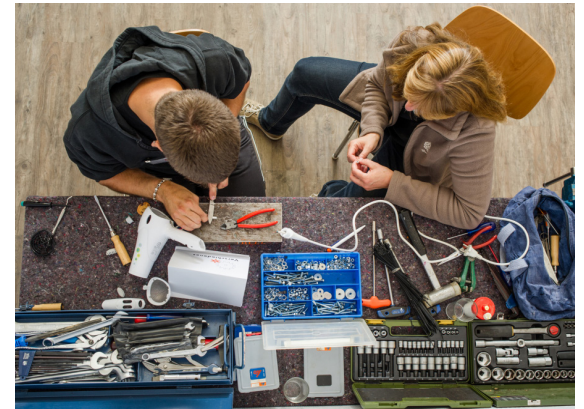
### Intent:

Support a more diverse population in Fairfield.  
Foster a safe and inclusive community for all residents.

13.3.1. Through city grants, partnerships or other programs, support community organizations to implement initiatives that promote inclusivity and belonging.

13.3.2. Support a range of non-market and market housing options and support services to support a diverse and inclusive community.

13.3.3. Seek opportunities to promote social interaction between different generations through the design of public spaces, parks and public facilities. (See Chapter 4, Parks, Open Space and Urban Forest)





# 14. Action Plan

The action plan provides a high-level list of actions identified in this Plan. Implementation of this action plan must be balanced with available resources and other City priorities which may change over time. The improvements may be accomplished through a combination of funding sources including City capital programming, amenity contributions from development, senior government grants, and partnerships with other public, non-profit or private entities.

## Plan Monitoring

### 14.1. Periodic Monitoring and Adaptive Management

The action plan is to be used as a working document and should be reviewed periodically (every 3-5 years) with the community as part of monitoring and adaptive management of the plan, in order to consider changing circumstances, desires and progress made.

### 14.2. Neighbourhood-based initiatives

While City resources are limited, stakeholders are encouraged to seek other means of furthering priorities in this plan, including local improvement districts, partnerships, grant funding, and other sources of funding to advance objectives in this plan.

## Action Plan

Topic	Short-term Actions (0-3 yrs)	Lead	Funded
<b>Transportation and Mobility</b>	Make pavement improvements on Vancouver Street between Fairfield Road and Southgate Street, and on Meares Street east of Cook Street	EPW	√
	Improve sidewalk on Pendergast Street between Vancouver Street and Heywood Avenue	EPW	√
	Develop an all ages and abilities route along Fort Street from Wharf Street to Cook Street	EPW	√
	Complete an all ages and abilities route along Humboldt Street and Pakington Street from Government Street to Cook Street	EPW	√
	Make pavement improvements at the Cook Street and Fairfield Road intersection	EPW	√
	Complete an all ages and abilities route along Cook Street between Pandora Avenue and Pakington Street	EPW	√
	Complete pilot active transportation treatment to improve mobility for all ages and abilities on Richardson Street	EPW	

\* SPCD: Sustainable Planning and Community Development Department, EPW: Engineering and Public Works Department, PRF: Parks, Recreation and Facilities Department



Topic	Short-term Actions (0-3 yrs)	Lead	Funded
<b>Transportation and Mobility, cont'd.</b>	Complete an all ages and abilities route from Humboldt Street to the Dallas Road waterfront via Vancouver Street and Beacon Hill Park	EPW	
	Complete an all ages and abilities route along Dallas Road from Ogden Point to Clover Point in association with wastewater treatment works	EPW	
	Develop a parking management strategy for the Cook Street Village area	EPW	√
	<p>Assess transportation conditions at the following locations and update Neighbourhood Plan and Action Plan with suggested improvements, as warranted:</p> <ul style="list-style-type: none"> <li>Fairfield Road between St. Charles Street and Cook Street – for pedestrian and cyclist comfort and safety, visibility, and crossings. Priority areas include the entrance to Fairfield Plaza, Fairfield Road at Moss Street, and Fairfield Road at St. Charles Street</li> <li>Sir James Douglas School area – for pedestrian crossing and safety. Priority areas include Moss Street at Thurlow Road, and Thurlow Road at Durban Street</li> <li>St. Charles Street – for speed, pedestrian comfort and safety, and crossings. Priority areas include St. Charles Street at Richardson Street, and at Brooke Street.</li> <li>Quadra Street at Southgate Street – for crossing improvements and visibility</li> <li>Collinson Street at Cook Street – for speed, volume and cut through traffic</li> <li>Heywood Avenue – for speed and volume</li> <li>Bushby Street – for speed and volume</li> <li>May Street – for speed and volume</li> </ul>	EPW	
<b>Parks, Open Spaces and Urban Forest</b>	Engage Songhees and Esquimalt to determine appropriate recognition of special places	PRF	
	Develop an Urban Forest Action Plan to guide the implementation of the Urban Forest Master Plan	PRF	
	Develop a process to designate significant trees in Fairfield in the Tree Preservation Bylaw, on both public and private land. Consider inclusion of the Chestnut trees in Cook Street Village.	PRF	

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Topic	Short-term Actions (0-3 yrs)	Lead	Funded?
<b>Residential Areas</b>	Update House Conversion Regulations to support the objectives of this plan, as part of city-wide process	SPCD	√
	Update zoning to permit a secondary suite and garden suite, or two secondary suites, where an existing house is retained	SPCD	√
	Update design guidelines for urban residential development along Cook Street and Fairfield Road as part of update to Downtown Core Area Plan	SPCD	√
	Adopt design guidelines for townhouses and houseplexes, and update duplex guidelines in Fairfield Neighbourhood (concurrent with plan)	SPCD	√
	Create new model or template zones to support the guidance for duplexes, townhouses and houseplexes in this plan	SPCD	√
	Update policy, zoning and guidelines for Small Lot Houses to support suites in small lot houses, and to discourage small lot subdivision in certain areas identified in Chapter 6	SPCD	√
	Adopt design guidelines for large and small urban villages in Fairfield (concurrent with plan)	SPCD	√
	Develop zoning for urban villages in order to guide rezoning applications in meeting the land use and urban design objectives of this plan	SPCD	√
	Develop zoning for Urban Residential and Core Residential areas in order to guide rezoning applications in meeting the land use and urban design objectives of this plan	SPCD	√
	Develop, monitor and update city-wide policies for Inclusionary Housing, amenity contributions, rental replacement and retention, and tenant assistance	SPCD	√
<b>Housing Affordability</b>	Complete the Market Rental Retention Study (MaRRS) and propose strategies to revitalize rental housing stock in Fairfield while encouraging affordability	SPCD	√
	Update the House Conversion Regulations to support the addition of habitable space through lifting a house or sensitive additions	SPCD	√

\* SPCD: Sustainable Planning and Community Development Department, EPW: Engineering and Public Works Department, PRF: Parks, Recreation and Facilities Department

# Action Plan, cont'd.

Topic	Short-term Actions (0-3 yrs)	Lead	Funded
<b>Infrastructure, Environment and Sustainability</b>	Include considerations for urban forest and stormwater management in development permit guidelines for attached housing and Cook Street Village (concurrent with plan)	SPCD	√
	Complete the Sanitary Sewer Master Plan	EPW	√
	Apply the BC Energy Step Code (City-wide)	SPCD	√
	Complete the Climate Leadership Plan (City-wide)	EPW	√
	Develop a sustainability checklist for new development (City-wide)	EPW	√
	Propose a city-wide requirement for new development to manage rainwater on-site	EPW	√
	Identify strategies to mitigate impacts of climate change and sea level rise as part of the City's Climate Leadership Plan	EPW	√
	Develop a city-wide Electric Vehicle Strategy	EPW	√
<b>Arts, Culture and Placemaking</b>	Consider opportunities for a public art or placemaking project through the City's Artist in Residence program (ongoing)	Arts and Culture	√
	Through implementation of the Create Victoria Arts and Culture Master Plan, explore a strategy to support home-based businesses	Arts and Culture	
	Approach the Greater Victoria School District to seek a shared-use agreement to make school facilities more broadly available for community programming, sports, indoor and outdoor gathering.	PRF	√

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Topic	Medium-term Actions (4-10 yrs)	Lead	Funded?
<b>Transportation and Mobility</b>	Complete all ages and abilities route on Richardson Street	EPW	
	Assess north-south streets between Fairfield Road and Richardson Street for cut-through traffic and methods for mitigation, as part of the pilot for active transportation treatments for Richardson Street, and development of the Richardson Street all ages and abilities route	EPW	

Topic	Long-Term Actions (11+ yrs)	Lead	Funded?
<b>Transportation and Mobility</b>	Complete implementation of Active Transportation Network consistent with this plan and other city-wide plans (Bicycle Master Plan, Pedestrian Master Plan)	EPW	
	Design and complete all ages and abilities route along Cook Street from Pandora Avenue to Dallas Road (through Cook Street Village)	EPW	
<b>Parks, Open Spaces and Urban Forest</b>	Develop a long-term plan to guide improvements for Beacon Hill Park	PRF	
	Develop a park improvement plan for waterfront parks in Fairfield	PRF	
	Develop a park improvement plan for Robert J. Porter Park	PRF	

\* SPCD: Sustainable Planning and Community Development Department, EPW: Engineering and Public Works Department, PRF: Parks, Recreation and Facilities Department

# Action Plan, cont'd.

Topic	Ongoing Actions (Operational)	Lead	Funded?
<b>Transportation and Mobility</b>	Complete minor bicycle and pedestrian improvements as resources allow and as streets are resurfaced	EPW	
<b>Parks, Open Spaces and Urban Forest</b>	When replacing aging chestnut trees In Cook Street Village, plant new chestnut trees that over the medium to longer term will maintain the character of the area	PRF	
	Continue to implement the recommendations identified in the Pioneer Square Management Plan	PRF	
	Continue to manage the urban forest on public lands including boulevards and parks	PRF	
<b>Heritage</b>	Continue to support voluntary applications for properties proposed to be added to the City's Register of Heritage Properties, or for designation	SPCD	
<b>Infrastructure, Environment and Sustainability</b>	Continue underground infrastructure upgrades consistent with City Master Plans	EPW	
	Identify opportunities for stormwater management on public lands and streets as part of road resurfacing, active transportation projects and other opportunities, as resources allow	EPW	

\* SPCD: Sustainable Planning and Community Development Department, EPW: Engineering and Public Works Department, PRF: Parks, Recreation and Facilities Department

# Appendix A - Glossary of Terms

**Adaptive Re-use:** The process of re-using a building for a purpose other than which it was built for.

**Affordable Housing:** Housing that falls within the financial means of a household living in either market or non-market dwellings. Total costs for rent or mortgage plus taxes (including a 10% down payment), insurance and utilities should equal 30 percent or less of a household's gross annual income. Housing affordability is influenced by household income, and cost and supply of housing.

**All Ages and Abilities Network (AAA):** A city-wide connected grid of safe connected bicycle routes across the entire city. The All Ages and Abilities bike routes will consist of physically separated bike lanes as well as shared roadways and multi-use trails.

**Apartment:** A dwelling located in a multi-story, multi-unit building that accesses the ground via shared corridors, entrances and exits.

**Attached Dwelling:** A building used or designed as three or more self-contained dwelling units, each having direct access to the outside at grade level, where no dwelling unit is wholly or partly above another dwelling unit.

**Attached Housing:** Any form of housing where more than two individual dwellings are structurally attached including duplexes, townhouses, row-houses, and apartments, regardless of tenure.

**Building Separation:** The horizontal distance between two buildings.

**Density:** The number of dwelling units on a site expressed in dwelling units per acre (u.p.a) or units per hectare (u.p.ha) or Floor Space Ratio (FSR)

**Duplex:** A building consisting of two self-contained dwelling units which share a common wall or an area that forms the floor of one unit and the ceiling of the other. In some cases, a duplex may contain accessory dwelling units in addition to two primary dwelling units.

**Dwelling Unit:** Any room or suite of rooms, intended for use by one household exclusively as a place of residence.

**Fee Simple:** Private ownership of property with no strata-title ownership or obligations.

**Rowhouse (Fee Simple):** Three or more dwelling units, located side by side and separated by common party walls extending from foundation to roof, where each unit is privately owned with no strata-title ownership or obligations.

**Floor Space Ratio (FSR):** The ratio of the total floor area of a building to the area of the lot on which it is situated.

**Fourplex:** Four self-contained housing units sharing a dividing partition or common wall.

**Frequent Transit:** Transit service that provides medium to high density land use corridors with a convenient, reliable, and frequent (15 minutes or better) transit service all day long. The goal of the Frequent Transit network is to allow people to spontaneously travel without having to consult a transit schedule and is characterized by transit priority, right-of-way improvements, a high level of transit stop amenities, and corridor branding.

**Green Building:** (also known as green construction or sustainable building) refers to both a structure and the using of processes that are environmentally responsible and resource-efficient throughout a building's life-cycle: from siting to design, construction, operation, maintenance, renovation, and demolition.

**Ground-Oriented Housing:** A residential unit that has individual and direct access to the ground, whether detached or attached, including single-detached dwellings, duplexes, rowhouses and townhouses, as well as the principal unit and secondary suite in a single-detached dwelling.

**Heritage Conservation:** Includes, in relation to heritage, any activity undertaken to protect, preserve or enhance the heritage value or heritage character (including but not limited to character-defining elements) of heritage property or an area.

**Heritage Designation:** Bylaw to protect a heritage property that is formally recognized for its heritage value from exterior alterations, removal or demolition without the approval of City Council.

**Heritage Merit:** A building having heritage merit is one which is identified as having heritage value related to its architectural, historical, or cultural characteristics, but is not listed on the Heritage Register as "Heritage-Registered" or "Heritage-Designated."

**Heritage Property:** A structure, building, group of buildings, district, landscape, archaeological site or other place in Canada that has been formally recognized for its heritage value.

**Heritage Register:** A list of property that is formally recognized by the local government to have heritage value or heritage character.

**Heritage Value:** The historic, cultural, aesthetic, scientific or educational worth or usefulness of (heritage) property or an area.

**House Conversion:** The change of use of a building constructed as a single family dwelling or duplex, to create more housing units.



# Appendix A - Glossary of Terms, cont'd.

**Houseplex:** A type of newly constructed attached housing which is designed to fit into a lower-scale neighbourhood through compatible massing and design so as to appear similar to a house conversion.

**Housing Unit:** See dwelling unit.

**Infill Housing:** Additional housing inserted into an existing neighbourhood through additional units built on the same lot, by dividing existing homes into multiple units, or by creating new residential lots through subdivision. In the Fairfield Neighbourhood, this term refers specifically to the addition of housing within the Traditional Residential areas, including duplexes, triplexes, rowhouses, townhouses and small lot houses and other housing with suites.

**Intensive:** See intensification

**Intensification:** The development of a property, site or area at a higher density than currently exists through: a) redevelopment; b) the development of vacant and/or underutilized lots within previously developed area; c) infill development; and d) the expansion or conversion of existing buildings.

**Large Urban Village:** consists of low to mid-rise mixed-use buildings that accommodate ground-level commercial, offices, community services, visitor accommodation, and multi-unit residential apartments, with a public realm characterized by wide sidewalks, regularly spaced street tree planting and buildings set close to the street frontage, anchored by a full service grocery store or equivalent combination of food retail uses, serving either as a local, rapid or frequent transit service hub.

**Low-Rise:** A building four storeys or less in height.

**Natural Areas:** An area characterized primarily by vegetation, landscape and other natural features.

**Mixed Use:** Different uses in relatively close proximity either in the same building (e.g. apartments above a store) or on the same site or, when referring to an area or district, on an adjacent site (e.g. light industry adjacent to an office building).

**Multi-unit:** A building containing three or more dwelling units, also referred to as multi-family or a multiple dwelling.

**Official Community Plan:** An Official Community Plan (OCP) provides the longer term vision for the community through objectives and policies that guide decisions on planning and land use management, respecting the purposes of local government.

**Open Space:** Land that provides outdoor space for unstructured or structured leisure activities, recreation, ecological habitat, cultural events or aesthetic enjoyment that is generally publicly-accessible, and that is not a designated City of Victoria park. Open space includes private lands, public lands and City-held property.

**Park:** Land managed by the City of Victoria that provides outdoor space for unstructured or structured leisure activities, recreation, ecological habitat, cultural events, or aesthetic enjoyment, not including planted areas within street rights of way.

**Placemaking:** A holistic and community-based approach to the development and revitalization of cities and neighbourhoods that creates unique places of lasting value that are compact, mixed-use, and pedestrian and transit-oriented with a strong civic character.

**Public art:** Works of art in any media that has been planned and executed with the specific intention of being sited or staged in the physical public domain, usually outside and accessible to all.

**Purpose-built rental:** A building that is designed and built expressly as long-term rental accommodation. It is different from other types of rentals, such as condominiums, which may be available in the rental pool one year and not the next.

**Rowhouse:** An attached dwelling in its own legal parcel with a formal street address (e.g. a fee simple townhouse)

**Secondary suite:** An attached dwelling in its own legal parcel with a formal street address.

**Sense of Place:** The subjective experience of a place as having physical and social attributes that make it distinctive and memorable.

**Setbacks:** The shortest horizontal distance from a boundary of a lot to the face of the building.

**Single Detached House:** A detached building having independent exterior walls and containing only one self-contained dwelling unit.

**Small Urban Village:** consists of a mix of commercial and community services primarily serving the surrounding residential area, in low-rise, ground-oriented multi-unit residential and mixed-use buildings generally up to four storeys in height along arterial and secondary arterial roads and three storeys in height in other locations.

**Small Lot House:** A single detached house with a maximum floor area of 190m<sup>2</sup> located on a lot of at least 260m<sup>2</sup> in area.

**Stormwater Management:** The management and design of rain and runoff in urban areas, to reduce flooding, treat stormwater quantity and quality, and conserve rainwater as a resource.

**Street-fronting:** Buildings with entries, windows and front yard spaces oriented to face sidewalks and the street.

**Streetscape:** All the elements that make up the physical environment of a street and define its character, such as paving, trees, lighting, building type, style, setbacks, pedestrian amenities and street furniture.

**Suite, Garden:** A building attached to a foundation, used or designed as a self-contained dwelling unit on a lot which contains a single-family dwelling or, in the case of this plan, may contain a duplex, houseplex or house conversion in some cases.

**Suite, Accessory or Lock-off:** Sometimes referred to simply as a "suite," a dwelling unit which is accessory to a primary dwelling unit located in housing other than a single detached house (e.g. a suite which is accessory to a primary dwelling in a duplex, townhouse, etc.) or located in a single detached house which includes more than one suite.

**Suite, Secondary:** A dwelling unit which is accessory to a single detached dwelling and is contained in the same structure as a single detached dwelling, defined by the BC Building Code.

**Townhouse:** Three or more self-contained dwelling units, each having direct access to the outside at grade level, where individual units share adjacent walls. Townhouses may be strata-titled or fee simple. Stacked townhouses are located on top of each other, each with its own direct access to outside.

**Traditional Residential:** consists primarily of

residential and accessory uses in a wide range of primarily ground-oriented building forms including single, duplexes, townhouses and row-houses, house conversions, and low-rise multi-unit residential and mixed-use buildings up to three storeys in height located along arterial and secondary arterial roads.

**Tree Canopy:** The layer of leaves, branches and stems of trees that cover the ground when viewed from above.

**Triplex:** Three self-contained housing units sharing a dividing partition or common wall.

**Urban Forest:** Sum total of all trees and their associated ecosystems, including understory biota and soils. Urban forest occurs both on public and private lands, including parks, boulevards, remnant ecosystems, residential yards, commercial and industrial lands and open spaces.

**Urban Residential:** consists primarily of multi-unit residential in a wide range of detached and attached building forms, including townhouses and row-houses, low and mid-rise apartments, with a residential character public realm featuring landscaping and street tree planting, and mixed-uses located along arterial and secondary arterial roads.



# Fairfield Neighbourhood Plan Engagement Summary Report

JUNE 2019





## Introduction

In April 2019, Council directed staff to undertake a final round of focused engagement with the community on the Fairfield Neighbourhood Plan.

Engagement occurred in June 2019 and was focussed on six areas of anticipated change in Fairfield, Official Community Plan (OCP) amendments and Development Permit Area design guidelines.

The six areas that were included in the focus of engagement were:

- Cook Street Village
- Fairfield Plaza
- Five Points Village
- Moss at May Village
- Traditional Residential Areas
- Northwest Fairfield

This final phase of engagement involved more than 400 participants who engaged at pop up events in Cook Street Village and Moss Street Market, completed an online survey, and attended an open house event held at the Fairfield Community Centre's Garry Oak Room, adjacent to the Moss Street Market.

This last phase of engagement wrapped up a three-year process in which more than 4,000 participants were involved through in person events, sounding boards and surveys.

Previous engagement phases included:

1. **Pre-planning** (April - June 2016): Community launch meeting and collaboration with a working group to identify key values, issues, and engagement approach.
2. **Imagine** (June - October 2016): Numerous engagement events to identify planning issues for Gonzales and Fairfield and develop neighbourhood-specific goals and vision.
3. **Co-create** (October 2016 - September 2017): A series of workshops to explore key issues and identify early directions, two surveys on key directions and land use scenarios, a public information session, and a two-day design workshop focused on five different areas within Fairfield. In September 2017, Council approved Emerging Directions resulting from this phase, as the basis for preparing a draft plan.
4. **Draft Plan** (November 2017 - January 2018): The community was invited to provide feedback on the draft Fairfield Neighbourhood Plan to determine whether the plan reflected the community's vision for the future. This phase included a series of open houses and drop in events, including events targeting renters and families.

In March 2018, Council directed staff to undertake several amendments to the draft Fairfield Neighbourhood Plan and extended the timeline to continue engagement with community stakeholders with a focus on Cook Street Village and "gentle density" housing for residential areas. In June 2018, Council directed staff meet with area residents to seek compromise policies regarding specific concerns at Fairfield Plaza (see Attachment B).

A Fairfield Community Summit facilitated by external facilitators was held, resulting in the formation of two community steering committees tasked with working on "gentle density" and the future of Cook Street Village. A Cook Street Village design workshop was held in July and August 2018 and a survey on "gentle density" resulted in more than 300 responses. Engagement involved hosting a public storefront in Cook Street Village for a two-week period to share results of the design workshop, gather feedback, provide information on "gentle density" options and direct people to the online survey.

The most recent round of engagement builds on these past processes.

## Engagement Approach

Engagement focused on six areas of the draft plan where there were substantive changes from the previous version (November 2017) resulting from earlier engagement during the summer of 2018.

Pop up events were held in high-foot-traffic locations in Cook Street Village and Moss Street Market to make it easier for people living and working in Fairfield to learn about the draft Neighbourhood Plan. These are locations in the community frequented by both renters and homeowners and efforts were made to reach a mix of both through these events.

An online survey and web presence on the City's Engagement platform made background information and input opportunities accessible online 24/7.

An open house event with a Q&A session was held during the Moss Street Market to increase awareness and drop-in opportunities for residents, especially families, seniors, renters and other hard-to-reach groups who were already attending the Saturday market.

Engagement was designed to gauge support and identify remaining concerns for the draft plan's proposed policies.



## What We Did

### Public Engagement

Engagement throughout June 2019 included:

- Three pop up events: two in Cook Street Village and one at Moss Street Market
- An Open House and Q&A Session at the Fairfield Gonzales Community Centre (Garry Oak Room) during the June 15 Moss Street Market
- An online survey collected input from June 4 to June 20
- Meetings with:
  - Cook Street Village Merchants' Association
  - Fairfield Gonzales Community Association
  - Fairfield Plaza Neighbourhood Group Organizers
  - Individuals involved through earlier engagement phases, including the members of steering committees and the Fairfield Neighbourhood Plan working group
  - Five Points Village property owners



Invitations were also extended to Ecole Sir James Douglas Parent Advisory Committee (PAC), Fairfield Plaza Neighbourhood Group, Cook Street Village Residents' Network and Fairfield Gonzales Community Advisory Land Use Committee. While these groups either declined or did not respond to the offer for a meeting or presentation related to the draft plan, they were included in the email invitation to attend public events and provided a link to the survey.

### Summary of Community Participation:

Event/Activity	Date	# of participants
Five Points Village Property Owners	April 26	3
Fairfield Plaza Neighbourhood Group organizers	April 30	3
Fairfield Neighbourhood Plan Working Group	April 30	4
Fairfield Neighbourhood Plan Steering Committees	May 6	10
Fairfield Gonzales Community Association	May 6	20
Advisory Design Panel	May 22	
Online Survey	June 4 – June 20	197
Moss Street Market pop up	June 8	66
Cook Street Village pop up	June 12	70
Cook Street Village Merchants Association	June 13	3
Cook Street Village pop up	June 13	40
Moss Street Market Open House	Saturday, June 15	95

### Communication

Individuals who had been involved in earlier engagement phases for either Fairfield or Gonzales Neighbourhood Plans were sent an email with an invitation to attend engagement events and complete the online survey. The email was also shared with the Fairfield Community Association and community groups including the Cook Street Village Merchants' Association, Cook Street Village Activity Centre, Cook Street Village Residents' Network, and Fairfield Plaza Neighbourhood Group and other community groups who regularly receive correspondence from the City of Victoria. The survey was also promoted widely through social media.



## Who We Heard From

### Online Survey

Of those who completed the survey:

- 89% identified as living in Fairfield or Gonzales neighbourhoods
- 12% identified as owning or operating a business in Fairfield Neighbourhood
- 79% identified as homeowners and only 21% identified as renters.
- 17% identified as under age 40, 47% as 40 – 64 years old, and 34% age 65 or older. *\*The median age in Fairfield of 48.6 years (2016 Census)*
- 12% reported individual incomes of under \$30,000 annually, 24% reported incomes of \$30,000 - \$60,000, and 65% indicated incomes of \$60,000 or more. *\*The median household income in Fairfield is \$54,058 (2016 Census)*

### Pop Up Events and Open House

A large majority of those who attended in person events identified as living in Fairfield. A large number identified as being homeowners, some identified as being renters, and some identified as being business owners or operators. A small number of people identified as living in another neighbourhood.



### In-person Meetings

Meetings were held with Cook Street Village Merchants, Fairfield Gonzales Community Association, Cook Street Village and Gentle Density Steering Committees, Advisory Design Panel, Five Points Village property owners, Esquimalt Nation and members of the Fairfield Neighbourhood Plan Working Group. The Working Group is made up of Fairfield residents who have been involved in making recommendations for engagement from early on in the process.

## What We Heard

### Pop ups and Open House

Many people who attended pop up events and the open house had been involved in earlier engagement and were interested to learn about the changes to the draft plan:

- For **Cook Street Village**, building height and design, parking and bike lanes remained top-of-mind issues for the community. Many noted they were more satisfied to see design guidelines for buildings and a reduced building height while others noted the need for more housing.
- For **Fairfield Plaza**, concerns remained regarding any future development and its potential impact on the surrounding neighbourhood. Some noted that they were more satisfied to see design guidelines included in the plan to guide any future development at the site.
- For **Traditional Residential areas**, comments were mixed. Many noted a desire to see more housing that would be suitable and affordable for families and noted that they were pleased to see more options for townhouses in the neighbourhood. Others noted concern about current development applications, including applications for townhouse developments or recent single-detached houses, being out of scale/character for the neighbourhood and noted concerns related to building design, privacy, parking, and traffic. Some desired more incentives to maintain existing houses (including west of Cook Street Village) or were concerned about the Council motion for pre-zoning and its potential effects on property taxes. Some expressed a desire to implement new design guidelines.
- For **Five Points Village**, comments were mixed. Many were looking forward to seeing new development with new housing, commercial space and other amenities, while others expressed concerns related to building height, speed and traffic on Fairfield, and parking. Very few comments were received related to **Moss at May Village**.
- For **Northwest Fairfield**, comments included support for encouraging sunlight access to public open spaces and protection of a public view corridors. Regarding housing, comments were mixed with some agreeing development near downtown was appropriate and others expressing concerns that the plan policies recognize the heritage properties within Cathedral Hill and Humboldt Valley and limit density on these sites to discourage inappropriate redevelopment.

#### Online Survey (see attachment for full summary)

- **Cook Street Village:** Overall there was strong support for the policy directions (73% supportive or strongly supportive, 10% neutral, 13% somewhat supportive, 4% not supportive).

Common comments included strong support for building setbacks, pedestrian-friendly design improvements for wider sidewalks, benches and gathering spaces. There was strong support for more bike parking. There were diverging opinions about limiting buildings to four storeys with some desiring less height and others feeling that there should be more density to support more affordable housing. Mixed comments were received about whether the bike lanes should be on Cook Street. Some businesses noted a desire to see more businesses in the Village with more housing nearby to support those businesses.

- **Fairfield Plaza:** Overall there was strong support for the policy directions (54% supportive or strongly supportive, 14% neutral, 17% somewhat supportive, 14% not supportive).

There was diverging opinion on building height. There was strong support for improving the public realm and amenities offered at the plaza and for adding housing. Many comments suggested that five storeys is too high for the site, with four or three being more appropriate, while others felt that the provision of diverse housing was important. A few suggested greater densities if this would support affordable housing. Concerns remain related to shadowing of nearby properties. The need to maintain and expand existing commercial space and provide the goods and services for daily living was confirmed by many.

- **Traditional Residential Areas:** Overall there was strong support for the policy directions (56% supportive or strongly supportive, 16% neutral, 18% somewhat supportive, 10% not supportive).

Diverging opinions included some participants who felt that the policies provided too much housing change or density, several commenters were disappointed that the plan did not provide more opportunities to create townhouses and/or courtyard townhouses for younger families. A few commenters felt that the Traditional Residential policies focused too much on low-density development and wanted more apartment-style housing. Many noted general concerns about a lack of housing for families and young people and the preservation and creation of rental housing. Key concerns included retention of green spaces and trees, and fit and design of new buildings. Support was noted for the retention and reuse of existing houses. Some wanted stronger incentives to retain heritage houses, with some mention of specific areas (west of Cook Street Village).

Divergent opinions were expressed regarding the Fairfield Road corridor, with some wanting this area to remain as it is now to encourage current residents and social networks to remain in place, while some felt that as a transit corridor it was appropriate to have more opportunities for apartment-style development. There were diverging opinions about parking with some feeling there was not enough, and that new development should include parking, and others feeling that people's travel habits are changing and parking shouldn't be required. Some desired stronger management of on-street parking to address concerns if housing is added.

- **Northwest Fairfield:** Overall there was strong support for the policy directions (62% supportive or strongly supportive, 19% neutral, 10% somewhat supportive, 9% not supportive).

Regarding building height, there were diverging opinions with some supportive of the additional opportunities for more housing and others feeling that the buildings were too high. Some noted a desire to maintain a mix of small shops and lower scale along Fort Street, and lower scale buildings near the Cathedral so that it remained a prominent feature.

- **Five Points Village:** Overall there was strong support for the policy directions (63% supportive or strongly supportive, 19% neutral, 11% somewhat supportive and 7% not supportive).

There was strong support for improving the public realm and pedestrian experiences and adding housing to the village, with diverging opinions related to building height. Some noted concern the redevelopment of the church site will change the character of the area. Others noted concern about traffic, road/pedestrian safety and increased parking demand.

- **Moss at May Village:** Overall there was strong support for the policy directions (64% supportive or strongly supportive, 26% neutral, 6% somewhat supportive and 4% not supportive).

There was interest in improving the viability and variety of businesses and improving transit service. Some noted a desire to retain existing rental housing and keeping building heights low. There was mixed support as to whether the village boundary should expand and whether it should have small village designation. There was support for retaining the heritage value of existing building.

- **Other Comments:** Some divergent opinions were noted related to the Official Community Plan's growth concept, specifically related to growth in large urban villages. Some noted a need to reassess growth potential in village areas, that each village is unique and should be considered separately, more growth should be directed downtown, and village areas should not host so much growth/change. Some expressed a desire to more strongly consider heritage and retaining rental housing when considering appropriate density.



### **Cook Street Village Merchants' Association**

Merchants who attended a stakeholder meeting in Cook Street Village expressed support for elements of the revised draft plan including maintaining on-street parking, providing opportunities to add commercial space and future improvements to streetscape and crossings. Merchants also expressed desire to see the development of a parking management strategy (an objective of the neighbourhood plan) implemented soon, and to provide opportunities for visitor parking on side streets during daytime hours. Merchants expressed concerns to maintain Cook Street Village as both a local-serving village and destination, and that possible long-term addition of bicycle facilities may constrain vehicle movement, parking, and loading, given vehicle traffic that would be directed away from Vancouver Street.

### **Five Points Village Property Owners**

Property owners in the Five Points area expressed opposition to removing opportunities for four-storey buildings and possible density bonus along Fairfield Road within the village. These opportunities were presented in the earlier draft plan (November 2017) and align with current zoning which anticipates buildings of up to 12 metres. Owners indicated that while they retained zoning rights, that they saw the provisions in the plan were important in supporting future land uses, including provision of rental housing; that they felt that other sites in the Small Urban Village should consider similar heights and densities as was approved at 1303 Fairfield Road; that the area should remain a Small Urban Village; and that management of public parking was important to the future vision of the village.

### **Next Steps**

Should Council decide to move forward to a public hearing, the public hearing will be the public's next opportunity to provide input and address Council directly in advance of Council's consideration of the Official Community Plan amendments for a new Fairfield Neighbourhood Plan.

## **Fairfield Neighbourhood Plan - Cook Street Village Business Association Recommendations**

CSVBA is concerned there would be duplication of bike lanes on Cook St, as well as Vancouver St.

- Cook St is the main artery to the Village and Dallas Road/Clover Point. Restricting traffic flow could possibly hinder business access.
- The bike lanes on Vancouver St. and reduction of parking will force a redirection of roughly 80% of its current traffic (approximately 5000 vehicles per day).
- The redirected traffic will largely go to Cook St. so it will be important to maintain vehicle flow.

Please consider increasing parking access

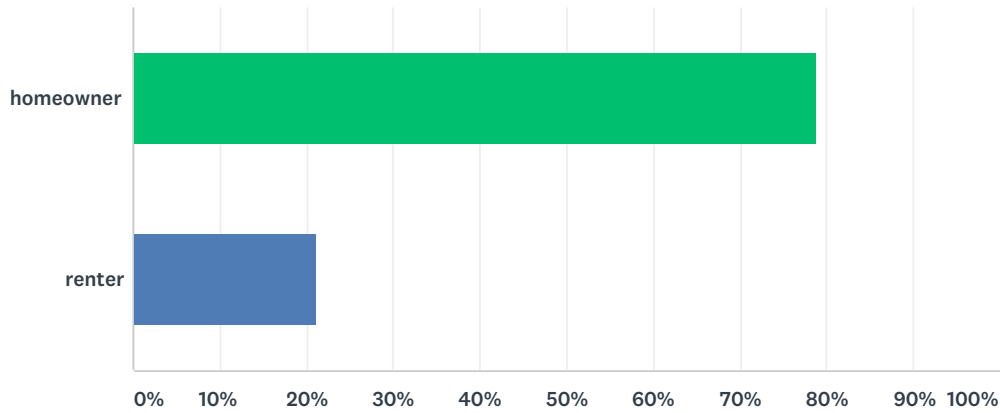
- Over the years, roughly 80% of The Village's parking has been taken away from the side streets with resident only 24 hour parking. The privately-owned parking lots are taking the brunt of this parking scarcity.
- Bring back 2 hour parking during daytime hours from 9 to 5 through the week days at a minimum on side street blocks connected to Cook Street and the Village.
- Cook Street Village is a destination not just community servicing, so reasonable access is very important. Local residents that walk to the Village for commerce need to recognise that their frequency alone does not generate enough income for businesses to succeed and day time parking is a reasonable request to maintain a vibrant mix of services.
- We believe it is important to maintain the existing parking along Cook St. and perhaps add to it by removing one of two Bus Stops at each end of the Village.

Keep middle turn lane

- The trucks that service businesses benefit from the middle turn lane and removing it would only displace more parking.

## Q1 I am a:

Answered: 199 Skipped: 2

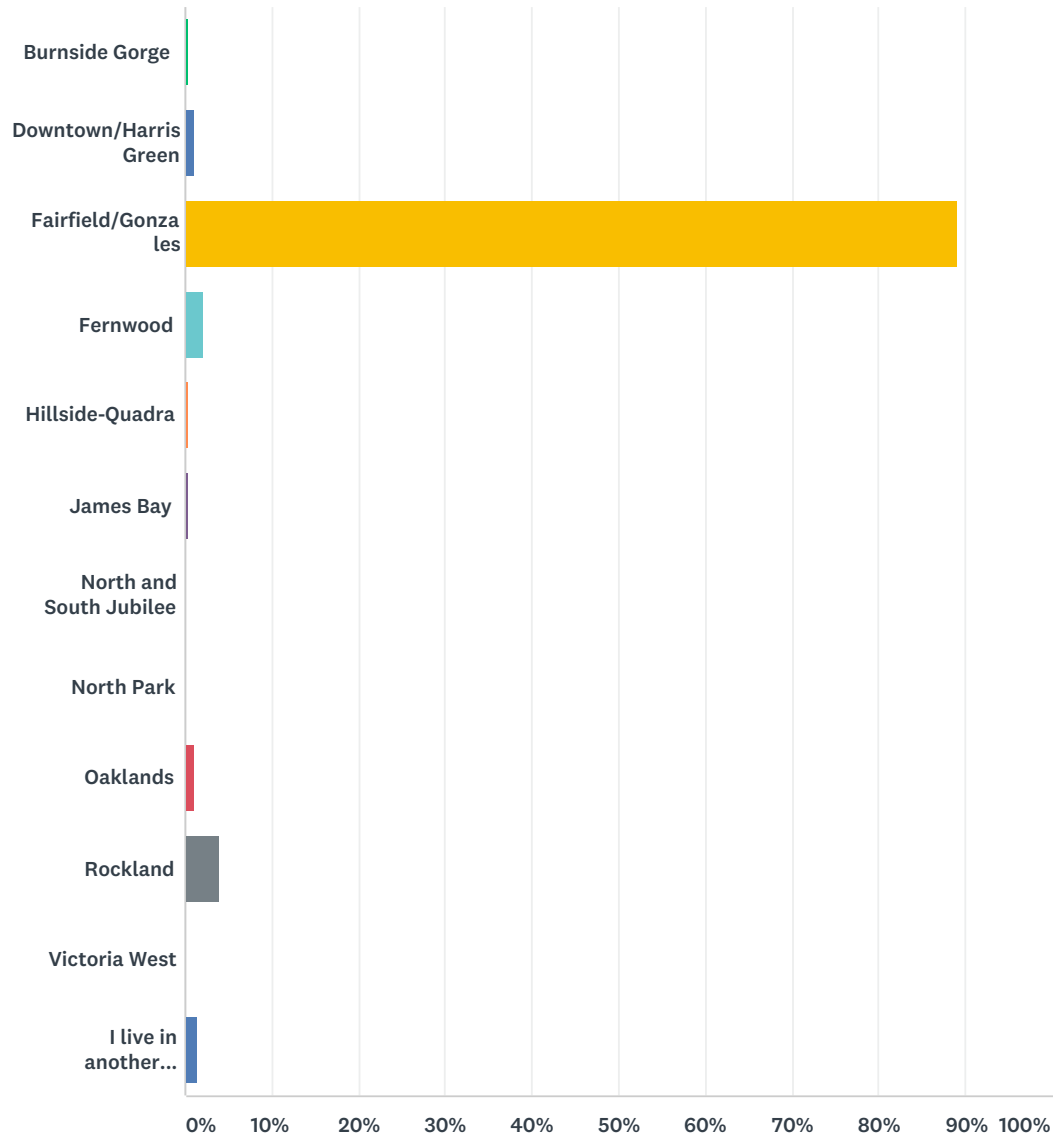


ANSWER CHOICES	RESPONSES	
homeowner	78.89%	157
renter	21.11%	42
TOTAL		199



## Q2 What neighbourhood do you live in? (check this map if you aren't sure)

Answered: 201 Skipped: 0



ANSWER CHOICES	RESPONSES	
Burnside Gorge	0.50%	1
Downtown/Harris Green	1.00%	2
Fairfield/Gonzales	89.05%	179
Fernwood	1.99%	4
Hillside-Quadra	0.50%	1
James Bay	0.50%	1
North and South Jubilee	0.00%	0

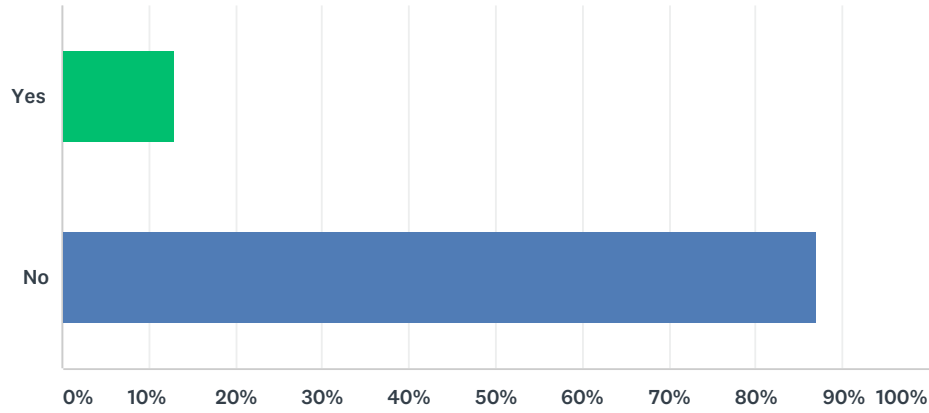
## Fairfield Neighbourhood Plan Survey

North Park	0.00%	0
Oaklands	1.00%	2
Rockland	3.98%	8
Victoria West	0.00%	0
I live in another municipality (please specify)	1.49%	3
TOTAL		201

#	I LIVE IN ANOTHER MUNICIPALITY (PLEASE SPECIFY)	DATE
1	Saanich	6/11/2019 10:02 PM
2	Esquimalt	6/11/2019 9:56 PM
3	Esquimalt	6/9/2019 5:01 PM

### Q3 Do you own or operate a business in Fairfield?

Answered: 200 Skipped: 1

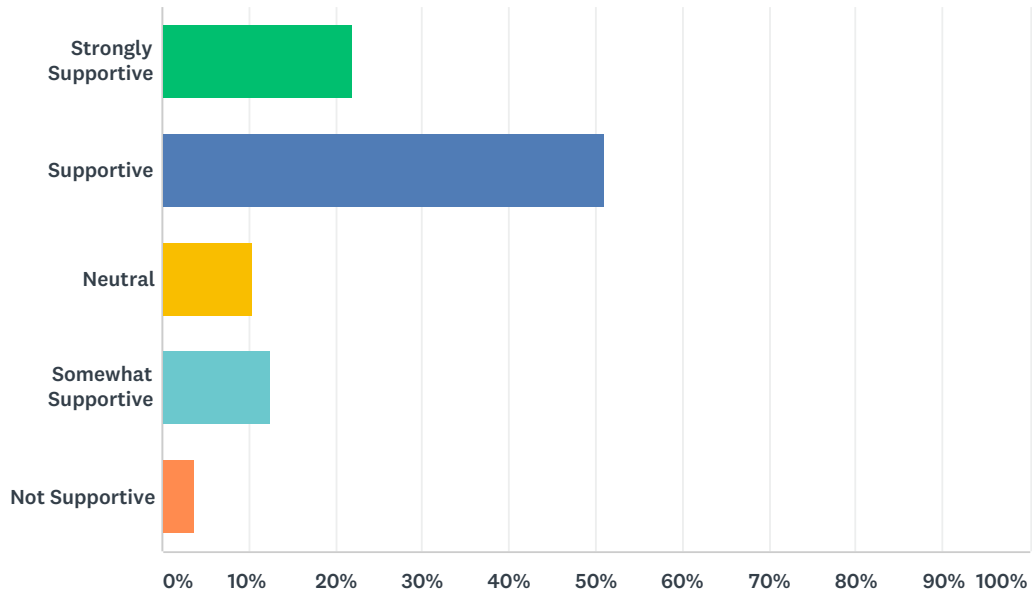


ANSWER CHOICES		RESPONSES	
Yes		13.00%	26
No		87.00%	174
TOTAL			200



## Q4 Please rate how strongly you support the revised policy objectives, policies and guidance for Cook Street Village:

Answered: 182 Skipped: 19



ANSWER CHOICES	RESPONSES	
Strongly Supportive	21.98%	40
Supportive	51.10%	93
Neutral	10.44%	19
Somewhat Supportive	12.64%	23
Not Supportive	3.85%	7
TOTAL		182

## Q5 Why are you supportive/not supportive? What change(s) would make you more supportive?

Answered: 117 Skipped: 84

#	RESPONSES	DATE
1	Do not put bike lanes on Cook. None.	6/20/2019 3:47 PM
2	We need to maintain a "village" feel to this centre in the community.	6/20/2019 3:30 PM
3	Ensure that three canopy is accommodated and that no excessive pruning is carried out. The chestnut trees on Cook St. are a major feature and critical to the city tree canopy and air quality/ carbon sink.	6/20/2019 3:23 PM
4	I wish to have a people friendly village that retains the character and scale of Fairfield.	6/20/2019 1:55 PM
5	need more density west of cook street for all lands, not retention of about 20 character homes; closing most of Vancouver street from park blvd to Pandora for bikes needs more density to ensure best use for bikes as bikes lanes are not	6/20/2019 8:47 AM
6	More density needed for all properties west of Cook Street, proposed partial closing of Vancouver street for bikes is a bad idea ...and at least more density is needed west of cook street to make best use of the proposed bike lanes/street closures to vehicles	6/20/2019 8:42 AM
7	a solid 4 storey street front will not look like a village. varying heights and pedestrian inserts between buildings is ESSENTIAL	6/20/2019 8:27 AM
8	Assurance that the tree canopy is accommodated without significant cutting back	6/19/2019 10:00 PM
9	Allowable height in CSV has been reduced to 4 storeys with max height of 13.5 m from 6 storeys allowed for under the OCP. However the FSR (density) has remained as high as 2.5:1, potentially resulting in a significant increase in site coverage and reduced setbacks. FSR should not exceed 1.5:1	6/19/2019 1:41 PM
10	I agree with the stepping back of buildings on the upper floors to ensure a compatible pedestrian experience at grade and I support limiting height to 4 storeys which should be strictly adhered to	6/18/2019 9:27 AM
11	I like that the buildings are no higher than four storeys and that they are set back. I like the steps to support mature trees, pedestrian spaces, safe cycling. Public benches would be nice.	6/17/2019 11:21 AM
12	Setbacks are important to allow for mature trees and greenery. This gives an area a feeling of calm even if it's denser and busy.	6/17/2019 7:34 AM
13	Building being constructed in Cook Street Village greatly overwhelms the site, has affected access along side streets and has altered street dynamic to its detriment. Many shops have been forced out with more to come.	6/16/2019 5:02 PM
14	Too little and too late to save Cook Street Village. I am very disappointed with what has been approved for Cook Street Village. The 6 storey building now under construction overwhelms the street, dominates the area and has disrupted accessibility to side streets, not to mention loss of parking for businesses. The dynamic of the street has been greatly altered to the community's detriment. Even 4 storeys is potentially too high for that area unless stepped back so that street views are not blocked or impinged. Some of the businesses that created the community feel of the area have been forced out and more will be at this rate.	6/16/2019 4:11 PM
15	more needs to be done. e.g. definitely no bike lanes. more parking. no obstruction to traffic flow.	6/16/2019 10:02 AM
16	I like the set-backs in the buildings and the pedestrian spaces.	6/15/2019 4:34 PM
17	It appears you have taken pedestrian concerns seriously. The set-back regulations for the different levels are good.	6/15/2019 3:53 PM
18	With increasing population and government workers needing to travel north out of James Bay, it is important to provide adequate north/south road access, including Cook Street	6/15/2019 2:59 PM
19	Preserving the current ambience.	6/15/2019 7:06 AM

## Fairfield Neighbourhood Plan Survey

20	Less parking on Cook Street to allow for easier cycling. Cook Street is very difficult to cycle on.	6/14/2019 3:00 PM
21	pedestrian friendly, good quality design of buildings, streetscapes, public spaces aging in place dependent upon affordable appropriate housing options	6/14/2019 2:01 PM
22	Ensure that proper tradeoffs are being considered if council is seeking "Non-market housing" so that builders still have the incentive to build housing in the area	6/14/2019 11:33 AM
23	being able to age in place is very important and will depend on appropriate rental housing being available	6/13/2019 6:55 PM
24	We'll need new trees too! Changing climate conditions may make it hard for older trees to survive to their estimated lifespan. Also, more protection for current renters needed. Also, more bike parking in front of Also secure bike parking in new rental development- more bike parking needed. Please slow traffic on Cook Street Between the village and Dallas road by a road diet that adds protected bike lanes. I know the office route is through the park but that is hilly and annoying for transportation cycling.	6/13/2019 6:40 PM
25	What does "non-marketing housing" mean? Provision of visitor/tourist accommodation near Cook Street Village should be encouraged and facilitated.	6/13/2019 6:16 PM
26	Wish only 3 storeys. Not have roof gardens which are not considered as an additional storey. As at Pendergast.	6/13/2019 4:00 PM
27	not enough being done to make it a successful commercial centre. The shops need more parking. despite the OCP, it appears that bike lanes might still be a possibility on Cook St. This is completely against majority public opinion.	6/13/2019 3:55 PM
28	These policy objectives are the result of substantial community input and discussion, and accurately reflect that discussion	6/13/2019 3:28 PM
29	It's a commercial center and therefore the businesses should be in charge of this, their wishes are obviously not being presented, for example they want higher building heights and they are screaming for more parking. The demand that there be NO bike lanes anywhere on Cook St has been very loud and clear to Council yet this is not mentioned at all - it is a very critical item. The pop-up showed that Council is going to put bike lanes on Cook St as part of the OCP plan. This is directly against the wishes of the public so is against all morality if not against the law. This is very underhanded behaviour.	6/13/2019 1:44 PM
30	too much focus on cycling, too much focus on density, building height in Village should be at least 5 stories, it's been very loud and clear that there should be NO bike lanes anywhere on Cook St yet this is not mentioned.	6/13/2019 1:30 PM
31	This is better than 6 storey OCP but should also encourage 2 and 3 storey buildings in the village	6/13/2019 9:45 AM
32	An essential feature of Victoria is its architectural character & sense of community, the proposed plans do not take these into consideration The sleek buildings, increase density lead by developers do not address our housing crisis, as these developments do NOT provide for low income or @ least market value dwellings	6/13/2019 8:19 AM
33	Gentle density is an oxymoron, think of gentle mugging when you hear it, because that's how it will be used by developers...	6/13/2019 8:04 AM
34	My 85 year old mom and her buddies all live in Cook Street Village and love it. They all walk to everything because it's all handy. Anything to keep the Village pedestrian friendly but allows for the mobility challenged (young families to seniors) needs to be thought about.	6/13/2019 6:21 AM
35	There should be a clear value for heritage housing and traditional residential housing.	6/12/2019 10:49 PM
36	Stop destroying houses and replacing them with buildings that destroy the "Village feeling". Do not add to the Cook St Village, it is already "high density"...	6/12/2019 4:37 PM
37	Get going please! More than 3 years of "engagement" is enough!	6/12/2019 2:40 PM
38	the last 2 points are too vague and open to manipulation, these 2 points are far too complex to be a support/non-support answer based on how they are stated.	6/12/2019 2:39 PM
39	Support higher density, eclectic vibe, pedestrian -friendly. Car parking at the back of stores if possible. Encourage retail and restaurants on lower levels with condos on top, (maybe a policy that all condos can be put in a rental pool - therefore the potential for more rental stock)	6/12/2019 12:39 PM



## Fairfield Neighbourhood Plan Survey

40	I'm surprised building heights would be limited to 4 storeys in this most central part of the neighbourhood. Everything else seems great, but that seems surprisingly limiting in the neighbourhood's biggest centre. Would love to see higher buildings here.	6/12/2019 10:44 AM
41	A four storey limit might not provide adequate density, five or six storeys would be more appropriate. A dedicated protected bike lane would also be excellent.	6/12/2019 10:28 AM
42	4 stories is great for most projects, but exemptions should be made where there is public benefit to increased density, i.e. offices to support family doctors, low income/seniors housing, bike lanes and safer/bigger pedestrian areas.	6/12/2019 9:37 AM
43	I think a four storey restriction may be too limiting, some buildings could work with a few more storeys — keeping them under 6 could allow for more affordable housing options.	6/11/2019 10:06 PM
44	Elements I support - Mature trees, pedestrian-friendly; rental housing & affordable housing I don't see any reference to enhancing/encouraging biking which is also very important.	6/11/2019 7:34 PM
45	Protected bike lanes or priority to bicycles on the street.	6/11/2019 7:30 PM
46	cannot think of anything	6/11/2019 6:02 PM
47	I feel more height beyond 4 storeys is fine with appropriate design.	6/11/2019 5:56 PM
48	keep the area "low key", limit traffic / speed, pedestrian and bike safety and comfort should be priorities	6/11/2019 4:47 PM
49	I would sacrifice more road width (eg centre lane) for wider sidewalks	6/11/2019 4:34 PM
50	maintaining and creating wide setbacks and stepbacks, as well as the maturity of the area is important to continue to keep it an attractive neighbourhood, if it gets overly crowded, parking removed and larger buildings added with smaller setbacks, the character of the neighbourhood will be ruined and it will defeat the purpose of supporting the local economy.	6/11/2019 12:24 PM
51	definitely need to keep the setbacks & encourage patios and green spaces	6/11/2019 11:33 AM
52	Increasing affordable housing and density for tax-paying renters and owners who want to stay in the area should be more important than concerns of a few businesses or the wealthy who don't want anything to change or affect their million-dollar properties.	6/11/2019 11:27 AM
53	Need to prevent densification and developments from reducing green spaces and creating a larger shadow	6/11/2019 11:23 AM
54	I am supportive of the objectives outlined above, but am deeply concerned about how these objectives get twisted or forgotten in actual practice not just by developers and politicians but also by the City staff to an extent (e.g. the development at the corner of Cook and Oliphant which should never have been allowed to have a fifth floor despite concerns raised by local residents about the transition to adjacent residential homes and lack of adherence to basic principles of sensitive densification that the objectives now belatedly reflect). I particularly appreciate the dose of reality the last objective provides, which until now, has been absent.	6/11/2019 10:28 AM
55	I would be more supportive if the DESIGN of new buildings in the Village were to have different shapes, sizes, colours, roof lines and not be a row of boxes. It has to look like a "Village".	6/11/2019 9:45 AM
56	Because protected Bike Lanes are NOT included!	6/11/2019 9:39 AM
57	No separated bike lanes included	6/11/2019 9:26 AM
58	Strong supporter of setbacks of multi storey buildings. We don't want monstrosities like the Abstract built condo on the corner of Richmond and Oak Bay - looks like a prison - no set back, no green space. Ugly, ugly, ugly, not at all in keeping with the neighbourhood.	6/11/2019 9:04 AM
59	I agree with the balance of priorities-	6/10/2019 11:28 PM
60	I believe the 4 story limit may be excessive. Light is an important aspect of any environment, as is a sense of spaciousness, having sky visible, etc. I like the commitment to maintain mature trees, and I would like to see more trees. I like public spaces, benches, wide sidewalks, and setbacks from buildings.	6/10/2019 9:48 PM
61	My mom who is a senior lives in Village and it has everything she needs in a walkable and mostly accessible place. Keeping it pedestrian friendly neighbourhood with "everyday" shops is key to keeping the Village special.	6/10/2019 9:23 PM
62	We need bike lanes on cook st which would make the village more vibrant and pedestrian friendly	6/10/2019 9:01 PM

## Fairfield Neighbourhood Plan Survey

63	Max. building height stated in draft but not here in survey. Increased set back to accommodate business' use of storefront outdoor space e.g.dining etc. Currently quite restrictive. Current policy do not ensure more rental housing. Fairfield is not affordable.	6/10/2019 8:44 PM
64	I think the policy objectives are basically laudable. I'd like to see more support for market-based solutions, such as relaxation of zoning to permit increased density and consumer choice.	6/10/2019 8:31 PM
65	Design guidelines that minimize intrusion on existing residents - e.g. being overlooked by new build whether windows, or cameras etc. Space quality and residential change is affected by more than setbacks.	6/10/2019 8:23 PM
66	Height, set-backs, non-motorized priorities (walking, etc.)	6/10/2019 8:13 PM
67	Want to see more housing options for those of us who may be needing to downsize and the maintenance and increasing of local businesses so that we can continue to do most of our business by walking.	6/10/2019 7:35 PM
68	I like the limited building heights. Room for mature trees. Apartments above stores. I am concerned about whether the width of the road is being considered to be reduced. This is not a good idea. It is congested already.	6/10/2019 6:07 PM
69	As a package, it's balanced and good for the neighborhood. Important, however, to implement it, and not let development-by-development exceptions undermine the package.	6/10/2019 6:05 PM
70	I don't think we need new public spaces in cook st village. Just wide sidewalks 4-6m with recesses in new buildings. The development at the former pic a flick was perfect.	6/10/2019 5:10 PM
71	Makes sense. The boulevards are under utilized.	6/10/2019 4:18 PM
72	This plan is still going in the same direction, and does not reflect the desires of the neighbourhood.	6/10/2019 11:35 AM
73	I believe 4 stories is too high. I would like to limit it to2, max 3. I want to see any affordable housing or below market units that are promised along with variations to current zoning be mandatorily placed within the same community that the zoning change request property is in. I agree with increasing set backs however in this poll you do not state what the current average set back is in cook street village so it is impossible for a person to know how to relate this to what the village currently looks like. I cannot support the current set backs proposed without this information. I would want set backs to be similar to what is currently in the village. The new building across from Oxfords that is being built is way too close to the sidewalk and casts a very large shadow onto the street.	6/9/2019 11:58 AM
74	Dont put up bike lanes. Add more parking, repair infrastructure such as the roads on cook and blanshard.	6/9/2019 11:56 AM
75	Increased density through higher buildings would be fine by me. The more people we can find homes for in the cook st village area the better.	6/9/2019 1:09 AM
76	I like the stepped back street front design.	6/8/2019 11:29 AM
77	1. Mistake in picture above. The trees is 10 metres high and because on the west side there are two line running through has branches extending lower down. Need to put setback after 1st floor 2. 4 storeys are too much for village, 3 please 3. The pictures of the building design do not have the same interest/variety as older buildings.	6/7/2019 11:09 PM
78	I love the idea of people being able to move through their neighbourhood without the use of a car. The wider sidewalks and mature trees are great for pedestrians to maneuver around Cook Street Village. I would like to see building heights increased to five storeys. I feel it would provide developers with more flexibility in terms of providing more affordable housing, rather than having less units to sell with a four storey building.	6/7/2019 11:04 PM
79	1. Mistake in set backs and stepbacks diagram. The real situation on the west side is that the trees are much taller (10 metres) and filled out sooner from double lines running through. Stepbacks should be after 1st storey. 2. 4 storeys too much, 3 at most for a village. 3. I don't know what the guidelines for design are to be. 4. The "good quality" designs in diagrams do not have the quality, interest and variety of the historical. Also new buildings are made of plywood, not so environmentally good.	6/7/2019 4:49 PM
80	As people continue to move to victoria, I think it's important to make use of the space we currently inhabit, instead of contributing to more urban sprawl. I'm very supportive of the policy goal to encourage housing above shops.	6/7/2019 3:33 PM
81	Limit building of contemporary design housing as it doesn't fit it with the traditional design housing	6/7/2019 1:15 PM

## Fairfield Neighbourhood Plan Survey

82	MORE outdoor cafe and dining options please. We live in such a beautiful, year-round climate that visitors and local love to experience while we're here! Plus, Cook Street village affords great people watching due to the strong cycling and pedestrian culture. All the more reason to support patio and sidewalk culture.	6/7/2019 10:56 AM
83	Construction traffic calming measures. I live on Oscar past linden and am concerned that both ends of my street will have major construction soon, causing our street to be clogged with illegal parking, traffic congestion and noise.	6/7/2019 10:21 AM
84	Housing affordability needs to be a priority within the limited design, not excused because of it.	6/6/2019 11:56 PM
85	I feel we already have plenty of space for pedestrian walkways. The village could use support to bring in more restaurants and store fronts.	6/6/2019 10:36 PM
86	I'm very supportive of additional gathering spaces, and keeping boulevards wide, as well as the setbacks and stepbacks for trees. Also very supportive of cycling and pedestrian friendly networks.	6/6/2019 9:05 PM
87	This is the heart of a 'village'. More place for pedestrians and community activities is good. Traffic should be drastically reduced as well as on-street parking on Cook street. Increase bike racks. People should feel they need to reach the village on their feet. Greater height of building should be encouraged to allow more rentals. This is crucial with the current housing crisis.	6/6/2019 7:29 PM
88	I would like to see more traffic management which slows traffic (e.g. roundabouts), better integrates traffic with pedestrians (e.g. centre-lane boulevards), moves parking underground and encourages walking.	6/6/2019 2:40 PM
89	I agree with sharing the road with cyclists and keeping all the existing parking. I would be more supportive if more parking were created by removing "residents only" parking on the side streets. Home owners converted their garages to rent out for profit; they should either pay for reserved street parking or let anybody use it.	6/6/2019 11:49 AM
90	'Policies and guidelines' are not enough. It should be 'regulations and restrictions' to avoid corrupt council members working FOR, not with, developers.	6/6/2019 11:43 AM
91	You recognize that the viability of affordable housing or amenities may be limited on some sites during a housing crisis. I think priorities for this city are skewed towards developers and not people who actually live here and continue to face rising costs of living. It is great to have nice public spaces but I am curious who you think will be using these spaces if many people can't afford to live here and struggle to make ends meet. Many of us will be forced out of our neighborhoods due to rising rents.	6/6/2019 11:26 AM
92	What is the definition of "affordable housing?" Will the housing be pet-friendly?	6/6/2019 10:59 AM
93	Particularly like to see increased pedestrian friendly designs and reducing all traffic in Cook Village.	6/5/2019 9:57 PM
94	I would support higher densities including taller buildings as long as these were tied to adding below-market rentals	6/5/2019 3:00 PM
95	The changes seem mostly NIMBY driven. In particular the limit to building height. In the core of CSV building height should be either 5 or 6 stories	6/5/2019 1:19 PM
96	I am happy with the increased setback to allow the trees to go and the maximum 4 storey limit. It is important to keep it sufficiently open that the buildings don't loom over the sidewalks and roadway	6/5/2019 10:52 AM
97	Building heights should be limited to 2.5 stories. 4 stories block the sun, create wind tunnels, create a dark, shaded wet streetscape.	6/5/2019 10:46 AM
98	The 4 story zoning is too much for the area, too much shadowing of sun and makes the street seem confined and dark. 2.5 stories would be much more appropriate for the villa	6/5/2019 10:37 AM
99	I would encourage that the height restriction be 3 stories maximum, rather than four. This is in view of a recent build close to my home that, even though it is an allowable three stories, because the building is completely above ground (not usual in our neighborhood) and it appears that ceiling heights may also have added height - the overall structure now towers above surrounding single family homes. Something got missed in the details here! I do not want to see more of this.	6/5/2019 8:45 AM
100	This is a much desired area and therefore affordable housing may not be a possibility.	6/5/2019 7:50 AM
101	We don't want towers in the neighbourhood. We own a house in Cook Street Village and someone is building a massive garden suite with four decks next to our fence. We hate it!!	6/4/2019 9:55 PM

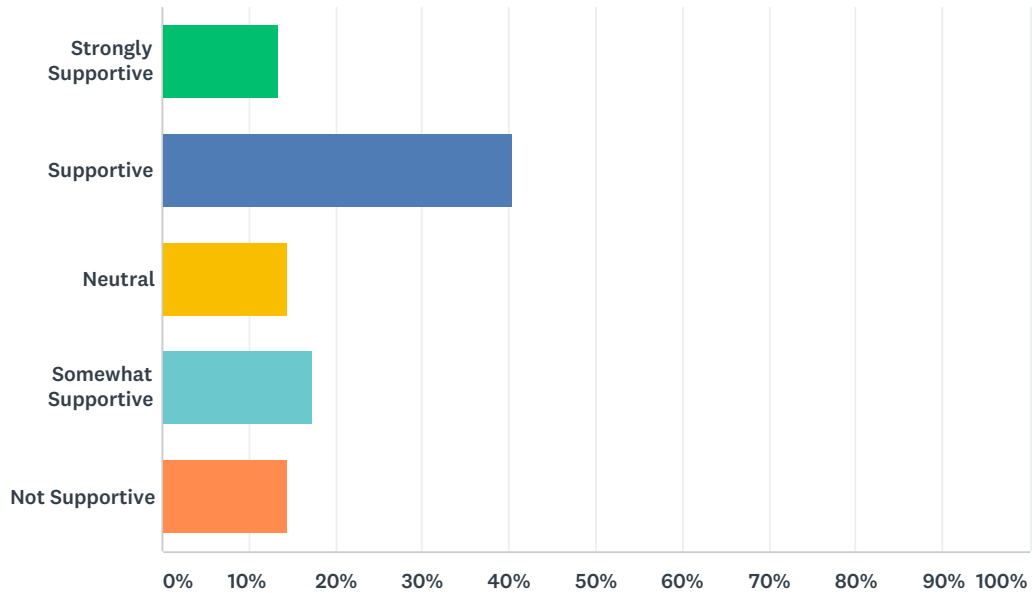


## Fairfield Neighbourhood Plan Survey

102	height limit is totally reasonable. Replacement of older "tatty" buildings was/is a good idea. Appears to be planned sensitively	6/4/2019 9:40 PM
103	I think we should not limit to 4 storey.	6/4/2019 7:51 PM
104	There's no need to retain any surface parking at Fairfield Plaza beyond new parking spots along Fairfield Road. There is no reasonable need for brand-new non-market housing in Fairfield.	6/4/2019 7:07 PM
105	The village could use some enhancement and additional amenities. More side street temporary day parking would be welcome to businesses.	6/4/2019 5:32 PM
106	There should be a stronger commitment to affordable housing in the neighbourhood.	6/4/2019 5:27 PM
107	The ideas ae great but I have no confidence that this city hall-political and bureaucratic, will have the ability to do any of this given the experience of the Fortin's Folly blue bridge and some goofy bike lanes to satisfy Helps/Issitt	6/4/2019 4:33 PM
108	I like the idea of maintaining the beauty of the area by avoiding tall buildings and the idea of maintaining mature canopy for shade and its beauty.	6/4/2019 2:57 PM
109	I like the move to 4 stories and proposed setbacks on upper stories. More sidewalks and pedestrian/cycling spaces also excellent.	6/4/2019 2:56 PM
110	Not supportive of affordable housing in this area	6/4/2019 2:44 PM
111	People like Fairfield for its open spaces, large properties, and close to beacon hill/ dallas road. What qualifies as "quality design"? Do not feel that non-market housing is appropriate. People have paid an insane amount to purchase in this area for this area. Any new housing needs to fit in with the EXISTING area, not cater to council's wish list.	6/4/2019 2:42 PM
112	Building heights should be strictly limited to 3 storeys. Bike lanes should go along Cook Street because that is where cyclists want to go, not along Vancouver Street, which is hilly and out of the way. Rezoning to increase density at the expense of trees and green space should not be permitted.	6/4/2019 2:37 PM
113	Does improvements for cyclists refer to street improvements in the form of a bike lane?	6/4/2019 2:17 PM
114	I would support all except increased rentals.	6/4/2019 2:15 PM
115	I would be more supportive if the four stories was specified as a specific feet and inches height and if the mezzanine floor was included in the height limitation. I do not support any rezoning to allow additional height for any reason.	6/4/2019 2:05 PM
116	Need more density. 4 stories is unacceptable -- 6+ please. Sidewalks make no sense. Sidewalk in front of Moka House is way too narrow and has public benches, yet area in front of PokeFresh is full of ugly newspaper stands. That part of the street could use some serious design changes (flower beds, public benches, etc)	6/4/2019 1:59 PM
117	I am very supportive of making building concessions for the beloved mature horse chestnut trees in Cook Street village. I am also a fan of wider sidewalks to accommodate more seating and especially outdoor dining / patio spaces so that residents and visitors can enjoy the area on a nice day. I know that parking in Cook Street village can be an issue, I wonder if installing parking meters / paid parking would be a consideration to increase turnover and revenue. I would sure like to see more demand by the city for affordable rental housing in any new developments, and wherever new zoning is proposed.	6/4/2019 1:51 PM

## Q6 Please rate how strongly you support the revised policy objectives, policies and guidance for Fairfield Plaza:

Answered: 173 Skipped: 28



ANSWER CHOICES	RESPONSES	
Strongly Supportive	13.29%	23
Supportive	40.46%	70
Neutral	14.45%	25
Somewhat Supportive	17.34%	30
Not Supportive	14.45%	25
TOTAL		173

## Q7 Why are you supportive/not supportive? What change(s) would make you more supportive?

Answered: 126 Skipped: 75

#	RESPONSES	DATE
1	The soil conditions and seismic concerns do not support anymore density than what is currently there. Allowing underground parking is negligent on the city's part.	6/20/2019 5:25 PM
2	I support the reduction to density from the initial proposal. However, I think 5 stories is too high. I also appreciate consideration is being given to the soil and stability in this area around Ross Bay.	6/20/2019 3:41 PM
3	Two three and possibly four story buildings. Five is to high for that neighbourhood and opposite the cemetery. This is a large urban village, not a downtown shopping centre.	6/20/2019 3:26 PM
4	I like the smaller scale, pedestrian friendly concept with stores to serve the local area, more tree plantings and sensitive transitions to surrounding neighbourhood. Five storey buildings are too tall.	6/20/2019 2:03 PM
5	illustration shows 1-3 storey buildings NOT 3-5!!! misleading I do not understand the need to eliminate higher density townhouses but add height to the plaza itself. Townhouses are for families, flats above shops not so much. Suggestion: More real housing rather than condos	6/20/2019 8:31 AM
6	No Five storey buildings - preferably two and three	6/19/2019 10:09 PM
7	greater density along Fairfield Rd (TR Sub area 3), since this is a major bus rout	6/19/2019 1:44 PM
8	five storey buildings seem too high, will create a high-rise valley effect.	6/19/2019 11:05 AM
9	Parking lot that large is unsightly, encourages driving over walking and cycling. It's unsafe for all 3 modes. Why not move it underground and make more people-friendly use of the space?	6/18/2019 12:36 PM
10	I agree with the notion of housing above small local serving shops. I agree with the notion of public gathering area within the site but I DO NOT agree with 5 storeys on any portion of the site. Cook Street village was limited to 4 storeys and I believe that 3 storeys at the north portion of this site and 4 storeys at the SE corner is sufficient ( subject to affordable housing as quid pro quo) I believe that traffic/parking on site should be either underground or under at grade under a building (for example the grocery store) I think that the interior of the site should be dedicated to pedestrian movement and enjoyment and allowing cars therein runs contrary to that objective. It is important that shadow analysis be done for public gathering places 12 months of the year as folks here often gather outdoors in winter as well. Don't want to lose that because of overheight portions of the development.	6/18/2019 9:34 AM
11	Would appreciate it if the development could be pedestrian and cyclist friendly! Additional crosswalks are needed in addition to the one at St. Charles and Fairfield Road and other traffic calming measures are much needed in this area. We cross St. Charles at Brooke St/Chandler Ave every day to get to school and there is no safe place to cross.	6/17/2019 8:56 PM
12	Like the idea of public seating, tree planting, transition to Ross Bay Cemetery. Please provide more places to lock up bicycles.	6/17/2019 11:33 AM
13	3 storey max buildingd	6/17/2019 11:26 AM
14	I am somewhat supportive of the overall direction, with the exception of 5-storey residential buildings on the site of the plaza. 3 stories fits with the character of the neighbourhood and supports enhanced density, but heights above this seem to alter the character of this area significantly.	6/17/2019 9:52 AM
15	Asthetically the picture looks nice than what is currently there. Housing on site would be good.	6/17/2019 7:38 AM
16	There should be adequate parking for businesses. While many walk or bike to pick up small items, most still use vehicle for big weekly shop. The site is not that large so keep any re-development to modest scale, e.g.limit number of storeys to 3) so as not to overwhelm the site. We don't want a repeat of the building (next to historic farmhouse). And, don't need another Tuscan Village at the location.	6/16/2019 5:07 PM



## Fairfield Neighbourhood Plan Survey

17	The objectives, as stated, are too ambitious given the size of the area. There should not be consideration of four and five storey buildings even along Fairfield Road. The plaza should support sufficient parking for the shops. Even current parking is overwhelmed. While many walk to pick up small items, most take a car for weekly shopping. That reality will not change and what is being proposed is going to make it much more difficult. Saanich's Tuscan Village does not work. Victoria should avoid a repeat.	6/16/2019 4:19 PM
18	where would a plaza, as envisaged, go? Not much space. Insufficient support for infill spaces. smaller plot size regulations would allow more single family homes in an area that is mainly that type.	6/16/2019 10:07 AM
19	I especially approve of underground parking so the center space is left for pedestrian enjoyment, a sand box and flowers.	6/15/2019 4:36 PM
20	I love the idea that parking is underground and I like the treed, pedestrian friendly plaza in the centre.	6/15/2019 3:59 PM
21	Parking needs to be available. Not everyone can ride a bike or take transit to obtain their groceries.	6/15/2019 3:01 PM
22	Housing above the shops at the Plaza seems a good idea. Parking is an issue.	6/15/2019 7:08 AM
23	Like the idea of more street furnishings, less parking and more trees.	6/14/2019 3:03 PM
24	small urban village designation need to ensure well designed, green buildings	6/14/2019 2:03 PM
25	It concerning as dense townhouses and density should definitely be more prevalent around urban villages into traditional neighbourhoods. This can result in a more exclusive neighbourhood to those who arrived first.	6/14/2019 11:37 AM
26	I want higher density to help provide more rental housing. Selfish boomer homeowners should not get to keep out density that would support solutions to our housing affordability and availability crisis. This is unconscionable and makes so angry. Put the density back in please! Also, we declared a climate emergency. NO NEW CAR PARKING!!!!!! There is NOT a car parking shortage in the village. There IS a bike parking shortage in the village. Make the businesses advertise their parking lots behind their stores. That pay parking lot needs to be full all the time and other spots be pay parking before even considering adding any parking. Also I know this is a BC Transit issue, but free busses for youth will do nothing when our neighbor hood has ever half hour service that ends at 7:30pm!!! The #3 is inadequate. Please work with B.C. transit to find more service in south Fairfield.	6/13/2019 6:49 PM
27	Not 4-5 storey buildings.. A gathering place is a good idea but how to incorporate and have some parking. Will still need parking. This shopping area has the worst parking in Victoria.	6/13/2019 4:04 PM
28	Not enough negation of densification.	6/13/2019 3:56 PM
29	Higher densities close to Fairfield Road will help to reinforce its role as a major transit route in Victoria. The plan also reflects the fact that Fairfield Plaza is unlikely to be redeveloped in the near future, but provides appropriate guidelines in the event of redevelopment in the lifetime of the plan. Note that revising Fairfield Plaza from a large to a small urban village has implications for the OCP and projections of where population growth is expected to happen in Victoria.	6/13/2019 3:32 PM
30	Appears to be a fairly balanced approach.	6/13/2019 12:06 PM
31	Reductions of parking at grade will cause big problems. Even if this this doesn't happen there should be much larger provision of covered bike parking in Fairfield plaza.	6/13/2019 9:49 AM
32	However simply put, this is an inappropriate location for residential..	6/13/2019 8:59 AM
33	The building of 4 & 5 storey buildings will set a presedent, as the city already has w/Hudson, negatively impacting our community	6/13/2019 8:24 AM
34	I go to Fairfield plaza everyday and the demands on the parking lot are not decreasing. Increasing density is a good idea around services but most people still drive to grocery stores or the big shop especially if they have a family. Plazas are nice but I would rather have a parking spot over a cup of coffee in a plaza next to a parking lot.	6/13/2019 6:31 AM
35	I am always worry about the "drawings" with beautiful trees and nice set up....will it really be like that ? Or the developer will tell us that he/she has to change the plans so that they can afford to build...we have seen this happen many times...	6/12/2019 4:40 PM
36	The businesses are dying, Thifty's bulging at the seams, the place is badly in need of upgrading.	6/12/2019 2:42 PM

## Fairfield Neighbourhood Plan Survey

37	far too often plans are not carried through, so it's very hard to support proposal based on pie in the sky	6/12/2019 2:41 PM
38	Townhouses would be a good addition. Design in very important as is public seating, public art and good washrooms. (A Public Art Washroom complex). Limit car parking and put it at the back of the retail stores.	6/12/2019 12:43 PM
39	I'm disappointed in the recent changes to get rid of townhouses, density and/or taller developments in this area. As someone trying to move my family to this area (but who doesn't qualify for non-market housing), a small townhouse was my only option. Now it looks like that won't happen. My kids attend Margaret Jenkins because our local school in our current neighbourhood didn't have enough space for them, and now we're stuck driving across the city twice a day. We'd love to move to Fairfield, but can't afford it unless you allow for townhouses and more density.	6/12/2019 10:48 AM
40	The reduction in density and support of at-grade parking will continue car reliance in an area where it shouldn't exist.	6/12/2019 10:30 AM
41	Pedestrian and bike access must be maintained and improved to this plaza. Access to stores should be comfortable for this with walkers, wheelchairs, and strollers, with wider sidewalks and safer pathways through car parking lots. The fact that so much of the density has been removed from this plan is sad and shows a lack of foresight. Maintain neighbourhood character? Sure, but not at the expense of a well designed, accessible, affordable housing. AAA Bike facilities that lead to commercial areas like the plaza, would be critical to mitigating traffic, and increasing traffic to the businesses.	6/12/2019 9:45 AM
42	The plaza has accessibility issues. Its stressful entering/exiting with a baby stroller. For those in scooters or wheelchairs its not at all accessible. There should be immediate improvements made regarding accessibility.	6/11/2019 10:47 PM
43	The community space is welcome with plantings. Hope that the area won't lose density, to keep it a vibrant area with a mix of incomes and families.	6/11/2019 10:10 PM
44	This generally looks good. I don't see a reference to biking and how to support/encourage it. There should be a decrease in vehicle parking in desirable locations to encourage alternate forms of transportation (transit, biking, walking...).	6/11/2019 7:38 PM
45	Consideration of bike infrastructure to and from the plaza. Priority to bikes and pedestrians over cars.	6/11/2019 7:33 PM
46	need more information on the density issue	6/11/2019 6:04 PM
47	Sad that housing opportunities have been reduced in this neighborhood, although those working against housing density will be the ones to regret this result most of all when they try to downsize from their large single family dwellings into housing in the same neighborhood.	6/11/2019 5:58 PM
48	keep the small businesses which do service the direct area; have a more pedestrian/bike friendly space, instead of walking through a jammed parking lot	6/11/2019 4:50 PM
49	As a major transit route, there should be higher densities all along Fairfield Road. I like some of the density proposals now withdrawn	6/11/2019 4:39 PM
50	If there is an option to put parking underground and have a larger plaza area (like a mini-uptown), I would prefer that. I support increased density of commercial.	6/11/2019 3:28 PM
51	I appreciate the addition of a more treed spaces, sensitivity to transition between the plaza and green spaces as well pedestrian focused design. Changing the neighbourhood plan to small urban village is also a step in the right direction. That said, keeping the height restrictions to 3 stories I think is very important to maintain the character of the neighbourhood and surrounding area, as no one wants to look at a towering building compared to many one story character homes.	6/11/2019 12:35 PM
52	I don't believe its required to have housing at this property. There is already too much traffic. Keep it commercial zoned only.	6/11/2019 12:15 PM
53	buildings should not be higher than 3-4 story due to shadows particularly when next to single family housing as this impacts not just light but a homeowners ability to grow food!	6/11/2019 11:36 AM
54	The plaza has lots of wasted potential. Need to get moving with re-development of it. Would be great if the parking could be moved underground. I'd support larger/higher housing development if that's what it took to liberate more surface space for the community. The plaza could be a real destination.	6/11/2019 11:34 AM

## Fairfield Neighbourhood Plan Survey

55	Who are you consulting with?! Every young family and professional I know wants townhouses and Large Urban Village for density. If you are not hearing from them and only considering retired boomer nimbys you are doing this wrong. Low and middle-income families and seniors (not just the loaded ones) want to stay in Fairfield.	6/11/2019 11:30 AM
56	You seem to have not considered traffic flow and parking. Sadly cars are a reality and you need to allow for either street parking or compel developers to provide for parking in every development. Furthermore height and setback restrictions are a must! The city has abandoned these assets in recent development son Oak Bay Avenue. (i.e Jawl and Story developments)	6/11/2019 11:26 AM
57	The proposed objectives will hopefully prevent insensitive development in the future as long as they are respected and maintained.	6/11/2019 10:30 AM
58	If it were to look like your picture in Figure 4, I am all for it.	6/11/2019 9:50 AM
59	Given the increasing age of the population (who are the major taxpayers after all) convenient parking is more important than yet another unused "plaza"	6/11/2019 9:41 AM
60	As the population ages we need more convenient parking, access etc.	6/11/2019 9:31 AM
61	Parking is a problem in Fairfield plaza today. I only go there in off hours when only the grocery store is open as to avoid traffic jams in the parking lot and potential fender benders. Any increase in commercial activity, or housing will increase parking demands, no matter how much people are encouraged to walk, bike or transit. The aging residents will still drive. Also, I do not support 5 storey buildings along Fairfield - this would interrupt the streetscape considerably.	6/11/2019 9:10 AM
62	I like the increased trees, increased density, more pedestrian amenities and setbacks	6/10/2019 11:33 PM
63	This is a neighbourhood where mostly homeowners live (I believe). Yes, having a density and height restriction is important. Also, we need good walking/cycling paths and a transition from the cemetery.	6/10/2019 9:50 PM
64	Parking needs to be a consideration around the grocery store. Many of our neighbours are highly active but still want to drive when doing the big shop. The parking lot at Fairfield is a bit of a disaster half the time.	6/10/2019 9:27 PM
65	we dont need housing at the plaza	6/10/2019 9:02 PM
66	Reduced density for Fairfield plaza (on Major bus route is being taken up in part by Sub Area 1 Traditional Residential designation West of Cook St. Village where is are already a predominance of apartment buildings and if th remaining Traditional residences are lost much of the character of this area will also be lost. Fairfield Plaza and Fairfield Rd can take additional density.	6/10/2019 8:51 PM
67	The goals are laudable, I'm sceptical of how it will be possible to achieve them through non-market based methods and with self-protecting zoning & regulation	6/10/2019 8:36 PM
68	Missing is an understanding of parking pressures. While cycling objectives are fine, employees at Fairfield plaza and residents who have mobility issues use parking that is not only in but around Fairfield plaza. The proximate neighbourhoods already feel the pressure from this. What is the plan for increased traffic and parking matters that come with higher density?	6/10/2019 8:29 PM
69	Buffers, location of higher buildings, seems like a more subtle impact maintaining the neighbourhood-like atmosphere	6/10/2019 8:15 PM
70	Important to have local businesses that are part of the neighborhood. Encourages neighbours knowing and supporting each other. Reduces need for car travel.	6/10/2019 7:38 PM
71	Plan sounds positive. Would support underground parking rather than grade parking	6/10/2019 6:46 PM
72	I would have preferred the opportunity for increased density of housing and businesses in this area from the original plan.	6/10/2019 6:37 PM
73	I am concerned with how congested the plaza is now and how that will increase with new development.	6/10/2019 6:18 PM
74	No more than 4 stories high.	6/10/2019 6:13 PM
75	If we had continued with higher density, I would have been more supportive.	6/10/2019 6:09 PM
76	I shop there often and it could use a rework	6/10/2019 4:19 PM
77	5-storey is too high! This design is for a certain demographic that does not include the majority of people living in this area. You aren't listening!!!	6/10/2019 11:39 AM



## Fairfield Neighbourhood Plan Survey

78	I am in support of reducing to a small urban village. I would like to see a maximum height of 2 stories on this site for the sake of the neighbors and they overall feel of the community. We enjoy the open feel we have and the view up to the north from Fairfield Rd when walking in the area which would be obstructed with a taller development. Neighbors of the plaza would also have people looking down I to their yards which is unfair to them. There is no mention of the gas station here which you pulled from the Gonzales plan and added to the fairfield plan. That gas station is important for this community. We all use it for our car maintenance and gas. I don't see how you could possibly add public spaces on this same footprint without a serious loss if parking which us already an issue. I have people parking I front if my house and going to the plaza all the time. Your proposed density increase simply isnt feasible.	6/9/2019 12:06 PM
79	More density is always my preference.	6/9/2019 1:11 AM
80	Good that you are retaining ground level parking, which is necessary to a grocery store.	6/8/2019 11:31 AM
81	1.Some good ideas and reductions -No 5 storey, although (I know that the mayor will want 5-6.) 2. Not sure how low a non market rent can be achieved, since new is always more expensive than older adaptation. 3. where will the parking be? 4. There is no need to call it SUV, simply state what it is: A commercial plaza,One can add A commercial/ housing centre.	6/7/2019 11:39 PM
82	The current design of Fairfield Plaza is incredibly outdated and does not provide a large enough space for Thrifty's. I like the look the mixed use space in Figure 4. It reminds me of the aesthetically pleasing design of the newer side of Park Royal in West Vancouver.	6/7/2019 11:09 PM
83	Don't like the idea of 5 storey buildings	6/7/2019 8:47 PM
84	1.No need to make this SUV, just call it what it is "commercial centre or" commercial/housing" 2.Be sure to leave enough commercial space when adding housing in order to fulfill supply function.	6/7/2019 5:00 PM
85	I'm disappointed that the opportunities for denser townhouses around fairfield plaza have been removed. I do like the idea of the creation of a public gathering space.	6/7/2019 3:36 PM
86	The plaza is not currently pedestrian friendly and safe due to lack of safe corridors across parking lot, and not inviting to passing pedestrians and cyclists. I support a plaza-like layout. Would support larger and/or chain stores here, as the small stores currently there seem to be cramped and congested (Starbucks) or closing (Individual Dry Cleaners is one example). Maybe some tweaks could help.	6/7/2019 11:00 AM
87	Fairfield plaza should be considered a large urban village. Support underground parking as that parking lot is one of the worst in the city.	6/7/2019 10:23 AM
88	Make the existing plan more accessible for people with disabilities. Ensure that St Charles Street does not become more of a thoroughfare to Fairfield than it already is.	6/6/2019 10:24 PM
89	Supportive of a public gathering space and tree plantings. Townhouses would be ok.	6/6/2019 9:10 PM
90	I like the new proposal but the photo is a bit scary. Small shops, more trees, more density, much more place to pedestrians, get rid of the cars and parking lots: this is all great!!!! The photo: this is a really artificial environment. Could we have something that could look like streets instead of a mall?	6/6/2019 7:40 PM
91	There is no parking around this plaza as it is. There is definitely no need to have housing above this already incredibly cramped space.	6/6/2019 5:02 PM
92	I would like to see more outdoor space like patios for the businesses, integrated rather than cut off from pedestrian walkways.	6/6/2019 2:42 PM
93	I am against density east of Cook Street. We are cornered by the ocean and Fairfield is one of the last neighbourhoods with large family homes and mature trees. I would be more supportive if the building height were maximum 4 floors.	6/6/2019 11:57 AM
94	I would be more supportive if this wasn't a shopping centre where most people need to park a vehicle to accommodate their shopping. Transit and cycling are wonderful, but no one is doing that when they are buying a week's worth of groceries. Our transit system is not reliable enough to displace these drivers and Fairfield plaza already has a massive parking problem	6/6/2019 11:47 AM
95	What is actually needed: more affordable housing and less commercial spaces..	6/6/2019 11:28 AM

## Fairfield Neighbourhood Plan Survey

96	The less parking is offered the more supportive I will be. I really don't care about "at grade parking". The current mix of shops in the Mall is what makes it attractive. A commercial architectural monstrosity (think Tuscany Village) full of the same boring big chain offering really doesn't excite me. (PS I'm pretty sure if one google "architectural monstrosity" some pictures of Tuscany Village will pop in Google) Your Figure 4 image in the survey is prototypical of bad pseudo-friendly pseudo-contemporary urbanism / architecture. Full of wasted space, benches where no human would ever sit, concrete. Let's hope the result is not as terrible as this. I live on Stannard and architecturally it is one of Victoria's less interesting streets. Despite the local NIMBY and squealing I would totally support allowing the demolition of some bungalows to allow a denser environment.	6/6/2019 11:27 AM
97	Is the affordable housing tied to taller buildings? So that no taller building, no affordable housing? What are plans to deal with additional traffic and resource use?	6/6/2019 11:02 AM
98	Remove 5-story buildings from the plan to maintain the character of the neighborhood.	6/6/2019 8:58 AM
99	Good to see pedestrian friendly, greener design plans.	6/5/2019 9:58 PM
100	I would prefer to have retained the higher densities of the earlier plan. Increased density is necessary to meet climate goals and to create vibrant and diverse communities.	6/5/2019 3:02 PM
101	It is mistake to restrict density to the extent that is now being done in this part of the city. I think in the ongoing tension between the preserving that status quo, preferred by the current privileged single family home owners, and broader community health needs, this new version tips to far toward further privileging the privileged while preventing a move toward a more vibrant and diverse community centre.	6/5/2019 2:24 PM
102	There should be an opportunity for increased density immediately adjacent to the plaza. The most important thing for the neighbourhood here is a functional grocery store. Everything else is bonus	6/5/2019 1:36 PM
103	I am happy to see that the size and scope have been reduced. I like the Small Urban Village designation. Most of what is proposed I support but I am concerned about the 5 storey option near Fairfield Rd. I can't visualize what that would look like.	6/5/2019 10:55 AM
104	Your figure 4 shows a beautiful plaza space, at 2 stories. I would be very supportive of 2 stories for the Fairfield Plaza. Your proposed 5 story zoning for the plaza would destroy the social fabric of the community. How is 5 stories a transition to the adjacent Ross Bay Cemetery and Hollywood Park. 5 stories would be a disruptive development again going against your policy on "disruptive developments". The plaza should be 2.5 stories in line with the other developments along Fairfield road.	6/5/2019 10:51 AM
105	in figure 4 you show a great plaza space, 2 stories. In the proposed plan you are suggesting 5 stories? 5 stories is completely wrong for this area. It would ruin the neighbourhood and the adjacent streets. Why would this plaza be 5 stories when other small villages in the plan are 2-3 stories? How is 5 stories a transition to the adjacent Ross Bay cemetery and Hollywood Park? The Fairfield Plaza should be 2 stories as illustrated in your Figure 4.	6/5/2019 10:42 AM
106	I think that we need more affordable housing and more rental housing in this neighborhoods. A higher density would assist this.	6/5/2019 10:27 AM
107	Remove the affordable (non-market) housing near Fairfield Plaza. It should be elsewhere in the city. Housing should be "market" pricing in this neighborhood.	6/5/2019 9:57 AM
108	In general most of the plan appears good. I have two main concerns: 1) it appears that a significant amount of the current ground level parking area would be eliminated. I believe the existing sidewalk layout with perhaps some small additions would well accomplish the "feel" portrayed by the illustration above -- such as using the four corner areas plus an enlarged area midway on the longer walkway. 2) Depending on soil studies, the proposed plan may need to be reduced, however if possible, I do support having a mix of two to three stories above the shops area for professional services and housing, with the Fairfield and St. Charles corner to four stories rather than five.	6/5/2019 9:07 AM
109	This area is already at high density. It would not be desirable to transition to a higher density. A great improvement to not build underground parking.	6/5/2019 7:58 AM
110	We need a bigger Thrifty Foods in Fairfield Plaza and we need Thrifty Foods or Whole Foods in Cook Street Village. We do not want garden suites in our backyards. Put basements suites in first. Don't take away our green spaces by allowing garden suites. Just allow basement suites and houses to be raised.	6/4/2019 9:57 PM

## Fairfield Neighbourhood Plan Survey

111	Figure 4 example seems quite appropriate. Main concern is that the current full service supermarket (Thifty's) is already overcrowded most of the time. There will be pressure to significantly enlarge - need to make provision for that	6/4/2019 9:44 PM
112	4 and 5 story buildings do not fit the neighbourhood. Am concerned that new builds will be granted exceptions to setbacks etc.	6/4/2019 9:35 PM
113	We bought in the neighbourhood because it is low and had no tall buildings cutting out our light. The plaza has always been zoned one story and the thought of it going 5 stories is ludicrous. It should be two or 3 stories max. If you go as high on the Fairfield Rd side as you say you want to you will block all the light from the first few houses on Stannard Ave. If this ever went forward and the higher stories went in on Fairfield Rd they should be at the East end of the plaza so it only impacts the Gas station and not the residents to the West. The buildings should be much lower towards Stannard on Fairfield Rd as to not ruin the properties and property values having a huge building right beside them. There should also be a large area between the plaza and all neighbouring homes on all sides of the plaza with trees and landscaping so the properties are not completely ruined by a massive structure beside them. I can't think of one neighbour that lives in the area that wants it to be 5 stories so I have no idea where the consideration for up to 5 stories came from. Also if the plaza was to rebuilt with a full service Grocery Store it should be built in the corner by the gas station with the loading bay on the gas station side so the neighbours don't have to look at it or listen to it. A grocery store also has to have its ceiling oven vents cleaned and their grease traps emptied and this all has to be done after hours and it is loud so it should be away from the homes. The compressors to run a store can also be noisy so that is another reason a large store should be in the corner across from the gas station. If there was underground parking on the site the entrance to and from the parking should be away from the homes as it would have cars constantly coming and going and would have to be monitored 24/7. One last thing can the ground below the plaza take this kind of building. We have friends a few doors up from Fairfield Rd on Stannard and when busses go down Fairfield Rd the house rattles so I am not sure how this land will work for underground parking and 5 stories on top.	6/4/2019 8:34 PM
114	I think we should have denser townhouses around Fairfield.	6/4/2019 7:55 PM
115	The market ought to determine what businesses occupy these spaces. Certain vocal community members wish to impose their viewpoint of what businesses are suitable. The market reflects what the silent majority want.	6/4/2019 7:09 PM
116	Though I work in the village I predominately shop in the plaza and it could use some amenities.	6/4/2019 5:36 PM
117	There should be a stronger commitment to affordable housing in this plan	6/4/2019 5:28 PM
118	Don't think this council knows what low-moderate rental costs are! Thrifty's is too small. No room to park scooters, baby strollers, obviously they want cars to be used as a museum.	6/4/2019 4:37 PM
119	5 story buildings do not fit this area. 3 or 4 stories is enough.	6/4/2019 3:15 PM
120	I do not agree with four and five storey buildings which will totally change the nature of the neighborhood and will overshadow the smaller 1 to two storey houses. Additionally, this densification is proposed without offering attention to school district constriction, limited green space and small community amenities. The area has no additional parking and roads are not designed for supporting the population that 4 to 5 storey buildings would permit. Three storey building would be more suiting to this neighborhood.	6/4/2019 3:04 PM
121	I would like to see more density at this location and love the idea of affordable housing. Disagree with not moving some parking underground as this will allow further room aboveground for housing. Would prefer to see 4-5 stories as opposed to smaller developments.	6/4/2019 2:58 PM
122	Too many stories- should be 2-3 max. Parking is a major issue already- how will that be addressed? Again, how to address quality? Look at the commercial building built next to Ross Bay house- not suitable or transitional for the neighborhood.	6/4/2019 2:44 PM
123	Five storeys is two storeys too high in residential areas, even along "corridors."	6/4/2019 2:38 PM
124	We do not like the height of any possible future housing to be more than 3 stories. We agree the need to keep a full grocery outlet but would include underground parking for housing and also for stores/supermarket as parking is always insufficient in our mall. We have also asked the city to put in controlled pedestrian lights at the crosswalk but they felt it unnecessary which is crazy as so many people almost get hit there.	6/4/2019 2:24 PM
125	Height should not be 5 stories. Removes the neighbourhood feel	6/4/2019 2:07 PM

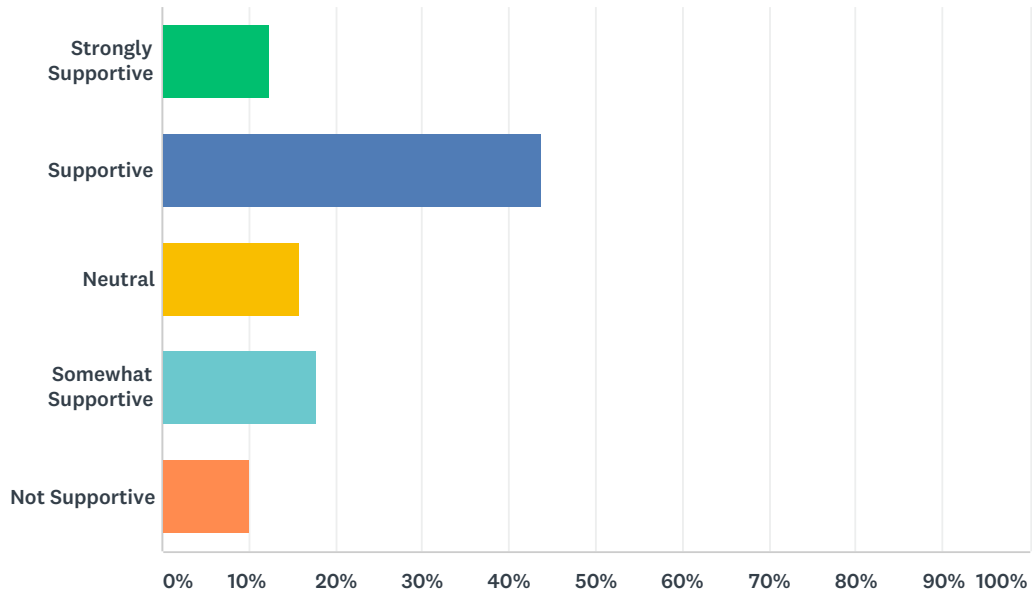


## Fairfield Neighbourhood Plan Survey

126	More density. Sick of millionaires trying to have homes 5 minutes from downtown at everybody else's expense.	6/4/2019 2:00 PM
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## Q8 Please rate how strongly you support the revised policy objectives and policies for Traditional Residential Areas:

Answered: 169 Skipped: 32



ANSWER CHOICES		RESPONSES	
Strongly Supportive		12.43%	21
Supportive		43.79%	74
Neutral		15.98%	27
Somewhat Supportive		17.75%	30
Not Supportive		10.06%	17
TOTAL			169

## Q9 Why are you supportive/not supportive? What change(s) would make you more supportive?

Answered: 106 Skipped: 95

#	RESPONSES	DATE
1	guidelines are not followed by developers around how things should look. Fairfield is going to be ruined by this reckless plan	6/20/2019 5:29 PM
2	What are you thinking, approving the Fairfield United Church replacement that takes the building footprint right to the sidewalk? Monolithic and completely out of character.	6/20/2019 3:51 PM
3	I recognize we need more housing, and different options available, but scale is important to maintain the sense of community that makes this neighbourhood so special.	6/20/2019 3:43 PM
4	The revised plan indicates that a number of concerns have been heard and are reflected in the plan. Very nice to see the retention and reuse of existing homes, also support for housing that fits in with the existing form and scale of the surrounding neighbourhood. This will ensure that the traditional architectural character of Fairfield streets will be maintained. This is what identifies Fairfield and makes it attractive to residents as well as visitors to Victoria. We must maintain the character that makes Victoria unique and inviting.	6/20/2019 3:41 PM
5	I like having new developments fitting in with the existing character and heights of surroundings homes plus retaining green space. Am not in favour of 3 storey buildings especially apartments along Fairfield Road - too big!	6/20/2019 2:41 PM
6	Not supportive of sfds west of cook street (Area 1) to be retained as traditional residential as bldgs. surrounding are mainly condos and a few townhomes; density is needed; most of the sfds within Area 1 were dilapidated over the past 20 yrs, but a lack of OCP for greater density led to individuals buying and retaining those homes for single family or low density which has adversely affected density, but allowed the homes to be updated only; retain only homes east of Cook st is best	6/20/2019 8:50 AM
7	Love townhouses, especially around a courtyard and houseplexes. Access to ground is necessary	6/20/2019 8:34 AM
8	Strongly support retention of existing houses rather than replacement. Stronlgy support housing designed to fit with character of existing houses.	6/19/2019 10:20 PM
9	More density should be moved to along Fairfield Rd. (major bus route)	6/19/2019 1:45 PM
10	Emphasizes houses. Density is ok for apartments like the one I live in that's 4 stories. More of these would be good.	6/18/2019 12:41 PM
11	I am very supportive of adaptive re-use of existing buildings however, many of the areas of Fairfield, particularly around the Plaza have smaller "bungalows" which would surely be demolished in favour of more dense housing. This would significantly change the character of the area. I am not in favour of .75 FSR for new houseplexes and I worry about the impact on the "urban forest" when many of the trees exist within what would be the building envelope. Very prescriptive "rules" need to be adopted to ensure retention of urban forest and ensure compatibility in terms of scale and overlook.	6/18/2019 9:54 AM
12	Density has really increased on Olive Street. For example, a lot that used to house one family now has four housing units. Parking on the street is becoming limited.	6/17/2019 11:33 AM
13	Adequate parking for townhouse residents off street parking essential	6/17/2019 11:29 AM



## Fairfield Neighbourhood Plan Survey

14	I am supportive of the design elements described above. However, in recent experience, townhouse developments have been proposed that do not meet the above, and the community is hoping these rules will be strictly enforced. In particular, townhouse developments should be restricted to Fairfield road. Further, they should seek to match the design of the residential area surrounding them (vs. maximizing floorspace through modern, boxy design). Finally, each development should be evaluated on its merits, but should also be evaluated within the context of all of the other proposed changes and densification options located nearby (in order to avoid significant cumulative impacts to neighbourhood character). The community needs to know that these rules will be strongly enforced as we are being expected to absorb a significant increase in density in multiple areas.	6/17/2019 9:52 AM
15	Definitely happy to see parking allowed in the front or side as we've seen too many conversations where the whole backyard is a parking lot. Don't like to see house conversions or large single family homes that take up the whole lot either. Green space is important for health and well-being.	6/17/2019 7:47 AM
16	Very concerned that City Council is only paying lip service to form and scale of areas. Too many examples of historical areas being overwhelmed by modern boxes; relaxations leading to loss of outdoor space, trees planted are just sticks and not well maintained. A planter is not green space.	6/16/2019 5:13 PM
17	Concerned with games that are played with "fitting the neighbourhood". Much of Fairfield is historical and yet modern boxes are popping up or proposed on heritage streets. Time to walk the talk. As for green spaces. New trees are sticks and often die as not maintained. A planter is not a green space. City boulevards should not be relied upon as rationale for relaxing setbacks to subsidize private development.	6/16/2019 4:28 PM
18	the proposed guidelines do not encourage the application of small lots. this should be done.	6/16/2019 10:10 AM
19	To Fairfield Neighbourhood Plan Review Team: The following notes have been prepared in response to the Draft Fairfield Neighbourhood Plan and, in particular, focus on the sub-neighbourhood of Fairfield Road, Thurlow and Kipling included in 8.15. Sub-Area 2: Traditional Residential Areas Along Fairfield Road Strong existing community and ageing in place: In the plan there is much acknowledgment of respecting traditional housing types and encouraging ageing in place. This needs to be augmented by a policy of respecting the strong existing community who, in many cases, have lived here for more than forty years and have a support network that we want to maintain as we age in place. In addition, why would you include in this special designation homes on the south side of the 1400 block Fairfield which as a neighbourhood we have fought to retain as single family and which now contains many new homes, and if this section were to be exempted, why not exempt the mature homes with lovely gardens that exist on the north side? Inclusion of the 1400 block Fairfield in the proposed sub-area 2 should be deferred to the next community plan review or designated as 'long term'. Parking on Fairfield Road: The plan suggests: 8.15.5. Reductions in parking requirements, as compared to other parts of Fairfield's Traditional Residential areas, should be considered to reflect the location of this area near shops, services, transit and amenities. To suggest that more parking be allowed on Fairfield Road is unrealistic and unfair to existing residents. In the 1400 block we have great difficulty exiting driveways as we must now look in five directions. Many residents have three cars or trucks. Within one hundred feet, we have three air bnb and a business with an estimated 2 trucks and four employee cars. If the City of Victoria is serious about climate change, why not require no parking on site and one or two shared vehicles for new developments? Housing Affordability: The new housing densities proposed will not provide affordable housing. A duplex on Fairfield Road has recently been priced at \$1.25 million. The builder for the proposed development on Kipling at Fairfield (8 townhouses) acknowledges that the price in this area would be expected to be ~ \$1 million. Design Guidelines Summary: The draft plan suggests an update of design guidelines for attached dwelling types including duplexes, houseplexes, and townhouses. This is important as is the adoption of these guidelines as a bylaw as currently these guidelines seem to suggest that Gentle Density means whatever the developer can get away with, provided they read the guidelines. Increased Traffic Flows on Fairfield Road: Since bike lanes have been established on Fort Street, we believe that traffic on Fairfield Road has increased considerably. Review of this situation as proposed by the plan is strongly supported and perhaps, in future, the provision of bike lanes should be coupled with funding for improvements on affected roads. Community Engagement Guidelines: In the Fairfield, Thurlow and Kipling sub-neighbourhood, we are currently opposing a development that has only followed the FCALUC process with no other pre-engagement of neighbours. Some guidelines for developers as to necessary neighbourhood engagement should be adopted.	6/15/2019 4:44 PM
20	I think it is possible to insert buildings of quality design which are not necessarily similar to the old ones; cf. The glass triangle in front of the 16th century Louvre in Paris.	6/15/2019 4:39 PM

## Fairfield Neighbourhood Plan Survey

21	I am Not in favour of many Town houses as they are narrow and have stairs. Seniors who want to move out of single family houses will never want a town house with many levels! Build horizontal designs with many level apartments and a central elevator big enough to accommodate scooters and strollers. Make a store room at the entrance for bicycles, scooters, strollers and walkers. All age groups will love that.	6/15/2019 4:09 PM
22	Important to maintain "front garden" to preserve neighbourhood feel. Larger buildings should not shadow or block existing light to next door buildings. Adequate off street parking necessary.	6/15/2019 3:06 PM
23	Maintaining the current street scape is a good idea.	6/15/2019 7:09 AM
24	Very supportive of adaptive reuse of existing houses into bed sitting rooms with communal areas for seniors. Rental preferred. Intergenerational also preferred but not mandatory.	6/14/2019 3:08 PM
25	all positive	6/14/2019 2:05 PM
26	This seems to be regressive when planning for the next 50 years. We need these walkable/ desirable locations to be dense to allow for adequate supply. I think outright removing double row townhouses is a mistake, as less dense in this area will result in high home prices.	6/14/2019 11:43 AM
27	While i understand the need for sensitivity in terms of residential design, it is critical not to lose the importance of adding more affordable housing.	6/14/2019 9:29 AM
28	I live in an older house that has been divided into 4 rental suites and I love it. Could we rezone everything as a renewable energy zone so new construction and big Reno projects need to be heated with 100% renewable energy? (E.g. a heat pump). Make sure that the setbacks etc. Allow for heat pumps.	6/13/2019 6:53 PM
29	Provision of short term and tourist accommodation which substantially increases the economic values near Cook Street Village.	6/13/2019 6:26 PM
30	all housing needs to have outdoor space for children and adults. Many townhouses are crammed too densely and provide token green space. ( Like Rhodo).	6/13/2019 4:10 PM
31	Not enough support for existing usable but slightly undersized plots. should be a range of plot sizes that would be approved. Densification kept to a minimum and well away from existing residential areas.	6/13/2019 4:01 PM
32	This is a sound proposal. I would like to see a requirement for all new single family houses to be designed to accommodate a secondary suite.	6/13/2019 3:36 PM
33	I have no desire whatsoever to have greater density in Victoria. Downtown Victoria yes, the core villages yes, but the neighbourhoods absolutely not. I worked my lifetime to get to this point, I have no desire to have it taken from me.	6/13/2019 1:49 PM
34	Seems like a reasonable balance.	6/13/2019 12:12 PM
35	I specifically oppose townhouses along the north side of Fairfield Road after Moss Street, it is important to the character of the residential neighborhood between Richardson and Fairfield for mostly single family housing to remain where it is..	6/13/2019 11:16 AM
36	I do not trust the relationship of our city mayor & some council members with developers	6/13/2019 8:26 AM
37	Keeping historic/character design is important to me. I think townhouses/duplexes would do well. Kitsilano is full Character duplexes/triplexes and they have helped keep the charm of the old neighbourhood.	6/13/2019 6:38 AM
38	The "form and scale of these areas" includes grossly over densified buildings that have flagrantly disregarded current zoning and neighbourhood plans.	6/12/2019 10:55 PM
39	where can I live and be guaranteed R-1. the new density proposals break with the tacit understanding that exists between home owners and the city, you're changing the rules in the middle of the game. this solution doesn't add real density or address affordability. A silly, badly thought out band-aid approach.	6/12/2019 2:47 PM
40	Reduce the time Council munches on applications and make decisions without endless neighborhood consultations.	6/12/2019 2:44 PM
41	Support neighbourhood diversity and encourage homeowners to add rental options to the traditional single family - duplex, multiplex, coach house and suites. up	6/12/2019 12:50 PM
42	Thanks for allowing houseplexes. I'm disappointed the allowable townhouse density is decreased from the original plan.	6/12/2019 10:53 AM

## Fairfield Neighbourhood Plan Survey

43	An affordable housing crisis exists right now; the time for slower changes has passed. More density is needed to ease the massive financial burden on young people like myself.	6/12/2019 10:32 AM
44	I support increased density if it can be accompanied by increased use of alternative (to vehicles) transportation. Pedestrian friendly means fewer cars and sharing space with bikes.	6/11/2019 7:40 PM
45	Diverse housing to add density is vitally important - especially for those who will be looking to age in place (even if they don't realize it today).	6/11/2019 5:59 PM
46	Large lots for a single family home do not work for encouraging youthful growth of a neighbourhood.	6/11/2019 4:55 PM
47	Houseplexes OK, but have to have height limitation. Need area west of Cook St to have same provisions as the area east of Cook. Need better provisions for historical preservation around Cook St	6/11/2019 4:44 PM
48	The reason many people travel to Paris, is because of the character of the buildings, the ambiance of the city and character of the neighbourhoods. Victoria is a tourist destination and in order be maintained as such, we need to keep our heritage feel, maintain the character of the traditional homes and neighbourhoods. A little long term foresight needs to be included in these conversations, even as a renter, I appreciate living in this neighbourhood and the character and connivence it affords. As much as more housing is needed, the west shore is a new and developing area - build there, don't destroy the most beautiful neighbourhoods that our city has to offer, to increase density at the expense of the future. We'll have noting left to share with our children and grandchildren.	6/11/2019 12:42 PM
49	Not in support of "Traditional Residential Zone 2". There is no need for increased density along this corridor as Fairfield road is already quite busy for this quiet residential area.	6/11/2019 12:20 PM
50	currently there is a townhouse dev. proposed on Kipling st that does not suit the heritage style of the st. While not opposed to townhouses there, I am opposed to the height, size and style as well as the frontage. We need to maintain setbacks and considering the city had looked at designating Kipling a heritage street, I am not sure that it will actually call developers on style as mentioned here	6/11/2019 11:41 AM
51	Very disappointed to see row townhouses removed. These are a great option for families and multi-income folks. What is the difference of increasing density through townhouses or adding units to existing houses? The latter helps homeowners increase their value and make more money. These are the people you're hearing from, which means you are doing this wrong.	6/11/2019 11:33 AM
52	Garden suites have been built in my neighbour hood which are larger in footprint and height thean the original houses without any neighbourhood consutation. And to what end? They don't assist with eh housing crisis. Furthermore the city bends over backwards to help developer while in my experience puts existing homeowners through the grinder with their own improivements.	6/11/2019 11:29 AM



## Fairfield Neighbourhood Plan Survey

53	<p>As with my other comment sections, I only support these objectives if they are remembered the next time a developer pushes their way into a neighbourhood and tries to knock down perfectly viable houses to impart their vision with no consideration of the neighbouring residents. More clout needs to be given to immediate neighbours to reject developer plans, and have these rejections respected/honoured. Typically, developers do not consult with neighbours prior to launching a project idea, and what I have seen happen is that projects get pushed through since the developer has "already" put a lot of work/money into providing concessions, which only reduce the scope to significantly unacceptable instead of excessively unacceptable. My wife and I restored a derelict house in an "endangered" neighbourhood. We canvassed the support of all of our neighbours for our project prior to submitting our application for a building permit, rather than pleading to have it pushed through after the fact. This is sensitive development and community building - not pushing a five-storey building into a neighbourhood where nothing greater than four exists for blocks and blocks. Now every time we see a For Sale sign go up in our neighbourhood, we panic that we will end up with an apartment in our garden since it seems that there is no protection for the home owner. The home owner in the potentially impacted neighbourhood, specifically the home owner of the neighbouring property of a proposed development that increases the mass of the structure to and beyond the max, needs to be given a louder, stronger voice than someone from outside the neighbourhood that feels they should be entitled to live anywhere they happen to desire (hence my support of the last objective in the first section of this survey). In relation to the designation of the traditional residential areas identified on the map, my concerns are related to the higher density proposed for the remaining Traditional Residential properties west of Cook Street and no consideration given for preserving Heritage values (that are not designated). Heights and sizes in zone 1 should be the same as zone 3. There is no reason for permitting larger developments west of Cook and south of Southgate. The little enclave of houses remaining west of Cook and south of Southgate should be protected at all cost, like a nature preserve or conservancy. There is no other neighbourhood like it left in Victoria, and I wish someone with the ability to prevent it from all being knocked down would finally step forward and take some kind of initiative to protect it. Specifically, I am referring to streets like Oliphant and Vancouver south of Southgate, which by some miracle have survived. There is already an incredible variety and amount of density achieved in this area through secondary suites, house complexes/conversions and laneway houses. Measures should be taken to protect this area more effectively so that it remains a unique enclave instead of yet another block of apartments. Redevelopments should be encouraged to maintain smaller scale/height/massing here. Setbacks and transitions should be more significantly emphasized and respected in actual practice once this plan is in place. With the plan for Vancouver to be turned into a cycling artery and the dual purpose path (cycling/walking) been constructed in the park starting at the west end of Oliphant, the City should not just consider but move towards dead-ending Oliphant just to the west of the Rexall parking lot and the future entrance to the development at the corner of Cook and Oliphant.</p>	6/11/2019 11:02 AM
54	<p>I will speak to Traditional Residential area 1 ( Cook St. West) Bullet point #1: I strongly support Bullet point #3: I strongly support Bullet point #2: The words look good, but when you read the details of higher DENSITY for Traditional Residential Area 1 (Cook St. West) it is encouraging too much density in an area which already has houseplexes, secondary suites or laneway houses. The FNP should NOT facilitate denser redevelopment of the few remaining Traditional Residential properties, many of which are already supporting Gentle Density. The FNP should NOT facilitate the loss of the heritage value/character that still remains in the area west of Cook Street - Area 1. The remaining Traditional Residential properties west of Cook should be treated the same as Traditional Residential properties in other parts of Fairfield.</p>	6/11/2019 10:02 AM
55	<p>Need regulations and or facilities to control parking when adding infill housing. For example my next door neighbour has up to 7 cars parked on the street. (Garage has been converted to accommodation. The days of one family car are long gone, and it's time or planners realized that!</p>	6/11/2019 9:45 AM
56	<p>Strongly support gradual increase in density with housing that transitions well from form and scale of adjacent housing. Also strongly support maintenance of green space. Fairfield is a green neighbourhood. Care needs to be taken with multistorey buildings like houseplexes that they are accessible. More 2 or 3 storey buildings that are accessible only by stairs would not meet all age and ability standards.</p>	6/11/2019 9:15 AM
57	<p>Good ideas- a way to make room for more diversity of people</p>	6/10/2019 11:41 PM
58	<p>I like the townhomes having to front onto a street and be in a single lane. I agree housing should fit into the scale and design existing in the area. Also, keep in mind, green space cannot be gotten back. Please ensure that developers give back to the community by creating meeting spaces for board games or picnics or conversations, street gardens, etc. Let's get creative. The spaces don't have to be huge, just well positioned to facilitate connects between people and people and their environment.</p>	6/10/2019 9:53 PM

## Fairfield Neighbourhood Plan Survey

59	Character duplexes are an awesome idea. Kitsilano is full of them, they blend in and provide liveable space. Would be a sensible option for Fairfield especially given it's proximity to downtown and schools. My only issue is parking - onsite parking requirements would be nice.	6/10/2019 9:38 PM
60	Mayor's April 4 motion would give developers the RIGHT to develop large new four-sixplex structures up to 3 storeys with an FSR of 1:1 on lots larger than 6000 squ. ft. Such structures are not appropriate on lots which are only 45 ft. wide. Furthermore, there is nothing about preserving the existing structures (most with Heritage value) in Sub Area 1 (west of Cook St.) which threatens to totally undermine the remaining character of this already mix neighbourhood. The pocket of remaining Traditional Residential properties West of Cook St. are slated for higher densities than the rest of Fairfield in this draft plan (except along Fairfield Rd which is major bus route and as such should be more dense). Sub Area 3 already has considerably more density than other parts of Fairfield. So the character of this area provided by the remaining Traditional Residential properties needs to be preserved. Finally increasing the density at this end of Vancouver St will be problematic for the Vancouver St. Bikeway.	6/10/2019 9:10 PM
61	Increased freedom to transform SFD homes into multi-family homes is a good direction	6/10/2019 8:38 PM
62	There is a need for green spaces to be protected from additional infill. E.g. adjacent multi-unit development should not be visible from public green spaces. Large openings from such developments are convenient and beautiful amenities for residents of the development but detract from and urbanize tranquil, green space.	6/10/2019 8:36 PM
63	Like to see more secondary suites, coach houses etc.	6/10/2019 7:39 PM
64	I would like to see lot size brought down to 5500 so I could build a small retirement home in my back yard and sell my big house to a family. My lot is 11340 just under 12000 for a pan handle lot. I'm sure there is a lot of lots like ours that could provide housing and still have a ton of green space.	6/10/2019 6:27 PM
65	Seems logical.	6/10/2019 6:25 PM
66	Would have been more supportive with greater emphasis on density and suites including on smaller lots.	6/10/2019 6:20 PM
67	Nice to see the consistent symmetry is being considered	6/10/2019 4:22 PM
68	In general I am supportive, however, I want to see more done about the requirement for ON-SITE parking! If you want to accommodate bike lanes, it can not be done successfully without making sure that there is adequate on-site parking. You can have both - it's either on-site parking and bike lanes or no on-site parking and no bike lanes. If you are concerned about "seniors" and them them transitioning out of single family homes, you have to provide parking for them at local businesses. They will not be able to walk or take a bike. Also, people going shopping with families... what are they supposed to do, take a Kabuki cab to go shopping?	6/10/2019 11:46 AM
69	I live near the south side of Redfern street where many lane houses are being built. While I agree with the concept, this has made for a busy lane. The addition of a sidewalk has not been considered and now my children, myself, and bikers are at risk.	6/9/2019 8:05 PM
70	We need a clear definition of a courtyard. For example the proposed development beside Hollywood Park on Fairfield Rd doesn't actually offer any public space but they would like to pretend they have a courtyard. There should be a defined space per unit that would qualify a space as a courtyard. I would like a clear definition on setbacks for these developments. I would like to see measures put in place to protect CURRENT rentals from being redeveloped into new higher priced rentals. Even if a developer agrees to include an "affordable" unit they are always higher price per square foot than what existed previously. I currently rent a full single family home where myself, my husband and our 2 adult children live along with running our home based business from which our eldest son works for as well. Our other son works at Thriftys in the plaza. We have lived here for about 15 years, this is our home, our business, our children's home and their work as well. If we cannot rent a full house that accomodates all of us and our office space in these new smaller developments we would be forced out of the neighbourhood. Increasingly families are living together in multi generational homes to make ends meet, no new housing allows for that. These rental homes need to be saved. I have serious concerns about gentrification in this neighborhood when we start to increase development we immediately increase the cost per square foot and all new developments are built with high end touches further increasing values. We need to encourage leaving some older homes that are in perfectly good shape in the neighborhood.	6/9/2019 12:18 PM
71	More incentives for people to add rental units to their homes.	6/9/2019 1:14 AM

## Fairfield Neighbourhood Plan Survey

72	1.Hesitant to approve all that. I do approve retention of older housing as much as possible, also for reducing climate change.(Taking houses down and building new causes massive carbon coming out ). 2. It's very important to support form and scale,with outdoor and green space and room for "real large trees, not the condo play trees The large trees near houses save power for heating and cooling. 3. Not sure of this . It says "green front and back yards" when the city's definition of gentle density did not include saving front yards.There are many good trees in front which will go down so developers can build to the sidewalk. also comparison with other houses will inevitably go for the tallest. 4. Maintain a friendly front to the street with clear front entries.contradicted with building to sidewalk 4. Bonus density, a destabilizer in residential will soon cause change and going against these.	6/7/2019 11:39 PM
73	I think it is a great idea to maintain the look and feel of each individual neighbourhood within Fairfield. It would be great to not suddenly see apartment buildings lining Fairfield Road. Many cars already speed along Fairfield. It would be great if there could be a dedicated bike lane along Fairfield Rd.	6/7/2019 11:15 PM
74	I think there needs to be a clause about keeping existing large trees in new developments	6/7/2019 9:07 PM
75	This is too restrictive on the form and density of townhouses and other residential.	6/7/2019 8:51 PM
76	Not supportive of government subsidized housing options in this area as these don't tend to be maintained to the same standard as market housing by both the owners and residents. This would detract from the character of Fairfield.	6/7/2019 11:04 AM
77	Supportive of privacy considerations and green yards.	6/6/2019 9:17 PM
78	Not sur I totally understand what the changes proposed mean. In my opinion we should encourage people to build small houses in their backyards. This would allow to keep the character of the houses while increasing density. Zoning should preserve ancient houses to often destroyed for new monster houses. What is great is the diversity in the neighbourhood. We should look for small scale projects that would increase density and architectural diversity.	6/6/2019 7:47 PM
79	Parking will be a huge issue as density increases in neighborhoods. This needs to be addressed.	6/6/2019 6:15 PM
80	Parking is already an issue. Adding housing will only make things worse.	6/6/2019 5:05 PM
81	Many of the new builds simply do not fit with the character of the neighbourhood. Design guidelines should, for instance, not allow for the box-shaped houses being built.	6/6/2019 2:45 PM
82	I agree house fronts should face the street.	6/6/2019 12:00 PM
83	Traditional sub areas should visually remain the same. These micro-communities are vital. While I support increasing density by adding secondary suites, even possibly with a grant, council too often appears to focus solely on increasing density, without retaining neighbourhood charm. This issue is snowballing and sub areas shouldn't have an increased mixed use profile.	6/6/2019 11:54 AM
84	What is needed is not varied rental and ownership options but affordable housing for people who live in Victoria.	6/6/2019 11:29 AM
85	I support creating a streetscape for the neighborhood. Permeable pavement sounds good too	6/6/2019 10:59 AM
86	1. Please do not construct higher than 4-story buildings in order to maintain the character of the neighborhood. 2. Please do not increase the density beyond 1.3 of existing one for the same reason. 3. For the same reason, please reduce the rental opportunities. Rental will gradually break the character of the neighborhood as it always happens in other areas. Limit rental to the centre of the city along the major streets like Blanshard and Douglas	6/6/2019 9:15 AM
87	Like the concept of varying designs and sizes of new developments, to include rentals, housing for both young families and seniors.	6/5/2019 10:02 PM
88	Make allowance fo smaller houes on smaller lots by allowing subdivision of existing	6/5/2019 3:04 PM
89	I see this as a result of compromise but maintain that there is too much cowing to the vocal single family home owners afraid of change by way of reducing density and restricting townhouse development.	6/5/2019 2:26 PM
90	I like the language here about "Ensure new development fits in with existing streetscape character and rhythm." This seems to be in complete contrast to what has just happened on Wellington Ave where a brand new house is not at all fitting in with the streetscape character of rhythm. So I question how effective the new rules would be.	6/5/2019 11:00 AM

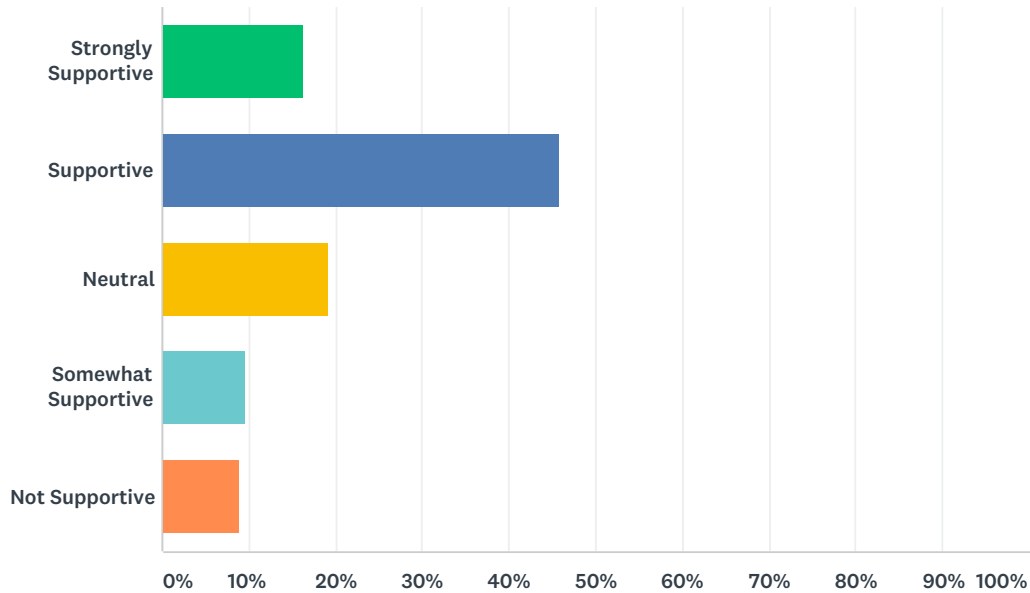


## Fairfield Neighbourhood Plan Survey

91	The devil is in the details, without specific details no one can decide if the policy is one to support or not. "Encourage" and "Support" means nothing when it comes to the actual building that appears on the street. Guidelines are not adhered to by the developers or by the city. Neighbourhoods need to have strict zoning that is enforced, not suggestions as to type of housing.	6/5/2019 10:56 AM
92	As noted in my first comment, although I assume many good guidelines are already in place, a new-build single family or with suite home was built close to us between two traditional homes. The new build does not blend for two reasons. It is significantly larger than other homes on the block, dwarfing the two homes on either side of it. This is likely because it's three stories begin at ground level, rather than below grade as other homes on the block. Also it is a modern square with almost flat roof line, and perhaps taller than average ceilings on each level. A smaller version, floor space and especially height could have been a better blend.	6/5/2019 9:17 AM
93	We live on Linden Avenue. Our backyard neighbour is putting up a MASSIVE garden suite with four decks next to our fence. We HATE it! Linden has beautiful old character houses. Please allow basement suites but please DO NOT allow garden suites on our green spaces. Please do not wreck the character of Linden Avenue.	6/4/2019 10:00 PM
94	These are woolly, motherhood-issue statements. Basically you are just supporting the status quo with gradual density increase. Nothing wrong with that, but I will be surprised if you can force private builders not to do undesirable things like the "disruptive redevelopment" (Fig 6)	6/4/2019 9:48 PM
95	If houseplexes are allowed, I would like to see houses that are already operating this way have to become "legal" ( meet city requirements) and have assurances bylaw will deal with complaints ( we have had issues with neighbouring house with 3 suites - illegal set up).	6/4/2019 9:41 PM
96	There is no need to retain existing houses. Many of the existing houses are of poor architectural character, are energy inefficient, and consistute poor uses of the sites from an era when land was cheap. Resistance to change based on sentimentality cannot determine the future of the neighbourhood and reuse isn't more environmentally friendly. New construction should be on a equal footing with reuse. Increasing density and encouraging appropriate densification of properties including along Richardson Road (which seems missing from this plan) is critical to the successful future and improvement of the neighbourhood and should be the priority.	6/4/2019 7:15 PM
97	We need more places for younger people to live and it needs to be affordable.	6/4/2019 5:37 PM
98	I am supportive of considerations for renters in the area and the policies that will allow homeowners to add suites rather than tear down and redevelop. However, there should be specifically stronger language around affordable housing.	6/4/2019 5:31 PM
99	The city government wants to increase the population here, presumably to get more dollars for them to play with. What thought is given to the socialization and do our sewers really accommodate thousands more people coming here?	6/4/2019 4:40 PM
100	"Guidelines" are often meaningless when builders go to Board of Variance.	6/4/2019 3:20 PM
101	I cannot offer an opinion on that because I do not understand what "The range of density to be considered for new townhouse development has been reduced slightly". What does it mean slightly to you?	6/4/2019 3:10 PM
102	I think more flexibility should be available for low-rise developments rather than maxing out a houseplexes. Three to four stories in some areas allows for additional neighbourhood growth.	6/4/2019 3:00 PM
103	Varied heights of buildings along a street which includes leaving some existing houses beside apartment buildings. Maximum 4 stories for apartment buildings. Encourage more tree planting.	6/4/2019 2:53 PM
104	Existing trees must be preserved. New plantings are fine, but they do not replace mature tree canopy.	6/4/2019 2:40 PM
105	We support any change to nuildings to increase density as long as plans are in keeping with the traditional look of the neighborhood and doesn't create more parking issues.	6/4/2019 2:29 PM
106	More density. It's 5 minutes from downtown core. Why do we have so many single family houses here?	6/4/2019 2:01 PM

## Q10 Please rate how strongly you support the revised policy objectives and policies for Northwest Fairfield:

Answered: 166 Skipped: 35



ANSWER CHOICES	RESPONSES	
Strongly Supportive	16.27%	27
Supportive	45.78%	76
Neutral	19.28%	32
Somewhat Supportive	9.64%	16
Not Supportive	9.04%	15
TOTAL		166

## Q11 Why are you supportive/not supportive? What change(s) would make you more supportive?

Answered: 72 Skipped: 129

#	RESPONSES	DATE
1	10 stories is way too tall...maximum 6 to make it livable	6/20/2019 5:30 PM
2	Concerned regarding the allowed height of future developments in the area North of the Law Courts. While appreciating the consideration given for spacing, light and public views, ten and twelve stories would overpower the Cathedral, which should be by far the dominant building in that area. Not many cities in Canada have a Cathedral of that scale and proportion. Let us not create high-rise corridors leading to Cathedral Hill.	6/20/2019 3:56 PM
3	The change that would make me more supportive is start over with the bike lanes. Take them out and put in painted ones. Stop throwing good money after bad.	6/20/2019 3:53 PM
4	The amount of people who congregate in Pioneer Square to partake in open-air drinking and drug use, generating a lot of garbage and needles seems to be increasing. I walk through this beautiful park most days and it is starting to get worse each time I walk through. I have never seen anyone telling these people to stop. It's causing me much anxiety and I hate to see such a beautiful place be tarnished.	6/20/2019 3:09 PM
5	absolutely against 12 storey condo blocks. Preserving sunlight??? Hardly	6/20/2019 8:36 AM
6	The Cathedral should continue to be the dominant structure in NW Fairfield. Ten and twelve story buildings will overpower the Cathedral Precinct and Pioneer Square and surrounding streetscape	6/19/2019 10:39 PM
7	I am supportive of slim "towers" and note that this area, being so close to the downtown core can accommodate more density and encourage housing for folks to live/work in the immediate area.	6/18/2019 9:57 AM
8	Agree that Fort Street should be maintained as open in feel, low scale (e.g. 3 storeys), and pedestrian friendly, particularly given the intensity of development on View Street and proposed all along Cook Street. Seriously concerned that Vancouver Street will not be available for vehicle traffic as Cook Street is grid lock and is only going to get worse given what's proposed for the car lots. Don't want this area of the City to just become a concrete jungle, with wind tunnels and associated loss of light.	6/16/2019 5:18 PM
9	With intense development on View Street, as well as what is proposed all along Cook Street (e.g. the car lots, etc.), it's even more critical to maintain what remains of Fort Street as low in scale (e.g. no high rises - 2-3 storeys at most), open and pedestrian-friendly storefronts. Also very concerned about what is proposed for Vancouver Street (e.g. limited access for vehicles. Cook Street is at grid lock. With extensive development proposed all along Cook Street, Vancouver Street access to vehicles must not be removed as it will only make the situation worse.	6/16/2019 4:39 PM
10	forget 12 storeys	6/16/2019 9:34 AM
11	I think change is necessary so we have to accept that. But, in designing, use horizontal housing in preference to town houses which are narrow and have Stairs. Seniors will not downsize into those because of the stairs. Create a room for strollers, scooters, bicycles and walkers by the entrance and then have a big enough elevator. Use the space at the rear of the buildings for grassy play areas and benches.	6/15/2019 4:45 PM
12	I wish to make ONE comment. Please think of requiring the placement of public toilets in some of the projects you allow. As more people walk, they will need access to toilets where previously one did not plan for them. They are as important as benches.	6/15/2019 4:32 PM
13	You can't maintain sunlight access with 10 and 12 storey buildings. Too much shadow and wind tunnels. Their height will over power the Cathedral	6/15/2019 3:11 PM
14	support maintaining green space as is.	6/15/2019 7:11 AM
15	No comment.	6/13/2019 6:26 PM



## Fairfield Neighbourhood Plan Survey

16	Stepping back floors is fine but there will be no green space at ground level. Developers who use \$ to handle amenities is a cop out. Need more ground level amenities. and if \$ should be earmarked for that area not put into a big pot the city can use indiscriminately.	6/13/2019 4:15 PM
17	The revisions make the plan more sensitive to amenities in this area. The only suggestion I have is that the plan should recognise Fort Street not just as shopping and service hub for local residents but as a retail area that attracts people from all over Victoria and probably the region. Whether this affects the policy directions I am not sure but it is important to acknowledge that not everything in a neighbourhood is only for the neighbourhood, as is done for Cook Street Village.	6/13/2019 3:43 PM
18	Density should be limited on Fort St., east of Cook St.	6/13/2019 12:18 PM
19	I suspect we will loose the character/heritage buildings on Fort A two way bicycle lane in a one way street is already ...less than acceptable	6/13/2019 8:29 AM
20	Keeping neighbourhood charm is key to all the areas identified in this survey. I talk to people tourists constantly and a common comment is Victoria is losing its charm. I didn't quite understand that until we went to Port Townsend recently. They have recognized there is value in the heritage.	6/13/2019 6:44 AM
21	Victoria has enough tall buildings. Increasing density only creates a need for more density; developers that desire 12 floors very soon are asking for 15, and then 25. The city's transportation infrastructure already cannot handle what already have.	6/12/2019 11:01 PM
22	Too many 10 storeys buildings...	6/12/2019 4:44 PM
23	too many broken promises on the city's part to believe these proposals can/will be achieved	6/12/2019 2:48 PM
24	Can't have your cake and eat it! Retain existing housing and add to as well? Where??	6/12/2019 2:47 PM
25	Higher density, community gathering opportunities, and retain store fronts along Fort. Good area for rental suites as it is close to the downtown core and it has good transit options.	6/12/2019 12:53 PM
26	Larger developments can still have street level, pedestrian friendly commercial spaces. These two things are in no way mutually exclusive.	6/12/2019 10:34 AM
27	Modest increase in height and taking sunlight into consideration is a great idea.	6/11/2019 10:13 PM
28	I like the building separation increase	6/11/2019 6:07 PM
29	Good design compromise to add density.	6/11/2019 6:01 PM
30	Reasonable trade offs, like retention of small format shopping along Fortl	6/11/2019 4:47 PM
31	Yes, this is a wonderful change, that will continue to keep this area pedestrian friendly and accessible to the community.	6/11/2019 12:44 PM
32	Height will de troy the character of the city, create more shadows and Vancouverize our city	6/11/2019 11:30 AM
33	As long as the home owners of the few remaining houses have their voices heard and acknowledged when proposals for grand restructuring of properties are submitted.	6/11/2019 11:02 AM
34	Fort is already irreparably harmed by adding blockage in form of bike lanes. We already have a whole downtown for "community gathering"	6/11/2019 9:35 AM
35	Support heritage landmarks, tree lined streets and public view corridors. The Olympic Mountains are not the only viewscape from Fairfield, we also look out to the Sooke Hills. I DO NOT support 12 storey buildings in the north west area partly because of blocked western views, also because of the danger of eventually having up to a dozen blocks of 12 storey buildings. I know this will take years, but the plan must cover many years. It would be very sad to have bleak streets of only high buildings, even with trees maintained. Dark wind corridors are not consistent with my view of my neighbourhood. Increased density is good, but give us lower buildings. Make the higher density space feel homey with green space and views. A block of tall residences on either side of the street does not feel like a neighbourhood, rather feels like dense urban living with no character.	6/11/2019 9:22 AM
36	I like that green spaces are kept, tree canopies are valued , and views are considered	6/10/2019 11:45 PM
37	Yes, be mindful of the heritage value of this district. I walk/cycle in this area a lot, going from Fairfield to the Y. I am often confronted by people who appear to hang around Pioneer Square. I pick up litter here frequently. I stop and talk to people who appear to be using the park for sleeping, loitering, drug use, etc. I think it's sad that this heritage park is not given more attention. It seems to me that in other cities, it would be a well used park by all kinds of people. We need new benches and tables, and a historic curved brick walkway with historical information and interactive interpretive features. Let's get creative.	6/10/2019 9:58 PM

## Fairfield Neighbourhood Plan Survey

38	Recommend reducing the height limit to maintain 4 stories along Fairfield Rd.	6/10/2019 9:25 PM
39	Increased freedom to adapt & increased density are a good direction	6/10/2019 8:39 PM
40	I am not supportive of higher density south of the Cathedral that have residential housing. Support building housing that fits the lot. Do not support density that tries to stuff as many units as possible for the benefit of the developer.	6/10/2019 7:05 PM
41	Again this seems workable	6/10/2019 6:29 PM
42	Plans are flexible	6/10/2019 4:23 PM
43	I don't want to feel like I'm walking through a tunnel. I don't want it to end up looking like Vancouver! What's with all this "community gathering" garbage. Who are you designing this for. Are these community gathering spaces going to be needed because you keep allowing developers to build shoe boxes instead of homes.	6/10/2019 11:50 AM
44	Again I'd like to see any affordable or below market housing promised in exchange for zoning amendments be created within the same community as the development.	6/9/2019 12:23 PM
45	Maintaining view corridors is very important. Keeping Fort St walkable, without towering buildings blocking light to the street is vital.	6/8/2019 11:37 AM
46	1. Only supportive re allowing light and retaining rental, rest most not 2. Why have 10 storeys, never mind 12? Where the heck is the Humboldt Valley? What about the Humboldt Valley and the important landmark, (1865, 1890, 1910) Mt. St. Angela (MSA)? This is dreadful! It is an 1865 heritage site with trees, peace and views of the mountains. All this side works to add to the wide street and dignity of the Cathedral side. Just around the corner is Abigail's in a notable heritage building (originally named for an earlier gov. general.) There is also the new Mount. St. Mary and the heritage 1890 wall-built for Dennis Harris and Martha Douglas (last Douglas daughter) , where a large condo now is. Don't these things matter? Or is MSA ignored so it won't be noticed if someone wrecks it?	6/8/2019 12:06 AM
47	I think the proposed plan looks great.	6/7/2019 11:16 PM
48	Is important to keep the footprint of new developments small so that innovative retailers can thrive. Large properties cater mostly to large corporations.	6/7/2019 8:53 PM
49	Need to maintain green and treed aesthetic in this area as that's one of its only distinguishing features. It is an awkward little hodge-podge of old buildings of various designs and purposes. Could use this area as a transition/buffer between downtown and denser residential, i.e. multi story condos on upper Fort.	6/7/2019 11:07 AM
50	Pedestrian scale storefronts are great. In favor of taller buildings to have more room between. Public gathering spaces are always great.	6/6/2019 9:23 PM
51	I truly dislike all of the tall buildings popping up all over downtown.	6/6/2019 5:06 PM
52	Building height is getting wildly out of control. We will live to regret council's addiction to variances, and your war on charm and quaintness will only discourage tourism in the future.	6/6/2019 11:57 AM
53	More affordable housing please	6/6/2019 11:30 AM
54	With redevelopment, will the higher leases drive existing businesses to leave? There are already too many empty businesses on Fort St. and in Victoria. It's sad for the locals and it looks terrible for the tourists.	6/6/2019 11:06 AM
55	Please limit the height of new buildings to 4-stories along Fairfield Rd. in order to maintain the character of the neighborhood.	6/6/2019 9:15 AM
56	Good balance of increasing density while maintaining established green areas and small businesses.	6/5/2019 10:04 PM
57	Protects greenspace and light as well as accommodating higher density. Full marks.	6/5/2019 3:06 PM
58	It is hard to visualize what is meant here	6/5/2019 11:02 AM
59	12 stories are not appropriate for the area. Heights of 5 stories would fit much better into the neighbourhood. 12 stories block the sun, create wind tunnels and provide a very unfriendly streetscape. Again transition to existing buildings needs to be adhered to. Guidelines are just that guidelines, and they are continually ignored by the developer and by the city. Strict zoning on what is allowed and what isn't are required to maintain livability in the area.	6/5/2019 11:02 AM

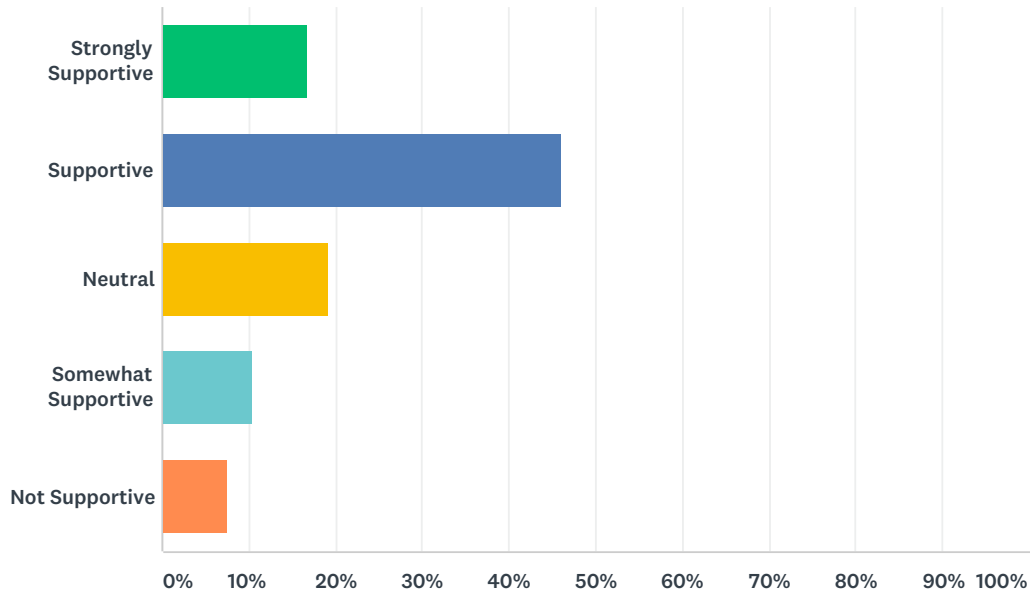
## Fairfield Neighbourhood Plan Survey

60	Do not increase the height in buildings from 10 storeys to 12.	6/5/2019 10:01 AM
61	I am supportive as long as setbacks provide adequate sunlight, warmth and space for greenery and people to thrive. I am concerned about the height, even at 10 stories. As the downtown core is in-filling with taller buildings closer together, sunlight and it's warmth are restricted, trees and other plants struggle to thrive, and wind is created and strengthened between the tunnels of buildings. Nothing about that is scenario is pleasant.	6/5/2019 9:25 AM
62	The height of buildings in NW Fairfield should stay at 10 storeys.	6/5/2019 8:07 AM
63	You are accommodating many.	6/4/2019 5:39 PM
64	It is extremely important to retain existing rental housing and seek affordable housing or amenities through rezonings, consistent with citywide policy	6/4/2019 5:32 PM
65	The proposed density reduction in some areas (from 2.0/1.0 to 1.5/1.0) is below the current zoning bylaw allowances (i.e. R3-1 / R3-2 Multiple Dwelling District already allows up to 1.6/1.0). It appears the adjustments are not necessarily land use based decisions but based on the economic benefits of the bonus density policies created by the City. This does not help affordability.	6/4/2019 5:03 PM
66	Same as before.	6/4/2019 4:41 PM
67	I like the idea to better align with building height, design guidance and desired housing provision, but I think 12 storey building will take away the nature of the neighborhood and I do not support that.	6/4/2019 3:11 PM
68	I would like to see more flexibility along Fort Street, one of the city's major corridors, for greater density than the 1-2 stories which currently predominates. Again we have a housing crisis and need to be open to housing above commercial.	6/4/2019 3:03 PM
69	This area already houses low barrier housing, and it has impacted the neighbourhood. The area does not need more affordable housing. The increase from 10- 12 stories is too high. The application from Abstract for a 10 story building on Fort at Vancouver is not at all what people want, nor does it fit in the area. Again, where is the consistency/ quality aspect that suits the neighborhood?	6/4/2019 2:50 PM
70	12 storeys is too high. The additional two storeys dwarf the surrounding buildings and trees, and detract from the streetscape.	6/4/2019 2:41 PM
71	We dont have a problem with 12 storey buildings but no higher while still keeping green our spaces.	6/4/2019 2:32 PM
72	I think the city should seek affordable housing and affordable rental housing concessions from developers for rezonings.	6/4/2019 1:54 PM



## Q12 Please rate how strongly you support the revised policy objectives, policies and guidance for Five Points Village:

Answered: 161 Skipped: 40



ANSWER CHOICES		RESPONSES	
Strongly Supportive		16.77%	27
Supportive		45.96%	74
Neutral		19.25%	31
Somewhat Supportive		10.56%	17
Not Supportive		7.45%	12
TOTAL			161

## Q13 Why are you supportive/not supportive? What change(s) would make you more supportive?

Answered: 78 Skipped: 123

#	RESPONSES	DATE
1	Thank you for the reduction of height and for upper story setbacks. This has the potential for a very attractive small urban village with a strong community vibe.	6/20/2019 3:58 PM
2	Footprint of development that will replace Fairfield United Church is monolithic and out of character for the neighbourhood.	6/20/2019 3:56 PM
3	3-4 storey and increased retail/business is comfortable for me	6/20/2019 8:37 AM
4	Strongly support reduced density and lower profile buildings.	6/19/2019 10:48 PM
5	This needs to remain as a SMALL urban village with focus on pedestrian amenity . Enhancements to improve the pedestrian experience are encouraged particularly given the relationship to the Moss Street Market. I was NOT in favour of the development proposal for the church site !	6/18/2019 10:02 AM
6	Cycling infrastructure needs to be improved at this busy intersection and along Fairfield Road.	6/17/2019 8:57 PM
7	We appreciate the modifications to proposed density as this appears more in line with the gentle density approach.	6/17/2019 9:54 AM
8	Really hoping the new development where the church currently is will have a generous set back to allow for mature tree growth and space to allow for groups of people going to school and the market.	6/17/2019 7:54 AM
9	Totally wrong decision to approve removal of United Church at 5 Points. And, for what? To benefit those outside but at the expense of the community. And, what does Small Urban Village really mean for the other corners, as well as for the areas around them? More loss of heritage features? And, with what is proposed along Fairfield Street from the Plaza to corner with Moss Street, the area is simply going to be overwhelmed. And, what's the point of having plans, if Council simply pays lip service to them by supporting "one-offs" and for very little in exchange.	6/16/2019 5:27 PM
10	Council's decision to approve demolition of the United Church (Fairfield/Moss) was absolutely the wrong decision. The loss of heritage church and other relaxations should not have been approved. What's the point of planning if City Council only pays the plan lip service. And for what? So its members (who live elsewhere) get a good price on lease back of space but with the rest of the community being adversely affected. Those units will not be affordable. And, what does Small Urban Village really mean for the other corners? Just another "work around"? Fairfield Street is narrow and handles a lot of traffic. With what is proposed from Fairfield Plaza to corner at Moss Street, it will only get worse for all users e.g. cars, buses, cyclists, pedestrians. No increased density, no spot zoning, no extra storeys.	6/16/2019 4:55 PM
11	I strongly support the enhancement of the small space at the end of Oscar St. I cannot wait to see the redevelopment of the old church site with horizontal apartments, elevator, cafe below with a community room and a room for "vehicles of all sorts": bicycles, scooters etc. Make this building one Without parking spaces as good transportation is so near. Lots of seniors will happily move in with no car.	6/15/2019 4:55 PM
12	So don't add more housing if the density to encourage it is too great.	6/15/2019 3:13 PM
13	approve reducing allowable stories to three.	6/15/2019 7:12 AM
14	Again, can we not remove some of the street parking along Fairfield Road. It's crazy for cycling. Also less parking opens up areas for enhanced pedestrian sidewalks, canopy trees and patio spaces.	6/14/2019 3:11 PM
15	The plaza at Oscar seems too small and a bit run down. It would be nice to see more shops to serve the local neighbourhood.	6/14/2019 2:27 PM
16	small urban village retention need attention to traffic safety pedestrian friendly	6/14/2019 2:09 PM

## Fairfield Neighbourhood Plan Survey

17	This is an Urban Village, 2.0:1 FSR should be the starting point and now building at that density is not even permitted under the LAP. 4 storeys should be the starting point with a bonus for additional floors (if council wants affordable housing), this is in one of the most walkable locations in our neighbourhood and I'm concerned if this is the direction for the village what that will mean for the other Urban Residential highly walkable locations. If this is the direction for the village council should not be able to ask for additional affordable components in rezonings, as it would certainly stall projects of this small scale.	6/14/2019 11:53 AM
18	Again want to emphasize the need to encourage affordable housing including rentals.	6/14/2019 9:31 AM
19	How can we better protect kids walking and cycling to school?	6/13/2019 6:56 PM
20	Too bad the Unity church project is so out of scale and character with the neighbourhood.	6/13/2019 4:17 PM
21	Preserving of historic storefronts should be emphasized. The height (3 storeys) should be expressed in metres so as to be clearer. A bikeway should be integrated into the plan for Oscar Street. parking should be allowed on both sides of McKenzie St. traffic calming should be put on Moss and 1200 block of McKenzie Streets.	6/13/2019 9:59 AM
22	I suspect this is just another public relations exercise ... I don't trust mayor & council decisions	6/13/2019 8:31 AM
23	This is our intersection and it is probably the scariest intersection to navigate at 820 in the morning and at 250pm whether on foot, in a car or on a bike. Increasing density or traffic is not going to help without a major redesign to intersection and that would take away the charm.	6/13/2019 6:52 AM
24	Affordable rental housing only happens with rent controls. Development fuelled by greed and encouraged by the city council has created runaway housing inflation.	6/12/2019 11:09 PM
25	Building 4 stories should be the target.	6/12/2019 2:48 PM
26	I would support four stores in this area. James Douglas has nearby green space so higher density is good. Expansion of small plaza space at end of Oscar Street and encourage rotating food trucks near the public spaces.	6/12/2019 12:58 PM
27	Again, more density is needed. Parking need not be a concern if the area is adequately serviced by bike and transit infrastructure.	6/12/2019 10:35 AM
28	Agree that building height should be limited to three stories. What considerations have been made with respect to bicycle infrastructure?	6/11/2019 7:38 PM
29	Again, it is those so vehemently opposed to density who will be crying the blues when they have to move out the neighborhood when they can't live in a mammoth single family dwelling any more.	6/11/2019 6:02 PM
30	This is a major thoroughfare with no redeeming features other than the Fairfield Bike Shop and the Cottage Bakery. Trying to make something that it is not is a waste of time and energy.	6/11/2019 5:02 PM
31	Seems reasonable, responds to community concerns	6/11/2019 4:49 PM
32	I prefer increased density here.	6/11/2019 3:31 PM
33	Maintaining the current character of the neighbourhood is essential to maintaining home values and increasing the bonus density will only retract from the neighbourhood. Making small changes to Cook St and Fairfield Plaza definitely make senses in moderation although this change is not. The very small business area at Oscar and Moss St. is incredibly small and surrounded by character homes, densifying this area even slightly would be an unfortunate development for this area of the neighbourhood.	6/11/2019 12:48 PM
34	As this is not really a "shopping district" but rather a few shops in a residential neighbourhood, I seriously hope that the heights are kept down and the setbacks are kept in keeping with the single family houses keeping light and space as key components to the area	6/11/2019 11:52 AM
35	I am fine with Large Urban village	6/11/2019 11:37 AM
36	Yes to keeping the corners pedestrian and cyclist friendly with no more than 3-4 storeys.	6/11/2019 9:25 AM
37	Let me the enhancement of bus shelters for aging existing population; make sure with all new builds, parking needs are considered.	6/10/2019 11:50 PM



## Fairfield Neighbourhood Plan Survey

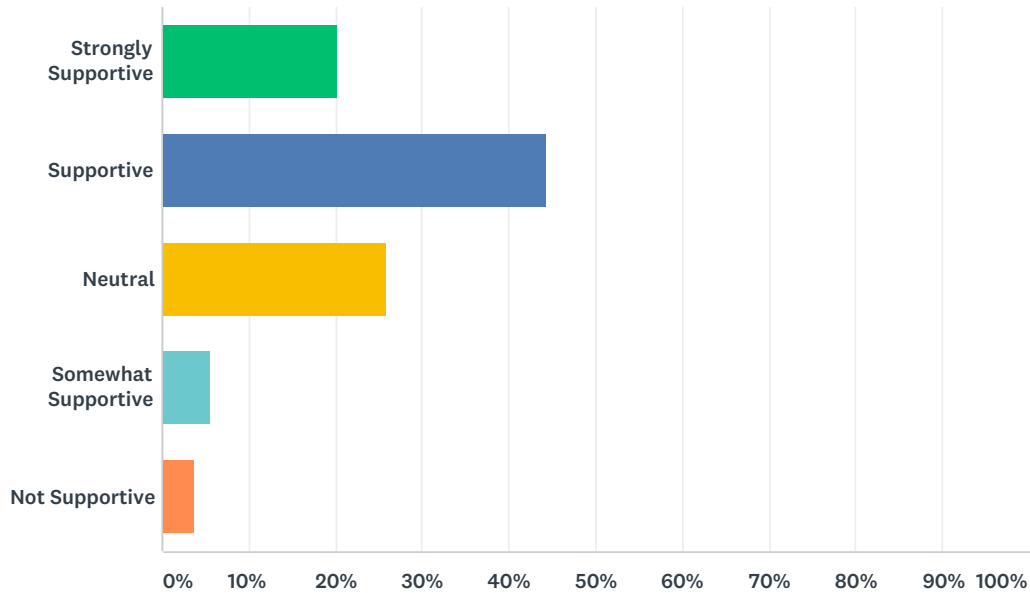
38	I believe developers need to make commitments to enhance the livability of any area in Victoria in which they are granted rights to develop. Even small pockets of green, interactive space make a difference. It seems that four stories is certainly too high for this neighbourhood. Also, if there is development at the end of Oscar St. please be mindful of including green, conversational, interactive space. Any development should be in the same style of the existing Fairfield Bicycle Store. Please.	6/10/2019 10:02 PM
39	adding housing not feasible without opportunity for bonus density???? Why particular to 5 Corners??? Recent developments suggest that adding expensive apartments & condos is feasible, no density bonus, I believe elsewhere in Fairfield.	6/10/2019 9:28 PM
40	It is very upsetting that council allowed the demolition of the church. We should be preserving our heritage buildings. They are what make this neighbourhood unique.	6/10/2019 9:07 PM
41	Increased density will be required as the city grows. Unless Fairfield is to become even more of an exclusive haven for the rich	6/10/2019 8:41 PM
42	Not sure about the expansion of the plaza at the end of Oscar St (my street)...it depends what gets put there. I like the reduction in height and the maintenance of the residential character.	6/10/2019 8:19 PM
43	Still have concerns about parking and density.	6/10/2019 6:51 PM
44	A lot depends on proper development of the old church and whether the area retains a personality or becomes sterile.	6/10/2019 6:35 PM
45	Makes sense	6/10/2019 4:24 PM
46	I would like this area to maintain it's current max height (the church) and not go higher. I worry about the cascade effect. This concern is fir the whole neighborhood. It seems to be that if one building goes up in height then the one beside it does and then the next and so on. Once you go up to 4 stories here and potentially the same at cook street and along Fairfield Rd through to the plaza ... Well that cascade effect will just blend this entire space into a mess of 4 story buildings quite quickly and that will completely chang the feel if the neighborhood.	6/9/2019 12:27 PM
47	Love the community measures but this area would benefit from more density.	6/9/2019 1:17 AM
48	1.What does it mean "opportunities for modest bonus density has been removed (from 151-2.1 FSR? Is it all gone? I would hope 2. A small plaza space at the end of Oscar is not necessary nor helpful, as it removes green. It's not a big area so the present arrangement fits and has restful simplicity with green. A plaza intrudes as too elaborate. 3. don't want/need small urban village. Call it what it is:A small commercial centre.	6/8/2019 12:07 AM
49	Moss and Fairfield is a very dangerous intersection for children, adults and the elderly to cross safely. It is great having businesses there, but limiting the density will hopefully help with the safety for pedestrians. Keeping that business area a Small Urban Village is a better fit for the neighbourhood.	6/7/2019 11:20 PM
50	This is silly. 5 stories is reasonable.	6/7/2019 8:54 PM
51	Don't use this area of the neighbourhood as there are no services of interest or use to me.	6/7/2019 11:08 AM
52	In support of patio spaces, better sidewalks, and canopy trees.	6/6/2019 9:26 PM
53	The problem at this corner is the car traffic on Fairfield, on Moss and around the school in the morning. Strong measures should be taken to discourage speed and discourage the use of cars on Fairfield and Moss. They shouldn't be 'transit' street as there is SJD. More shops should be implemented (grocery, fruit store). Severe anti-traffic measures should be implemented around the school at school time and during the market.	6/6/2019 7:52 PM
54	Parking is STILL an issue. We don't all ride bikes.	6/6/2019 5:09 PM
55	You guys are being taken to the cleaners on 'bonus density.' Incredible. You either need less, or more, developer input. The coziness is disgusting.	6/6/2019 12:03 PM
56	I agree with the reduction in height from four floors to three.	6/6/2019 12:02 PM
57	honestly this area is fine as it is. Leave it alone and direct funding towards issues related to the housing crisis in Victoria.	6/6/2019 11:31 AM
58	Way too many drivers confuse Fairfield with a country road and drive at 50km and above. Some drastic speed control redesign on Fairfield are needed. I'm not overly convinced by your modest "enhance this and that" STOP THOSE DAMN CARS before someone dies there...	6/6/2019 11:31 AM

## Fairfield Neighbourhood Plan Survey

59	Enhancement of green spaces and pedestrian areas.	6/5/2019 10:05 PM
60	It's a great shame that NIMBYs have gutted the earlier densities allowed in the plan. There is no reason that 4 storeys should not be allowed. More affordable rental housing is desperately needed in Victoria and Fairfield's walking distance to downtown makes it an ideal location for higher densities.	6/5/2019 3:09 PM
61	I support enhancing pedestrian experience and public spaces, but again am disappointed in the usual vocal opponents swaying the plan to maintain status quo by dissuading rental/density in an area that makes sense to diversify.	6/5/2019 2:29 PM
62	It is a mistake to reduce the opportunity for four storeys here. This would be a perfect area for a small bit of extra density beside school and transit routes. Also a mistake to remove possibility for bonus density.	6/5/2019 1:41 PM
63	What are the details on enhancing the tree canopy and how is this to be undertaken. Not only is there no tree canopy enhancement in Victoria, the tree canopy is disappearing very quickly in Victoria, I	6/5/2019 11:05 AM
64	These new requirements should keep the scale of development appropriate	6/5/2019 11:04 AM
65	There is no room for additional density at this location. Additional parking should be made available before anything changes. It is already impossible to find parking during events or on market days. The bulk of people who want to go here do not ride bikes and thus are not able to visit this area. You are discriminating against those who do not ride bikes or are close enough to walk. Shame on you.	6/5/2019 10:05 AM
66	Again, minimal changes really. But what would really improve the area would be to remove the long queues of traffic at the intersection (fumes, acceleration noise etc). The traffic light is the main problem ... intersection blocked by left-turners during rush hour, yet lights are overkill/unnecessary other times. Replace by traffic circle (+ possibly pedestrian 4-way light), or switch to flashing priority signal for Fairfield - or even(!) revert to the 4-way stop.	6/4/2019 9:57 PM
67	reduction in height and density will minimize housing. It is currently one of the least dense residential locations with almost no housing in an urban village	6/4/2019 8:45 PM
68	Reduction of stories doesn't make sense when the goal is more supply of housing units to help bring down the costs. In addition to enhancing pedestrian comfort, priority ought to be placed on improving traffic flow (prohibiting left turns from Fairfield would be a start).	6/4/2019 7:19 PM
69	Density issues being addressed	6/4/2019 5:40 PM
70	Stronger policy language about affordable housing in this area. It is particularly desirable for family friendly affordable housing due to its proximity to SJD	6/4/2019 5:33 PM
71	Same as before	6/4/2019 4:43 PM
72	Proposed development of the church property is appropriate. This has always been an important area in Fairfield. The school area was developed to allow for better use by the community.	6/4/2019 3:25 PM
73	I wish you had proposed this for the fairfield plaza area	6/4/2019 3:13 PM
74	The density in the five-point village is insufficient. It would be good to allow higher density of family housing next to the school.	6/4/2019 3:04 PM
75	Safety is a huge concern. Traffic is already high, and more density puts kids at risk. At a minimum, the developers should have to fund crossing guards for the school.	6/4/2019 2:51 PM
76	The horse is already out of the barn. The demolition of the heritage church on the southeast corner will ruin this intersection.	6/4/2019 2:42 PM
77	We think this is a good plan but something must be done to move the bus zone as someone is going to get killed in the intersection of Moss and Fairfield.	6/4/2019 2:35 PM
78	More stories, not less.	6/4/2019 2:02 PM

## Q14 Please rate how strongly you support the revised policy objectives, policies and guidance for Moss and May Village:

Answered: 162 Skipped: 39



ANSWER CHOICES	RESPONSES	
Strongly Supportive	20.37%	33
Supportive	44.44%	72
Neutral	25.93%	42
Somewhat Supportive	5.56%	9
Not Supportive	3.70%	6
TOTAL		162

## Q15 Why are you supportive/not supportive? What change(s) would make you more supportive?

Answered: 45 Skipped: 156

#	RESPONSES	DATE
1	like 3 story max for this area	6/20/2019 8:38 AM
2	These small historic commercial "hubs" are very important to the fabric of the surrounding community and it is important that new development enhance , rather than destroy the character and scale that exists.	6/18/2019 10:04 AM
3	Support no more than three storeys, stepping down in height, retain historic storefronts, enhance pedestrian spaces.	6/17/2019 11:43 AM
4	This approach should be applied to other similar areas nearby (Five Points, etc)	6/17/2019 9:54 AM
5	Not sure the neighbourhood can support much more on Street parking if development allows for more housing units in a three story housing development.	6/17/2019 7:56 AM
6	These same objectives should guide development at Fairfield Plaza. However, any replacement of existing rental housing will not be affordable. Retention is the only chance and, even then, no guarantee.	6/16/2019 5:30 PM
7	this isn't a village!	6/16/2019 10:12 AM
8	I think we should allow some further commercial development in continuation of the few existing buildings. We could do with more services in the future e.g. a cafe in that cross roads.	6/15/2019 5:00 PM
9	keeping heights down to 3 stories.	6/15/2019 7:13 AM
10	The Moss May area doesn't have many shops and services that seem to serve the broad population. It would be nice if this was expanded.	6/14/2019 2:28 PM
11	rental opportunities must be kept	6/14/2019 2:10 PM
12	Transitions all over F/G need to be more sensitive. Planners should not let developers push to eliminate transitions.	6/13/2019 4:19 PM
13	Moss/May is not a village, its a crossroad!	6/13/2019 4:05 PM
14	Prefer 3 storey to 3/4 storey for height.	6/13/2019 10:00 AM
15	Currently only 2 stories are allowed. There is no reason to increase this.	6/12/2019 11:11 PM
16	This area will never become of real commercial interest.	6/12/2019 2:49 PM
17	I support the policies but would like to see more than a minor expansion of the village boundary. Great place for a small grocery store, take out food, etc.	6/12/2019 1:01 PM
18	More transit would be cool.	6/12/2019 10:35 AM
19	keep the low story limits	6/11/2019 6:09 PM
20	This is trying to create small pocket areas for a business to barely survive.	6/11/2019 5:04 PM
21	Maintaining the small size of this area is crucial, as many character homes border the current businesses, any expansion of this would be detrimental to the area. Updating while maintaining the character of the buildings does make sense, although making them any larger or taller and increasing the village boundary doesn't make sense for the area. A yoga studio, hair salon and doctors office hardly counts as a 'village'!	6/11/2019 12:51 PM
22	Improved transit is desperately needed for the May and Cook corridors	6/11/2019 11:37 AM
23	Against height over 2 stories as it will put neighbourhood into shade.	6/11/2019 11:32 AM
24	Didn't know this was considered an "village"! Just thought of it as a road to downtown, except of course for the Moss St Market	6/11/2019 9:49 AM



## Fairfield Neighbourhood Plan Survey

25	Glad for the commitment to maintaining historical interest when building additions and a mix of affordable housing and creased transit service.	6/10/2019 11:53 PM
26	Please do not encourage building upward or densifying this area. Again, think about people---how tall are they, what do they like to do, what is a healthy environment for people? I think some of the answers would be: small scale buildings, places to connect with one another and nature. Places to walk and cycle. Places to enjoy beauty and gardening, etc. If you think in terms of people first, you will come up with a good plan.	6/10/2019 10:04 PM
27	We should not support demolition of any historic buildings	6/10/2019 9:10 PM
28	height, maintenance of historic character	6/10/2019 8:20 PM
29	Sounds good	6/10/2019 6:36 PM
30	Better policy supporting transit would be helpful, and I would say that about the other areas as well.	6/10/2019 6:26 PM
31	Same concerns with the cascade effect if increasing height applies here.	6/9/2019 12:28 PM
32	1.Yes , this corner is signiicant and does not need density. It used to be a trolley stop, which is why t he three stores were there. 2. What's wrong with 2 stories? 3. Will bonus density upset the concepts here? 4. Is this to be burdened with a UV? Please no.	6/8/2019 12:07 AM
33	I like encouraging historic storefronts	6/7/2019 9:09 PM
34	I feel that this area could be developed to make it better. More mixed use, shops, cafes, gathering spaces.	6/6/2019 9:27 PM
35	Small shop areas should be implemented in much more places in Fairfield. Small stores density should be increased there.	6/6/2019 7:53 PM
36	'Support space for sensitive transitions and retention...' yeah you're obviously really committed to that. Geez. Some of the language used in this survey is shocking. May and Moss sure will look different after your developer friends get their hands on it.	6/6/2019 12:09 PM
37	Is there anything that could be done to attract more proximity stores there?	6/6/2019 11:32 AM
38	I beleive 2.5 stories is more appropriate for that area. We also need heights to be in actual feet not is stories. Stories can vary from 8 feet to ??.	6/5/2019 11:07 AM
39	We don't want towers at Moss and May. And we don't want garden suites in this area.	6/4/2019 10:02 PM
40	There is no "revised" policy. This is just filler.	6/4/2019 9:58 PM
41	It is completely hypocritical for certain members of the public to simultaneously demand subsidized/below-market housing while also refusing to agree to increased heights and densities. I believe the silent majority supports taller building heights and the city needs to make planning decisions based on what is good for the entire community, not just a few vocal NIMBY people.	6/4/2019 7:21 PM
42	Stronger language supporting affordable housing should be included in this plan	6/4/2019 5:34 PM
43	Same as before	6/4/2019 4:43 PM
44	This is a nice little area which should be preserved and promoted.	6/4/2019 2:36 PM
45	More stories, not less.	6/4/2019 2:02 PM

## Q16 Do you have any comments on these proposed changes?

Answered: 60 Skipped: 141

#	RESPONSES	DATE
1	the term urban village is redundant as it just refers to existing commercial space - what purpose does it serve	6/20/2019 5:32 PM
2	The large urban village should be Downtown Victoria. All others, small urban villages.	6/20/2019 3:57 PM
3	Not clear on why the changes are being proposed	6/20/2019 8:52 AM
4	only if it means that references to local area planning will be enhanced ie applied farther than 400 m not removed so local area plan does not apply at all	6/20/2019 8:40 AM
5	No.	6/19/2019 7:57 AM
6	The map still indicates Fairfield Plaza as a LARGE URBAN VILLAGE and this error must be corrected !!!	6/18/2019 10:12 AM
7	Any development related to areas surrounding an urban village should not be addressed through a blanket policy. Any proposed changes should be required to go through the standard process for community engagement and approval. Given the proximity of the urban villages in Fairfield/Gonzales, there is a significant risk of unchecked development that would significantly alter the character of the neighbourhoods overall. I believe a precautionary approach should be taken, as once large-scale development is initiated, it will be very difficult to change course.	6/17/2019 9:58 AM
8	Remain concerned with Cook Street Village being treated as Large Urban Village. Also very concerned with knock down effects on areas surrounding this designation and one for Small Urban Village. And, how do these changes relate to other proposed OCP amendments related to Village, Plaza, 5 Points etc.? Also, along other parts of Cook Street (e.g. car lots) don't want those areas overwhelmed with high rises. Even the Black&White is too much for that corner. Why weren't the upper floors at least setback? And, Bellewood development on Fort Street is serious over-development.	6/16/2019 5:43 PM
9	No.	6/15/2019 5:02 PM
10	No	6/15/2019 4:45 PM
11	Like the attention to site specific conditions.	6/15/2019 7:14 AM
12	No, sounds good!	6/15/2019 6:56 AM
13	Specifically referencing Policy 6.23, the 200m distance from the Urban Core, LUV and Town Centre needs to hold the most weight in decision making and planning. Over the next 50 years our city needs to see changes for the better in these neighbourhoods to ensure they are walkable, affordable and livable. If we put too much weight on the surrounding context then it's very difficult to achieve those city goals when we look 50 years into the future. So these distances are plannings way of saying that the areas near these walkable centres are going to change more than most areas to give us a truly walkable and livable city, rather than just small adaptations to the surrounding context.	6/14/2019 12:09 PM
14	No comment.	6/13/2019 6:42 PM
15	Topography is important. Often OCP and even local area plans are just looking at a flat map. Allowable development needs to look at the land.	6/13/2019 4:23 PM

## Fairfield Neighbourhood Plan Survey

16	I support these proposed amendments and have two comments about additional amendments that should be considered both because of these proposed changes and because of modifications to urban villages that have resulted from Neighbourhood Plans. First, I welcome the removal of 400m area, which is problematic not least because when the 400m radii are drawn on a map of Victoria it suggests that density policies for large urban villages apply to most of the city, and therefore conflicts with proposals for traditional residential areas. Bullet points two and three are sensible modifications that respond to the removal of the 400m radii by permitting flexible interpretations of what type and scale of development is appropriate. My comments are these. 1. Urban villages are a very important component of the urban identity of Victoria, widely recognized and appreciated by residents. The OCP identifies 10 Large Urban Villages and 9 Small Urban Villages (there are also some other small commercial centres in Victoria that are not identified e.g Menzies/Niagara, Cook/Meares). I would like to see the OCP amended to include language that stresses the need to reinforce the character of urban villages (rather than treating them primarily as focal points for densification). 2. The OCP proposes that 40% of population growth to 2041 (8,000) be accommodated by development in town centres and large urban villages. Changes to 400m radius, and to large urban villages in Neighbourhood Plans make this goal unrealistic (Humber Green revised to a transportation corridor, Fairfield Plaza revised to a small urban village, density in Cook Street Village revised down; plus Selkirk and Vic West mostly built up. I would like to see the Growth Management Concept (Figure 3 in the OCP, and any related sections) substantially modified, so that population projections are indicated for the Downtown Core (10,000), corridors and villages (and perhaps urban residential/apartment areas (8,000) , and the rest of the city (2,000), or something along those lines. One aspect of this should be to encourage densification along corridors/transit routes.	6/13/2019 4:19 PM
17	no	6/13/2019 12:21 PM
18	No	6/13/2019 12:01 PM
19	These are good ideas.	6/13/2019 10:01 AM
20	What really is a large urban village? It is obvious to me that Cook St. Village is not but the city planners are trying to make it one. Where is the language that safeguards the heritage and architectural history that have made Victoria world famous. Is the city now going to be famous for destroying that which has made it so desirable? I also don't understand why you want to change the Community Plan after ignoring it for so long.	6/12/2019 11:26 PM
21	more rules and regs that will only be adhered to when it's convenient.	6/12/2019 2:51 PM
22	Do not complicate things any more!	6/12/2019 2:50 PM
23	I agree with the changes outlined above.	6/12/2019 1:03 PM
24	No, other than that I support more density in most of these areas.	6/12/2019 10:36 AM
25	no	6/11/2019 6:09 PM
26	Strongly support removing 400m rule Strongly oppose continuation of objective 6a. 50% growth in core is fine; LUV concept is fatally flawed because little similarity among LUVs; they will never achieve 40% of growth - never have to date and recent/contemplated changes iwill increase the share of SUV/residual areas: need a more fine-grained assessment of LUVs and their growth potential	6/11/2019 5:13 PM
27	Too many forced "villages" where none exist and are not necessary	6/11/2019 5:12 PM
28	Changing the setbacks and increasing the density in that parameter would be very unfortunate. 400 meters is a wide radius and would have large effects on any developer wanting to remove character homes to build new modern style. Maintaining the historical heritage style of this neighbourhood is crucial for Victoria's future as a world wide destination.	6/11/2019 12:56 PM
29	I'm fine with more density - just need to make sure that transportation upgrades are in place to support it. E.g., AAA bike path on Richardson, alternative parking to on-street parking, etc.	6/11/2019 11:36 AM
30	This is a vague policy cange which relay provides ofr the freedom of the city to permit large developments with greater height and reduced parking which will hugely impact neighbourhoods. How about some palin language?	6/11/2019 11:33 AM

## Fairfield Neighbourhood Plan Survey

31	In relation to the designation of the traditional residential areas, I repeat my concerns related to the higher density proposed for the remaining Traditional Residential properties west of Cook Street and no consideration given for preserving Heritage values (that are not designated). Heights and sizes in zone 1 should be the same as zone 3. There is no reason for permitting larger developments west of Cook and south of Southgate. The little enclave of houses remaining west of Cook and south of Southgate should be protected at all cost, like a nature preserve or conservancy. There is no other neighbourhood like it left in Victoria, and I wish someone with the ability to prevent it from all being knocked down would finally step forward and take some kind of initiative to protect it. Specifically, I am referring to streets like Oliphant and Vancouver south of Southgate, which by some miracle have survived. There is already an incredible variety and amount of density achieved in this area through secondary suites, house complexes/conversions and laneway houses. Measures should be taken to protect this area more effectively so that it remains a unique enclave instead of yet another block of apartments. Redevelopments should be encouraged to maintain smaller scale/height/massing here. Setbacks and transitions should be more significantly emphasized and respected in actual practice once this plan is in place.	6/11/2019 11:03 AM
32	no	6/11/2019 10:06 AM
33	no	6/11/2019 9:50 AM
34	I don't understand any of this so cannot agree to it until I do.	6/11/2019 9:26 AM
35	Generally, I believe council is listening. That's not always the case these days, it seems.	6/10/2019 10:05 PM
36	Availability of major public transit routes???	6/10/2019 9:31 PM
37	As per the initial comments regarding minimizing intrusion on existing residents.	6/10/2019 8:42 PM
38	I don't really understand them.	6/10/2019 6:37 PM
39	No.	6/10/2019 6:27 PM
40	NO - too vague. As it is the City does not follow OCP, this will just make it more difficult for residents to manage what is going on in their neighbourhoods.	6/10/2019 11:53 AM
41	In regards to 6.23 the neighborhood feedback is a major consideration to include	6/9/2019 12:30 PM
42	no	6/8/2019 11:40 AM
43	1. Removing two of the clauses will not take away the effects of radius . If you'r trying to remove the radius, that won't work. There are other places in Plan, such as the plaza area where radius clauses come through 2. I'd have to see the change in wording for 6.23 to be clearer to see if it has enough effect. 3. What about that map with the 5 circles? As long as that is left, more effect is left. 4. Thanks for at least noticing the effects of the clauses and making some effort to be clearer. I'll have to see the words and final version to be able to judge.	6/8/2019 12:10 AM
44	I agree with the proposed changes.	6/7/2019 11:26 PM
45	More retail stores	6/7/2019 8:11 PM
46	I don't understand them -- wish you could chunk down this information to make it easier to understand	6/7/2019 4:16 PM
47	Generally supportive	6/7/2019 11:09 AM
48	No	6/6/2019 9:32 PM
49	This is just more bull crap lobbying by developers seeking to undermine council. These particular changes are only applicable to a very small group. Which developers are Victoria using for these consultations? Or which consultants are Victoria using for their developers? This is the kind of minor corruption that erodes the public's trust. It all adds up.	6/6/2019 12:16 PM
50	No	6/5/2019 2:30 PM
51	The appropriate scale of the Fairfield Plaza is not 5 stories but 2.5 stories, the form and structure of 5 stories does not fit in with neighbourhood.	6/5/2019 11:09 AM
52	None	6/5/2019 11:06 AM
53	Seems ok - but would depend on the content of the actual revisions and clarifications.	6/5/2019 10:09 AM
54	Any large urban village plans should be changed to small urban villages.	6/5/2019 8:11 AM

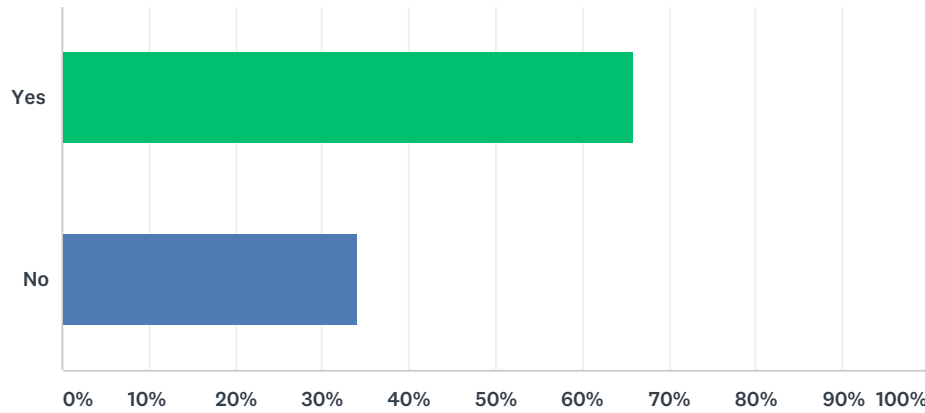


## Fairfield Neighbourhood Plan Survey

55	This is a PERFECT example of why people get so frustrated with planning processes. Where are "policies 6.19, 6.20, 6.23 and 6.3" defined and what are the implications for making these changes? Why couldn't you at least provide a direct link to something that provided details? (NB I read the "OCP amendments pdf" and it does NOT mention any of these policies!)	6/4/2019 10:07 PM
56	We don't like the garden suites that are being allowed next to our property lines. Please rethink garden suites on Linden! It's too dense and you are killing the green spaces. Why not allow people to put basement suites in? Why garden suites? Garden suites kill the song birds.	6/4/2019 10:03 PM
57	no	6/4/2019 4:44 PM
58	I have no understanding about what this changes means, so I can not comment.	6/4/2019 3:15 PM
59	These changes suggest that there will be no blanket rezoning. Good. Local area plans need to be sincere reflections of the goals of each neighbourhood.	6/4/2019 2:44 PM
60	We need to keep the look of Fairfield and Gonzales traditional while understanding that the city wants more density which is unaffordable for most in these areas. We had to live in a cheaper area until we could afford to live here. Why has that thinking changed?	6/4/2019 2:40 PM

## Q17 Have you been involved in earlier engagement on the Fairfield Neighbourhood Plan?

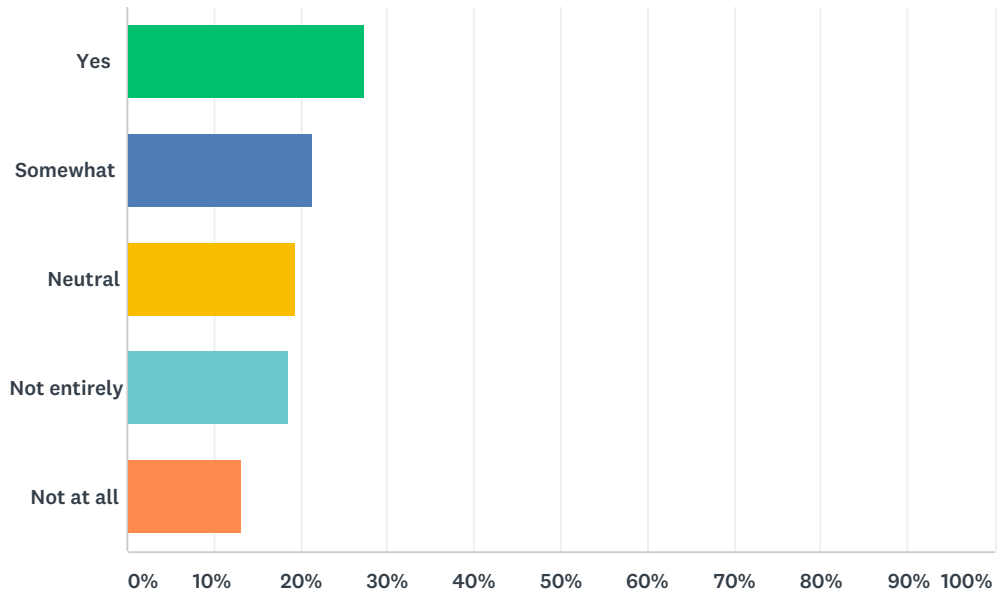
Answered: 158 Skipped: 43



ANSWER CHOICES	RESPONSES	
Yes	65.82%	104
No	34.18%	54
TOTAL		158

## Q18 If yes, were you as involved in the development of this plan as you wanted to be?

Answered: 113 Skipped: 88



ANSWER CHOICES	RESPONSES	
Yes	27.43%	31
Somewhat	21.24%	24
Neutral	19.47%	22
Not entirely	18.58%	21
Not at all	13.27%	15
TOTAL		113

## Q19 Would you like us to know anything else about your experience with the Fairfield Neighbourhood Plan?

Answered: 64 Skipped: 137

#	RESPONSES	DATE
1	The meetings have been valuable and a number of concerns have been addressed.	6/20/2019 4:01 PM
2	We need significantly better transit in and out of Fairfield on Cook St.	6/20/2019 3:58 PM
3	Too few people (renters) are involved and not heard; density for all lands west of Cook Street is needed	6/20/2019 8:54 AM
4	Concerns and suggestions have been heard and are mostly reflected in the revised plan	6/19/2019 10:59 PM
5	Traditional Residential designation in Sub Area 1: - the # of storeys should be limited to 2.5 storeys and not 3 storeys to encourage peaked roofs with dormers which is the current TD norm in this area. 3 storeys would encourage more flatter roofs and significant distract from the character that remains in this area. - maximum allowable height above grade should also be specified for Traditional Residential.. - small apartments should not be a suitable housing form for Traditional Residential in Sub Area 1 (it is not included in Sub Area 3). There are already many apartment buildings in this area and allowing small apartment buildings in the Traditional Res. designation will further degrade the remaining character of this area. - "Retention and adaptive reuse of properties of heritage value is strongly encouraged" needs to be stated for Sub Area 1 where all remaining Traditional Residential Properties are in good repair and have heritage value (built approximately 100 years ago.) The properties along Vancouver St. are part of the Fairfield Heritage Walking Tour. The horse and carriage tours also go along Oliphant, presumably to look at the heritage character of the properties on Oliphant. - Most of the Traditional Residential properties in this area already have suites and/or laneway houses. There is no need to increase the allowable FSR in this area to 1:1 compared to other Fairfield Traditional Residential properties with FSR of 0.5-0.85:1. - Increasing the allowable density in the TR properties West of Cook St., will only increase traffic along Vancouver St, contrary to the objective of reducing vehicle traffic on Vancouver St. to accommodate the planned Bikeway. - On-street residential only parking is already at a premium along Vancouver St. where many of the Traditional Residential properties already have secondary suites and laneway house, and limited off street parking. - Average Income levels for affordable rental housing should be based on average incomes in the City of Victoria only, where there are more apartment buildings with renters (lower income earners) compared to Oak Bay, Saanich, etc. where average incomes are generally higher.	6/19/2019 1:49 PM
6	I appreciate the efforts to engage the community. Why does this work so well and yet the bike lanes were imposed on the city with very little consultation?	6/19/2019 11:12 AM
7	Don't destroy Cook Street Village by forcing bike lanes down Cook Street. I am a biker, and I do not approve. Don't destroy the Village.	6/19/2019 7:58 AM
8	Not enough about transportation, especially making Fairfield more bicycle and pedestrian friendly.	6/18/2019 12:46 PM
9	I personally felt that the early engagement process was very poor. The only way I got involved was through my own persistence over the past year or so and even at that I felt that much of the plan had been pre-conceived (perhaps through Council direction) and that we weren't really being listened to.	6/18/2019 10:15 AM
10	I think the City of Victoria does an excellent job of asking for public feedback and listening.	6/17/2019 11:46 AM
11	Please note that the proposed changes in the plan have a significant impact on residents in these neighbourhoods. In my experience, there is support for the concept of gentle density; however, many are concerned that the projects being proposed are seeking to maximize density at multiple locations that are in close proximity. Many feel that this would be the beginning of the end of the neighbourhoods as they exist today and are therefore hesitant to support this approach without clear commitments to preserving the character and design of these communities.	6/17/2019 10:00 AM
12	Remain concerned that Council will only pay it lip service. Far too many applications coming in with proposed amendment to OCP, re-zoning, setback relaxations, other variations, all at one time and all inconsistent with neighbourhood values.	6/16/2019 5:47 PM



## Fairfield Neighbourhood Plan Survey

13	We have to accept change in our environment and that is not bad. Fairfield is a pleasant neighbourhood but far from all architecture here is good and worth preserving so let us freely accept renewal to what is more suitable and necessary in 2019. We should be happy with a population influx and let us welcome these newcomers by making room for them. Plan for fewer cars and more bicycles and for buildings which provide the proper living spaces for all age groups.	6/15/2019 5:15 PM
14	Unfortunately I often find my age demographic doesn't understand all the great work that goes into planning a neighbourhood and it results in plans that can be skewed towards Boomers that already live there (less dense neighbourhoods), who may have more time on their hands and better understand the process. I just ask that when those who live close to change are outraged by new developments that council remembers there are so so so many of us trying to be apart of that neighbourhood too and all we want more market housing of all types. This makes us feel that you're listening to everyone.	6/14/2019 12:17 PM
15	A comment about the Revitalization Guidelines for Corridors, Villages, Town Centres. A great idea to have guidelines that apply to the city, so that things that apply to all villages do not have to be restated in each plan. Also I note that this reflects the sort of amendment to the OCP I suggested in my previous comment about removing references to population growth to be accommodated in Large Urban Villages. But I have a criticism with 1a and the diagram. The language is about pedestrian scale but, as the diagram shows, a 1:2 ratio gives a street wall that will be about 20m or 50 feet tall that is far from being at pedestrian scale. The diagram also shows this with a generous setback and two rows of trees. Furthermore this proposal is inconsistent with proposals in the Fairfield Draft for Cook Street Village. There may be streets in the city where a 20m street wall is appropriate, but in the urban villages I can think of none, and on most corridors outside downtown they would be overwhelming. I would suggest reviewing this, perhaps by saying "buildings fronting streets should provide a street wall generally of not more than 1/3 of the street width with setbacks at the 2nd or 3rd storeys." This would I think be more consistent with what many residents will consider reasonable for the urban villages and corridors such as Oak Bay Avenue.	6/13/2019 4:37 PM
16	These neighbourhood plans really do not take into consideration of the "borders". there is often no transition. Fairfield Plaza is also part of Gonzales.	6/13/2019 4:25 PM
17	No road adaptation etc for bike movement. As a cyclist, the present system is completely adequate for cyclist mobility.	6/13/2019 4:13 PM
18	There was a group elderly men that very vocal, and I felt they totally railroaded the process.	6/13/2019 2:24 PM
19	It's clear that Council has directed all the areas it wants regardless of what the public wants. This is wrong. This whole LAP process feels designed to give the public the impression that Council is listening but in fact, is not. It seems simply a sham that gives them the legal right to change the OCP to their personal political agendas.	6/13/2019 1:54 PM
20	In spite of the the draft FNP recommendation to the contrary, the Fairfield Church redevelopment was unanimously approved by Council. Ad hoc OCP amendments should for upzoning of individual projects undermines public confidence in LAPs abd the OCP.	6/13/2019 10:06 AM
21	We r a strong caring, committed community I have great respect for Fairfield/Gonzales Association who have not allowed our civic politicians to bulldozer over	6/13/2019 8:36 AM
22	Fairfield is cute but is aging and houses are expensive. Allowing character duplexes/townhouses makes sense to me. I'm not a fan of 4 story residential/retail because it creates tunnels (4th Ave and Broadway (6story) have been wrecked IMO). Keeping commercial hubs accessible to pedestrians and mobility challenged is important so put the bike lanes on side streets.	6/13/2019 7:01 AM
23	It has been flagrantly ignored whenever a developer with deep pockets wants to feed his greed and build something clearly wrong for the area. All he or she needs to do is pay the city council (ie. bonus density) and all zoning, plans and common sense is put aside.	6/12/2019 11:36 PM
24	It is endlessly frustrating and shows that the City is unable to show decisions made as elected representatives should.	6/12/2019 2:52 PM
25	Good planning and done in stages. Many opportunities for people to become involved. Staff listened to what people said,	6/12/2019 1:05 PM
26	I'm concerned that the wants of wealthy homeowners are being placed above the needs of renters and poorer residents.	6/12/2019 10:37 AM
27	We enjoy all the areas surveyed and appreciate the efforts you are taking for feedback. As we walk a lot we notice a crosswalk at Busby and Dallas is needed where the curb drops to street level. Also George and Bushby needs a stop sign and cars speed from Bushby onto George.	6/11/2019 11:01 PM

## Fairfield Neighbourhood Plan Survey

28	Meetings should be facilitated in a manner that allows all participants to contribute in an equitable manner. Basically staff should be prepared to manage those who take over and don't let all voices be heard. There are ways to facilitate a meeting so this is possible. E.g., a talking stick and a timer, etc.	6/11/2019 7:46 PM
29	no	6/11/2019 6:10 PM
30	Very grateful for the staff who have led this process. Quality public service - should be an award!!	6/11/2019 6:03 PM
31	The process was flawed, divisive and cynicism inducing from the get-go. Needs more thought and community leader engagement from before the start and throughout the process	6/11/2019 5:18 PM
32	The length of time that it takes for anything to happen is excruciatingly slow.	6/11/2019 5:13 PM
33	It's hard for you guys to engage everyone I understand, but I wish there was a way to be more involved. I find the in-person sessions difficult as they are too busy to talk to municipal workers. Also, don't know where else to put this, but I would really like to see a bike lane through Cook St village connecting to the new Dallas Rd lane.	6/11/2019 3:34 PM
34	I love living here, I've lived many places across Canada and internationally, and this is my favourite place to come home to. Im not against change, we need it, although sometimes heritage neighbourhoods need to be maintained and enjoyed for what they were created to be. We can modernize other places, although if we develop to much, what is loved most about this neighbourhood will be lost and that would be tragic for Victoria.	6/11/2019 12:58 PM
35	I live on Fairfield Rd near Quadra St., with more traffic how will you moderate speeding?	6/11/2019 12:48 PM
36	I don't think the in-person engagement was inclusive or reflective of the residents. Appeared to be a small homogenous group with specific agendas. More effort should be made to reach out to diverse groups.	6/11/2019 11:39 AM
37	I appreciate the ability to view the plan online and participate via online surveys.	6/11/2019 11:37 AM
38	You do not seem to listen and/or permit developers to get variances from existing plans with ease . My own experience with home renovation is that you are harder on us than developers.	6/11/2019 11:35 AM
39	So much new development seems to depend on ground floor commercial businesses. Given the turnover of business in downtown Victoria and in neighbourhoods I wonder where planners think these businesses are going to come from. I shudder to think that we might end up with ghost blocks of unoccupied and unrentable ground floor commercial space. What then?	6/11/2019 9:28 AM
40	Implications need to be more transparent to neighbours!, not just to planners and developers.	6/10/2019 9:33 PM
41	Time to get it done. Enough talk.	6/10/2019 6:28 PM
42	I appreciate the engagement	6/10/2019 4:27 PM
43	The City's engagement policy is poor and what you indicate "you have heard" doesn't seem to be what WE are hearing.	6/10/2019 11:54 AM
44	Once again I believe the information is being presented very much in a way to downplay how much impact these plans have. It's all worded as though everything is a positive when in fact it is not. The use of the wording "we heard" is frustrating to say the least as you heard much more than is being presented and it is misleading.	6/9/2019 12:33 PM
45	No opportunity here to comment on other areas of the Plan??? The dividing line of transition from Cook St Village to the northern Urban retention area has been set at Southgate. It should be at Fairfield. Pakington, a tiny street with a significant heritage home, should not have to have 6 story buildings! Cook St should have a frequent bus route, not a local one - if you want to call it a Large Urban Village, give it the amenities of a large urban village! Cook St should NEVER be an AAA bike route - especially with Vancouver St. just one block away. Remove Pakington St from the bike route as it is terribly unsafe for through bicycle traffic due to its narrowness and to the many driveways people back out of. This is a poor feedback opportunity because there are a great many sections in the plan that you asked NO questions nor gave any opportunity for feedback on. Am I disappointed, yes. Am I surprised, no.	6/8/2019 11:49 AM

## Fairfield Neighbourhood Plan Survey

46	1. I have been following it and the United Church site proposal since work began on them. We had to push hard against denials and I got a lawyer's letter to persuade about the radius problem. I am glad that there has been some recognition of problems with the Urban Village. It was hard to go through that. 2 Fairfield really doesn't need the UVs, as it is organically organized to meet needs of distance to store s etc. Keeping as much as possible of the streetscapes means making better use of them. 3A Near the downtown, Fairfield is important for tourism and tours do come through. The more historical places are destroyed, the less reason for people to come for tourism. 4. Fairfield does not have to take all 30,000 of the projected increase for Victoria. Please leave the historical places and save tonnes of carbon from arising! 5 Not including the Fairfield Church site with the whole area was a big mistake, as was the approval for the new development, This approval was based on negligence,deceit lies and ignoring of 85% of 180 places within 400 metres survey map wanting to save t he church building. Serious issues including safety for the school children and families were brushed over and parking is a big problem. Did you know the coring was done and found not much rock, but a lot of blue clay! That changes how the foundations are built. Better to keep the church!	6/8/2019 12:30 AM
47	Seems to be headed in the right direction. Maintaining charm and livability, while trying to figure out how not only rich people can live here.	6/6/2019 9:34 PM
48	Conservative poeple shout out loud and we should also listen to more silent voices.. We need new urbanism to meet housing needs, GHG emissions target for climate change and preserve or increase human physical activity and social interactions. Be bold in your thinking!	6/6/2019 7:56 PM
49	Victoria wants and needs to increase density, but it shouldn't come at a cost to existing sub areas which should visually remain the same. Three or four or five plexes increase parking issues (I know city govt thinks everyone will cycle or use transit in 10 years, but come on; Victoria, and it's unaffordability, attracts the upper class and the wealthy who are not going to be using transit) and disturb the beauty and consistency on our small side streets.	6/6/2019 12:23 PM
50	I know it is difficult to reach people to consult outside the usual suspects, and it takes investment to do so. I'd argue that given the pace at which our community will inevitably need to adapt in the coming decades, and the urgency of housing needs together with the desire/need to consult and provide public mandate for these changes - it seems to me it will be a worthy investment to make inroads in engaging more young people and renters, as I am certain they are underrepresented in these consultations.	6/5/2019 2:33 PM
51	The experience so far say that a group of activist NIMBYs have driven this process and that city staff are taking the views of that group over the whole benefit of the neighbourhood	6/5/2019 1:44 PM
52	Why is it that the new townhouse proposals on Fairfield/Kipling and the proposed Rhodo development on Fairfield completely ignore the guidelines around streetscape, form and structure and transition?	6/5/2019 11:13 AM
53	I appreciate that additional opinions on the updates are being solicited.	6/5/2019 10:10 AM
54	Thank-you for being open and accountable to community input. I do not wish for any higher density in this already dense area. It needs to be kept as a traditional neighbourhood with no large urban village plans.	6/5/2019 8:16 AM
55	Answer to #18: - because I felt that all the options were presented as close to final and minimal changes were possible. Please read my comments in this survey. The final one in particular	6/4/2019 10:11 PM
56	I feel that we were not consulted on your policy around garden suites being built next to property lines. On Wellington and Faithful, they are putting in a garden suite with four decks that will overlook our house and get rid of any privacy that we once had. It will kill green space and birds. They could have simply raised the house and put in a basement suite. Please re-think your garden suite policy. We don't like it. We don't want towers in Fairfield. We don't want Fairfield to become like James Bay. We want character!!	6/4/2019 10:06 PM
57	It is disappointing to learn that those who oppose the type of change we need want to hold the city back and the city is capitulating to their demands. The silent majority want redevelopment and increased densities as this will increase the number of housing units and better planning (such as underground parking at Fairfield Plaza) will improve the quality of life in the neighbourhood. Please apply best planning techniques rather than placing outsized emphasis on vocal NIMBY/BANANA people who will always complain about change no matter what it is.	6/4/2019 7:24 PM
58	Overall, this OCP should contain stronger language supporting the retention and development of affordable housing rental housing.	6/4/2019 5:37 PM

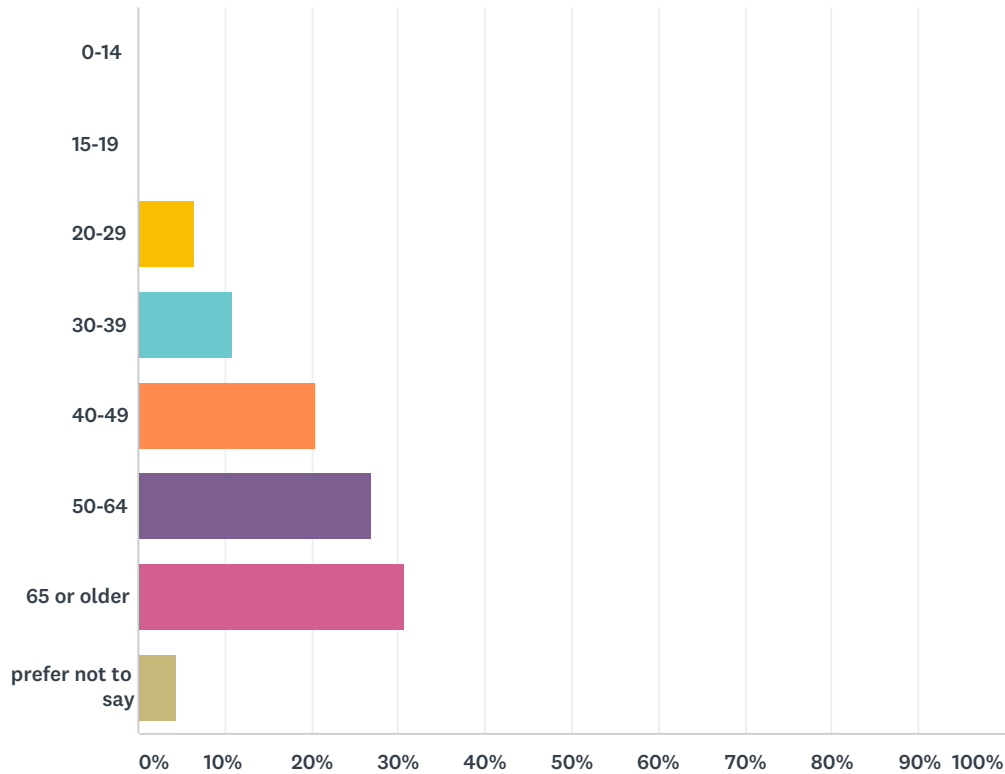
## Fairfield Neighbourhood Plan Survey

59	Need more frequent bus service on Richardson! Curbs at intersections are ridiculous for those of us using wheels of any description, the usual exit area face the centre of the intersection, often nt facing E-W or N-S, so silly and dangerous for wheeled people going into traffic to get into the crosswalk! Also the curbs are hard on scooters because they are not smoothed out like downtown. As a resident my income is irrelevant.	6/4/2019 4:48 PM
60	So far really frustrating, I wish you could offer rationals of why you did accept or not changes proposed by the public and really clarify what type of decision making power we have. I feel that many decision are political and not really offered to us to influence. That said, thank you for your hard work, I do appreciate the planners good intentions and dedication to this plan!	6/4/2019 3:17 PM
61	Good process except for the six-storey approval in the Cook Street Village currently being constructed. Too high!	6/4/2019 3:06 PM
62	We are glad that you are listening to all the input and concerns for our future.	6/4/2019 2:42 PM
63	The development at 200 Cook Street should have been subject to these rules. Council members who approved the development should be required to review the rental and purchase prices of units and compare them to the far fetched and unenforceable promises of affordable housing and family housing that they endorsed at the time of the vote.	6/4/2019 2:16 PM
64	The core urban area - Specifically Southgate St is slated to have buidings up to 6 stories. I object to that as do many of the people in the area. The Park should not be rimmed in with large buildings...the new development at Quadra and Southgate is a perfect example of what NOT to build. The townhouses should have been in front and the larger mass structure in the back. The building itself far exceeds scale of the neighbourhood and has not redeeming/interesting details. We have committed the area near Fort St for larger buildings and the James Bay side of the park is already surrounded by buildings of larger height. We should keep this area around the park as green as possible with low ( 3 story) buildings and large set backs, much like the design plan on Heywood.	6/4/2019 2:13 PM



## Q20 Please indicate your age group

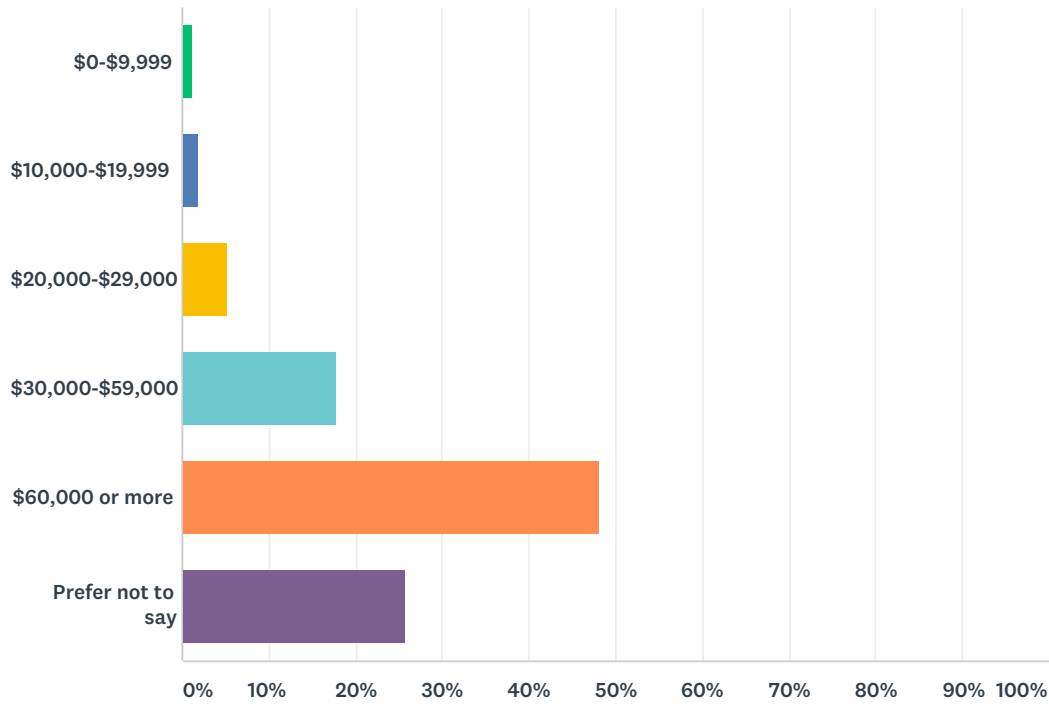
Answered: 156 Skipped: 45



ANSWER CHOICES	RESPONSES	
0-14	0.00%	0
15-19	0.00%	0
20-29	6.41%	10
30-39	10.90%	17
40-49	20.51%	32
50-64	26.92%	42
65 or older	30.77%	48
prefer not to say	4.49%	7
<b>TOTAL</b>		<b>156</b>

## Q21 What is your annual income (as an individual)?

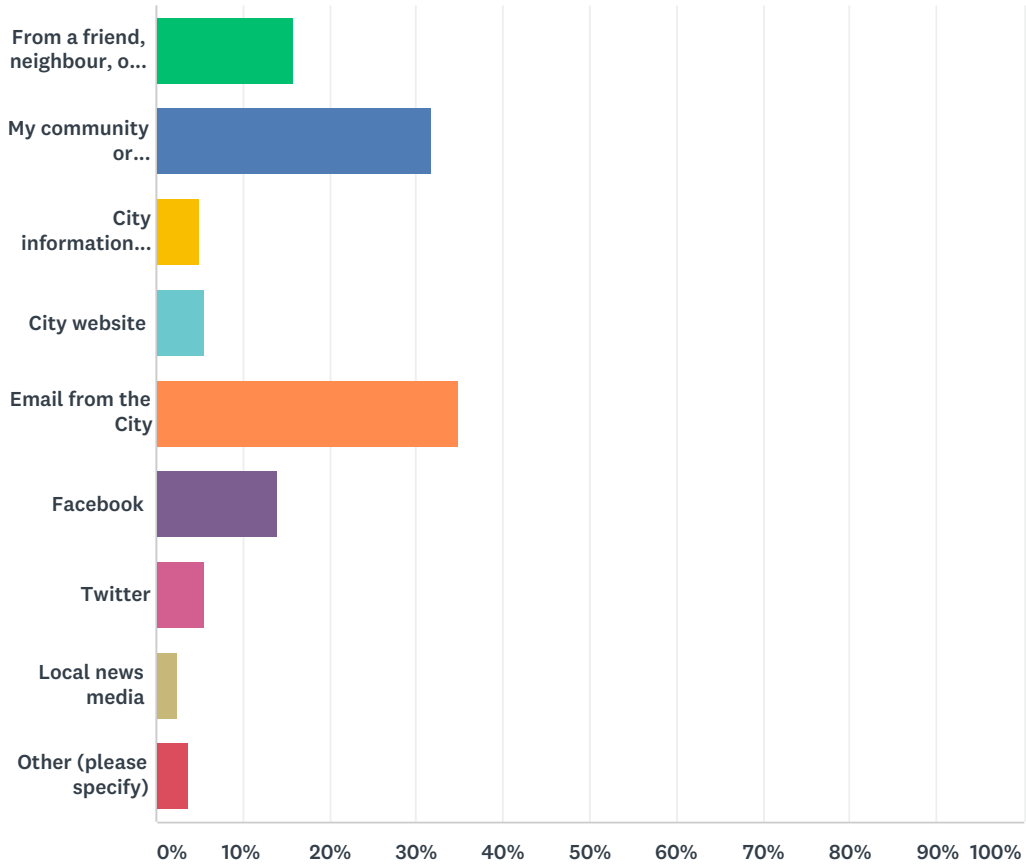
Answered: 152 Skipped: 49



ANSWER CHOICES	RESPONSES	
\$0-\$9,999	1.32%	2
\$10,000-\$19,999	1.97%	3
\$20,000-\$29,000	5.26%	8
\$30,000-\$59,000	17.76%	27
\$60,000 or more	48.03%	73
Prefer not to say	25.66%	39
TOTAL		152

## Q22 How did you hear about this survey? (select all that apply)

Answered: 157 Skipped: 44



ANSWER CHOICES		RESPONSES	
From a friend, neighbour, or family member		15.92%	25
My community or neighbourhood association		31.85%	50
City information booth		5.10%	8
City website		5.73%	9
Email from the City		35.03%	55
Facebook		14.01%	22
Twitter		5.73%	9
Local news media		2.55%	4
Other (please specify)		3.82%	6
Total Respondents: 157			

#	OTHER (PLEASE SPECIFY)	DATE
1	friend	6/19/2019 7:58 AM
2	Instagram	6/9/2019 1:18 AM

## Fairfield Neighbourhood Plan Survey

3	At least two other activist let me know	6/8/2019 12:30 AM
4	Instagram	6/6/2019 1:52 PM
5	Gonzales Nieghbourhood Association	6/5/2019 11:13 AM
6	went to a supposed "discussion session" a year or two ago	6/4/2019 10:11 PM



## Council Motions of April 11, 2019

### 6. Fairfield Neighbourhood Plan – Update

#### Main Motion as amended:

1. That Council receive the draft Fairfield Neighbourhood Plan (March 2019) (Attachment A), for consideration.
2. That Council consider consultation for proposed Official Community Plan (OCP) amendments associated with Fairfield Neighbourhood Plan alignment:
  - a. Consider consultation under Section 475(1) and 475(2) of the *Local Government Act* and direct staff to undertake consultation with those affected by the proposed amendments to the Official Community Plan as identified in the following recommendations.
  - b. Consider consultation under Section 475(2)(b) of the *Local Government Act* and direct staff:
    - i. to refer the proposed Official Community Plan amendments to the Songhees Nation, the Esquimalt Nation, and the School District Board;
    - ii. that no referrals are necessary to the Capital Regional District Board, or the provincial or federal governments.
3. That Council direct staff to prepare Official Community Plan amendment bylaws following consultation, and in accordance with feedback received, to amend Section 6: Land Management and Development and related maps and policies as follows:
  - a. to delete policy 6.19 and 6.20 (and renumber policies accordingly) and make related changes to clarify the OCP intent regarding development within and near urban villages
  - b. for Core Residential areas, to reduce the density range for some blocks on the south side of Meares Street (from 2:1 - 3.5:1 floor space ratio, down to 1.5:1 - 3:1 floor space ratio, and 1.2:1 - 2.5:1 floor space ratio) consistent with the draft Fairfield Neighbourhood Plan
  - c. for Urban Residential Areas, to consider increased densities up to 2.5:1 floor space ratios in blocks north of Fairfield Road between Quadra Street and Vancouver Street, to consider commercial uses at grade in locations indicated in neighbourhood plans, and to clarify that neighbourhood plans should be consulted in determining which Urban Residential areas may be considered suitable for bonus density
  - d. for Large Urban Villages, to refer to the Fairfield Neighbourhood Plan for consideration of building form and height, thereby reducing anticipated height in Cook Street Village to 4 storeys
  - e. for Small Urban Villages, to add three parcels to Moss Street Small Urban Village consistent with the draft Fairfield Neighbourhood Plan
  - f. to change the name of "Ross Bay Village" to "Fairfield Plaza", designate it as a Small Urban Village, consider 3 to 4 storey buildings and place character features consistent with the Fairfield Neighbourhood Plan, and consider additional density up to approximately 2:1 floor space ratio for advancement of plan objectives
  - g. for Traditional Residential areas, to consider development up to 2.5 storeys for certain infill housing types, and up to 3 storeys in limited locations near Cook Street Village and along Fairfield Road as consistent with the Fairfield Neighbourhood Plan.
4. That Council direct staff to prepare Official Community Plan amendment bylaws following consultation, and in accordance with feedback received, for Appendix A: Development Permit Areas as follows:

- a. amend Development Permit Area 5: Large Urban Villages to update guidelines with the new *Guidelines for Cook Street Village* (2019)
  - b. amend Development Permit Area 6A: Small Urban Villages to add the areas of Five Points Village, Moss at May Village, and Fairfield Plaza, and to apply the *Guidelines for Corridors, Villages and Town Centres* (2017) with added guidelines for Fairfield Plaza
  - c. amend Development Permit Area 14: Cathedral Hill Precinct, to include new policies regarding building separation, landscape setback, and impact on Pioneer Square and the Provincial Law Court Green
  - d. amend Development Permit Area 15F: Intensive Residential - Attached Residential Development to include the Traditional Residential areas of Fairfield, and to apply the revised *Design Guidelines for Attached Residential Development: Fairfield Neighbourhood* (2019).
5. That Council direct staff to undertake a final round of engagement on the draft Fairfield Neighbourhood Plan and associated OCP amendments to include a meeting with the Fairfield Neighbourhood Plan working group; an on-line plan summary and survey; two open house events; meetings with interested stakeholder groups; referral to the Advisory Design Panel for comment; and notification to the Planning and Zoning Committee of the Fairfield-Gonzales Community Association.
6. That Council direct staff to prepare a zoning bylaw amendment that would allow fourplexes as a right on lots between 6000 and 7499 square feet and sixplexes as a right on lots 7500 square feet or larger as long as:
- a. The proposed buildings conform to *Design Guidelines for Attached Residential Development: Fairfield Neighbourhood*.
  - b. At least half the units in each building are affordable to very low to moderate income households on either a rental or ownership basis depending on the tenure of the building.
  - c. There are provision for onsite cycling storage and consideration of a car share.
  - d. Proposed new buildings meet the BC step code step 5 standard.
  - e. Direct staff to bring economic modeling and information on the viability of these types of projects back to Council with bylaws and that this information reflect Council's desire to have the most affordability for very low to low income households

That Council approve up to five storeys along Fairfield Road frontage, as part of the Fairfield plaza urban village, subject to shadow studies at the time of redevelopment and having mitigation strategies.

**Carried**

**MINUTES OF THE  
ADVISORY DESIGN PANEL MEETING  
HELD WEDNESDAY MAY 22, 2019 AT 12:00 P.M.**

**1. THE CHAIR CALLED THE MEETING TO ORDER AT 12:05 P.M.**

**Present:** Sorin Birliga, Pamela Madoff, Jason Niles, Marilyn Palmer, Jessi-Anne Reeves, Carl-Jan Rupp, Karen Sander, Stefan Schulson (Chair)

**Absent:** Elizabeth Balderston; Roger Tinney

**Staff Present:** Miko Betanzo – Senior Planner, Urban Design  
Joaquin Karakas – Senior Urban Designer  
Marc Cittone – Senior Planner  
Katie Lauriston – Secretary

**2. MINUTES**

**Minutes from the Meeting held April 24, 2019**

**Motion:**

It was moved by Stefan Schulson, seconded by Sorin Birliga, that the minutes from the meeting held April 24, 2019 be adopted.

**Carried Unanimously**

**3. APPLICATIONS**

**3.1 Draft Fairfield Neighbourhood Plan and Draft Development Permit Guidelines**

Marc Cittone and Joaquin Karakas provided the Panel with a brief introduction of the Draft Fairfield Neighbourhood Plan and Draft Development Permit Guidelines and the areas that Council is seeking advice on, including the following:

- key revisions to the draft Plan, particularly for the areas of:
  - northwest Fairfield.
  - Cook Street Village
  - Fairfield Plaza
  - traditional residential areas

The Panel asked the following questions:

- why are increased setbacks and greater separation between buildings for northwest Fairfield included in design guidelines rather than zoning?
  - design guidelines allow for flexibility and responsiveness at individual sites, whereas stricter zoning requirements could limit developments' ability to respond to unique conditions

- what is the difference between the neighbourhood plan and the design guidelines, and how do they inform the zoning bylaws?
  - sometimes design guidelines are written into zoning bylaws
  - design guidelines can also be a tool to guide zoning bylaws, helping fine tune and negotiate zoning to ensure that it fits within the City's policies
- what is envisioned on Meares Street between Quadra and Vancouver Streets?
  - these are two areas where the allowable density would be reduced, recognizing that this area is well built out
- have staff considered conducting a 3-D analysis of these plans, to provide a visual for what is proposed? This may help residents and Council to grasp the character of the areas if developed to the envisioned densities
  - massing studies in context and technical testing of the design guidelines and policies have been undertaken
  - the risk is that these visual representations, which include many assumptions, can be interpreted as proposals
- is there a regional growth study that can be applied?
  - a land economics analysis was conducted, and capacity assessments have been conducted for the Official Community Plan
- what other mechanisms have been considered to ensure liveability, open spaces and views?
  - the Cook Street guidelines speak specifically to ensuring natural daylight, building orientation and diverse forms of development with greater exterior exposure
  - similarly, encouraging using building surfaces as amenity spaces is discussed; e.g. rooftop amenity spaces
- has animating Pioneer Square been considered?
  - this is a heritage-designated site whose management plan speaks to more passive enjoyment of the space; however, there are some items that have not yet been implemented such as benches
  - the square also functions as the living room for adjacent residents
- would seasonal animation of Pioneer Square be considered?
  - this can be looked into
- why not enlarge the Cathedral Hill precinct further towards Fort Street, to include the other north side of Meares Street?
  - Fort Street has its own development permit area; however, these boundaries can be further examined
- what is the future vision for Vancouver Street?
  - policies in the plan broadly envision buildings up to six storeys (although not every site could achieve these heights), the retention and gradual replacement of rental buildings and retention of street trees and front yards
  - maintaining the boulevard is important to the character of Vancouver Street
  - All Ages and Abilities infrastructure premised on reducing traffic volumes to provide access and allow shared vehicle and bicycle circulation
  - additional pedestrian space with modified curved curbs
  - the addition of a significant number of new trees and where possible, the addition of landscaping in the centre median
- what role does the private realm play in Vancouver Street's design?
  - more important than building setbacks is their interface with the street: buildings' entryways, activation and the presence of semiprivate spaces



- is the existing Fairfield plaza, currently designated as a Large Urban Village, proposed to be a Small Urban Village?
  - yes, a small urban village that would allow for bonus density (similar to Oak Bay village)
  - this density and height are logically achieved at this location given its adjacency to a BC Transit frequent transit route
- what is lost by shifting from a Large to a Small Urban Village?
  - the potential for up to six storeys and a density of up to 2.5:1 FSR
- has the City considered underground utilities rather than overhead connections?
  - BC Hydro offers incentives for developers building power lines underground; however, these lines can be much more costly
- will the Panel see a finalized version of the Guidelines before they go to Council?
  - Council has referred the draft plan and guidelines for the Panel's review, and the Panel's comments will be submitted to Council as part of the public comment
  - further engagement will be completed, including an open house and online surveys.

The Panel discussed:

- the importance of regulating density and height to ensure liveability and to serve the best interests of the City
- need to enforce zoning regulations for a clear, consistent vision for the City
- the need for clearly established priorities; density as a response to the current housing crisis may not be a good future-oriented policy
- increasing the height to 6 storeys at the northwest corner of Vancouver and Quadra Streets seems to conflict with policy to retain existing rental buildings
- the need for Council to avoid the potential for incentivizing the demolition of existing rental housing
- the need for a clear vision for the character of Vancouver Street all the way to Beacon Hill park
- desire for a finer level of detail for the Rockland greenway
- the goals of adding density and retaining heritage buildings seem at odds for the block around Meares and Vancouver Streets
- achieving higher density while retaining heritage buildings is not possible unless only the façade is retained
- the need for a simplification of design guidelines, with very few guidelines that apply only to particular areas
- the shortcoming of minimum setback requirements in ensuring sufficient distance between buildings, and the need to enforce setback requirements
- the need to balance regulations with encouraging creativity and innovation
- the need to incentivize or require the retention of heritage houses (stronger language than included on p.82 of the draft plan)
- the need to consider not only the supply but also the affordability of new housing
- the need for policies that encourage the retention of existing housing stock
- the need for accessibility in all design
- desire to bring in more stakeholders and further integrate the neighbourhood planning process with partners and peer networks
- the importance of looking to the long term and holding close a vision of Victoria that residents desire.

**Motion:**

It was moved by Pamela Madoff, seconded by Jason Niles, that the Advisory Design Panel's comments be included for Council's consideration.

**Carried Unanimously**

**4. ADJOURNMENT**

The Advisory Design Panel meeting of May 22, 2019 was adjourned at 1:15pm.

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Stefan Schulson, Chair

## **I. REPORTS OF COMMITTEES**

### **I.1 Committee of the Whole**

#### **I.1.a Report from the April 4, 2019 COTW Meeting**

##### **I.1.a.f Fairfield Neighbourhood Plan – Update**

**Moved By** Councillor Collins

**Seconded By** Mayor Helps

1. That Council receive the draft Fairfield Neighbourhood Plan (March 2019) (Attachment A), for consideration.
2. That Council consider consultation for proposed Official Community Plan (OCP) amendments associated with Fairfield Neighbourhood Plan alignment:
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3. That Council direct staff to prepare Official Community Plan amendment bylaws following consultation, and in accordance with feedback received, to amend Section 6: Land Management and Development and related maps and policies as follows:
  - a. to delete policy 6.19 and 6.20 (and renumber policies accordingly) and make related changes to clarify the OCP intent regarding development within and near urban villages
  - b. for Core Residential areas, to reduce the density range for some blocks on the south side of Meares Street (from 2:1 - 3.5:1 floor space ratio, down to 1.5:1 - 3:1 floor space ratio, and 1.2:1 - 2.5:1 floor space ratio) consistent with the draft Fairfield Neighbourhood Plan
  - c. for Urban Residential Areas, to consider increased densities up to 2.5:1 floor space ratios in blocks north of Fairfield Road between Quadra Street and Vancouver Street, to consider commercial uses at grade in locations indicated in neighbourhood plans, and to clarify that neighbourhood plans should be consulted in determining which Urban Residential areas may be considered suitable for bonus density

- d. for Large Urban Villages, to refer to the Fairfield Neighbourhood Plan for consideration of building form and height, thereby reducing anticipated height in Cook Street Village to 4 storeys
  - e. for Small Urban Villages, to add three parcels to Moss Street Small Urban Village consistent with the draft Fairfield Neighbourhood Plan
  - f. to change the name of "Ross Bay Village" to "Fairfield Plaza", designate it as a Small Urban Village, consider 3 to 4 storey buildings and place character features consistent with the Fairfield Neighbourhood Plan, and consider additional density up to approximately 2:1 floor space ratio for advancement of plan objectives
  - g. for Traditional Residential areas, to consider development up to 2.5 storeys for certain infill housing types, and up to 3 storeys in limited locations near Cook Street Village and along Fairfield Road as consistent with the Fairfield Neighbourhood Plan.
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    - c. amend Development Permit Area 14: Cathedral Hill Precinct, to include new policies regarding building separation, landscape setback, and impact on Pioneer Square and the Provincial Law Court Green
    - d. amend Development Permit Area 15F: Intensive Residential - Attached Residential Development to include the Traditional Residential areas of Fairfield, and to apply the revised *Design Guidelines for Attached Residential Development: Fairfield Neighbourhood* (2019).
  5. That Council direct staff to undertake a final round of engagement on the draft Fairfield Neighbourhood Plan and associated OCP amendments to include a meeting with the Fairfield Neighbourhood Plan working group; an on-line plan summary and survey; two open house events; meetings with interested stakeholder groups; referral to the Advisory Design Panel for comment; and notification to the Planning and Zoning Committee of the Fairfield-Gonzales Community Association.
  6. That Council direct staff to prepare a zoning bylaw amendment that would allow fourplexes as a right on lots



between 6000 and 7499 square feet and sixplexes as a right on lots 7500 square feet or larger as long as:

- a. The proposed buildings conform to *Design Guidelines for Attached Residential Development: Fairfield Neighbourhood*.
- b. At least half the units in each building are affordable to very low to moderate income households on either a rental or ownership basis depending on the tenure of the building.
- c. There are provision for onsite cycling storage and consideration of a car share.
- d. Proposed new buildings meet the BC step code step 5 standard.
- e. Direct staff to bring economic modeling and information on the viability of these types of projects back to Council with bylaws and that this information reflect Council's desire to have the most affordability for very low to low income households.

That Council approve up to five storeys along Fairfield Road subject to shadow studies at the time of redevelopment and having mitigation strategies.

**Amendment:**

**Moved By** Mayor Helps

**Seconded By** Councillor Isitt

That Council approve up to five storeys along Fairfield Road **as part of the Fairfield Plaza urban village**, subject to shadow studies at the time of redevelopment and having mitigation strategies.

**Amendment to the amendment:**

**Moved By** Councillor Isitt

**Seconded By** Mayor Helps

That Council approve up to five storeys along Fairfield Road **frontage, as part of the Fairfield Plaza urban village**, subject to shadow studies at the time of redevelopment and having mitigation strategies.

FOR (7): Mayor Helps, Councillor Alto, Councillor Collins, Councillor Isitt, Councillor Loveday, Councillor Potts, and Councillor Thornton-Joe  
OPPOSED (1): Councillor Dubow

**CARRIED (7 to 1)**

### **On the amendment:**

FOR (7): Mayor Helps, Councillor Alto, Councillor Collins, Councillor Isitt, Councillor Loveday, Councillor Potts, and Councillor Thornton-Joe

OPPOSED (1): Councillor Dubow

### **CARRIED (7 to 1)**

#### **Main motion as amended:**

1. That Council receive the draft Fairfield Neighbourhood Plan (March 2019) (Attachment A), for consideration.
2. That Council consider consultation for proposed Official Community Plan (OCP) amendments associated with Fairfield Neighbourhood Plan alignment:
  - a. Consider consultation under Section 475(1) and 475(2) of the Local Government Act and direct staff to undertake consultation with those affected by the proposed amendments to the Official Community Plan as identified in the following recommendations.
  - b. Consider consultation under Section 475(2)(b) of the Local Government Act and direct staff:
    - i. to refer the proposed Official Community Plan amendments to the Songhees Nation, the Esquimalt Nation, and the School District Board;
    - ii. that no referrals are necessary to the Capital Regional District Board, or the provincial or federal governments.
3. That Council direct staff to prepare Official Community Plan amendment bylaws following consultation, and in accordance with feedback received, to amend Section 6: Land Management and Development and related maps and policies as follows:
  - a. to delete policy 6.19 and 6.20 (and renumber policies accordingly) and make related changes to clarify the OCP intent regarding development within and near urban villages
  - b. for Core Residential areas, to reduce the density range for some blocks on the south side of Meares Street (from 2:1 - 3.5:1 floor space ratio, down to 1.5:1 - 3:1 floor space ratio, and 1.2:1 - 2.5:1 floor space ratio) consistent with the draft Fairfield Neighbourhood Plan
  - c. for Urban Residential Areas, to consider increased densities up to 2.5:1 floor space ratios in blocks north of Fairfield Road between Quadra Street and Vancouver Street, to consider commercial uses at grade in locations indicated in neighbourhood plans, and to clarify that neighbourhood plans should be consulted in determining which Urban Residential areas may be considered suitable for bonus density
  - d. for Large Urban Villages, to refer to the Fairfield Neighbourhood Plan for consideration of building form and

- height, thereby reducing anticipated height in Cook Street Village to 4 storeys
  - e. for Small Urban Villages, to add three parcels to Moss Street Small Urban Village consistent with the draft Fairfield Neighbourhood Plan
  - f. to change the name of "Ross Bay Village" to "Fairfield Plaza", designate it as a Small Urban Village, consider 3 to 4 storey buildings and place character features consistent with the Fairfield Neighbourhood Plan, and consider additional density up to approximately 2:1 floor space ratio for advancement of plan objectives
  - g. for Traditional Residential areas, to consider development up to 2.5 storeys for certain infill housing types, and up to 3 storeys in limited locations near Cook Street Village and along Fairfield Road as consistent with the Fairfield Neighbourhood Plan.
4. That Council direct staff to prepare Official Community Plan amendment bylaws following consultation, and in accordance with feedback received, for Appendix A: Development Permit Areas as follows:
    - a. amend Development Permit Area 5: Large Urban Villages to update guidelines with the new Guidelines for Cook Street Village (2019)
    - b. amend Development Permit Area 6A: Small Urban Villages to add the areas of Five Points Village, Moss at May Village, and Fairfield Plaza, and to apply the Guidelines for Corridors, Villages and Town Centres (2017) with added guidelines for Fairfield Plaza
    - c. amend Development Permit Area 14: Cathedral Hill Precinct, to include new policies regarding building separation, landscape setback, and impact on Pioneer Square and the Provincial Law Court Green
    - d. amend Development Permit Area 15F: Intensive Residential - Attached Residential Development to include the Traditional Residential areas of Fairfield, and to apply the revised *Design Guidelines for Attached Residential Development: Fairfield Neighbourhood* (2019).
  5. That Council direct staff to undertake a final round of engagement on the draft Fairfield Neighbourhood Plan and associated OCP amendments to include a meeting with the Fairfield Neighbourhood Plan working group; an on-line plan summary and survey; two open house events; meetings with interested stakeholder groups; referral to the Advisory Design Panel for comment; and notification to the Planning and Zoning Committee of the Fairfield-Gonzales Community Association.
  6. That Council direct staff to prepare a zoning bylaw amendment that would allow fourplexes as a right on lots between 6000 and 7499 square feet and sixplexes as a right on lots 7500 square feet or larger as long as:

- a. The proposed buildings conform to *Design Guidelines for Attached Residential Development: Fairfield Neighbourhood*.
- b. At least half the units in each building are affordable to very low to moderate income households on either a rental or ownership basis depending on the tenure of the building.
- c. There are provision for onsite cycling storage and consideration of a car share.
- d. Proposed new buildings meet the BC step code step 5 standard.
- e. Direct staff to bring economic modeling and information on the viability of these types of projects back to Council with bylaws and that this information reflect Council's desire to have the most affordability for very low to low income households.

That Council approve up to five storeys along Fairfield Road frontage, as part of the Fairfield plaza urban village, subject to shadow studies at the time of redevelopment and having mitigation strategies.

**CARRIED UNANIMOUSLY**



## **D. LAND USE MATTERS**

### **E.3 Fairfield Neighbourhood Plan - Update**

Committee received a report dated March 21, 2019 from the Acting Director, sustainable Planning and Community Development regarding an updated draft Fairfield Neighbourhood Plan.

*Committee discussed:*

- *Alignment with OCP, affordability and rental stock, and proposed development for various parts of the neighbourhood.*

*The Mayor withdrew from the meeting at 10:48 a.m. Councillor Loveday assumed the chair in her absence.*

*Mayor Helps returned to the meeting and assumed the chair at 10:50 a.m.*

*Committee discussed:*

- *Engagement of the neighbourhood and incorporating their values.*

*Committee recessed from 10:55 a.m. and returned at 11:01 a.m.*

**Moved By** Mayor Helps

**Seconded By** Councillor Dubow

1. That Council receive the draft Fairfield Neighbourhood Plan (March 2019) (Attachment A), for consideration.
2. That Council consider consultation for proposed Official Community Plan (OCP) amendments associated with Fairfield Neighbourhood Plan alignment:
  - a. Consider consultation under Section 475(1) and 475(2) of the *Local Government Act* and direct staff to undertake consultation with those affected by the proposed amendments to the Official Community Plan as identified in the following recommendations.
  - b. Consider consultation under Section 475(2)(b) of the *Local Government Act* and direct staff:
    - i. to refer the proposed Official Community Plan amendments to the Songhees Nation, the Esquimalt Nation, and the School District Board;
    - ii. that no referrals are necessary to the Capital Regional District Board, or the provincial or federal governments.
3. That Council direct staff to prepare Official Community Plan amendment bylaws following consultation, and in accordance with feedback received, to

amend Section 6: Land Management and Development and related maps and policies as follows:

- a. to delete policy 6.19 and 6.20 (and renumber policies accordingly) and make related changes to clarify the OCP intent regarding development within and near urban village
  - b. for Core Residential areas, to reduce the density range for some blocks on the south side of Meares Street (from 2:1 - 3.5:1 floor space ratio, down to 1.5:1 - 3:1 floor space ratio, and 1.2:1 - 2.5:1 floor space ratio) consistent with the draft Fairfield Neighbourhood Plan
  - c. for Urban Residential Areas, to consider increased densities up to 2.5:1 floor space ratios in blocks north of Fairfield Road between Quadra Street and Vancouver Street, to consider commercial uses at grade in locations indicated in neighbourhood plans, and to clarify that neighbourhood plans should be consulted in determining which Urban Residential areas may be considered suitable for bonus density
  - d. for Large Urban Villages, to refer to the Fairfield Neighbourhood Plan for consideration of building form and height, thereby reducing anticipated height in Cook Street Village to 4 storeys
  - e. for Small Urban Villages, to add three parcels to Moss Street Small Urban Village consistent with the draft Fairfield Neighbourhood Plan
  - f. to change the name of "Ross Bay Village" to "Fairfield Plaza", designate it as a Small Urban Village, consider 3 to 4 storey buildings and place character features consistent with the Fairfield Neighbourhood Plan, and consider additional density up to approximately 2:1 floor space ratio for advancement of plan objectives
  - g. for Traditional Residential areas, to consider development up to 2.5 storeys for certain infill housing types, and up to 3 storeys in limited locations near Cook Street Village and along Fairfield Road as consistent with the Fairfield Neighbourhood Plan.
4. That Council direct staff to prepare Official Community Plan amendment bylaws following consultation, and in accordance with feedback received, for Appendix A: Development Permit Areas as follows:
- a. amend Development Permit Area 5: Large Urban Villages to update guidelines with the new *for Cook Street Village* (2019)
  - b. amend Development Permit Area 6A: Small Urban Villages to add the areas of Five Points Village, Moss at May Village, and Fairfield Plaza, and to apply the *Guidelines for Corridors, Villages and Town Centres* (2017) with added guidelines for Fairfield Plaza
  - c. amend Development Permit Area 14: Cathedral Hill Precinct, to include new policies regarding building separation, landscape setback, and impact on Pioneer Square and the Provincial Law Court Green
  - d. amend Development Permit Area 15F: Intensive Residential - Attached Residential Development to include the Traditional Residential areas of

Fairfield, and to apply the revised *Design Guidelines for Attached Residential Development: Fairfield Neighbourhood* (2019).

5. That Council direct staff to undertake a final round of engagement on the draft Fairfield Neighbourhood Plan and associated OCP amendments to include a meeting with the Fairfield Neighbourhood Plan working group; an on-line plan summary and survey; two open house events; meetings with interested stakeholder groups; referral to the Advisory Design Panel for comment; and notification to the Planning and Zoning Committee of the Fairfield-Gonzales Community Association.

**Amendment:**

**Moved By** Mayor Helps

**Seconded By** Councillor Collins

6. **Direct staff to prepare a zoning bylaw amendment that would allow fourplexes as a right on lots between 6000 and 7499 square feet and sixplexes as a right on lots 7500 square feet or larger as long as:**
  - a. **The proposed buildings conform to Traditional Residential Design Guidelines.**
  - b. **At least half the units in each building are affordable to low to moderate income households on either a rental or ownership basis depending on the tenure of the building.**

**Amendment to the Amendment:**

**Moved By** Councillor Isitt

**Seconded By** Councillor Thornton-Joe

- c. **Provision for onsite cycling storage and consideration of a car share.**

**CARRIED UNANIMOUSLY**

**Amendment to the Amendment:**

**Moved By** Councillor Isitt

- b. **At least half the units in each building are affordable to low to moderate income households on either a rental or ownership basis depending on the tenure of the building.**

**Failed to proceed due to no seconder**

**Amendment to the Amendment:**

**Moved By** Councillor Collins

**Seconded By** Mayor Helps

- d. The proposed buildings either meet passive standards or exceed the City's BC Step Code requirements.

FOR (8): Mayor Helps, Councillor Alto, Councillor Isitt, Councillor Loveday, Councillor Thornton-Joe, Councillor Dubow, Councillor Potts, and Councillor Collins

OPPOSED (1): Councillor Young

**CARRIED (8 to 1)**

**Amendment to the amendment:**

**Moved By** Mayor Helps

**Seconded By** Councillor Isitt

- d. That proposed new buildings either meet passive standards or exceed the City's the BC Step Code step 5 standard requirements.

**CARRIED UNANIMOUSLY**

**Amendment to the amendment:**

**Moved By** Councillor Isitt

**Seconded By** Mayor Helps

- b. **At least half the units in each building are affordable to very low to moderate income households on either a rental or ownership basis depending on the tenure of the building.**

**CARRIED UNANIMOUSLY**

**Motion to Postpone:**

**Moved By** Councillor Loveday

**Seconded By** Councillor Dubow

That consideration of this amendment be postponed.

**CARRIED UNANIMOUSLY**

**Motion arising:**

**Moved By** Councillor Loveday

**Seconded By** Councillor Isitt

That Council direct staff to bring economic modeling and information on the viability on these types of projects back to Council along with the bylaws.

**CARRIED UNANIMOUSLY**



**Motion to lift the postponed amendment to the table:**

**Moved By** Councillor Loveday

**Seconded By** Councillor Alto

That consideration of the postponed amendment be discussed.

**CARRIED UNANIMOUSLY**

**Amendment to the Amendment:**

**Moved By** Councillor Isitt

- b. ~~At least half the units in each building~~ New units are affordable to very low to moderate income households on either a rental or ownership basis depending on the tenure of the building.

**Failed to proceed due to no seconder**

**On the Amendment:**

FOR (8): Mayor Helps, Councillor Alto, Councillor Isitt, Councillor Loveday, Councillor Thornton-Joe, Councillor Dubow, Councillor Potts, and Councillor Collins

OPPOSED (1): Councillor Young

**CARRIED (8 to 1)**

**Amendment:**

**Moved By** Mayor Helps

**Seconded By** Councillor Alto

- e. **Up to five storeys along Fairfield Rd be subject to shadow studies at the time of redevelopment and having mitigation strategies.**

**CARRIED UNANIMOUSLY**

**Amendment:**

**Moved By** Councillor Isitt

**Seconded By** Mayor Helps

- b. At least half the units in each building are ~~low affordable~~ to very low to moderate income households on either a rental or ownership basis depending on the tenure of the building.

FOR (2): Councillor Isitt, Councillor Dubow,

OPPOSED (7): Mayor Helps, Councillor Alto, Councillor Young, Councillor Loveday, Councillor Thornton-Joe, Councillor Potts, and Councillor Collins

**DEFEATED (2 to 7)**

### **Main motion as Amended:**

That Council direct staff to bring economic modeling and information on the viability of these types of projects back to Council with bylaws and that this information reflect Council's desire to have the most affordability for very low to low income households.

1. That Council receive the draft Fairfield Neighbourhood Plan (March 2019) (Attachment A), for consideration.
2. That Council consider consultation for proposed Official Community Plan (OCP) amendments associated with Fairfield Neighbourhood Plan alignment:
  - a. Consider consultation under Section 475(1) and 475(2) of the *Local Government Act* and direct staff to undertake consultation with those affected by the proposed amendments to the Official Community Plan as identified in the following recommendations.
  - b. Consider consultation under Section 475(2)(b) of the *Local Government Act* and direct staff:
    - i. to refer the proposed Official Community Plan amendments to the Songhees Nation, the Esquimalt Nation, and the School District Board;
    - ii. that no referrals are necessary to the Capital Regional District Board, or the provincial or federal governments.
3. That Council direct staff to prepare Official Community Plan amendment bylaws following consultation, and in accordance with feedback received, to amend Section 6: Land Management and Development and related maps and policies as follows:
  - a. to delete policy 6.19 and 6.20 (and renumber policies accordingly) and make related changes to clarify the OCP intent regarding development within and near urban villages
  - b. for Core Residential areas, to reduce the density range for some blocks on the south side of Meares Street (from 2:1 - 3.5:1 floor space ratio, down to 1.5:1 - 3:1 floor space ratio, and 1.2:1 - 2.5:1 floor space ratio) consistent with the draft Fairfield Neighbourhood Plan
  - c. for Urban Residential Areas, to consider increased densities up to 2.5:1 floor space ratios in blocks north of Fairfield Road between Quadra Street and Vancouver Street, to consider commercial uses at grade in locations indicated in neighbourhood plans, and to clarify that neighbourhood plans should be consulted in determining which Urban Residential areas may be considered suitable for bonus density
  - d. for Large Urban Villages, to refer to the Fairfield Neighbourhood Plan for consideration of building form and height, thereby reducing anticipated height in Cook Street Village to 4 storeys
  - e. for Small Urban Villages, to add three parcels to Moss Street Small Urban Village consistent with the draft Fairfield Neighbourhood Plan
  - f. to change the name of "Ross Bay Village" to "Fairfield Plaza", designate it as a Small Urban Village, consider 3 to 4 storey buildings and place character features consistent with the Fairfield Neighbourhood Plan, and consider additional density up to approximately 2:1 floor space ratio for advancement of plan objectives
  - g. for Traditional Residential areas, to consider development up to 2.5 storeys for certain infill housing types, and up to 3 storeys in limited

locations near Cook Street Village and along Fairfield Road as consistent with the Fairfield Neighbourhood Plan.

4. That Council direct staff to prepare Official Community Plan amendment bylaws following consultation, and in accordance with feedback received, for Appendix A: Development Permit Areas as follows:
  - a. amend Development Permit Area 5: Large Urban Villages to update guidelines with the new *Guidelines for Cook Street Village* (2019)
  - b. amend Development Permit Area 6A: Small Urban Villages to add the areas of Five Points Village, Moss at May Village, and Fairfield Plaza, and to apply the *Guidelines for Corridors, Villages and Town Centres* (2017) with added guidelines for Fairfield Plaza
  - c. amend Development Permit Area 14: Cathedral Hill Precinct, to include new policies regarding building separation, landscape setback, and impact on Pioneer Square and the Provincial Law Court Green
  - d. amend Development Permit Area 15F: Intensive Residential - Attached Residential Development to include the Traditional Residential areas of Fairfield, and to apply the revised *Design Guidelines for Attached Residential Development: Fairfield Neighbourhood* (2019).
5. That Council direct staff to undertake a final round of engagement on the draft Fairfield Neighbourhood Plan and associated OCP amendments to include a meeting with the Fairfield Neighbourhood Plan working group; an on-line plan summary and survey; two open house events; meetings with interested stakeholder groups; referral to the Advisory Design Panel for comment; and notification to the Planning and Zoning Committee of the Fairfield-Gonzales Community Association.
6. That Council direct staff to prepare a zoning bylaw amendment that would allow fourplexes as a right on lots between 6000 and 7499 square feet and sixplexes as a right on lots 7500 square feet or larger as long as:
  - a. The proposed buildings conform to Traditional Residential Design Guidelines.
  - b. At least half the units in each building are affordable to very low to moderate income households on either a rental or ownership basis depending on the tenure of the building.
  - c. There are provision for onsite cycling storage and consideration of a car share.
  - d. Proposed new buildings meet the BC step code step 5 standard.
  - e. Up to five storeys along Fairfield Rd be subject to shadow studies at the time of redevelopment and having mitigation strategies.

#### **CARRIED UNANIMOUSLY**

*Mayor Helps recalled the vote on the Motion Arising and requested reconsideration.*

**Motion Arising:**

**Moved By** Councillor Loveday

**Seconded By** Councillor Isitt

That Council direct staff to bring economic modeling and information on the viability on these types of projects back to Council along with the bylaws.

**Amendment:**

**Moved By** Councillor Collins

**Seconded By** Councillor Isitt

That Council direct staff to bring economic modeling and information on the viability on these types of projects back to Council along with the bylaw, **and that this information reflect Council's desire to have the most affordability for very low to low income households.**

FOR (5): Councillor Isitt, Councillor Dubow, Councillor Loveday, Councillor Potts and Councillor Collins

OPPOSED (4): Mayor Helps, Councillor Alto, Councillor Young and Councillor Thornton-Joe,

**CARRIED (5 to 4)**

**On the Motion Arising as Amended:**

FOR (8): Mayor Helps, Councillor Alto, Councillor Isitt, Councillor Loveday, Councillor Thornton-Joe, Councillor Dubow, Councillor Potts, and Councillor Collins

OPPOSED (1): Councillor Young

**CARRIED (8 to 1)**





## Committee of the Whole Report For the Meeting of April 4, 2018

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**To:** Committee of the Whole **Date:** March 21, 2019  
**From:** Andrea Hudson, Acting Director, Sustainable Planning and Community Development  
**Subject:** Fairfield Neighbourhood Plan – Update

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### RECOMMENDATIONS

1. That Council receive the draft Fairfield Neighbourhood Plan (March 2019) (Attachment A), for consideration.
2. That Council consider consultation for proposed Official Community Plan (OCP) amendments associated with Fairfield Neighbourhood Plan alignment:
  - a. Consider consultation under Section 475(1) and 475(2) of the *Local Government Act*; and direct staff to undertake consultation with those affected by the proposed amendments to the Official Community Plan as identified in the following recommendations.
  - b. Consider consultation under Section 475(2)(b) of the *Local Government Act* and direct staff:
    - i. to refer the proposed Official Community Plan amendments to the Songhees Nation, the Esquimalt Nation, and the School District Board;
    - ii. that no referrals are necessary to the Capital Regional District Board, or the provincial or federal governments.
3. That Council direct staff to prepare Official Community Plan amendment bylaws following consultation, and in accordance with feedback received, to amend Section 6: Land Management and Development and related maps and policies as follows:
  - a. to delete policy 6.19 and 6.20 (and renumber policies accordingly) and make related changes to clarify the OCP intent regarding development within and near urban villages
  - b. for Core Residential areas, to reduce the density range for some blocks on the south side of Meares Street (from 2:1 - 3.5:1 floor space ratio, down to 1.5:1 - 3:1 floor space ratio, and 1.2:1 - 2.5:1 floor space ratio) consistent with the draft Fairfield Neighbourhood Plan
  - c. for Urban Residential Areas, to consider increased densities up to 2.5:1 floor space ratios in blocks north of Fairfield Road between Quadra Street and Vancouver Street, to consider commercial uses at grade in locations indicated in neighbourhood plans, and to clarify that neighbourhood plans should be consulted in determining which Urban Residential areas may be considered suitable for bonus density
  - d. for Large Urban Villages, to refer to the Fairfield Neighbourhood Plan for consideration of building form and height, thereby reducing anticipated height in Cook Street Village to 4 storeys
  - e. for Small Urban Villages, to add three parcels to Moss Street Small Urban Village consistent with the draft Fairfield Neighbourhood Plan



- f. to change the name of “Ross Bay Village” to “Fairfield Plaza”, designate it as a Small Urban Village, consider 3 to 4 storey buildings and place character features consistent with the Fairfield Neighbourhood Plan, and consider additional density up to approximately 2:1 floor space ratio for advancement of plan objectives
  - g. for Traditional Residential areas, to consider development up to 2.5 storeys for certain infill housing types, and up to 3 storeys in limited locations near Cook Street Village and along Fairfield Road as consistent with the Fairfield Neighbourhood Plan.
- 4. That Council direct staff to prepare Official Community Plan amendment bylaws following consultation, and in accordance with feedback received, for Appendix A: Development Permit Areas as follows:
  - a. amend Development Permit Area 5: Large Urban Villages to update guidelines with the new *Guidelines for Cook Street Village* (2019)
  - b. amend Development Permit Area 6A: Small Urban Villages to add the areas of Five Points Village, Moss at May Village, and Fairfield Plaza, and to apply the *Guidelines for Corridors, Villages and Town Centres* (2017) with added guidelines for Fairfield Plaza
  - c. amend Development Permit Area 14: Cathedral Hill Precinct, to include new policies regarding building separation, landscape setback, and impact on Pioneer Square and the Provincial Law Court Green
  - d. amend Development Permit Area 15F: Intensive Residential – Attached Residential Development to include the Traditional Residential areas of Fairfield, and to apply the revised *Design Guidelines for Attached Residential Development: Fairfield Neighbourhood* (2019).
- 5. That Council direct staff to undertake a final round of engagement on the draft Fairfield Neighbourhood Plan and associated OCP amendments to include a meeting with the Fairfield Neighbourhood Plan working group; an on-line plan summary and survey; two open house events; meetings with interested stakeholder groups; referral to the Advisory Design Panel for comment; and notification to the Planning and Zoning Committee of the Fairfield-Gonzales Community Association.

## EXECUTIVE SUMMARY

The purpose of this report is to provide Council with an updated draft Fairfield Neighbourhood Plan and associated proposed Official Community Plan (OCP) amendments, including Development Permit Area guidelines, and to seek Council direction on the final phase of the Fairfield Neighbourhood Plan process.

The draft Fairfield Neighbourhood Plan (March 2019) has been revised in accordance with Council direction provided on September 20, 2018 to reflect new directions for Cook Street Village and traditional residential areas resulting from consultation with community residents and stakeholders that took place in the summer of 2018. The draft plan also includes proposed policies to achieve a compromise solution that addresses neighbourhood concerns regarding the future of Fairfield Plaza. Other minor changes have been made to anticipated densities and urban form in the northwest area, small urban villages, and urban residential areas.

As staff worked closely with two steering committees to bring forward the revised policies, a final round of consultation is recommended in order to ensure the broader Fairfield community has an opportunity to comment on the proposed policies. This would also fulfill consultation requirements in the *Local Government Act* for proposed OCP amendments. Recommended engagement would include an on-line plan summary and brief survey, public open house events, presentations to interested community groups, notification to the Planning and Zoning Committee of the Fairfield Community Association, and referral of the proposed OCP amendments to the Songhees and Esquimalt Nations and the Greater Victoria School District. Following this last round of public



engagement, staff will bring forward the proposed plan and OCP amendments to Council for consideration at a Public Hearing.

## PURPOSE

The purpose of this report is to provide Council with an updated draft Fairfield Neighbourhood Plan, associated proposed OCP amendments including Development Permit Area guidelines, and to seek Council direction on the final phase of the Fairfield Neighbourhood Plan process.

## BACKGROUND

In the spring of 2016, a process was launched to develop a new neighbourhood plan for Fairfield. Engagement included four phases:

1. **Pre-planning** (April - June 2016): Community launch meeting (90 participants) and collaboration with a working group to identify key values, issues, and engagement approach.
2. **Imagine** (June - October 2016): Numerous engagement events to identify planning issues for Gonzales and Fairfield and develop neighbourhood-specific goals and vision. This phase included an on-line survey (354 responses), community workshop (100 participants), pop-ups at community events, sounding boards (1190 ideas) and citizen-led meetings (3).
3. **Co-create** (October 2016 - September 2017): A series of 10 topical workshops to explore key issues and identify early directions, two surveys (770 responses) on key directions and on preference among 3 land use scenarios, a public information session, and a 2-day design workshop focused on five different areas within Fairfield. On September 21, 2017, Council approved Emerging Directions resulting from this phase, as the basis for preparing a draft plan.
4. **Draft Plan** (November 2017 - January 2018): The community was invited to provide feedback on the draft Fairfield Neighbourhood Plan over a ten-week period in order to determine whether the plan reflected the community's vision for the future. This was promoted through a mailing to all residents, owners and businesses, social media, posters and existing network, as well as a series of 14 diverse events.

At the Special Council meeting of March 15, 2018 (see Attachment B), Council directed staff to undertake a variety of amendments to the draft Fairfield Neighbourhood Plan and extended the timeline to continue engagement with community stakeholders with a focus on Cook Street Village and gentle density housing forms. Council further directed on June 14, 2018 that staff meet with area residents to seek compromise policies regarding specific concerns at Fairfield Plaza including transitions to the surrounding neighbourhood, scale of commercial spaces, and soil conditions.

In response, staff organized a Fairfield Community Summit facilitated by external facilitators, for the purpose of discussing the next steps in the process with interested stakeholders and in order to achieve a shared understanding for moving forward. The meeting resulted in the formation of two community steering committees tasked with working on gentle density and the future of Cook Street Village.

Public engagement included on-line content as well as presence at a storefront in Cook Street Village for several days over a two-week period (with over 400 people visiting), presenting information on both Cook Street Village and gentle density options, and a gentle density survey (completed by 303 respondents). The engagement summary (Attachment C) details the results of



this last engagement. The Cook Street Village steering committee also held a Health, Accessibility and Wellness walk and a design charrette.

Staff also held several preliminary meetings with organizers of the Fairfield Plaza Neighbourhood Group, and considered the "Collaborative Community Plan (April 2018)" (Attachment D) submitted by the group, which reports being in contact with 26% of residents between Kipling Street and Richmond Road. Broader consultation on a direction for the plaza would be undertaken in a next round of plan engagement, in context of the revised draft plan.

At the meeting of September 20, 2018, Council directed staff to return with a revised draft Fairfield Neighbourhood Plan and prepare Official Community Plan amendments (summarized in Attachment E) for Council to consider both the plan and appropriate public engagement. On October 4, 2018, Council also moved that staff consider options for OCP changes that would preserve the possibility for densities of 2.5:1 floor space ratio in Cook Street Village subject to meeting the Cook Street Village design guidelines.

## **ISSUES & ANALYSIS**

### **1. Key Revisions to the Draft Fairfield Neighbourhood Plan**

#### **a) Northwest Area**

Based on Council direction to review potential refinements for locations of building heights, commercial uses and public space impact (March 15, 2018), the plan was revised to:

- allow somewhat greater heights (from 10 to 12 storeys) on larger lots in the two northwestern-most blocks (without an increase in maximum density), in order to support liveability through greater separation between buildings
- reduce anticipated density on three blocks on the south side of Meares Street to better reflect achievable densities in a six-storey building form
- add design guidance to address landscaping, commercial spaces, building separation and maintenance of sunlight access to Pioneer Square and the Provincial Law Court Green.

#### **b) Cook Street Village**

Changes were made to ensure that any new development supports pedestrian and patio spaces as well as current and future mature street trees, to provide further guidance for public realm enhancement, and to clarify that the priority investments for All Ages and Abilities bicycle infrastructure would be on Vancouver Street through Beacon Hill Park to Dallas Road.

This is accomplished by:

- ground floor building setbacks (average 2m), an upper-floor building step-back of 5m (measured from the property line) above the second floor and below-ground setbacks along Cook Street. It is recognized that achieving the maximum density may not be feasible on all sites, and that in these cases the potential for development to provide affordable housing or public amenity contribution is reduced
- opportunities for a mix of landscape and public "outdoor rooms" along boulevards; enhanced village gateways; temporary and possibly permanent side street closures for events and gathering; and principles for accessibility
- introducing interim design improvements in Cook Street which enhances pedestrian crossings and encourages slowed automobile traffic which shares the road with cyclists.



### **c) Five Points Village**

In response to public comments, staff recommend reducing the height and density supported on lots along Fairfield Road within this village from 4 storeys and 2:1 floor space ratio down to 3 storeys and 1.5:1 floor space ratio, consistent with the OCP urban place designations that are currently in place for these properties (small urban village on collector streets). Staff note that many of these lots are already zoned for development at heights of 11-12m at a 1.4:1 floor space ratio, so amenity or housing contribution would be unlikely.

### **d) Fairfield Plaza**

Changes were made to Fairfield Plaza policies to address neighbourhood concerns, particularly with regard to transitions to the adjacent neighbourhood and Ross Bay Cemetery. Policies also encourage maintaining or expanding the current number of small-scale, pedestrian-friendly commercial spaces alongside a space which can accommodate a full-service grocery store use, should redevelopment be proposed in the future.

At the same time, the proposal seeks to meet OCP objectives and stakeholder concerns by:

- providing opportunities for gathering spaces and pedestrian-friendly site design with any future development;
- locating future housing near a designated Frequent Transit route (Fairfield Road), shops, services and amenities;
- providing housing diversity in each neighbourhood; and
- providing opportunities for new households and those who choose to downsize within the community as Victoria's senior population is expected to double by 2042.

The neighbourhood plan changes for Fairfield Plaza recommended include:

- changing the designation from Large Urban Village to Small Urban Village, and changing its name to Fairfield Plaza (from "Ross Bay Village") to reflect how residents refer to it
- adding guidance requiring that transitions to the surrounding neighbourhood occur on-site, that a sensitive transition to Fairfield Road and Ross Bay Cemetery be achieved (through a double-colonnade of trees and building step-backs), and providing added guidance for public realm and on-site tree planting, which is to be reflected in updated Revitalization Guidelines for Corridors, Villages and Town Centres (Attachment F)
- reducing anticipated density from 2.5:1 floor space ratio to a base of 1.5:1 floor space ratio while continuing to support three and four-storey buildings. Density up to approximately 2:1 floor space ratio may be considered where it supports the design objectives (e.g. underground parking and public spaces) and where a public amenity or affordable housing contribution is provided. Lower-scale buildings would be less likely to provide the desired on-site public spaces, site layout and building design features. Lower densities would also be unlikely to support contribution towards amenities or affordable housing. The proposed scale is comparable to what may be considered in the Oak Bay Avenue small urban village.

### **e) Urban Residential Areas**

Policies for urban residential areas have been revised to clarify that sites at the edge of Urban Residential areas, adjacent to Traditional Residential areas, should incorporate a transition in massing, scale and design; and that small sites within the Traditional Residential areas might not necessarily support the maximum densities envisioned in the OCP.



## **f) Traditional Residential Areas**

The draft plan incorporates the concept of gentle density by considering a range of housing types including house conversions and houseplexes (ground-oriented, multi-unit buildings that appear as a larger house), with townhouses considered in specific locations. The plan considers higher densities within Traditional Residential areas along Fairfield Road and near Cook Street Village, while considering lower-scale housing forms elsewhere. Policies reinforce the adaptive reuse of existing character buildings, and encourage rental housing in both existing and new development through conversions and suites. Changes are intended to strike a balance between the demand and desire for ground-oriented housing and concerns regarding character, density and open spaces, to allow for the gradual creation of “missing middle” housing over time. Densities and recommended setbacks are intended to reinforce the existing pattern of landscaped front and back yards and laneways where they exist. Policies also recommend sensitive transitions in built form and design between Urban Residential and Traditional Residential areas.

### Near Cook Street Village:

Continue to support a variety of housing forms up to 1:1 floor space ratio, with changes including:

- reduced height for all areas east of Cook Street Village, to 2.5 storeys (from 3 storeys in some areas)
- additional design guidance for creative laneway housing
- the removal of townhouses in more than one row as a housing type, while considering on a case-by-case basis townhouses with limited development to the rear (e.g. coach houses) or courtyard townhouses with underground parking on larger corner lots or lots with laneway access near Cook Street Village. This represents a balance between those who are concerned about change and those who desire more options for townhouse living, with a majority of survey respondents supporting this housing type near Cook Street Village.

### Along Fairfield Road:

Additional consideration of a variety of housing forms up to 3 storeys and 1:1 floor space ratio.

### Remaining Traditional Residential Areas:

Policies have been revised to consider a variety of housing forms and densities depending on lot size and orientation. Key provisions include considering smaller houseplexes at comparable densities to what is already permitted in single-detached zoning on typical lots, while considering somewhat larger houseplexes on large or corner lots and townhouses on corner lots.

Enhanced *Design Guidelines for Attached Residential Development* are proposed for adoption concurrent with the neighbourhood plan (Attachment G). As part of implementation, staff propose to create “model” or template zones which can guide future rezoning applications. Council direction to consider lower parking ratios for houseplexes near Cook Street Village and along Fairfield Road can be considered at that time.

## **Addressing Key Concerns Regarding Traditional Residential Areas**

The following section describes how the proposed policies address key community concerns:

Concern about affordable, rental and family housing: Because Traditional Residential areas support lower-scale development, the potential for non-market housing is limited. However, these areas can meet needs for attached 2-3 bedroom homes (housing demand projections show that 1 in 6 new houses demanded through 2042 will be for ground-oriented units). Policies encourage house conversions, which analysis shows can support purpose-built rental, added suites in existing



houses, and suites within a variety of housing forms. Family housing, rental housing incentives, and affordable housing provisions can be considered through upcoming City-wide policy development.

Concern about parking and transportation impacts: Traffic volumes within Victoria have not been increasing at the same pace as housing growth, and Victoria remains the most sustainable municipality in Canada (tied with Montréal) in regard to the proportion of people commuting by transit, cycling or walking. Victoria continues to plan for new mobility options and services to support personal and commercial mobility. The City is investing in traffic calming and multi-modal transportation infrastructure in Fairfield and BC Transit has designated Fairfield Road for Frequent Transit. At the same time, design guidelines, densities and zoning recognize that most households continue to own cars.

Concern about character, open spaces, and trees: The policies, proposed densities and housing forms, and revised *Design Guidelines for Attached Residential Development* emphasize context-sensitive design which accommodates landscaped front and back yards, planting of a variety of tree species, and stormwater management. Stipulations regarding site coverage and open space will be included in model zones.

Encouraging retention of existing houses: The plan seeks to incentivize retention of existing houses by proposing house conversions with additions as a by-right option (through future update of the House Conversion regulations as part of plan implementation); consideration of 2 suites or a secondary suite and a garden suite for existing houses only; and limiting density of new development in most areas, particularly on “standard” sized lots. Policies emphasize that for houses of heritage merit, house conversion or adaptive reuse is preferable to entirely new construction in order to add housing.

Economic analysis prepared for the gentle density consultation found that the types of infill housing envisioned in the Fairfield Plan are unlikely to encourage rapid change or raise land prices, due to the already high cost of land in Fairfield. Builders of infill housing would likely be seeking lots marketed at the lower end of the price range, often with homes in need of repair and which are often redeveloped for new, single detached houses under existing zoning. Economic analysis concludes that a builder of infill housing can’t compete with a homebuyer seeking a character house in good condition.

Impacts on services: The Traditional Residential areas are expected to accommodate gradual growth over time which can be supported by services and infrastructure. New development of 3 units or more currently contribute Development Cost Charges (DCCs) for infrastructure, parks acquisition and improvement. Greater Victoria School District staff indicate that schools in Fairfield and Gonzales are expected to continue to see declining in-catchment student population without housing growth.

## **2. Associated Official Community Plan Amendments**

The following sections describe the proposed OCP amendments required to align with the draft Fairfield Neighbourhood Plan (summarized in Attachment E).

### **Urban Place Designation Amendments**

The following amendments to Chapter 6: Land Management and Development and associated Urban Place Designation maps are recommended:

- no change is recommended to the Urban Place designation for Cook Street Village. The recommended density (up to 2.5:1 floor space ratio) may be achieved by some projects



within the recommended built form of four storeys and proposed design guidelines, and maintains the potential for amenity or affordable housing contribution. Thus, staff propose amending the OCP for Cook Street Village to consider up to approximately four storeys and reference the *Fairfield Neighbourhood Plan* for built form and place character features for Cook Street Village, which will be implemented by adopting development permit guidelines (below)

- renaming Ross Bay Village to “Fairfield Plaza” and changing its designation from Large Urban Village to Small Urban Village, as well as considering buildings of 3 to 4 storeys and additional density up to 2:1 floor space ratio for the advancement of plan objectives
- revising Traditional Residential areas to consider development up to 2.5 storeys, and up to 3 storeys in limited locations identified in the *Fairfield Neighbourhood Plan*, for some infill housing types
- making changes to the anticipated density on several blocks of the northwest, reducing the density ranges in Core Residential blocks on the south side of Meares Street, and increasing the densities anticipated on several blocks north of Fairfield Road (see Chapter 7 and Attachment E for details)
- for Urban Residential Areas, to consider increased densities up to 2.5:1 floor space ratios in blocks north of Fairfield Road between Quadra Street and Vancouver Street, to consider commercial uses at grade in locations indicated in neighbourhood plans, and to clarify that neighbourhood plans should be consulted in determining which urban residential areas may be considered for densities towards the upper end of the Urban Residential density range
- expanding Moss Street Village by three parcels to reflect the *Fairfield Neighbourhood Plan*.

### **Development Permit Areas to Implement New and Revised Design Guidelines**

The following new or revised guidelines are proposed to be applied through Development Permit Areas. Development Permit Areas provide for exterior design review of new development.

- Replace existing *Cook Street Village Design Guidelines* (2003) with new *Guidelines* (2019) (Attachment H) that implement the design guidance in the draft neighbourhood plan (Development Permit Area 5)
- Apply proposed *Design Guidelines for Attached Residential Development: Fairfield Neighbourhood* (2019) to new duplexes, houseplexes and townhouses in Fairfield
- Apply *Guidelines for Corridors, Villages and Town Centres* (with content specific to Fairfield Plaza), to be used along with the existing *Guidelines for: Multi-Unit Residential, Commercial and Industrial* (add to Development Permit Area 6)
- Apply *Guidelines for Corridors, Villages and Town Centres* (2017) to Five Points Village and Moss Street Village, to be used along with the existing *Guidelines for: Multi-Unit Residential, Commercial and Industrial* (add to Development Permit Area 6)
- Revise the *Cathedral Hill Design Guidelines* (Development Permit Area 14) (Attachment I) to address concerns for building separation and livability, landscape/interface with the public sidewalk, and sunlight access for Pioneer Square and the Provincial Law Courts green.

### **OCP Amendments Proposed to Clarify Large Urban Village Planning Areas**

Staff propose a number of changes in addition to removing policy 6.20, which clarify the policy implications of both Small and Large Urban Villages and further recognize local conditions such as the context and geographic extent of an urban village.

These changes should remove confusion between planning study areas and areas where urban residential growth is supported. At the same time, these changes do not remove the city-wide OCP objectives of accommodating a share of housing growth in and near large urban villages and along transit corridors.



### 3. Recommended Next Steps and Consultation

While the work of the citizen-led steering committees included and was informed by significant engagement through a survey and storefront pop-up events, staff recommend a final round of broader engagement with the neighbourhood and community to gauge if the revised plan strikes the right balance. Likewise, preliminary meetings with organizers of the Fairfield Plaza Neighbourhood Group, and their submission, represented one input into the policy recommendations, in anticipation of broader community consultation. Therefore, staff recommend the following public engagement:

1. Meeting with Working Group to refine format for engagement events;
2. Update the project webpage to present a mid-level summary of the draft plan, proposed OCP amendments and design guidelines, and a simple online survey;
3. Two public open house events, one in Cook Street Village and one at Fairfield Neighbourhood Place, with childcare/activities provided;
4. Promotion through email, social media, and local media;
5. Offer to meet with key stakeholder groups involved in the process;
6. Referral to the Advisory Design Panel; and,
7. Referral to the Songhees and Esquimalt Nations and the Greater Victoria School District.

Staff will aim to bring the results of this consultation and the proposed bylaws to Council in May/June to set a Public Hearing.

### OPTIONS & IMPACTS

#### *Accessibility Impact Statement*

Principles for accessibility have been added to the plan for Cook Street Village. In addition, accessibility considerations have been expanded in the updated *Design Guidelines for Attached Residential Development*, including for suites in developments of two or more primary units (considering exterior and landscape features, which can be governed by development permit area guidelines).

The City's 2015 report, *Housing and Supports for an Aging Population*, indicates that there will be increasing demand for adaptable/accessible housing in multi-unit buildings with elevator access as the population of seniors is expected to double by 2042. The draft neighbourhood plan provides opportunities to meet this demand.

#### *2019 – 2022 Strategic Plan*

This milestone in the Fairfield Neighbourhood Plan process supports Strategic Plan Objective 8: Strong, Liveable Neighbourhoods, Action 1: Complete the Fairfield Local Area Plan.

The draft plan and associated Development Permit guidelines also support a number of Strategic Plan Objectives including:

- Objective 7: Sustainable Transportation
- Objective 6: Climate Leadership (Action 12. Begin to plan for mitigating the inflow and infiltration issues on private property); and,
- Objective 3: Affordable Housing

### *Impacts to Financial Plan*

Approval of the plan does not have any impacts to the current financial plan. Engagement expenses are estimated at \$3,000 and would be covered by existing budgets. Several implementation items of the proposed plan would, if undertaken, require additional resources to be considered in future budget processes.

### *Official Community Plan Consistency Statement*

The proposed plan largely maintains the direction of the current Official Community Plan, while entertaining somewhat increased density in the Northwest of the neighbourhood, somewhat reduced building form in the Cook Street Village area, and reduced built form and density at Ross Bay Village (Fairfield Plaza). Amendments to the Official Community Plan are proposed to align the proposed Fairfield Neighbourhood Plan and OCP.

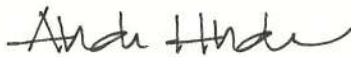
### **CONCLUSIONS**

Over the past two years, members of the Fairfield neighbourhood have worked very hard with their peers to resolve challenging issues and diverging viewpoints in the community and to reach compromises. Staff believe that the revised plan represents a compromise informed by a variety of feedback and achieves key goals of the Official Community Plan and upcoming strategic plan.

Respectfully submitted,

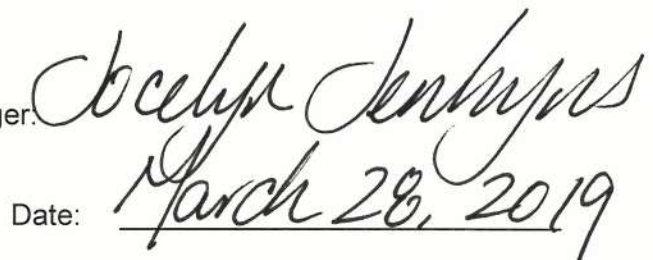


Marc Cittone  
Senior Planner  
Community Planning Division



Andrea Hudson, Acting Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager.

  
Date: March 28, 2019

### **List of Attachments:**

- Attachment A: Draft Fairfield Neighbourhood Plan
- Attachment B: Council Motions related to Draft Fairfield Neighbourhood Plan
- Attachment C: Engagement Summary and Public Correspondence (from Sept. 20, 2018)
- Attachment D: Fairfield Plaza Collaborative Community Plan (submission of "Fairfield Plaza Neighbourhood Group")
- Attachment E: Summary of Proposed OCP Amendments
- Attachment F: Updated *Revitalization Guidelines for Corridors, Villages and Town Centres* (2017, draft amendments 2019)
- Attachment G: Updated *Design Guidelines for Attached Residential Development: Fairfield Neighbourhood* (Feb 2019 Draft)
- Attachment H: Updated *Cook Street Village Design Guidelines* (Feb 2019 draft)
- Attachment I: Updated Development Permit Area 14: Cathedral Hill Precinct.



# Fairfield

## Neighbourhood Plan

DRAFT

March 2018 **DRAFT PLAN**





The City of Victoria respectfully acknowledges that the land and water of the Fairfield neighbourhood is the traditional territory of the Lekwungen people.

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# Key Directions of the Plan



Figure 1. Fairfield Neighbourhood Plan Key Directions



1

## More housing in the northwest

### What we heard

The northwest corner is valued for its proximity to downtown, jobs and amenities such as the inner harbour and Beacon Hill Park. Higher density housing is more suitable here, where higher buildings already exist. Future development should be sensitively designed to gradually transition from downtown to the residential areas, **support the unique identity of the Cathedral Hill area**, and help improve public spaces and streets. We heard concern about the loss of older, 4-storey apartments through redevelopment. New development should increase the supply of affordable housing in Fairfield.

### How the plan addresses what we heard

The plan supports the evolution of the northwest corner of Fairfield as a residential area connecting downtown with the rest of the neighbourhood, with:

- More people in higher residential buildings near downtown, jobs and amenities
- Residential buildings up to six storeys in height between Vancouver Street and Quadra Street (north of Fairfield Road)
- Contributions from development directed to create on-site affordable housing
- **Continue to support the development of Fort Street as a mixed use commercial and residential area and frequent transit corridor.**

### For more information on this Big Move

See Chapter 6, Northwest Area and Fort Street Corridor.



2

## Enhance Cook Street Village as the heart of the neighbourhood

### What we heard

Cook Street Village is the heart of Fairfield. There is a strong desire to retain its unique flavour, friendly atmosphere and small shops into the future. Streetscape improvements such as new gathering spaces, wider sidewalks, more seating and facilities for pedestrians and cyclists could make Cook Street Village even better. New retail spaces, more customers living nearby and improved public spaces will help businesses to thrive. Housing in this area should be low to moderate scale.

### How the plan addresses what we heard

The plan supports Cook Street Village as a mixed use heart for the neighbourhood:

- In the Village, encourage housing above shops and limit building height to four storeys
- East of Cook Street Village to Chester Street: encourage **infill housing such as townhouses, conversions of existing houses, new houseplexes, duplexes, and suites** but not new apartment buildings
- West of Cook Street Village: support small apartment buildings (up to four storeys) **in Urban Residential areas, and infill housing in Traditional Residential areas**
- Introduce new design guidelines for Cook Street Village to ensure good quality design of buildings, streetscape and public spaces
- Support local businesses and community gathering with new public spaces, improvements for pedestrians and cyclists, and on-street parking

### For more information on this Big Move

See Chapter 7, Urban Villages; Chapter 3. Transportation and Mobility and Cook Street Village Design Guidelines.





3

## Make it easier to leave the car behind

### What we heard

In the long-term, Fairfield should move away from being a car-centred neighbourhood. Transportation improvements are needed to increase safety and accessibility. Cycling, walking and transit connections should be improved, especially to key destinations like villages and the waterfront.

### How the plan addresses what we heard

- The plan identifies new routes for pedestrians and cyclists and areas that may need upgrading. Future improvements include:
- Complete walking and cycling routes and develop new ones to better connect to destinations inside and outside Fairfield
- Support mobility options for people of all ages and abilities
- Assess busy intersections and streets for walking, cycling and driving for safety and other improvements

### For more information on this Big Move

See Chapter 3, Transportation and Mobility.



4

## Support the urban forest and green spaces

### What we heard

Trees and green spaces provide multiple benefits and are an important part of Fairfield's identity. New housing should be balanced with maintaining space for trees and vegetation. The urban forest should be enhanced in parks and boulevards. There is a desire for more food growing spaces in Fairfield.

### How the plan addresses what we heard

The plan proposes stewardship of green spaces and urban forest on private and public lands, including:

- Enhance the urban forest on private property, streets and public property
- Consider the urban forest in the design of new development
- Encourage restoration of natural areas in parks
- Support the creation of community gardens and orchards as community-initiated projects

### For more information on this Big Move

See Chapter 4, Parks, Open Space and Urban Forest; Chapter 6, Northwest Area and Fort Street Corridor; Chapter 7, Urban Villages; and Chapter 8, Residential Areas.





## Enhance the waterfront

### What we heard

Update visitor amenities and make it easier to cycle, walk to **and enjoy** the waterfront. Protect the shoreline ecosystem. Recognize the history of the Lekwungen People along the waterfront.

### How the plan addresses what we heard

The plan suggests improvements for future park and infrastructure planning, such as:

- Develop a long-term plan to guide future improvements to the waterfront while protecting the unique natural environment and cultural landscape
- Complete waterfront cycling route along Dallas Road

### For more information on this Big Move

See Chapter 4, Parks, Open Space and Urban Forest; Chapter 3, Transportation and Mobility and Chapter 11, Infrastructure, Environment and Sustainability.



## Retain **and add** rental housing

### What we heard

Older **rental** apartment buildings are an important source of **relatively** affordable housing in Fairfield and should be protected and improved. **Fairfield includes a large portion of the City's older purpose-built rental housing.** New affordable housing is needed throughout the neighbourhood.

### How the plan addresses what we heard

The plan supports retaining and enhancing the supply of rental apartments in Fairfield by:

- **Establishing a rental retention area north of Cook Street Village to encourage investment and retrofits of older apartment buildings while discouraging tenant displacement**
- Directing contributions from new development to create new, on-site affordable housing
- Creating incentives for maintaining and enhancing affordability through City-wide initiatives

### For more information on this Big Move

See Chapter 8, Residential Areas.



7

## Encourage neighbourhood commercial corners to thrive

### What we heard

Support small commercial areas at Moss Street and May Street, and Moss Street and Fairfield Road. Encourage added diversity of shops and services and some housing in these areas. Public space and pedestrian improvements would make these areas even stronger.

### How the plan addresses what we heard

The plan proposes supporting existing commercial areas with new housing options and public space improvements by:

- Encouraging housing above shops in mixed use buildings up to 3-4 storeys in height
- Supporting local businesses and community gathering by creating attractive public spaces

### For more information on this Big Move

See Chapter 7, Urban Villages.



8

## Support a vibrant neighbourhood centre at Fairfield Plaza Village

### What we heard

The local-serving shops and services in this village are important to the community, providing convenient shopping and gathering places. The centre was built in 1958 and it is possible that redevelopment would be proposed within the time-frame of this plan. If redevelopment is proposed, there is an opportunity to diversify area housing and add features to encourage community gathering. If the site redevelops, it should be designed for compatibility and sensitive transition to the surrounding residential neighbourhood, accommodate a mix of businesses, enhance the urban tree canopy, and improve conditions for pedestrians, cyclists and vehicles.

### How the plan addresses what we heard

The plan considers the evolution of Fairfield Plaza area as a mixed use neighbourhood hub near parks, waterfront and a Frequent Transit route. If the site redevelops:

- Create a walkable village with shops, services, housing, a plaza, enhanced urban tree canopy, and good connections to the surrounding neighbourhood
- Support new mixed-use buildings (housing above shops), up to three to four storeys in height.
- Support a mix of commercial spaces which support small businesses and can accommodate a full-service grocery store
- Transition sensitively on-site to the surrounding neighbourhood

For more information on this Big Move See Chapter 7, Urban Villages.



## Integrate new housing that fits the character of residential areas

### What we heard

Maintain the low-rise, open and green feel of traditional residential areas. Offer housing options to attract a diversity of residents and so that people have options to stay in Fairfield as they **start families** or age. The cost of housing is a key concern. A variety of housing types such as **houseplexes**, townhouses, and more secondary suites would be suitable in Fairfield.

### How the plan addresses what we heard

In most of the traditional residential areas, the plan considers housing types and styles that complement the low-rise feel of Fairfield, increase diversity, **support green front and back yards**, encourage more rental **suites**, and **encourage** more attainable forms of attached family-sized housing **on suitably sized/located lots**. The plan proposes:

- Encouraging the retention and adaptive reuse of existing houses by:
  - Making it easier to convert existing character houses to multiple units
  - Allowing suites in more detached and attached housing types
  - Allowing two secondary suites; or a suite and garden suite, in existing houses
- Encouraging more infill housing near Cook Street Village and along Fairfield Road, where residents can access shops, services and transit

- Providing further guidance for new infill housing sensitive to neighbourhood character by:
  - Providing new development permit guidelines to support neighbourly design of new housing
  - Introducing **guidance** for “houseplexes”, new buildings of **three or more units** that look like larger single detached houses, **on suitably sized lots**
  - **Considering** townhouses on lots of appropriate size **and orientation** near Cook Street Village, along Fairfield Road, near small urban villages, and on corner lots to support more family-sized housing
  - Reducing the size of lot required for duplexes

### For more information on this Big Move

See Chapter 8, Residential Areas.





# 1. Introduction



Stretching from downtown to the Dallas Road waterfront, Fairfield is located in the traditional territories of the Lekwungen people. Long before the first Europeans arrived, First Nations people had hunted, fished and harvested the area, with seasonal camps in protected harbours and defensive positions on the cliffs and hilltops. The seasonal marshes and swamp lands running from Ross Bay through Cook Street Village to the Inner Harbour (Whosaykum) were rich in fish and wildfowl, and provided a shortcut during inclement weather. Beacon Hill and the surrounding area is a sacred place and was important for food cultivation and community gathering.

Fairfield today is home to 15% of Victoria's population. Fairfield has a unique and diverse character, shaped by tree-lined streets, heritage



residential areas and bustling historic commercial areas as well as newer, higher density residential areas adjacent to Victoria's downtown. A significant portion of Victoria's rental apartment buildings are also located in Fairfield. Year round, places like Cook Street Village, Beacon Hill Park and Dallas Road attract visitors from the City and the region to the neighbourhood.

The Fairfield Neighbourhood Plan, which was launched in spring 2016, was developed in collaboration with the community to ensure future growth is shaped by those who know the neighbourhood best. The plan will act as a framework for guiding new growth, development and public investment within Fairfield, and will be implemented over the years to come through development, partnerships and City initiatives.



As Victoria and Fairfield continue to grow, the Fairfield Neighbourhood Plan is intended to guide growth in a way that meets the needs of the Fairfield community, Victoria as a whole, and the region over the next 20-30 years. The plan complements City initiatives on livability, affordability, environmental sustainability, economic vitality and other improvements to support the well-being of Fairfield residents and businesses. The Plan addresses issues identified by the Fairfield community such as the types and locations of new housing, making Fairfield more affordable and attractive to a wide range of residents, the design of village areas, climate change, heritage resources, supporting local businesses and the need for parks, active transportation and other public amenities that support a growing population.

# What is a Neighbourhood Plan?

By 2041, the city of Victoria is expected to have grown by 20,000 people. The City's Official Community Plan provides high level guidance for where and how those people may live, work, shop and play in the city. The neighbourhood plan translates this guidance to the local level, including:

- What kind of housing is desirable? Where should housing, shops and services be located? And what should they look like?
- How will people move around the neighbourhood?
- How can parks and public spaces be improved?
- What will future residents and businesses need?

The neighbourhood plan will largely be accomplished through private development. The City uses a neighbourhood plan with other related policies, guidelines and regulations to evaluate the impact and suitability of public and private projects and initiatives related to land use, development, infrastructure, parks, community facilities and transportation. Private and public projects will be reviewed for their ability to help achieve the plan's vision and goals.

The City also uses a neighbourhood plan as a guide in preparing operating and capital budgets, planning work priorities and determining public improvements.

The neighbourhood plan will be implemented over a 20-30 year time frame, although regular monitoring will take place throughout the life of the plan.

The Fairfield Neighbourhood Plan provides more certainty about the community's vision for the area – for developers, for the City and for residents.



# Fairfield Neighbourhood Plan Process

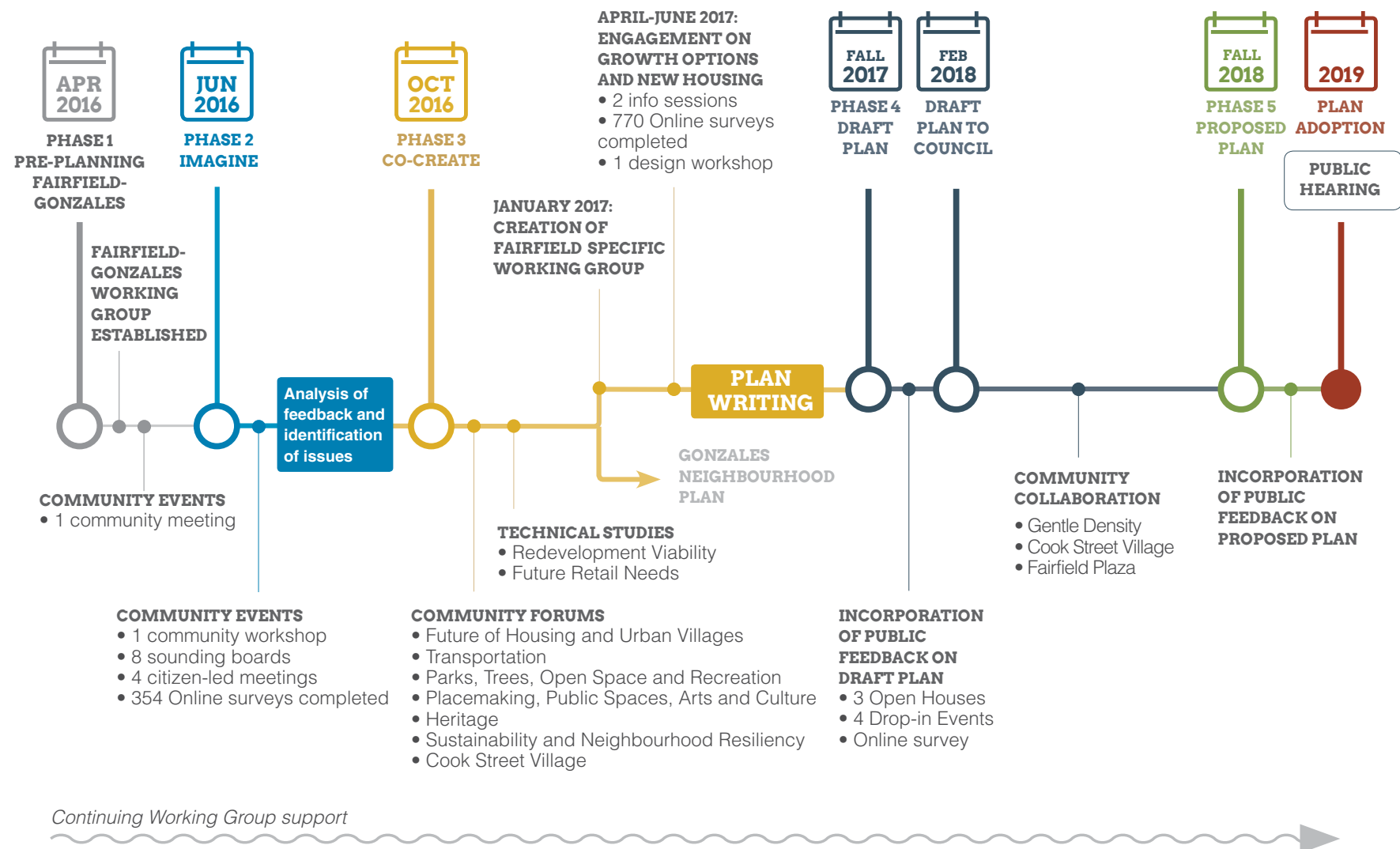


Figure 2. Fairfield Neighbourhood Plan process diagram

# Plan Vision

## *Neighbourhood Vision Statement*

**“** *In 2041 Fairfield is an inclusive, welcoming, safe and resilient neighbourhood steeped in beauty, heritage, and nature, and filled with connected people, vibrant community places, and strong local businesses* **”**

## Guiding Principles

The Fairfield Neighbourhood Plan is grounded in four core sustainability principles:

- 1. Enriching community life:** Fairfield is an inclusive, welcoming neighbourhood with a strong sense of place and high quality of life.
- 2. Ensuring economic viability:** Fairfield's economy is robust and diverse, and supports local-serving businesses.
- 3. Enhancing natural environment:** Fairfield continues to value and ultimately protect the beautiful natural surroundings in which it is situated. Fairfield's built and natural environment supports the restoration and integrity of ecological systems.

- 4. Partnering and collaborating:** Fairfield's success is built on rich partnerships that build capacity and connections in the neighbourhood, and provide safe, supportive living and working environments.

Each of these priorities is equally important and complementary to the other. The policies and actions in the plan support the values in these four areas.



# 2. Neighbourhood Context

## Plan Area

Fairfield boasts a diversity of commercial, residential and natural areas, from urban downtown in the northwest corner to **traditional** residential to awe-inspiring green spaces on the ocean's edge.

Today, Fairfield is comprised of a mix of mid- and low-rise apartments, townhouses, duplexes, converted heritage homes, and single-detached homes on well-maintained, tree-lined streets with areas of commercial activity which support two villages, Cook Street Village and Fairfield Plaza. Close to the downtown, Fairfield includes denser multi-unit buildings, businesses and hotels in the Cathedral Hill and Humboldt Valley areas, as well as commerce along Fort Street. Throughout are scattered **commercial corners** including at Moss Street and Fairfield Road, Moss and May, and along Cook Street south of Meares Street (see Chapters 7).

Fairfield is approximately 271 hectares (669 acres) in size, and is bounded to the east by the Gonzales neighbourhood, to the north by the Rockland and Harris Green neighbourhoods, to the west by Beacon Hill Park and Blanshard Street, and to the south by the ocean shoreline of the Strait of Juan de Fuca.

This neighbourhood has a vibrant weekly summer farmer's market, two community centres, and the Downtown YMCA/YWCA. Education is provided by École Élémentaire Sir James Douglas Elementary School and Christ Church Cathedral school. (See Chapter 13, Community Facilities and Well-Being).

In addition to Beacon Hill Park and the Dallas Road waterfront, the neighbourhood contains several additional city parks and greens, Pioneer Square, provincial green spaces at the Provincial Court of British Columbia and St. Ann's Academy, and the historic Ross Bay Cemetery. Important ecosystems are found in Beacon Hill Park, Moss Rocks Park and the waterfront, as well as in the urban forest found on public and private lands throughout the neighbourhood (see Chapter 4, Parks, Open Spaces and Urban Forest). A number of designated heritage sites include Pioneer Park, Christchurch Cathedral, St. Ann's academy, the Ross Bay Villa, and a range of apartment buildings and private homes throughout the neighbourhood (see Chapter 10, Heritage).

The neighbourhood includes two identified Frequent Transit routes—one along Fort Street and one on Fairfield Road—as well as planned All Ages and Abilities routes as part of the bicycle network (see Chapter 3, Transportation and Mobility).



Figure 3. Fairfield Neighbourhood Plan Area

# Moments in the history of Fairfield



Lekwungen people live, hunt, fish and harvest in the area, with seasonal camps in protected harbours and defensive positions on the cliffs and hilltops. Camas is cultivated around Mee-gan (Beacon Hill), a sacred place, providing a staple for food and trade, while seasonal swamp lands provide fish and wildfowl.



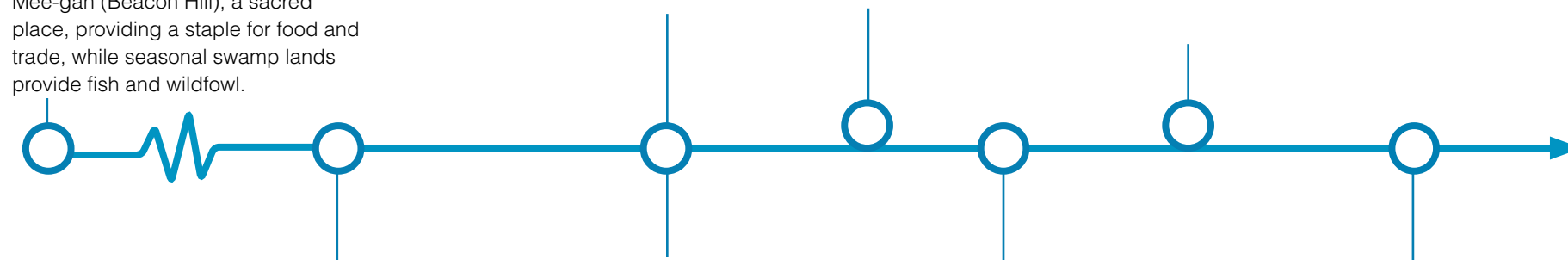
**1858:**  
Fairfield Estate is taken over by Sir James Douglas and eventually subdivided into smaller farms.



**1875:**  
The Sisters of St. Ann start St. Joseph's Hospital located in the Humboldt Valley. Later expands into a school of nursing and nurses' residence.



**1910:**  
Moss Street School opens as a four-room school house. Expansions occur in 1930 and 1958 and the name is changed to Sir James Douglas Elementary School



**1842:**  
Sir James Douglas lands at Clover Point in search of a site for a trading post for the Hudson's Bay Company.



**1858:**  
Beacon Hill Park is set aside as a public park. A beacon placed atop the hill warns mariners of the submerged reef at Brothie Ledge. The hill is also a sacred place for the Lekwungen people, known as Mee-qan.



**1890:**  
Fairfield is connected to the rest of Victoria via Fairfield Road. Streetcar lines are eventually established in 1909.



**1958:**  
Fairfield Plaza opens, followed by the first location of Thrifty Foods in 1977.

Figure 4. History timeline

# Neighbourhood Snapshot



## Median Age



## Average household size

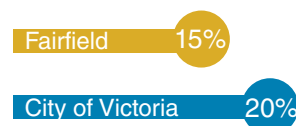


## % Total households that have children at home



Source: Statistics Canada Census, 2016

## Low-income Households



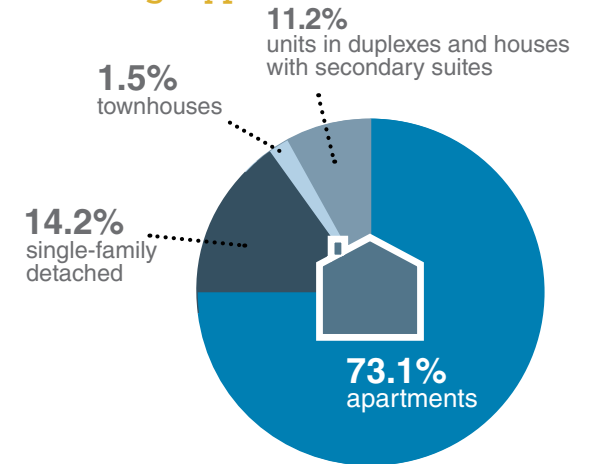
## Median Household Income



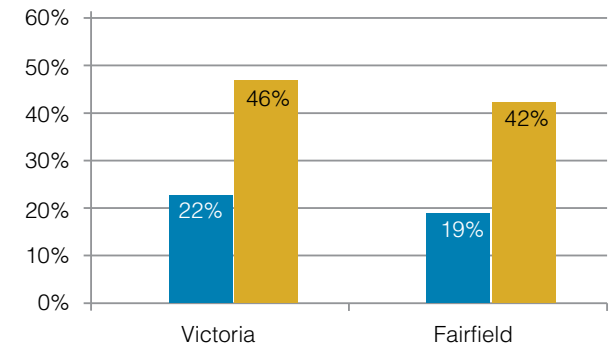
## % Households that are one-person households



## Housing Types



## Housing Affordability



Percent of owners spending more than 30% of income on housing

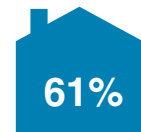
Percent of renters spending more than 30% of income on housing

Source: Statistics Canada Census, 2016

## Rental vs. Ownership



of Fairfield homes  
are rented



of City of Victoria  
homes are rented

Figure 5. Neighbourhood snapshot

# Housing and Population Trends in Fairfield

By 2041, Victoria's population is expected to grow to approximately 100,000 people. The City's Official Community Plan envisions approximately 50% of new residents will be accommodated in the city's core, 40% within a five minute walk of large urban villages, and approximately 10% in the remainder of the city. This growth pattern will shape a more sustainable community where shops, facilities and jobs are located close to where people live and more residents in the area help villages and downtown to thrive.

Population change often occurs in cycles and is influenced by housing demand; demographic shifts (e.g. new households forming as people leave home, and others start families); and economic, policy, and environmental limits to development. Over the last 10 years, Fairfield added approximately 37 housing units per year. During the period between 2011-2016, Fairfield grew by approximately 60 units per year. Along with future projections for the city as a whole, these trends were used to develop the high and low growth scenarios considered in the graph below.

Gradual growth in Fairfield is expected to continue, leading to the addition of approximately 580-840 housing units over the next 20-25 years (based on scenarios shown below). This would equate to roughly 1,000-1,500 new residents over the same period. Real growth rates may be higher or lower due to a number of variables.

Most of these new units may take the form of apartments or mixed-use development in the areas designated Core or Urban Residential, and Large or Small Urban Villages. The remainder is expected to take the form of more ground oriented gentle density in the Traditional Residential areas of Fairfield. Land use policies can influence the viability of adding housing, the form it takes, and thus who might live in the neighbourhood.

The Official Community Plan identifies how infrastructure, transportation, parks, community facilities and housing will accommodate future population growth. The neighbourhood plan and the Official Community Plan will be reviewed regularly to consider changing trends.

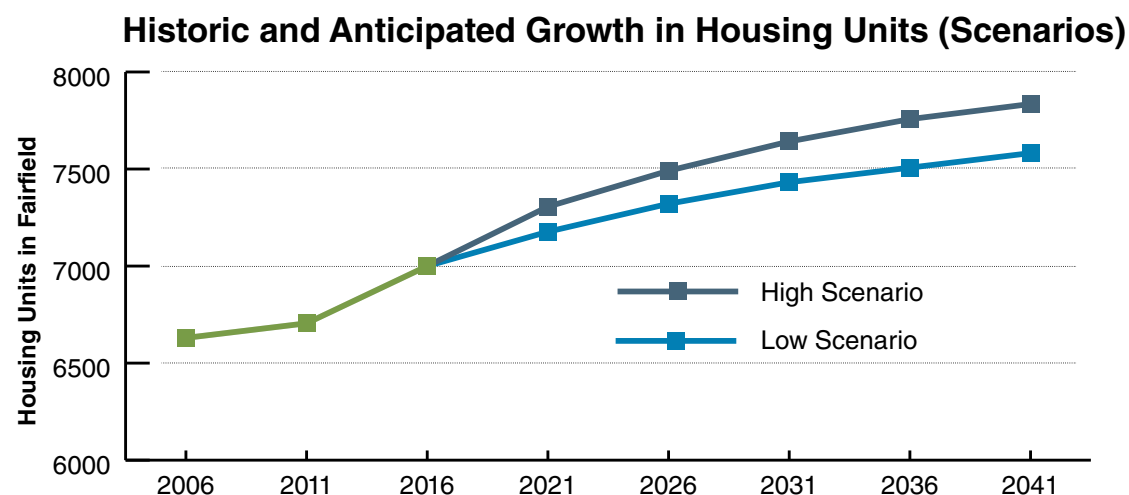


Figure 6. Historic and anticipated housing growth in Fairfield

	2006	2011	2016	% change 2006-2016	Avg Annual Growth Rate	Avg Annual Increase
Population of Fairfield	11,060	11,650	12,295	11.17%	1.06%	124 people
Housing Units in Fairfield	6,630	6,705	7,000	5.58%	0.54%	37 units
Population of Victoria	75,390	80,015	85,790	13.79%	1.30%	1040 people
Housing Units in Victoria	41,705	42,955	45,760	9.72%	0.93%	406 units

Source: Statistics Canada

Figure 7. Population and housing trends in Fairfield



# Neighbourhood Features



*Cook Street Village*



*Beacon Hill Park*



*Clover Point*



*St. Ann's Academy*



*Ross Bay Cemetery*



*Moss Street Market*



*Heritage houses*



*Rental apartment buildings*



*Fort Street*



# 3. Transportation and Mobility

Making it easier, safer and more convenient to move around Fairfield is a priority for the neighbourhood.

## Other Relevant Policies & Bylaws

Several City-wide policies guide transportation planning, priority-setting and funding at the neighbourhood level:

- Official Community Plan
- Pedestrian Master Plan
- Greenways Plan
- Bicycle Master Plan
- All Ages and Abilities Cycling Network
- Pavement Management Plan
- Zoning Regulation Bylaw Schedule C – off-street parking requirements
- Subdivision and Development Servicing Bylaw – road widths and dimensional requirements
- Streets and Traffic Bylaw – on-street parking
- Vehicles for Hire Policy



### Goals:

1. **Make walking, cycling and transit more efficient, safer and more enjoyable for people**
2. **Improve connectivity and linkages across the neighbourhood**
3. **Improve traffic management on local and major roads**
4. **Improve parking management around new developments and commercial areas**
5. **Create additional opportunities for housing to be located near frequent transit (see Chapters 5 - 8)**

The plan identifies key intersections, streets and other locations for potential improvements for traffic management to support neighbourhood livability and safety. To increase the share of people cycling and walking, the plan identifies future active transportation routes that will connect **over time** to form a network that is comfortable for people of all ages and provides direct and convenient access to important destinations – like work, schools, parks, shopping areas, transit routes and other neighbourhoods. The plan also supports better access to transit, parking management and other improvements to support a neighbourhood transportation system.

**Active transportation** refers to any form of human-powered transportation – walking, cycling, using a wheelchair, in-line skating or skateboards. The City of Victoria recognizes that active transportation provides important health, social, transportation, environmental and economic benefits.

# Neighbourhood Active Transportation

### Intent:

Make walking, cycling and transit more efficient, safer and more enjoyable for people. Improve connectivity and linkages across the neighbourhood.

### 3.1. Active Transportation Network

3.1.1. Create and maintain a well-defined pedestrian and cycling network providing complete, comfortable north-south and east-west connections to important destinations such as schools, parks, transit routes, villages, and the City-wide All Ages and Abilities network (see Map 1).

3.1.2. Complete gaps in the neighbourhood sidewalk network to the standards, and at locations, outlined in the Pedestrian Master Plan.

3.1.3. In developing urban forest succession management strategies, ensure continuous street trees along active transportation routes to beautify the experience for users.

3.1.4. Include pedestrian and cyclist-focused public realm improvements in large and small urban villages to encourage walkability and bikeability. Improvements may include new benches, lighting, landscaping, street trees, wayfinding, bicycle parking and other features.

3.1.5. Consider the needs of mobility scooters as part of pedestrian improvements to streetscapes and public spaces.



Map 1: Active Transportation Network



### 3.2. All Ages and Abilities (AAA) Network

3.2.1. Develop a north-south All Ages and Abilities (AAA) Route to connect Pandora Avenue to the Dallas Road waterfront.

- a. Develop AAA route on Vancouver Street and through Beacon Hill Park (between Park Blvd and Dallas Road) to link downtown with the waterfront.
- b. Although AAA improvements along Vancouver Street have been prioritized, Cook Street remains on the long-term AAA network. In the interim, improvements should be made to make Cook Street Village and connections to Dallas Road more friendly to people walking, cycling and using mobility devices. Considerations for interim improvements are described in Chapter 7.

3.2.2. Develop AAA Cycling facilities along the following routes:

- a. Along Humboldt Street, to link downtown with Vancouver Street and eventually Cook Street.
- b. Along Dallas Road to connect Ogden Point to Clover Point, with eventual connections to the Oak Bay Border
- c. Along Richardson Street to link Gonzales and Oak Bay to Cook Street and downtown Victoria. -

### 3.2.3. Other Neighbourhood Active Transportation Routes

3.2.4. Beacon Hill Park: Implement an east-west AAA route across Beacon Hill Park to link South Park Community School to Cook Street Village.

3.2.5. Brooke Street: Complete a continuous cycling and pedestrian route between Sir James Douglas School and Margaret Jenkins Street.

3.2.6. Rockland Avenue Greenway: Develop a long-term design and strategy for completing the Rockland Avenue Greenway.

**All Ages and Abilities (AAA) bicycle routes** are designed to provide an inviting and low stress cycling experience. They can appeal to a broader spectrum of the population, such as children and seniors, by establishing a safer and more comfortable environment for riding bicycles. On quiet streets, it means routes which have low vehicle speeds and traffic volumes and where roadway is shared with vehicles and parking. On busy streets, it means routes with physical separation from vehicles.

Studies show that about 60% of people would like to bicycle, but prefer to bicycle on trails, separated bikeways, or along quiet streets, and are uncomfortable sharing streets with heavier automobile traffic. Only about 7% of people feel comfortable riding with traffic when needed, still preferring more comfortable routes; and only 1% feel comfortable riding on streets with higher traffic volumes with or without dedicated bikeways.

# Neighbourhood-Identified Transportation Improvements

### 3.3. Active Transportation Improvements:

The following transportation improvements were identified as priorities through community engagement:

**3.3.1. Cook Street Village:** Implement interim improvements for people walking, cycling and using mobility devices in the village.

**3.3.2. Dallas Road:** Assess safety of existing crossings at Cook Street, **Linden Street**, and at Mile Zero, vehicle speed and parking configuration along Dallas Road. Consider additional bicycle parking in key locations including the Ross Bay seawall (see 3.7.1.). Add wayfinding **along Dallas Road** to the village areas and Beacon Hill Park.

**3.3.3. Fairfield Road between St. Charles Street and Cook Street:** Evaluate road conditions for pedestrian and cyclist comfort and safety, including intersection visibility, appropriateness and crossings. Key locations with community concerns include entrances to Fairfield Plaza, the intersections of Fairfield Road at Moss Street, at St. Charles Street, **and at Cook Street**.

**3.3.4. Sir James Douglas School:** Consider suggested improvements generated through the Active and Safe Routes to School program, including assessing the intersection of Fairfield Road and Moss Street for safety, crossing improvements at Moss Street and Thurlow Road, Thurlow Road and Durban Street, and **Thurlow Road and Kipling Street**.



Map 2: Neighbourhood-Identified Transportation Improvements

**3.3.5. St. Charles Street:** Evaluate road conditions for speed, pedestrian comfort and safety, including intersection visibility, appropriateness and crossings. Key locations of community concern include St. Charles Street at Richardson Street, and Brooke Street, and at Fairfield Road.

**3.3.6. Quadra Street:** Evaluate for pedestrian safety, visibility and crossing improvements. Assess Southgate Street intersection for pedestrian safety, visibility and crossing improvements.

**3.3.7. Linden Street:** Evaluate Linden Street for cyclist comfort and safety, particularly at intersections.

### 3.4. Traffic Management

**3.4.1. Vancouver Street:** Evaluate opportunities for traffic calming and diversion.

**3.4.2. Collinson Street at Cook Street:** Assess for speed, volume and cut-through traffic. Community feedback indicated creative placemaking to slow traffic.

**3.4.3. Linden, Cornwall, Stannard, Arnold, Thurlow, Harbinger and Kipling Streets between Richardson Street and Fairfield Road:** Assess existing conditions and identify opportunities to mitigate or address traffic management concerns as part of the process of developing an All Ages and Abilities route on Richardson Street.

**3.4.4. Pendergast Street and Oliphant Ave. west of Cook Street:** Assess existing conditions and identify opportunities to mitigate or address traffic management concerns as part of the process of developing an All Ages and Abilities route on Vancouver Street

**3.4.5. Traffic speed and volume:** Assess the following streets for speed and volume:

- a. Bushby Street
- b. Heywood Avenue
- c. May Street

# Transportation and Mobility

## Transit Network

### Intent:

Make walking, cycling and transit more efficient, safer and more enjoyable for people. Improve connectivity and linkages across the neighbourhood.

### 3.5. Frequent Transit Routes

3.5.1. Add opportunities for people to live on Frequent Transit corridors on Fort Street and Fairfield Road (see Chapter 6, 8).

3.5.2. Maintain transit network consistent with BC Transit's Victoria Transit Future Plan (2011), as shown in Map 3.

3.5.3. Continue to work with BC Transit to improve transit service and connectivity within the neighbourhood and to other City destinations, including adjacent neighbourhoods.

3.5.4. New private or public development projects along identified Frequent Transit Routes should accommodate and support transit-oriented features such as bus shelters, bicycle parking, and real time information.

3.5.5. Work with BC Transit to improve transit servicing **and shelters** in Fairfield, and improve connections to the rest of the transit network.

**The Frequent Transit Network** will service major corridors with convenient, reliable and frequent transit service seven days a week. The Frequent Transit Network will carry a large share of the transit system's total ridership and for this reason justifies capital investments such as transit priority, right-of-way improvements and a high level of transit stop amenities. (Adapted from BC Transit, Transit Future Plan)



Map 3: Neighbourhood Transit Network (BC Transit Victoria Transit Future Plan 2011)



# Transportation and Mobility

## Parking Management

### Intent:

Improve parking management around new developments and commercial areas

### 3.6. Vehicle Parking Management

3.6.1. While the long-term goal is to reduce the car dependency, support a sufficient combination of on-street and off-street parking around village centres which, in combination with other modes, supports business vitality.

3.6.2. Undertake a parking study and strategy for Cook Street Village to support provision of on-street off-street parking and loading that supports local businesses, provides convenient parking/loading for the disabled, and calms and slows traffic, while balancing needs of resident parking/loading on side streets surrounding the village. (see also 7.8.13-7.8.15)

3.6.3. Periodically review parking needs in the neighbourhood and explore new parking management strategies as required.

3.6.4. Through a city-wide strategy, address barrier-free parking needs for those with disabilities.

### 3.7. Parking for Bicycles and Mobility Devices

3.7.1. Prioritize end-of trip facilities such as bicycle and scooter/mobility device parking at key neighbourhood destinations including urban villages, waterfront and Beacon Hill Park.

### 3.8. Car-Sharing and Low-Carbon Vehicles

3.8.1. Support expansion of car sharing and electric vehicle charging at key neighbourhood destinations.

3.8.2. Identify strategies to support electric vehicle use and infrastructure on public and private property.





# 4. Parks, Open Space and Urban Forest



## Goals:

1. **Enhance parks as public gathering places for the neighbourhood with a variety of facilities for diverse ages and activities**
2. **Enhance access, amenities, wayfinding and facilities along the waterfront**
3. **Celebrate and enhance visitor experiences in Beacon Hill Park**
4. **Maintain and enhance the urban forest, habitat and native ecosystems**
5. **Support more food production in public spaces**



The City of Victoria's parks and open spaces are a vital piece of the city's character, culture and vibrancy. They support important habitat and ecological functions, and provide residents and visitors opportunities to socialize, recreate, relax, play, learn and connect with nature. They are an important contributor to quality of life, playing a role in the support of ecological, physical, social and economic health of the city and its residents.

Fairfield's ecosystems and natural features lie within the traditional territories of the Lekwungen people who used, stewarded and managed these lands, providing context for continued stewardship of these lands.

## Other Relevant Policies & Bylaws

- Official Community Plan
- Parks and Open Spaces Master Plan
- Greenways Plan
- Park Management and Improvement Plans
- Urban Forest Master Plan
- Tree Preservation Bylaw
- Parks Regulation Bylaw

The City's Official Community Plan calls for 99% of Victorians to have a park or open space within 400m of home by 2041; most of the Fairfield neighbourhood meets this target with the exception of the area north east of Cook Street along the Rockland border.

The plan emphasizes the role of parks and open spaces as locations where neighbours connect and socialize with each other through both park amenities and programming while protecting important ecological resources.

# Neighbourhood Parks and Open Spaces

### 4.1. Parks and Open Space Network

#### Intent:

Manage Fairfield's parks, open spaces, ecosystems, urban forest, habitat and watershed as parts of a greater regional ecosystem.

4.1.1. Protect and maintain the existing parks and open space network identified on Map 4: Existing Parks and Open Space Network 2017.

4.1.2. Develop strategies to connect, protect and restore the function of ecosystems on public and private lands, consistent with the Parks and Open Space Master Plan.



Map 4. Existing Parks and Open Space Network (2017)



## 4.2. Community Gathering and Placemaking in Parks

### Intent:

Enhance parks as public gathering places for the neighbourhood with a variety of features for diverse ages and activities

- 4.2.1. Engage the Songhees and Esquimalt Nations to determine interest and appropriate **stewardship and** recognition of sites of **cultural significance** in parks and open space.
- 4.2.2. Continue to work with recreation service providers to offer programming in neighbourhood parks.
- 4.2.3. Improve access and create a more enjoyable walking and cycling experience to Fairfield parks and the waterfront through the addition of new crossings and public realm improvements such as street trees, seating, bike racks, lighting and wayfinding.
- 4.2.4. Design and refresh amenities in neighbourhood parks and open spaces to meet the needs of a range of ages, abilities and activities.
- 4.2.5. Look for opportunities through park upgrades to add features to encourage neighbourhood gathering. Through engagement, residents suggested clusters of benches to encourage conversation, interactive public art and features aimed at older adults.
- 4.2.6. Use interpretive signage in parks for educational opportunities, and to connect people to the human and natural history of Fairfield.
- 4.2.7. Explore the opportunity for limited commercial activities in parks, such as food trucks and markets.

- 4.2.8. Encourage the animation of parks through public art and placemaking, and use of parks for community special events such as festivals and concerts.

## 4.3. Waterfront Parks

### Intent:

Enhance access, amenities, wayfinding and facilities along the waterfront

Through community engagement, the Fairfield community identified a number of suggested improvements for the waterfront parks. These include new or improved pathways to enhance accessibility and connectivity; wayfinding and regulatory signage; recognition and interpretation of First Nations uses and sites that reinforce the culturally-significant landscape on the waterfront; natural areas restoration and invasive species management; management strategies for shoreline and bluff stability; enhanced visitor facilities, such as washrooms, **picnic areas**, **accessible viewing areas** and increased bicycle parking; improved pedestrian safety and comfort across Dallas Road; pedestrian enhancements at Clover Point; consideration for public art or other design features; **delineation/fencing of off-leash dog areas**; and interpretation of natural and human history.

- 4.3.1. Engage residents and stakeholders of Fairfield in a city-wide process to develop a long-term plan to guide future improvements to waterfront park areas from Clover Point Park to Holland Point Park in James Bay to improve the visitor experience, restore the coastal bluff ecosystem, protect wildlife habitat, and respect the culturally-significant landscape, consistent with the direction of the Parks and Open Spaces Master Plan.



Beacon Hill Park



Courthouse Playground



Dallas Road Waterfront Trail

# Neighbourhood Parks and Open Spaces, cont'd.

### 4.4. Beacon Hill Park

#### Intent:

Celebrate and enhance visitor experiences in Beacon Hill Park

The Fairfield community identified a number of suggested future improvements to Beacon Hill Park through community engagement. These suggestions included recognition and interpretation of First Nations history; pathway improvements for accessibility and safety; wayfinding and regulatory signage; natural areas restoration; interpretation of natural history and native ecosystem; other features that reinforce the human history along the waterfront; adding features to encourage people to gather, such as picnic tables and clustered seating near popular view points.

4.4.1. Engage residents and stakeholders of Fairfield in a city-wide process to develop a long-term plan to guide improvements for Beacon Hill Park to further animate the park and encourage broader use while protecting the park's natural and horticultural areas, consistent with the direction of the Parks and Open Spaces Master Plan.

4.4.2. Consider a community garden in Beacon Hill Park, subject to community interest and evaluation in accordance with the Beacon Hill Park trust (see also 11.7.2.)

4.4.3. Consider an enhanced green space adjacent to Cook Street Village, for passive use which maintains the existing tree canopy. (see also Ch.7)

### 4.5. Ross Bay Waterfront

4.5.1. Consider additional seating and improved access to the beach and causeway



Pioneer Square

for people with mobility issues or carrying watercraft.

### 4.6. Moss Rocks Parks

4.6.1. Assess the feasibility of creating new trail connections through the park to connect Masters Road and May Street as per the City's Greenways Plan.

4.6.2. Protect, improve and restore natural areas of the park, including invasive species management.

4.6.3. Encourage adjacent property owners to protect natural areas and use landscape management practices that support the park's ecological value.

### 4.7. Robert J. Porter Park

4.7.1. Develop a park improvement plan to address playground upgrades, improved pathway connections, and to help further the goals and objectives identified in the Parks and Open Spaces Master Plan.

### 4.8. Chapman Park and Bushby Park

4.8.1. Explore opportunity for future allotment gardens or other food features, where residents and community organizations express an interest.



Robert J. Porter Park

4.8.2. Update play lots in the Fairfield Neighbourhood consistent with City-wide goals and improvement strategy.

### 4.9. Pioneer Square

4.9.1. Complete the implementation of remaining recommendations identified in the Pioneer Square Management Plan, consistent with its status as a heritage landmark.

Recommendations include:

- Continue to manage Pioneer Square as a historic resource and a passive space for reflection and contemplation.
- Enhance landscaping, seating, lighting and pathway improvements.
- Identify site-specific improvements for community use.

4.9.2. Continue improvement to the Rockland Greenway adjacent to Pioneer Square

### 4.10. St. Anne's Academy

4.10.1. Encourage the Province to continue to restore the grounds at St. Ann's Academy.

4.10.2. Seek the registration of easements for public access to confirm the pedestrian linkages between Humboldt Street and Beacon Hill Park.

# Coastal Ecosystems and Climate Change

### 4.11. Management Strategies

#### Intent:

Protect coastal ecosystems.

4.11.1. Develop and implement future management strategies for the restoration of coastal bluff ecosystems, including *Species at Risk (SARA) protected plants* which are found west of Clover Point, considering climate change and future sea level rise

- a. Update and assess erosion control and shoreline protection measures for shoreline between Ogden Point and Gonzales Beach.

4.11.2. When undertaking development (e.g. trails and public facilities) adjacent to the waterfront, consider impacts on habitat and impacts of future impacts of sea level rise. Integrate provincial Guidance on Planning for Sea Level Rise, and Green Shores principles, into the design.

### 4.12. Climate Change in Parks and Open Space

4.12.1. Parks and open space play an important role in helping the city as a whole mitigate and adapt to climate change. As identified in the City's Parks and Open Spaces Master Plan, consider the following actions:

- a. On public lands, reduce impervious and hardscaped areas where possible and use vegetation to shade impervious areas and buildings to reduce heat island effect.
- b. Identify plants and ecosystems vulnerable to climate change and develop management strategies to mitigate impacts, through the implementation of the City's Parks and Open Spaces Master Plan.
- c. As part of park improvement planning for waterfront parks, identify vulnerabilities to climate change impacts and development mitigation strategies.
- d. Identify city infrastructure and facilities susceptible to impacts from sea level rise and develop strategies to adapt.
- e. Recognize the ecosystem services and functions provided by the urban forest to help mitigate climate change impacts in parks and open spaces (e.g. through shade, species diversity, flood control).



*Dallas Road waterfront*



*Moss Rocks Park*



## Parks, Open Space and Urban Forest

# Urban Forest

Fairfield's urban forest contributes to many different parts of neighbourhood life. Trees and understory provide important ecosystem services such as cleaner air and water, habitat for wildlife, improved rainwater cycling and protection from impacts of climate change. Fairfield's tree-lined streets, forested parks and meadows contribute to people's well-being, and to the sense of place and history in the neighbourhood.

**An urban forest** includes all of a community's trees, shrubs, ground-cover and the soils in which they grow. Parks, natural areas, boulevards, and residential gardens are examples of some of the many and diverse treed areas that make up the urban forest on public and private lands. The City's Urban Forest Master Plan sets out a vision and strategy for the management of Victoria's urban forest for the next 50 years and includes four key goals:

1. Develop and maintain strong community-wide support for the urban forest.
2. Protect, enhance and expand Victoria's urban forest.
3. Design and manage the urban forest to maximize watershed health, biodiversity, and conservation of sensitive ecosystems.
4. Maximize the community benefit from the urban forest in all neighbourhoods.

The Master Plan also identifies specific City-wide initiatives to implement the urban forest goals.

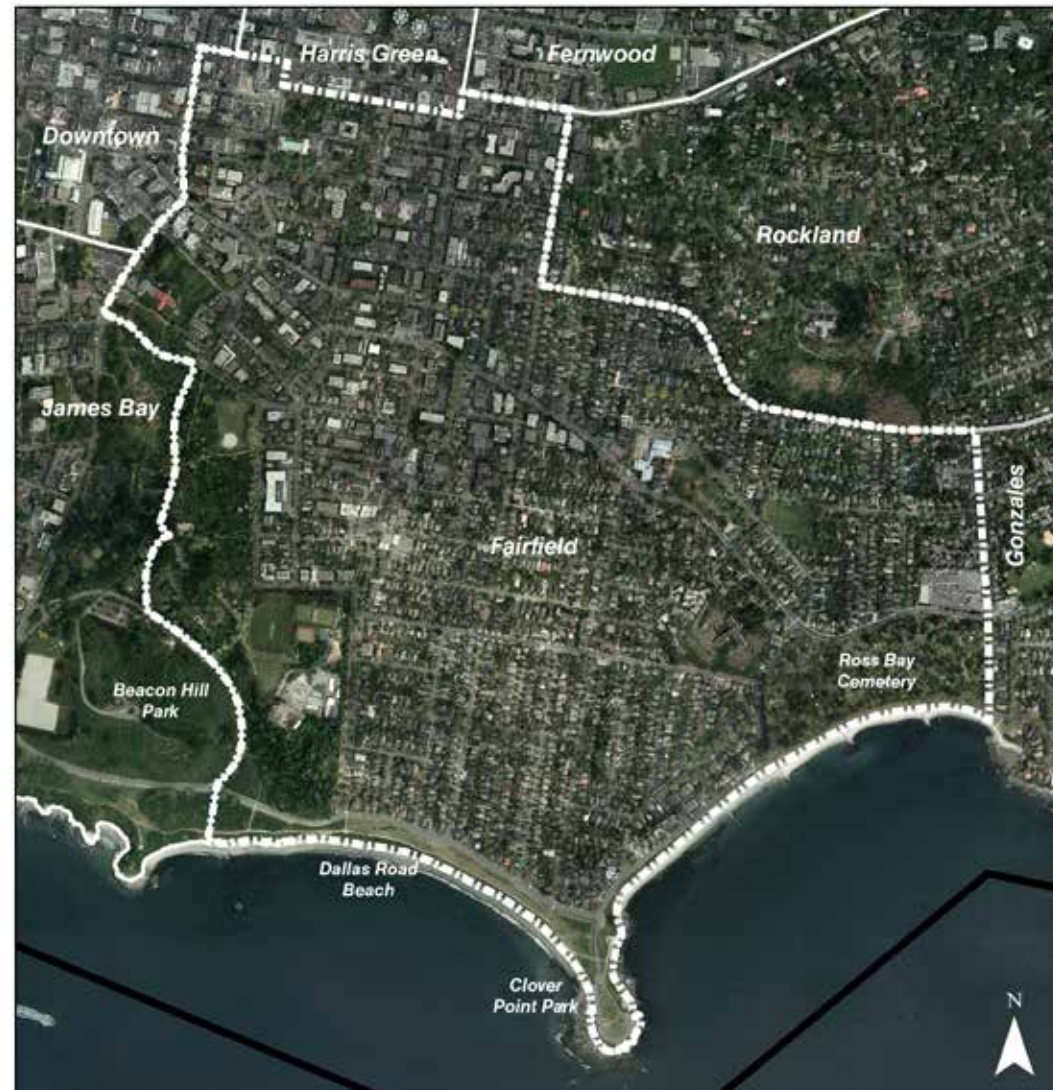


Figure 8. Fairfield tree canopy 2017



### 4.13. General Policies

#### Intent:

Maintain and enhance the urban forest and native ecosystems

4.13.1. Assess existing tree canopy and develop tree canopy targets for Fairfield, through ongoing implementation of the Urban Forest Master Plan.

4.13.2. Develop mechanisms to communicate the City's progress on implementation of the Urban Forest Master Plan to the community.

### 4.14. Trees and Native Ecosystems in Public Parks

4.14.1. Restore and expand treed native ecosystems and natural areas in Beacon Hill Park, Moss Rocks Park, Robert J. Porter Park and other natural areas in Fairfield parks. Continue to increase the City's work in partnership with community organizations, youth and the school district to support stewardship and restoration efforts.

4.14.2. Consider community orchards in parks and open space, where residents and community residents express interest in stewardship agreements.

### 4.15. Boulevards and Street Trees

4.15.1. Recognize the role that boulevard and street trees play in neighbourhood character and sense of place.

- a. Consider urban forest quality and diversity consistent with the Urban Forest Master Plan when replacing or planting street trees.
- b. Use best management practices to extend the life of street trees.
- c. Stagger the replacement of older street trees, where possible, to minimize impacts to neighbourhood character.
- d. Select species that maximize urban forest benefits and have the resilience to deal with climate change impacts.

4.15.2. Develop design guidance for new types of infill housing to support the urban forest through planting spaces, **permeable surface and soil volumes** for street trees on boulevards **or adjacent to the right-of-way**.

4.15.3. In Cook Street Village, when replacing aging chestnut trees, plant new horse chestnut trees that over the medium to longer term will maintain the character of the area.

4.15.4. As part of public realm improvements in Cook Street Village, Fairfield Plaza and small urban villages, add new street trees where possible.

- a. Consider below grade and upper setbacks in areas where large canopy trees exist or are desired in order to accommodate the tree canopy **and root structure**.
- b. Consider alternative boulevard designs in urban villages that provide hardscaped areas for pedestrian access while leaving ample room and soil volume for street trees.



## Parks, Open Space and Urban Forest

# Urban Forest, cont'd.

### 4.16. Trees and Native Ecosystems on Private Lands

4.16.1. Develop guidelines and regulations for new development to support tree diversity, **planting spaces and permeable surface** on private property. (See 8.15.7.) [**moved from previous section**]

4.16.2. When additions to existing buildings or new buildings are proposed, consider granting variances, if required, to retain significant trees, landscape or native ecosystem features.

4.16.3. Update the Zoning Regulation Bylaw and create Development Permit guidelines for infill housing to balance housing objectives with maintaining open **site** space on private land adequate for canopied trees. (See 4.13.2., 8.15 - 8.16)

4.16.4. Consider revisions to the single-detached zone for Fairfield to establish open **site space requirements which can support tree planting spaces.**

4.16.5. Prioritize updates to the Tree Preservation Bylaw and ensure the community is kept up to date on timelines and methods for input.

### 4.17. Community Stewardship

4.17.1. Support community-led projects in partnership with the City **and involve volunteers** in supporting the urban forest. Community suggestions included urban forest walks, a memorial tree program, adopt-a-boulevard-tree program and celebrating the urban forest through public art.

4.17.2. Work with the community to develop a process to identify significant trees in Fairfield on both public and private land. **Suggestions to evaluate include:**

- a. Horse Chestnut trees within Cook Street Village
- b. Cherry trees along Moss Street and other locations which may have cultural significance.



# 5. Future Land Use

This section provides guidance on future land use envisioned in Fairfield Neighbourhood, as well as general policies related to housing affordability. See subsequent chapters for more detailed policy guidance.

## Future Land Use Map

For policies for the following sub-areas, please see:

**Northwest Area and Fort Street Corridor** - Chapter 6

**Urban Residential Rental Retention Area** - Chapter 8

**Cook Street Village** - Chapter 7

**Area near Cook Street Village** - see Chapter 8





## 5.1. Future Land Use Summary Table

	Uses	Density (Floor Space Ratio)	Building Types
<b>Traditional Residential</b>	<ul style="list-style-type: none"> <li>Residential</li> <li>Small-scale commercial uses may be considered on a case-by-case basis at the intersection of two streets classified as arterial, minor arterial, collector, or minor collector</li> </ul>	Density up to approximately 1:1 floor space ratio, guided by policies in Chapter 8 (Residential areas)	<ul style="list-style-type: none"> <li>Single detached dwellings, house conversions, duplexes</li> <li>Generally ground-oriented residential buildings, including houseplexes and townhouses (see guidance in Chapter 8)</li> <li>Accessory suites in detached and attached dwellings (see guidance in Chapter 9)</li> </ul>
<b>Urban Residential</b>	<p>Residential uses</p> <p>Commercial uses at grade encouraged:</p> <ul style="list-style-type: none"> <li>at the southeast corner of Vancouver St and Collinson St</li> <li>at the intersection of Fairfield Road and Cook Street</li> </ul> <p>Commercial uses at grade may be considered:</p> <ul style="list-style-type: none"> <li>along Cook Street between Cook Street Village and the Cook Street-Fairfield Road intersection</li> <li>at the intersection of two streets classified as arterial, minor arterial, collector, or minor collector</li> <li>where such uses already exist</li> </ul> <p>Hotels and community facilities where such uses currently exist</p>	<p>Up to 1.2 floor space ratio</p> <p>Opportunities for bonus density up to:</p> <ul style="list-style-type: none"> <li>2.5:1 floor space ratio within the Northwest Area and Fort Street Corridor as identified in Chapter xx</li> <li>approximately 2:1 floor space ratio within the Rental Retention areas and Cook Street Village area</li> </ul>	<p>Housing types consistent with Traditional Residential, plus:</p> <p>In the Northwest and Rental Retention areas:</p> <ul style="list-style-type: none"> <li>multi-unit residential or mixed-use buildings up to 20 metres (approx. 6 storeys) in height</li> </ul> <p>In the Cook Street Village area:</p> <ul style="list-style-type: none"> <li>Multi-unit residential or mixed-use buildings up to 13.5 metres (approx. 4 storeys) in height</li> <li>In the block bounded by Cook Street Village, Oscar Street, Chester Street and MacKenzie Street, townhouses (including stacked townhouses) and other infill housing forms are encouraged rather than new apartment buildings.</li> </ul> <p>In other urban residential areas:</p> <ul style="list-style-type: none"> <li>multi-unit buildings generally up to 3-4 storeys reflecting context and existing development patterns</li> </ul> <p>On smaller sites which do not easily accommodate larger multi-unit buildings, various lower-scale forms including townhouses and larger houseplexes are encouraged</p> <p>At the interface of Urban Residential and Traditional Residential areas, buildings should provide for sensitive transitions through massing and scale. Consider housing forms such as townhouses which transition to adjacent Traditional Residential areas.</p> <p>Residential buildings set back to accommodate landscaping</p> <p>Upper floors above the street-wall (as described in policies and Development Permit guidelines) stepped back</p> <p>For multi-unit buildings of 3 or more units, parking located to the rear, in a structure or underground</p> <p>See Chapter 8 for further guidance.</p>

Figure 9: Future Land Use Summary Table



<b>Five Points and Moss at May Small Urban Villages</b>	<ul style="list-style-type: none"> <li>Commercial uses on the ground floor, with a preference for active uses which support pedestrian traffic</li> <li>Commercial or residential uses on upper floors</li> </ul>	<ul style="list-style-type: none"> <li>Up to 1.5 floor space ratio</li> <li>Opportunities for bonus density up to 2.0 floor space ratio along Fairfield Road</li> </ul>	<ul style="list-style-type: none"> <li>Mixed use buildings up to 10.7 metres (3 storeys)</li> <li>At Five Points Village, on parcels fronting onto Fairfield Road, mixed use buildings up to 13.5 metres (4 storeys) may be considered</li> <li>Buildings built to the edge of the pedestrian realm, with sufficient set back to accommodate pedestrian space and healthy street trees</li> </ul>
<b>Fairfield Plaza Village</b>	<ul style="list-style-type: none"> <li>Commercial uses on the ground floor</li> <li>Commercial or residential uses on upper floors</li> <li>Smaller storefronts and commercial spaces</li> <li>One larger space provided in coordination with a full-service grocer</li> </ul>	<ul style="list-style-type: none"> <li>Up to approximately 1.5 floor space ratio</li> <li>Opportunity for bonus density up to 2.0 2-5 floor space ratio</li> </ul>	<ul style="list-style-type: none"> <li>Mixed use buildings up to 3 to 4 storeys (approx. 11 - 13.5 metres)</li> <li>New development with buildings, storefronts and entries oriented to the public streets as well as internal streets and public spaces</li> <li>Enhanced public realm incorporating a public gathering/amenity space and tree planting within the site</li> <li>Mix of convenience parking at grade with long-term or residential parking located in a structure or underground</li> <li>Transitions to lower-scale development to occur on-site</li> <li>See chapter 7 for further guidance</li> </ul>
<b>Cook Street Large Urban Village</b>	<ul style="list-style-type: none"> <li>Commercial uses on the ground floor, with a preference for active uses which support pedestrian traffic</li> <li>Smaller storefronts and commercial spaces</li> <li>One larger space provided in coordination with a grocer</li> </ul>	<ul style="list-style-type: none"> <li>Up to 1.5 floor space ratio</li> <li>Opportunities for bonus density up to 2.5 floor space ratio (within limits of height and development guidelines)</li> </ul>	<ul style="list-style-type: none"> <li>Mixed use buildings up to 13.5 metres (4 storeys) in height</li> <li>Buildings set back from the property line to accommodate seating, patio space, display areas and similar uses</li> <li>Below-ground setbacks to accommodate root zones for existing and future mature trees</li> <li>Upper storeys stepped back to (per policy and Development Permit guidelines) to accommodate healthy mature tree growth and maintain openness and sunlight access</li> </ul>
<b>Core Residential</b>	<ul style="list-style-type: none"> <li>Residential</li> <li>Mixed use or commercial use in certain locations indicated by policy (primarily between Blanshard and Quadra streets)</li> <li>Commercial uses on the ground floor facing parts of Fort Street, Blanshard Street and Quadra Street</li> <li>See chapter 6 for details</li> </ul>	<ul style="list-style-type: none"> <li>Base densities ranging from 1.2 to 2.0 fsr</li> <li>Opportunities for bonus density ranging from 2.5 to approximately 5.0 floor space ratio based on policies in Chapter 6</li> </ul>	<ul style="list-style-type: none"> <li>Residential, mixed use or commercial buildings up to 30-37.5 metres (10-12 storeys) in blocks bounded by Blanshard Street, Fort Street, Quadra Street and Courtney Street with sufficient separation of towers</li> <li>Residential, mixed use or commercial buildings up to 30 metres (8-10 storeys) in height in blocks bounded by Blanshard Street, Courtney Street, Quadra Street, and Rupert Terrace</li> <li>Residential or mixed-use buildings up to 20 metres (6 storeys) elsewhere</li> <li>Mixed-use buildings set close to the street along Blanshard Street and Fort Street, with smaller storefront modules responding to context</li> <li>On other streets, modest front setbacks to accommodate landscape amenity spaces, responding to context</li> <li>Upper floors above the street-wall (as described in plan policies and Development Permit guidelines) should step back</li> <li>Parking located to the rear, in a structure or underground</li> <li>See Chapter 6 for details</li> </ul>

Figure 9: Future Land Use Summary Table, cont'd.



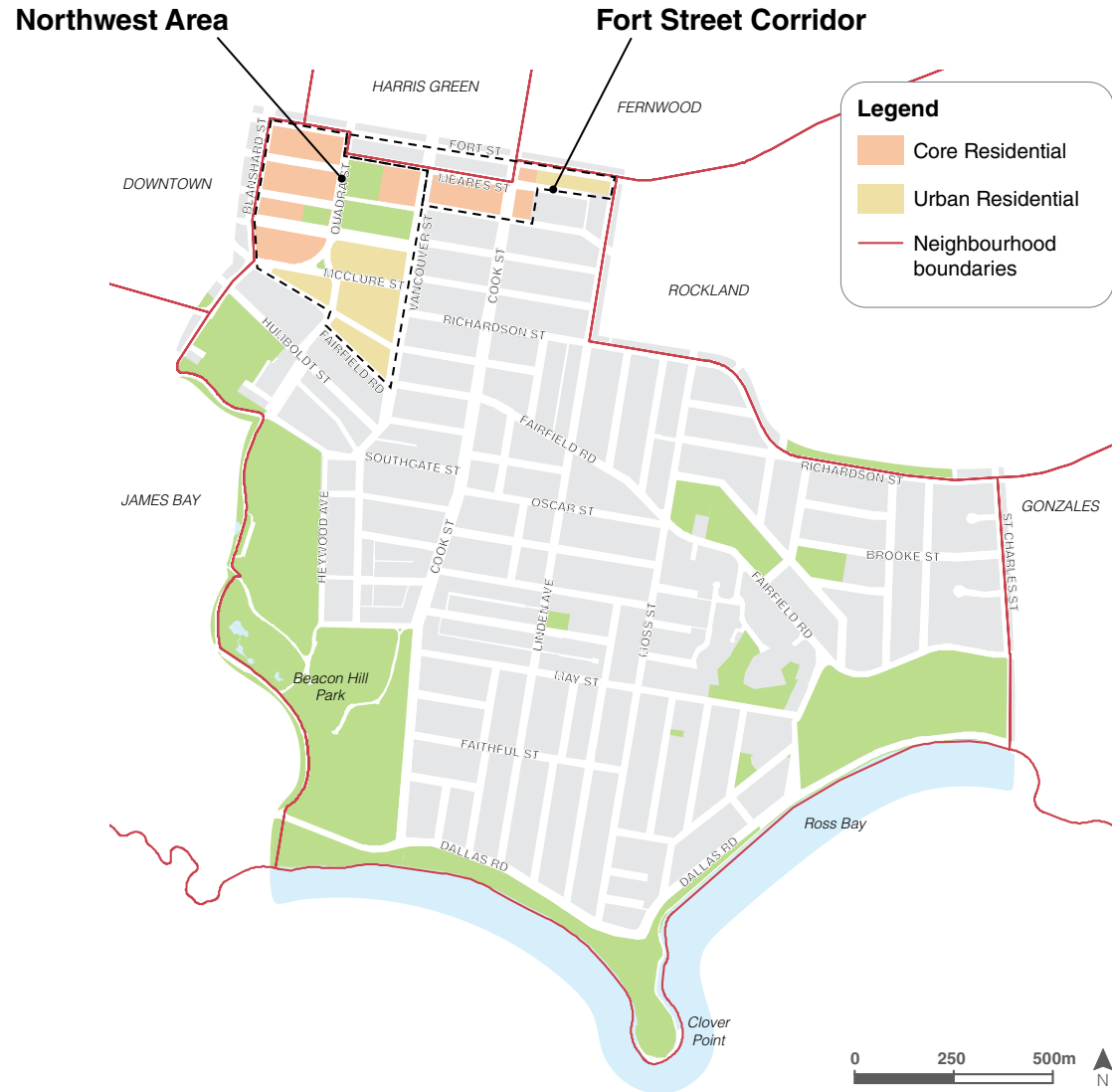
# 6. Northwest Area and Fort Street Corridor

## Goals:

1. **Create opportunities for more people to live close to downtown, jobs, amenities and transit**
2. **Support the unique place character features of the Fort Street Corridor and Cathedral Hill Precinct in the design of new development**
3. **Direct contributions from new development to create new, on-site affordable housing in this area**

The northwest area stretches from the shoulder of Victoria's downtown to Vancouver Street in the east and Fairfield Road in the south. It includes the **Fort Street Corridor and the Cathedral Hill Precinct** with its mix of housing types and ages, commercial uses, hotels, several parks and public spaces, and community institutions such as Provincial Courts, Royal Theatre, Christchurch Cathedral and school and the Downtown YMCA-YWCA.

The Fort Street Corridor is recognized as a special character area with its concentration of heritage properties with smaller scale commercial uses at street level, creating a lively and active shopping area which is both a destination and a local "high street" for the surrounding residents. Commercial and mixed-use buildings front along Fort Street and Cook Street, trending towards residential east of Cook Street and south of Meares Street.



Map 6. Northwest Area and Fort Street Corridor.

The Cathedral Hill Precinct lies south of the Fort Street Corridor. Within this area, Christchurch Cathedral and the Royal Theatre are important landmarks and cultural attractions, while the heritage-designated Pioneer Square provides a green “living room” for this area, while the Courthouse Green (a Provincial property) provides for active recreation for families. Many streets are characterized by green frontages, lending a distinct character from the nearby central business district and signaling entry into a more residential area. Non-vehicular commuters and recreational enthusiasts use the greenway that passes through the area, and the leafy boulevards of Vancouver and Burdett Streets are neighbourhood landmarks enjoyed by residents and people passing through.

This plan proposes development which transitions from the mixed-use downtown blocks west of Quadra Street and north of Courtney Street, to primarily residential development up to six storeys to the east and south. It identifies several special places for public realm investment, **heritage landmarks which new development should respect**, important tree-lined streets and a public view corridor to the Olympic Mountains.

*Note: several blocks west of Quadra Street are also addressed in the Downtown Core Area Plan (see Maps 7 and 8)*





## Northwest Area and Fort Street Corridor

# Northwest Area Fort Street Corridor Policies

### 6.1. Land Use Policies

6.1.1. Consider development up to the base density indicated in Map 7.

- Notwithstanding the above, consider additional density up to the maximum indicated in Map 7, for new mixed-use or residential development where contribution of affordable housing or a public amenity is considered to offset the impacts of development.
- Contribution should be consistent with city-wide policies, with a focus on the provision of on-site non-market housing that is secured in perpetuity and meets needs identified in City housing policies.

6.1.2. Support the provision of active commercial uses on the ground floor as indicated in Fig. 14, as a means to encourage activity and vitality along the street. Encourage relatively small storefronts consistent with the existing pattern, particularly along Fort Street which serves as a “high street” for the Cathedral Hill area. **Commercial uses at grade proposed in other areas not indicated by Fig. 14 may be considered on a case-by-case basis if it can be demonstrated that such use fits the context of the site.**

6.1.3. Support opportunities for the provision of affordable family-oriented housing as a component of the potential redevelopment of the Downtown YMCA-YWCA site.

Note: the outlined block in the map has been reduced from a max of 3.5:1 fsr (earlier draft plan and OCP) to 3:1 fsr.

Area	Base density:	Additional density considered up to:
	2:1 FSR	5:1 FSR
	<del>2:1</del> 1.5:1 FSR	3.5:1 FSR
	<del>2:1</del> 1.5:1 FSR	3:1 FSR
	1.2:1 FSR	2.5:1 FSR
	1.2:1 FSR	2:1 FSR



Map 7. Maximum Density Map – Northwest Area + Fort Street Corridor

## 6.2. Urban Design Policies

6.2.1. Consider the maximum building heights described in Map 8 in the evaluation of zoning applications.

6.2.2. New residential or commercial buildings should be sited and oriented to provide sufficient building separation to maintain livability for residences in both existing and planned future buildings.

- a. For areas north of Courtney Street and west of Quadra Street, modest increases in envisioned heights, from 10 storeys up to 12 storeys, may be considered in order to achieve greater building separation and more slender, simpler, vertically proportioned building forms within the envisioned density.
- b. A minimum parcel depth of 35 m and minimum parcel width of 45 m is desired for developments that contain buildings over 16 metres (5 storeys) in height.

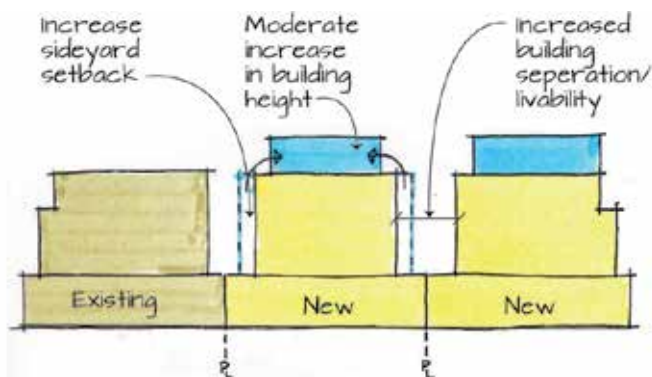
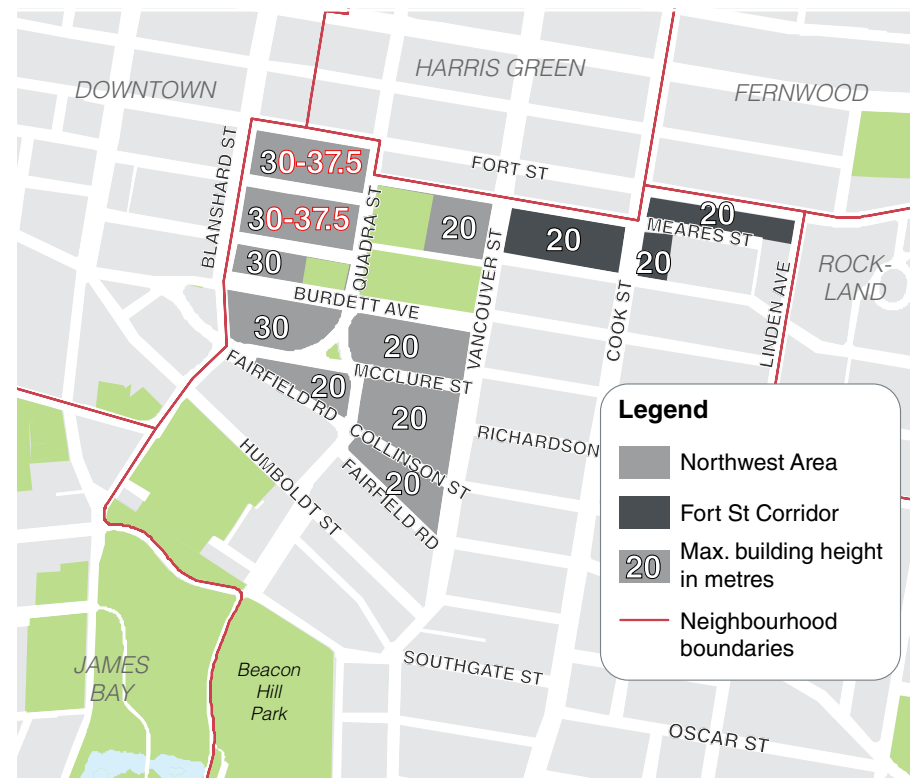


Figure 10. Building Separation for Taller Buildings, northwest part of Cathedral Hill: At a given density, modest increase in height can support greater building separation and more slender buildings, enhancing livability for current and planned future residences

Maximum height	Approximate number of storeys in a mixed-use building	Approximate number of storeys in a residential building
20m	5-6	6
25m	7-8	8
30m	8-9	9-10
30-37.5m*	10-11	11-12
*See policy 6.2.1		



Map 8. Maximum Building Height Map – Northwest Area + Fort Street Corridor

# Northwest Area Fort Street Corridor Policies, cont'd.

6.2.3. New buildings should be designed to provide a sensitive transition in scale to adjacent, smaller development through consideration for massing and other design features. Strategies to achieve this may include but are not limited to setting upper storeys back, varying roof lines, increasing setbacks and siting and scaling buildings to reduce shading, etc.

6.2.4. Maintain a transition in building height from the area west of Quadra Street where taller buildings are supported, to lower-scale buildings east of Quadra Street.

6.2.5. Both sides of Vancouver Street should be framed with buildings of compatible form and character to define and enhance Vancouver Street as a corridor, and maintain the streetscape character of broad boulevards and large canopy trees. Building scale may vary where heritage buildings are conserved.

6.2.6. Ensure that any new development that is adjacent to Christ Church Cathedral site, Pioneer Square or the Provincial Law Court green is designed to complement these sites through building placement, design, mass as well as potential uses.

6.2.7. Building massing and design should maximize sunlight access for Pioneer Square and the **Provincial Law Court green**. Windows and balconies should be oriented to provide “eyes on the park” for natural surveillance and overlook.

6.2.8. Give special design consideration to development applications located within a 90-metre radius of the heritage landmark buildings identified in Map 8 of the Official Community Plan, including Christchurch Cathedral, the Church of Our Lord, and St. Ann's Academy, to ensure that height, setbacks, siting and overall massing of proposed new buildings respect the visual prominence and character-defining importance of these heritage landmark buildings.

6.2.9. New buildings should consider use of building elements and building designs that complement the surrounding area.

6.2.10. Consider the organization and placement of building massing and design to demarcate and define the building base, body and top.

6.2.11. Consider upper storey and roof top building designs that help to complement the existing skyline.

6.2.12. Ensure that new development integrates attractive landscaping and building features that create attractive walking environments along the adjacent streets. With the exception of commercial or mixed use buildings on arterial streets, building frontages in this area are typically characterized by landscaped transitional or amenity spaces between the sidewalk and adjacent building.



Figure 11. View from St. Ann's Academy



Figure 12. Christ Church Cathedral



Figure 13. Pioneer Square and Christ Church Cathedral



## Northwest Area and Fort Street Corridor

# Northwest Area Fort Street Corridor Policies, cont'd.



Figure 14. Approximate view corridor from Quadra Street to Burdett Street looking south.



Figure 15. View from Quadra Street at Burdett Street, looking south, showing character-defining elements of the Beacon Hill Park treetops and the Olympic Mountains.

6.2.13. New development should respect the view corridor identified from Quadra Street at Burdett Street, looking south to the Olympic Mountains and Beacon Hill Park tree tops (see Figures 9-11), considering the location, siting and design of new development consistent with guidance in the Downtown Core Area Plan.

6.2.14. Ensure that new commercial or mixed-use development along Fort Street is designed to maintain and enhance the pattern and rhythm of the smaller-scale storefronts, existing heritage buildings and surrounding context. Where ground floor commercial uses are proposed with new development along Fort Street or other arterial streets, encourage portions of the building to be set back up to 3m from the front property line to accommodate features such as patios, seating and outdoor display areas without impeding pedestrian movement along the public sidewalk.

6.2.15. Consider the provision of canopies and awnings that are designed to provide protection from the weather and that are designed to complement overall building design and the surrounding public realm.

6.2.16. Ensure that building entrances are clearly identifiable and have direct connections from the street.

6.2.17. Ensure that building driveways and parking access are designed and located to minimize interruption of the commercial frontages and the pedestrian environment along public sidewalks.



## Northwest Area and Fort Street Corridor

# Northwest Area Fort Street Corridor Policies, cont'd.

### 6.3. Public Realm Policies

6.3.1. Maintain and enhance the existing urban tree canopy on all streets to support attractive streetscapes and walkable environments.

6.3.2. Explore the potential to redesign and transform McClure Street and Collinson Street as people-priority 'Living Streets' that include green features. This may include "tactical urbanism" interventions - temporary installations to pilot public realm improvements and support community based place making as a pilot project, which may lead to more permanent improvements.

6.3.3. Consider opportunities for integrating attractive and well-defined exterior mid-block pedestrian walkways that are oriented north/south across longer blocks.

6.3.4. Enhance Broughton Street and Courtney Street (between Blanshard and Quadra Streets) as attractive pedestrian-oriented environments that incorporate improved lighting, street trees and landscaping, distinct paving treatment, and seating.



Figure 16. Conceptual illustration of 'Living Street' concept with design features to support the street as a place for social interaction, pedestrian activity and community gathering.



Figure 17. Generous tree canopy and boulevards are a hallmark of Vancouver Street and other neighbourhood streets



Figure 18. Example of living streets using woonerf street design feature in United Kingdom  
(image credit: methleys.headstogether.org)

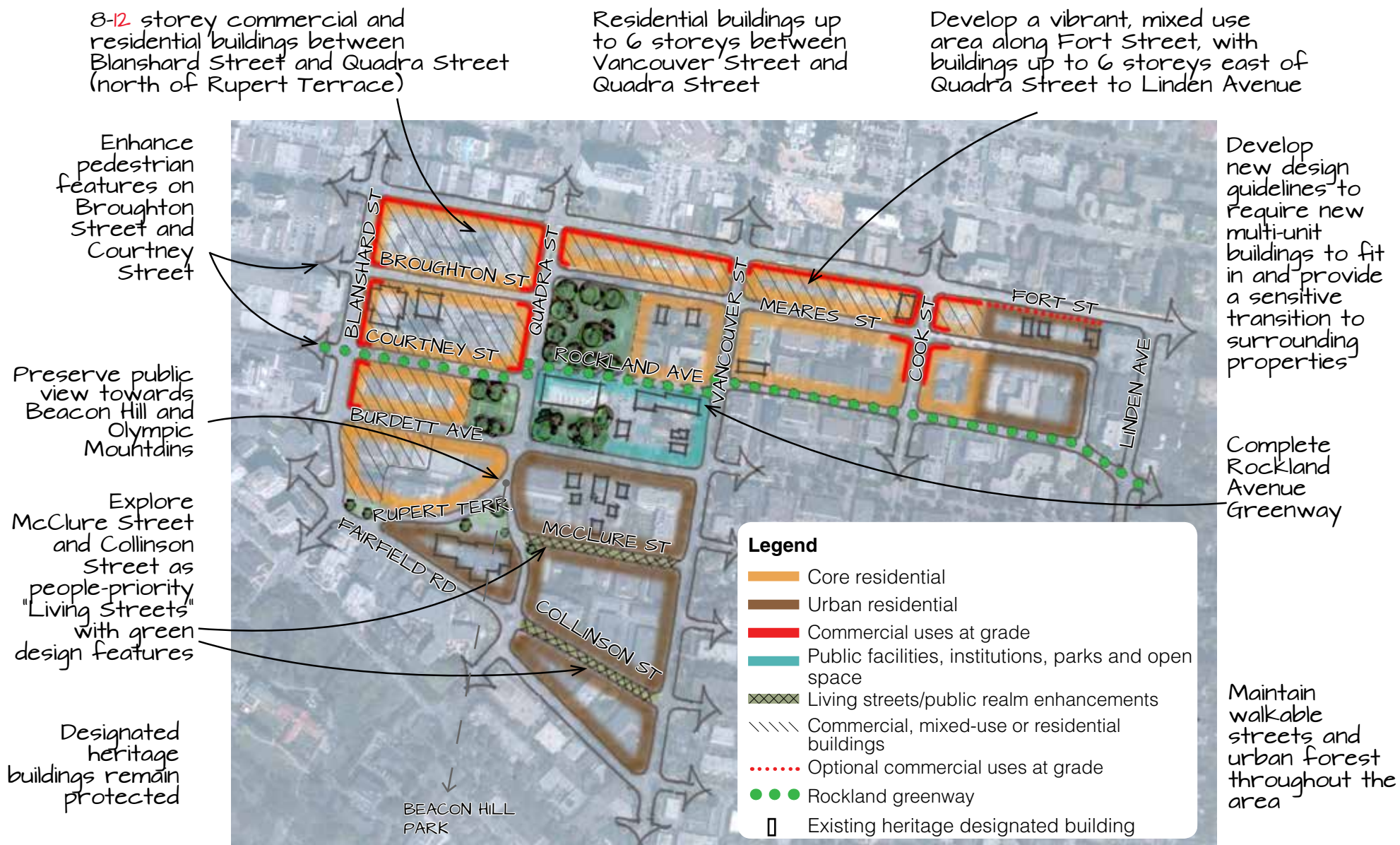


Figure 19. Northwest Area and Fort Street Corridor Concept Diagram



# 7. Urban Villages

Neighbourhood urban village areas provide walkable shops and services, encourage a neighbourhood social life and provide different housing options. Retaining and strengthening the urban village areas in Fairfield will **provide residents with shops and services close to home**, contribute to the vitality and viability of businesses, and **enhance the environmental sustainability of Fairfield and the city**.



## Goals:

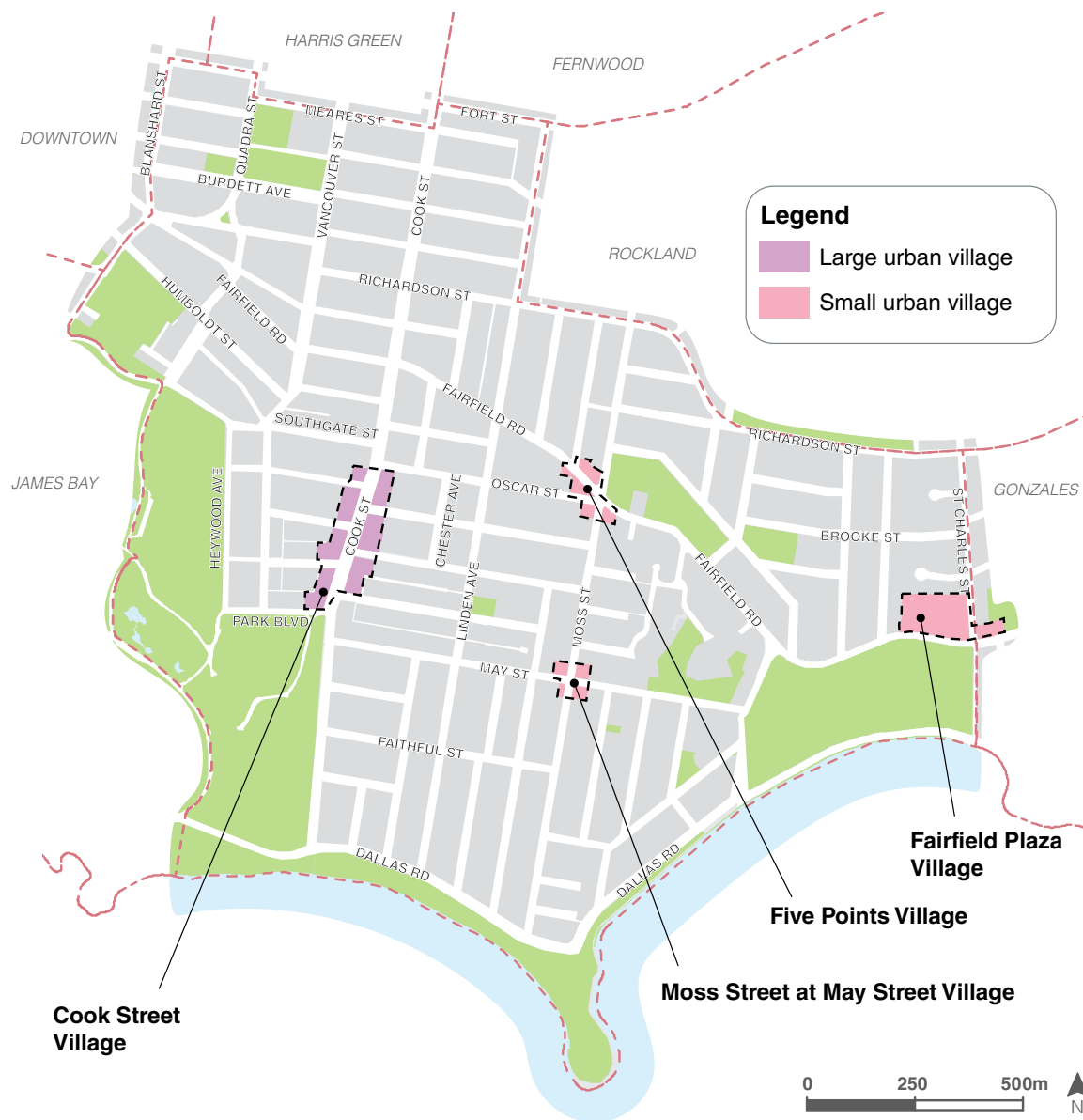
1. **Retain and strengthen neighbourhood businesses**
2. **Improve the walkability, bikeability and public realm in urban villages**
3. **Encourage design that fits in with the neighbourhood character**
4. **Establish high-quality, vibrant public spaces for gathering as part of urban villages**

This plan seeks to maintain and strengthen Fairfield's existing urban villages through the development of appropriately scaled and designed mixed use buildings, enhanced public spaces and streetscapes, improved transportation options, diverse housing options and continued support for local businesses. The quality design of new buildings and their relationship with public spaces and other buildings will be a key consideration in assessing development proposals in the urban villages.



## Urban Villages

# Fairfield Urban Villages map



Map 9: Fairfield Urban Villages



## Urban Villages

# Cook Street Village

Note: This section (page 55-64) has been revised and replaces the Cook Street Village section in an earlier version of this document, therefore specific changes are not highlighted in red.

### 7.1. Overview and Intent

Cook Street Village is a beloved destination for Fairfield residents and many others across the region, due to its unique collection of shops, cafes, services and proximity to parks and waterfront. The unique and highly cherished character and identity of Cook Street Village is defined principally by the mature horse chestnut trees with their large and lush canopies and the generous boulevard they are planted within, together with the diverse mix of pedestrian oriented shops, restaurants and cafes that line and spill out onto the sidewalk/ boulevard and the vibrant street life that results. Additionally, there is a desire to maintain and enhance the diverse and eclectic look and feel of the village, and to ensure a slow safe, comfortable and convenient environment for all modes of travel within and through the village.

The following principles establish the policy and design framework for the Cook Street Village Area:

### 7.2. Cook Street Village Principles

- 7.2.1. Protect and renew the street tree canopy
- 7.2.2. Maintain the sunny and open feeling of the streets
- 7.2.3. Encourage front patios, display areas, seating and other semi-private space in front of businesses
- 7.2.4. Keep the eclectic, unique feel of the village
- 7.2.5. Support and strengthen village businesses as the village changes
- 7.2.6. Create better spaces for pedestrians and those with disabilities
- 7.2.7. Slow down traffic through the village
- 7.2.8. Create new and enhance existing spaces for public gathering
- 7.2.9. Support growth and change that encourages walking, cycling and transit use.
- 7.2.10. Provide new housing and residents to add customers near village businesses
- 7.2.11. Find on-street parking solutions that work better for residents and businesses



# Cook Street Village Area Big Moves Summary

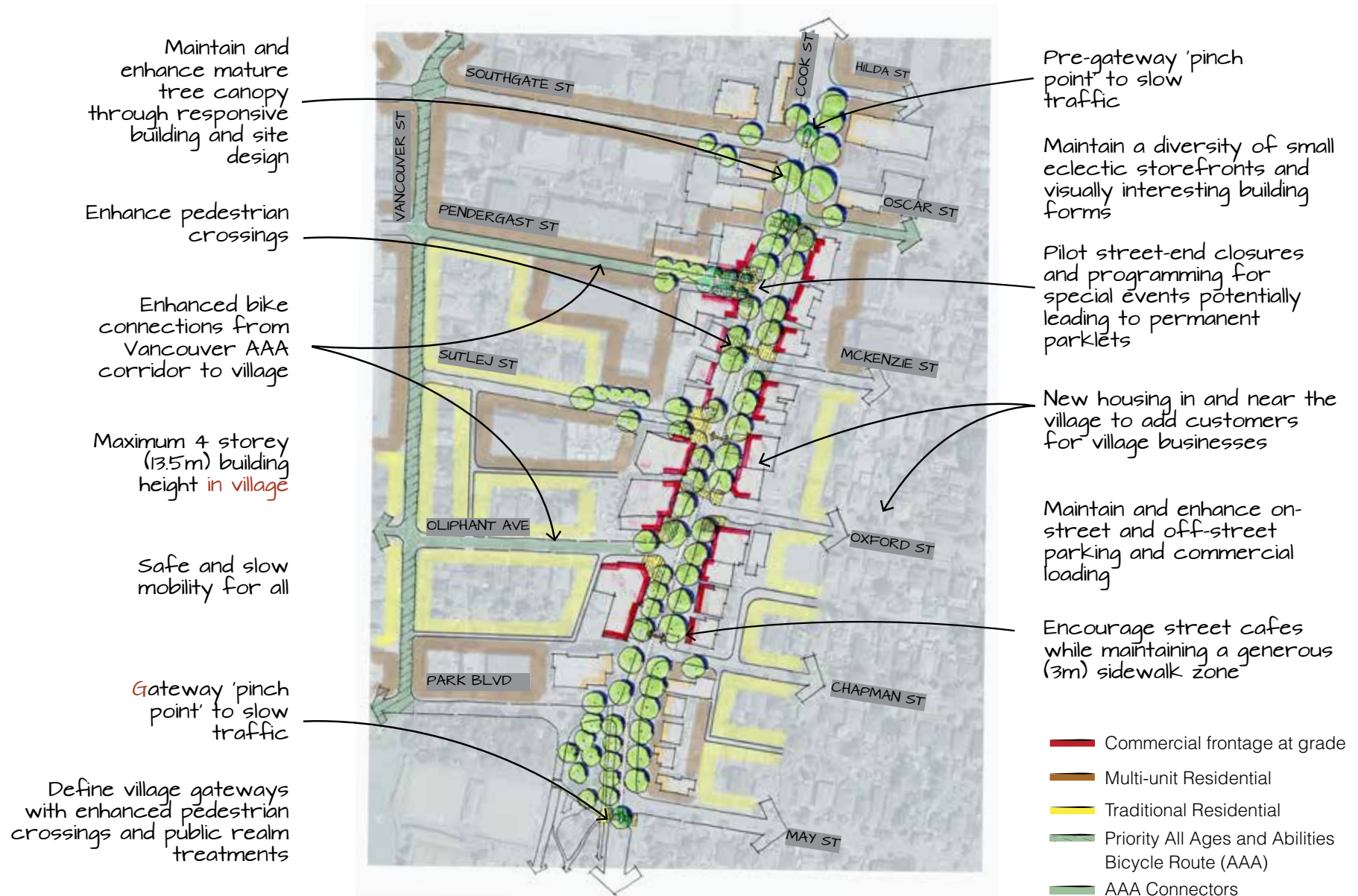


Figure 20. Cook Street Village Big Moves Summary Diagram



## Urban Villages

# Cook Street Village, cont'd.



### 7.3. Land Use

#### Cook Street Urban Village

7.3.1. Support mixed use development up to 13.5m in height (approx. 4 storeys) for properties that abut Cook Street within Cook Street Village.

7.3.2. Support a density of up to 1.5:1 FSR along Cook Street.

- Additional density up to a total of 2.5:1 Floor Space Ratio is supported **where it can be achieved within the urban design guidance and where** development provides a contribution offsetting the impacts of added density.
- The priorities for contribution are secured on-site, non-market housing **consistent with city-wide housing policies**, and/or support for public realm improvements within the village.

7.3.3. Ground floor spaces within the village should support publicly-oriented commercial uses **that support pedestrian activity**.

7.3.4. Small format ground floor commercial uses along Cook Street are encouraged to better support a diversity of smaller, local businesses and to maintain the existing narrow shop front pattern.

7.3.5. Recognize and support the need for a larger commercial retail space in the range of 10,000 to 15,000 ft<sup>2</sup> (approx. 930 to 1,400 m<sup>2</sup>) where provided in conjunction with a full-service grocery store.

### 7.4. Built Form

7.4.1. For new buildings fronting onto Cook Street, development proposals should incorporate measures to support existing and future **mature large canopy** boulevard trees, and support other livability and built form objectives, through a combination of ground floor setbacks and upper storey setbacks, as follows:

- A maximum building height of 4 storeys at 13.5 metres
- An average 2 metre setback (from the fronting property line) for the first storey
- An average 5 metre setback (from the fronting property line) after the second storey
- Setbacks from the property line, to the satisfaction of the City Arborist, for underground parking structures to support existing and future tree root growth
- An arborist's report should be submitted, to the satisfaction of the City Arborist, demonstrating how the design supports existing and future mature large canopy street trees.**

## Urban Villages

# Cook Street Village, cont'd.

7.4.2. Buildings should **enhance** pedestrian interest **through** narrow shop fronts, large amounts of glazing, weather protection and frequent entryways at a maximum spacing distance of approximately 8-10m.

7.4.3. Ground-floor commercial uses on corner sites along Cook Street should **wrap around corners** and have a visual presence and identity on both street frontages through the use of entrances, windows, awnings and other building elements.

7.4.4. A diversity of building forms, design and character is encouraged along Cook Street to celebrate and enhance the eclectic look and feel of the street. New buildings should create a diverse expression and visual interest along the street.

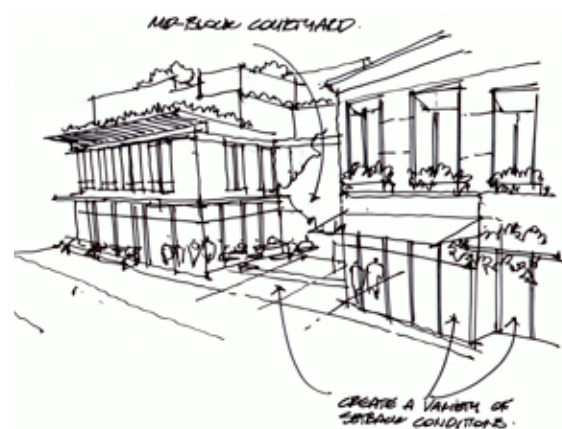


Figure 21. Example of articulation breaking up massing.

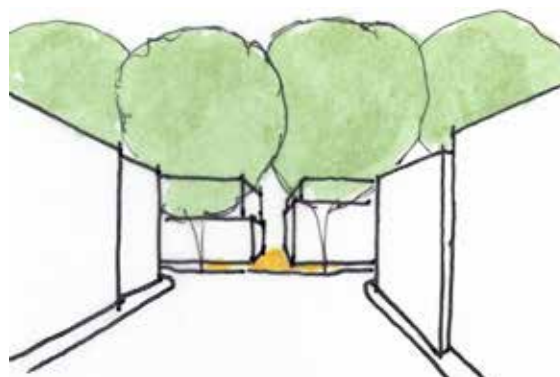


Figure 22. Illustrative example of building design emphasizing a view terminus (see policy 7.4.6)

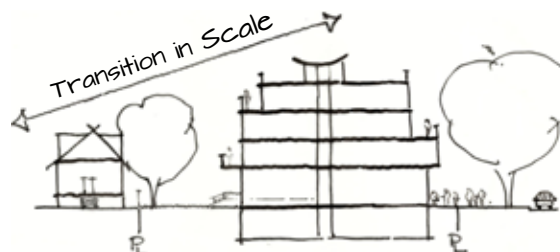


Figure 23. Illustrative example of strategies for achieving a sensitive transition in building scale (see policy 7.4.7)

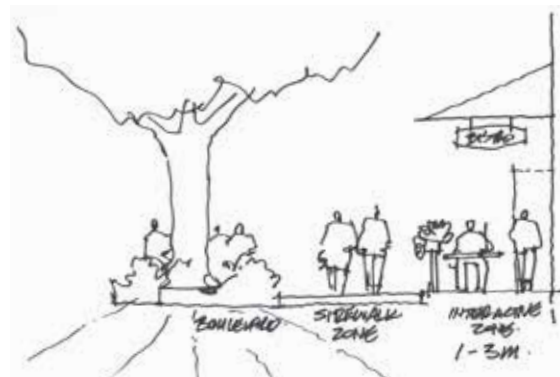


Figure 24. Illustrative example of elements contributing to a pedestrian-focused public realm (see policy 7.5.1)

7.4.5. For larger buildings, break up the mass through articulation, changes in plane, and changes in material that correspond to changes in plane. Mid-block courtyards or pedestrian pass-throughs are encouraged. See 7.5.10.

7.4.6. Building design should emphasize and positively respond to view termini created by t-intersections to **create architectural expression, people spaces, and respond to enhanced winter sunlight**. Strategies to achieve this include locating and centering features such as shop front modules and entryways, **courtyards, pedestrian spaces and outdoor seating**, or projecting bays and balconies at the visual terminus of t-intersections.

7.4.7. Multi-unit residential and mixed-use buildings should be designed to provide a sensitive transition in scale to adjacent, smaller developments through consideration for building mass, orientation of windows and entries, and other design features. Strategies to achieve this include but are not limited to setting upper storeys back, varying roof lines, increasing rear and side yard setbacks, including landscape within side or rear setbacks, siting and scaling buildings to reduce shading, overlook, etc.

7.4.8. Buildings along Cook Street should incorporate patios and other outdoor amenity spaces on roof top and upper storey terraces. **Privacy impacts on adjacent residential properties should be mitigated through design considerations.**

7.4.9. New development within the village is encouraged to be built to LEED Gold standards or equivalent.



## 7.5. Public Realm

7.5.1. Support pedestrian-focused public realm improvements through redevelopment along Cook Street including widened sidewalks, seating areas, patios, new street furniture, canopies and awnings, bicycle parking for bicycles and mobility devices, improved lighting, landscaping, wayfinding and other features that enhance Cook Street and encourage pedestrian activity and vibrancy.



Figure 25. Illustrative example of an outdoor room (see policy 7.5.4)

7.5.2. Support incorporation of seating, hard surfaces and other landscape features and pedestrian amenities within the boulevard zone, balanced with planted soft-scape spaces including rain gardens located and designed to protect the trunks and root zones of boulevard trees.

7.5.3. Planted spaces should incorporate a diversity of plantings which enhance colour and 3- to- 4-season ambience, which are responsive to the climate of Vancouver Island, and which consider allergens.

7.5.4. Create a diversity and sequence of small, intimate 'outdoor rooms' within the village defined by different materials, varied and colourful plantings, along with pedestrian lighting, seating and other furnishings, located along Cook Street and quieter side streets. Diverse spaces may meet the needs of different users (e.g. a child-friendly space; an allergy-free space), while all spaces should be welcoming and physically accessible.

7.5.5. Pilot sequential, temporary street closures at Oliphant, Suttlej, Pendergast and McKenzie adjacent to Cook Street to create public gathering spaces, allow for community markets, festivals and other gatherings and car-free events.

- assess relative effectiveness and impact of each closure to determine preferred location for a future permanent closure if deemed viable and desirable.
- Work with the Greater Victoria Placemaking Network and other organizations and members of the public to develop 'tactical urbanist' (temporary streetscape) designs and approaches.

7.5.6. Where appropriate, vacant sites, surface parking areas and immediately adjacent public spaces are encouraged to be used for special markets and events.

7.5.7. Identify opportunities to create a 'village green' within Beacon Hill Park near the intersection of Cook Street and May Street or Cook Street and Park Boulevard, providing a space for passive use which maintains existing tree canopy while considering incorporation of distinct surface treatments, soft landscaping, street furniture and an improved and more inviting entrance to Beacon Hill Park.

7.5.8. Explore opportunities for public art and interpretive historical and cultural displays set within local contexts, including reflection of Indigenous culture and history where appropriate and in consultation with local First Nations.

7.5.9. Create a hardscape pedestrian connection along the west side of Cook Street from Park Boulevard to Beacon Hill Park's Cook Street playground to better accommodate all users.

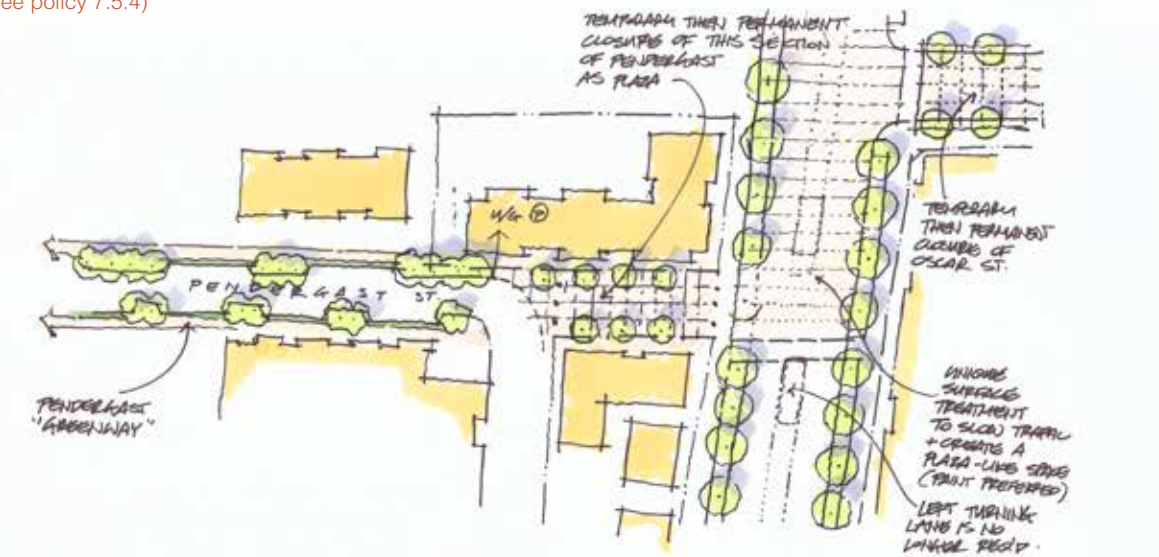


Figure 26. Conceptual illustrations of possible street closure piloting

## Summary: Streetscape and building design criteria

<b>Building Height (max.)</b>	<ul style="list-style-type: none"> <li>• 13.5m (accommodates approx. 4 storeys)</li> </ul>
<b>Height of Façade closest to Cook Street (max.)</b>	<ul style="list-style-type: none"> <li>• 2 storeys</li> </ul>
<b>Setbacks and Stepbacks</b>	<ul style="list-style-type: none"> <li>• For new buildings fronting onto Cook Street, development to support existing and future boulevard trees to the satisfaction of the City Arborist, and support other livability and built form objectives, through incorporation of:               <ol style="list-style-type: none"> <li>a. An average 2 metre setback (from the fronting property line) for the first storey</li> <li>b. An average 5 metre setback (from the fronting property line) after the second storey</li> <li>c. Setbacks from the property line for underground parking structures to support existing and future tree root growth to the satisfaction of the City Arborist</li> </ol> </li> </ul>
<b>Building Base Interface on Cook Street</b>	<ul style="list-style-type: none"> <li>• Portions of building to be set back further from the property line, up to a max. of 3m, to provide opportunities for patios, seating, display space, etc.</li> <li>• Buildings to establish a fine grained interface with the street through modulation of smaller storefronts, transparent glazing, frequent entries</li> <li>• Commercial uses, with a preference for uses which create pedestrian vitality</li> <li>• Incorporate weather protection (awnings)</li> <li>• Shop front character to extend around corners</li> </ul>
<b>Building Form and Orientation</b>	<ul style="list-style-type: none"> <li>• Provide articulation and break up massing for larger buildings</li> <li>• Respond to corner sites and t-intersections</li> <li>• Maintain eclectic character by varying building massing and design elements</li> <li>• Provide windows and balconies that provide “eyes on the street”</li> <li>• Consider amenities such as open space, rooftop or terrace decks</li> </ul>
<b>Sidewalk Width</b>	<ul style="list-style-type: none"> <li>• Support the provision of a public sidewalk with a desired 3m clear width</li> <li>• A minimum of 2m clear to be provided at pinch points</li> </ul>
<b>Trees</b>	<ul style="list-style-type: none"> <li>• Provide ongoing maintenance and replacement, where necessary, of character-defining Chestnut trees or other compatible and similar varieties</li> </ul>
<b>Street Furniture</b>	<ul style="list-style-type: none"> <li>• Provide well-designed street furniture such as benches, pedestrian-scale lighting, garbage receptacles and other elements that enhance the public realm</li> </ul>
<b>Boulevards</b>	<ul style="list-style-type: none"> <li>• Incorporate a mix of soft landscaped areas and areas for seating and gathering</li> <li>• Seating areas located in boulevards should be publicly accessible and free of business branding</li> <li>• Create a series of diverse “outdoor rooms” with distinct characteristics, in collaboration with community and businesses</li> <li>• Provide a variety and diversity of plantings, considering allergens</li> </ul>

## Principles for Accessibility

As part of this plan process, a Health, Wellness, and Accessibility workshop was held. The following principles and strategies were suggested for design of public realm in Cook Street Village:

- Make it comfortable to navigate to and in the village for differently-abled users, considering factors such as lighting, pavement selection, signage, comfort in accessing transit, accessible parking and loading, and accommodation/ parking for a range of mobility devices.
- Enhance safety and comfort within the village, considering factors such as pavement texture and pattern selection, enhanced crossings, allergens (e.g. in landscape, from dogs), and creating a welcoming ambiance in all seasons (e.g. selection of landscape for colour and interest; furnishings, lighting)
- Encourage gathering of people of all ages and abilities. In designing public realm and “outdoor rooms”, consider a range of specific needs. While all spaces should be physically accessible, a full range of different abilities should be considered so that there is a space for everyone. (Examples: allergen-free area; location on a side street for those needing quieter environment; safe child-friendly space).



## Urban Villages

# Cook Street Village, cont'd.

7.5.10. New development is encouraged to incorporate mid-block pedestrian pass-throughs or courtyards with active frontages. Mid-block pedestrian pass-throughs are encouraged to align with existing laneways.

7.5.11. Consider incorporating seating and potential hard surface area to accommodate food trucks on-street at the south west corner of Park Boulevard and Cook Street.

7.5.12. Public realm improvements may be funded and implemented through a combination of:

- capital funding to be considered as part of annual financial planning processes
- frontage improvements implemented as part of the development process
- neighbourhood grants and other City beautification initiatives
- Community Amenity Contributions for public realm improvements

## 7.6. Street Vitality

**Overview:** Cook Street Village is defined by a diverse mix of retail and food and beverage uses that are oriented towards, accessed from and spilling onto public sidewalks and other open spaces in the village. This includes a mix of sidewalk patio cafés, benches and other seating and dining areas – some associated with specific business, and others which are open for use by the general public. At the same time, Cook Street village has high pedestrian volumes using the sidewalk and cross walks throughout the village.

7.6.1. Accommodate and encourage sidewalk cafés and other spill over uses while maintaining a sufficiently wide clear sidewalk zone that is hard surfaced and accessible.

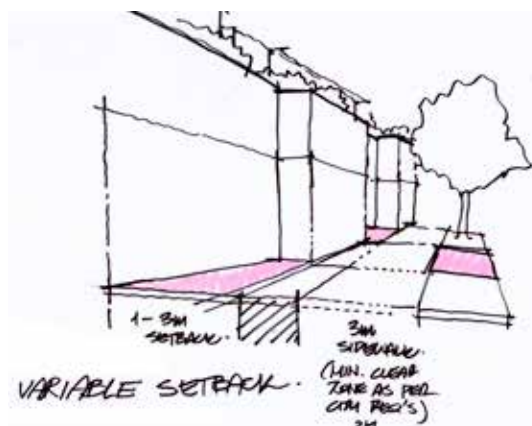


Figure 27. Illustrative example of a 3m sidewalk and variable building setback



Figure 28. Example of inviting and accessible patio space.

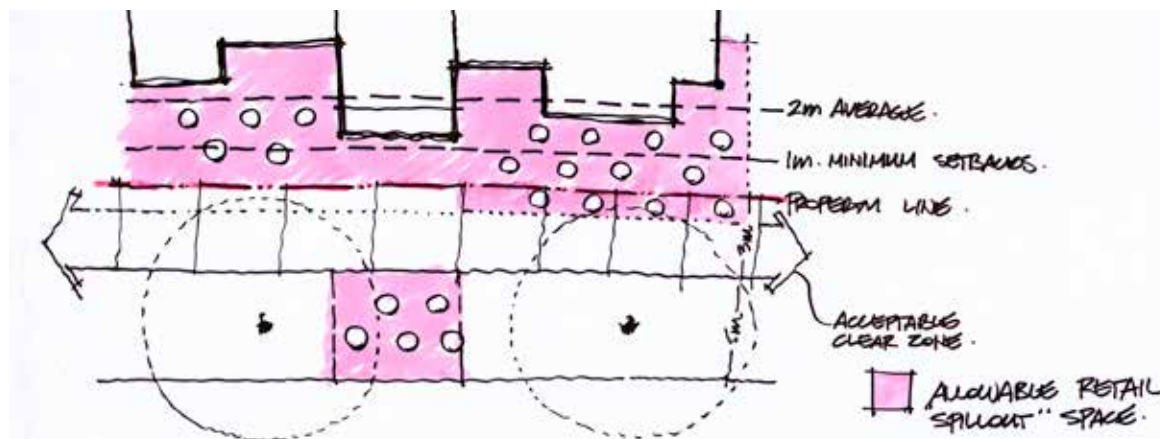


Figure 29. Conceptual illustration of variable building setbacks and patio cafe and retail spillover space

7.6.2. Set buildings back a minimum 1 metre and average 2 metres to accommodate a combination of sidewalk cafés and retail spill over space. Additional setbacks are encouraged to accommodate additional sidewalk café space as desired.

7.6.3. A 3 metre clear public sidewalk zone throughout the village is desired, with a minimum 2 metre unobstructed hard surfaced clear sidewalk to be maintained (as per the Victoria Subdivision and Servicing By-Law) for pinch points where necessary.



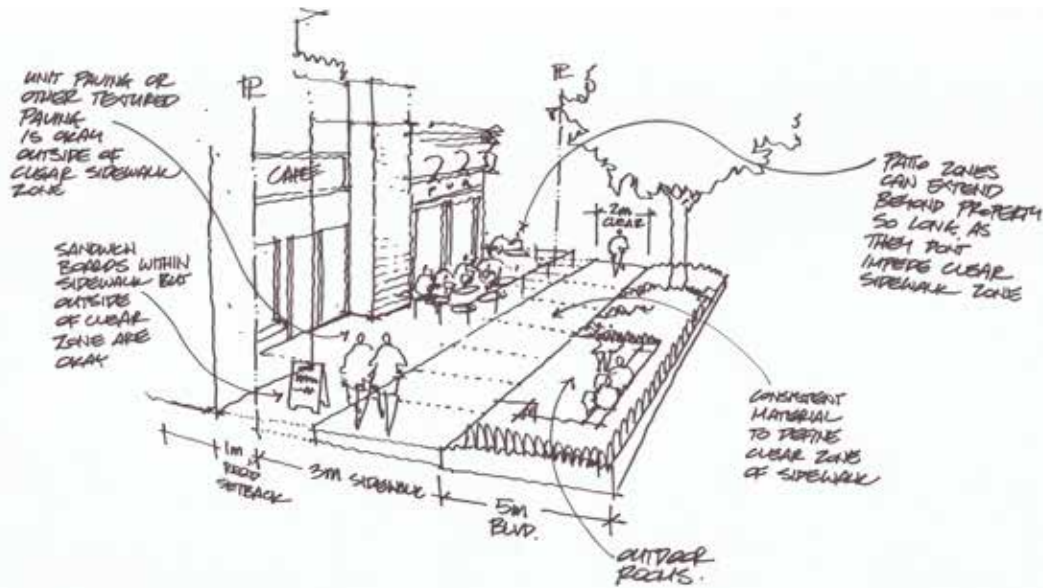


Figure 30. Illustrative example of elements contributing to street vitality

7.6.4. Areas within boulevards zones are encouraged to incorporate patio café uses as permitted under the sidewalk café bylaw provided they:

- Include a sufficient setback from and protection of trees and root zones, to the satisfaction of the City Arborist
- Maintain sufficient clear sidewalk zone (as per 7.6.3)
- Are publicly accessible and maintained for public use
- Are not exclusive to patrons of businesses and do not include business branding

7.6.5. Encourage varied streetscape materials and furnishings within a palette or kit-of-parts identified within the **Cook Street Village** Design Guidelines, to balance eclecticism with accessibility, maintenance and durability

## 7.7. Healthy Boulevard Trees

7.7.1. Site and design buildings to support existing and future healthy, lush and mature **large canopy** boulevard trees, using a combination of underground and ground floor setbacks and upper storey building step backs consistent with policy 7.4.1.

7.7.2. Assess and ensure street tree health at the outset of the development, approvals and design process.

7.7.3. Seating and other landscape features within the boulevard should protect the root zone of street trees

7.7.4. **Work with BC Hydro and other utility providers to minimize the impacts of utilities on boulevard trees and tree planting spaces.**

7.7.5. Evaluate and consider updating the Tree Preservation By-law (Schedule A) to designate mature trees identified within the Village as significant.



Figure 31. Existing street tree condition. Trees on the west side of Cook Street are pruned around power lines.

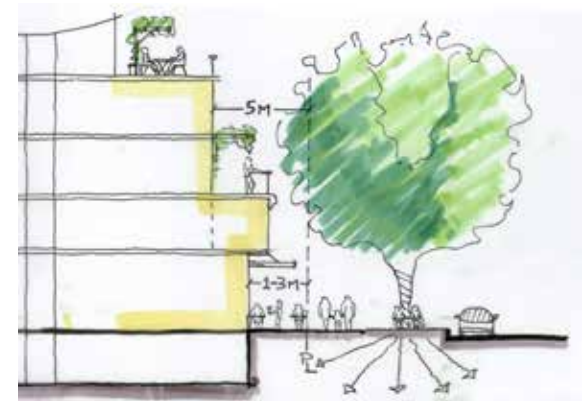


Figure 32. Illustrative example of building and public realm design that supports healthy boulevard trees

7.7.6. Explore opportunities to reduce storm water run-off through the integration of rain gardens on boulevard space.



## 7.8. Safe and Slow Mobility for All

### Pedestrian Crossings, Gateways and Traffic Calming

7.8.1. Evaluate and consider improvements to existing pedestrian crosswalks, including incorporation of corner bulbs, pedestrian islands, pavement markings and other features to slow vehicle traffic and increase pedestrian safety and driver awareness.

- a. Consider moving the existing crosswalk at McKenzie to the south side of the intersection to enable incorporation of a pedestrian crossing island
- b. Evaluate and consider replacing the signal light at Oxford with a pedestrian activated flashing light.

7.8.2. Consider opportunities for adding additional crosswalks while minimizing impacts to on-street parking and commercial vehicle loading within the village.

7.8.3. Establish village gateways at Oscar Street (North Gateway) and at May Street (South Gateway) through enhancement of existing crosswalks, bulb outs and pedestrian islands, and incorporation of special pavers, pavement markings, signage, public art, landscaping, pedestrian activated signals and other features, as appropriate, to announce village entrances and slow motor vehicle traffic entering the village.

7.8.4. Establish pre-gateway “pinch points” in the form of traffic islands, landscaping and, where appropriate, pedestrian crossings, to slow down traffic approaching the Village between Pakington and Southgate, and at the south end between Park Boulevard and Chapman.

7.8.5. Identify opportunities to design and build an attractive ‘gateway’ at the north end of the village that is ideally located near the intersection of Cook Street and Oscar Street and which incorporates distinct paving/surface treatments, an improved pedestrian crossing with pedestrian activated lights, enhanced landscaping and street furniture.

7.8.6. Identify opportunities to design and build an attractive ‘gateway’ and enhanced pedestrian crossing at Cook Street and May Street or Cook Street and Park Boulevard.

### Roadway Design and Connectivity

7.8.7. Design modifications to the right-of-way (ROW) through the Village are encouraged to enhance Cook Street as a complete street that safely accommodates all modes, to slow auto traffic and make the ROW a safe space that prioritizes pedestrians while supporting convenient and safe travel for cyclists, transit and motor vehicles traveling to, from, through and within the village.

7.8.8. Over the long term, Cook Street is envisioned to be part of the All Ages and Abilities bike network.

7.8.9. Employ additional passive hard and soft landscape and street elements to encourage reduced speeds within the Village core.

7.8.10. Ensure that any roadway redesign or improvements along Cook Street accommodate designated spaces for commercial loading and maintenance or enhancement of on-street parking.

7.8.11. Identify connections from the Vancouver Street AAA bikeway to Cook Street via Pendergast and Oliphant Streets, with a link to Oscar Street and Sir James Douglas School for children coming from James Bay.

### Parking and Commercial Loading

7.8.12. Undertake a parking study and strategy to support provision of on-street parking and loading that supports local businesses, provides convenient parking/loading for the disabled, and calms and slows traffic, while balancing needs of resident parking and loading on side streets surrounding the village.

7.8.13. Enhance parking for bicycles and mobility devices within the village, including the provision of covered bicycle parking.

7.8.14. Enhance the comfort and appearance of bus shelters within the village.



Figure 33. Conceptual illustration of Cook Street cross-section

# Cook Street Village Public Realm Summary Diagram

Safe and slow  
for all users

Maintain and enhance  
healthy tree canopy

Enhance and increase number  
of pedestrian crossings

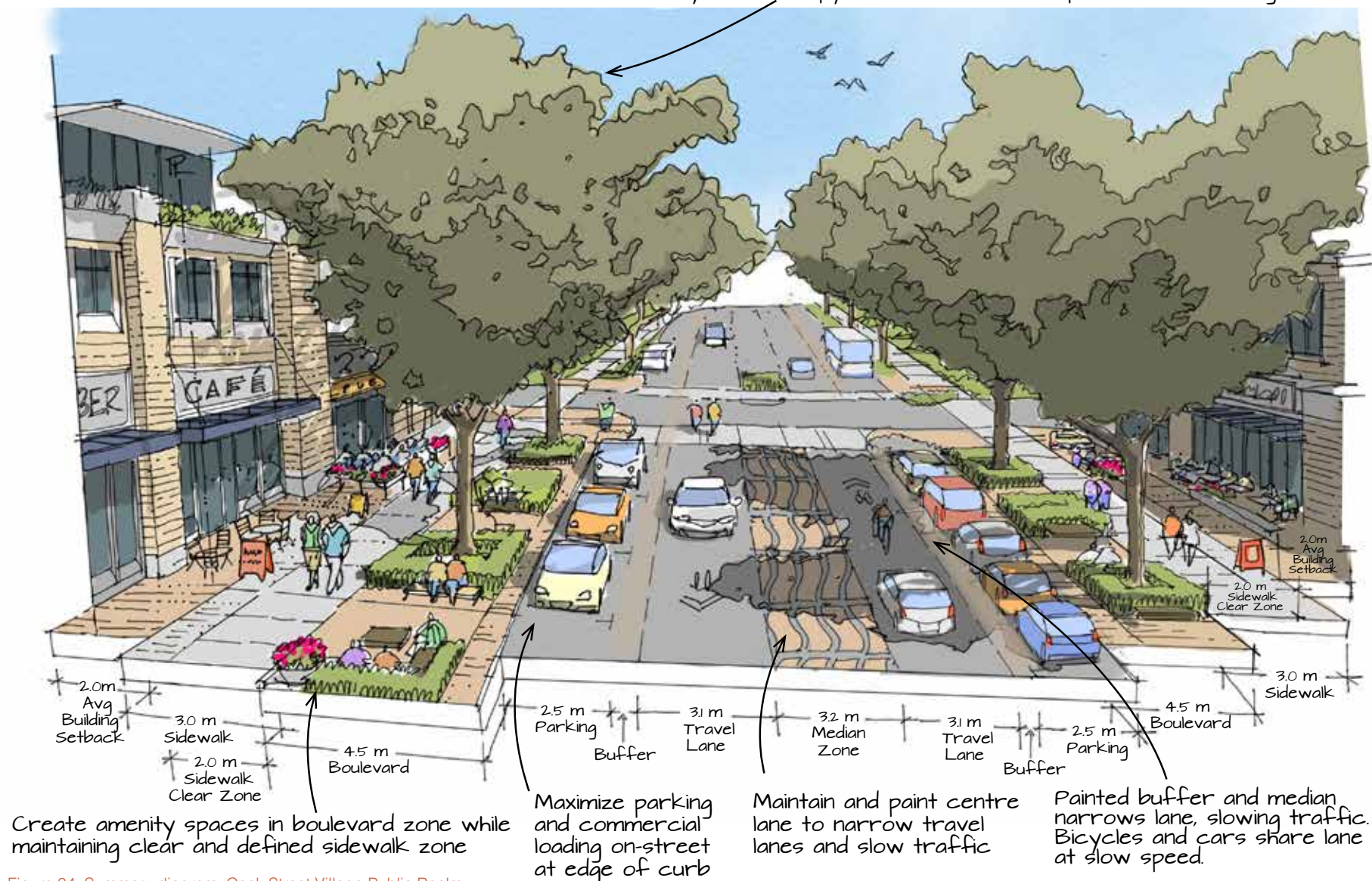


Figure 34. Summary diagram: Cook Street Village Public Realm



# Urban Villages

## Fairfield Plaza



The current shopping plaza and adjacent service station currently serve the neighbourhood with a mix of local-serving businesses, within walking distance of many homes and convenient to surrounding neighbourhoods. This area lies along a Frequent Transit route with service to downtown and University of Victoria. The current plaza, built in 1958 and replacing market gardens and greenhouses, is economically successful, and the following guidance is meant to provide further consideration should any redevelopment be proposed.

This area is located in an area of higher seismic risk due to soil types susceptible to amplification, which will require any future construction to comply with requirements of the BC building code and all other applicable regulations.

Any redevelopment process is expected to include significant public consultation to ensure it meets the concerns and needs of the community at that time. This section presents policies to be considered should any redevelopment be proposed.

### 7.9. Land Use Policies

7.9.1. Consider commercial and mixed-use development that provides amenities and services for the surrounding neighbourhoods, up to 3 storeys and approximately 1.5 floor space ratio.

7.9.2. Mixed-use development of 3-4 storey buildings, up to 2.0 floor space ratio, may be considered in order to support the design objectives of this plan and with consideration of provision of affordable housing and/or additional public amenity.

7.9.3. Continue to accommodate local-serving businesses by providing commercial spaces appropriate for a full-service grocer and a mix of smaller businesses which provide for daily needs.

7.9.4. Redevelopment should not reduce overall commercial space, and is encouraged to increase commercial space somewhat in order to support further local-serving retail and services.

7.9.5. A design and use program to support small, local-serving and existing business is encouraged.

7.9.6. Encourage new housing which complements the neighbourhood, accommodates a range of income levels, lifestyles and age groups, and allows people to age in within their community.

### 7.10. Urban Design and Public Realm Policies

7.10.1. Redevelopment of Fairfield Plaza should incorporate a logical extension of the surrounding public street and open space network.

7.10.2. Shop fronts should be welcoming and oriented to public spaces with frequent and direct entryways, smaller modulated storefronts, large areas of glazing, and spaces for sidewalk cafes and other uses adjacent to streets and public spaces

7.10.3. Incorporate a significant public plaza for neighbourhood gathering as a focal point for any redevelopment, connected to the public street network with buildings and commercial uses oriented positively towards it.

7.10.4. Encourage social gathering, both in publicly-accessible space and in patios and individual businesses.

7.10.5. Enhance public and internal streets and public gathering spaces through the inclusion of canopy street trees, pedestrian spaces, street furnishing, on-street parking, and adjacent active commercial uses.

7.10.6. Emphasize and support comfortable and safe pedestrian movement in site design, including in design of parking areas.



Figure 35. Example of development oriented towards an internal street using quality built and landscape materials.



Figure 36. Example of active pedestrian-oriented commercial frontage



Figure 37. Example of a public gathering space and pedestrian-oriented buildings supporting small business

7.10.7. Locate convenience parking (short-term, accessible) for customers at grade; longer-term or residential parking is encouraged to be wholly or partly underground and designed and located to minimize impacts on the public realm and pedestrian environment.

7.10.8. Transitions to the surrounding lower-scale neighbourhood should occur on site. Strategies to achieve this include landscaped setbacks, tree planting, building massing compatible with adjacent development and backyards to avoid overlook or shadowing; location of windows and porches to respect privacy; and mitigation of any noise impacts from commercial uses or loading.

7.10.9. Ensure a sensitive transition/interface with Fairfield Road and the heritage designated Ross Bay Cemetery through, for example, building form and design and integration of landscape features including street trees.

7.10.10. Ensure new development complements and does not detract from neighbourhood character.

7.10.11. Enhance or integrate bus stops as part of new development.

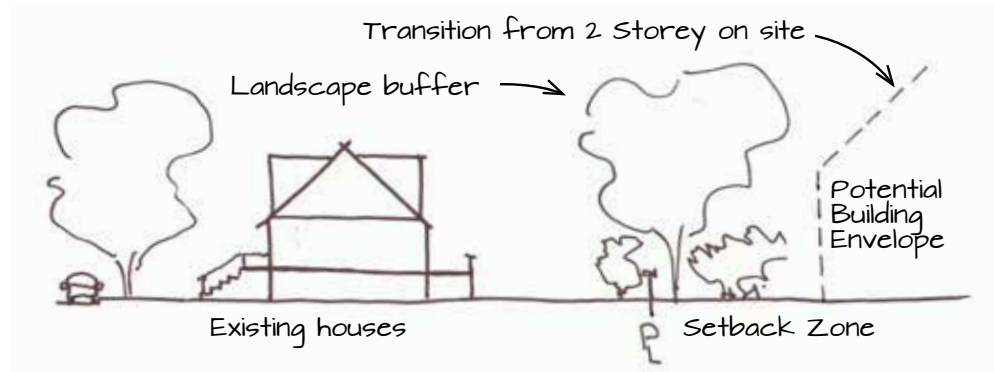


Figure 38. Example of strategies to achieve a sensitive transition include a setback, landscape transition, and building envelope.



Figure 39. Strategies to establish a friendly face to Fairfield Road and a sensitive transition to the heritage-designated Ross Bay cemetery include generous pedestrian spaces, buildings with smaller modulated shop fronts with extensive glazing and frequent entries, an upper-floor step-back, and a double row of trees relating to the greenspace across the street.



## Urban Villages

# Five Points and Moss & May Villages

*Note: Policies apply to both Moss Street and May Street and Moss Street and Fairfield Road small urban villages unless otherwise identified.*

### Intent:

To further enhance the Small Urban Villages at Moss Street and May Street, and Moss Street and Fairfield Road (Five Points) as unique commercial and mixed-use nodes that are attractive, distinct, welcoming, and provide a limited range of neighbourhood-oriented amenities and services

To ensure that new development is complementary in design to the surrounding Traditional Residential Areas.

### 7.11. Land Use Policies

7.11.1. Support mixed use development **up to 11 metres (approx. 3 storeys) and** a density of **approximately 1.5:1 floor space ratio.**

7.11.2. **Encourage the retention and adaptive re-use of buildings of heritage merit, considering sensitive addition to add housing and space for neighbourhood-serving shops and services.**

7.11.3. Infill development including house conversions, houseplexes or townhouses may be considered on Traditional Residential designated parcels that are immediately adjacent to the small urban villages, as consistent with neighbourhood character, as a means of providing a more sensitive transition to the Traditional Residential area. (see Ch. 8)

7.11.4. **Encourage the retention or replacement of existing rental housing consistent with city-wide policies.**

7.11.5. **In considering uses in these villages, consider neighbourhood benefits and impacts in terms of hours of operation, noise levels and other off-site impacts.**

### 7.12. Urban Design and Public Realm Policies

7.12.1. **New buildings should complement the surrounding area,** considering use of building elements and building designs **that respond to context,** particularly with regard to cladding materials, window styles and patterns, roof pitch, building placement, orientation and setbacks.

7.12.2. Where ground floor commercial uses are proposed with new development, encourage portions of the building to be set back up to 3m from the front property line to accommodate features such as patios, seating and outdoor display areas **and street trees** without impeding pedestrian movement along the public sidewalk.

7.12.3. Collaborate with BC Transit to enhance existing bus stops with upgraded and more attractive bus shelters.

7.12.4. Enhance the prominence and vitality of small urban villages by incorporating pedestrian-focused public realm improvements such as unique and distinct paving treatments within a village, attractive street furniture, improved lighting and enhanced **street trees** and landscaping.

### 7.13. Village Specific Policies – Five Points Village (Moss Street and Fairfield Road)

7.13.1. Consider opportunities to improve safety for pedestrians and cyclists as part of any improvements to the Right of Way or through redevelopment on private property.

7.13.2. Explore the opportunity to implement a 'pedestrian scramble' intersection as a means to prioritize pedestrian movement and safety within the village.

7.13.3. Consider opportunities to **expand and enhance** an attractive small plaza space near the intersection of Moss Street and Oscar Street to further enhance the village.

7.13.4. **Encourage the continued use of the adjacent public spaces at École Sir James Douglas Elementary for community uses.**

## Urban Villages

# Five Points Village Summary Diagram



Figure 40. Moss Street and Fairfield Road Village Concept Diagram



#### 7.14. Village Specific Policies – Moss Street and May Street

7.14.1. Encourage adaptive re-use of existing single-detached buildings in the southwest corner for the purpose of commercial or mixed-use purposes. (See Fig. 42)

7.14.2. Encourage the retention and adaptive re-use of the historic mixed use building at the northwest corner. (See Fig. 42)

7.14.3. With the exception of the southwest corner, support 3 storey mixed-use buildings with commercial frontages facing May Street, and transitioning in scale to the surrounding neighbourhood.

7.14.4. Support opportunities for live-work uses within the village.



Figure 41. Conceptual illustration of small urban village at Moss Street and May Street



Figure 42. Conceptual illustration of Moss Street and May Street looking east

## Urban Villages

# Moss & May Village Summary Diagram

Mixed use buildings up to 3 storeys facing onto May Street and transitioning to surrounding neighbourhood

Support retention of historic commercial spaces

Use distinct paving, attractive street furniture, improved lighting and enhanced landscaping to highlight intersection

Enhance bus stop

Retain historic houses; consider conversions and commercial uses

Sensitive neighbourhood infill directly adjacent to village

Support live-work uses



Retain or replace rental units

- Mixed use with commercial frontage at grade
- Multi-unit residential
- Sensitive neighbourhood infill (e.g. townhouses, houseplexes or conversion of existing houses)
- Village boundary

Figure 43. Moss Street and May Street Village Concept Diagram



# 8. Residential Areas



## Other Relevant Policies & Bylaws

- Official Community Plan
- Victoria Housing Strategy
- Market Rental Revitalization Study (2018)
- Development Permit Area Guidelines
- Small Lot Rezoning Policy
- Garden Suites Policy
- Neighbourliness Guidelines for Duplexes
- House Conversion Regulations

### Context and Overview

Over the next 25 years, the population of Victoria is expected to grow and change. New families are forming, children are growing up and moving out of home, and people are coming to the region for jobs, education and lifestyle. Regional population is expected to grow at an average rate of near 1% annually in the coming years. The population of seniors in Victoria is expected to double. Some seniors are choosing to downsize while most are choosing to remain in place; at the same time newly forming families will need housing. These patterns create needs for both apartment-style units and ground-oriented units.

There is a rich diversity of housing in Fairfield which, in turn, supports a diversity of residents.

Housing is a key issue for Fairfield residents. With high land values, proximity to urban villages, waterfront, downtown, family-friendly amenities and major parks, Fairfield is a desirable –and increasingly expensive- place to live. It contains

a significant portion of the City's rental housing stock, and there is a desire to retain and revitalize this relatively affordable supply of housing where possible. There is a strong desire for more family-friendly (3 bedroom or more) rental and ownership housing, such as townhouses or large apartments.

The plan supports a mix of housing options for people of different income levels, lifestyles and household sizes and provides more choice for people to stay in the neighbourhood as they age. Significantly, it also emphasizes rental retention or replacement in an area that includes much of Fairfield's supply of rental apartment buildings.

The urban residential areas include a range of rental and condominium buildings, townhouses, and a mix of lower scale housing sprinkled throughout. Tree-lined streets and generous landscaped yards create a livable neighbourhood.

### Urban Residential Goals:

1. **Support new housing of different sizes, tenures and forms to encourage a more diverse neighbourhood population and allow people to stay in the neighbourhood as they age**
2. **Encourage housing design that fits with the neighbourhood**
3. **Maintain rental housing stock by encouraging investment in existing rental housing or supporting replacement with new rental housing where appropriate**
4. **Facilitate the creation of more affordable housing**
5. **Create opportunities for more people to live close to downtown, jobs, amenities and transit**

## Residential Housing Areas

# Urban Residential Areas Key Directions Summary

### All Areas

- Consider development proposals in light of all policies including rental retention and replacement, design, heritage, and affordable housing.
- Maintain the existing supply of rental housing
- Rezoning for additional density should consider housing benefits consistent with City policy
- Smaller lots may not be able to achieve the maximum density and height envisioned in the OCP (see 8.3)
- Lots at the edge of Urban Residential areas adjacent to Traditional Residential areas should transition in scale (see 8.3)
- See urban design policies, section 8.5, 8.6, and 8.8.

### Northwest Area and Fort Street Corridor

Envisioned to allow the addition of housing consistent with design guidance for the Cathedral Hill Precinct, with building forms transitioning from downtown to lower scale areas. See Chapter 6.

- Consider new development ranging from 1.2 floor space ratio up to 2.5 floor space ratio and 6 storeys with the provision of affordable housing

### Rental Retention Area

Contains a significant supply of City's rental housing stock in multi-unit buildings, mixed with older houses, small commercial buildings and related uses, in a walkable context.

- Increase in the overall supply of rental housing (while continuing to allow for ownership housing)
- Consider new development ranging from 4 storeys and 1.2 floor space ratio, up to approx. 2.0 floor space ratio and 6 storeys
- Ground floor commercial use desired or considered in areas indicated on Map. Commercial may be considered in other Urban Residential areas on a case-by-case basis or where already existing.

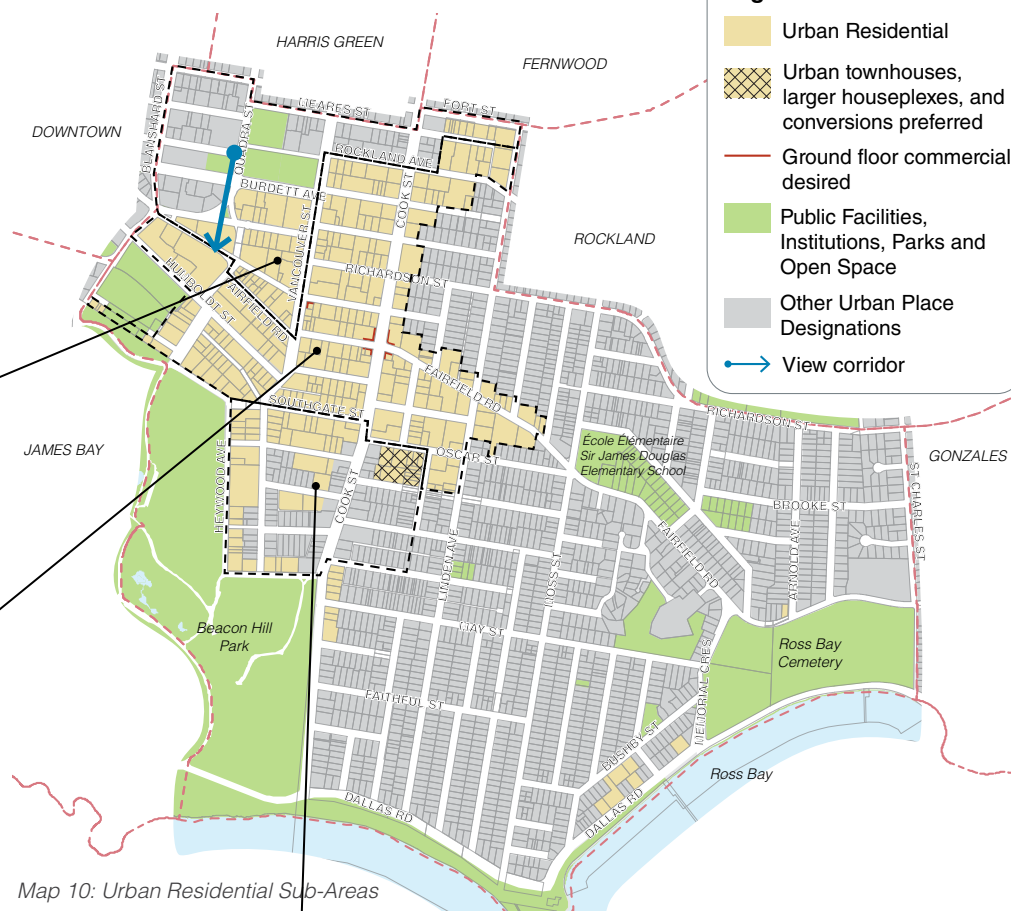
### Cook Street Village Area

A mixed area of Urban and Traditional Residential areas close to Cook Street village.

- Consider new development up to 4 storeys and 2.0 floor space ratio consistent with the desired scale of Cook Street Village
- East of Cook Street Village, emphasize townhouses, house conversions and large houseplexes rather than apartment buildings
- For Traditional Residential areas, see Chapter 8

### Legend

- Urban Residential
- Urban townhouses, larger houseplexes, and conversions preferred
- Ground floor commercial desired
- Public Facilities, Institutions, Parks and Open Space
- Other Urban Place Designations
- View corridor



Map 10: Urban Residential Sub-Areas

### Other Urban Residential Areas

- Consider new development which fits context, up to 3 to 4 storeys.

## Residential Housing Areas

# Urban Residential Areas

### 8.1. Rental Retention Sub-Area General Land Use Policies

This area contains a significant portion of the city's stock of existing rental housing in existing buildings. Therefore, loss of rental housing in this area can have a significant impact on the city's rental housing market. Therefore, the retention, replacement or enhancement of on-site rental housing units is a priority in considering rezoning applications.

8.1.1. Support the retention or replacement of existing rental units on sites **that contain** four or more rental units. Consider an increase in zoned density on these sites only if, as a voluntary amenity:

- a. An equivalent number and kind (e.g. number of bedrooms) of units is maintained on-site and secured as rental housing **with a maximum rent specified by a housing agreement** consistent with the Official Community Plan and city-wide housing policies;
- b. Within this area, retention or replacement of existing rental housing **is preferred** to consideration of a contribution to the City's affordable housing fund in lieu of retention or replacement.

8.1.2. Support revitalization of existing rental buildings while maintaining affordability for tenants. Strategies to achieve this may include supporting additional development on parking lots, where rental units are retained with a housing agreement, and the development of incentives through city-wide policy.

8.1.3. Consider the following development for this area:

- a. Consider residential buildings up to 4 storeys and 1.2 floor space ratio.
- b. Consider residential buildings up to 6 storeys and additional density up to **approximately** 2.0 floor space ratio where any required rental replacement or retention of units is secured (8.1.2.) and where any additional affordable housing contribution consistent with city-wide policy is secured for the life of the building.

### 8.2. Cook Street Village Urban Residential Area Land Use Policies

8.2.1. In the designated Urban Residential areas west of Cook Street Village, consider multi-residential development up to 13.5m in height (approx. 4 storeys) for the **designated urban residential** areas located between the west side of Cook Street and Heywood Avenue, in addition to other forms of housing including house **conversions**, houseplexes, **laneway housing**, and townhouses **in various configurations compatible with context**.

8.2.2. In the block east of Cook Street Village, **bounded by Oscar Street, Chester Avenue, MacKenzie Street, and Cook Street**, discourage development in the form of apartment buildings as a means of encouraging townhouses **in various configurations, larger houseplexes and house conversions**, to provide more housing near the village in diverse forms and with a more sensitive transition to the surrounding traditional residential area.

### 8.3. Smaller Sites and Transitional Sites

8.1.3.3. Smaller sites may not be able to realize the maximum envisioned densities or heights as multi-unit development. Where lot consolidation is not possible, these sites are encouraged to support various forms of housing such as larger houseplexes, house conversions with additions, townhouses (including stacked and courtyard townhouses), or smaller apartment buildings to 3 storeys.

8.1.3.4. New development at the edge of the Urban Residential areas, adjacent to Traditional Residential development, should provide sensitive transitions to lower-scale development, considering massing, building siting and design. Transitions which occur on site, or the development of ground-oriented forms of housing such as houseplexes, townhouses (including stacked and courtyard townhouses), or smaller apartment buildings is encouraged.

### 8.4. Commercial and Community Uses

8.4.1. The following areas are encouraged to include commercial uses at grade should new development be proposed:

- a. the southeast corner of Vancouver Street and Collinson Street to serve the neighbourhood and maintain the existing commercial-at-grade pattern
- b. at the corners of Fairfield Road and Cook Street, to maintain pedestrian activity and eyes at this important transit node.

## Residential Housing Areas

# Urban Residential Areas, cont'd.

8.4.2. Commercial uses at grade may be considered in the following locations:

- a. at the corners of two streets classified as arterials, secondary arterials, collectors or secondary collectors (See OCP Map 4, Functional Street Classification).
- b. where approved commercial uses already exist

8.4.3. Hotels and community facilities are supported where these uses currently exist.

### 8.5. Heritage Considerations

8.5.1. Wherever possible, heritage register buildings should be retained and reused as part of any rezoning which adds housing.

8.5.2. Conservation and possible adaptive re-use of buildings of heritage merit is strongly encouraged. This includes the cluster of designated houses along the east side of Vancouver Street between Richardson Street and McClure Street, **apartment buildings and other buildings with heritage value.**

### 8.6. View Corridors and Landmark Buildings

8.6.1. New development should respect the view corridor identified from Quadra Street at Burdett Street **through designs that consider and frame the character-defining features of this view,** looking south to the Olympic Mountains and Beacon Hill Park treetops consistent with Policy 6.2.13

8.6.2. Give special design consideration to development applications located within a 90-metre radius of the heritage landmark buildings identified in OCP Map 8, Heritage Landmark Buildings, which include Christchurch Cathedral, the Church of Our Lord, and St. Ann's Academy, to ensure that height, setbacks, siting and overall massing of proposed new buildings respect the visual prominence and character-defining importance of these heritage landmark buildings.

### 8.7. Transitional and Scattered Sites

8.7.1. Scattered Urban Residential sites are located within lower-density areas throughout the neighbourhood, mostly south of Fairfield Road, as well as at the south end of Cook Street Village. For this reason, compatibility in scale with the surrounding neighbourhood is emphasized. **New development should generally reflect the form and scale of existing development and not exceed 3 to 4 storeys.** These areas, identified in Map 10, include:

- a. between Dallas Road and Bushby Street;
- b. along the east side of Cook Street between **Chapman Street** and Leonard Street;
- c. at the northwest corner of Fairfield Road and Arnold Street.



Figure 44. Example of multi-unit development with front yard landscaping, windows, balconies, and entries oriented to the street, with street trees contributing to pedestrian comfort.



## 8.8. Form and Character Objectives for Urban Residential Areas

8.8.1. The following objectives should inform the zoning and design guidelines for Urban Residential areas:

- a. To maintain a character of multi-unit buildings fronted by green spaces along public streets
- b. To present a friendly face to the street and create pedestrian-friendly environments
- c. To support a pattern of landscaped front yards along public streets, and establish street-facing facades (that portion of the building façade closest to the street) whose scale relates to the width of adjacent streets, framing the streets while allowing access for sunlight.
- d. To ensure new development is neighbourly, compatible and transitions sensitively to adjacent development, particularly adjacent Traditional Residential areas.
- e. To reduce building bulk of upper storeys adjacent to lower-scale development, to minimize the effects of shading and mitigate the visual presence of upper storeys. [moved from Cook Street Village section]
- f. To minimize the impacts of off-street parking on the quality of site designs and the pedestrian environment
- g. To include landscape and on-site open spaces that contribute to urban forest objectives, provide environmental benefits, and support sociability and livability
- h. To encourage variation in building heights and massing to avoid uniformity in building design along the street block. [moved from Cook Street Village section]



## Residential Housing Areas

# Traditional Residential Areas



### Traditional Residential Goals

1. **Support the retention and adaptive reuse of existing houses and buildings, with opportunities to add new housing within them.**
2. **Support the creation of a diversity of primarily ground-oriented housing units in the Traditional Residential areas, which provide options for a range of households types including seniors and families with children, allow for multi-generational living, and provide for diverse tenure opportunities**
3. **Support new housing types which fit the established context and character of the neighbourhood**
4. **Support new housing types which preserve green spaces and tree planting opportunities and provide on-site amenity space for residents**
5. **Support the addition of rental suites within a diversity of housing types, to add rental options, facilitate multi-generational living, and support attainable housing**

### Context

The Traditional Residential areas of Fairfield are characterized by a diversity of housing types, including single detached houses, duplexes, house conversions, scattered townhouses, smaller apartment buildings, places of worship and corner stores which reflect the evolution of the neighbourhood over time. The neighbourhood is characterized by well-established boulevards and street trees, and a pattern of landscaped front and back yards.

There is a desire to maintain the character of the neighbourhood, and the design and fit of new and old is an important neighbourhood concern. With an aging population, people would like housing options that let them stay in Fairfield as they age. At the same time, new families are seeking housing choices within the City of Victoria.

Within this context, the following sections present policies to add primarily ground-oriented housing types which fit the neighbourhood's character and fit the needs of our population through adaptive reuse of existing structures and thoughtful new development. These policies are meant to complement policies for other parts of the neighbourhood, where more mixed-use and apartment-style development may be anticipated.

## Residential Housing Areas

# Form and Character Objectives for Traditional Residential Areas

### 8.9. Form and Character Objectives

Traditional residential housing can take many forms. The following objectives should inform the creation of zoning and design guidelines for diverse types of infill housing of two or more units in these areas:

- 8.9.1. To site buildings in a manner which maintains Fairfield's pattern of front yards, tree-lined streets, and landscaped back yards.
- 8.9.2. To achieve street-fronting buildings which present a friendly face to the street with visible front entries, design which creates visual interest for pedestrians, and encouragement of semi-private transition spaces (porches, patios, yards).
- 8.9.3. To provide sensitive transitions to adjacent lower-scale development, considering massing, access to sunlight, appearance of buildings and landscape, and privacy.
- 8.9.4. To support boulevard tree planting and front yard landscape through site design, location of infrastructure and drive aisle access.
- 8.9.5. To provide adequate separation between buildings and access to sunlight for living spaces and open spaces.
- 8.9.6. To encourage design and site planning which responds sensitively to topography.
- 8.9.7. To support livability and access to usable outdoor space for individual living units
- 8.9.8. To encourage site planning which accommodates landscape and tree planting space in the rear yard, and does not result in rear yards whose appearance is dominated by parking.

Ensure new development fits in with existing streetscape character and 'rhythm'



Existing street rhythm



Disruptive redevelopment



Sensitive redevelopment

New developments should transition in height to existing adjacent residential buildings



Maintain pattern of green front and back yards, urban forest

Have buildings present a friendly face to the street, with clear front entries, and human scale design

Consider limited front or side yard parking to maximize use of backyard.

Minimize stormwater runoff (e.g. permeable paving, rain barrels)

Consider privacy in siting of windows

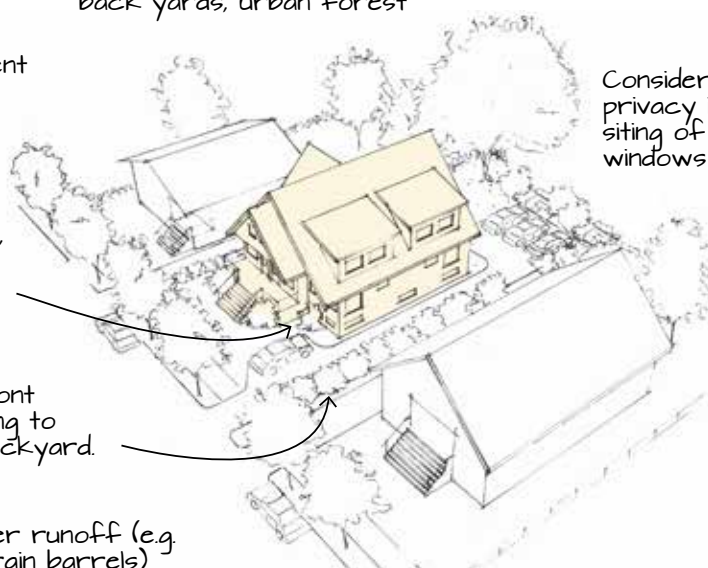


Figure 45. Illustrative examples of key objectives and strategies for maintaining traditional residential form and character.



## Residential Housing Areas

# Form and Character Objectives for Traditional Residential Areas, cont'd.

8.9.9. To provide for flexibility in site planning and related requirements to encourage the conservation and adaptive reuse of homes, specifically those of heritage merit, **and the retention of mature trees.**

8.9.10. To encourage building design which relates to the existing context, with special attention to streets with a strong pre-existing character.

8.9.11. To encourage the use of quality, natural materials.

8.9.12. Where units are accessed primarily from an internal drive aisle or courtyard, to create comfortable pedestrian access and legible front doors.

**8.9.13. For townhouses, to design each unit to be distinct but compatible with its neighbours, and to break up longer rows of townhouses.**

8.9.14. Units oriented to laneways should help enhance a pedestrian-friendly environment on the laneway and respond to adjacent development patterns. Strategies to achieve this include:

- Provide legible entries, windows and other features that provide for casual surveillance of the lane ("eyes on the lane")
- Include modest transitional landscaped setbacks adjacent to the lane, reflective of existing context.
- In siting laneway housing, consider the location of existing mature or significant trees.
- Avoid overlook and excessive shading of neighbouring yards

- On lots with laneways, green spaces may be provided at the centre of the lot rather than in the rear yard adjacent to the lane.

### 8.10. Heritage Considerations

**Intent:** To achieve new housing supply that supports heritage conservation.

While this plan anticipates a number of potential infill housing types for various parts of Fairfield, maintaining existing character is also a key objective for the community. Where a house of heritage merit exists and redevelopment is considered, retention of the existing building as part of the overall development is the preferred scenario.

8.11. The retention and adaptive reuse of properties of heritage merit is strongly encouraged. See Chapter 8, Heritage, for more.

8.12. Support the conversion of existing houses into multiple units, by considering sensitive additions. See House Conversions, 8.xx, for further policies.

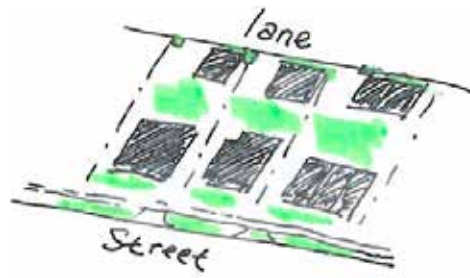


Figure 46. Example of primary building oriented to the street and laneway units in the back with greenspace in the middle of the lot, fitting into the existing pattern.





## Residential Housing Areas

# Zoning Considerations for Traditional Residential Areas

### 8.13. Considerations for Zoning

8.13.1. Front setbacks should allow for the maintenance of landscaped front yards and welcoming entries incorporating patios, front porches and other types of semi-private transition zones, compatible with the existing block pattern. **Minimum setbacks of 5-6m are generally desired, depending on context.**

8.13.2. Support side setbacks for street-fronting units compatible with the rhythm of existing buildings along the street (generally a minimum of 1.5 m for lots of at least 15 m width; and 1.2 m for lots narrower than 15m).

8.13.3. Increased side setbacks are desired for units located to the interior of a lot (other than garden suites and laneway housing). in order to respect privacy and sunlight of adjacent development and backyards.

8.13.4. Corner lots present the opportunity to front units onto the longer, flanking street frontage. In these cases, flanking street setbacks may be modest in order to provide for landscaped yards and transitions behind the housing units (see section 8.19.4 Townhouses).

8.13.5. Support rear setbacks for all housing types which provide opportunities for landscaped back yards, planting space for at least one medium-sized tree, and separation from adjacent existing or planned future development. A minimum setback of 7.5 to 10.7 metres is generally desired, **and may be greater** depending on context. Where more than 2 parking spaces are located in a

rear yard, a greater setback may be needed to accommodate both parking and desired landscape.

8.13.6. Lots with laneway access may alternatively site green space at the centre of the lot.

8.13.7. Support minimum landscaped open site space requirements through zoning, to provide planting spaces for trees which support urban forest goals.

8.13.8. Consider alternative siting, setbacks and types of buildings to support the retention of important trees or of heritage buildings.

**8.13.9. For infill housing west of Cook Street Village and along Fairfield Road, consider heights of 2.5 - 3 storeys.**

8.13.10. For infill housing in other Traditional Residential Areas, establish a height in zoning that generally accommodates 2 – 2.5 storeys. Half storeys above the second storey should generally be designed to be wholly or partially contained within a peaked roof.

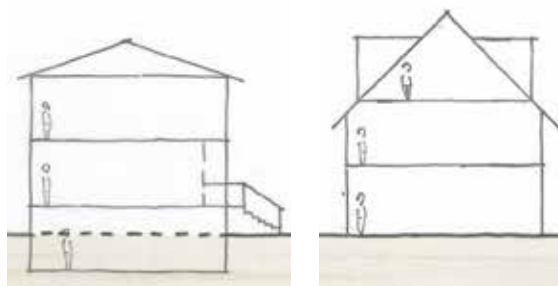


Figure 47. Examples of different ways to achieve a 2.5 storey building (See policy 8.13.9).



## Residential Housing Areas

# Traditional Residential Housing Areas

Traditional residential areas include ground-oriented housing with access to on-site open space.

Note: This section (page 81-85) has been revised and replaces the Traditional Residential Housing Areas section in an earlier version of this document, therefore specific changes are not highlighted in red.



## Traditional Residential Housing Areas

Housing types that may be considered in Traditional Residential sub-areas are outlined in the following sections. These sections are meant to guide consideration of redevelopment or rezoning, and are not meant to be a prescriptive or exhaustive list of all development types that could be considered consistent with the context and desired characteristics of each area.”

### 8.14. Sub-Area 1: Traditional Residential Areas Near Cook Street Village

**Context:** Blocks near Cook Street Village host a mix of housing types, more ground-oriented east of Cook Street Village, and interspersed with larger apartment buildings to the west. Many blocks have laneways, unique in Victoria, and many have a strong pre-existing character. These areas are close to shops and services, parks, amenities, and frequent transit on Fairfield Road, within a 20-30 minute walk from downtown.

**Intent:** Consider a variety of lower-scale development types in these areas which provide diverse housing opportunities over time, consistent with design policies and guidelines.

8.14.1. Development up to 1:1 floor space ratio and up to 2.5 to 3 storeys (west of Cook Street Village) or 2.5 storeys (east of Cook Street Village) may be considered, consistent with context, the form and character policies in this chapter and applicable design guidelines.

8.14.2. A variety of housing forms may be considered. These include the following (see the Traditional Residential Housing Forms policies for more information):

- a. House conversions
- b. Houseplexes
- c. Townhouses
- d. Small apartment buildings
- e. Duplexes
- f. Single-detached houses
- g. Laneway housing
- h. Garden suites

8.14.3. Reductions in parking requirements, as compared to other parts of Fairfield’s Traditional Residential areas, should be considered to reflect the location of this area near shops, services, transit and amenities.

8.14.4. Small lot subdivision is discouraged.

### 8.15. Sub-Area 2: Traditional Residential Areas Along Fairfield Road

**Context:** Fairfield Road is a designated Frequent Transit Route (see Chapter 3) with connections to major employment destinations downtown and at the University of Victoria. It enjoys proximity to shops, services, schools, and amenities, and public gathering spaces at Five Corners Village.

**Intent:** Consider a variety of development types up to 3 storeys in the Traditional Residential Areas along Fairfield Road, consistent with design policies and guidelines.

8.15.1. Development up to 1:1 floor space ratio and 2.5 to 3 storeys may be considered, consistent with this chapter’s design guidance.

8.15.2. Retention and adaptive reuse of properties of heritage merit is strongly encouraged.

8.15.3. A variety of housing forms may be supported. These include:

- a. House conversions
- b. Houseplexes
- c. Townhouses
- d. Small apartment buildings (up to 3 storeys)
- e. Duplexes
- f. Single-detached houses
- g. Garden suites

8.15.4. New development should establish sensitive transitions to adjacent lower-scale development and backyards

8.15.5. Reductions in parking requirements, as compared to other parts of Fairfield’s Traditional Residential areas, should be considered to reflect the location of this area near shops, services, transit and amenities.

8.15.6. Small lot subdivision is discouraged.

### 8.16. Sub-Area 3: General Traditional Residential Areas

**Context:** These areas contain a well-established mix of single-detached houses, suites, duplexes, house conversions, and some townhouse and apartment developments. Many houses date from the 1910s building boom, while other houses filled in later. Further east the neighbourhood is characterized by post-war ranch-style houses and duplexes. Most streets have generous boulevards and street tree canopies. Most development contains front and back yards.

**Intent:** Consider a diversity of housing forms to add choice while fitting with the existing neighbourhood, consistent with this chapter’s design guidance.

8.16.1. Infill housing should meet all applicable design policies and guidelines.

8.16.2. Development up to 2 – 2.5 storeys may be considered.

8.16.3. Densities considered depend on lot size, configuration, and housing form, and generally range from 0.5:1 to 0.85 floor space ratio. See the Traditional Residential Housing Forms policies for more information.

8.16.4. Additional density may be considered for development which retains and reuses a house of heritage merit.

8.16.5. Housing types may include:

- a. House conversions
- b. Houseplexes
- c. Townhouses
- d. Duplexes
- e. Single-detached or small lot houses
- f. Laneway housing
- g. Garden suites



# Traditional Residential Housing Forms



Figure 48: Example of a house conversion.

### 8.17. House conversions

**Intent:** To support the addition of new housing units through the retention and adaptive reuse of existing houses

8.17.1. Consider the addition of habitable area (e.g. through lifting the home or adding an appropriate addition) during the conversion of a character house into more than one unit.

8.17.2. Consider additional density (floor area or number of units) in a house conversion which is subject to heritage designation, as an incentive to encourage voluntary designation.

8.17.3. See 10.3., Adaptive Reuse, for further guidance.



Figure 49: Example of a houseplex with four units.

### 8.18. Houseplexes

**Intent:** To support the creation of attached housing that is similar in form and scale to a house conversion or large detached house, retaining front and back yards and on-site amenity space.

8.18.1. Houseplexes may be considered as follows:

- Smaller houseplexes on interior block lots of 555m<sup>2</sup> (6,000 sq. ft.), up to a density of approx. 0.5 floor space ratio.
- Houseplexes of up to approx. 0.75 floor space ratio on interior block lots of at least 650m<sup>2</sup> (7,000 ft<sup>2</sup>) or corner lots of at least 555m<sup>2</sup> (6,000 ft<sup>2</sup>).



Figure 50: Example of a larger houseplex with six units.

c. Larger houseplexes up to 1.0 floor space ratio may be considered in the areas near Cook Street Village, along Fairfield Road, and adjacent to urban villages or higher-density areas.

8.18.2. The total density and number of units in a houseplex should achieve a balance of parking and landscaped open space on the site. For interior block lots of 555m<sup>2</sup> (6,000 ft<sup>2</sup>), this means generally limiting a houseplex to 3 on-site parking spaces. Larger lots, corner lots, and laneway lots may support 4-6 units, while larger houseplexes may support more units.

8.18.3. The retention and adaptive reuse of existing houses of heritage merit is encouraged. See Section 10.4, Heritage.



## Residential Areas

# Traditional Residential Housing Types, cont'd.



Figure 51: Example of a duplex with suites.



Figure 52: Example of duplex without suites



Figure 53: Illustrative example of duplex with rear parking

### 8.19. Duplexes

**Intent:** To consider duplexes as a housing option, through the adaptive reuse of existing houses or, where not feasible, as new construction. Encourage the provision of suites to allow for rental housing or multi-generational living, and help buyers to qualify for mortgages.

8.19.1. Duplexes may be considered on interior block lots of at least 555m<sup>2</sup> (6,000 sq. ft.), or on corner or laneway lots of at least 460m<sup>2</sup> (5,000 sq. ft.)

8.19.2. Duplexes may be considered up to a maximum building size restricted in zoning, generally not exceeding 0.5 fsr.

8.19.3. Each unit of a new duplex may contain a lock-off suite, without adding to overall massing and above-grade floor area permitted in city-wide duplex policy.

8.19.4. A duplex resulting from the conversion of an existing house, or located on a double frontage lot (e.g. laneway, corner or through block lot), may include one garden suite in addition to one lock-off suite.

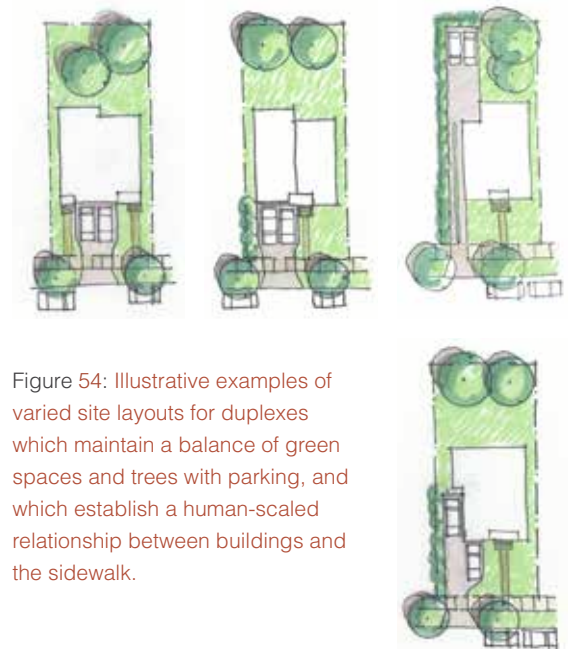


Figure 54: Illustrative examples of varied site layouts for duplexes which maintain a balance of green spaces and trees with parking, and which establish a human-scaled relationship between buildings and the sidewalk.

## Residential Areas

# Traditional Residential Housing Types, cont'd.



Figure 55: Example of townhouses



Figure 56. Illustrative example of townhouses on a corner lot, facing to the side, with modest front setbacks and landscaped rear yards.



Figure 57. Example of townhouses with a courtyard.

### 8.20. Townhouses

**Intent:** To consider townhouses in appropriate locations as a choice for ground-oriented living with on-site amenity space. Consider the possibility for lock-off suites or stacked townhouses to allow for units which may be more attainable or add rental choices.

8.20.1. Consider townhouses on lots with two frontages and lots with laneway access, and in the areas near Cook Street Village and along Fairfield Road (Map 11).

8.20.2. Consider densities up to approx. 0.75:1 - 0.85:1 floor space ratio in 2 - 2.5 storeys.

8.20.3. Individual townhouse units should generally front onto a public street with direct pedestrian access from the fronting street

8.20.4. Within the anticipated density and massing, townhouse units fronting the street may contain lock-off suites or stacked units. Ground-level units are encouraged to be accessible or adaptable to meet current and future demand.

8.20.5. Where landscaped open space and sensitive transitions to surrounding residences and yards can be achieved, courtyard townhouse forms or site layouts containing limited units located to the interior of the lot may be considered on a case-by-case basis on larger lots situated on corners, with laneway access or two frontages near Cook Street Village, or along Fairfield Road. The following policies should be considered:

- a. Surface parking and automobile circulation should be minimized through underground parking, the inclusion of coach houses, or similar strategies.

- b. All design guidelines, including desired landscaped open spaces, should be achievable on the site.
- c. Where a site contains a house of heritage merit, it is preferable to retain and incorporate that house into the development. (see Chapter 10)
- d. Each street should be fronted by units with direct access to the ground and public sidewalk.
- e. To ensure that developments on corner lots do not extend along side streets, development should not extend beyond 36m from the corner.
- f. Where parking and circulation is located underground and open space is maintained on site, additional density may be considered near Cook Street Village along Fairfield Road, not to exceed 1:1 fsr.



# Traditional Residential Housing Types, cont'd.



Figure 58: Illustrative examples of house with a suite and a garden suite

### 8.21. Single Detached Houses with More than One Suite

**Intent:** To support the adaptive re-use of existing single detached houses throughout the Fairfield Neighbourhood by supporting the addition of dwelling units.

8.21.1. Support single detached homes with a secondary suite and garden suite, or with two accessory suites, where an existing house is retained.



Figure 59: Illustrative example of a small lot house.

### 8.22. Small Lot Houses with suites

#### Intent:

To support secondary suites in small lot houses in order to add compatible density, expand rental housing options and provide more diverse home-ownership opportunities.

8.22.1. Support small lot houses, consistent in design with city-wide policy, which contain a secondary suite.

8.22.2. Small lot subdivision is discouraged in the Cook Street Village area and along Fairfield Road, where more diversity of housing choice is desired.

8.22.3. Update the Small Lot Rezoning policy to reflect the above intent.



Figure 60: Existing laneway

### 8.23. Laneway Housing

#### Intent:

To support creative approaches and various configurations of housing along laneways, which may co-exist with a number of housing forms.

8.23.1. Laneway housing may include a single residence or more than one unit in a building ancillary to the main building fronting the street.

8.23.2. Laneway housing should enhance the laneway to support safe multi-modal access to housing, create a pedestrian-friendly environment, enhance landscape and trees, add "eyes on the lane," and minimize impacts on adjacent properties and yards. See Urban Design policy 8.xx for more detail.

8.23.3. Easements or added right of way may be required for minimum laneway width.

8.23.4. Subdivision of panhandle lots or lots accessed solely from a laneway is not supported.





# 9. Housing Affordability



## Other Relevant Policies & Bylaws

- City of Victoria Housing Strategy
- Density Bonus Policy (2016) and Inclusionary Housing Policy (forthcoming in 2018)
- Market Rental Revitalization Study (MaRRS) (forthcoming in 2018)
- Official Community Plan, Chapter 13 (Housing and Homelessness)
- Victoria Housing Reserve Fund Guidelines

### Goals:

1. **Maintain rental housing stock by encouraging investment in existing rental housing or supporting replacement with new rental housing where appropriate**
2. **Facilitate the creation of more affordable housing**

The affordability of housing is a key community issue in Fairfield. Affordable housing is defined as housing that falls within the financial means of a household, and where total housing costs do not exceed 30% of a household's gross annual income. The high cost of rental housing and home ownership makes housing affordability a challenge for many people in Fairfield, both renters and owners. House prices have steadily increased over the last 15 years, putting home ownership out of reach of many people. *As new families form*, the availability of affordable family-sized housing opportunities is a concern. Little purpose-built rental housing is being constructed, rental vacancy rates are low and much of the purpose-built rental housing stock is more than 40 years old, and will likely need updates over the term of this plan. There is concern about losing the rental apartment buildings and house conversions that make up a large supply of Fairfield's – and the whole city's-

relatively affordable market housing stock.

While the burden of housing (un)affordability is often more visible at the neighbourhood level, there are only a few tools to address housing affordability through a neighbourhood plan. Within the tools available, this plan proposes to:

- allowing rental suites in more types of housing, to support more affordable home ownership and greater rental options, *and encourage house conversions that may include rental units*
- identifying locations where density bonus contributions will be directed towards on-site affordable housing in new multi-unit housing
- creation of a rental retention area with height limited at six storeys, to discourage demolition of rental apartment buildings, complemented with density bonus policies to encourage the retention, upgrade and/or replacement of rental units.

# Housing Affordability, cont'd.

Many of the causes - and solutions - for affordable housing are best tackled at a scale larger than the neighbourhood. The intent is for neighbourhood plan policies to be complemented by City-wide housing initiatives such as exploring inclusionary housing; additional city-wide strategies to encourage the upgrades and retention of rental apartment buildings; on-going financial support for new housing through the City's Housing Reserve Fund; and implementation of the multi-pronged Victoria Housing Strategy.

Importantly, many of the roles, responsibilities and tools for housing also lie with senior levels of government, the private sector and community organizations. The City is committed to working in partnership and collaboration with these different groups to increase the supply of more affordable housing in Fairfield and across the city.

## 9.1. Housing Affordability Policies

### Intent:

Facilitate the creation of more affordable housing in Fairfield.

9.1.1. Use inclusionary housing as a tool to increase the long-term supply of affordable housing in Fairfield and other neighbourhoods, through development of the city-wide Inclusionary Housing Policy.

9.1.2. In Urban Residential and Core Residential areas in Fairfield, direct development contributions resulting from an increase in density to the provision of on-site affordable housing **consistent with City-wide housing policies**. Community feedback suggested more housing in Fairfield targeted to families (3+bedrooms), seniors and working people with low incomes.

9.1.3. Support private sector and community organizations to support and pilot innovative approaches that facilitate more affordable rental and ownership housing in Fairfield, such as alternative financing, community land trusts and innovative housing forms.

9.1.4. Encourage new housing initiatives that partner with other levels of government, agencies, private industry, community organizations and individuals to leverage expertise and resources.

9.1.5. Develop strategies to encourage the upgrades and retention of rental apartment buildings while maintaining affordability through implementation of **City-Wide market rental revitalization programs and policies**.

9.1.6. Where a rezoning will result in the displacement of renters, a tenant transition strategy will be required as part of the rezoning application, consistent with the Official Community Plan.

# 10. Heritage

As Fairfield transitions into the future, maintaining and integrating heritage is integral to sustaining character and sense of place.



*St Joseph Apartments (Heritage designated)*



*St Ann's Academy*

## Other Relevant Policies & Bylaws

- Heritage Tax Incentive Program (TIP)
- Victoria Heritage Register
- Heritage Thematic Framework (OCP)

### Goals:

1. **Conserve the historic character of significant buildings and streets**
2. **Celebrate and interpret the heritage of the neighbourhood**

Fairfield's landscape, buildings, streets and other special places shape the neighbourhood's identity and sense of place. Different places in the neighbourhood tell stories of Fairfield's past, such as important Lekwungen food gathering sites, village locations, historic travel routes, as well as settler history of pioneer farms, early buildings, the early 1900s building boom and later transition to post-war suburbs. Existing heritage landscapes and buildings tell the history of this area. The plan proposes a broad approach to retaining and celebrating Fairfield's historic character through encouraging designation of properties of historic merit, adaptive re-use, and supporting community-led efforts to establish heritage areas and build community education and awareness.

## Heritage

# Celebration, Interpretation, and Historic Areas

### 10.1. Heritage Celebration and Interpretation

#### Intent:

Celebrate and interpret the heritage of the neighbourhood

10.1.1. Engage Songhees and Esquimalt Nations to determine interest in and appropriate recognition of places of interest (see also 4.2.1., 12.1.1.)

10.1.2. Work with community partners to identify and support strategies to build awareness and celebrate Fairfield's historic buildings, streets, landscapes and other special places, and ways to conserve them. Suggestions from the community include interpretive signage, First Nations history walks, heritage walks and public art.

### 10.2. Historic Areas

#### Intent:

Recognize historic character of neighbourhood areas.

10.2.1. Facilitate citizen-initiated efforts to establish Heritage Conservation Areas in Fairfield areas of heritage merit.

10.2.2. Where a Heritage Conservation Area is desired, work with property owners and the community to develop area-specific guidelines as needed to meet goals and objectives for the area.





## Heritage

# Heritage Register and Designated Properties

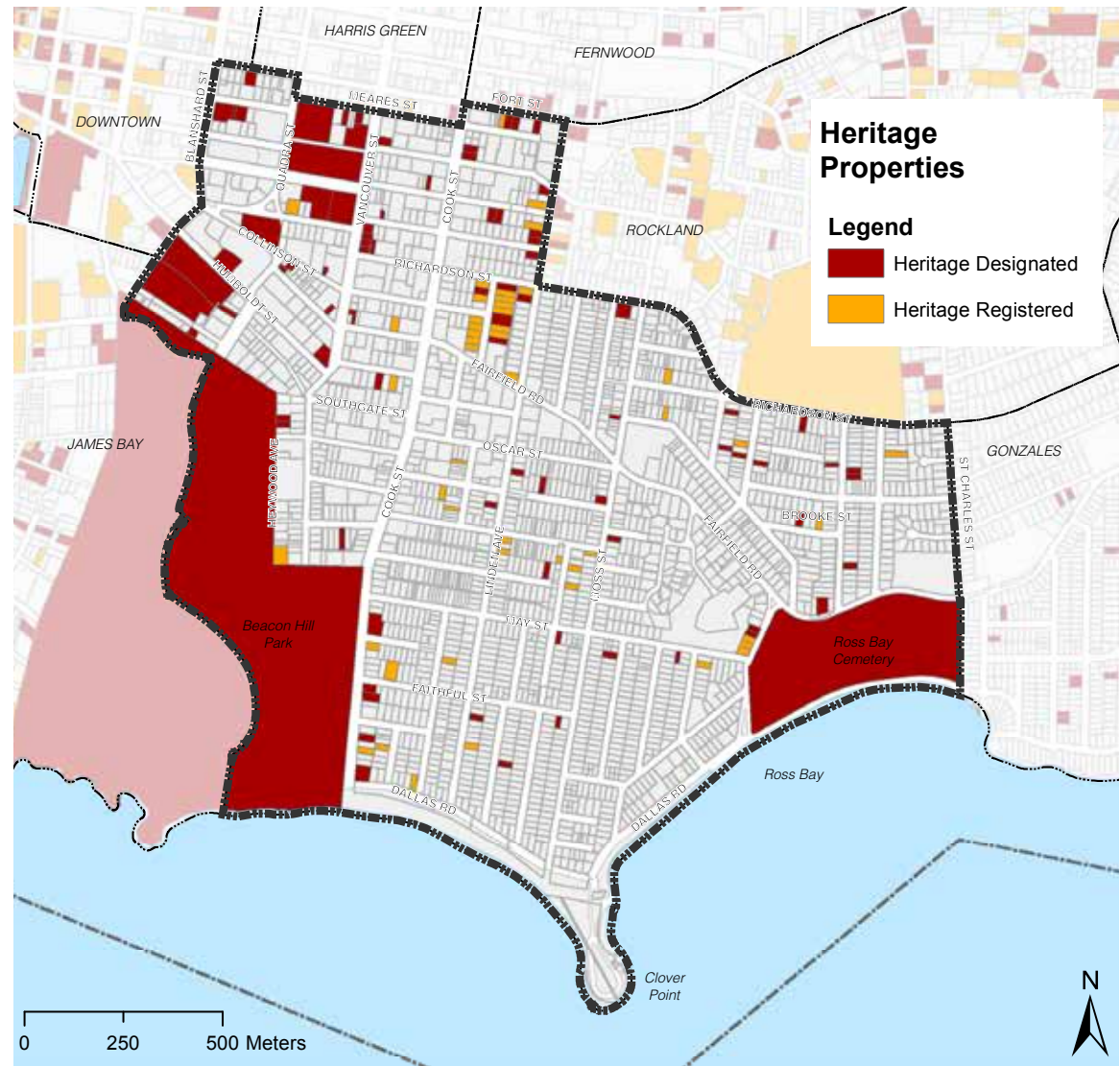
### 10.3. Heritage Register and Designated Properties

#### Intent:

Recognize and protect the historic character of significant buildings and important sites.

10.3.1. Encourage landowners to consider the protection of heritage resources through the designation of properties listed on the City's Register of Heritage properties, identified on Map 12, or other buildings of heritage merit, including through the rezoning process.

10.3.2. Consider future additions of properties to the City's Register of Heritage Properties in consultation with property owners.



Map 12: Heritage Registered and Heritage Designated properties (2017)

## Heritage

# Properties of Heritage Merit



Figure 61: Illustrative example of a heritage conversion (heritage home converted to multiple strata or rental suites).



Figure 62: Example of heritage conversion with four units

### 10.4. Adaptive Re-use of Buildings of Heritage Merit

#### Intent:

Support the heritage designation of buildings of heritage merit by allowing innovative uses and designs to encourage heritage conservation. Support new housing and commercial spaces that support heritage conservation. [some policies moved from ch. 8]

10.4.1. Additions to protected Heritage Designated buildings may be considered and should be consistent with the National Standards and Guidelines for the Conservation of Historic Places in Canada. Where a building is listed on the Heritage Register, retention and re-use of the existing building and its integration into any redevelopment is strongly encouraged.

10.4.2. Where a building is thought to have potential heritage value, an assessment thereof may be requested as part of rezoning proposals. Retention and re-use of buildings of heritage merit is encouraged where rezoning confers additional development rights.

10.4.3. Consider incentives to encourage Heritage Designation of eligible properties in the form of bonus density provisions or zoning variances.

10.4.4. Where redevelopment is proposed, consider forms of housing, building massing and site layout that support the retention and adaptive re-use of buildings of heritage merit.

10.4.5. With redevelopment of heritage properties, consider the relaxation of regulatory guidelines (e.g. reduced parking requirements; variances to setbacks, etc.) while encouraging development that supports the overall objectives of this plan.

10.4.6. As part of an update to the House Conversion Regulations, consider supporting sensitive building additions during the conversion of a heritage house into more than one unit, and supporting the conversion of houses built after 1930.

10.4.7. Encourage the use of incentives for the rehabilitation or adaptive re-use of commercial or mixed use buildings of heritage merit, including those at Moss Street and May Street Urban Village and Moss Street and Fairfield Road Urban Village (Five Points).

# 11. Infrastructure and Green Development



## Goals:

1. **Ensure sufficient infrastructure capacity to meet the future needs of residents and businesses.**
2. **Promote and encourage sustainable building design and green infrastructure**
3. **Support opportunities to grow and get food close to home.**
4. **Protect coastal ecosystems**
5. **Identify climate change adaptation strategies**



As a residential neighbourhood with close proximity to downtown, parks, shopping and services, Fairfield enjoys the opportunity to increase sustainability through enhanced transit and active transportation. Fairfield also contains important natural areas and coastal bluff ecosystems as well as an urban forest comprised of parks, public street trees and trees on private lands. The waterfront is part of the Victoria Harbour Migratory Bird Sanctuary.

Climate change is expected to impact some low-lying coastal areas, as well as lead to more severe rainfall events and drier summers.

With new buildings, upgraded infrastructure, parks improvements, management of the urban forest and of green infrastructure on public lands, and the retrofit of existing buildings, Fairfield policy can play an important role in ensuring the future community is healthy, vibrant and minimizes its impact on the environment while ensuring its resilience against

## Other Relevant Policies & Bylaws

- Water System Master Plan
- Stormwater Master Plan
- Sanitary Sewer System Master Plan (2018)
- Victoria Sustainability Framework
- City Climate Leadership Plan and 100% Renewable Energy by 2050 Commitment
- Market Rental Revitalization Study (2018)
- Urban Forest Master Plan (2013)
- City-wide education and incentive programs
- Small-Scale Commercial Urban Food Production Regulations
- Community Gardens Policy
- Boulevard Gardening Guidelines

future stresses. These sustainable development directions are woven throughout this document, reflecting an integrated approach. Other actions to achieve more sustainable development and plan for climate change will be achieved at the City wide level outside the neighbourhood plan.



# Infrastructure and Green Development

## Infrastructure

### 11.1. Utility Networks

#### Intent:

Ensure sufficient infrastructure capacity to meet the future needs of residents and businesses.

11.1.1. Consider the capacity of utility networks, including water distribution, sanitary sewer and storm drainage, in reviewing development applications and other land use changes.

11.1.2. Continue upgrading the underground infrastructure in the Fairfield neighbourhood as directed by City-wide master plans for water distribution, sanitary sewer and storm drainage upgrades.

11.1.3. Upgrade Fairfield's sanitary sewer and stormwater mains as they meet the end of their life cycle, in order to extend longevity and prevent root and sediment intrusion.

### 11.2. Stormwater Management on Public Lands

#### Intent:

Use infrastructure to mimic and restore ecological processes.

11.2.1. Identify opportunities to incorporate green stormwater infrastructure or “green streets” as part of utility, active transportation and other street improvements. Potential locations include active transportation routes, potential “Living Streets” on McClure Street and Collinson Street, and visible locations such as around urban villages.

11.2.2. Include rainwater management and sustainable design features as part of improvements to parks, City facilities and other City property.

11.2.3. Explore requirements for on-site treatment of stormwater in new development through City-wide implementation of stormwater management program.





# Sustainable Buildings and Green Development

### Intent:

Promote and encourage sustainable building design, green infrastructure and low-carbon transportation options for new and existing development in order to mitigate climate change and related environmental impacts.

### 11.3. Green Buildings

11.3.1. Require new buildings to meet energy efficiency standards through the city-wide adoption of the British Columbia Energy Step Code.

11.3.2. Through the Market Rental Revitalization Study, develop policies to encourage energy efficiency and support revitalization in existing rental apartment buildings while maintaining affordability.

11.3.3. Through implementation of the City-wide Climate Leadership Plan, develop a sustainability checklist for new development which will address all sustainability aspects of new building projects, including energy efficiency, stormwater management, sustainable building materials etc.

### 11.4. Existing Buildings

11.4.1. Recognizing that Fairfield has the highest proportion of houses heated by oil in Victoria, encourage private residences to transition away from heating oil through support programs such as BC Hydro's Home Renovation Rebates and the provincial Oil to Heat Pump program.

11.4.2. Through the land use policies in this plan, encourage housing types which support the adaptive re-use of existing buildings, therefore minimizing waste directed to landfills and energy embodied in new construction.

### 11.5. Stormwater Management on Private Property

11.5.1. Incorporate on-site rainwater management features (e.g. permeable pavement, rain gardens) into new developments through Development Permit guidelines for new multi-unit development in Fairfield Neighbourhood.

11.5.2. Continue to incentivize new and existing development to implement the City's Rainwater Management Standards through the City's Rainwater Rewards program.

11.5.3. Explore a city-wide requirement for new development to manage rainwater on-site.



# Sustainable Buildings and Green Development, cont'd.

### 11.6. Adapting to Climate Change

#### Intent:

Identify and address neighbourhood climate change impacts.

11.6.1. Use green infrastructure (e.g. the urban forest, natural areas and rain gardens) to mitigate climate change impacts (e.g. through shade, species diversity, flood control) on private and public lands.

11.6.2. Identify City infrastructure and facilities susceptible to impacts from sea level rise project assessment and planning, and develop strategies to adapt.

11.6.3. Identify private development susceptible to impacts from sea level rise and develop adaptation strategies through the City-wide Climate Leadership Plan

11.6.4. Develop additional policies, design strategies and initiatives to help Fairfield adapt to and mitigate climate change impacts through City-wide Climate Leadership Plan and implementation of the City's Climate Action Program.

### 11.7. Neighbourhood Food System

#### Intent:

Support opportunities to grow and get more food close to home.

11.7.1. Support community-led efforts to establish additional community gardens in Fairfield, including allotment gardens, native plantings, pollinator gardens or community orchards.

11.7.2. Consider opportunities for food production in parks through individual park improvement plans and as opportunities arise. Potential locations include Robert J. Porter Park, Chapman Park, Bushby Park and **Beacon Hill Park, subject to community interest and evaluation in accordance with the Beacon Hill Park Trust** (see Chapter 4, Parks, Open Space and Urban Forest).

11.7.3. Consider incorporating other food-related features such as picnic tables and community ovens in parks to encourage social gathering.

11.7.4. Encourage the integration of food production into new development (e.g. rooftop gardens, edible landscapes or allotment gardens for residents)

11.7.5. Continue to support small-scale commercial urban food production through city-wide regulations.



*Moss Street Market*



*Fruit orchard in Robert J Porter Park*

# 12. Placemaking, Arts and Culture

## Other Relevant Policies & Bylaws

- Arts and Culture Master Plan (to be completed, 2018)
- Art in Public Places Policy
- City grant programs



### Goals:

1. **Honour Fairfield's indigenous history and culture**
2. **Create great public spaces where people can gather**
3. **Animate and enliven Fairfield through public art and community events**
4. **Encourage community-led placemaking**
5. **Create/strengthen opportunities to showcase and feature neighbourhood artists and creators.**

A vibrant community weaves arts and culture into everyday life and helps create a strong sense of place. With its parks, waterfront, urban villages and walkable streets, Fairfield presents many opportunities to integrate arts into urban development. Diverse spaces for living, interaction, working and selling works helps to support an artists' community. Opportunities for creative placemaking include temporary and permanent public art opportunities and performance spaces in parks and other public spaces. Public art can celebrate the neighbourhood's identity, and its human and natural heritage.

Cultural venues include the Royal Theatre, spaces at two community centres and at St. Ann's Academy, Ross Bay Villa, and nearby at Beacon Hill Park,. A variety of businesses provide cultural opportunities and support events in Cook Street Village.

# Placemaking, Arts and Culture, cont'd.

## 12.1. Placemaking

12.1.1. Engage Songhees and Esquimalt First Nations to determine opportunities for recognizing and building awareness of the Lekwungen People's use of the land, history and culture in Fairfield. (See also 4.2.1, 10.1.1.)

12.1.2. Establish urban villages as neighbourhood gathering places with street furnishings, landscaping, and evolving public spaces as identified in this plan (see Chapter 7, Urban Villages)

12.1.3. Support the enhancement of the public realm in Northwest Area and Fort Street Corridor as identified in this plan (see 6.2.2., 6.2.4.) and urban villages.

12.1.4. Consider opportunities for public art or other placemaking feature as part of planning for waterfront park improvements (see 4.5.1.)

12.1.5. Support community-led placemaking initiatives in Fairfield.

## 12.2. Public Art

12.2.1. Introduce permanent or temporary public art into urban village areas, parks, commercial areas and active transportation routes. Through public engagement, there was strong interest in public art that celebrates Fairfield's indigenous history and coastal ecosystems.

12.2.2. Partner with arts organizations to encourage art installations in public spaces, such as temporary pop-ups and artists in residence.

## 12.3. Creative Entrepreneurs

12.3.1. Through the Arts and Culture Master Plan, explore ways to link Fairfield's creative entrepreneurs, home-based studios and self-employed individuals to available resources for business assistance, skills sharing and access to spaces to make and sell goods.



# 13. Community Facilities and Wellbeing

Community-serving institutions, inclusive public spaces, and safe affordable housing all play important roles in supporting belonging and inclusion.

## Other Relevant Policies & Bylaws

- Great Neighbourhoods Program
- City grant programs



### Goals:

1. **Support a more diverse population in Fairfield**
2. **Increase the sense of belonging and inclusion for Fairfield residents**
3. **Encourage and enhance community and seniors centres as hearts of the community**
4. **Support child care and elder care options**

Fairfield Neighbourhood contains several community-serving institutions including Fairfield Community Place, Sir James Douglas Elementary School, Downtown YMCA/YWCA and the Cook Street Village Activity Centre. These facilities, along with other non-profit and private spaces, provide services to the neighbourhood and broader community. This plan encourages programming and partnerships to help meet identified community needs such as inclusive programming for community activities, and spaces for childcare. This plan also encourages the City to support the provision of affordable housing and work with the community to create public spaces which encourage social interaction.



# Community Facilities and Wellbeing, cont'd.

## 13.2. Child Care and Elder Care

### Intent:

Support a more diverse population in Fairfield. Support child care and elder care options.

13.2.1. Support the addition of child and youth care spaces in Fairfield, in public and private facilities, suitable to the scale of their immediate surroundings.

## 13.3. Neighbourhood Inclusion

### Intent:

Support a more diverse population in Fairfield. Foster a safe and inclusive community for all residents.

13.3.1. Through city grants, partnerships or other programs, support community organizations to implement initiatives that promote inclusivity and belonging.

13.3.2. Support a range of non-market and market housing options and support services to support a diverse and inclusive community.

13.3.3. Seek opportunities to promote social interaction between different generations through the design of public spaces, parks and public facilities. (See Chapter 4, Parks, Open Space and Urban Forest)







# 14. Action Plan

The action plan provides a high-level list of actions identified in this Plan. Implementation of this action plan must be balanced with available resources and other City priorities **which may change over time**. The improvements may be accomplished through a combination of funding sources including City capital programming, amenity contributions from development, senior government grants, and partnerships with other public, non-profit or private entities.

## Plan Monitoring

### 14.1. Periodic Monitoring and Adaptive Management

The action plan is to be used as a working document and should be reviewed periodically (every 3-5 years) with the community as part of monitoring and adaptive management of the plan, in order to consider changing circumstances, desires and progress made.

### 14.2. Neighbourhood-based initiatives

While City resources are limited, stakeholders are encouraged to seek other means of furthering priorities in this plan, including local improvement districts, partnerships, grant funding, and other sources of funding to advance objectives in this plan.

## Action Plan

Topic	Short-term Actions (0-3 yrs)	Lead	Funded
<b>Transportation and Mobility</b>	Make pavement improvements on Vancouver Street between Fairfield Road and Southgate Street, and on Meares Street east of Cook Street	EPW	√
	Improve sidewalk on Pendergast Street between Vancouver Street and Heywood Avenue	EPW	√
	Develop an all ages and abilities route along Fort Street from Wharf Street to Cook Street	EPW	√
	Complete an all ages and abilities route along Humboldt Street and Pakington Street from Government Street to Cook Street	EPW	√
	Make pavement improvements at the Cook Street and Fairfield Road intersection	EPW	√
	Complete an all ages and abilities route along Cook Street between Pandora Avenue and Pakington Street	EPW	√
	Complete pilot active transportation treatment to improve mobility for all ages and abilities on Richardson Street	EPW	

\* SPCD: Sustainable Planning and Community Development Department, EPW: Engineering and Public Works Department, PRF: Parks, Recreation and Facilities Department

Topic	Short-term Actions (0-3 yrs)	Lead	Funded
<b>Transportation and Mobility, cont'd.</b>	Complete an all ages and abilities route from Humboldt Street to the Dallas Road waterfront via Vancouver Street and Beacon Hill Park	EPW	
	Complete an all ages and abilities route along Dallas Road from Ogden Point to Clover Point in association with wastewater treatment works	EPW	
	Develop a parking management strategy for the Cook Street Village area	EPW	√
	Assess transportation conditions at the following locations and update Neighbourhood Plan and Action Plan with suggested improvements, as warranted: <ul style="list-style-type: none"> <li>Fairfield Road between St. Charles Street and Cook Street – for pedestrian and cyclist comfort and safety, visibility, and crossings. Priority areas include the entrance to Fairfield Plaza, Fairfield Road at Moss Street, and Fairfield Road at St. Charles Street</li> <li>Sir James Douglas School area – for pedestrian crossing and safety. Priority areas include Moss Street at Thurlow Road, and Thurlow Road at Durban Street</li> <li>St. Charles Street – for speed, pedestrian comfort and safety, and crossings. Priority areas include St. Charles Street at Richardson Street, and at Brooke Street.</li> <li>Quadra Street at Southgate Street – for crossing improvements and visibility</li> <li>Collinson Street at Cook Street – for speed, volume and cut through traffic</li> <li>Heywood Avenue – for speed and volume</li> <li>Bushby Street – for speed and volume</li> <li>May Street – for speed and volume</li> </ul>	EPW	
<b>Parks, Open Spaces and Urban Forest</b>	Engage Songhees and Esquimalt to determine appropriate recognition of special places	PRF	
	Develop an Urban Forest Action Plan to guide the implementation of the Urban Forest Master Plan	PRF	
	Develop a process to designate significant trees in Fairfield in the Tree Preservation Bylaw, on both public and private land. Consider inclusion of the Chestnut trees in Cook Street Village.	PRF	

\* SPCD: Sustainable Planning and Community Development Department, EPW: Engineering and Public Works Department, PRF: Parks, Recreation and Facilities Department

Topic	Short-term Actions (0-3 yrs)	Lead	Funded?
<b>Residential Areas</b>	Update House Conversion Regulations to support the objectives of this plan, as part of city-wide process	SPCD	√
	Update zoning to permit a secondary suite and garden suite, or two secondary suites, where an existing house is retained	SPCD	√
	Update design guidelines for urban residential development along Cook Street and Fairfield Road as part of update to Downtown Core Area Plan	SPCD	√
	Adopt design guidelines for townhouses and houseplexes, and update duplex guidelines in Fairfield Neighbourhood (concurrent with plan)	SPCD	√
	Create new model or template zones to support the guidance for duplexes, townhouses and houseplexes in this plan	SPCD	√
	Update policy, zoning and guidelines for Small Lot Houses to support suites in small lot houses, and to discourage small lot subdivision in certain areas identified in Chapter 6	SPCD	√
	Adopt design guidelines for large and small urban villages in Fairfield (concurrent with plan)	SPCD	√
	Develop zoning for urban villages in order to guide rezoning applications in meeting the land use and urban design objectives of this plan	SPCD	√
	Develop zoning for Urban Residential and Core Residential areas in order to guide rezoning applications in meeting the land use and urban design objectives of this plan	SPCD	√
	Develop, monitor and update city-wide policies for Inclusionary Housing, amenity contributions, rental replacement and retention, and tenant assistance	SPCD	√
<b>Housing Affordability</b>	Complete the Market Rental Retention Study (MaRRS) and propose strategies to revitalize rental housing stock in Fairfield while encouraging affordability	SPCD	√
	Update the House Conversion Regulations to support the addition of habitable space through lifting a house or sensitive additions	SPCD	√

\* SPCD: Sustainable Planning and Community Development Department, EPW: Engineering and Public Works Department, PRF: Parks, Recreation and Facilities Department

# Action Plan, cont'd.

Topic	Short-term Actions (0-3 yrs)	Lead	Funded
<b>Infrastructure, Environment and Sustainability</b>	Include considerations for urban forest and stormwater management in development permit guidelines for <b>attached housing and Cook Street Village (concurrent with plan)</b>	SPCD	√
	Complete the Sanitary Sewer Master Plan	EPW	√
	Apply the BC Energy Step Code (City-wide)	SPCD	√
	Complete the Climate Leadership Plan (City-wide)	EPW	√
	Develop a sustainability checklist for new development (City-wide)	EPW	√
	Propose a city-wide requirement for new development to manage rainwater on-site	EPW	√
	Identify strategies to mitigate impacts of climate change and sea level rise as part of the City's Climate Leadership Plan	EPW	√
	Develop a city-wide Electric Vehicle Strategy	EPW	√
<b>Arts, Culture and Placemaking</b>	Consider opportunities for a public art or placemaking project through the City's Artist in Residence program ( <b>ongoing</b> )	Arts and Culture	√
	Through implementation of the Create Victoria Arts and Culture Master Plan, explore a strategy to support home-based businesses	Arts and Culture	
	Approach the Greater Victoria School District to seek a shared-use agreement to make school facilities more broadly available for community programming, sports, indoor and outdoor gathering.	PRF	√

\* SPCD: Sustainable Planning and Community Development Department, EPW: Engineering and Public Works Department, PRF: Parks, Recreation and Facilities Department



Topic	Medium-term Actions (4-10 yrs)	Lead	Funded?
<b>Transportation and Mobility</b>	Complete all ages and abilities route on Richardson Street	EPW	
	Assess north-south streets between Fairfield Road and Richardson Street for cut-through traffic and methods for mitigation, as part of the pilot for active transportation treatments for Richardson Street, and development of the Richardson Street all ages and abilities route	EPW	

Topic	Long-Term Actions (11+ yrs)	Lead	Funded?
<b>Transportation and Mobility</b>	Complete implementation of Active Transportation Network consistent with this plan and other city-wide plans (Bicycle Master Plan, Pedestrian Master Plan)	EPW	
	Design and complete all ages and abilities route along Cook Street from Pandora Avenue to Dallas Road (through Cook Street Village) <i>[moved from medium term]</i>	EPW	
<b>Parks, Open Spaces and Urban Forest</b>	Develop a long-term plan to guide improvements for Beacon Hill Park	PRF	
	Develop a park improvement plan for waterfront parks in Fairfield	PRF	
	Develop a park improvement plan for Robert J. Porter Park	PRF	

\* SPCD: Sustainable Planning and Community Development Department, EPW: Engineering and Public Works Department, PRF: Parks, Recreation and Facilities Department

# Action Plan, cont'd.

Topic	Ongoing Actions (Operational)	Lead	Funded?
<b>Transportation and Mobility</b>	Complete minor bicycle and pedestrian improvements as resources allow and as streets are resurfaced	EPW	
<b>Parks, Open Spaces and Urban Forest</b>	When replacing aging chestnut trees In Cook Street Village, plant new chestnut trees that over the medium to longer term will maintain the character of the area	PRF	
	Continue to implement the recommendations identified in the Pioneer Square Management Plan	PRF	
	Continue to manage the urban forest on public lands including boulevards and parks	PRF	
<b>Heritage</b>	Continue to support voluntary applications for properties proposed to be added to the City's Register of Heritage Properties, or for designation	SPCD	
<b>Infrastructure, Environment and Sustainability</b>	Continue underground infrastructure upgrades consistent with City Master Plans	EPW	
	Identify opportunities for stormwater management on public lands and streets as part of road resurfacing, active transportation projects and other opportunities, as resources allow	EPW	

\* SPCD: Sustainable Planning and Community Development Department, EPW: Engineering and Public Works Department, PRF: Parks, Recreation and Facilities Department

# Appendix A - Glossary of Terms

**Adaptive Re-use:** The process of re-using a building for a purpose other than which it was built for.

**Affordable Housing:** Housing that falls within the financial means of a household living in either market or non-market dwellings. Total costs for rent or mortgage plus taxes (including a 10% down payment), insurance and utilities should equal 30 percent or less of a household's gross annual income. Housing affordability is influenced by household income, and cost and supply of housing.

**All Ages and Abilities Network (AAA):** A city-wide connected grid of safe connected bicycle routes across the entire city. The All Ages and Abilities bike routes will consist of physically separated bike lanes as well as shared roadways and multi-use trails.

**Apartment:** A dwelling located in a multi-story, multi-unit building that accesses the ground via shared corridors, entrances and exits.

**Attached Dwelling:** A building used or designed as three or more self-contained dwelling units, each having direct access to the outside at grade level, where no dwelling unit is wholly or partly above another dwelling unit.

**Attached Housing:** Any form of housing where more than two individual dwellings are structurally attached including duplexes, townhouses, row-houses, and apartments, regardless of tenure.

**Building Separation:** The horizontal distance between two buildings.

**Density:** The number of dwelling units on a site expressed in dwelling units per acre (u.p.a) or units per hectare (u.p.ha) or Floor Space Ratio (FSR)

**Duplex:** A building consisting of two self-contained dwelling units which share a common wall or an area that forms the floor of one unit and the ceiling of the other. In some cases, a duplex may contain accessory dwelling units in addition to two primary dwelling units.

**Dwelling Unit:** Any room or suite of rooms, intended for use by one household exclusively as a place of residence.

**Fee Simple:** Private ownership of property with no strata-title ownership or obligations.

**Rowhouse (Fee Simple):** Three or more dwelling units, located side by side and separated by common party walls extending from foundation to roof, where each unit is privately owned with no strata-title ownership or obligations.

**Floor Space Ratio (FSR):** The ratio of the total floor area of a building to the area of the lot on which it is situated.

**Fourplex:** Four self-contained housing units sharing a dividing partition or common wall.

**Frequent Transit:** Transit service that provides medium to high density land use corridors with a convenient, reliable, and frequent (15 minutes or better) transit service all day long. The goal of the Frequent Transit network is to allow people to spontaneously travel without having to consult a transit schedule and is characterized by transit priority, right-of-way improvements, a high level of transit stop amenities, and corridor branding.

**Green Building:** (also known as green construction or sustainable building) refers to both a structure and the using of processes that are environmentally responsible and resource-efficient throughout a building's life-cycle: from siting to design, construction, operation, maintenance, renovation, and demolition.

**Ground-Oriented Housing:** A residential unit that has individual and direct access to the ground, whether detached or attached, including single-detached dwellings, duplexes, rowhouses and townhouses, as well as the principal unit and secondary suite in a single-detached dwelling.

**Heritage Conservation:** Includes, in relation to heritage, any activity undertaken to protect, preserve or enhance the heritage value or heritage character (including but not limited to character-defining elements) of heritage property or an area.

**Heritage Designation:** Bylaw to protect a heritage property that is formally recognized for its heritage value from exterior alterations, removal or demolition without the approval of City Council.

**Heritage Merit:** A building having heritage merit is one which is identified as having heritage value related to its architectural, historical, or cultural characteristics, but is not listed on the Heritage Register as "Heritage-Registered" or "Heritage-Designated."

**Heritage Property:** A structure, building, group of buildings, district, landscape, archaeological site or other place in Canada that has been formally recognized for its heritage value.

**Heritage Register:** A list of property that is formally recognized by the local government to have heritage value or heritage character.

**Heritage Value:** The historic, cultural, aesthetic, scientific or educational worth or usefulness of (heritage) property or an area.

**House Conversion:** The change of use of a building constructed as a single family dwelling or duplex, to create more housing units.

# Appendix A - Glossary of Terms, cont'd.

**Houseplex:** A type of newly constructed attached housing which is designed to fit into a lower-scale neighbourhood through compatible massing and design so as to appear similar to a house conversion.

**Housing Unit:** See dwelling unit.

**Infill Housing:** Additional housing inserted into an existing neighbourhood through additional units built on the same lot, by dividing existing homes into multiple units, or by creating new residential lots through subdivision. In the Fairfield Neighbourhood, this term refers specifically to the addition of housing within the Traditional Residential areas, including duplexes, triplexes, rowhouses, townhouses and small lot houses and other housing with suites.

**Intensive:** See intensification

**Intensification:** The development of a property, site or area at a higher density than currently exists through: a) redevelopment; b) the development of vacant and/or underutilized lots within previously developed area; c) infill development; and d) the expansion or conversion of existing buildings.

**Large Urban Village:** consists of low to mid-rise mixed-use buildings that accommodate ground-level commercial, offices, community services, visitor accommodation, and multi-unit residential apartments, with a public realm characterized by wide sidewalks, regularly spaced street tree planting and buildings set close to the street frontage, anchored by a full service grocery store or equivalent combination of food retail uses, serving either as a local, rapid or frequent transit service hub.

**Low-Rise:** A building four storeys or less in height.

**Natural Areas:** An area characterized primarily by vegetation, landscape and other natural features.

**Mixed Use:** Different uses in relatively close proximity either in the same building (e.g. apartments above a store) or on the same site or, when referring to an area or district, on an adjacent site (e.g. light industry adjacent to an office building).

**Multi-unit:** A building containing three or more dwelling units, also referred to as multi-family or a multiple dwelling.

**Official Community Plan:** An Official Community Plan (OCP) provides the longer term vision for the community through objectives and policies that guide decisions on planning and land use management, respecting the purposes of local government.

**Open Space:** Land that provides outdoor space for unstructured or structured leisure activities, recreation, ecological habitat, cultural events or aesthetic enjoyment that is generally publicly-accessible, and that is not a designated City of Victoria park. Open space includes private lands, public lands and City-held property.

**Park:** Land managed by the City of Victoria that provides outdoor space for unstructured or structured leisure activities, recreation, ecological habitat, cultural events, or aesthetic enjoyment, not including planted areas within street rights of way.

**Placemaking:** A holistic and community-based approach to the development and revitalization of cities and neighbourhoods that creates unique places of lasting value that are compact, mixed-use, and pedestrian and transit-oriented with a strong civic character.

**Public art:** Works of art in any media that has been planned and executed with the specific intention of being sited or staged in the physical public domain, usually outside and accessible to all.

**Purpose-built rental:** A building that is designed and built expressly as long-term rental accommodation. It is different from other types of rentals, such as condominiums, which may be available in the rental pool one year and not the next.

**Rowhouse:** An attached dwelling in its own legal parcel with a formal street address (e.g. a fee simple townhouse)

**Secondary suite:** An attached dwelling in its own legal parcel with a formal street address.

**Sense of Place:** The subjective experience of a place as having physical and social attributes that make it distinctive and memorable.

**Setbacks:** The shortest horizontal distance from a boundary of a lot to the face of the building.

**Single Detached House:** A detached building having independent exterior walls and containing only one self-contained dwelling unit.

**Small Urban Village:** consists of a mix of commercial and community services primarily serving the surrounding residential area, in low-rise, ground-oriented multi-unit residential and mixed-use buildings generally up to four storeys in height along arterial and secondary arterial roads and three storeys in height in other locations.

**Small Lot House:** A single detached house with a maximum floor area of 190m<sup>2</sup> located on a lot of at least 260m<sup>2</sup> in area.

**Stormwater Management:** The management and design of rain and runoff in urban areas, to reduce flooding, treat stormwater quantity and quality, and conserve rainwater as a resource.



**Street-fronting:** Buildings with entries, windows and front yard spaces oriented to face sidewalks and the street.

**Streetscape:** All the elements that make up the physical environment of a street and define its character, such as paving, trees, lighting, building type, style, setbacks, pedestrian amenities and street furniture.

**Suite, Garden:** A building attached to a foundation, used or designed as a self-contained dwelling unit on a lot which contains a single-family dwelling or, in the case of this plan, may contain a duplex, houseplex or house conversion in some cases.

**Suite, Accessory or Lock-off:** Sometimes referred to simply as a "suite," a dwelling unit which is accessory to a primary dwelling unit located in housing other than a single detached house (e.g. a suite which is accessory to a primary dwelling in a duplex, townhouse, etc.) or located in a single detached house which includes more than one suite.

**Suite, Secondary:** A dwelling unit which is accessory to a single detached dwelling and is contained in the same structure as a single detached dwelling, defined by the BC Building Code.

**Townhouse:** Three or more self-contained dwelling units, each having direct access to the outside at grade level, where individual units share adjacent walls. Townhouses may be strata-titled or fee simple. Stacked townhouses are located on top of each other, each with its own direct access to outside.

**Traditional Residential:** consists primarily of

residential and accessory uses in a wide range of primarily ground-oriented building forms including single, duplexes, townhouses and row-houses, house conversions, and low-rise multi-unit residential and mixed-use buildings up to three storeys in height located along arterial and secondary arterial roads.

**Tree Canopy:** The layer of leaves, branches and stems of trees that cover the ground when viewed from above.

**Triplex:** Three self-contained housing units sharing a dividing partition or common wall.

**Urban Forest:** Sum total of all trees and their associated ecosystems, including understory biota and soils. Urban forest occurs both on public and private lands, including parks, boulevards, remnant ecosystems, residential yards, commercial and industrial lands and open spaces.

**Urban Residential:** consists primarily of multi-unit residential in a wide range of detached and attached building forms, including townhouses and row-houses, low and mid-rise apartments, with a residential character public realm featuring landscaping and street tree planting, and mixed-uses located along arterial and secondary arterial roads.

## Council Motions related to Fairfield Draft Plan

From the Minutes of Victoria City Council, Meeting of March 15, 2018

### REPORTS OF COMMITTEES

#### 1. Committee of the Whole – February 22 and March 1, 2018 – Fairfield Neighbourhood Plan

##### 1. Workshop: Fairfield Neighbourhood Plan – from February 22, 2018 COTW Meeting

###### Motion:

It was moved by Councillor Loveday, seconded by Councillor Lucas:

That Council direct staff to amend the plan as follows:

1. Infill Housing Menu for Traditional Residential Areas
  - a. Remove option for double row townhouses in housing sub-area 4 (near Ross Bay Village).
  - b. Retain other options for infill housing in draft plan
  - c. Staff review and consideration of additional parking and open space requirements (e.g. additional parking space required if more than one unit on lot)
  - d. Incorporate open space guidelines into development of additional design guidelines for infill housing (2018- 2020)

**Carried Unanimously**

###### Motion:

It was moved by Councillor Madoff, seconded by Councillor Loveday:

That Council direct staff to amend the plan as follows:

2. Townhouses near Ross Bay Village (“sub-area 4”)
  - a. Remove “sub-area 4” as a distinct area; would become part of sub-area 1 (General Area).
  - b. As per sub-area 1, remove option for townhouses in more than one row. Support other infill housing options indicated for sub-area 1. Single row townhouses would be considered on suitably-sized lots adjacent to villages and larger corner lots (same as sub-area 1).
  - c. Re-instate option for small lot house development in this area

**Carried Unanimously**

###### Motion:

It was moved by Councillor Loveday, seconded by Councillor Thornton-Joe:

That Council direct staff to amend the plan as follows:

3. Urban Place Designation West of Cook Street Village (Cook Street to Heywood Street)
  - a. Support “gentle density” approach:
    - i. Re-instate OCP designations for traditional residential areas but expand option for larger houseplexes (4+ units), emphasize adaptation of heritage properties, ground-oriented housing up to 3 storeys, and creative housing on laneways in this area.
    - ii. Retain option for single townhouses in area
    - iii. Add new policy to consider other new and innovative housing types that meet plan objectives
    - iv. Consider reduced parking requirements for houseplexes with more than 3 units in this area

**Carried Unanimously**

**Motion:**

It was moved by Councillor Loveday, seconded by Councillor Lucas:

That Council direct staff to amend the plan as follows:

4. Infill Housing East of Cook Street Village
  - a. Support “gentle density” approach:
    - i. East Village sub-area (Cook Street to Chester Street): expand option for larger houseplexes (4+ units), emphasize adaptation of heritage and character properties, ground-oriented housing up to 3 storeys, and creative housing on laneways in this area. Retain option for single row townhouses; review site requirements to consider feedback.
    - ii. Sub-area 3: expand option for larger houseplexes (4+ units), emphasize adaptation of heritage properties, ground-oriented housing up to 2.5 storeys, and creative housing on laneways in this area. Retain option for single row townhouses; review site requirements to consider feedback.
    - iii. Add new policy to consider other creative, innovative housing types that meet plan objectives
    - iv. Consider reduced parking requirements for 3+ unit houseplexes.

**Carried Unanimously**

**Motion:**

It was moved by Councillor Coleman, seconded by Councillor Loveday:

That Council direct staff to amend the plan as follows:

5. Accommodate Larger Share of Fairfield’s growth through “gentle density”
  - a. Encourage more gentle density **in sub-area 2, including** options for larger houseplexes (4+ units), emphasizing adaptation of heritage and character properties and creative laneway housing
  - b. Continue to support other housing types as proposed in plan; review site requirements, open space and parking policies to consider feedback.

**Amendment:**

It was moved by Mayor Helps, seconded by Councillor Thornton-Joe, that the motion be amended to include the following point:

- c. **Work collaboratively with the Neighbourhood working group Fairfield Gonzales Neighbourhood Association CALUC, the Cook Street Village Residents Network, and others in the community to further develop a program of gentle density to meet Fairfield’s diverse population and housing needs.**

**On the amendment:**  
**Carried Unanimously**

**Amendment:**

It was moved by Mayor Helps, seconded by Councillor Thornton-Joe, that the motion be amended to include the following point:

- d. **That staff work with the neighbourhood to clearly define what is meant by gentle density in both Fairfield and Gonzales.**

**On the amendment:**  
**Carried Unanimously**

**Main motion as amended:**

It was moved by Councillor Coleman, seconded by Councillor Loveday:

That Council direct staff to amend the plan as follows:

5. Accommodate Larger Share of Fairfield’s growth through “gentle density”
  - a. Encourage more gentle density in sub-area 2, including options for larger houseplexes (4+ units), emphasizing adaptation of heritage and character properties and creative laneway housing

- b. Continue to support other housing types as proposed in plan; review site requirements, open space and parking policies to consider feedback.
- c. Work collaboratively with the Neighbourhood working group Fairfield Gonzales Neighbourhood Association CALUC, the Cook Street Village Residents Network, and others in the community to further develop a program of gentle density to meet Fairfield's diverse population and housing needs.
- d. **That staff work with the neighbourhood to clearly define what is meant by gentle density in both Fairfield and Gonzales.**

**On the main motion as amended:**  
**Carried Unanimously**

## **2. Workshop: Fairfield Neighbourhood Plan – from March 1, 2018 COTW Meeting**

### **Motion:**

It was moved by Councillor Alto, seconded by Councillor Coleman:

That Council direct staff to amend the plan as follows:

- 6. Design of Cook Street Village Built Form
  - a. Detailed review of plan policies and guidelines by staff to consider additional adjustments/ revisions based on feedback (e.g. character, setbacks, massing, street wall, shading, impacts to street trees, transitions) through additional urban design analysis. To be incorporated in next version of plan.
  - b. that consideration be given to a two storey street wall with step backs of any additional storeys.  
Direct staff to assign an urban designer to work collaboratively with those interested to produce an integrated and completed set of conceptual drawings of urban design and public realm enhancements for the Cook Street Village that can be used as a basis for more detailed public realm design during phase four of the bike network implementation, while not tying the conceptual design to a preferred bike lane treatment.

### **Amendment:**

It was moved by Mayor Helps, seconded by Councillor Alto, that the motion be amended as follows:  
Direct staff to assign an urban designer to work collaboratively with those interested to produce an integrated and completed set of conceptual drawings of urban design and public realm enhancements for the Cook Street Village that can be used as a basis for more detailed public realm design during phase four of the bike network implementation, while not tying the conceptual design to a preferred bike lane treatment **ensuring that all proposed concepts allow for bikes to move safely through the village for people of all ages and abilities.**

**On the amendment:**  
**Carried Unanimously**

### **Main motion as amended:**

That Council direct staff to amend the plan as follows:

- 6. Design of Cook Street Village Built Form
  - a. Detailed review of plan policies and guidelines by staff to consider additional adjustments/ revisions based on feedback (e.g. character, setbacks, massing, street wall, shading, impacts to street trees, transitions) through additional urban design analysis. To be incorporated in next version of plan.
  - b. that consideration be given to a two storey street wall with step backs of any additional storeys.

Direct staff to assign an urban designer to work collaboratively with those interested to produce an integrated and completed set of conceptual drawings of urban design and public realm enhancements for the Cook Street Village that can be used as a basis for more detailed public realm design during phase four of the bike network implementation, while not tying the conceptual design to a preferred bike lane treatment ensuring that all proposed concepts allow for bikes to move safely through the village for people of all ages and abilities.



**On the main motion as amended:**  
**Carried Unanimously**

**Motion:**

It was moved by Councillor Lucas, seconded by Councillor Alto:  
That Council direct staff to amend the plan as follows:

7. Design of Cook Street Village Streetscape and Cycling Infrastructure
  - a. Expand design principles in plan based on community feedback (e.g. recognize Lekwungen history, shading, character, lighting, community gathering, slowing traffic, artistic elements)
  - b. Broaden scope of AAA cycling route design to an Integrated Streetscape Plan for Cook Street Village, pending budget approval, to include sidewalks, boulevards, street trees, on-street parking, loading, public spaces and connections to neighbourhood destinations (2021 design; 2022 implementation).
  - c. Parking management strategy for Cook Street Village area identified as short-term action.

**Carried Unanimously**

**Motion:**

It was moved by Councillor Coleman, seconded by Councillor Alto:  
That Council direct staff to amend the plan as follows:

8. Effectiveness of Rental Retention Area Policies
  - a. Conduct additional analysis of policies related to density bonus (8.1.3.) through development of City-wide inclusionary housing policy
  - b. Consider if neighbourhood specific policies are needed following Market Rental Revitalization Strategy and development of inclusionary housing policy (2018)
  - c. Retain the emphasis on rental retention including existing rental buildings and affordable housing in the area.
  - d. Consider if new zoning tools being contemplated by the province could be used for rental retention and affordable housing in the rental retention area.

**Carried Unanimously**

**Motion:**

It was moved by Councillor Coleman, seconded by Councillor Loveday:  
That Council direct staff to amend the plan as follows:

9. Northwest Corner and Fort Street
  - a. Maintain direction in plan, with staff review for potential refinements for location of heights, commercial uses in certain locations and public space impacts.
  - b. Some anticipated growth shifted from Cook Street Village area

**Carried**

**For:** Mayor Helps, Councillors Alto, Coleman, Loveday, Lucas, Thornton-Joe, and Young  
**Opposed:** Councillor Madoff

**Motion:**

It was moved by Councillor Lucas, seconded by Councillor Loveday:  
That Council direct staff to amend the plan as follows:

10. Design Concept for Ross Bay Urban Village (Fairfield Plaza)
  - a. Maintain direction in plan, with revisions to land use and design policies to address concerns regarding transition, parking.
  - b. Develop site-specific design guidelines, with focus on transition to surrounding properties.
  - c. Remove images, to avoid concept being misconstrued as a development application.
  - d. That the designation of Stannard Avenue be consistent along its entire length as traditional residential.
  - e. Direct staff to check in with the surrounding neighbours specifically with the people who wrote in with their specific concerns.

**Carried Unanimously**

**Motion:**

It was moved by Councillor Coleman, seconded by Councillor Young:  
That Council direct staff to amend the plan as follows:

11. Identification of Potential Heritage Conservation Areas
  - a. Remove reference to specific street names/ areas in plan policies (10.2.3).
  - b. Reword to reinforce citizen-initiated efforts to establish heritage conservation areas

**Carried Unanimously**

**Motion:**

It was moved by Councillor Lucas, seconded by Councillor Coleman:  
That Council direct staff to amend the plan as follows:

12. Topics Outside Scope of Neighbourhood Plan
  - a. Continue approach where neighbourhood plan provides general direction for these topics, with more detail provided by other initiatives.
  - b. Continue to share community feedback with relevant staff. Continue to make reference to concurrent and upcoming City-wide initiatives in neighbourhood plan.

**Carried Unanimously**

**Motion:**

It was moved by Councillor Loveday, seconded by Councillor Coleman:  
That Council direct staff to clarify the population and housing projections for the Fairfield Local Area Plan which includes a typology of housing growth and a update based on 2016 Census information.

**Carried Unanimously**

**Motion:**

It was moved by Councillor Loveday, seconded by Councillor Coleman:  
For the remainder of the process, that Council direct staff to collaborate with neighbourhood stakeholders as per the project plan approved by Council in June 2016 and as per the definition provided by the International Association of Public Participation which is "To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution."

**Carried Unanimously**

**From the Minutes of Victoria City Council, June 14, 2018**

1. That Council direct staff to work with the community to find a suitable compromise between the current proposed land use designation in the draft Fairfield Plan and the current proposal in the Fairfield Plaza Group Collaborative Community Plan, and to develop site specific guidelines and a regulatory framework to achieve a form of development for this site that would:
  - a. Achieve the type of commercial development that is similar to the small scale shops and services that currently exist on the site.
  - b. Ensure transition from the site to the surrounding neighbourhood which is to retain largely the same look and feel as it currently does.
  - c. Take into consideration the site specific issues that exist relative to soil stability and seismic amplification potential.
2. That staff and the community participate in a session with a skilled, third-party facilitator to have the conversations laid out in No.1.”

**Carried**

**REPORTS OF COMMITTEES**

**10. Fairfield Neighbourhood Plan – Update**

**Motion:**

1. That Council direct staff to amend the draft Fairfield Neighbourhood Plan based on the recommendations provided by the Gentle Density and Cook Street Village Steering Committees with the following adjustments:
  - a. That analysis and consideration of pre-zoning for gentle density be considered in conjunction with the Inclusionary Housing policy work and following approval of the Fairfield Neighbourhood Plan as part of implementation.
  - b. That the Traditional Residential designation permit gentle density up to three storeys around Cook Street Village west of Linden Avenue and along Fairfield Road; and up to two-and-a-half storeys east of Linden Avenue.
  - c. That gentle density not exceed 1:1 Floor Space Ratio (FSR), that conventional side and rear yard setbacks be respected, and that considerations be made for reduced front setbacks compatible with block context.
  - d. That gentle density destination zones, consistent with the Fairfield Neighbourhood Plan, be created to assist rezoning applicants.
  - e. That the plan include policies encouraging gentle density housing forms in the Urban Residential designation for properties adjacent to Traditional Residential and smaller lots.
  - f. That the maximum density of 2:5 FSR for Large Urban Villages be maintained in the Official Community Plan, but the plan be amended to reference the built form and place character policies for villages in the Fairfield Neighbourhood Plan.
  - g. That future buildings in Cook Street Village be setback an average of two metres (with a one metre minimum);
  - h. That development permit guidelines for Cook Street Village include one, five metre step-back, measured from the front property line for portions of buildings above the second-storey to accommodate boulevard tree canopies.
  - i. That village gateway components be evaluated through design during plan implementation.
  - j. That a parking study be undertaken during plan implementation with the objective to maintain on-street parking capacity.
  - k. Direct staff to include amendments to the Official Community Plan that limit the height to four storeys in Cook Street Village
  - l. Direct staff to report back with an evaluation and recommendations on designating all trees in Cook Street Village as significant.
2. That Council:
  - a. Consider consultation under Section 475(1) and 475(2) of the Local Government Act; and direct staff to undertake consultation with those affected by the proposed amendments to the Official Community Plan through online consultation, and one or more public open houses, concurrent with public review of the proposed Fairfield Neighbourhood Plan.
  - b. Consider consultation under Section 475(2)(b) of the Local Government Act and direct staff:
    - i. to refer the proposed Official Community Plan amendments to the Songhees Nation, the Esquimalt Nation, and the School District Board;
    - ii. that no referrals are necessary to the Capital Regional District Board, or the provincial or federal governments.



- c. Direct staff to prepare Official Community Plan amendment bylaws following consultation, and in accordance with feedback received, as follows:
  - i. amend Section 6: Land Management and Development to permit three storeys west of Linden Avenue, and two-and-a-half storeys east of Linden Avenue, in the Traditional Residential designation (for Fairfield only);
  - ii. amend Figure 8: Urban Place Guidelines to reference the Fairfield Neighbourhood Plan in the Large Urban Village and Small Urban Village designations to provide built form and place character policies specific to Fairfield
  - iii. delete policy 6.20 and renumber accordingly
  - iv. amend Development Permit Area 5: Large Urban Villages to add new guidelines for Cook Street Village
  - v. amend Development Permit Area 6A: Small Urban Villages to add the areas of Five Points Village and Moss at May Village
  - vi. amend Development Permit Area 15F: Intensive Residential - Attached Residential Development to include the Traditional Residential areas of Fairfield and apply guidelines for gentle density
  - vii. rename "Ross Bay Village" to "Fairfield Plaza".
- d. Refer the proposed Fairfield Neighbourhood Plan to the meeting of Council at which the Public Hearing be held for the above Official Community Plan amendments, for consideration of final approval.

**Amendment:**

That Council direct staff to report back with the draft Fairfield Neighbourhood Plan based on the recommendations outlined in the report.

**Carried**

**From the Minutes of Victoria City Council, Meeting of October 4, 2018**

That staff be directed to report back to Council in the form of the draft plan on options for preserving the character of the Cook Street Village, including changes to the guidelines governing Large Urban Villages, or consideration of changing the designation to Small Urban Village and preserving the possibility for densities up to 2.5 to 1 subject to meeting the Cook Street Village design guidelines.

**Carried**



## Cook Street Village Design Workshop Engagement Summary

Draft Fairfield Neighbourhood Plan  
September 2018

In collaboration with City staff, the Cook Street Village Steering Committee undertook a design workshop on July 26, 2018 to explore key land use and urban design issues, and develop draft concepts to guide growth and public realm improvements in Cook Street Village. Following the design workshop, the resulting concepts were shared with the public through a “pin-up” in the storefront at 319 Cook Street from August 7-14, 2018.

During the pin-up, approximately 400 people dropped by the storefront and shared 389 written comments regarding the concepts for Cook Street Village.

The following sections provide an overview of the main themes evident in the comments, as well as a categorized inventory of the full set of comments, transcribed verbatim. These themes have been developed through analysis of written comments by the Cook Street Village steering committee.



### Summary assessments of categorized comments

- A. Four-storey buildings – general support for this. Several people expressed concerns about roof top patios and suggested these should be considered a storey
- B. Centre lane – mostly support to keep it open
- C. Energy, LEED etc – support for a more rigorous standard. Comment about step code minimum level 3-4 was from an energy consultant who thinks Victoria's Climate Action Plan is weak compared with Vancouver. Otherwise refer to LEED and don't know about the Step Code and climate action plan.
- D. Traffic speeds, slow and safe – a major concern is to slow traffic, though a few disagree. What these comments do not show well, but was raised in conversation, is the problem of speeding north of Oscar and south of May on Cook. A number raised issues about adjacent streets and need to consider impact of slowing traffic on Cook on those.
- E. Bike and bike lanes – mostly support for no bike lanes on Cook and bike route on Vancouver. The idea of a shared car/bike space in CSV seems acceptable to most. Some questions about the impact of the bike route on Vancouver. More bike racks.

- F. Community Amenity Contributions – just three comments critical of current process.
- G. Trees – lots of support for protecting trees, both roots and canopy with setbacks etc. Best comment: “YAY setbacks! Room for connections. More trees = more happiness. I love the added green space.”
- H. Businesses – not many comments expressing a variety of views.
- I. Deliveries – general recognition of need to pay attention to how deliveries are made to businesses e.g centre lane, receiving areas, turning movements.
- J. Boulevards – some positive comments about outdoor rooms, also comments about need to protect some grass. I read these as acknowledging that a variety of boulevard treatments will be acceptable – some pavers, some seating, some grass.
- K. Public washrooms – something the steering committee did not consider. Clearly very important for some.
- L. Density – comments are mixed, most suggest restricting to low FSR, but a few also argue for increasing density to support businesses. My sense is that people acknowledge the need for higher densities, but disagree about how much is appropriate.
- M. Design – not much specific but general support for the sort of design proposals were shown in the drawings
- N. Street closures/gathering places – there was a lobby from Oliphant residents (most indicated they live on Oliphant) about a permanent closure west of Rexall. More generally the idea of closing a side street is regarded favourably but the assumption seems to be that this will be permanent rather than temporary. Comments suggest a need to review the link for school children crossing to and from James Bay to Sir James Douglas – whether it should be Oliphant to Oxford, or along Vancouver to Pendergast and Oscar.
- O. Public Art – several suggestions about need to incorporate public art, First Nations art, murals, possibly change a street name to reflect First Nations.
- P. Sidewalks – general support seems to be for a three metre sidewalk to allow for mobility devices, and avoid bottlenecks because of signs etc. Some remarks about weather protection, canopies.
- Q. Parking – a few comments, mostly suggesting need to maintain parking and specifically to get rid of charges in the Rexall parking lot. The suggestion about plug-ins for mobility scooters etc is interesting because it is something the City might have to consider more generally.
- R. Setbacks – there was some confusion about the difference between setbacks and stepbacks. There is strong support for setbacks and this is about equally divided between support for 2m and 3m.
- S. Stepbacks – clear support for substantial stepbacks at upper stories to keep buildings clear of tree canopy.
- T. Other comments of interest – There are two types of these: a) unspecified remarks about the entire display – there are at least 20 of these without any other comment. Overall my impression is that the responses were very positive. b) One-off comments that can’t be obviously classified, suggesting for instance that the ideas of “strategic location” and “large urban village”



should be removed from the OCP, and that attention should be given to First Nations past and present.

## **All comments by category**

### List of Topics

There is no significance to the order of the categories below. Comments were sorted by key word(s) for each topic and are reproduced in full below. A number of comments appear more than once because they referred to several topics.

- A. Four story buildings
- B. Centre Lane
- C. Energy Efficiency, Environment
- D. Traffic Speeds – slow and safe
- E. Bikes and bike lanes
- F. CAC
- G. Trees
- H. Businesses
- I. Deliveries
- J. Boulevards
- K. Public washrooms
- L. Density
- M. Design
- N. Street Closure, Gathering Places
- O. Public Art
- P. Sidewalks
- Q. Parking
- R. Setbacks
- S. Stepbacks
- T. Other Points of Interest

### **A. Four story buildings –**

1. No to any more 4 story buildings on Cook St/in the village. They would detract enormously from the environment/atmosphere that attracts people to the village. No to 4 stories (too high) in the village
2. 4 stories is too high for a village. 2 stories should be the maximum
3. No more than 4 stories at most. We have a good village – don't ruin it
4. 6 Stories too high for this area 3-4 stories
5. 3 or 4 stories max with mandatory 3m setback
6. 4 stories max
7. Fully support this vision especially 4 story max with setbacks at 2,3. No dedicated bike lanes
8. For larger buildings the wider setback at street level helps. It is important to not go over 4 stories. There should be setbacks to allow light for the trees.
9. Keep it to 4 stories not 5 or 6

10. Limit to four stories max
11. 6 stories too high for this area. 3-4 stories
12. 2-3 stories would be better but 4 max for sure!
13. Do not ruin Victoria. Do not make it look like Vancouver. Keep lots of green space. Do not go over 3-4 stories
14. 4 storey max. 3<sup>rd</sup> and 4<sup>th</sup> setback.
15. 4 storeys max
16. 2 storey maximum

Comments from Comment sheets about height (paraphrased)

1. Keep new buildings a 4 storeys
2. 2 storey maximum
3. Roof top patios are another floor.
4. Keep to 4 floors. FSR 1.5-2.1
5. 4 stories max plus setbacks
6. 3 stories
7. 4 stories max
8. 4 stories good, 3 better.
9. 3 storeys
10. Limits need to be strictly enforced
11. 4 to 5 storeys with setback at upper levels
12. No more than 4 storeys.

**B. Centre lane**

1. Please eliminate the centre lane- traffic density and speed don't require it. Put a central green boulevard in its place
2. Keep the centre turn lane
3. I like the use of visual cues for the centre turning lane. Useful to have this lane.
4. Centre lane is used regularly by delivery trucks
5. Retain parking. Bikes/car can share. Maintain centre lane. Fire, police, delivery, service, safety
6. I totally support this look for CSV. In particular: 2m building set(back) private business space; 3m sidewalk , public space; 3-5 m stepback after 2<sup>nd</sup> floor; 4.5m boulevard public sitting ; keep centre turning lane 3.2m for delivery trucks; slower speed limits (Oliphant owner)
7. Centre lane is used regularly by delivery trucks

**C. Energy Efficiency, LEED etc**

1. LEED Gold standards are a must
2. Step code minimum 3-4 for commercial/MURB and 4-5 Single Family
3. 3m sidewalk, 2m setback + NO bike lanes, more public gathering spaces. Support LEED Gold building standards
4. Equal to LEED Gold or better

5. Yes – I support LEED Gold
6. I support required LEED Gold equivalent standards but it needs to be enforced
7. LEED is for look and little else. Passive is about lowering emissions
8. LEED certification is OVERRATED. Just be eco-friendly

**D. Traffic speeds – slow and safe** [NOTE : Slow and safe got 3 unqualified YES! postits]

1. The speed limit on Park Blvd 50km/hr. Did you know?
2. Slow down traffic through village all the way down to Dallas – enforce 30KM/hr
3. Slow Enough Already
4. Totally agree with street focus to promote slower, safer space/community
5. More crosswalks please and maybe speed bumps to slow traffic.
6. Keep parking on both sides of Oxford St. It slows traffic very well.
7. Slow Traffic. Yes!
8. Slow traffic please
9. Photo Radar or smiley face radar to slow Cook St traffic
10. Definitely need to slow traffic through village > Dallas Rd Speed Reader? Pedestrian Controlled lights?
11. Need to also slow traffic on Cook to Dallas. People leaving the village “gateway” at May will think they can speed up in front of a playground (added comment: “absolutely slow it down”)
12. Yes – slower speed limit
13. Address speeding after Village. People “floor it” as they have to drive slow through village. Pedestrians not safe
14. Need physical prompts to slow traffic – raised pedestrian crossings etc.
15. Slowing not Closing
16. Traffic already slow enough. DO NOT DO MORE. It is fine as it is.
17. Traffic needs to be ultra-slow – 10 km/ hr to share w/cyclists
18. Design to slow down traffic is needed. Narrower lanes, speed signs mixture of bikes and cars good
19. I totally support this look for CSV. In particular: 2m building set(back) private business space; 3m sidewalk , public space; 3-5 m stepback after 2<sup>nd</sup> floor; 4.5m boulevard public sitting ; keep centre turning lane 3.2m for delivery trucks; slower speed limits (Oliphant owner)
20. I like the street plan (park-lane-turn) at reduced speed.
21. Speed limit reduced to 25 km/hr thru village?
22. Yes. Speed bumps on Vancouver – too fast now.
23. Attention to South Park School Students’ safety – playground crossing and both streets speeding (sad emoji)
24. At the playground right by the crosswalk a car is allowed to park so you can’t see a child or adult walking or running out. This is not safe.
25. YES! Please do things to reduce speed on Vancouver. Getting very dangerous
26. Do something about speeding inattention on Cook St

27. Is there any enforcement of speed limits?
28. Speed zones are meaningless without enforcement
29. Reduce speeds on streets to 30Km or below
30. Not looking forward to the increased traffic and speeders on Linden
31. The speed limit on Park Blvd 50km/hr. Did you know?
32. Yes – slower speed limit
33. Yes – slower speed limit
34. Have we thought of a speed zone that is consistent within the village – say 30Km
35. Cook St Village speed signs (all the same – say 30Km)
36. Higher density = safety issues for kids and pets. Surrounding communities will require lower speed limits 20km/hr
37. Speed bumps on all neighbourhood streets
38. Cook Street needs more traffic calming beginning at Southgate. 30 kms is ignored and traffic speeds through crosswalks.
39. Vancouver from Southgate to Park is now a shortcut with many speeders. Need traffic calming – think a bike lane is a good solution (Resident of 300 block Vancouver) More crosswalks please and maybe speed bumps to slow traffic.
40. Would like to see some thinking and planning for reduced speed limits in surrounding areas/streets. More density is less safe.
41. Please eliminate the centre lane- traffic density and speed don't require it. Put a central green boulevard in its place.
42. Need to achieve major reduction in vehicle volumes on Vancouver to be AAA - need diverters to prevent Southgate to Fort shortcut
43. Think about Impact (with diagram showing circles with CSV in the centre)
44. A featured narrowing of street at south end of Village
45. I like the street plan (park-lane-turn) at reduced speed.
46. More public seating. More slower speed signs and “you are entering the village” on different streets entering the village.
47. Slow down traffic but don't impede it
48. Speed bumps!
49. Signage to announce entry into village – posted speed limit
50. Lower speed limit on Park Blvd to 30km; it is currently 50 km.
51. Enforce 30kph speed in Cook St Village

Comments from Comment Sheets about Slow and Safe (paraphrased)

1. CSV is already a bottleneck
2. Concerns that Linden will become the N-S preferred route
3. Emergency vehicles should be a top priority
4. It's already very slow
5. Make sure that sightlines are not blocked by signs
6. Need to leave a wide street, but pinch points are good
7. Prioritize people not cars
8. How will slow and safe impact adjacent streets?
9. Slow cars down



10. The village needs a city owned parking lot
11. Reasonable pedestrian space is needed
12. Slow down traffic
13. Yes. Anything that slows and reduces traffic in and around the village
14. I would love to see buses only through CSV
15. Ramps for level pedestrian crossings are needed.

#### **E. Bikes and Bike Lanes**

1. No bike lanes on Cook
2. Do Not put bike lanes on Cook
3. Do not put bike lanes on Cook Street – further develop Vancouver as needed
4. Vancouver is difficult terrain for older cyclists. Cook St is a much gentler slope
5. Move Bikes away from Cook St to Vancouver St
6. Make Vancouver a Bike Route.
7. Addition covered bike parking
8. We need ashtrays and more garbage cans and places to park bikes
9. Bike Parking
10. Combine Bike Parking and Bus Shelters
11. Would like designated bike lanes
12. Linden as designated bike route for NE bike traffic
13. No bike lanes on Cook
14. Vancouver from Southgate to Park is now a shortcut with many speeders. Need traffic calming – think a bike lane is a good solution (Resident of 300 block Vancouver)
15. Bike lanes need to be one direction on side of road, No Separated 2 way bike lanes! They are a death trap!
16. Bike lanes should on Cook Street and should be both directions. They are not death traps.
17. Yes to Cook St bike lanes. Opposition to bike lanes is irrational; based on fear and ignorance.
18. Strongly opposed to bike lanes on Vancouver
19. Greatly opposed to bike lanes on Vancouvers St it is already too tight with parking on both sides.
20. No Shared lane with bikes!
21. Would be great to have separated bike lane
22. Please no designated bike lanes
23. Bike Parking?
24. I think the painted zone next to the parking will like a bike lane and some drivers will expect bikes to move over.
25. This eliminates any need to separate bikes and cars – love it!
26. Bike lane on Vancouver not Cook
27. Bike lane belongs on Vancouver
28. 3m sidewalk, 2m setback + NO bike lanes, more public gathering spaces. Support LEED Gold building standards.

29. Get serious about alternative transportation. Put bike lanes on Cook, not relegated to hillier Vancouver.
30. Vancouver St – nothing fancy for bike lanes – just remove parking from two sides to one side.
31. Covered bike facility
32. No designated bike lanes on Cook. Vancouver St painted bike lanes NOT like Pandora and Cook [YES]
33. Encourage bikes on Vancouver st but DO NOT put in bike lanes
34. With bike lanes on Vancouver st where are the cars supposed to go? It's already a problem.
35. So when I want to get home and to bike Cook St to get there where do I go? Cook St is the thoroughfare and need bike lanes not parking.
36. Support Pendergast no through traffic – bikes and locals only
37. Looks good. No bike lanes please (I'm a cyclist)
38. No bike lanes
39. Design to slow down traffic is needed. Narrower lanes, speed signs mixture of bikes and cars good
40. No dedicated bike land. Density FSR 1.5-2.1, and rentals, 2m building setback
41. I support no bike lanes on Cook
42. Bike friendly but no bike lane
43. I support 2m set back and bike lanes on Vancouver
44. Bike parking > ensure enough at least what now exists – incentive to business to build.
45. Fully support this vision especially 4 story max with setbacks at 2,3. No dedicated bike lanes
46. Please consider a city owned parking lot to replace Cook St roadside parking through commercial area. This would allow for wider sidewalk, greater public area, outdoor eating etc and dedicated bike lanes, sidewalks safer for mobility devices
47. No bike lanes on Cook!! Get serious about safety.
48. Retain parking. Bikes/car can share. Maintain centre lane. Fire, police, delivery, service, safety, Suggest making Cook St a pedestrian precinct; 3-4 blocks, from 9am to 3pm daily. Bike and wheelchair access on lanes.
49. I support the design. I do not want bike lanes on cook St
50. No Bike Lanes needed in a 30 km/hr zone
51. Suggest making Cook St a pedestrian precinct; 3-4 blocks, from 9am to 3pm daily. Bike and wheelchair access on lanes.
52. I support the design. I do not want bike lanes on cook St
53. Retain parking. Bikes/car can share. Maintain centre lane. Fire, police, delivery, service, safety,
54. Love the shared street concept It's a win-win-win for motorists, pedestrians and cyclists.
55. Yes to Vancouver as designated for bike traffic not Cook
56. Need lots of bike parking
57. CSV needs a bike shop. Any incentives?
- 58.

## **F. CAC**

1. Without a proper CAC/amenities policy none of this will be achieved
2. CAC needs better policy – money must come back to community
3. The means and cost to accomplish these improvements should be obtained through developer contributions. Where is the plan?
4. Make sure the City gets their DCCs from developers

## **G. Trees**

1. No streetwalls. Trees create and shape the space.
2. Please keep the trees - the green is so beautiful
3. Loss of light and loss of tree canopy at Cook and Oliphant are significant and it's mid-summer. What will it be like in winter. Points 3 and 4 (on Strategies) are important
4. I support closing Oliphant permanently west of Rexall parking to ensure the extra traffic from the corner development moves onto Cook and not up Oliphant. We on Oliphant now look onto this huge monstrosity – have lost our tree/sky view looking east – closing Oliphant would be a nice concession to restore some peacefulness.
5. I love the 'green' gathering space corner at Cook and Park – do not remove any trees. (Oliphant Ave resident)
6. I trust that the "green" (Park and Cook proposal) does not mean the removal of trees in the corner of the park.
7. PROTECT large trees, WATER them and maintain setbacks
8. Thinking about protecting large trees in essential
9. Setbacks are critical to maintain character of village [Added comment: and trees/crown]
10. Oliphant Develop. Needs setback. Developers must fit existing trees.
11. I support protecting tree roots.
12. Buildings should fit trees
13. Pic-A-Flic leave the trees in place. Buildings should fit the trees.
14. Above 2 stories serious setbacks needed to keep scale on street and protect trees. I support 3-5 metres.
15. I support 2m building setback but need 3-5 m after 2<sup>nd</sup> floor for both character and trees.
16. I support 2 metre clearance around trees
17. 2 m clearance around trees
18. Trees are Cook Street
19. No idling" signage to save trees.
20. Love seating areas (around the trees)
21. Keep the trees
22. Let's keep the village's oldest tree! (The one Pic-A Flic) threatens
23. Great! Save the trees!
24. Maintain trees and canopy. Put power lines underground.
25. Look after the trees?? Do foundation excavations need to be right to the edge of the property? Effect on tree roots.

26. Need more protection of trees on private property
27. Trees need light + space so do people. Setback please.
28. Climate change – different trees may need to be planted
29. For larger buildings the wider setback at street level helps. It is important to not go over 4 stories. There should be setbacks to allow light for the trees.
30. I support this option (stepbacks) –trees need space for roots, so should have porous paving.
31. I support 3-5m setbacks for trees
32. Protect the trees with 3-5 m stepbacks
33. Protect the trees and the light in the village
34. I support 3m clearance and balconies 2m from trees
35. There must be insistence that trees and landscaping are kept especially the special tree. Climate change
36. YAY setbacks! Room for connections. More trees = more happiness. I love the added green space.
37. Great ideas to protect the trees – thanks!
38. 3-5m stepbacks are the only way to protect our Cook st trees. Make it policy!
39. Keep all existing trees
40. Keep trees. Setbacks sound like a great solution
41. Buildings to accommodate trees not the other way around
42. More setbacks for Pic A Flic development and add stepbacks to accommodate trees
43. Protect the trees – they are Cook St.
44. Our Cook St Village trees are our treasure. Protect them! I support setback
45. I support 3-5 m setbacks on 3<sup>rd</sup>/4<sup>th</sup> floors. Need light, room for trees
46. I like the 3<sup>rd</sup> floor setback for daylight, trees and street scale
47. 2 metre clearance around trees
48. Need to set buildings back in a graduated way to accommodate the horizontal growth of the trees
49. Protect the trees

## **H. Businesses**

1. Agree Encourage locally owned
2. Do Not discourage national or foreign owned businesses
3. Please do discourage national and foreign owned businesses
4. Sorry I don't trust Cook St business owners. They are opposed to anything that doesn't serve their interests. Their views are often shortsighted
5. 6 storeys on Cook Str to increase density and support local businesses
6. Good to add more seating not tied to business – good for anyone to use
7. Wide 3m setbacks are great! Allows people to stroll and patronize local businesses
8. Bike parking > ensure enough at least what now exists – incentive to business to build.
9. I totally support this look for CSV. In particular: 2m building set(back) private business space; 3m sidewalk , public space; 3-5 m stepback after 2<sup>nd</sup>



floor; 4.5m boulevard public sitting ; keep centre turning lane 3.2m for delivery trucks; slower speed limits (Oliphant owner)

### **I. Deliveries**

1. Please consider dedicated RECEIVING AREA for freight deliveries off road. Existing problem at Sutej and Cook with freight trucks and local traffic in conflict. Don't repeat this and make problem worse with new builds
2. Centre lane is used regularly by delivery trucks
3. Retain parking. Bikes/car can share. Maintain centre lane. Fire, police, delivery, service, safety,
4. Lane widths – do not make the mistake of Pandora and Fort (not enough room for buses and large delivery vehicles)
5. I totally support this look for CSV. In particular: 2m building set(back) private business space; 3m sidewalk , public space; 3-5 m stepback after 2<sup>nd</sup> floor; 4.5m boulevard public sitting ; keep centre turning lane 3.2m for delivery trucks; slower speed limits (Oliphant owner)
6. Centre lane is used regularly by delivery trucks

### **J. Boulevards**

1. Please eliminate the centre lane- traffic density and speed don't require it. Put a central green boulevard in its place
2. I support the 4.5 m boulevard, good social area
3. I support the 4.5m boulevard
4. I totally support this look for CSV. In particular: 2m building set(back) private business space; 3m sidewalk , public space; 3-5 m stepback after 2<sup>nd</sup> floor; 4.5m boulevard public sitting ; keep centre turning lane 3.2m for delivery trucks; slower speed limits (Oliphant owner)
5. Keep the grass
6. Who will maintain these? Does city have an enforcement plan or a budget after installation? (about planters)
7. Maintain boulevards as green space
8. Variety of public rooms offer exciting visual draws to pedestrians.
9. Yes (to outdoor rooms)
10. Love Outdoor rooms!
11. Don't remove all of the grass. It will become so much hotter with all that pavement.

### **K. Public Washroom**

1. Please add a public washroom
2. No public washroom? That's odd....
3. Please add a public washroom
4. We must plan for public toilets with this Cook St plan. It is very important
5. Public unisex toilet facilities

### **L. Density**

1. Please eliminate the centre lane- traffic density and speed don't require it. Put a central green boulevard in its place
2. Would like to see some thinking and planning for reduced speed limits in surrounding areas/streets. More density is less safe.
3. Density should be max 2.1 FSR
4. 6 storeys on Cook Str to increase density and support local businesses
5. Allow greater density along Oliphant Ave
6. Allow greater density west of Cook St
7. Allow great density along Oliphant west of Cook.
8. Higher density = safety issues for kids and pets. Surrounding communities will require lower speed limits 20km/hr
9. The design guidelines look good, but I'd like 5-6 stories . Need the density
10. No dedicated bike lane. Density FSR 1.5-2.1, and rentals, 2m building setback.
11. Density 1.5-2.1 please
12. 3 meter setbacks 5m stepback after 2<sup>nd</sup> story – 3 meter sidewalks, DENSITY 1.8 FSR
13. Make buildings fit existing trees. Reduce density for Pic-A-Flic Development
14. The vast differences between this lovely “gentle density” presentation and what is actually being approved does not create trust of our elected representatives. “Watch what they do, not what they say.”

#### **M. Design**

1. Definitely emphasize design that fits with character/ambience of village
2. The design guidelines look good, but I'd like 5-6 stories . Need the density
3. We agree. Adopt this design
4. ADOPT THIS DESIGN
5. I support the design
6. Design to slow down traffic is needed. Narrower lanes, speed signs mixture of bikes and cars good
7. Great design – thanks everyone
8. Maintain designing look and feel in the village
9. Add public sculptures and First Nations art/designs
10. I support the design. I do not want bike lanes on cook St
11. Colours. You gotta allow people a full palette.
12. I fully support these design guidelines

#### **N. Street closures for gathering places**

1. As a resident of Oliphant I wholeheartedly support the closures. Let Oliphant be the pilot for permanent closure and enhance it as a cycling walking corridor to the park.
2. Street closures will affect other streets who will be forced to take up traffic loads [Yes (written on post-note)]
3. I'm not sure if I support the road closures. Traffic will move Heywood from Cook etc.
4. No to closure of Oliphant St. It will just push traffic to neighbouring streets.
5. Only 1 street closure, if any/

6. (On street closures and plazas) – Yes to this
7. (On street closures and plazas) – Yes I like this
8. (On street closures and plazas) – Do the same on Oliphant west of Rexall  
[Yes]
9. As a resident of Oliphant and the Village I whole heartedly support this. Let  
Oliphant be the pilot for permanent closure.
10. Yes- I support this.
11. Permanent CHANGES or permanent CLOSURE – stop with manipulative  
vocabulary ‘improvements’
12. I support the concept of temporary closures to learn how the spaces work
13. Limit Street closure or else it causes more traffic pattern on smaller streets
14. 3m sidewalk, 2m setback + NO bike lanes, more public gathering spaces.  
Support LEED Gold building standards.
15. Like the distinction of materials of setback/sidewalk and gathering places
16. I love the ‘green’ gathering space corner at Cook and Park – do not remove  
any trees. (Oliphant Ave resident)
17. Permanent CHANGES or permanent CLOSURE – stop with manipulative  
vocabulary ‘improvements’
18. Close Oliphant west of Rexall. The trucks are rumbling the houses like crazy.  
Calm it down and keep trucks in commercial parking lots only.
19. Yes! Close Oliphant west of Rexall – (resident of Oliphant)
20. Close Oliphant west of Rexall. The trucks roar down Oliphant in a big hurry!
21. Do not close Oliphant to Cook Street
22. Do not close Oliphant to Cook Street
23. Do not close Oliphant to Cook Street
24. Strongly opposed to closing Oliphant to traffic
25. No to closure of Oliphant St. It will just push traffic to neighbouring streets.
26. Close off Oliphant at the Rexall parking lot!
27. Yes, Yes, yes. Close Oliphant west of Rexall (Oliphant resident)
28. Closing Oliphant may promote bicycles to go from Oliphant to Oscar via Cook  
St. In this sense closing Pendergast is better
29. I would love to see this (closing Oliphant west of Rexall) somehow work
30. I support closing Oliphant permanently west of Rexall parking to ensure the  
extra traffic from the corner development moves onto Cook and not up  
Oliphant. We on Oliphant now look onto this huge monstrosity – have lost  
our tree/sky view looking east – closing Oliphant would be a nice concession
31. Yes, please close off Oliphant west of Rexall. Pedestrian safety and  
Accessibility (resident of Oliphant)
32. Yes, Yes, Yes, and please close Oliphant west of Rexall. It is a gem of a street  
and the last of its kind between the village and the park. This will enhance  
the proposed AAA routing. Save Oliphant before it is lost forever (I am a  
resident of Cook Street Village)
33. Close Oliphant west of Rexall. The trucks are rumbling the houses like crazy.  
Calm it down and keep trucks in commercial parking lots only.
34. Support Pendergast no through traffic – bikes and locals only
35. Yes for Pendergast>

36. Like closing for “events’ but permanent road closures may create traffic congestions
37. Mixed info – Oscar closed here but ‘greenway” on display on right
38. I understand linking to park node, but think very carefully about Oliphant
39. NO don’t close Oliphant to traffic!!
40. No, No, No. Please don’t close Oliphant to traffic. All our streets are gems and will have increased traffic if Oliphant is closed

Comments from comment sheets about gathering places/public space (paraphrased)

1. Conundrum – mobility and access versus simulation of village
2. Concerns about adequate spaces for mobility devices
3. Occasional street festivals are a good ideas
4. No designated bike lanes and more parking
5. Temporary closures are good; get public input after each one
6. Strong support for outdoor rooms and places for gathering and public art
7. Keep merchandise off sidewalks
8. Cook Street has an opportunity to be a really great mixed use community and the publics spaces will facilitate this.

#### **O. Public Art**

1. Create an Arts advocate position to assist in creating cultural spaces where we live.
2. A healthy culture includes diverse perspectives and narratives. Plan to make space for diverse income, age, vocation, abilities, and space for the Arts.
3. Curated art murals between 325-318 (see Vancouver Mural Festival)
4. Yes to Public Art (see Oak Bay)
5. Add public sculptures and First Nations art/designs
6. Change one or more street names to reflect First Nations
7. Public Art /% of building mandatory for all developments
8. Most artists exist below the official poverty line; seniors too. Let’s keep it affordable for all.
9. It is important to recognize that the arts and creative endeavours need space to connect and tell the story of the people.If the rents are high the artists will leave.

#### **P. Sidewalks**

1. [On sidewalks} Plan shows 1.0m given over to sign boards etc with only 2.0m “clear zone”. Very tight for pedestrians and mobility devices to share.
2. Residential properties – keep bushes and plants back off sidewalks. Especially with thorns
3. 3m sidewalk, 2m setback + NO bike lanes, more public gathering spaces. Support LEED Gold building standards.
4. Create a three block wide sidewalk and take out the traffic lights
5. Like the distinction of materials of setback/sidewalk and gathering places
6. Seating and open spaces away or not impeding sidewalks. Good Idea



7. If you allow minimum 3m sidewalks less likelihood of bottleneck. Happens all the time.
8. Keep sidewalks clear – accessibility + mobility issues
9. Private to public sidewalk – good setbacks
10. Like the clear delineation between setbacks and sidewalks
11. Sidewalks wide enough so motorized wheelchairs can pass one another
12. I like the 2m, 3m, 4.5 m combination for street level sidewalk
13. 3m sidewalk is good
14. 3 meter setbacks 5m setback after 2<sup>nd</sup> story – 3 meter sidewalks, DENSITY 1.8 FSR
15. Please consider a city owned parking lot to replace Cook St roadside parking through commercial area. This would allow for wider sidewalk, greater public area, outdoor eating etc and dedicated bike lanes, sidewalks safer for mobility devices
16. Min 2m. You must have accessible sidewalks with 3m
17. 3m minimum. Stop approving patio licenses that impeded the accessible sidewalk width.
18. Setbacks are crucial for accessible sidewalks
19. Stop giving patio licenses that impede on accessible sidewalks
20. I support 3m sidewalk I totally support this look for CSV. In particular: 2m building set(back) private business space; 3m sidewalk, public space; 3-5 m setback after 2<sup>nd</sup> floor; 4.5m boulevard public sitting; keep centre turning lane 3.2m for delivery trucks; slower speed limits (Oliphant owner)
21. Building setbacks to allow sunlight to streets. Separate café seating from sidewalks
22. Minimum 3m. Our population is aging and will increase – naturally accessibility needs will increase.
23. Winter and rain shelter needed
24. Absolutely need street lights like they have near Castle. Good for pedestrian flow.
25. Minimum 3m sidewalks – 5 m where possible. Great idea/plan. People/pedestrians priority.
26. Even sidewalks “uniform” “repair”!
27. Setting buildings back to the is visual difference between public and private space. Wide sidewalks great idea.
28. Permeable paving and sidewalks

#### Comments from Comment sheets about sidewalks

1. Wide sidewalks are needed
2. Do not impeded sidewalks
3. Keep merchandise off sidewalks

#### **Q. Parking**

1. Parking is critical. Allow 2 hr on side streets
2. I support limiting building heights, increasing setbacks and creating safe parking options.

3. Retain parking. Bikes/car can share. Maintain centre lane. Fire, police, delivery, service, safety
4. Put power lines under the parking lanes
7. Do NOT pander to the automobile re parking capacity
8. Please consider a city owned parking lot to replace Cook St roadside parking through commercial area. This would allow for wider sidewalk, greater public area, outdoor eating etc and dedicated bike lanes, sidewalks safer for mobility devices
9. Vancouver St – nothing fancy for bike lanes – just remove parking from two sides to one side
10. Let's reclaim pay parking behind Rexall and make it free short-term parking e.g. under building on Sutlej should be promoted to alleviate non-residents parking in residential only zones.
11. We need a plan to gradually reduce parking and encourage walking and biking
12. Add side streets parking – keep Cook St parking
13. Greatly opposed to bike lanes on Vancouver St it is already too tight with parking on both sides.
14. Keep parking on both sides of Oxford St. It slows traffic very well.
15. Restore carpark behind med clinic and pharmacy to public use
16. Add wheelchair, scooter plug-ins.

**R. Setbacks/Patios [NOTE: there is confusion about difference between setback and stepback and “setback” is sometimes used to refer to “stepback”]**

1. 3m sidewalk, 2m setback + NO bike lanes, more public gathering spaces. Support LEED Gold building standards
2. Like the distinction of materials of setback/sidewalk and gathering places
3. Pic-A-Flic development needs stepbacks, setbacks that meet specifications outlined here
4. 3 or 4 stories max with mandatory 3m setback
5. I support setbacks as long as there activating uses at grade.
6. PROTECT large trees, WATER them and maintain setbacks
7. The setbacks and terracing shown here are attractive. What I saw at 2 meetings for the Pic a Flic redevelopment looked nothing like this. I trust these changes will be required before full approval.
8. Setbacks are critical to maintain character of village [Added comment: and trees/crown]
9. Oliphant Develop. Needs setback. Developers must fit existing trees.
10. Maintain setbacks - especially between buildings (firebreaks)
11. This looks like a village we can be proud of. Ensure setbacks and terracing is enforced on all future development incl Pic-A-flic. No rooftop terraces overlooking single family dwellings
12. Wide 3m setbacks are great! Allows people to stroll and patronize local businesses
13. Above 2 stories serious setbacks needed to keep scale on street and protect trees. I support 3-5 metres.

14. I support 2m building setback but need 3-5 m after 2<sup>nd</sup> floor for both character and trees.
17. Like the clear delineation between setbacks and sidewalks
18. 6 storeys OK if serious setbacks after 2 storeys and increasing as you go higher
19. No dedicated bike lane. Density FSR 1.5-2.1, and rentals, 2m building setback
20. Keep the Village sunny!! Setbacks 5m at 2 storeys
21. Glad to hear of reasonable “setback” and stepback proposals
22. Keep public property spaces distinct from private setbacks required. We need both.
23. Fully support this vision especially 4 story max with setbacks at 2,3. No dedicated bike lanes
24. NEED 2 m setback, trees saved, upper floors stepped back to ensure the health of trees and improve sightlines
25. Three meter setback for all new developments to make way for Place Making Transient Kiosk vendors
26. Trees need light + space so do people. Setback please
27. For smaller buildings to be replaced less street setback is OK IF the new building is not too large (3 or less stories) and setback
28. For larger buildings the wider setback at street level helps. It is important to not go over 4 stories. There should be setbacks to allow light for the trees
29. 2 or 3m setback is OK
30. 3 metre setbacks allow for scooters.
31. I support 2 metre building setback.
32. I support 2.0 m setbacks
33. I support 3-5m setbacks for trees
34. 3 m setbacks on new buildings
35. The key to development of the village is to keep the ‘open’ feeling. Not too high with good setbacks.
36. YAY setbacks! Room for connections. More trees = more happiness. I love the added green space
37. Yes to patios, display areas, seating areas. Creates ambiance and community.
38. Keep wide pedestrian area w/ room for patios
39. Stop approving patios that impede pedestrians and cause bottlenecks  
accessibility is a must
40. 3m minimum. Stop approving patio licenses that impeded the accessible sidewalk width
41. Stop giving patio licenses that impede on accessible sidewalks
42. Pic A Flic development needs to conform to setbacks identified here
43. Setbacks as suggested very important – need room for tree growth. And need sunlight in the village
44. More setbacks for Pic A Flic development and add stepbacks to accommodate trees
45. I support 3-5 m setbacks on 3<sup>rd</sup>/4<sup>th</sup> floors. Need light, room for trees

46. This looks like a village we can be proud of. Ensure setbacks and terracing is enforced on all future developments. Pic A Flic no rooftop terraces overlooking single family dwellings
47. Each storey needs to be set back

Comments from comment sheets about Future Building (paraphrased)

13. Keep new buildings a 4 storeys
14. Concerns that the transition to higher density will be too quick, and taller buildings will come through variances
15. 2 storey maximum
16. No more boxes. They look awful
17. Roof top patios are another floor.
18. Keep to 4 floors. FSR 1.5-2.1
19. 4 stories max plus setbacks
20. 3 stories
21. 4 stories max
22. 4 stories good, 3 better.
23. 3 storeys
24. Limits need to be strictly enforced
25. 4 to 5 storeys with setback at upper levels
26. No more than 4 storeys.

## **S. Stepbacks**

1. Stepbacks at 2<sup>nd</sup> and 3<sup>rd</sup> stories mandatory
2. Stepback for upper story – 4 or 5 floors max with stepback
3. Glad to hear of reasonable “setback” and stepback proposals
4. 3 meter setbacks 5m stepback after 2<sup>nd</sup> story – 3 meter sidewalks, DENSITY 1.8 FSR
5. I support this option (stepbacks) –trees need space for roots, so should have porous paving.
6. Protect the trees with 3-5 m stepbacks
7. I totally support this look for CSV. In particular: 2m building set(back) private business space; 3m sidewalk , public space; 3-5 m stepback after 2<sup>nd</sup> floor; 4.5m boulevard public sitting ; keep centre turning lane 3.2m for delivery trucks; slower speed limits (Oliphant owner)
8. Keep trees. Setbacks sound like a great solution
9. 3-5m stepbacks are the only way to protect our Cook st trees. Make it policy
10. More setbacks for Pic A Flic development and add stepbacks to accommodate trees
- 11.

## **T. Other Points of interest**

1. Fully support this Vision – should be a model for other LAP groups
2. A very good set of goals and strategies. Strongly support.
3. All very good and important goals to maintain the village feel



4. Definitely maintain sunny open feeling of the village. This is what makes it unique.
5. Love Outdoor rooms!  
[There are about twenty unspecified positive comments like this – though some appear to refer to particular drawings. There's almost nothing negative]
6. Remove "Strategic Location" from OCP
7. Remove the term "strategic location" from the OCP
8. Remove "large urban village" designation
9. Ensure the goals are fiscally responsible
10. A penalty system for Council when decisions are contrary to the new plan
11. Nothing about diverse housing, social housing, rental, low income
12. New = expensive; old = cheaper. Keep our old stock of housing.
13. Any plan is useless if developers are allowed so many variances
14. Street furniture should not allow sleeping
15. No Overnight Camping signs in village. Park Blvd- NO signs
16. I like additional seating and hang out areas, but how do we ensure it doesn't become a sleeping area for homeless after dark?
17. NO AirBnB. Equals Rentals + No densification
18. Louis Riel and John A MacDonald in one these courtyards (gathering places) and both their stories – good, bad and ugly
19. No to John A McD in Cook Street Village please
20. No more chicken hutches
21. Be sure to respect Beacon Hill Park Trust
22. This looks like a village we can be proud of. Ensure setbacks and terracing is enforced on all future development incl Pic-A-flic. No rooftop terraces overlooking single family dwellings.
23. Like idea of painted buffer (like Luke Ramsey)
24. Better to use paint than cement
25. Love the idea of a presence of First Nations past and present
26. Definitely adding First Nation peoples history is a great idea. Really support this idea.
27. Use Greater Victoria Placemaking Network's criteria citizen expertise for tactical urbanism
28. A Transport Artery and a Sleepy Village?? A Paradox.

Other Comments from the Comment Sheets of Interest (paraphrased)

1. What about affordable housing?
2. Lovely village as it is. Don't increase density.
3. I am saddened by the loss of trees, and can offer a chestnut tree to donate to the city (provides phone number).
4. Densification and change are inevitable. Either manage them or lose control.
5. Accessibility is crucial (i.e space for mobility devices)
6. Do not allow variances – stick to the rules

7. Cook Street has an opportunity to be a really great mixed use community and the public spaces will facilitate this.
8. This plan is too timid – we need more examples of a “living street.”
9. Costs are not considered.

Other Comments from Comment Sheets either unrelated to Pin-Up or impossible to classify

1. Fairfield needs a rec centre like the one in Oak Bay ideally with a library.
2. Garden waste pickup is needed in the neighbourhood
3. Bus fares should be lower
4. How is Cook Street character going to remain?
5. “I feel the ‘volunteers’ glaring at me and reading my sticky notes as I leave them.”
6. It’s sad – we’re heading for expensive modernization and away from the old small town feel;
7. I like PUBS power
8. I don’t trust the current council; rezone from large to small urban village.

## Fairfield Gentle Density Survey Engagement Summary

Draft Fairfield Neighbourhood Plan  
September 2018

In collaboration with City staff, the Gentle Density Steering Committee undertook a Gentle Density Survey, open from July 27, 2018 through August 19, 2018. The purpose of the survey was to explore levels of support for various housing types in certain areas and lot types within the Traditional Residential parts of Fairfield. During the engagement period, community members could also stop in at a storefront in Cook Street Village to get more information on Gentle Density and provide input.

Based on 303 survey responses and conversations with nearly 400 people who visited the storefront, public feedback indicated:

- Broad support for the goals of allowing for a greater diversity of ground-oriented infill housing to meet future housing needs, increase housing choice and provide flexibility
- General support for a broader range of housing types, including those with more density (e.g. larger houseplexes) near Cook Street Village and along Fairfield Road
- Mixed support for townhouse forms that are either stacked, in more than one row and/or including a courtyard, with approximately half of respondents supportive of these types on certain lots (e.g. larger lots, corner or laneway lots, near Cook Street Village and along Fairfield Road). Those in support saw them as attractive, attainable options for families who want to stay or live in Fairfield, as part of the housing mix; others were concerned about retention of open space, lot coverage and character
- Concern for the provision of housing which is affordable to current residents, future families and moderate-income households, and/or rental tenure
- Concern for respecting the neighbourhood's character through context-sensitive design and scale of buildings, maintenance of green space and tree planting, and encouraging retention and adaptation of existing buildings
- Concern for providing parking on-site and/or reducing impacts to on-street parking, balanced by concern for green space, with some wanting a forward-looking policies which consider future demand, transportation demand management, and efforts to encourage more sustainable mode split



## Quantifiable Results at a Glance

### Levels of support for various housing types: *Percent indicating strongly support or support (by location)*

Dark grey = question not asked				
Light grey = support less than 50%				
Blue = 50% to 59%				
Lighter green = 60% to 69%				
Darker green = 70%+				
	Near Cook St Village & along FF Rd (%)	Other residential areas		
		Standard Lot* (%)	Large lot** (%)	Corner, laneway, double frontage lot (%)
Detached house only	40.1	50.0	43.1	45.3
House with suite or garden suite	76.1	76.3	69.0	72.8
Existing house with suite & garden suite	74.6	71.8	72.3	74.7
Existing house with 2 suites	78.1	79.5	74.4	77.0
Duplex	78.3	75.3	75.2	74.4
Duplex with basement suites	73.3	70.3	73.1	73.2
Duplex with garden suite(s)	73.4	65.8	69.7	67.8
House conversion (generally 3-6 units)	74.4	63.7	77.1	73.8
New Houseplex	66.2	55.4	64.2	67.6
Larger Houseplex (generally 6+ units)	54.2	37.3	50.4	49.0
Townhouses - single row	66.0	52.4	60.9	57.9
Townhouses - stacked	50.4	N/A	46.0	46.4
Townhouses - courtyard / 2 rows	54.1	N/A	N/A	51.4
Small 3-storey apartment buildings	54.0	N/A	43.9	44.6

\* Standard lot = 50' wide, approx. 6,000 sq. ft.

\*\* Large lot = over 7,000 or 7,200 sq. ft., either wider than 50' or exceptionally deep lot

### Importance of Parking and Open Space on site

	Extremely important	Important	Neutral	Somewhat unimportant	Extremely unimportant
All needed parking be provided on-site?	36%	25%	12%	17%	10%
Open space be retained on-site?	53%	32%	8%	6%	1%

### Demographics

Age	
Under 20	0%
Under 40	23%
40-59	39%
60+	38%
Gender	
Female	51%
Male	40%

Tenure	
Owners	78%
Renters	22%
Residence	
Live in Fairfield	78%
Live in Gonzales	7%



## Gentle Density Survey: Comments

### Near Cook Street Village and Along Fairfield Road (194 responses)

Themes and # times they occur

Theme	#	Summary
General	45	<ul style="list-style-type: none"> <li>• Many general comments in support, support with caveats, some in opposition; often with other specific comments</li> <li>• Mix of housing = lively and eclectic neighbourhood</li> <li>• Consider climate change, sustainable transportation, listen to youth, plan for future, need diverse housing / detached housing near centre of city is not viable</li> <li>• Bought into Fairfield for what it is (socially and density), spent \$ buying and renovating. Some density ok but current proposals go too far.</li> <li>• Will ruin charm</li> <li>• Stable neighbourhood makes people happy; density causes fights to break out between neighbours</li> </ul>
Affordability	40	<ul style="list-style-type: none"> <li>• Gentle density does not meet housing need or provide affordable units</li> <li>• Don't need to make room for all who want to live here; need affordable units</li> <li>• Support it if it adds affordable housing</li> <li>• Concern for commodifying housing, gentrification, benefiting owners and/or developers, displacement of existing working poor, seniors, fixed incomes</li> <li>• Need affordable rentals</li> <li>• Limit parking to support affordable rentals</li> <li>• Need more density to address needs</li> <li>• Suites favour affluent owner over rights of renter (city does not inspect)</li> <li>• Rental suites with absentee landlord cause bylaw issues, not enough enforcement</li> <li>• Would oppose larger developments unless they have affordable component</li> <li>• Fairfield not suitable for affordability, or market can't provide it (public sector needs to)</li> <li>• Emphasize increasing rental stock</li> <li>• Supportive housing should be in plan</li> <li>• 25 year vision should provide opportunities for affordable housing – not likely to happen with overhead on development of many small lots</li> <li>• Mix and address different income levels</li> <li>• New development appeals to new residents with money, not needs of current owners and renters</li> <li>• Use incentives to support cooperatives, social housing and group homes</li> <li>• Single-detached homes not affordable to most families</li> <li>• Limiting growth to single-detached will enrich current owners, protect investment – what about others?</li> <li>• Very hard to find rental housing with more than 1 or 2 bedrooms</li> <li>• Make denser housing attractive for long-term residency – e.g. soundproofing (this is why people choose detached housing)</li> </ul>
Parking	37	<ul style="list-style-type: none"> <li>• Off street parking needed for 2 or more units</li> <li>• On street parking is one solution but makes roads dangerous</li> <li>• Not space for parking on a single property</li> <li>• Impacts of parking on green space, trees, adjacent property</li> <li>• Garden suites don't leave room for parking</li> <li>• Proximity to downtown = less driving</li> <li>• Gentle density will lead to congestion</li> <li>• Driving is a nightmare</li> <li>• Mitigate increase traffic and parking (doesn't say how)</li> </ul>

		<ul style="list-style-type: none"> <li>• Change in condo building from seniors to all ages on FF Road meant more 2-car households, parking on side streets</li> <li>• On-site parking for each unit</li> <li>• On-site parking for visitors, tradespeople</li> <li>• Acceptable if there is enough street parking</li> <li>• Consider one-way streets to add on-street parking</li> <li>• Need better transportation options – denser neighbourhood = healthier</li> <li>• Paid street parking or park on your property</li> <li>• Some of street parking should be specified</li> <li>• Don't spill out onto streets</li> <li>• Consider supporting multi-modal transportation through planning guidelines</li> </ul>
Locational	25	<ul style="list-style-type: none"> <li>• Remove area between Chapman and May east of Linden</li> <li>• Remove area between Chapman and May</li> <li>• Fairfield Road and CSV different – FF Road more appropriate for density such as apts, townhouses in two rows (vs. keep it lower density)</li> <li>• Add medium-density west of Cook Street</li> <li>• Put 4-6 storeys on Cook St., keep charm of lower-density areas (comment like Annex in Toronto)</li> <li>• Southgate should include thoughtful gentle density and multi-modal/pedestrian friendly design</li> <li>• Allow gentle density in all areas</li> <li>• Put gentle density only on main streets (ex: bus routes) but not local streets</li> <li>• City should grow outwards to avoid congestion</li> </ul>
Character/ Design	27	<p>Prefer traditional</p> <ul style="list-style-type: none"> <li>• Shafer is a good example</li> <li>• Setbacks consistent with present</li> <li>• Size/massing next to neighbours</li> <li>• Greenspace</li> <li>• New should look like houses in neighbourhood</li> <li>• Architecture siting and landscape important (as in video)</li> <li>• Respond to context</li> <li>• Don't like apartment look at Moss and May</li> <li>• Some gentle density, but keep unique character</li> <li>• Roof shape</li> <li>• Larger new builds should be sensitive to context</li> <li>• Control design, size of single-detached houses</li> <li>• Gentle density will ruin charm near village</li> </ul> <p>Traditional and modern can mix; variety of styles already exist; avoid faux heritage (one comment)</p>
Greenspace, trees	25	<ul style="list-style-type: none"> <li>• Children need place to play</li> <li>• Family friendly = some green space</li> <li>• Trees – climate change, aesthetics, ecology, stormwater, character of neighbourhood</li> <li>• Concern that density or parking will reduce trees</li> </ul>
Higher density/ apartments	22	<ul style="list-style-type: none"> <li>• Allow taller apartment buildings (several)</li> <li>• Need more housing near downtown, we are capital city not small town</li> <li>• Gentle density preferable to taller apartment buildings to maintain character (several)</li> <li>• Allow gentle density single-detached to 6-plex, but not apartments, we have too many</li> </ul>

		<ul style="list-style-type: none"> <li>• Allow apartment bldgs in traditional residential areas to be more equitable, and encourage gentle density in areas that are already dense to protect these area</li> <li>• Allow more density west of Cook Street</li> <li>• Gentle density should replace apartment capacity and targets in OCP</li> </ul>
Retention	14	<ul style="list-style-type: none"> <li>• Prefer conversions</li> <li>• Don't allow more density than what's already there if a teardown</li> <li>• Protect heritage houses; HCAs</li> <li>• Tourism, uniqueness, "charm"</li> <li>• Conversions</li> <li>• Incentivize conversions and garden suites over teardowns</li> <li>• Avoid large-scale developments (single lot preferred)</li> <li>• Don't tear down, convert</li> <li>• Pressure or incentivize conversion to higher density</li> </ul>
Family friendly	10	<ul style="list-style-type: none"> <li>• Add gentle density; single detached increasingly unaffordable to most families</li> <li>• 3br, 2 ba affordable units</li> <li>• Townhouses</li> <li>• Affordable apartment buildings</li> <li>• Housing capacity not keeping pace</li> <li>• Retiring couples need attractive options to downsize</li> <li>• Area is attractive to live in – limiting to single-detached houses will protect investments of owners, what about others?</li> <li>• Less tiny units; gentle density results in smaller units, but we need to keep young families and provide options for downsizing.</li> <li>• Need density to preserve Fairfield as a family neighbourhood</li> <li>• All options serve different life stages</li> <li>• Very hard to find rental housing with more than 1 or 2 bedrooms</li> </ul>
Housing types	15	<ul style="list-style-type: none"> <li>• Like townhouses (mention that this form is attractive to families)</li> <li>• Row houses to 3 storeys don't take away from quaint feel</li> <li>• Houseplex of 6 units too big</li> <li>• Apartments needed</li> <li>• No double row townhouses</li> <li>• Row townhouses &amp; houses with more suites</li> <li>• Townhouses, unlike houseplexes, are required to have a greater level of sound insulation (verify)</li> <li>• Single detached houses increasingly unaffordable, limiting to this form will benefit current owners but not support future families, those seeking to downsize, and will not maintain a family neighbourhood</li> </ul>
Services	8	<ul style="list-style-type: none"> <li>• Larger developments contribute to services</li> <li>• Bylaw enforcement needed (noise, garbage) if density added</li> <li>• Gentle density will lead to congestion of services</li> <li>• Focus on schools, underground utilities</li> </ul>
Process	7	<ul style="list-style-type: none"> <li>• Gentle density results in small units; we need to keep young families and provide options for downsizing. Feel many support this view but being drowned out by strident voices opposing all development</li> <li>• Asking same questions – hoping to get different answers from those who aren't tired of process?</li> <li>• Believe process is biased either towards developers or to NIMBY's</li> <li>• Term gentle density is a "sham"</li> </ul>

## Other Residential Areas (151 responses)

Themes and # times they occur (Note: Comparison of frequency may not relate directly to frequencies in the earlier table, as fewer comments were submitted to later questions in the survey)

Theme	#	Summary
Parking	33	<ul style="list-style-type: none"> <li>Some concerns are very general (“parking!”)</li> <li>Some are concerned that enough parking be provided on-site; others want parking policies that encourage alternative modes or account for future changes</li> <li>Some are concerned about loss of greenspace</li> <li>Some want more efficient use of on-street parking (e.g. charge for it); others concerned that there is not enough or that residential only needs stronger enforcement</li> <li>Some concerned about traffic congestion</li> </ul>
Character and Design	30	<ul style="list-style-type: none"> <li>Concerns that new housing address compatibility of character, setbacks, massing, etc.</li> <li>some want traditional character in new build; others see diverse character as positive</li> <li>some want to avoid large modern single detached homes</li> </ul>
Housing type	30	<p>Varied comments about which housing types may or may not fit:</p> <ul style="list-style-type: none"> <li>Some see all types fitting, meeting needs</li> <li>Some see denser types as not fitting or not fitting everywhere (e.g. larger lots, lots with 2 frontages or laneways), impacting greenspace, etc.</li> <li>Those who support for townhouses often mention preference for this type as family-friendly housing</li> <li>Some want to see policies achieve a mix of housing types</li> <li>Small number believe neighbourhood should be single-detached only, this is what they bought into, that it is desirable to maintain it as expensive</li> <li>Some want additional housing types: co-ops, shared living</li> </ul>
Affordability	29	<ul style="list-style-type: none"> <li>Concerns for affordability of new housing, availability of rental housing, displacement of residents</li> <li>Some see gentle density as preferable to single-detached houses only, in meeting future needs for young families</li> <li>Others see gentle density as too favourable to current homeowners and upper-middle-income buyers, gentrifying neighbourhood</li> <li>Some desire greater density and more affordability (apartments)</li> <li>Some desire more affordability and retention of older housing stock (e.g. conversion), protecting renters</li> <li>Some support gentle density only if it includes rental and/or affordable housing</li> <li>Some would like incentives for current homeowners to add suites; others see gentle density as too financially beneficial to homeowners</li> <li>A few see affordability or attainable housing as undesirable in Fairfield, or that it can’t be provided by the market</li> </ul>
General comments (support/oppose)	29	<p>Various comments in support of or in opposition to policies, or indicating general preferences.</p> <p>Issues such as general concerns about density, environmental footprint, meeting housing needs, community/knowning neighbours.</p>
Greenspace	24	<p>General concern for preserving greenspace, trees; strengthen tree preservation; don’t fill lots with development; don’t pave over backyards; consider ecological benefits of trees; address stormwater</p> <p>Few comments that large lots are better used to accommodate more housing</p>



Higher density / apartments	15	<ul style="list-style-type: none"> <li>• Need more apartments to provide for affordability or meet housing need (various comments about location and size)</li> <li>• Apartments on Fairfield Road (more than gentle density) but not near Cook Street Village</li> <li>• Gentle density should be used to transition from higher to lower density residential</li> <li>• Gentle density should replace the opportunity to build apartments anywhere</li> <li>• Gentle density is preferable to apartments in Trad Res areas</li> <li>• Apartments should be spread more throughout the neighbourhood for greater equity</li> <li>• More housing is suitable near downtown</li> </ul>
Location	12	<p>Variety of locational comments:</p> <ul style="list-style-type: none"> <li>• Add apartments in Traditional Residential areas to more equitably distribute (and possibly limit urban residential areas to adding gentle density to balance/protect)</li> <li>• See Cook Street Village and Fairfield Road as different <ul style="list-style-type: none"> <li>○ Support more than gentle density on Fairfield Road, or more intensive gentle density (apartments, townhouses in 2 rows); or</li> <li>○ sees lower density as appropriate east of Moss Street</li> </ul> </li> <li>• Some see most gentle density types confined to CSV and Fairfield Road</li> <li>• Some see streets like May and Moss (e.g. collectors) as appropriate for more gentle density, with lower scale on local streets</li> <li>• One comment (email) sees area from Moss Street west as appropriate for houseplexes, and east of Moss Street appropriate for lower-density forms, due to existing character of larger homes in the west</li> <li>• Some want gentle density throughout the neighbourhood or city</li> <li>• Some want transitions between higher density (urban residential) and lower density</li> <li>• Two comments that gentle density belongs in other neighbourhoods or on the westshore</li> </ul>
Retention of existing	10	<p>Concern for loss of historic character or homes</p> <p>Support/preference for conversions</p> <p>Some see diversity of periods/design as positive; retain heritage homes and add modern homes</p> <p>Concern for tourism, uniqueness</p>
Height/massing	7	<p>Some concerned about size of new development, impacts on neighbours</p> <p>Some want 4 storeys or more</p> <p>Some want to avoid 4+ storeys</p> <p>Some see 3 storeys as appropriate or needed; others as too much; others as not enough</p>
Process	7	Varying concerns about different groups having too much influence or not enough: renters; families; homeowners; developers
Need for family housing	6	See affordability, size of units, unit type (e.g. townhouse), presence of greenspace
Services and amenities	3	<p>Desire for new development to contribute to infrastructure, amenities</p> <p>Concern that existing services (sewer, hospital, schools) are not adequate</p> <p>Some concern that bylaws be enforced (noise, garbage collection)</p>
Green building	2	Support for green building/sustainability requirements





# Fairfield Plaza Neighbourhood Group Collaborative Community Plan April 2018





# Summary

## Fairfield Plaza

Since the mid 1900's the Fairfield Plaza has been an integral part of our neighbourhood. It provides us with a place to shop, meet, work and engage in community events.

In the Draft Fairfield Plan, the Plaza is designated as a Large Urban Village. Fairfield Plaza does not look, feel or function like a Large Urban Village. Nor does it equate to a Small Urban Village as defined in the Official Community Plan (OCP).

We suggest an OCP amendment to enact a separate and distinct designation, such as the "Fairfield Plaza Shopping District" Why? - to highlight the Plaza's uniqueness. It is an iconic plaza in a vintage neighbourhood across from a designated heritage site (Ross Bay Cemetery).

The Plaza and surrounding area are located in a zone with significant amplification potential. In the event of a large earthquake should, high densities at this site, compared to sites with more suitable geology, will increase the costs of the disaster. Further, soil conditions warrant careful geotechnical analysis as a prelude to any proposed redevelopment of the site.

The scale and mix of services in the existing Plaza serve the local community well. According to a recent Retail Demand Analysis by Colliers, there is little need for further retail intensification.

We recommend that, should redevelopment occur, it should achieve a form and scale sensitive to the traditional residential neighbourhood around it, as well as to the open space and ambience found in the historic cemetery across the street.

We recommend site specific guidelines to ensure the Plaza will remain a local community shopping area, not a destination site. This means limiting the height to two storeys and FSR to 1.25, and limiting the size of individual commercial spaces to ensure they are pedestrian oriented.





# Summary

## Traditional Residential Neighbourhood

Housing is the primary land use in Fairfield – Gonzales. With its essential characteristics and proximity to local commercial service needs, waterfront, downtown, family-friendly amenities and major parks, Fairfield – Gonzales is a desirable place to live. One purpose of this neighbourhood land use plan is to provide some certainty that areas for families to live and grow will be preserved in Fairfield – Gonzales.

The community wants to keep its essential characteristics: the experience of green, open space as you move throughout Fairfield – Gonzales with its landscaped front and rear yards, the historic and vintage character of its classic pitched roof housing, and the low-rise heights and street-orientation of its housing and commercial buildings. The community knows from its collective experience that back yards matter for quality of life. Infill and replacement of existing housing must be with types of housing that reflect these essential characteristics of Fairfield – Gonzales.

The community believes that the current zoning bylaws with minimum site and maximum density requirements are necessary and sufficient to manage gradual growth across the community. A new dwelling type that the community is interested in developing with the City of Victoria is a zoning bylaw for tri- and quad-houseplexes that carry capacity for 3 bedroom family units. A houseplex is preferable to townhouses on lots of sufficient size in all areas of Fairfield – Gonzales, including along Fairfield Road. Apartment buildings are not an acceptable land use for this family focused area, not even along Fairfield Road.





# Introduction

The first draft of the City of Victoria Fairfield Neighbourhood Plan envisioned double row town houses and 3 storey apartments for our Fairfield Plaza Neighbourhood, and a large urban village for the Fairfield Plaza with up to 6 storey apartments. Few, if any who, live here want that. In the draft plan was “Sub Area 4”, which explicitly discouraged gradual density small lot development and explicitly encouraged land assembly for rapid densification with double row townhouses. “Sub Area 4” was the “red flag”, which lead to the formation of the Fairfield Plaza Neighbourhood Group (FPNG). The current draft Fairfield Neighbourhood Plan reimagines and labels the Fairfield Plaza as a large urban village, 3 to 6 (bonus density) storey apartments, with transition zones (extending the density) outwards from the plaza. If you think you’ve heard or seen of this rapid densification and destabilizing of neighbourhoods before, you have. This is what Vancouver has done.

In response to this reimagining of our neighbourhood by non residents, we, through listening to our neighbours, running focus groups, having a Town Hall meeting and having an e-vote of our membership, the Fairfield Neighbourhood Plaza Group (FPNG) have written our own Collaborative Community Plan. It focuses on what are our core values: preservation of front yard and private back yard green space, having a low profile for the built environment, single detached and duplexes being the core housing component of the neighbourhood, with town homes and house plexes in specific locations. Our plan harmonizes with the geology that we live on: Fairfield Plaza is on one of, if not the highest, amplification zone in the City. We recognize the folly and future costs burden of putting large populations on areas of the highest earthquake risk. Our plan respects the significant historical Ross Bay Cemetery. By not imposing in mass, (not having a “street wall”) our vision of Fairfield Plaza achieves a form and scale that takes into consideration the traditional single detached houses adjacent, as well as the open space and ambience found in the historic cemetery across the street.



Many, in the Fairfield Plaza Neighbourhood don’t want any change at all. However, a rise in population for the Fairfield Plaza Neighbourhood is inevitable. It is unrealistic not to accept population growth. The Fairfield Plaza Neighbourhood wants a rate of gradual densification that does not destabilize our neighbourhood. Gradual densification will ensure that the future developments do not harm our successful commercial district, the Fairfield Plaza, or the residential areas. With these goals in mind, the neighbourhood supports more duplexes and basement suites in single detached houses and in duplexes. In appropriate locations, town houses in one row, each dwelling with front and back yards, will allow densification.



The Fairfield Plaza Neighbourhood Group wants a Fairfield Neighbourhood Plan which is made by neighbours for neighbours. Our plan reimagines Fairfield Plaza Neighbourhood as accepting gradual density without encouraging land speculation or destabilizing our neighbourhood or commercial district. The Fairfield Neighbourhood Plan must be clear in its intent in the by-laws and guidelines, so development expectations are understood by residents and developers. We want to avoid endless variance requests, and rezoning applications which will make the Neighbourhood Plan meaningless.

Community expectation is that our community collaborative plan will point the way in the form and pattern, the guidelines, and the new by-laws of the new Fairfield Neighbourhood Plan for the Fairfield Plaza Neighbourhood.

Respectfully,  
Fairfield Plaza Neighbourhood Group

# Fairfield Plaza

## What is the existing Fairfield Plaza? (And what does it mean to us !)

The Fairfield Plaza has been an integral part of this traditional single family neighbourhood since the mid 1900's. It provides for a wide variety of retail/service outlets and serves the local community's shopping needs. It also provides a place to meet and engage in community events.

It encourages "walk in" shopping by surrounding residents. It is local serving and **not** a destination shopping plaza.

The current zoning contemplates a small scale (one storey) commercial development as it presently exists. The built form is compatible with neighbouring residences and also provides a respectful transition from the historic Ross Bay Cemetery, not competing in terms of scale and built form.

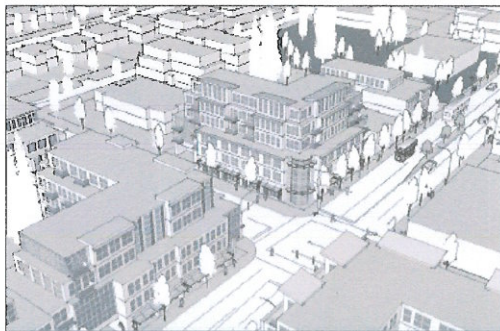
Family, community, and safety are all important values for this Fairfield Community. The Fairfield Plaza contributes to those values in a very meaningful way.

## What is envisioned in the City of Victoria DRAFT FAIRFIELD NEIGHBOURHOOD PLAN?

In the draft plan, the Fairfield Plaza is designated Large Urban Village( examples of which are James Bay Village, Cook Street Village, and Quadra Village)

## What is a Large Urban Village?

It typically has a variety of shops and services that serve a much larger area in terms of circumference and popu-



Large Urban Village – Overview

Official Community Plan July 2012  
Update July 13, 2017  
City Of Victoria  
Section 6 Land Management & Development  
Figure 9A P 50



Large Urban Village – Street View

lation. Typically a Large Urban Village encourages "destination" shopping outside the local community.

Large Urban Village storefronts are typically right at the street frontage with direct pedestrian access from the sidewalk. Often there are separate buildings within a Large Urban Village, usually separated by streets.



## What is a Small Urban Village?

The draft Fairfield Plan also refers to areas designated as a Small Urban Village (examples being at Moss & Fairfield, and at Moss and May Streets).

A Small Urban Village as envisioned in the OCP (Official Community Plan), implies more of a cluster of shops/services typically around or separated by streets and within separate buildings. Access to stores is usually directly from the sidewalk

These areas are typically much smaller than a Large Urban Village and serve a local community.

## Which Designation Best Suits the Fairfield Plaza?

Neither. We believe the Fairfield Plaza site needs its own separate designation.

### **"THE FAIRFIELD PLAZA SHOPPING DISTRICT"**

*Neither of the above designations (Large Urban Village or Small Urban Village) capture the essence of what the Fairfield Plaza is or should be in the community.*

*It does not meet the definition of either a Large or a Small Urban village( It is a single building, with various shops /services therein, NOT separated by streets and has no direct pedestrian access to storefronts from the City Sidewalk). Shops are not clustered around nor separated by streets.*

*Fairfield Plaza is unique and needs its own designation as "The Fairfield Plaza Shopping District".*

## Why a separate designation?

It is to highlight the Plaza's uniqueness in the city and honour it as a long time community focal point. This is an iconic Plaza in a vintage neighbourhood across from a Designated Heritage Site (the Ross Bay Cemetery). A "one of a kind" local serving /meeting place.

While it would be nice to have the Plaza stay in its current form in perpetuity, this is not realistic, and therefore, it is likely redevelopment will take place at some future date.

The City needs to therefore partner with the community **now** to come up with a future "vision" for this site that would be palatable for stakeholders.



## What are we suggesting?

Along with an amendment to the OCP (Official Community Plan) for this site to have its own designation as **"The Fairfield Plaza Shopping District"**, we recommend site specific regulations and guidelines that would ensure any redevelopment, in design and function, will still be seen as a "local community" shopping area and by design **not** encourage "destination" shopping.

Guidelines should call for respecting the surrounding neighbourhood, achieving a form and scale that takes into consideration the adjacent traditional single family housing as well as the open space and ambience found in the historic cemetery across the street.



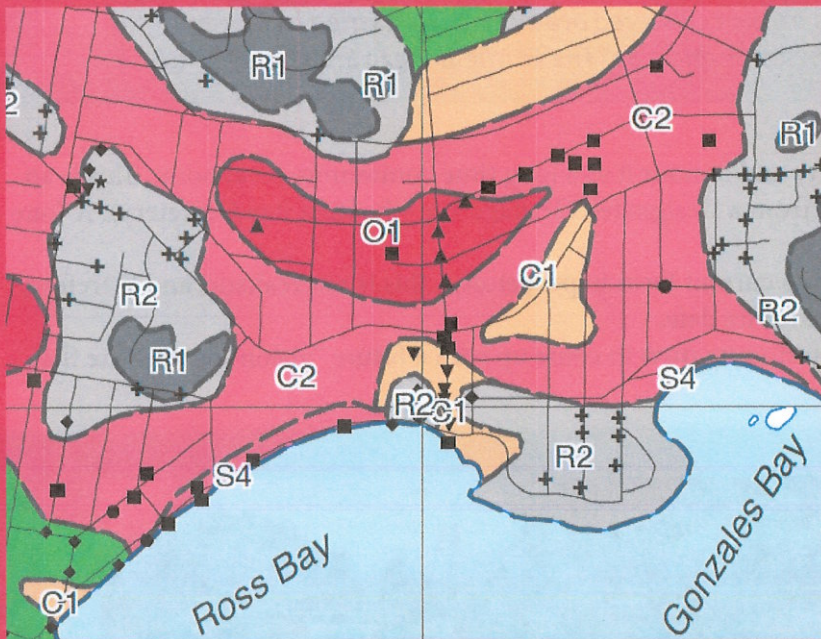
### Transitioning to adjacent sites must be achieved on site.

Guidelines should address improvements to the public realm and pedestrian ingress/egress from streets.

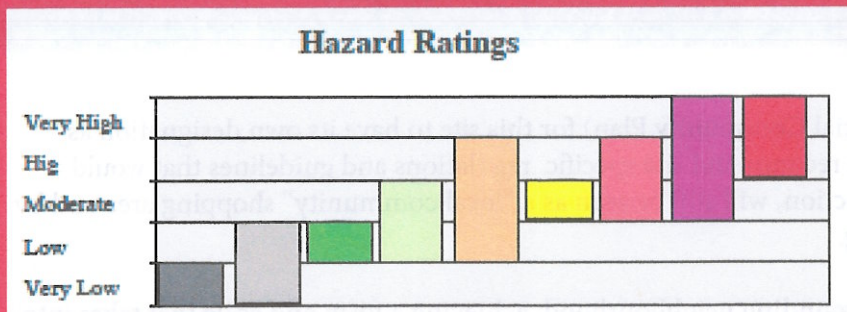
Uses would have to be carefully defined (i.e. retail commercial, office commercial, and service commercial) to ensure they are small scale and serve the needs of the local community.

In order to ensure that the number and variety of shops/services are maintained in any future development, we suggest max. 25ft frontages and restrictions on types of uses that can go in (on the ground floor particularly) to ensure they are pedestrian oriented (It would not be appropriate to have 3 shops consolidated into a large furniture store, for example). Shops and services should be pedestrian oriented.

If an upper floor was contemplated, types of uses therein would need to be appropriate for community use. For example, there is plenty of general office space in the city, and therefore, it would be discouraged (i.e. corporate offices). On the other hand a "commercial office" space, (for example, lawyers/accountants) would be encouraged it would serve the needs of the local community.



Geological Survey Branch Map  
Relative Amplification of  
Ground Motion Hazard of  
Greater Victoria  
Geoscience Map 2000-3b.



### Amplification AREA

The site is in an area of significant seismic amplification potential, and therefore, it is important that geotechnical analysis be required (**prior to any proposals**). This is to ameliorate any impacts from construction, including pile driving, on adjacent residences and also on the cemetery.



## Why change what we have?

The following is information obtained from a Colliers report (Jan 13, 2017 – Retail demand analysis for Fairfield/Gonzales):

“Of the two villages, Cook Street should be the focus of retail and residential intensification because Ross Bay Village (Fairfield Plaza) already has a grocery anchor (Thrifty Foods) and there is little room for further retail intensification. Concentrating retail and residential intensification along Cook Street between Oscar and Park Boulevard further strengthens Cook Street’s retail reputation and attractiveness.”

“The Fairfield and Gonzales neighbourhoods are desirable areas due to their established residential character, close proximity to downtown, high degree of walkability, and availability of shops and services. On average, households have greater incomes in the Fairfield and Gonzales neighbourhoods relative to the city as a whole.”

The existing Plaza serves the local community well in its current form. There is no indication that additional retail/service area is necessary, nor desirable, at this location.

The Fairfield Plaza is an integral part of our community, and we want to keep it that way.

**Therefore, should redevelopment occur, it should be similar, in scale and use, as existing.**

**We would recommend a “cap” on FSR at maximum 1.25 and a “cap” on height to maximum 2 storeys, to ensure that the character of our neighbourhood is preserved.**





# Back Yards Matter





# Traditional Residential Areas

The Traditional Residential Areas are envisioned to contain ground and street-oriented housing including single detached homes, small lot homes and duplexes, all with the possibility for secondary suites. Townhouses are a rare type of housing in Fairfield – Gonzales with current examples as intense land users void of private useable yard space for family living, and their growth is therefore not supported for this area.

A new housing concept that can be made to look and feel familiar to existing historic houses in Fairfield – Gonzales on suitably sized large lots is the houseplex type – a triplex or a quadplex – with 3 or 4 self-contained family residences of at least 3 bedrooms for each residential unit. Proposals for replacement housing must demonstrate that access to private use back yards for each residence matter.

This chapter seeks to provide the opportunity for a variety of infill and replacement housing types to be added incrementally, in appropriate locations. Design of new housing should always relate well to neighbouring housing, support street and private lot trees, respect and embrace landscaped front and back yards, and transition unobtrusively maintaining an low height level away from parks and institutions in the area.

## URBAN RESIDENTIAL HOUSING AREAS

### 8.2 Transition Urban Residential Areas

NB: this is a vulnerable low lying urban residential area between Dallas Road and Bushby Street

insert 8.2.1 c) Building Setback shall be the greater of 15m from the future Estimated Natural Boundary of the sea at Year 2100, or a horizontal distance until the natural ground elevation contour reaches the Year 2100 projected Flood Control Level (BC Ministry of Environment Guidelines for Management of Coastal Flood Hazard Land Use) for this area known as Sea Level Rise Focus Area 14 (Capital Regional District Flood Hazard Guidelines).



## TRADITIONAL RESIDENTIAL HOUSING AREAS

### INTENT:

The Council of the City of Victoria has a goal of accommodating more citizens within its boundaries. To aid this goal and accomplish gradual density over the next twenty year planning period without losing the quality of



life in the neighbourhood, this local area land use plan requires using existing site capacity and density zoning requirements for Fairfield – Gonzales. The community wishes to participate in the consideration of each application for rezoning. Therefore, pre-zoning all or parts of the area is not a part of this neighbourhood plan.

The objective of this neighbourhood plan is to support existing and new housing of different types to continue the gradual growth of our diverse population of families. The Fairfield - Gonzales neighbourhood is a traditional residential area for families living in ground and street-oriented housing with access to useable private yards. This open space element of each existing and new residence will continue the essential character of the Fairfield - Gonzales neighbourhood.

Buildings with pitched roofs are encouraged for architectural compatibility and buildings with flat roofs are considered an inappropriate design for the character of the neighbourhood. Architectural design for 'aging-in-place' and physically accessible housing should be incorporated in all new and renovated housing forms. The inclusion of secondary suites is not intended to support variances to building size to accommodate more above-grade floorspace than would otherwise be supported. Off-street parking spaces should be included for each self-contained residence, and accessed from a flanking street or laneway, where possible.

#### 8.4 SUB-AREA 1 – GENERAL AREAS

Maintain the existing neighbourhood character with infill and replacement housing appropriate to the neighbourhood context. An essential element of the Fairfield - Gonzales neighbourhood character includes useable private outdoor space for each self-contained residence.

Housing types in Traditional Residential Areas are listed in order of community preference in the table below. Their respective existing zoning bylaws are listed adjacent to them.

a) Single detached house	R1-B = Single Detached Dwelling R1-G = Gonzales Single Detached Dwelling
b) Small lot house	R1-S2 Zone Restricted Small Lot R1-G2 Zone Gonzales Small Lot
c) Duplex	R-2 Zone Two Family Dwelling
d) House conversion	Schedule G House Conversion Regulations
e) Houseplexes 3-4 units on lots of sufficient size	Not yet developed in Victoria
f) Street facing Townhouses in a single row on corner lots or laneways	R-K Zone Medium Density Attached Dwelling

All of the housing types may include secondary suites. Apartment buildings of any size are not a suitable family housing type for the Fairfield - Gonzales neighbourhood, for at least 400 metres surrounding Fairfield Plaza, nor Fairfield Road from Moss Street to Foul Bay Road.

#### Delete: 8.5 SUB-AREA 2 FAIRFIELD ROAD CORRIDOR

Remove the designation of Fairfield Road as a Corridor and keep it as Traditional Residential Area. To be considered as a 'Corridor' Fairfield Road would be identified as an Arterial or Secondary Arterial street (OCP DPA 7A Corridors page 217) and have a primary purpose of commercial, industrial and multi-family residential use,

particularly commercial. But, in fact, Fairfield Road does not qualify as a Corridor because it is rated as a Collector Street (Street and Traffic Bylaw), as it forms a primary route from local streets to arterials (Cook Street) and is a minor transit route and limited truck route (Highway Access Bylaw).

The three existing small apartment buildings on this portion of Fairfield Road between Moss Street and Foul Bay Road are 65, 71 and ~9 years old respectively. They are historical rezoning abnormalities in the neighbourhood that cannot accommodate families and should not be repeated under any circumstances.

## TRADITIONAL RESIDENTIAL HOUSING TYPES

### 8.7 SINGLE DETACHED HOUSE

#### INTENT:

Support the growth and adaptation of single detached houses throughout the Fairfield - Gonzales neighbourhood by supporting the replacement and addition of single homes within. Secondary suites are supported in existing and new single detached houses.

8.7.1 Locations: In all areas including Fairfield Road.

8.7.2 Site and density requirements – minimums and maximums:

<b>FPNG Proposal Single Detached Dwelling</b>	
Site: Minimum Lot Size	460 m <sup>2</sup> (5,000 SF)
Density: Site Coverage maximum	40% in F and 30% in G including accessory buildings
Density: Open Site Space minimum	50%
Density: Building Height maximum	2 storeys without a basement and 1 ½ storeys with a basement
Site: Minimum Lot Width	15 m (50 ft)
Site: Minimum Setbacks	7.5 m (25 ft) for front yard, 7.5 m for rear yard in Fairfield or 9.0 m in Gonzales or 25% of lot depth whichever is greater, 3 m (10 ft) for one side yard and 15% of lot width for the other side yard
Density: Floor Space Ratio maximum	0.5
Minimum Off-street Parking	1 parking space for each self-contained residence

F = Fairfield; G = Gonzales





- 1

Clarify the anticipated density in this Core Residential area from unspecified to 2:1 floor space ratio (FSR) with opportunities for bonus density up to approximately 5:1 FSR considering public benefits (amenities and affordable housing).
- 2

Reduce the anticipated density in this Core Residential area from a range of 2:1 FSR to 3:5:1 FSR, down to 1:2:1 FSR to 2:5:1 FSR.
- 3

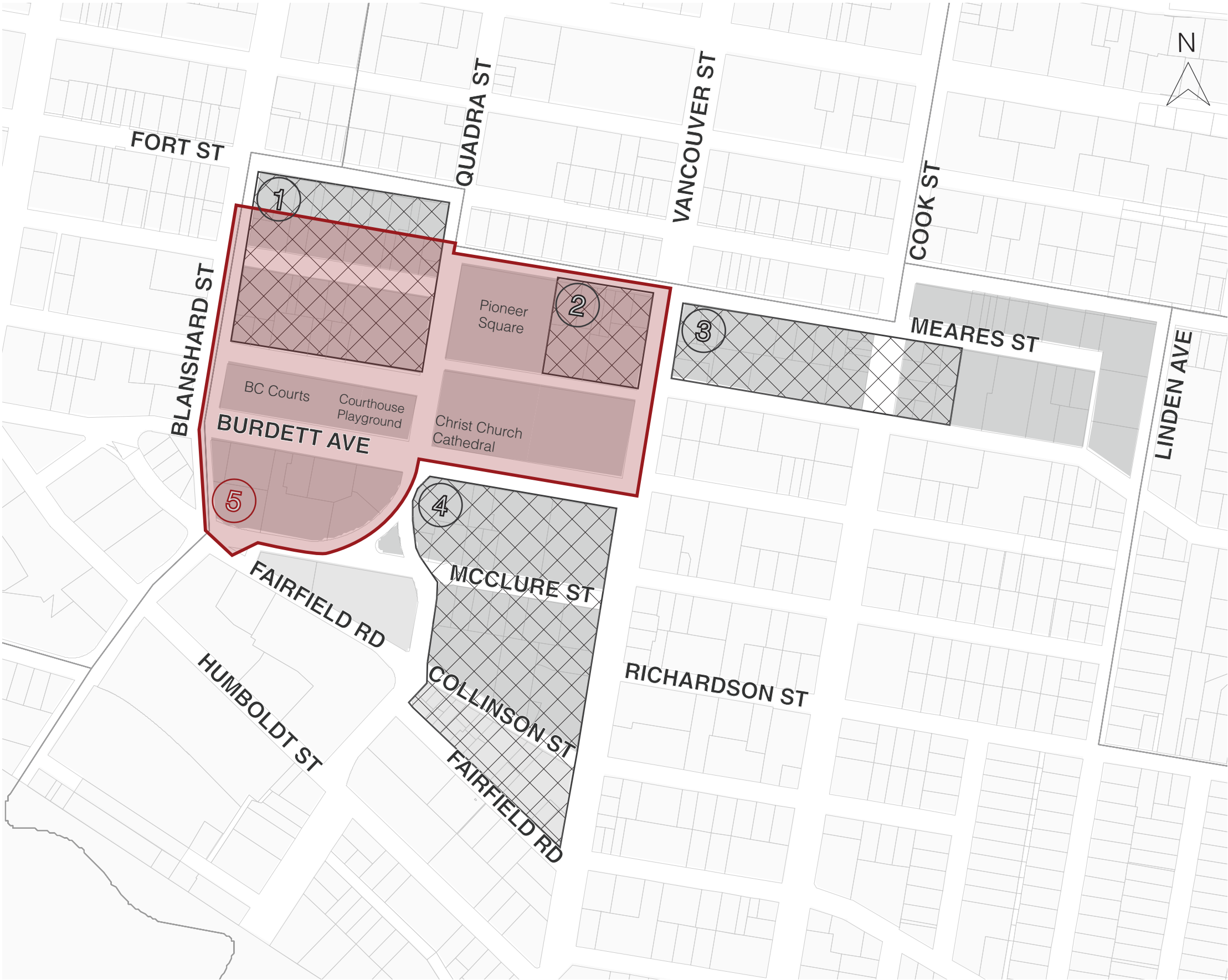
Reduce the anticipated density in this Core Residential area from a range of 2:1 FSR to 3:5:1 FSR, down to 1:5:1 FSR to 3:1 FSR.
- 4

Increase the Maximum bonus density which may be considered from approximately 2:1 FSR to 2:5:1 FSR.
- 5

Update the Cathedral Hill Development Permit Area Guidelines to address separation between buildings, landscape frontages, and sunlight access for Pioneer Square and Provincial Law Court Green

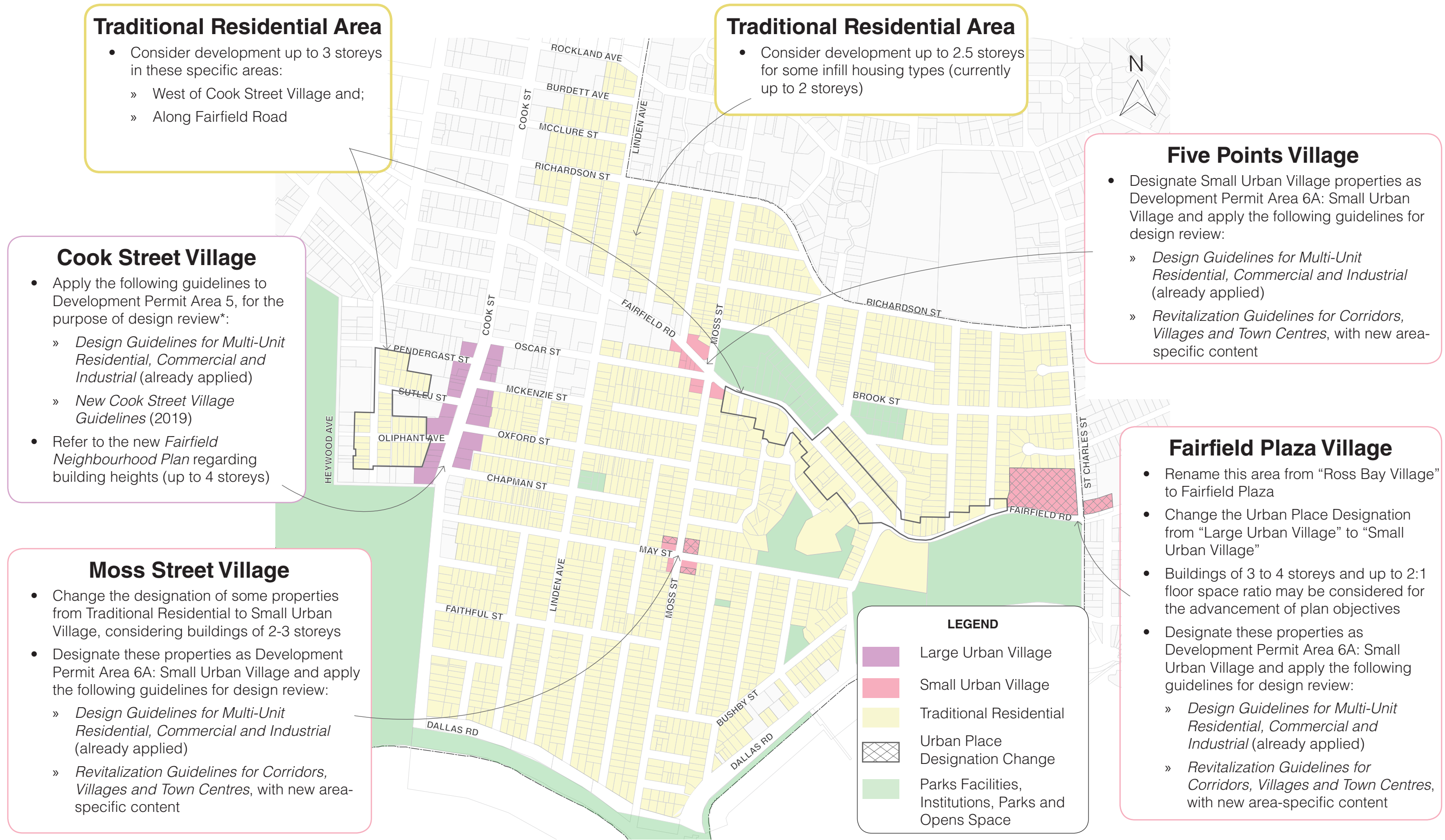
West of Quadra Street, update the OCP and Downtown Core Area Plan to consider building heights consistent with the Fairfield Neighbourhood Plan for the purpose of achieving better building separation should future development occur:

- Up to 12 storeys north of Courtney Street (up from 10) and;
- Up to 10 storeys south of Courtney Street (up from 6)





# PROPOSED OFFICIAL COMMUNITY PLAN AMENDMENTS







# Revitalization Guidelines for Corridors, Villages and Town Centres

2019

See blue text on page 10 for the proposed additional content for these Design Guidelines, based on the Draft Fairfield Neighbourhood Plan

## Publishing Information

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Cover photo credit: [TBD](#)



# Revitalization Guidelines for Corridors, Villages and Town Centres

## Preamble:

These guidelines apply to designated Corridors, Villages and Town Centres and are intended to supplement the *Design Guidelines For: Multi-Unit Residential, Commercial and Industrial, July 2012* which address form and character of developments across the city.

It is intended that both guideline documents will be considered together in conjunction with other applicable guidelines noted in each designated development permit area as detailed in the *Official Community Plan*. Collectively, the guidelines are intended to guide applicants in achieving new development and additions to existing buildings that result in design excellence, livability, and high-quality pedestrian environments. This is intended to contribute to sense of place and urbanism that is responsive to Victoria's context, while enabling flexibility and fostering creativity.

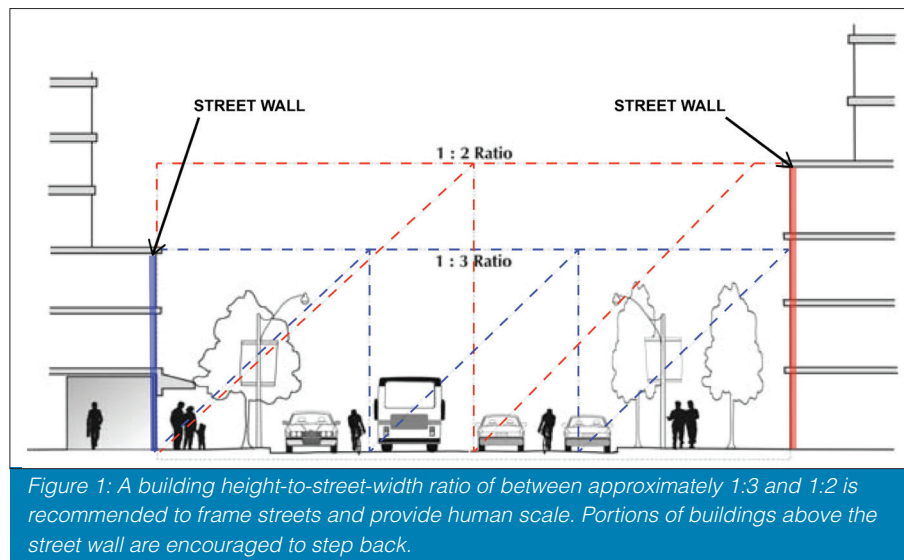
All visuals in this document are provided for illustrative purposes only to support description of the guidelines.



# General Guidelines

## 1) Context and Streetscapes:

- a. Buildings flanking streets should create a sense of enclosure and human scale. To achieve this, buildings fronting streets should provide a “street wall” that is at a height approximately 1/2 to 1/3 the width of the flanking street. This can be expressed as a street-wall-to-street-width ratio range of approximately 1:2 to 1:3. For buildings located on corner sites, this principle should be applied to the facades facing both streets where possible.



- b. To mitigate the visual impact of building height and to maximize sunlight exposure to the street, the upper portions of buildings above the street wall should be set back by at least two metres.
- c. Where an established pedestrian-friendly street wall exists, the front facade of new buildings should be generally aligned with adjacent buildings to create visual continuity along the streetscape.
- d. Buildings with commercial uses at grade should generally be built up to the sidewalk. Portions of the front facade may be set back from the front property line to accommodate features such as patios, courtyards or seating areas.
- e. Buildings should create “eyes on the street” and public spaces by orienting doorways, windows and balconies to overlook sidewalks, walkways, parks and other open spaces.
- f. Consider unique rooflines for taller buildings that have a visually prominent location (e.g. at corners, or at terminating vistas of streets) in order to create a distinct landmark.

## 2) Building Design:

- a. Building facades, especially those facing streets, should be well-designed and articulated with human-scale architectural features that create visual interest for pedestrians. Facade designs should consider the rhythm and pattern of existing building facades and architectural elements in the surrounding context, such as building articulation, rooflines, window placement, entryways, canopies and cornice lines.
- b. Large expanses of blank walls should be avoided. Where this is not possible, design treatments such as vertical plant materials, landscaping, art (e.g. mosaic, mural or relief) or the use of other building materials and building elements are encouraged to add visual interest.
- c. Weather protection for pedestrians should be provided in the following manner:
  - a) Individual canopies or awnings of sufficient depth should be provided to protect pedestrians from inclement weather, especially at building entrances.
  - b) The underside of canopies should be illuminated.
  - c) Canopies with translucent or frosted glazing are encouraged to maximize winter sunlight, particularly for north-facing facades.
- d. For buildings located on a corner, the corner design should include an architectural feature that addresses and emphasizes the corner. Strategies to achieve this include but are not limited to a chamfered or setback corner, prominent glazing, or a primary building entrance oriented to the corner.
- e. The first storey of a mixed-use or commercial building should be designed with a minimum floor-to-ceiling height of at least 4m and a minimum depth of approximately 10 metres to accommodate a range of commercial uses.
- f. Buildings with commercial uses at grade should be designed with a series of modulated storefronts and entrances, with transparent glazing. This design strategy is encouraged even where the building has a single tenant or use.
- g. Buildings that extend along sloping sites should be designed to follow and respond to the natural topography while maintaining a strong relationship of facades and building entrances to the street. Where retaining walls are unavoidable, they should be designed to ensure that they do not negatively impact the pedestrian experience along adjacent sidewalks.



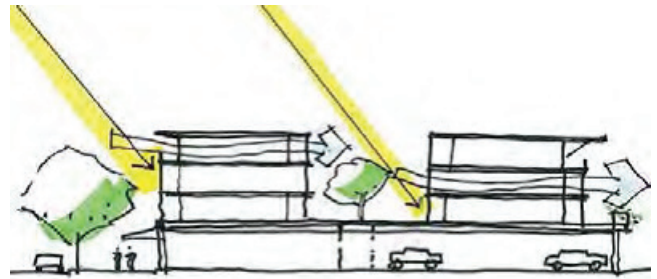
*Figure 2: Modulated, transparent storefronts create interest for pedestrians and encourage activity along the street.*

## 3) Parking:

- a. Parking should be located underground or to the rear of buildings to provide human scale pedestrian environments. Where rear yard surface parking is proposed, building designs and landscaping interventions should be employed so that parking is integrated into sites in a manner that results in an attractive and safe environment.

## 4) Livability:

- a. Where two or more buildings are located on a single site, or where a single structure contains two or more building elements above a common base or podium, a comfortable separation space should be provided for residential units, with consideration for window placement, sunlight penetration to residential units, and adequate spaces for landscaping.
- b. Multi-unit buildings should be designed to provide a sensitive transition in scale to adjacent, smaller developments through considerations for massing and other design features. Strategies to achieve this may include but are not limited to setting upper storeys back, varying roof lines, siting or scaling buildings to reduce shading, etc.
- c. Residential building designs are strongly encouraged to include common outdoor space such as landscaped courtyards or rooftops, where possible.
- d. Buildings with residential use should be designed so that units receive daylight and natural ventilation from at least two sides of the building, or from one side and a roof. Where possible, provide dwelling units with a choice of aspect: front and back, or on two sides (for corner units).
- e. Residential buildings located along busy arterial streets should incorporate design features that minimize noise and pollution impacts (e.g. triple-pane glazing, residential units oriented towards courtyards, design of residential units with multiple orientations or side orientations, and building air intakes located away from the road).
- f. As a means to improve privacy between adjacent buildings, consider design solutions such as window size, window height, window placement and orientation, exterior landscaping, privacy screens or the use of frosted glazing on balconies.
- g. Pedestrian walkways that connect the primary entrance of multi-unit residential or commercial buildings with the adjacent public sidewalk should be a minimum of 2 m wide and distinguishable from driving surfaces by using varied paving treatments.



*Figure 3: Comfortable separation space allows for sunlight access to individual units and outdoor spaces.*

## 5) Materials and Finishes:

- a. Exterior materials that are high quality, durable and capable of withstanding a range of environmental conditions throughout the year are strongly encouraged, particularly on lower portions of buildings that are more closely experienced by pedestrians. High quality building materials include but are not limited to:
  - Natural wood
  - Composite materials
  - Brick masonry
  - Glazed tile
  - Stone
  - Concrete
  - Flat profile “slate” concrete tiles
  - Glass and wood for window assemblies
  - Standing seam metal roofing
- b. Light-coloured, heat reflective and permeable paving materials are encouraged for hard surfaces such as parking areas, walkways, patios and courtyards as a means to reduce storm water run-off and reduce heat-island effects. Light-coloured or heat reflective materials are also encouraged for rooftops to reduce heat island effects.

## 6) Landscaping and Open Space:

- a. Buildings that include residential units should include private open space (e.g. balconies, porches) or easily accessed shared open space in the form of courtyards, green spaces, terraces, yards, play areas or rooftop gardens.
- b. The rear yard of multi-unit or mixed-use 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.
- c. Landscape design should consider the local climate and water efficiency through species selection, including selection of draught-tolerant species, efficient irrigation systems or design of unirrigated landscapes, use of run-off for irrigation, presence of rain gardens and other approaches.
- d. Consider features in landscaping or open space that add to sociability, such as shared areas to sit, garden plots, play areas, balconies fronting courts, etc.



# Area-Specific Guidelines

In addition to the General Guidelines, the following guidelines apply to each specific designated area.

## 1) Town Centres

### a. Mayfair Town Centre

- i. Taller buildings should generally be focused in the western part of the site, near Douglas Street.
- ii. Design taller buildings to have a clear architectural distinction between the base (podium or street wall portion), middle and upper portion of the building.
- iii. The podium base or street wall portion of buildings are encouraged to be three to five storeys (approximately 10–15 m) in height.
- iv. Major redevelopment of the Mayfair Shopping Centre should incorporate an internal network of pedestrian-friendly streets and connections between Speed Street, Nanaimo Street and Oak Street in order to create a structure of city blocks and to support permeability for pedestrians, cyclists and vehicles.
- v. Building design should emphasize Douglas Street as the primary retail street of the Mayfair Town Centre. However, building designs should not “turn their back” on adjacent streets. Instead, provide facades that address all street frontages and are consistent with the General Guidelines for Building Designs (SECTION 2).
- vi. Building design that results in a landmark expression is encouraged at the intersection of Douglas and Finlayson Streets.
- vii. The tower portions of buildings above six storeys in height should generally be sited and designed to maintain access to sunlight, with a sufficient face-to-face separation distance between towers on the same site, and a sufficient clear distance to lot lines abutting other developable parcels. A desired face-to-face separation distance for towers at the Mayfair Shopping Centre site (the area bounded by Douglas Street, Nanaimo Street, Blanshard Street and Tolmie Avenue) is 25 metres.

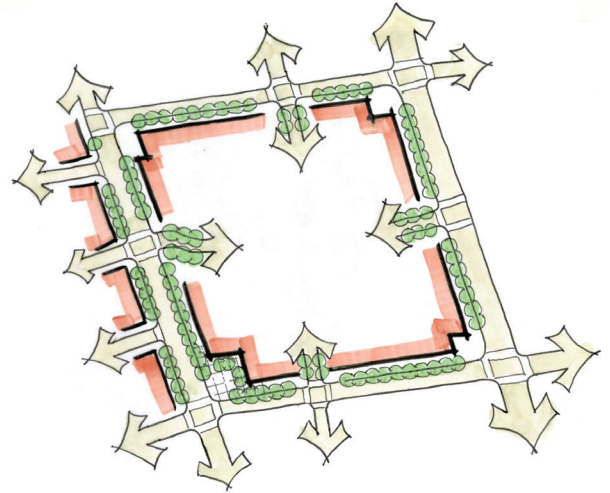


Figure 5: Major redevelopment of the Mayfair Shopping Centre site should establish an internal block structure connecting to adjacent streets.

## 2) Villages

### a. Gorge at Irma Village

- i. Development within this village should create multiple smaller storefronts facing Gorge Road and turning the corner onto Irma Street to support a variety of neighbourhood-oriented commercial uses.

## b. Craigflower Village

- i. Craigflower Village is envisioned as a neighbourhood-serving area with smaller storefronts, facades activating street or park edges regardless of use, and with scale transitioning to the adjacent neighbourhood. To achieve this:
  1. Buildings with commercial uses at grade should feature frequent entries and smaller storefront modules. A maximum distance of 10 metres for each module should be maintained.
  2. Between Raynor Street and Russell Street, new buildings should be sited close to the sidewalk's edge, regardless of use. Greater setbacks are encouraged where they accommodate residential or commercial patios or porches.

## c. Catherine at Edward Village

- i. Buildings fronting along Catherine Street between Edward Street and Langford Street are encouraged to establish a consistent streetwall close to the sidewalk's edge, regardless of use, with individual entries on the ground floor. Greater setbacks are encouraged where they accommodate residential or commercial patios or porches.
- ii. Features which activate the frontage (e.g. glazing along the ground floor, entries, patios or porches, and windows or balconies providing for surveillance of the public realm) should wrap around the corner to activate the laneway (Bella Street) as a pedestrian or gathering space and provide for surveillance.
- iii. Establish sensitive transitions to adjacent lower-scale residential development, considering building massing, access to sunlight, privacy, and landscape.

## d. Westside Village

- i. The section of Wilson Street stretching from its intersection at Bay Street and running east along the edge of Vic West Park is envisioned as an important gathering area. In addition to the General Guidelines, development in this area should provide frequent entries and be set back to provide sufficient space for pedestrian circulation, patio dining and street furniture along the Wilson Street frontage.

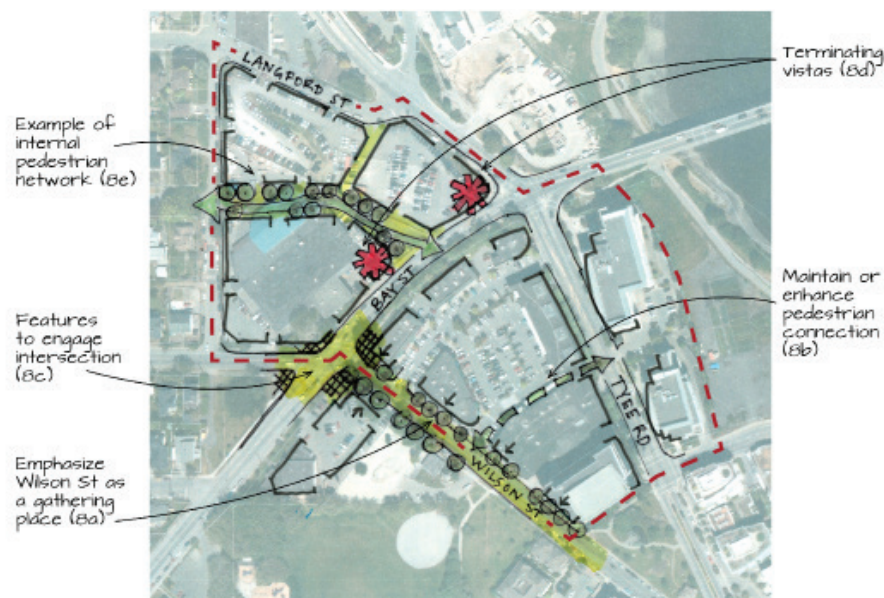


Figure 6: Conceptual illustration for Westside Large Urban Village.

- ii. With new development, maintain or enhance the pedestrian connection that links Tyee Road to Wilson Street through the site as illustrated conceptually in Figure 6.
- iii. Buildings fronting on the Wilson Street – Bay Street intersection should engage the intersection with corner entries, enhanced pedestrian treatments or small plazas.
- iv. Buildings at the two identified terminating vistas on the west side of Bay Street, identified in Figure 6, should create a distinct landmark consistent with the General Guidelines.
- v. With redevelopment of the block west of Bay Street, new development is encouraged to create an internal pedestrian and/or road network linking the neighbourhood to the west, Bay Street, and Langford Street. (See, for example, conceptual illustration in Figure 6.)
- vi. In order to transition sensitively to the neighbourhood to the west, buildings fronting Alston Street should establish a streetwall of no more than 3 storeys as viewed from Alston Street, with modest landscape setbacks, architectural design and features (such as windows and doors) which activate the public realm.
- vii. Langford Street between Alston Street and Tyee Road is envisioned as an opportunity to establish a physical environment accommodating a mix of employment uses, possibilities for artisan, production, and similar uses mixed with pedestrian activity. Buildings fronting Langford Street are encouraged to be designed with frequent entries, individual storefront modules, and features such as roll-up doors or loading bays which can accommodate a variety of uses.
- viii. See also Supplementary Guidelines for Light Industrial Uses in Victoria West Corridors and Villages (section 11 of these Guidelines), if such uses are anticipated.

#### e. Fairfield Plaza

##### *Key Principles for site layout*

- i. Transitions to the surrounding lower-scale residential neighbourhood should occur on site. Strategies to achieve this include: a landscaped setback space; tree planting and other vertical landscape elements; building setbacks, massing and/or stepbacks that result in sensitive transitions from existing development and avoid shading adjacent yards; the location of windows and balconies to avoid overlook and respect privacy; and screening of any mechanical equipment.
- ii. The site should incorporate a plaza (public gathering space) and publicly accessible internal street network with clear visual and pedestrian connections to the surrounding street and open space network.

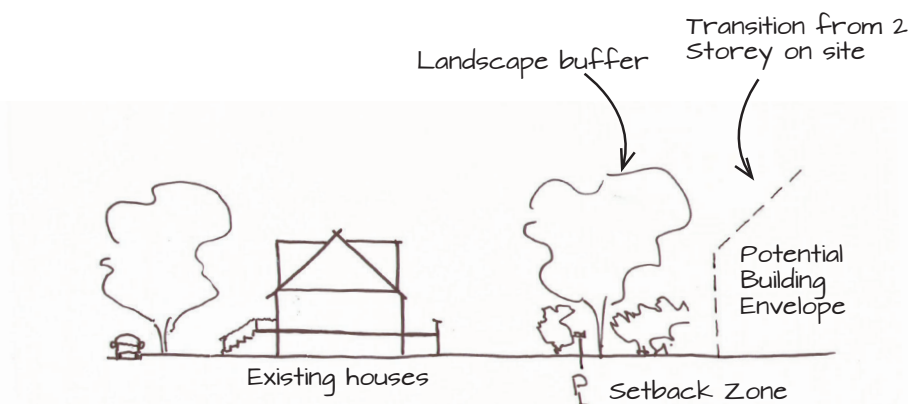


Figure 7. Strategies to achieve a sensitive transition include a setback, landscape transition, and building envelope.

Blue text is the proposed additional content for Design Guidelines



Fig 8. Example of a public gathering space and pedestrian-oriented buildings supporting small business.

- iii. Buildings should be located along and oriented to internal and external streets and public spaces.
- iv. Ensure a sensitive transition/interface with Fairfield Road and the heritage-designated Ross Bay Cemetery. Strategies to achieve this include:
  - 1. Building setbacks and step-backs which create a lower-scale interface with the public sidewalk, provide for generous pedestrian spaces, and provide above-ground and below-ground spaces for mature canopy trees and their root zones.
  - 2. Incorporate canopy street trees and other landscape features which present a soft, green interface when viewed from the street and Ross Bay Cemetery. In particular, a double row of street trees is encouraged to create a green transition zone between new buildings and the cultural landscape of Ross Bay Cemetery.
- v. Locate convenience parking (short-term, accessible) for customers at grade, integrated with the internal street network as on-street parking; longer-term or residential parking is encouraged to be wholly or partly underground or in a structure.
- vi. The design and placement of buildings and landscape should establish a sensitive transition to adjacent parks and natural open spaces. Strategies to achieve this include setbacks, establishing a landscaped edge, respecting the root zones of adjacent trees, and minimizing other identified impacts on ecologically sensitive areas and natural features.

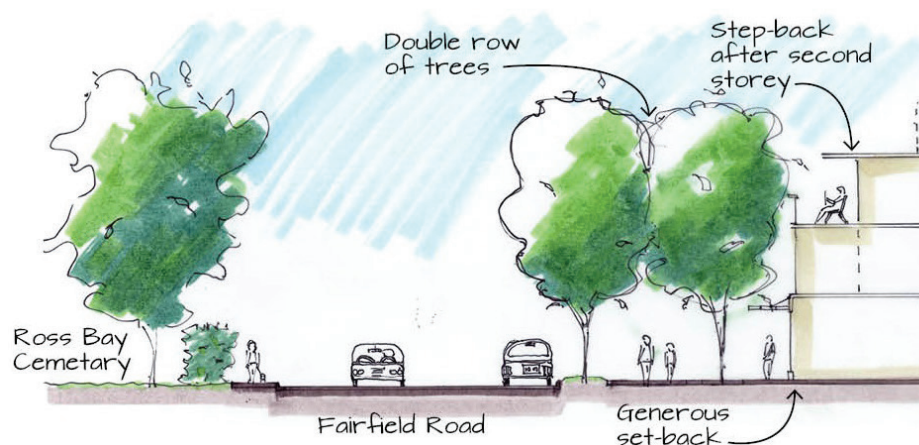


Fig 9. Strategies to establish a friendly face to Fairfield Road and a sensitive transition to the heritage-designated Ross Bay cemetery include generous pedestrian spaces, buildings with smaller modulated shopfronts with extensive glazing and frequent entries, an upper-floor step-back, and a double row of trees relating to the greenspace across the street.



vii. Mitigate noise impacts on adjacent properties from commercial uses or loading, through sensitive location of loading areas, landscape screening and sound barriers where necessary.

#### *Guidelines for Design of Buildings and Public Realm*

viii. Ensure a lively pedestrian environment along Fairfield Road, along internal streets, and fronting onto plaza and public spaces, with specific considerations for the following objectives:

1. Create a series of smaller storefront modules oriented to streets and public spaces, including the plaza space, with frequent entries, generous amounts of transparent glazing, and spaces for pedestrians, displays or patio seating.
  2. Create generous pedestrian spaces along Fairfield Road.
  3. Incorporate seating, furnishings and landscape features that create comfort for visitors
  4. Use durable, natural materials for hardscape features.
  5. Support on-street parking along both public and internal streets to provide a buffer between traffic and pedestrians, slows traffic, and supports business.
- ix. Support urban tree canopy by incorporating tree planting into open spaces, including the plaza space, along internal streets, as well as within setback areas adjacent to existing lower-scale residential areas
- x. Integrate features to mitigate surface runoff of stormwater and stormwater impacts on neighbouring sites. This may include a variety of treatments (e.g. permeable paving, landscape features designed for rainwater management, cisterns or green roofs, and/or other approaches) which are consistent with approved engineering practices and other city policies and appropriate to soil conditions.



*Fig 10. Example of development oriented towards an internal street using quality built and landscape materials.*

### 3) Corridors

#### **a. Douglas-Blanshard Corridor**

- i. In the Humber Green area between Douglas and Blanshard Streets, residential units are encouraged to be oriented to inner courtyards or quieter interior streets to mitigate noise impacts from adjacent arterial traffic. However, building designs should not “turn their backs” to Douglas and Blanshard Streets. Instead, provide facades that address all street frontages and are consistent with the General Guidelines for Building Designs (SECTION 2).

## **b. Gorge Road East Corridor**

- i. Redevelopment along Gorge Road East should consider site planning and building massing to preserve and enhance view corridors looking south from Balfour Street and Carroll Street toward the Olympic Mountains.

## **c. Core Songhees Employment Corridors**

The following guidelines apply to the area bounded by Alston Street, Tyee Road, and Langford Street, as well as lands fronting directly onto Langford Street between Alston Street and Tyee Road. These areas contain existing employment uses and are intended to accommodate future employment uses mixed with, or transitioning to, residential uses.

- i. In order to sensitively transition to the lower-scale residential areas to the west, buildings fronting Alston Street should establish a streetwall of no more than 3 storeys as viewed from Alston Street, with modest landscape setbacks, architectural design and features (such as windows and doors) which activate the public realm.
- ii. The design of buildings fronting onto the south side of Tyee Road should mitigate impacts on residential development across the street, considering massing and access to sunlight, given changes in elevation on these sites.
- iii. Langford Street between Alston Street and Tyee Road is envisioned as an opportunity to establish a physical environment accommodating a mix of employment uses, possibilities for artisan, production, and similar uses mixed with pedestrian activity. Buildings fronting Langford Street are encouraged to be designed with frequent entries, individual storefront modules, and features such as roll-up doors or loading bays which can accommodate a variety of uses.
- iv. See also Supplementary Guidelines for Light Industrial Uses in Victoria West Corridors and Villages (section 11 of these Guidelines), if such uses are included.

## **d. Esquimalt Road Corridor**

- i. New development within the corridor and located between Mary Street and Victoria West Park should be designed to respect the public view corridors identified from Catherine Street at Edward Street, and from Mary Street at Henry Street, looking south to the Olympic Mountains, by considering the location, siting, massing and design of new development.
- ii. Uses along the south side of Esquimalt Road which are adjacent to the (future) E&N Rail Trail should provide for active frontages facing the trail, with entries, transparent glazing, and upper floor windows or balconies which provide for “eyes on the trail.” Pedestrian areas with a mix of hard and soft landscaping should be provided adjacent to the trail and delineated from the portion of the trail which is for active movement.
- iii. Development adjacent to the intersection of Esquimalt Road and Dominion Road should help create a gateway recognizing the transition between Esquimalt and Victoria.
- iv. Buildings fronting onto Dundas Street, or other streets where they are located across from Traditional Residential development, should transition sensitively across the street. Strategies to achieve this include emphasizing front yard landscaping, individual unit entries, and streetwall height.
- v. Buildings located adjacent to lower-scale residential development should transition sensitively to that development, considering building massing, access to sunlight, privacy, and landscape.

## 4) Supplementary Guidelines:

### a. Light Industrial Development in Victoria West Corridors and Villages

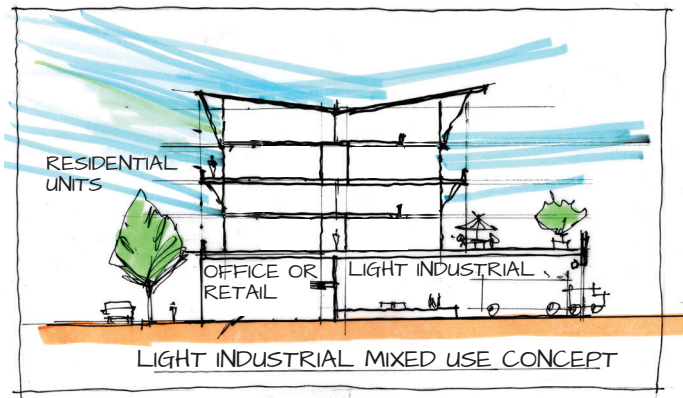


Figure 11: Example of a light industrial and residential mixed use building, showing how residential units might be set back from the loading areas.

**Context and Intent:** The Victoria West neighbourhood is a mixed neighbourhood of largely residential, commercial and mixed uses with pockets of light industrial uses in specific corridors. These light industrial areas accommodate employees and customers, interface with public spaces such as streets and trails, are found adjacent to or across the street from residential or commercial areas, and may contain a mix of uses. Therefore, it is important that care be taken in designing light industrial development to provide a positive environment for users, to minimize impacts on adjacent non-industrial development, and to support the pedestrian environment and public realm.

In addition to the General Guidelines, the following additional guidelines apply to any development which permits a light industrial use:

- i. Where development with an industrial use is located adjacent to or across the street from residential development, ensure a sensitive transition by:
  1. Screening any outdoor storage areas, work areas or loading areas, incorporating generous landscape where adjacent to residential uses. Where light industrial uses or loading are likely to generate noise, screening may include more substantial features (e.g. walls) which provide noise attenuation.
  2. Locating outdoor loading, work and storage areas away from adjacent residential uses.
  3. Providing sufficient building separation between light industrial uses and adjacent residential uses.
  4. Locating and screening ventilation and other equipment so as to minimize noise and visual impacts on residential uses.
- ii. In development which mixes light industrial uses with other uses (including commercial and residential uses), design should mitigate impacts of industrial uses on non-industrial uses. These impacts include but are not limited to noise, odours, glare and visual impacts of outdoor storage and activity. Strategies to achieve this include but are not limited to:
  1. Avoid residential overlook of loading areas or outdoor storage areas, through organization of building massing and orientation of windows and balconies.
  2. Incorporate methods for noise attenuation (e.g. triple-glazed windows; organization of building massing).
  3. Locate air intakes away from loading, circulation or work areas.



# Design Guidelines for Attached Residential Development: Fairfield Neighbourhood





## **Publishing Information**

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*Duplexes consist of two units, which may be organized side-by-side, front to back, or up-down. Depending on zoning, each unit may have a suite.*



*Houseplexes consist of multiple residences within a single structure, designed to be compatible with the surrounding neighbourhood and appearing similar in form to a large house.*



*Townhouses can be expressed in many forms. The ownership format may be stratified, rental, or fee simple. The photos above are examples of townhouses oriented to the street.*



*Stacked townhouses (above, left) allow for up-down units within a townhouse-style building. Each unit typically has its own access at grade, and ground-level units may provide accessible living. Some townhouse developments, where supported by zoning and city policy, may be organized in more than one row around a common courtyard (example above, right).*

# Design Guidelines for Attached Residential Development

## Purpose

The purpose of these guidelines is to encourage high quality design that enhances neighbourliness and social vitality and creates a good fit with the existing neighbourhood.

## Application

Attached Residential Developments can be designed in different forms (e.g. duplexes, townhouses or rowhouses which occur side-by-side; smaller multiplexes/houseplexes.) They can also be designed in different configurations, and may involve stacked units or more than one building on a site, which may be organized in more than one row where supported in plan policies and permitted by zoning. Units located at grade generally have direct access to outdoor space, while upper units may have direct access or shared entries.



## Context

Victoria's Traditional Residential areas contain a variety of housing types, including single-detached houses as well as a mix of duplexes, multiplexes and townhouse style developments. Some areas have distinctive styles, having been built during a specific period often before World War 2 (particularly during a building boom in the early part of the 1900s), while others reflect a post-World War 2 character. Many areas display a variety of styles as lots infilled over the years, and houses range from simple bungalows and ranchers to larger mansions.

Most of Victoria's Traditional Residential areas are 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 Traditional Residential areas, 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 Gary Oak meadow.

Another common element of Victoria's Traditional Residential neighbourhoods is that most (though not all) lots lack laneways, unlike other cities of a similar age in North America.

Victoria has embraced diversity within this context, with policies endorsing secondary suites, garden suites, the conversion of existing houses to multiple residences, and infill housing in the form of duplexes, townhouses and multiplexes. Many larger character houses have been successfully converted into multiple rental or strata residences.

## Objectives

**Site Planning:** To site buildings in a manner that considers and maintains the pattern of landscaped front and back yards, that makes a positive contribution to the streetscape and that achieves a more compact residential building through increased "eyes on the street."

**Orientation and Interface:** A friendly face: To ensure new development is oriented and designed to enhance public streets and open spaces and encourage street vitality and safety

**Building Form and Design:** To achieve buildings of high architectural quality and interest with human-scale building proportions that are oriented towards and are compatible with the established streetscape character and pattern. Human scale refers to the use of architectural features, details and site design elements that are human proportioned and clearly oriented towards pedestrian activity.

**Neighbourliness/Compatibility:** To respond to the established form and architectural characteristics of surrounding buildings in order to achieve new buildings which are compatible with their context and minimize impacts on neighbours.

**Mechanical Equipment and Service Areas:** To site and screen mechanical equipment and service areas to minimize impacts on neighbours and the public realm.

**Materials:** To use materials which are high quality, weather gracefully, and contribute to the overall neighbourhood image.

**Open Space Design:** To enhance the quality of open space, support the urban forest, provide privacy where needed, emphasize unit entrances and pedestrian accesses, provide amenity space for residents, reduce storm water runoff, and to ensure that front and rear yards are not dominated by parking.

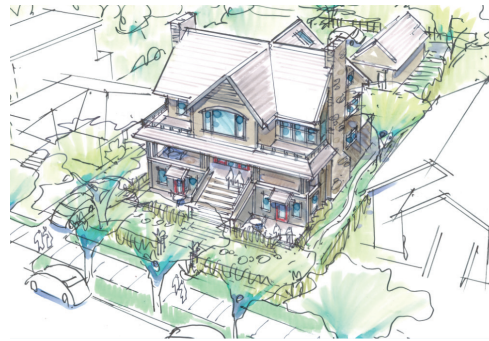


## 1) Site Planning

**Objectives:** To site buildings in a manner that considers and maintains the pattern of landscaped front and back yards, that makes a positive contribution to the streetscape and that achieves a more compact residential building form, while maintaining livability.

### a. Building Placement

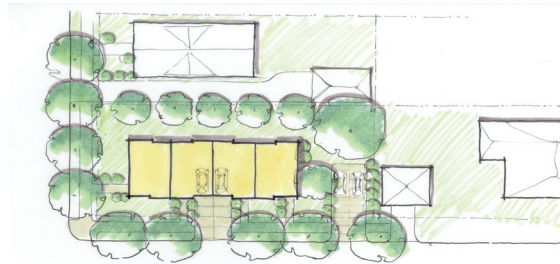
- i. Attached residential buildings should be designed parallel to the street with unit entrances oriented to, and directly accessed from the street. Both front and rear yards should be provided.
- ii. For properties that include buildings of heritage value (Heritage Designated or listed on the City's Heritage Register) alternative siting of new buildings or additions may be considered to facilitate heritage conservation.
- iii. For properties that include significant natural features (e.g. significant trees, topography, rocky outcrops), buildings and landscape should be sited and designed to respond to natural topography and protect significant natural features wherever possible. Strategies to achieve this include but are not limited to alternative siting or clustering of buildings to avoid disturbance of natural features, and clustering of parking to reduce pavement on the site. (See also Section 4)



*Example of a multiplex (houseplex) oriented to the street, with a mix of parking and landscape behind.*



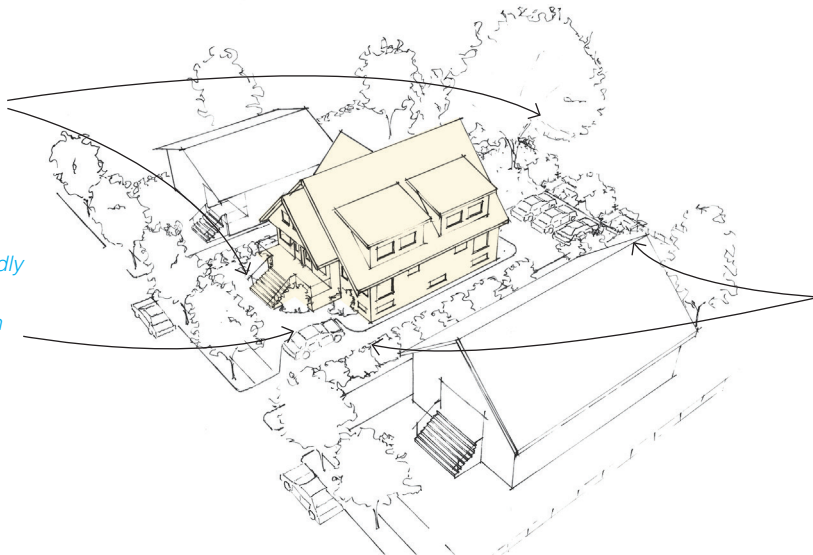
*Examples of how townhouses along a street might be arranged with well-articulated street frontages (above and below).*



*Example of how townhouses might be organized on a corner lot to minimize curb cuts and provide for on-site open space.*

*Maintain pattern of green front yards and back yards, and urban forests*

*Having buildings present a friendly face to the street, with clear front entries, and human scale design*

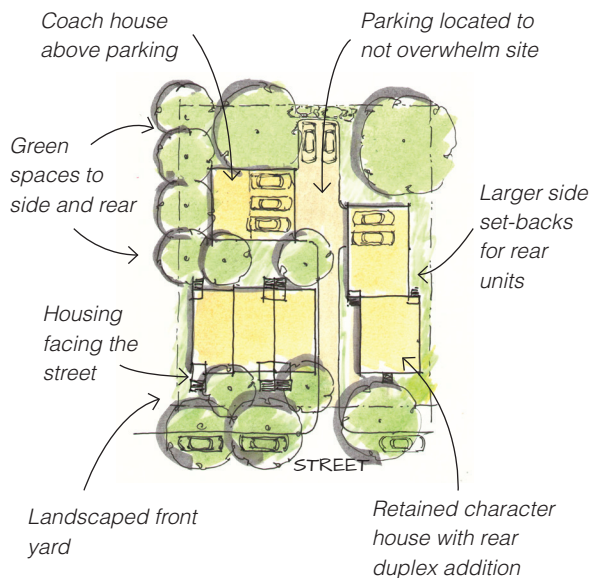


*Consider limited front or side yard parking to maximize green space in the back yard*



iv. Some locations and lot sizes, as noted in local area or neighbourhood plans or other city policies, may permit developments sited in more than one building on a site (i.e. more than one row). This may include “courtyard townhouses” or a main building at the front of the lot and a smaller building such as a coach house to the rear. For these developments, the following should be achieved:

1. Site planning should ensure that public streets are faced with dwelling units that have direct access to the ground and the public sidewalk;
2. Units located in the interior of lots should be designed with adequate separation from other buildings and have access to open space;
3. Vehicle access, parking and circulation should be integrated sensitively so it is not the dominant aspect of the development. See Section 1. vi. for further guidance.
4. Dwelling units located in the interior of a site should have rear yard and side yard setbacks sufficient to support landscape and sensitive transitions to adjacent existing development and open spaces.
5. Sufficient building separation should be provided between buildings to maximize daylight and minimize shadowing and overlook.



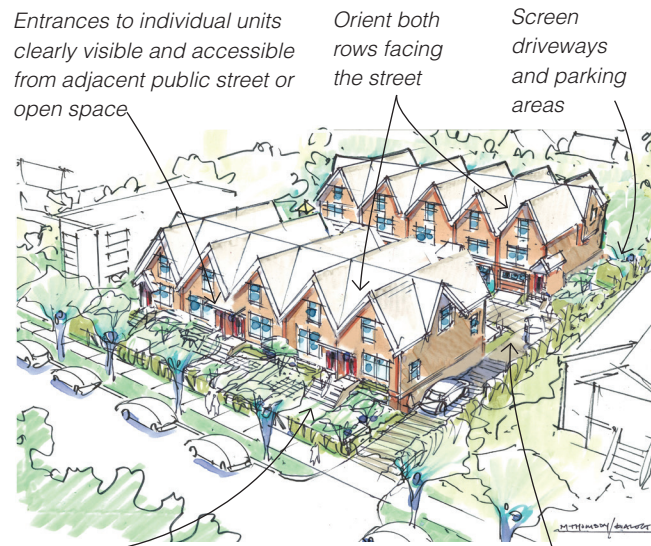
*Development fronting the street may in some cases be complemented by limited development to the rear of the lot, retaining backyard open space.*

Ensure adequate building separation to enable natural daylight penetration (8 metres is desired)

Design driveways and parking access as flex-use shared spaces



*A mix of landscape, fenestration and parking create a more interesting space.*

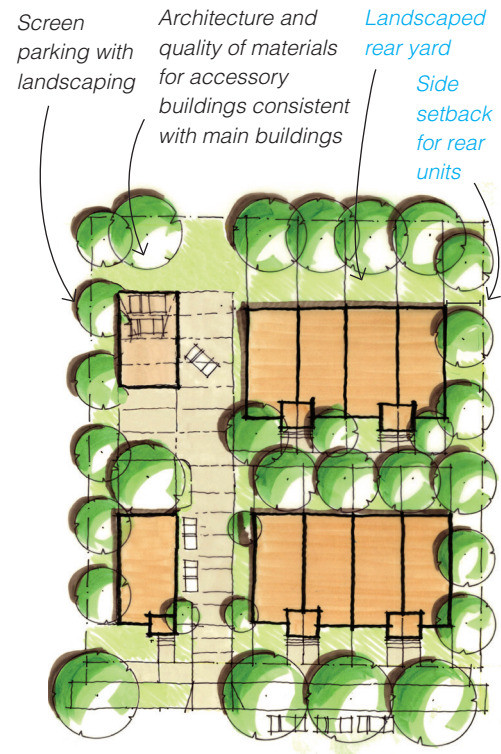


Create an attractive pedestrian environment through landscaping, quality pavement, surveillance from windows, balconies and unit entries that are legible and welcoming

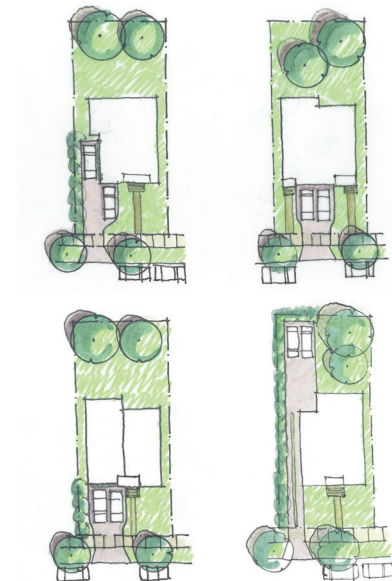
Ensure clear pedestrian access to rear units

6. Buildings which do not front onto the public street should be sited to provide sufficient separation from shared property lines and adjacent development in order to reduce overlook and shading, protect privacy for residents and neighbours, and provide space for landscaping.
7. Consider lower height and massing of buildings located to the rear of a site, compared to the front, where this would mitigate impacts on neighbouring properties.
8. Integrate landscape into parking courts. Wherever possible, integrate one or more trees within or directly adjacent to a parking court or rear yard parking area.
9. Consider varying garage and parking orientations (e.g. a mix of garages oriented to the street, to a parking court, or units with parking separated from the unit) to avoid drive aisles dominated entirely by garage doors. A mix of entries, patios, windows and landscape create a more livable and inviting space.
- v. “Galley-style” developments, where building complexes are sited perpendicular to streets with residential unit entries oriented internally, are strongly discouraged. This layout is discouraged because it does not orient as many residential units towards the street, typically provides less landscaped open space, and can create poor transitions to adjacent backyards or future development on neighbouring lots.
- vi. Vehicular access, circulation, garage doors and parking should not be the dominant aspect of developments and should be integrated to minimize impacts on fronting streets and adjacent public and private open spaces. Design strategies should be employed to minimize the impact of accommodating vehicles on site, including but not limited to the following:

1. Integrate parking in a manner that provides substantial landscaped areas in rear yards;
2. Locate and consolidate off-street parking areas to minimize extent of driveways and eliminate need for driveway access to individual units (refer to site plan showing shared/clustered parking);
3. Consider grouping driveway access points to minimize the number of driveway cuts and maximize space for landscaping and on-street parking;
4. Location of driveway access should strive to preserve existing canopy trees or provide opportunities for new canopy trees within the boulevard by providing enough planting space. See Section 4 Open Space Design for further guidance;
5. Front-accessed parking may be appropriate in some areas in order to avoid excessive pavement in rear yard areas. In these cases, attention to design is required to emphasize front yard landscape, provide tree planting space, and ensure a pedestrian-friendly building façade.
6. Minimize the impact of garage doors and vehicular entries by recessing them from the facade to emphasize residential unit entries.



*Example of a site layout which clusters parking in order to minimize the area of the site dedicated to vehicle circulation, and enhances the relationship of individual units to open spaces.*



*Examples of site layouts for duplexes which support the pattern of landscaped front and back yards, urban forest, buildings which presents a friendly face to the street and considers livability.*

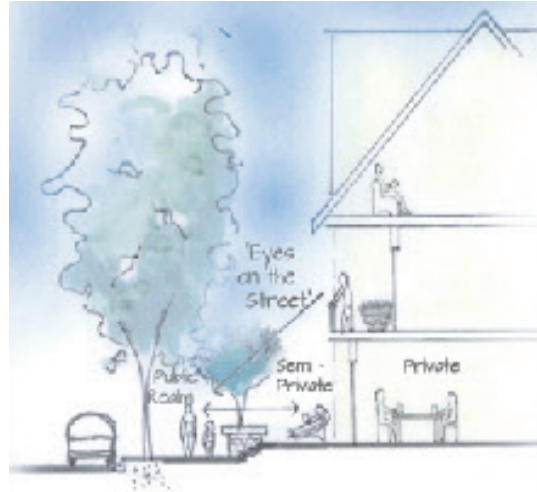


7. Use high quality and, where appropriate, permeable paving materials for driveways;
8. Use attractive, high quality materials and consider incorporating glazing in garage doors;
9. See Section 4, Open Space Design for additional design guidelines related to landscaping and screening.

## 2) Orientation and Interface - A Friendly Face

**Objectives:** *To ensure new development is oriented and designed to enhance public streets and open spaces and encourage street vitality and safety through increased “eyes on the street.”*

- a. Residential buildings should be sited and oriented to overlook public streets, parks, walkways and open spaces balanced with privacy considerations.
- b. Developments should maintain a street-fronting orientation, parallel to the street.
- c. All residential units facing streets should have entries oriented towards, and be clearly accessible and visible, from the street.
- d. Where some units do not front onto a public street, a clear, legible and welcoming pedestrian pathway from the public street should be established.
- e. For developments that have interior-facing units, ensure unit entries are legible. *This is important for welcoming visitors, for emergency responders and as a principle for CPTED (Crime Prevention through Environmental Design). Strategies to achieve this include:*
  - i. Visible addressing to help visitors navigate to the entry. Where an entry is shared, include addressing at the shared entry.
  - ii. Defining features such as a roof overhang or other features to help identify the entry.
  - iii. Provide low-glare outdoor lighting beside or above entry doors as well as walkways, to enhance security and to help identify the entrance.
  - iv. Entries to at-grade or basement units should be accessible wherever possible.
  - v. If the entrance is immediately adjacent to a parking area, delineate the entrance with planters or other landscape features to provide visual relief and a clear separation from the parking area



*Example of interface with street.*



*Example of townhouse units with friendly interface.*



*A houseplex with visible entries establishing friendly relationships to the street, landscaped front yards, porch or semi-private transition spaces, legible doors and windows.*

- f. Consider design strategies to delineate private front yard spaces, porches or patios from the public realm, while maintaining visibility of unit entrances. Design strategies may include but are not limited to:
  - i. elevating the front entryway or patio slightly above the fronting sidewalk level; or
  - ii. where a change in grade is not desired to provide accessibility, delineate the space through other means such as landscaping features, low fencing or planters.
- g. The design and placement of buildings and landscape should establish a sensitive transition to adjacent parks, trails, open spaces, and natural areas, considering a landscaped edge; respect the root zones of adjacent trees; and minimize impacts on ecologically sensitive areas and natural features.
- h. For new development adjacent to parks and larger public outdoor open spaces, design should clearly delineate private from public spaces, to avoid “privatizing” of public space.
- i. The location of blank walls or extensive parking areas adjacent to parks, trails and natural areas is strongly discouraged.



*Where unit entries do not directly face the street, design features including pathways, gates, signage, lighting, and visibility make it clear where unit entries are located.*



*Where zoning permits, townhouses may be built close to the street (left). This example shows how a front porch or patio and landscape can create a friendly face, transition from the public to the private realm with landscape, and result in a comfortable and usable space. In other areas (right), setbacks and green front yards establish a pattern.*



### 3) Building Form, Features and Context

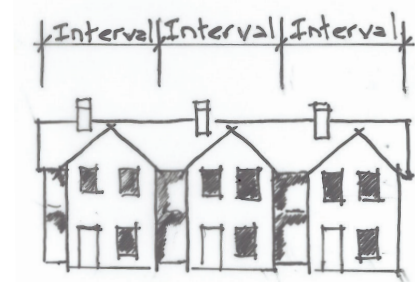
#### 1. Building Form and Design

**Objectives:** To achieve buildings of high architectural quality and interest with human-scale building proportions that are oriented towards and are compatible with the established streetscape character and pattern. Human scale refers to the use of architectural features, details and site design elements that are human proportioned and clearly oriented towards pedestrian activity. Building articulation refers to the many street frontage design elements, both horizontal and vertical, that help create an interesting and welcoming streetscape.

- a. Building design elements, details, and materials should create a well-proportioned and cohesive building design and exhibit an overall architectural concept.
- b. Incorporate a range of architectural features and design details into building facades that are rich and varied in detail to create visual interest when approached by pedestrians. Examples of architectural features include:
  - i. building height, massing, articulation and modulation
  - ii. bay windows and balconies
  - iii. fenestration pattern (proportions and placement of windows and entry ways)
- c. **For townhouse type development:** modulation in facades and roof forms are encouraged to break up building mass, differentiate individual units within attached residential developments, and to provide architectural interest and variation along the street.
  - i. Individual units should include distinct design elements while being compatible with neighbouring units as part of an overall architectural concept.
  - ii. Longer rows of townhouses (exceeding approximately 4 units) should generally be broken up.
- d. Houseplexes and multiplexes may be designed to appear as a single building with a shared roof form. In these cases, design features should make clear that the building comprises different units through legible front entries (see Part 2 Orientation and Interface). Duplex buildings may choose either of these strategies.



Development which exhibits a cohesive architectural expression, with variation in units, clear front entries, and architectural interest for pedestrians.



Historic traditional townhouses (left) demonstrate human scale architecture, relationship to the public street, and cohesiveness of architectural expression. These same principles should guide the design of more modern developments which may be expressed in varied architectural styles (example at right).

- e. Entrances should be located and designed to create building identity, to distinguish between individual units, and generally create visual interest for pedestrians. Well-considered use of architectural detail and, where appropriate, landscape treatment, should be used to emphasize primary entrances, and to provide “punctuation” in the overall street-scape treatment.
- f. Upper floor areas should be integrated into roof forms to help further mitigate the scale of new developments.
- g. Balconies should be designed as integral to the building. Overly enclosed balconies should be avoided, as these limit views and sunlight access.
- h. Building sidewalls should be designed to be attractive and interesting when viewed from adjacent buildings, street, and sidewalks through the use of materials, colours, textures, articulation, fenestration, and/or plant material.
- i. Creative use of landscaping or other screening should be used to reduce the perceived scale of adjacent development without compromising surveillance of public areas.
- j. Accessory structures should be compatible in architectural expression and quality of materials to main structures.



*Example of a well designed balcony.*

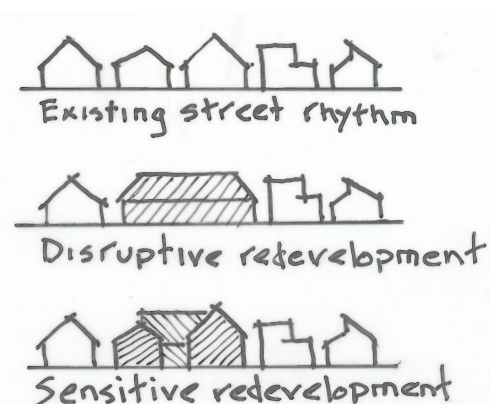
## 2. Neighbourliness/Compatibility

**Objectives:** *To respond to the established form and architectural characteristics of surrounding buildings in order to achieve new buildings which are compatible with their context and minimize impacts on neighbours..*

- a. New development should ensure a good fit with existing development by incorporating architectural features, details and building proportions that complement and respond to the existing architectural context, and by referring to distinctive and desirable architectural qualities of existing adjacent buildings in new development. Consideration should be given to the following aspects of development:
  - i. building articulation, scale and proportions
  - ii. similar or complementary roof forms
  - iii. building details and fenestration patterns
  - iv. materials and colour
- b. In some cases where a contextual architectural form and pattern does not exist, architectural character may be created rather than reflecting contextual precedent. In such cases, a well designed, new project can become a contribution to the context that may inform future development considerations.
- c. New townhouse development should transition in scale to existing residential buildings. Strategies to achieve this include but are not limited to the following:



*Examples of a duplex (above) and houseplex (below) responding to existing scale, proportions, and architectural context.*



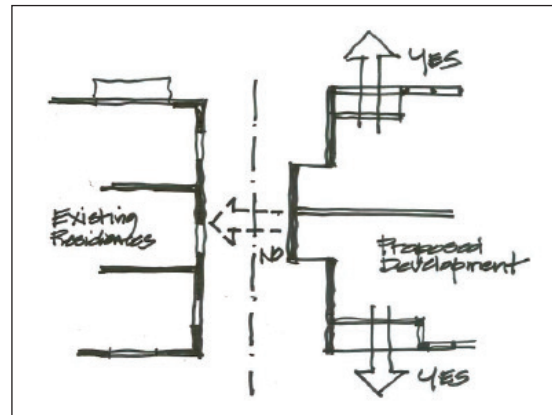
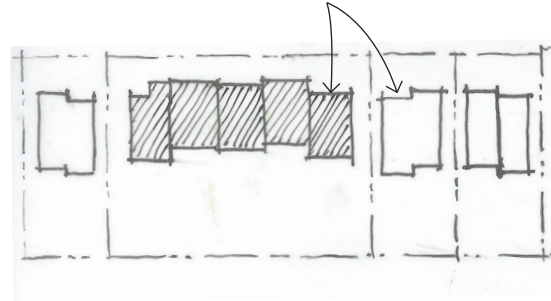


- i. A maximum one storey height difference between the end units of new street fronting developments and adjacent existing development should be achieved.
- ii. The end units of new street fronting townhouse developments should be sited to match or transition to the front yard set back of adjacent existing residential buildings.
- d. The views from upper stories of new buildings should minimize overlook into adjacent private yards, especially in less intensive areas. Strategies to achieve this include but are not limited to the following:
  - i. Increased setback.
  - ii. Stagger windows to not align with adjacent, facing windows.
  - iii. Primary windows into habitable spaces, and also decks and balconies, should not face or be oriented to interior side-yards
  - iv. Locate and screen upper level windows, decks, and balconies to minimize overlook.
  - v. Use of skylights, translucent windows and clerestory windows are encouraged to minimize overlook of side yards.
  - vi. Landscape screening.
- e. Site, orient and design buildings to minimize shadowing impacts on adjacent properties.

*New developments should transition in height to existing adjacent residential buildings*



*End units should be set back to match or transition to existing neighbouring houses*



*Orientation and placement of windows, balconies and porches to respect privacy of adjacent development*

### 3. Mechanical equipment and service areas

**Objective:** To site and screen mechanical equipment and service areas to minimize impacts on neighbours and the public realm.

- a. Mechanical equipment, vents and service areas (e.g. for the collection of garbage or recycling) should be integrated with architectural treatment of the building, and screened with high quality, durable finishes compatible with building design.
- b. Mechanical equipment, vents and service areas should be located to minimize impacts on adjacent development by avoiding proximity to windows, doors and usable outdoor spaces.
- c. Location and installation of gas and electrical meters and their utility cabinets, as well as other mechanical or service apparatus should be carefully integrated into building and site design. Gas and electrical metres and utility cabinets on building frontages should be screened.

## 4. Materials

**Objective:** To use materials which are high quality, weather gracefully, and contribute to the overall neighbourhood image.

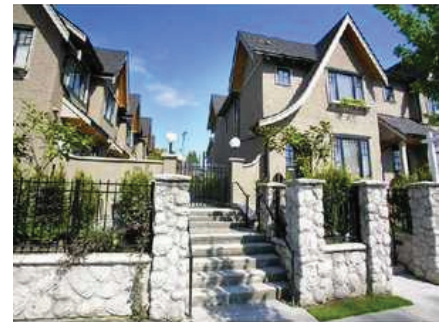
- An integrated, consistent range of materials and colours should be used, and variety between buildings and building frontages should be provided that is consistent with the overall streetscape.
- In general, new buildings should incorporate substantial, durable and natural materials into their facade to avoid a 'thin veneer' look and encourage graceful weathering of materials over time. Materials such as masonry, stone, natural wood, etc. are encouraged. Vinyl siding, large areas of stucco, and imitation stone/rock are discouraged and should generally be avoided.

## 4) Open Space Design

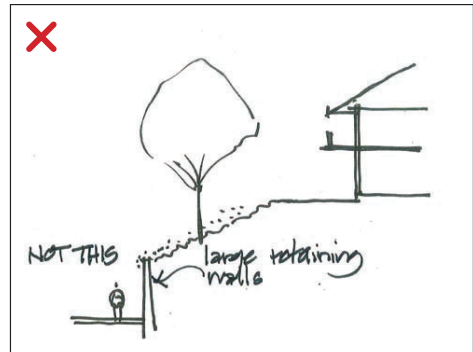
**Objective:** To enhance the quality of open space, support the urban forest, provide privacy where needed, emphasize unit entrances and pedestrian accesses, provide amenity space for residents, reduce storm water runoff, and to ensure that front and rear yards are not dominated by parking.

### 1. Landscaping and site design

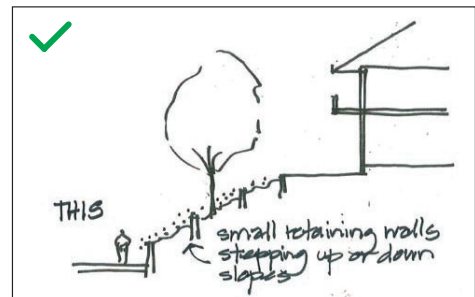
- Landscape treatments including use of front patios, accented paving treatments, fence and gate details, and other approaches are encouraged to help call out a residential entry and add interest along the street and sidewalk
- Areas within setbacks should incorporate plantings to create a green interface between buildings and streets
- Topographic conditions should be treated to minimize impacts on neighbouring development, for example by using terraced retaining walls of natural materials or by stepping a project to match the slope.
- Development should avoid significant reworking of existing natural grade.
- Where a building's ground floor is elevated above a pedestrian's eye level when on the sidewalk, landscaping should be used to help make the transition between grades. Some techniques for achieving this guideline include:
  - rockeries with floral displays, live ground cover or shrubs.
  - terraces with floral displays, live ground cover or shrubs.
  - low retaining walls with raised planting strips
  - stone or brick masonry walls with vines or shrubs.



Examples of high quality materials in buildings and landscape elements



Avoid large retaining walls and significant reworking of natural grade.



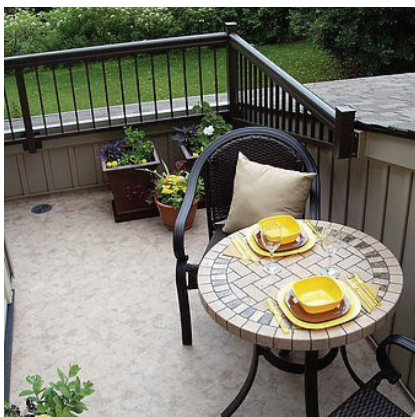
Transition sensitively between grades.



- f. Accessibility should be provided, where possible, in open space design.
- g. Landscape areas are encouraged to include a mixture of tree sizes and types
- h. Landscape on sites with significant natural features (e.g. significant trees, topography, rocky outcrops) should be located and designed to be sympathetic to the natural landscape.
- i. Consider planting tree species and other landscape plants that will tolerate a degree of drought and will survive the summer water restrictions and dry conditions of southern Vancouver Island.
- j. In considering tree placement along boulevards or in the front yard setback adjacent to street rights-of-way, consider tree sizes and spacing indicated by the City's specifications and policies for street trees.
- k. Landscaped screening along circulation and parking areas which abut lot lines is strongly encouraged, while maintaining site lines and enabling casual surveillance. Other surface parking areas should be screened with landscaping.
- l. Integration of landscaping to soften hardscape areas associated with vehicle circulation and parking is encouraged.
- m. Site design should integrate features to mitigate surface runoff of stormwater. This may include a variety of treatments (e.g. permeable paving for driveways and parking areas, landscape features designed for rainwater management, cisterns or green roofs, and/or other approaches) which are consistent with approved engineering practices and other city policies.
- n. Non-glare lighting should be provided at residential unit entrances, along pedestrian paths and common areas to contribute to safety. Lighting strategies that mitigate undue spill-over for adjacent residential units are strongly encouraged.

## 2. Provide Outdoor Amenity Space for Residential Units

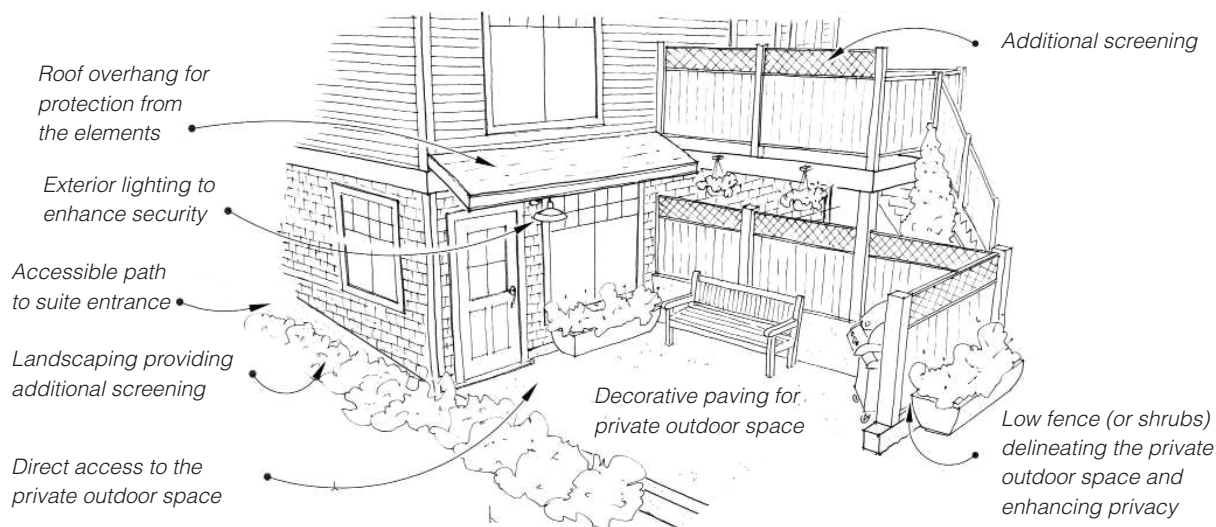
- a. Residential units, including suites, are strongly encouraged to have direct access to usable outdoor amenity space. This may include a patio, porch, balcony, deck, or similar feature of sufficient size and dimensions to be usable, attractive and comfortable. At a minimum, access to a shared yard or amenity space should be provided.
- b. Consider factors such as privacy and access to sunlight in locating and designing amenity spaces.



*Example of upper-storey balcony designed with consideration for usable dimensions, access to sunlight, and balancing outward views with privacy concerns.*



*Examples (above) of usable outdoor amenity space for ground-oriented units, with screening for privacy and sufficient dimensions for usability.*



*Illustration of strategies for effective design of usable outdoor amenity space for a suite.*

## 5) Additional Livability Guidelines for Suites

Some forms of housing may have suites (e.g. lock-off suites). In addition to the guidelines elsewhere, the following guidelines apply:

### 1. Design for Livability

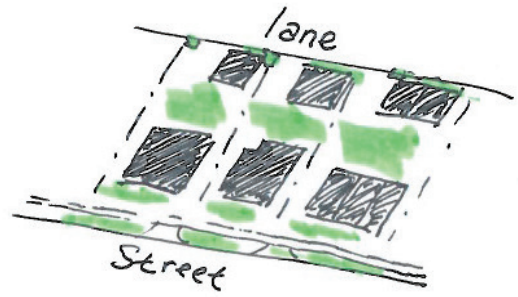
- a. Suites should be provided with windows of sufficient size and orientation to provide for sunlight and outward views.
- b. Where a suite is located in a basement, smaller windows or light wells with obstructed views should not be the primary window orientation.
- c. Avoid locating at-grade windows directly adjacent to parking spaces. Windows in these locations should generally contain landscape separation from the parking space.
- d. Where topography and basement suite location do not allow for outward looking windows and entry, consider the creation of a sunken patio, generally located at the rear or side of a building (also see part 4), section 2, of these guidelines regarding outdoor amenity space).
- e. Exterior pathways and entries leading to basement-level or at-grade suites should be designed to be accessible wherever possible.
- f. Taking advantage of grade changes on a site can help locate suites in a way which provides for access to sunlight, amenity space, and accessible entry.
- g. Provide adequate storage space including bicycle storage for suites.

## 6) Additional Guidance for dwelling units adjacent to laneways

Some infill housing types may include dwelling units which are located adjacent to a laneway. While laneways are typically seen as service areas which access parking, they also provide a unique character to blocks where they are found. While few in number, many of Victoria's laneways are bordered by landscaping and serve as areas where pedestrians and slow car traffic mix. While allowing for access and parking, housing units located adjacent to laneways are encouraged to create a welcoming laneway frontage, provide for casual surveillance, and retain or enhance landscape along the laneway.

- a. Development of housing adjacent to a laneway should:
  - i. create a welcoming frontage through the inclusion of legible entries, gates or pathways, and fenestration oriented to the laneway

- ii. provide for casual surveillance of the laneway through the location of windows or balconies
  - iii. include a modest setback from the laneway's edge to accommodate landscape or pedestrian areas between the edge of the lane (or parking) and the building
  - iv. be sited to preserve mature trees and provide tree planting spaces which enhance the appearance of the laneway
  - v. provide low-glare, downward facing lighting at entries and to enhance a sense of safety
  - vi. minimize stormwater runoff onto the laneway
- b. Massing and location of windows, porches and decks should limit overlook and shadowing of adjacent back yards.
  - c. Green spaces should be provided to the centre of the lot as compatible with existing patterns.



*Example of primary building oriented to the street and laneway units in the back with greenspace in the middle of the lot, fitting into the existing pattern.*





# Cook Street Village Design Guidelines



**Publishing Information**

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# Cook Street Village Design Guidelines

## Preamble

These guidelines apply to properties that are located within the Cook Street Large Urban Village. They are intended to supplement the *Design Guidelines For: Multi-Unit Residential, Commercial and Industrial, July 2012* which address form and character of developments across the city.

It is intended that both guideline documents will be considered together in conjunction with other applicable guidelines noted in each designated development permit area as detailed in the Official Community Plan. Collectively, the guidelines are intended to guide applicants in achieving new development and additions to existing buildings that result in design excellence, livability, and high-quality pedestrian environments. This is intended to contribute to sense of place and urbanism that is responsive to Victoria's context, while enabling flexibility and fostering creativity.

All visuals in this document are provided for illustrative purposes only to support description of the guidelines.

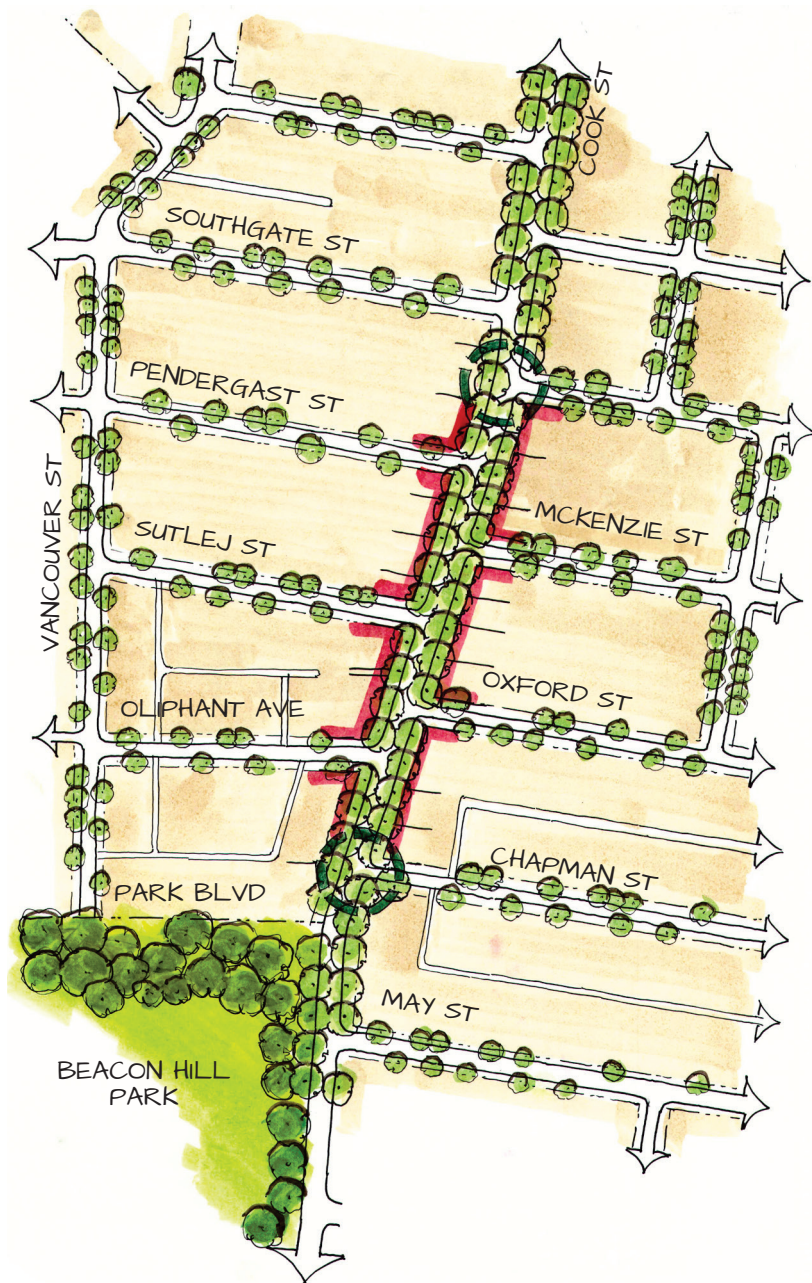


Cook Street Village area

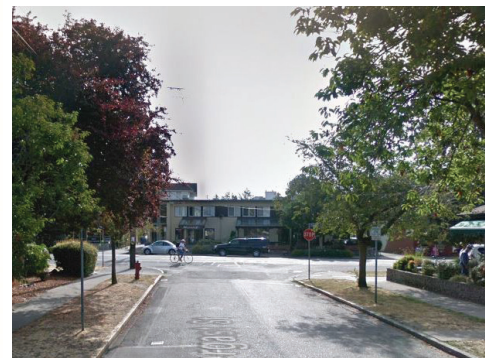


## Context and Character Defining Features

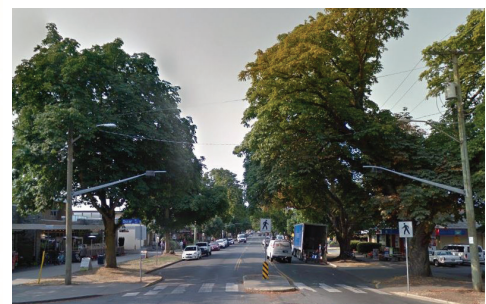
Cook Street Village is a beloved destination for Fairfield residents and many others across the region, due to its unique collection of shops, cafes, services and proximity to parks and waterfront. The unique and highly cherished character and identity of Cook Street Village is defined principally by the mature horse chestnut trees with their large and lush canopies and the generous boulevard they are planted within; the diverse mix of pedestrian oriented shops, restaurants and cafes that line and spill out onto the sidewalk/boulevard and the vibrant street life that results. The street network and block structure in the village are also unique physical characteristics of the Village: The T-intersections provide opportunities for terminating vistas and sunlight penetration, and the slight curves in the street (chicanes) at either end of the village create natural gateways. Additionally, there is a desire to ensure a slow safe, comfortable and convenient environment for all modes of travel within and through the village to maintain and enhance its pedestrian orientation and character.



*Mature boulevard trees and pedestrian vitality define the character and identity of the village*



*T-intersections are a unique characteristic of the village*



*Village gateways are defined by tree canopy, pedestrian crossings with medians, and slight deflection in street alignment at either end of the village*



# Design Principles

It is the intent of these guidelines that new buildings respond to the positive aspects of the existing and planned future context of Cook Street Village and support the following principles:

- Protect and renew the street tree canopy
- Maintain the sunny and open feeling of the streets
- Encourage a fine-grained expression of building frontages at the street level and upper storeys
- Encourage front patios, display areas, seating and other semi-private space in front of businesses
- Keep the eclectic, unique feel of the village
- Create a series of diverse and welcoming public spaces

## General Guidelines

### 1. Context and Streetscapes

*Intent: Achieve a sense of human-scale building façades which front Cook Street and which support the future healthy, lush and mature boulevard trees; provide space for patio dining and display areas; and allow for the penetration of sunlight.*

- a. For new buildings fronting onto Cook Street, development proposals are required to assess and demonstrate incorporation of measures to support existing and future large canopy boulevard trees, and support other livability and built form objectives, through incorporation of a combination of ground floor setbacks and upper storey step-backs, as follows:
  - i. An average 2 metre setback (from the fronting property line) for the first storey
  - ii. An average 5 metre setback (from the fronting property line) after the second storey



*Shops and cafes spill out onto the sidewalk to create a vibrant streetscape environment*

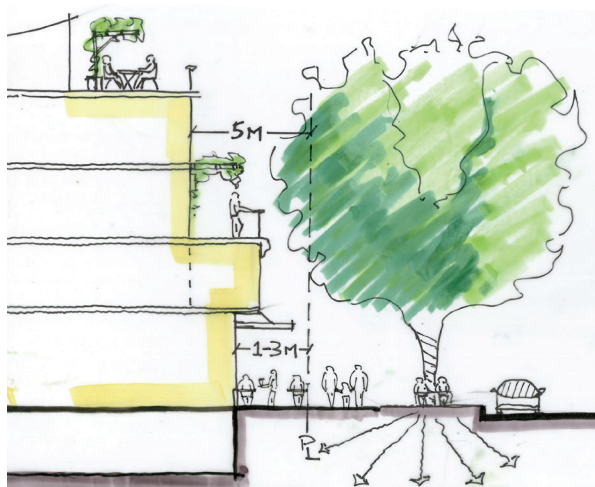


*Street performance supported by generous sidewalk and boulevards.*



*Development proposals are required to assess and demonstrate incorporation of measures to support existing and future boulevard trees in the village.*

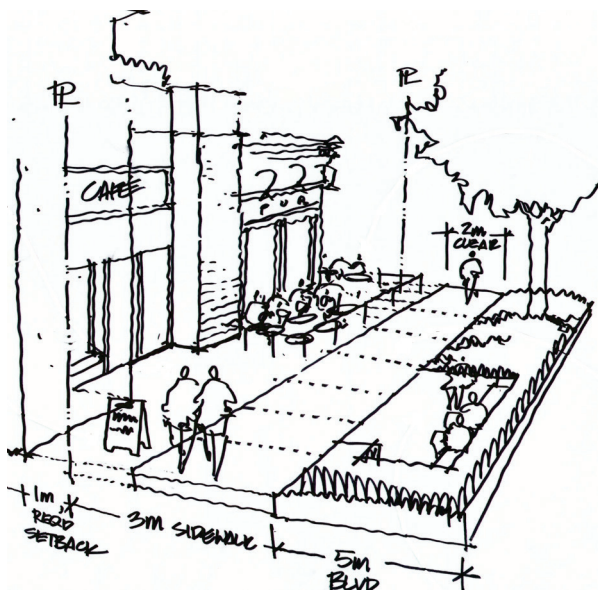




*Site and design buildings to support healthy tree canopy and root growth*



*A maximum 8-10 m commercial entry spacing and 4 m minimum ground floor to ceiling height is desired.*



*Incorporate patio cafes, seating and other pedestrian oriented features*

- iii. Setbacks from the property line for underground parking structures to support existing and future tree root growth to the satisfaction of the City Arborist
  - iv. Development applications should include an arborist's report addressing any impacts on existing or future mature street trees, to the satisfaction of the City Arborist.
  - v. A maximum building height of 4 storeys at 13.5 metres
- b. On flanking streets, incorporate a minimum 1 metre setback from the property line, and an additional upper level setback of 3 metres (from the property line) above the 3rd storey.
  - c. Buildings should create "eyes on the street" and public spaces by orienting doorways, windows and balconies to overlook public streets, sidewalks, walkways, parks or plazas, and other open spaces.

## 2. Active Street Frontages

- a. The first storey of a mixed-use or commercial building should be designed with a minimum floor-to-ceiling height of at least 4m and a minimum depth of approximately 10 metres to accommodate a range of commercial uses.
- b. Buildings with commercial uses at grade should be designed with a series of modulated storefronts and entrances, with transparent glazing. This strategy should be used even where a building contains a larger commercial space. Maintain a pattern of shop front modules and entry spacing of generally 8-10 metres
- c. Buildings are encouraged to incorporate varying setbacks, with portions of the front façade set back further, up to 3m from the property line, to accommodate features such as patios, seating or courtyard areas.

d. Ground-floor commercial uses on corner sites along Cook Street should have a visual presence and identity on both street frontages through the use of entrances, windows, awnings and other building elements.

e. Commercial patio spaces should be designed to be welcoming and accessible to people with diverse abilities

f. Built elements of commercial patios should be compatible in material and design with the overall building as well as the streetscape context.

g. For patio and display areas, consider use of pavement patterns and/or textures which distinguish these areas from the public sidewalk.



*Incorporate active and attractive building fronts and streetscape elements into building design*

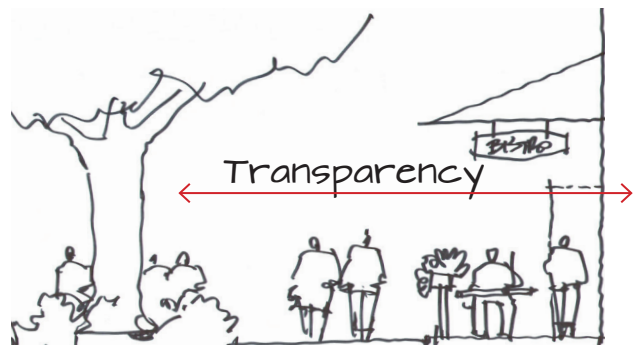
### 3. Building Design

Building façades, especially those facing streets, should be well-designed and articulated with human-scale architectural features that create visual interest for pedestrians. Facade designs should consider the rhythm and pattern of existing building façades and architectural elements in the surrounding context, such as building articulation, roof-lines, window placement, entryways, canopies and cornice lines, while creating a diversity of design to enhance the eclectic look and feel of the village.

a. Large expanses of blank walls should be avoided. Where this is not possible, design treatments such as vertical plant materials, landscaping, art (e.g. mosaic, mural or relief) or the use of other building materials and building elements are encouraged to add visual interest.

b. Weather protection for pedestrians should be provided in the following manner:

- i. Individual canopies or awnings of sufficient depth should be provided to protect pedestrians from inclement weather, especially at building entrances.
- ii. The underside of canopies should be illuminated.



*Incorporate transparent shop fronts with weather protection and pedestrian oriented signage and lighting to support pedestrian activity*

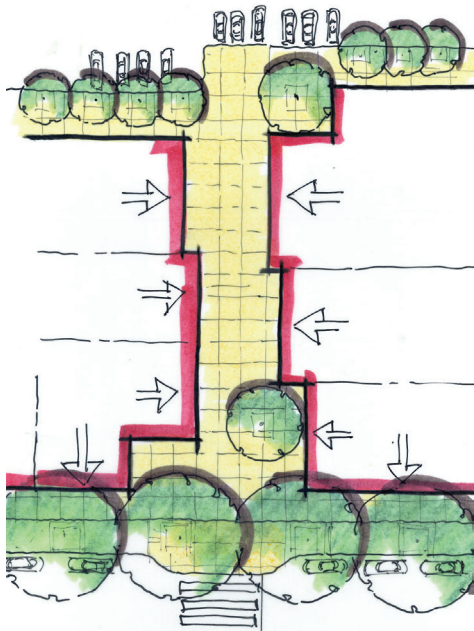


*Large areas of glazing, canopies and sidewalk cafes, and upper storey balconies over looking the street help support village vitality.*

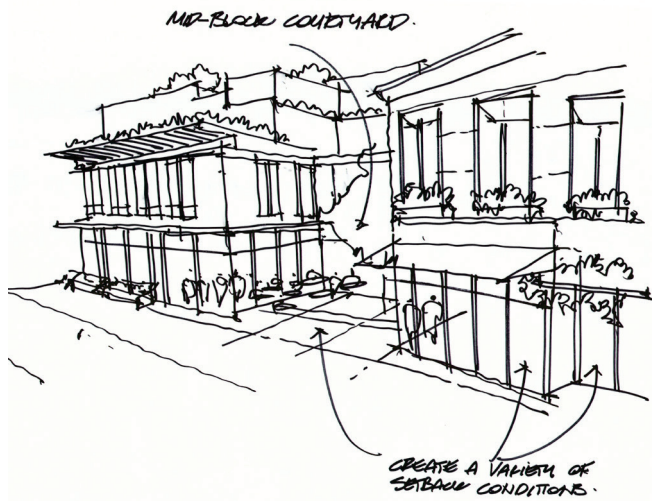




*Incorporate courtyards, pedestrian pass-throughs and architectural features at terminating vistas created by t-intersections.*



*Mid-block courtyards and pedestrian pass-throughs enhance the pedestrian amenity and connectivity of the village (above and below).*

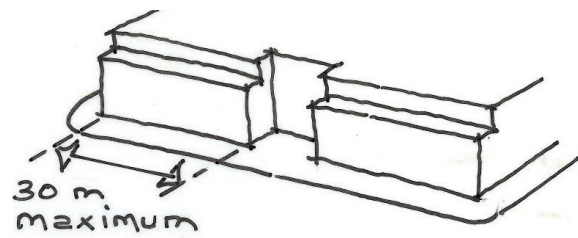


- iii. Canopies with translucent or frosted glazing are encouraged to maximize winter sunlight, particularly for north-facing façades.
- iv. Incorporate pedestrian-oriented signage and lighting
- c. Building design should respond to corner sites and terminating vistas at T-intersections
  - i. For buildings located on a corner, the corner design should include an architectural feature that addresses and emphasizes the corner. Strategies to achieve this include but are not limited to a chamfered or setback corner, prominent glazing, or a primary building entrance oriented to the corner.
  - ii. Building design should emphasize and positively respond to terminating vistas created by T-intersections by incorporating pedestrian oriented features such as entryways, seating areas, court yards and patio cafes, and architectural features such as projecting bays and balconies, building modulation, and distinct roof lines.
  - iii. Consider unique roof-lines for taller buildings that have a visually prominent location (e.g. at corners, or at terminating vistas of streets, or at gateways) in order to create a distinct landmark.
- d. A diversity of building forms and designs are encouraged along Cook Street to celebrate and enhance the eclectic look and feel of the street and create a diverse expression and visual interest along the street.
- i. Incorporate façade modulation and articulation, and encourage varied heights and massing between buildings, to create visual interest and avoid uniformity of buildings within the village
- e. Incorporate mid block pedestrian pass-throughs and courtyards where appropriate with active frontages to help break up the mass of larger buildings, provide increased retail frontage and enhanced east-west pedestrian connectivity.

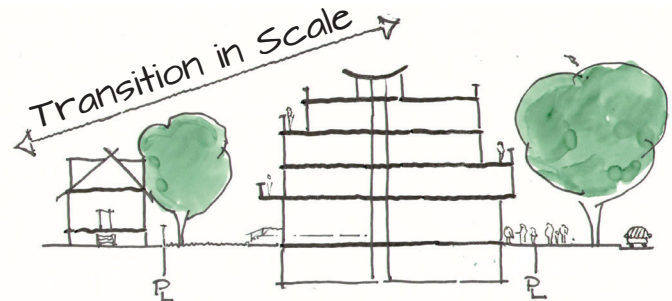
f. For larger buildings, break up the mass through articulation, changes in plane, and changes in material that correspond to changes in plane.

i. Incorporate a substantial break in the façade of buildings with frontages over 30m in length

g. Multi-unit residential and mixed-use buildings should be designed to provide a sensitive transition in scale to adjacent, smaller developments through consideration for building mass, orientation of windows and entries, and other design features. Strategies to achieve this include but are not limited to setting upper storeys back, varying roof lines, increasing rear and side yard setbacks, including landscape within side or rear setbacks, and siting and scaling buildings to reduce shading, overlook, etc.



*Incorporate a substantial break in the façade for frontages over 30m in length.*



*Design for sensitive transition in scale to adjacent, less intensive buildings.*

## 4. Parking

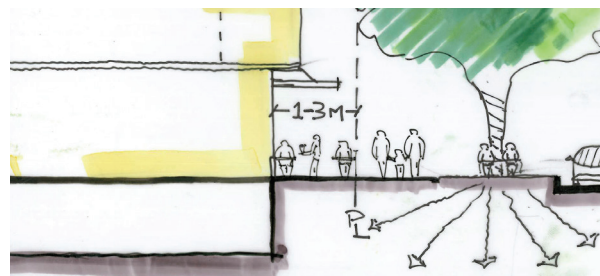
a. Parking should be located underground or to the rear of buildings to provide human scale pedestrian environments. Where rear yard surface parking is proposed, building designs and landscaping interventions should be employed so that parking is integrated into sites in a manner that results in an attractive and safe environment.

b. To improve the continuity of the Cook Street Village streetscape, driveway access to rear parking and loading areas should be accessed from side streets or laneways where possible.

c. Parking and underground structures should be set back from the property line to allow for healthy root zones to support current and future mature street trees.

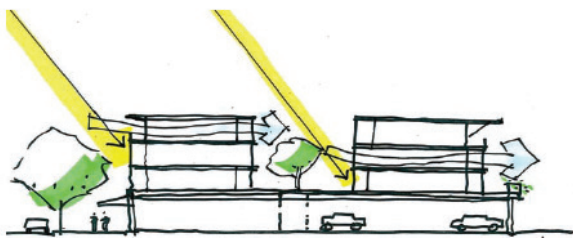


*Plantings and special pavers soften the look of this rear yard parking area.*

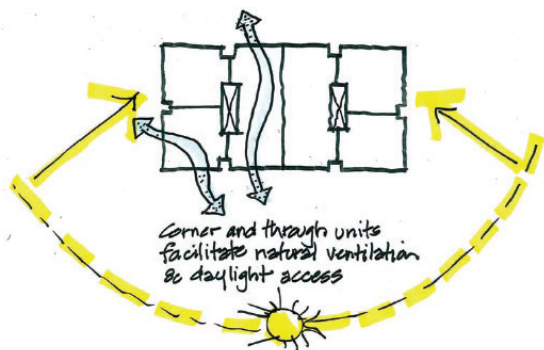


*Locate underground parking structures to support healthy root zones.*





*Courtyard type buildings create opportunities for incorporating outdoor amenity spaces and residential units with daylight and natural ventilation on at least two sides.*



*Roof top patios increase amenity and livability for both residential uses (above) and commercial uses (below).*



## 5. Livability

- a. Where two or more buildings are located on a single site, or where a single structure contains two or more building elements above a common base or podium, a comfortable separation space should be provided for residential units, with consideration for window placement, sunlight penetration to residential units, and adequate spaces for landscaping.
- b. Residential building designs are strongly encouraged to include common outdoor space such as landscaped courtyards, rooftops, or upper-storey terraces, where possible.
- c. Buildings with residential use should be designed so that units receive daylight and natural ventilation from at least two sides of the building, or from one side and a roof. Where possible, provide dwelling units with a choice of aspect: front and back, or on two sides (for corner units).
- d. As a means to improve privacy between adjacent buildings, consider design solutions such as window size, window height, window placement and orientation, exterior landscaping, privacy screens or the use of frosted glazing on balconies.
- e. Pedestrian walkways that connect the primary entrance of multi-unit residential or commercial buildings with the adjacent public sidewalk should be a minimum of 2 m wide and distinguishable from driving surfaces by using varied paving treatments.

## 6. Materials and Finishes

a. Exterior materials that are high quality, durable, natural and capable of withstanding a range of environmental conditions throughout the year are required, particularly on lower portions of buildings that are more closely experienced by pedestrians. High quality building materials include but are not limited to:

- Natural wood
- Composite materials
- Brick masonry
- Glazed tile
- Stone
- Concrete
- Flat profile “slate” concrete tiles
- Glass and wood for window assemblies
- Standing seam metal roofing

b. Light-coloured, heat reflective and permeable paving materials are encouraged for hard surfaces such as parking areas, walkways, patios and courtyards as a means to reduce storm water run-off and reduce heat-island effects. Light-coloured or heat reflective materials are also encouraged for rooftops to reduce heat island effects.

c. Landscape design should consider the local climate and water efficiency through species selection, including selection of drought-tolerant species, efficient irrigation systems or design of unirrigated landscapes, use of run-off for irrigation, presence of rain gardens and other approaches.

d. The location of driveways and drive aisles should strive to preserve existing canopy trees or provide opportunities for new canopy trees within the boulevard by maintaining sufficient planting spaces.

e. Site design should integrate features to mitigate surface runoff of stormwater, and stormwater impacts on neighbouring sites. This may include a variety of treatments (e.g. permeable paving, landscape features designed for rainwater management, cisterns or green roofs, and/or other approaches) which are consistent with approved engineering practices and other city policies.

f. Consider features in landscaping or open space that add to sociability, such as shared areas to sit, garden plots, play areas, balconies fronting courts, etc.

## 7. Landscaping and Open Space

a. Buildings that include residential units should include private open space (e.g. balconies, porches) and/or easily accessed shared open space in the form of courtyards, green spaces, terraces, yards, play areas or rooftop gardens.

b. The rear yard of multi-unit or mixed-use 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.

## Cathedral Hill Precinct Development Permit Area and Guidelines

Map 65: DPA 14: Cathedral Hill Precinct



## DPA 14: CATHEDRAL HILL PRECINCT

1. Pursuant to Section 919.1 (1) (d) and (f) of the Local Government Act, the area that is shaded and circumscribed by solid lines in Map 65 is designated as Development Permit Area DPA 14, Cathedral Hill Precinct, for the purposes of:
  - (a) Revitalization of an area in which a commercial use is permitted.
  - (b) Establishment of objectives for the form and character of commercial, industrial and multi-family residential development.
2. Application and Exemptions:
  - (a) Development Permits are required in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
  - (b) Specific Exemptions for DPA 14, Cathedral Hill Precinct:
    - (i) A Development Permit is not required for the following:
      - (1) residential single family dwellings and their accessory buildings and structures;
      - (2) residential duplexes and their accessory buildings and structures;
      - (3) 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 9.2m<sup>2</sup>; or
      - (4) changes to existing landscaping, other than landscaping identified in a development permit for the property
3. The special conditions that justify this designation include:
  - (a) The Cathedral Hill Precinct is a unique six-block area in the northwest corner of Fairfield. It is part of the Core Residential area, which is a major residential centre on the edge of a regional commercial and employment district. It has some capacity for growth through intensified multi-unit residential development with commercial activity at grade. The portions of Blanshard Street between Fort and Broughton Streets are currently under-utilized with capacity for commercial development adjacent to the Core Business area.
  - (b) High- and medium density multi-unit residential and commercial development are identified in this plan for the west portions of the Cathedral Hill Precinct with built form and place character appropriate to an urban setting, and transitioning to areas characterized by park space and lower density Urban Residential in the east portion of the Precinct and beyond.
  - (c) As a transition area, the Cathedral Hill Precinct contains a diverse range of land uses, building types and forms, streetscapes, parks and open spaces and an irregular street grid pattern, resulting in built form and character that varies from block to block.
  - (d) There is a collection of heritage resources throughout the Precinct which contribute to its unique character, including Christ Church Cathedral which is a significant heritage landmark located at a terminated vista at the head of Courtney Street with its bell tower as a skyline feature.
  - (e) There is potential for revitalization of the Cathedral Hill Precinct through redevelopment of sites including surface parking lots, and public realm improvements in balance with heritage conservation.
  - (f) The Cathedral Hill Precinct contains important public spaces, including Pioneer Square, which provides passive outdoor gathering and recreation space for residents, employees and visitors.
4. The objectives that justify this designation include:
  - (a) To revitalize an area of commercial use through redevelopment of sites including surface parking lots and public realm improvements to increase vibrancy, complement the adjacent Core Business area and strengthen commercial viability.
  - (b) To enhance the Cathedral Hill Precinct through a high quality of architecture, landscape and urban design that reflects the function of a major residential centre on the edge of a central business district in scale, massing and character, while respecting prominent heritage properties and landmarks.
  - (c) To recognize the transitional nature of the area between a high density Downtown and the medium to lower density residential neighbourhood through sensitive infill and the enhancement of streetscapes.
5. Guidelines:
 These Guidelines are to be considered and applied for Development Permits:
  - (a) Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
  - (b) City of Victoria Heritage Program Sign & Awning Guidelines (1981).
  - (c) Downtown Core Area Plan (2011).
 Section Three: Districts – with special attention to the following policies:
  - 3.100;



➤ 3.102.

Section Five: Transportation and Mobility – with special attention to the following policies:

- 5.26 to 5.30;
- 5.73.

Section Six: Urban Design – with special attention to the following policies

- 6.1 to 6.6
- 6.18 to 6.25
- 6.28;
- 6.42 to 6.47;
- 6.164 to 6.171;
- 6.176 to 6.186.6;
- 6.188

Section Seven: Heritage – with special attention to the following policies:

- 7.22

(d) Guidelines for Fences, Gates and Shutters (2010).

(e) Standards and Guidelines for the Conservation of Historic Places in Canada, prepared by Parks Canada

(f) The following guidelines from the Cathedral Hill Precinct Plan (2004):

- (i) Where mid-block walkways (through-block passageways) are possible and desirable, they should be designed with the following in mind:
  - (1) Properties and development adjacent to the walkways should be designed to open onto and look over the walkway.
  - (2) Pathways should be activated and supervised by active uses on them.
  - (3) Universal design should be considered.
- (ii) Uses that are “dull” to pedestrians, e.g., space devoted to vehicles and service functions, fire exits, lobbies, blank walls, etc., should be kept to a minimum along all streets and walkways.
- (iii) Large buildings should be visually broken into “human scaled” proportions. This could be achieved in a number of ways, including breaks in form, projections, balconies, bay windows, surface treatments and articulation.
- (iv) New residential or commercial buildings should be sited and oriented to provide sufficient building separation to maintain livability for residences in both existing and planned future residences. In locations that allow for taller buildings (over 8 storeys), modest

increases in envisioned building height, up to two additional storeys, may be considered in order to achieve more slender, simpler, vertically proportioned building forms within the envisioned density.

- Desired setbacks are: a minimum 6m side yard set back for portions of the building between 10m and 30 m in height; a minimum 9m setback for portions of the building above 30m; and minimum 10m rear yard set back. (See Fig. 23, 24)

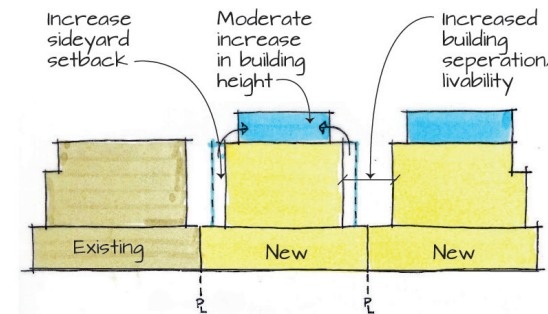


Fig. 23. Building Separation for Taller Buildings, Cathedral Hill: At a given density, modest increase in height can support greater building separation and more slender buildings, enhancing livability for current and planned future residences.

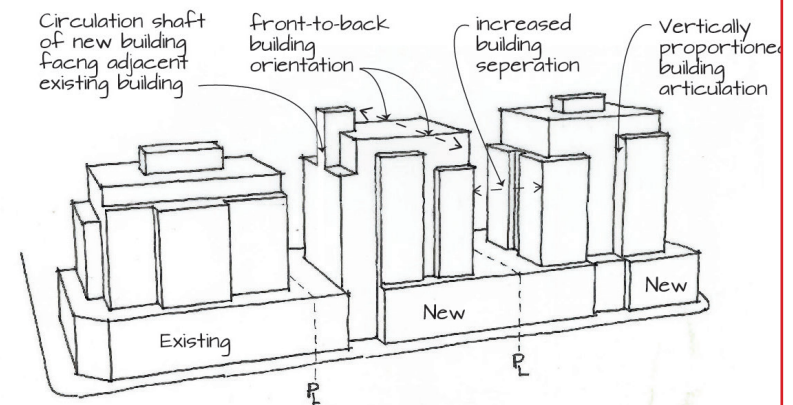


Fig 24. Building Orientation for Taller Buildings: Examples of strategies for building orientation which encourage livability

- (v) Facade design along sidewalks should provide features attractive to pedestrians: e.g. windows to people places or retail displays; doorways providing direct access; canopies; rounded corners at walkway intersections.
- (vi) Ground floor retail and commercial uses should maximize the amount of glazing and windows to make activities and merchandise inside visible from the sidewalk to increase the interaction between pedestrians and businesses.
- (vii) Overhangs and canopies are encouraged, especially on commercial buildings, to provide shelter from the elements and should be well designed to be compatible with local architecture. Backlit vinyl awnings are strongly discouraged. Aerial encroachment into the public right-of-way will require special approval.
- (viii) Entrances to buildings should be clearly identified, visible and accessible from the principal frontage streets. A separate entrance should be provided if residential use is proposed for the building.
- (ix) Individual street-oriented entrances for new residential development are encouraged.
- (x) Principles of Crime Prevention Through Environmental Design should be incorporated into all design proposals.
- (xi) With the exception of frontages along portions of Blanshard Street and Quadra Street falling within the Cathedral Hill Precinct, new development should incorporate setbacks, responsive to context, sufficient to accommodate a soft landscaped transition or amenity space between the building and the public sidewalk. This is to establish a streetscape pattern which transitions from the more urban downtown to surrounding neighbourhoods.
- (xii) New buildings should have minimal setbacks at street level. Buildings should incorporate setbacks at upper floors in order to allow sunlight to reach the street.
- (xiii) Consideration should be given to the inclusion of open space for residential development in the form of public, semi-private or private space.
- (xiv) Building massing should respect the smaller scale and the collection of forms that is the overriding characteristic of the area.
- (xv) Features and landmarks should be respected and perpetuated. All opportunities should be explored to create a fitting backdrop to these features in texture, colour and details.
- (xvi) Development proposals should clearly delineate the hierarchy of spaces – public, semi-private and private.
- (xvii) Where a building has a significant street frontage, consideration should be given to the creation of landscaped open space accessible from the adjacent right-of-way. Possible locations include the corners of lots, at building entrances, at mid block walkways, and so on.
- (xviii) Building massing, siting and design should respond to Pioneer Square and the Provincial Law Court Green in order to maintain sunlight access to this public space, as evaluated by a shadow assessment, while providing “eyes on the park” through the location of windows, balconies and storefronts.

April 1, 2019

Dear Mayor and City Councillors,

I live around the corner from Fairfield Plaza.

I have just read the "Revitalization Guidelines for Corridors, Villages and Town Centres: e. Fairfield Plaza".

What this document basically means is:

**The total destruction of an unobtrusive, successful, vibrant mall that had 24 important services, to which many people could walk, and where many people could park their cars to bring home bagfuls of groceries.**

In this document, item viii 1 says, "Create a series of smaller store front modules..." What does this mean? **Does it mean take two loved, well used shops and make them into one large pot shop?**

A huge pot shop is certainly a service the neighbourhood young and old need. **No!**

The city council and city planners, specifically Marc Cittone and Andrea Hudson, have done little to address the Fairfield Plaza Neighbourhood Group's major concerns about the development of this plaza. The lack of trust towards the city council and city planners has increased over the past number of months, especially since a council motion from June 2018, to come up with compromises between the planners and the neighbourhood group, has basically been ignored.

With respect to development, we now have a city council that has been highly aided by developers to get elected. Developers, such as Aryze, should have no problem getting their projects approved in Fairfield. The ugly, huge Rhodo Development (that encroaches on Hollywood Park) will be approved with no changes. Another developer who has said in a meeting that he doesn't care what the neighbours think, and who has said that he is doing nothing "green" because of the expense, wants to put 8 townhouses on Kipling between Fairfield and Thurlow. **This is NOT the Fairfield corridor!** And we also have a councillor, greatly assisted by Aryze for her election, who abandons ship after not even one year of her term to get into federal politics. All this is shameful, and in some people's eyes, seemingly corrupt.

No wonder the public is so cynical and disgusted by the goings on in civic politics, and by many of the decisions made by our city council.

Sincerely,

Rita Isaac  
348 Stannard Avenue

**Monica Dhawan**

---

**From:** Sharpe [REDACTED]  
**Sent:** Tuesday, April 02, 2019 8:34 PM  
**To:** Victoria Mayor and Council  
**Subject:** COV Corridors Policy and Fairfield Road

[OCP DPA 7A: CORRIDORS page 217]

3. The special conditions that justify this designation include:

1. (a) Victoria contains arterial and secondary arterial streets designed to carry high volumes of both through and local traffic at moderate speeds connecting to major city and regional destinations and points of entry. These street corridors are primarily routes for goods movement, transit and emergency response, and include sidewalks for pedestrians. Some also accommodate dedicated bicycle lanes.

COV Planning Staff are presenting Fairfield Road as a Corridor in the March 2019 draft Fairfield Neighbourhood Plan. To be considered as a 'Corridor' Fairfield Road would be identified as an Arterial or Secondary Arterial street and have a primary purpose of commercial, industrial and multi-family residential use, particularly commercial.

But in fact, Fairfield Road does not qualify as a Corridor because it is rated as a Collector Street (COV Street and Traffic Bylaw) as it forms a primary route from local streets to arterials (Cook Street) and is a minor transit route and limited truck route (COV Highway Access Bylaw).

To be in accord with COV's existing policy repeated above the COTW should remove the attempt to designate Fairfield Road as a Corridor.

Sincerely,

Michael Sharpe  
1592 Earle Place



## Monica Dhawan

---

**From:** Sharpe <[REDACTED]>  
**Sent:** Tuesday, April 02, 2019 8:59 PM  
**To:** Victoria Mayor and Council  
**Subject:** Fairfield Plaza

### OCP Figure 8 Urban Place Guidelines

#### Small Urban Villages

- Total floor space ratios ranging up to approximately 1.5:1.
- Total floor space ratios up to approximately 2:1 along **arterial and secondary arterial** roads. [note that Fairfield Road is rated by the City as a **'collector'** road.]
- Single and attached buildings up to two storeys.

Low-rise multi-unit buildings up to approximately three storeys including rowhouses and apartments, freestanding commercial and mixed-use buildings.

- Mixed-use buildings up to approximately four storeys on **arterial and secondary arterial** roads. [note that Fairfield Road is rated by the City as a **'collector'** road.]

The COV Planning Staff are recommending 4 storeys and FSR of 2.0:1 for Fairfield Plaza in the March 2019 draft Fairfield Neighbourhood Plan. To be in accord with COV existing policy the COTW should amend the draft Plan to a maximum number of 3 storeys and FSR of 1.5:1.

The COTW does not need to prematurely gift the uplift in building height and FSR density until a proposal is presented requesting a Council decision on bonus density for affordable housing.

Sincerely,

Michael Sharpe  
1592 Earle Place

April 1, 2019

Dear Mayor and City Councillors,

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I have just read the "Revitalization Guidelines for Corridors, Villages and Town Centres: e. Fairfield Plaza".

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Yes, with respect to development, we now have a city council that has been highly aided by developers to get elected. Developers, such as Aryze, should have no problem getting their projects approved in Fairfield. The ugly, huge Rhodo Development (that encroaches on Hollywood Park) will be approved with no changes. Another developer who has said in a meeting that he doesn't care what the neighbours think, and who has said that he is doing nothing "green" because of the expense, wants to put 9 townhouses on Kipling between Fairfield and Thurlow. This is NOT the Fairfield corridor! And we also have a councillor, greatly assisted by Aryze for her election, who abandons ship after not even one year of her term to get into federal politics. All this is shameful, and in some people's eyes, seemingly corrupt.

No wonder the public is so cynical and disgusted by the goings on in civic politics, and by many of the decisions made by our city council.

Sincerely,

Rita Isaac  
348 Stannard Avenue

## Marc Cittone

---

**From:** Sean Leitenberg [REDACTED]  
**Sent:** April 2, 2019 4:38 PM  
**To:** Ben Isitt (Councillor); Jeremy Loveday (Councillor); Lisa Helps (Mayor); Geoff at Home; Geoff Young (Councillor); Sharmarke Dubow (Councillor); Laurel Collins (Councillor); Sarah Potts (Councillor); Marianne Alto (Councillor); Charlayne Thornton-Joe (Councillor); Marc Cittone; Andrea Hudson; [REDACTED]; Juan Rohon  
**Subject:** Fairfield draft plan 5 corners reduction in number of floors means no more affordable housing

The lowering of the number of floors allowed in the Fairfield Draft plan for the 5 corners down to 3 floors when we are already zoned for 4 is to say the least unfair after passing 1303 Fairfield Rd. Then changing the draft plan. The same planners who had recommended the 1303 Fairfield be passed had already changed the draft plan to 3 storeys before approving 4 storeys for the new development. This is a fact.

This reduction of floors is the only place in the city that the density or number of floors is being reduced (aside from 1 property already zoned 6 floors and a 4.5:1 FSR). Because of all the work the city has done on 1303 Fairfield you should know that this change means it will not be viable to develop and will make it impossible to produce affordable rentals.

I was working on a plan for 20 affordable rental units on the corner. This change will make it impossible.

How come the city planners did not include a diagram of the 5 corners as they did with the other corners?

Leave the plan the way it was with 3-4 storeys and a possibility of bonus density of 2:1 which was in the plan before the last change. When I asked city staff why, they said they had opposition to the 4 storeys. They shared the data with me that shows 69% in support of 3-4 storeys.

Where is the justification for the change and if they cared about the 31% not in favour, then why recommend 1303 Fairfield?

We are zoned 4 storeys. We should be given the large urban designation and not have what we already have taken away.

You are making the creation of new affordable housing impossible. I thought city and councils direction was to create affordable housing.

Lastly this change was not recommended by council last fall and did not have a majority support from the neighbourhood this change was done solely by 2 individual city staff members.

Sincerely  
Sean Leitenberg  
[REDACTED]

## Rob Gordon

---

**From:** Personal info <Personal info>  
**Sent:** November 28, 2018 8:38 PM  
**To:** Marc Cittone  
**Subject:** Thanks for answers & a question

Marc Cittone

Thanks for answering <sup>Personal</sup>info ourselves. I do appreciate having the information.

I do have a question re the front yard setbacks "to vary from from 7.5m, where they fit into context.since . . . Does this seems to mean that the longest setback is 7.5 and it goes down sometimes. If so, to what measurement does it go down to? Does this include 0?

You see I believe that developers will argue for the least setback they can get away since "In context" is somewhat fuzzy.The would pick the least setback as example.

Sometimes seeming innocuous unclear words end up consistently "at the very least possible." I would prefer the inclusion of words on the theme of ensuring that the "real trees", able to grow large in the front as help against climate change, can be grown in the front, not just the small, tame ones in front of condos. Trees nearby also act so that air conditioning or heating may be less, so power is saved. A forest study in Ohio showed that it takes 269 saplings to replace the counter climate change effect of a mature tree.

Can you answer me on this? Is it possible to put in a condition like that?

Personal info



**Rob Gordon**

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**Subject:** FW: The City needs to consult neighbours about Fairfield Small Urban Villages

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**From:** Personal info  
**Sent:** Sunday, March 18, 2018 4:23 PM  
**To:** Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>  
**Cc:** Community Planning email inquiries <[CommunityPlanning@victoria.ca](mailto:CommunityPlanning@victoria.ca)>; Jonathan Tinney <[Tinney@victoria.ca](mailto:Tinney@victoria.ca)>  
**Subject:** The City needs to consult neighbours about Fairfield Small Urban Villages

Dear Mayor and Council,

Another issue has arisen with the "Draft Fairfield Neighbourhood Plan" with regards the suggested 13.5 (4 storey) buildings in Fairfield small urban villages. An exception for rezoning individual building as OCP, Large Urban village buildings, was not included in the draft plan. This was obviously a planning oversight.

At a recent CALUC meeting on rezoning Fairfield United Church at 1303 Fairfield Rd. from a small to a large urban village in order to accommodate the new structure on a road that was not arterial there was wide scale opposition from the neighbours. There was a good attendance at the meeting (perhaps 80-100). Alex Johnston in attendance for the City and he spoke briefly about the application for why the last minute change from small to large urban village designation was appropriate (Government regulations). In any case there were about 25 speakers and about 22 were opposed with only 3 in favour. The major reason for opposition was the precedent of changing 2/3 storey to 4 storey (i.e. making an exception to the OCP for this case, which would obviously have a knock-on effect to the surrounding buildings). We also heard that a petition was circulated against allowing the development application and it already has 560 signatures. Julie Angus who circulated that petition was given 5 minutes to speak and listed about 10 major faults with the zoning variances that covered most of the bases. (You will no doubt be sent the text) by CALUC.

The draft Fairfield Plan was not at any time mentioned in the discussion by either the advocates or the opponents. However, it is obvious to me that the planners should be compelled by City Council to do a consultation with those in vicinity of the Fairfield small urban villages just as they will be doing with Cook St. Village groups. The CALUC attendance sheet and the Julie Angus' petition should provide the names of those who should be consulted as well as those in the local businesses, the school and the Fairfield United Church. Certainly all buildings in the Small Urban Villages should be restricted to a 3 storeys maximum and there should be consideration of the heritage and land mark value of the present structures and safety considerations around the nonarterial roads.

Thank you for your consideration,  
Personal info

Fairfield

Personal info

## Rob Gordon

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**Subject:** FW: The Fairfield Neighbourhood Plan

**From:** [Personal info](#)  
**Sent:** Tuesday, February 27, 2018 7:08 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Re: The Fairfield Neighbourhood Plan

Hi Planners,

I missed completing your survey so I will simply briefly send you my views. I live in a 5 storey condo in Fairfield. I feel very strongly that we need to give others the same opportunity of life by constructing 4-6 story Rental buildings in our neighborhood. Look at what happened in the past along Cook Street from the village and north. Now no one objects to all those rental buildings which displaced old homes; they are taken for granted; they were needed. I do not own a car and I walk all the time so I really know my surroundings. I feel disheartened when I see signs in peoples' yards expressing views against new development. I find the 'not in my back yard' attitude so arrogant, so lacking in compassion towards your fellow human beings and their needs. Fairfield is a pleasant area, but it is full of what I call "mean, little, grey, stucco bungalows of no architectural merit", probably built during the 2nd W.W. We will not lose any delight in our area by exchanging those for more dense buildings of 3-4 storeys, if the planning department has some control over the looks. I should love to see such buildings built for mixed use but built so that each apt. has wide doorways (walkers, beds etc), large bathrooms and where the elevator is sufficiently capacious to take an electric scooter, a gurney, a baby stroller and the like. There should also be a communal garden with benches and a sandpit. It is very possible to create these, and they would be suitable for both seniors and families.

I personally am not in favour of narrow town houses with many stairs and few rooms on several floors in the same dwelling. They are much harder to live in than horizontal dwellings. I hope you show courage and come forward with a plan that has much greater density; there will be opposition from the Nimby Persons but we need the density. Maybe then more people will use the public transit.

I feel sure I am unusual in my views, but I think you should hear them.

Cheers, [Personal info](#)

## Rob Gordon

---

**From:** Engagement  
**Sent:** October 1, 2018 3:48 PM  
**To:** [Personal info](#)  
**Subject:** RE: Fairfield Neighbourhood Plan

Good afternoon, [Personal info](#)

Thank you for contacting the City of Victoria.

I have added your email address to our Fairfield distribution list and will ensure your comments are passed along to the Community Planning Department as well.

Kind regards,

Roz Beddall  
Engagement Assistant  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6



---

**From:** [Personal info](#)  
**Sent:** September 30, 2018 9:42 AM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** Fairfield Neighbourhood Plan

Hi,

I would like to be kept informed as this plan evolves

I live in Fairfield and this plan really seems to be well thought out and is something I could support, especially the Large and Small Urban Village concepts.

I have people knocking on my door saying it is a bad plan, but I don't see it that way and don't want a loud minority group speaking for the everyone.

Regards,  
[Personal info](#)



December 26, 2018

Marc Cittone, Senior Planner  
City of Victoria  
1 Centennial Square  
Victoria, BC V8W 1P6

Dear Marc, Mayor and Council,

I understand that a review of building heights, design and density is being considered in some Core Residential blocks in the Northeastern part of Fairfield.

As you are aware the 2012 Official Community Plan and the draft 2017 Fairfield Local Area Plan support a base density of 2:1 to 3.5:1 FSR with building heights up to 20 meters in the Northeastern block bordering Vancouver, Meares and Cook Street.

I would like to respectfully submit that staff and council should continue to support this direction. This area would appear to be a logical choice to encourage density given the current housing situation, the blocks proximity to the Harris Green and the Downtown Core.

Many properties in the 1000 block of Meares are unique as they are still single story or undeveloped parking lots. Development on this block would assist with the rental stock and add a spectrum of more affordable types of housing that are being rejected in other parts of Fairfield.

Given the scarcity of development lands in the City, adherence to the heights and densities previously outlined would be prudent. The OCP correctly allocated density to this area to support population growth over the next 25 years.

Individual applications will still require public vetting and will be considered on a case by case basis. Such decisions will likely be made by future councils and in an environment that may be much different from what exists today.

Given the proximity to the downtown core it makes sense politically, economically and most importantly from a land use perspective to continue to support the direction currently contemplated for the Northeastern block of Fairfield.

Respectfully,

Personal info

## THE URBAN VILLAGE AND ITS RADIUS OF HIGHER DENSITY WHAT NEEDS TO BE REMOVED TO REMOVE THE RADIUS'S INFLUENCE

Before the election, the planning staff had sent a paper recommending draft plan actions, which included removing clause 6.20 from the OCP re the radius with the urban village. On Sept. 20th I explained to Mayor and Council that much more than that one clause would have to be removed to remove the "radius affect" of 200 or 400 metres. with high development around. I heard later that, during an electioneering meeting, the electors were reassured that the clause would be removed and "gentle density" would cover the rest. That explanation is not adequate to the facts.

1. This paper lists what would have to be removed to assure no such radius which occurs in different parts of the OCP, so eliminating 6.20 will not remove the radius in any small or large urban village:

- The idea of specifically removing the radius for complete Urban Villages from a site specific zoning will have no effect because it is a land use plan for that plot of land only, not the surrounding land. The OCP still guides development for surrounding lands.

- The only way to remove the 400m complete Urban Village design objective is to remove from OCP mentions of urban villages anywhere including:

21.6.2 [Moss and May Streets, and Fairfield Five Points],

and 21.6.7 Fairfield Plaza (Ross Bay Village). ["Under strategic Direction p. 147]

- Also make sure that these locations are not identified in the Fairfield Neighbourhood Plan as Small or Large Urban Village.

Further, special notice could make sure that the 400 metres is not specified for the two proposed urban centres, so that there would be less neighbourhood resistance.

- This avoidance simply means that the whole process is not followed at one time.

- After the designation, radius metres could be added later when citizens were less alert

**2. The use of general clauses with the need for Urban Villages development means that every neighbourhood could have them (p. 48):**

6.14 This clause prepares a local area plan for Victoria West, Neighbourhood with a focus on Large Urban Village, Core Songhees, Small Urban Village, General Employment and Urban Residential to support its transition "as a mixed use urban residential" with specific focus.

6.15 This clause wants Town Centres and Urban Villages to progress towards a complement of community and commercial services, as described in the guidelines as shown in figure 9 [pg. 49].

NB: 6.16 this clause wants expanding or establishing Development Permit Areas and Heritage Conservation Areas in and around Town Centres and Urban Villages to achieve a unique character and sense of place in the design and a high quality of architecture, landscape, and urban design.

NB: We already have all of the above, unlike many buildings shown in the Draft Plan.

6.17 This clause considers design and traffic calming in Town Centres and Urban Villages, "for safety and temporary street closures for events.

6.18 This clause prioritizes consideration in local area planning Town Centre, large Urban Villages and Small Urban Villages, as illustrated on Map 9, [p. 51 showing circles] to checking on pace of phasing and scope of residential and commercial lands. (The map would have to be changed also.)



### **Specified Areas: (p 48)**

Section 6.19 This clause prepares a local area plan for the North Park Urban Village with a focus on the lands generally within 400 metres, to complete and improve.

Clause 6.20 lists the sites for LUV "to support the development of complete Urban Villages, generally focusing on the lands within 400 metres of Village Centres.

Fairfield: sites are: Cook St. Village, Five Points Village,, Moss Street Village, Fairfield at Irving Village.

### **Total Encouragement for Densification**

Section 6.21 This clause for new Town Centres and Urban Villages further encourages residential densities within 400 metres of a Town Centre or Urban Village sufficient to support the appropriate services and amenities. [See also Sections 8, 20 and 21]

6.22 This clause, for areas designated Traditional Residential, wants new development infill and redevelopment consistent with the density and uses established within the plan, and permits their increase following the completion of local area plan.

6.23 This clause supports new development in areas designated Traditional Residential that seeks densities towards the upper end of the range identified in figure 8 (p. 49) where the proposal significantly advances the objectives of in the plan

1. within 200 metres of the urban core,
2. within 200 metres of Town Centres and Large Urban Village
3. along arterial or secondary arterial roads.

NB: It seems possible the two clauses 6.22-6.23 would come in with a Large Urban Village at Fairfield Rd. and Moss. St. even without 6.20.

### IMPLICATIONS AND COMMENTS RE MOSS ST.'S HERITAGE

Please leave out the Urban Village Concept, since this neighbourhood is organically well organized:

- The Street deserves be made a Heritage Conservation Area, not to be broken up with new large housing "boxes" by using the Development Permit route..(Both are in clause 6.16.)
- The Heritage Advisory Panel should be the group consulted, Design Panels understand mostly new:
  - The Five Corners is a long-established historic area with aspects of heritage: and cultural celebrations as the Moss St. Paint -In.
  - The original theme was "brick" [opposite to white box] with all the older buildings and a newer 1960s one.
  - The cheery trees the whole length of the street are both natural elements and cultural, since they were planted as an irreplaceable art form.
  - The variety of housing has a majority of arts-and-crafts buildings, some impressive interspersed with styles from 20s and 30s and some later.
  - The large houses here, even just below the centre of Fairfield and Moss and on adjoining Oscar St., are perfect for Gentle Density modification, some already so.
  - The half timbered brick church with Scottish square tower is a fitting arts-and crafts style.

**Re the Trees,** Moss Street is magnificent in spring with iconic blossoms, a tourism destination featured in brochures, irreplaceable and, if removed, adding to climate change.

The Urban Village breaks the rule that the concept, especially large urban village requires an arterial (4 lanes) Street or secondary arterial (3 lanes) (see clause 6.23.3.). Fairfield iRoad is a collector (2 lanes) and Moss St. a subordinate collector (1 1/2 lanes).

It would seem inevitable that, with the Urban Village development, most, if not all the trees, would be cut to make both Fairfield Rd. and Moss St. wider. A tragic loss.

Personal info

November 14, 2018





# Fairfield Neighbourhood Plan Update



## Purpose

1. Present revised draft Fairfield Neighbourhood Plan
2. Present revised Development Permit Area guidelines
3. Present proposed OCP amendments for plan alignment
4. Consider consultation for OCP amendments and next steps



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Presentation Structure

1. Background
2. Northwest Area
3. Cook Street Village
4. Five Points Village
5. Fairfield Plaza
6. Urban Residential Areas
7. Traditional Residential Areas
8. Other proposed OCP amendments
9. Next Steps and Recommendations



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Background

### Engagement

- **Pre-Planning:** commenced spring 2016
- **Imagine:** develop neighbourhood-specific goals and vision
- **Co-create:** develop preferred land use scenario
- **Draft Plan:** consultation on draft plan

### Results

- Support for key directions
- Concerns in several areas
- Proposal by community groups to work through concerns



Draft Fairfield Neighbourhood Plan and OCP Amendments

# Background

## Additional Engagement

- Directed by Council (March 15)
- Collaborate: partner with public in development of alternatives and identification of the preferred solution

## Steering Committees

- Fairfield community summit (May 28)
- Formation of two community steering committees:
  - Gentle Density
  - Cook Street Village



Draft Fairfield Neighbourhood Plan and OCP Amendments

# Background

## Steering Committee Work:

### Gentle Density

- Gentle density videos
- On-line survey (300+ responses)

### Cook Street Village

- Health, Wellness & Accessibility Walk
- Public realm & urban design principles
- Design workshop (charrette)

### Pop-Up storefront

- Approx. 400 attendees



Draft Fairfield Neighbourhood Plan and OCP Amendments



## Background

### Fairfield Plaza:

- Public support for draft plan proposal, but also significant opposition and specific concerns
- Submission by Fairfield Plaza Neighbourhood Group
- Direction to seek compromise solution on key issues:
  - Transitions to occur on-site
  - Scale and type of commercial spaces
  - Soil conditions
- Preliminary meetings with *Neighbourhood Group* organizers

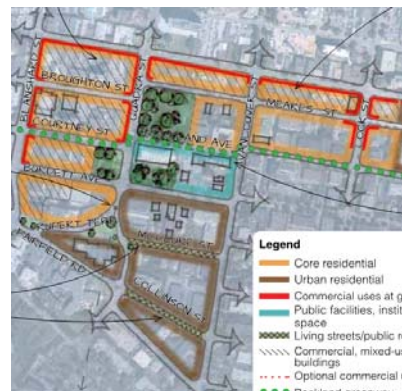


Draft Fairfield Neighbourhood Plan and OCP Amendments

## Key Revisions to Draft Plan

### Northwest Area

- Higher buildings (10-12 storeys) on 2 blocks for added building separation
- Reduced density (on 3 core residential blocks) to better fit 6 storey height
- Revised design guidelines for livability, landscape and sunlight on public open spaces
- Continue to support added density (3 urban residential blocks) to support additional housing and amenity



Draft Fairfield Neighbourhood Plan and OCP Amendments

FORT STREET

# OCP Amendments

## Northwest area

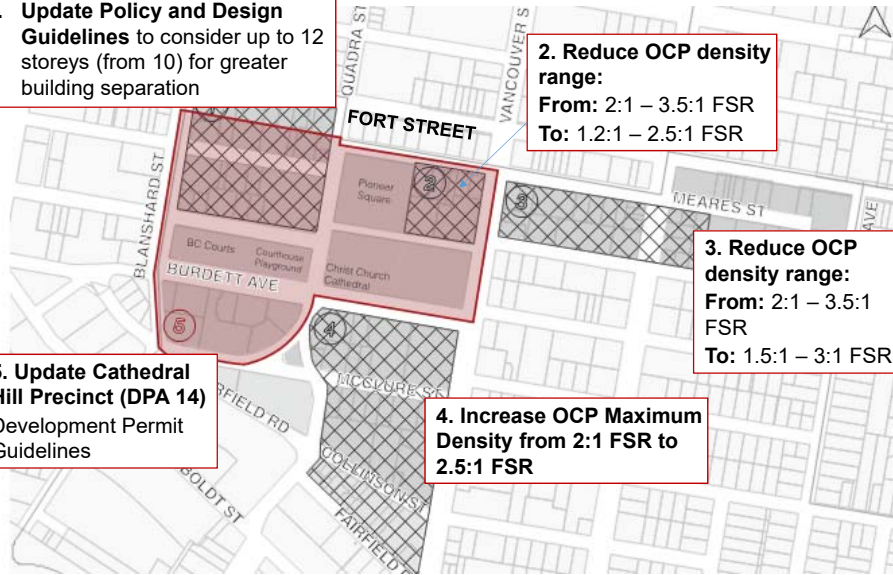
1. **Update Policy and Design Guidelines** to consider up to 12 storeys (from 10) for greater building separation

2. **Reduce OCP density range:**  
**From:** 2:1 – 3.5:1 FSR  
**To:** 1.2:1 – 2.5:1 FSR

3. **Reduce OCP density range:**  
**From:** 2:1 – 3.5:1 FSR  
**To:** 1.5:1 – 3:1 FSR

5. **Update Cathedral Hill Precinct (DPA 14)** Development Permit Guidelines

4. **Increase OCP Maximum Density from 2:1 FSR to 2.5:1 FSR**



## Questions?



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Key Revisions to Draft Plan

### Cook Street Village:

- Maintain the eclectic character of the village
- Support healthy mature canopy trees
- Guidance for enhanced public spaces, placemaking and walkability



Draft Fairfield Neighbourhood Plan and OCP Amendments

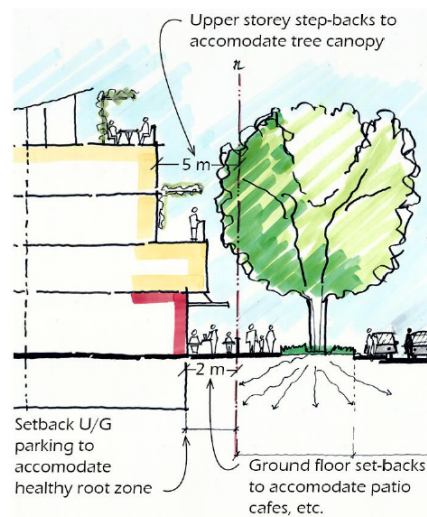
## Key Revisions to Draft Plan

### Cook Street Village:

For mature canopy trees:

- Upper-level setback above 2<sup>nd</sup> floor (5m)
- Ground-floor setback (1-3m)
- Underground setback

Maintain 2.5:1 density but within 4 storey height



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Key Revisions to Draft Plan

### Cook Street Village

- Pilot side street closures for community gathering/events
- Guidance for boulevards, gateways, connections
- Accessibility principles
- Autos and bikes share roadway (interim\*)

\*Cook Street remains on the long-term AAA network; Vancouver Street is priority.



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Proposed OCP Amendments

### Cook Street Village

1. Up to approximately 4 storeys for Cook Street Village, consistent with neighbourhood plan
2. Reference neighbourhood plan for built form
3. Adopt *Cook Street Village Design Guidelines* (2019)
4. No change to current density range for large urban village of 1.5:1 to 2.5:1 FSR



Draft Fairfield Neighbourhood Plan and OCP Amendments



## Questions?



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Key Revisions to Draft Plan

### Five Points Village:

- Many properties in village have existing zoning to 12 metres (approx. 4 storeys) and 1.4:1 FSR
- Previous draft proposed 4 storeys along Fairfield Rd, and considered bonus density to 2:1 FSR
- Support and concerns received
- Revised Plan re-instates OCP direction for 3 storeys and 1.5 FSR
- Concerns with revisions - additional conversation with community recommended to resolve before plan is finalized



Draft Fairfield Neighbourhood Plan and OCP Amendments

## OCP Amendments

### Five Points Village

1. No change to urban place designation, land use, density or height
2. Designate as DPA 6 (Small Urban Villages) and apply *Revitalization Guidelines for Corridors, Villages and Town Centres (2018)*



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Questions?



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Key Revisions to Draft Plan

### Fairfield Plaza



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Key Revisions to Draft Plan

### Fairfield Plaza

#### Reduce to Small Urban Village

- Reduced max. density (1.5:1 FSR; up to 2:1 FSR considered with community benefit)
- 3 & 4 storey buildings
- Strengthen policies for neighbourhood-serving commercial and transitions
- Identify soil conditions as part of context
- Removal of sub-area around village



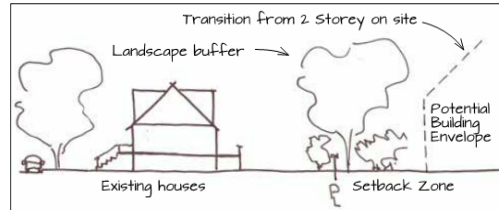
Draft Fairfield Neighbourhood Plan and OCP Amendments

## Key Revisions to Draft Plan

### Fairfield Plaza

#### New Design Guidelines:

- Building transitions on-site
- Enhanced pedestrian-friendly design and placemaking:
  - Gathering space
  - Internal street network
  - Tree plantings
  - Small-scale commercial storefronts
- Natural materials
- Convenience parking



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Proposed OCP Amendments

### Fairfield Plaza

1. Reduce urban place designation from Large to Small Urban Village
2. Rename
3. Identify potential for 3 to 4 storey buildings and density up to 1.5:1 floor space ratio
4. Consider density up to 2:1 FSR with consideration of public benefit
5. Add to DPA 6 (Small Urban Villages) and apply revised *Revitalization Guidelines for Corridors, Villages and Town Centres* with added content



Draft Fairfield Neighbourhood Plan and OCP Amendments



## Questions?



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Urban Residential Areas (excluding Northwest)



## Key Revisions to Draft Plan

### Urban Residential Areas (excluding Northwest)

- Added policies for transitional and/or small lots
- Removed specific 10% density bonus above maximum (defer to OCP and Density Bonus policy)

### No changes to:

- Continue to consider up to 6 storeys and 2:1 floor space ratio in the “Rental Retention” area
- Continue to consider 4 storeys and 2:1 floor space ratio near Cook Street Village
- Continue to consider development of 3-4 storeys, considering context, in scattered areas



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Questions?



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Key Revisions to Draft Plan

### Traditional Residential Areas



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Key Revisions to Draft Plan

### Traditional Residential Areas

- Focus development with more units/density near Cook Street Village and along Fairfield Road, where people can access transit and shops and services
- Less intensive forms in the rest of the neighbourhood
- Buildings that fit in, based on success of house conversion regulations
- Balance of housing, on-site parking and green spaces, with setbacks compatible with context
- Emphasize options to re-use character houses through easier conversion or more than one suite



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Revised Design Guidelines

### Traditional Residential Areas

Ensure new development fits in with existing streetscape character and 'rhythm'



Existing street rhythm



Disruptive redevelopment



Sensitive redevelopment

New developments should transition in height to existing adjacent residential buildings

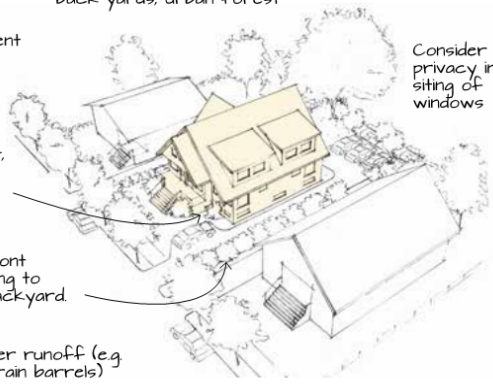


Maintain pattern of green front and back yards, urban forest

Have buildings present a friendly face to the street, with clear front entries, and human scale design

Consider limited front or side yard parking to maximize use of backyard

Minimize stormwater runoff (e.g. permeable paving, rain barrels)



Consider privacy in siting of windows

## Infill Housing Analysis

### Traditional Residential Areas

#### Rental housing, family-friendly housing impacts

- House conversions and added suites in existing and new
- Family-sized units, open space
- Tenant assistance policy

#### Transportation Impacts

- Between 2011-2016, population increased 7.2% while traffic on arterial roads declined

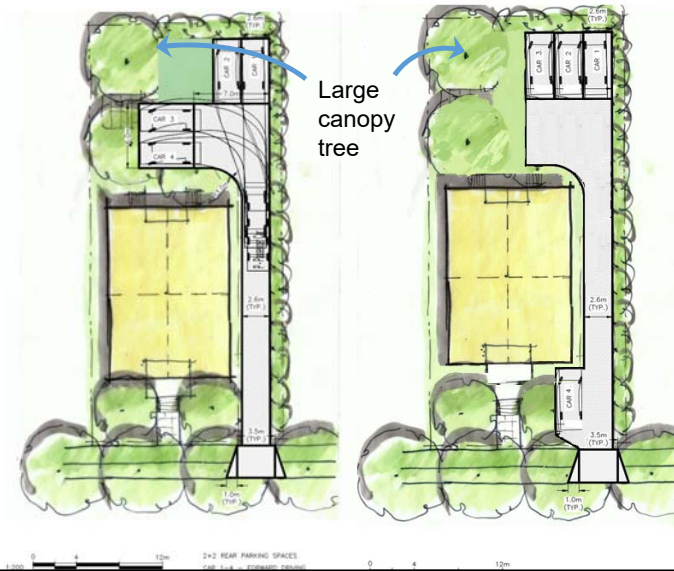
#### Retention and reuse of character houses

- Builders of infill housing unlikely to compete with homebuyers seeking a character house in good condition
- Homes marketed for land value are often replaced with new single detached homes



## Infill Housing Analysis

### Traditional Residential Areas



**Larger Lot**  
60' x 130'  
(7,800 sq. ft.)

Illustrative  
example:  
4 parking  
spaces

## Infill Housing Analysis

### Traditional Residential Areas



**Standard Lot**  
50' x 120'  
(6,000 sq. ft.)

Illustrative  
examples:  
3 parking  
spaces

## Infill Housing Analysis

### Traditional Residential Areas

- Existing front setbacks range from 4 to 8+ m
- Canopy trees preferred in boulevards and back yards
- Typical zoning ranges from 6m to 7.5m to contextual setbacks



5m setback, Bushby Street



Approx. 6m setbacks, Cornwall Street

## Proposed OCP Amendments

### Traditional Residential Areas

1. Consider ground-oriented housing up to 3 storeys (west of Cook Street Village and along Fairfield Road) and up to 2.5 storeys elsewhere for some infill housing types
2. Include in DPA 15F and apply *Design Guidelines for Attached Residential Development: Fairfield* for townhouses, houseplexes and duplexes

## Questions?

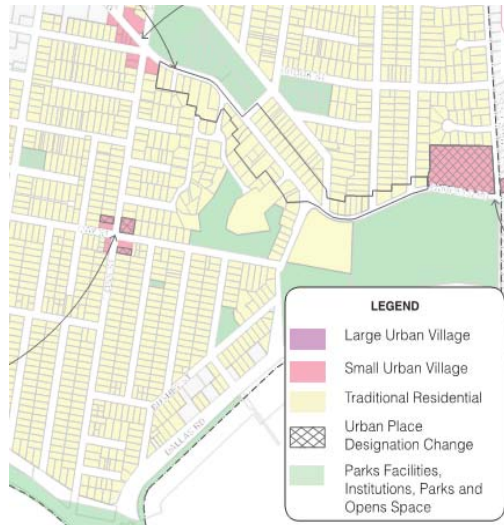


Draft Fairfield Neighbourhood Plan and OCP Amendments

## Other Proposed OCP Amendments

### Moss at May Small Urban Village

1. Add to DPA 6: Small Urban Villages and apply *Revitalisation Guidelines for Corridors, Villages and Town Centres*
2. Add three parcels to small urban village area to reflect draft neighbourhood plan



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Other Proposed OCP Amendments

### Clarify role of planning areas and urban villages

1. Remove OCP 6.19 and 6.20 and make related changes to remove confusion between planning areas and areas where growth would be supported



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Next Steps

### Final Engagement to Address:

- Legislative requirements for consultation on OCP amendments
- Consultation on specific areas (Fairfield Plaza and Five Points Village) to finalize policies



Draft Fairfield Neighbourhood Plan and OCP Amendments



## Next Steps

### Final Engagement:

- Working Group meeting
- Open house (held in 2 locations)
- Online summary and brief survey
- Referral to Advisory Design Panel, Songhees and Esquimalt nations, and School Board
- Promotion through media, social media and email list
- Offer to meet with key stakeholder groups



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Recommendations

- Receive the revised Fairfield Neighbourhood Plan
- Consider consultation on the related OCP amendments
- Direct staff to prepare OCP amendment bylaws and any final adjustments to the Plan following final consultation



Draft Fairfield Neighbourhood Plan and OCP Amendments

## Pamela Martin

---

**Subject:** FW: public access through private property on Fairfield Neighbourhood Plan, 1060 Linden Ave, Linden to Meares  
**Attachments:** City Easement legal.pdf

**From:** Louise Wood  
**Sent:** June 26, 2019 2:38 PM  
**To:** Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>  
**Cc:** Community Planning email inquiries <[CommunityPlanning@victoria.ca](mailto:CommunityPlanning@victoria.ca)>; Engineering Email inquiry <[eng@victoria.ca](mailto:eng@victoria.ca)>  
**Subject:** public access through private property on Fairfield Neighbourhood Plan, 1060 Linden Ave, Linden to Meares

Dear Mayor and Council;

I'm the property manager for the strata building at this address. Council has brought to my attention on page 26 of the draft Fairfield Neighbourhood Plan a proposed public through-way which cuts through their parking lot from Meares to Linden, which is private property.

**The public walkway is recognized legally from Meares to Fort street, not Meares to Linden.** See attached.

Please respond to me so I can provide evidence to the Strata Council and owners the basis for this route, and on what grounds you are able to traverse private land, or let us know that you have changed the route.

Owners of the building are already contending with safety and security concerns arising from public access to their driveway and parking lot, from needles and feces being left on the property to cars almost hitting pedestrians on the driveway as the sight lines are limited. This already incurs extra costs that owners of the strata must bear, including insurance and hazmat cleanup, and it has been eroding the sense of security owners are entitled to.

In summary:

- On what grounds you are able to allow the public to traverse private land?
- Who decided and on what grounds that this should be accessible to the public?
- If this can't be provided, please provide evidence that this has been changed on the Draft FNP

**Louise Wood**  
**Strata Property Manager**

Firm Management Corp.

#200 – 1931 Mt. Newton X Road, Saanichton, BC, V8M 2A9

This e-mail (including any attachments) may contain information that is private, confidential, or protected by attorney-client or other privilege. If you received this e-mail in error, please delete it from your system without copying it and notify sender by reply e-mail, so that our records can be corrected.

CIT 6 96116

H01720

DATE 15 Dec. 1978  
NATURE OF INTEREST Right of way  
DISPOSER L.R.O.  
PAYER

APPLICANT J. Williams  
AS AGENT FOR  
THE CORPORATION OF THE  
CITY OF VICTORIA,  
1 CENTENNIAL SQUARE,  
VICTORIA, B.C. V8W 1P6  
PHONE 385 5711

DEC 15 78 19453 -B3 5.00

THIS INDENTURE made the 11<sup>th</sup> day of December, 1978

78 DEC 15 13:56 BETWEEN:

LITWIN CONSTRUCTION (1973) LTD.  
( hereafter called the "Grantor" )

OF THE FIRST PART

AND:

THE CORPORATION OF THE CITY OF VICTORIA  
( hereafter called the "City" )

OF THE SECOND PART

WITNESSES THAT WHEREAS:

A. The City is a Municipality within the meaning of  
Section 24 of the Land Registry Act;

B. The Grantor wishes to grant a public right-of-way  
over certain lands hereafter described, in consideration  
of the issuance by the City to the Grantor of a  
Development Permit;

NOW THEREFORE the Grantor covenants with the City as  
follows:

1. The Grantor hereby grants to the City in perpetuity  
a right-of-way pursuant to Section 24 of the Land Registry  
Act for the purpose of allowing the public the right of

1978/12/21

passage without vehicles from Fort Street to Meares Street and from Meares Street to Fort Street at all hours of the night and day in, over and across certain lands in the City of Victoria and Capital Assessment Area in the Province of British Columbia, described as

3.048 m all that part of Lot 1, Fairfield Farm Estate, Victoria City, Plan 51529, lying to the west of a line and its productions northeasterly and southwesterly thereof, said line being parallel to and 10 feet perpendicularly distant southeast of the northwestern boundary of the said Lot 1.

2. The covenants herein contained bind the Grantor and its successors in title to the said lands.

IN WITNESS WHEREOF the Corporate Seal of the Grantor was hereunto affixed by its duly authorized officer.

LITWIN CONSTRUCTION (1973) LTD. )  
per: )  
)  
)  
)  
)  
)





# Acknowledgment of Officer of a Corporation

I HEREBY CERTIFY that, on the 14th day of December, 1978, at Victoria, in the Province of British Columbia, (whose name I have personally known to me, and that he is the person of the said Corporation) appeared before me and acknowledged to me that he is the person who subscribed his name to the annexed instrument as said Corporation, and that he was first duly authorized to subscribe his name as aforesaid, and affix the said seal to the said Instrument, and that such corporation is legally entitled to hold and dispose of land in the Province of British Columbia.

IN TESTIMONY whereof I have hereunto set my Hand and Seal of Office, at Victoria, in the Province of British Columbia, this 14th day of December, one thousand nine hundred and seventy eight.

*John M. Burrows*  
A Commissioner of the Court of Civil Judgments

H01721

DO NOT WRITE ABOVE THIS LINE. FOR LAND REGISTRY USE ONLY

DEED OF LAND (Short)  
Form No. 516-517

SUBSTITUTE FORM A - PARTICULARS

C/T 681585

Address of person entitled to be registered, if different from that shown in instrument

Full name, postal address and telephone number of person presenting instrument for registration

Declared Value \$ 63,500.00

Request for delivery of duplicate C/T YES/NO

If yes, to be mailed to

MESSRS. VAN CUYLENBORG & GRAY,  
BARRISTERS AND SOLICITORS  
P.O. BOX 548,  
VICTORIA, B.C.  
Telephone 386-1481

*John M. Burrows*  
Signature of Applicant - Agent for Grantee

For Land  
Registry Office  
use only

THIS INDENTURE made the 14th day of December 1978

IN COMPLIANCE OF THE SHORT FORM OF DEED ACT

U2

PLAN NO. 37329

RS: H01720

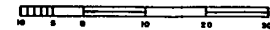
967  
F22970

Deposited in the Land Registry Office of Victoria, B.C.,  
this 10<sup>th</sup> day of Jan 1978

*Signature*  
Registrar

PLAN OF SUBDIVISION OF PARTS OF  
LOTS 4, 5, 6 AND LOT 15, FAIRFIELD FARM ESTATE,  
VICTORIA CITY, PLAN 675.

Scale 1: 500



Legend:

Bearings astronomic, derived from southerly boundary of  
Fort St., as shown on plan 15227.

All distances are in metres

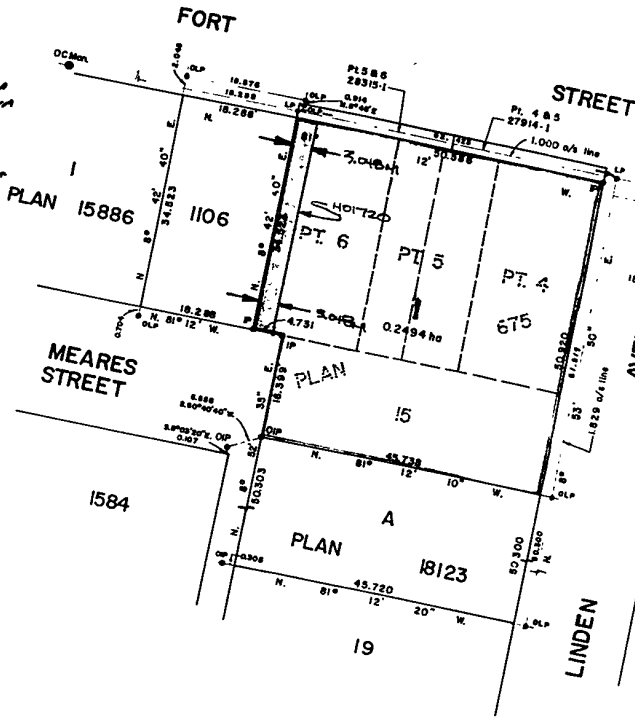
- OC Mon. Denotes control monument found
- OLP Denotes lead plug found
- OIP Denotes iron post found
- IP Denotes iron post set
- LP Denotes lead plug set

*Signature*  
John Harold Hodges Mortgagee  
Witness

1499000 WEST JAMNER ROAD  
Address & Occupation  
ACCOUNTANT

*Signature*  
James Thomas Robertson Mortgagee  
Witness

460 HENDERSON RD.  
Address & Occupation  
ACCOUNTANT



*Signature*  
John Charles Wilson Mortgagee  
Witness

5197 30th RD. BUILDER  
Address & Occupation

*Signature*  
Kenneth Ralph McCulloch Mortgagee  
Witness

1931 DEAN PARK RD. FARMER  
Address & Occupation

Krieger, Stricker & Co. Ltd.  
Owner  
*Signature*  
H. G. Thricher Dir.

Canadian Imperial Bank of Commerce  
Mortgagee  
*Signature*  
Asst. General Manager  
*Signature*  
Asst. Secretary

This plan lies within the  
Capital Regional District  
Approved under the Land Registry Act  
this 28<sup>th</sup> day of Nov. 1977

*Signature*  
Approving Officer, Corporation of the  
City of Victoria

Butterfield, Hughes & Mowle  
B.C. Land Surveyors  
Victoria, B.C.  
File No. 8267

I, ROBIN CAREY LEGARFF, of the City of Victoria,  
British Columbia Land Surveyor, make oath and say  
that I was present at and did personally superintend  
the survey represented by this plan and that the survey  
and plan are correct. The said survey was completed on  
the 9<sup>th</sup> day of Nov. 1977

Sworn before me  
this 16<sup>th</sup> day of Nov. 1977

A Commissioner for Taking Affidavits for British Columbia

CIT 6 96116

H01720

DATE 15 Dec. 1978  
NATURE OF INTEREST Right of way  
DISPOSAL L.R.O.  
FEE

APPLICANT J. Williams  
AS AGENT FOR  
THE CORPORATION OF THE  
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1 CENTENNIAL SQUARE,  
VICTORIA, B.C. V8W 1P6  
PHONE 385 5711

REG-1578 19453 -B3 5.00

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1978/12/21

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2. The covenants herein contained bind the Grantor and its successors in title to the said lands.

IN WITNESS WHEREOF the Corporate Seal of the Grantor was hereunto affixed by its duly authorized officer.

LITWIN CONSTRUCTION (1973) LTD. )  
per: )  
)  
)  
)  
)





## Acknowledgment of Officer of a Corporation

I HEREBY CERTIFY that, on the 11<sup>th</sup> day of December, 1978,  
 at Victoria, in the Province of British Columbia,  
 (whose name is LESLIE STEPHEN LITWIN), who is personally known to me,  
Leslie Stephen Litwin of  
 appeared before me and acknowledged to me that he is the  
LITWIN CONSTRUCTION (1973) LTD., and that he is the person  
 who subscribed his name to the annexed instrument as President of the said  
 Corporation and affixed the seal of the  
 said Corporation  
 to the said instrument, that he was first duly authorized to subscribe his name as aforesaid, and affix the said seal to  
 the said instrument, and that such corporation is legally entitled to hold and dispose of land in the Province of  
 British Columbia.

IN TESTIMONY whereof I have hereto set my Hand and Seal of Office,  
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 British Columbia, this 11<sup>th</sup> day of December  
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*John M. Burrows*  
 A Commissioner of the Province of British Columbia

H01721

DO NOT WRITE ABOVE THIS LINE. FOR LAND REGISTRY USE ONLY

DEED OF LAND (Short)  
 Form No. 516-517

SUBSTITUTE FORM A - PARTICULARS

C/T 681585

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Full name, postal address and telephone number of  
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Declared Value \$ 63,500.00

Request for delivery of duplicate C/T YES/NO

If yes, to be mailed to

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 Telephone 386-1481

*John M. Burrows*  
 Signature of Applicant - Agent for Grantee

For Land  
 Registry Office  
 use only

THIS INDENTURE made the 14th day of December 1978

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U2

PLAN NO. 37329

RS: H01720

967  
F22970

PLAN OF SUBDIVISION OF PARTS OF  
LOTS 4, 5, 6 AND LOT 15, FAIRFIELD FARM ESTATE,  
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Scale 1: 500



Legend:

- Bearings astronomic, derived from southerly boundary of Fort St., as shown on plan 15227.
- All distances are in metres
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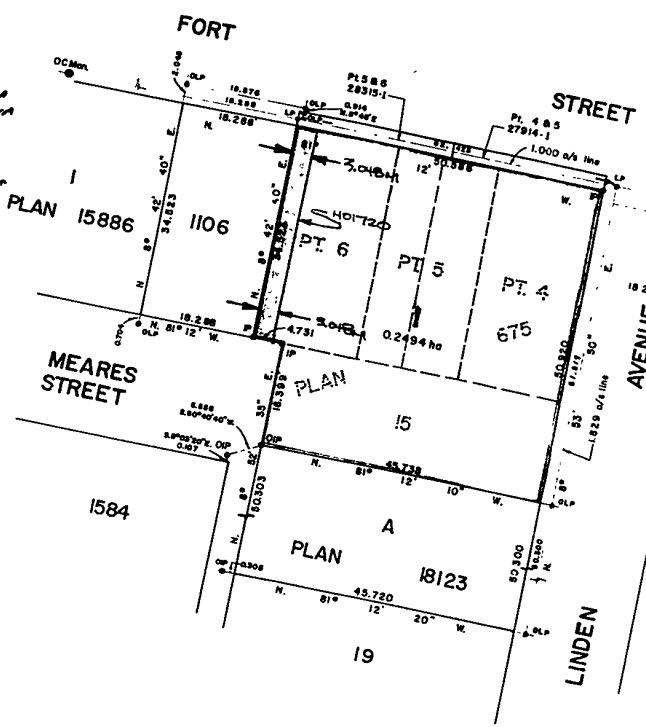
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Butterfield, Hughes & Mowle  
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File No. 8267

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the survey represented by this plan and that the survey  
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the 9<sup>th</sup> day of Nov. 1977

Sworn before me  
this 16<sup>th</sup> day of Nov. 1977

A Commissioner for Taking Affidavits for British Columbia

City of Victoria,  
1 Centennial Sq,  
Victoria, BC  
V8W 1P6

Colonnade Strata Council  
c/o 302-1060 Linden Ave,  
Victoria, BC  
V8v 4H2

June 24, 2019

Dear Mayor Helps,

Re: Fairfield Neighbourhood Plan in relationship to The Colonnade, 1060 Linden Ave

I'm writing on behalf of our Strata Council to request an adjustment to the Fairfield Neighbourhood Plan to correct an error that may have occurred in previous City Plans. It was noted that in the April 2019 Draft Fairfield Neighbourhood Plan there is a red dotted line going from the end of Meares to Linden Ave. This route is unacceptable to the Strata as it passes through our private property. We ask that this route be removed from the Fairfield Neighbourhood Plan as well as all city publications.

The background to our concerns regarding this route through our property stems from our concerns with ongoing issues with car break ins, vandalism in our covered parking area and binners. We are also concerned with the personal safety of persons crossing our property, especially as part of this proposed route is a narrow lane on the side of building. This lane is used by twenty-seven unit's cars to enter and exit the parking lot at the back of the building.

Two resident owners from the Colonnade Strata attended the Fairfield Neighbourhood Plan Open House on June 15, 2019. An impressive amount of work went into this comprehensive draft plan.

The purpose of attending this Open House was specifically to obtain information regarding this "designated pedestrian and/or cycling route" (red dotted line) from Meares to Linden Ave on pg 26, Neighbourhood Active Transportation of the April 2019 Draft Fairfield Neighbourhood Plan. The legend identifies this route as a "previously approved greenways and cycling network". This troubling to us as the dotted line runs through our private property. We have members on our Strata Council who have been on our Council for over 20 years and to their knowledge there has never been a discussion allowing this route. We are perplexed.

The two owners were able to speak to both Mike Van der Laan and Mark Cittone, employees of the City of Victoria who attempted to help in our quest to find out how and when this particular route was approved. Mike identified that the route is not on the Greenways Plan. Otherwise it

was suggested we explore the various Plans, Bicycle, Pedestrian, Official Plan and to write to the City of Victoria.

I have reviewed the Bicycle Master Plan, The Official Community Plan 2012, and The Greenway Plan 2003. The only reference to this possible designated pedestrian and/or cycle route that I could find is on page 63, Map 6 in the Official Community Plan. In this map it is extremely hard to make out this route as the detail is small.

In February 2019 the Strata Council was starting the process of considering our options to protect our property. The Strata Council received information from the City of Victoria via Louise Wood, our Property Manager, Firm Management. An email from Stephen Stern, Supervisor, Land and Development included a document which shows an easement on our property from Fort Street to Meares. These documents are included in this letter. This gave us clarification as to what how we might proceed with the various options available to us.

Our current Council is very concerned that should this designated route be accepted and allowed to remain on the map of the Fairfield Neighbourhood Plan or any publically available City Plans that the public will consider this route as a legitimate pedestrian access. This is not the case. This is not acceptable to us.

Again, we ask that this route be removed from the Fairfield Neighbourhood Plan, as well as all city publications.

We understand that the future may bring different options and in the event of redevelopment of the property, conversations about a pedestrian access could be reasonable. Yet, for the present, we do not want to seed potential conflict with our neighbours when we take actions to protect our private property.

Your consideration regarding this matter is important to us and the Colonnade Strata looks forward to your reply.

Sincerely,

Catharine Ascah,  
Treasurer of the Colonnade Strata Council

Cc  
City of Victoria Councilors,  
City of Victoria Planning Department,  
City of Victoria Department of Engineering,  
Fairfield Neighbourhood Plan,



\_\_\_\_\_

## Lucas De Amaral

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**From:** Louise de Lugt [REDACTED]  
**Sent:** June 29, 2019 1:08 PM  
**To:** Victoria Mayor and Council  
**Subject:** Strata Plan 1481

**Categories:** Awaiting Staff Response

Dear Mayor and Council,

I am on the strata for strata plan 1481 and am rather upset at the proposed throughway between Meares and Linden Ave. There already exists a throughway between Meares and Fort. We are already getting some traffic between Meares and Linden, but this should not be the case as it is private property—especially as we are already having security and possible liability issues with these persons.

Please stop this from becoming part of the Proposed Plan for Fairfield. We have had enough!

Respectfully yours,  
Louise de Lugt, BScN

## Heather McIntyre

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**From:** Sandra Smith [REDACTED] >  
**Sent:** July 3, 2019 4:32 PM  
**To:** Victoria Mayor and Council  
**Cc:** Marc Cittone  
**Subject:** Opposition to Fairfield Neighbourhood Plan Traditional Residential Area 2

We have read the proposed Fairfield Neighbourhood Plan as it applies to the 1400 block Fairfield. Is it the view of Council that as our homes front on a busy street, the integrity of our homes and community can just be thrown away?

The plan designation to Traditional Residential Area 2 will destroy our neighbourhood, simply encouraging developers to nibble away at the edges (see proposed Kipling development) at a scale and mass that will engulf us.

In the plan there is much acknowledgment of respecting traditional housing types and encouraging ageing in place. To be meaningful, this needs to be augmented by a policy of respecting the strong existing community. Some of us have lived here for more than forty years. Others have come more recently. But together we have a support network that helps us to age in place and welcome newcomers. We want to live in homes that we have carefully maintained - homes that now provide gardens, play space for children and grandchildren, a mortgage helper suite, accommodation for a home caregiver or an in-law suite. And on the south side of Fairfield are many recently built new homes, clearly not in need of redevelopment.

Your proposed designation of our homes is premature. Please reconsider, recognize the social fabric of our area and, at the very least, consider denoting this as a long term objective. The 50-100 year right answer might be leaving it as it is as a lovely residential streetscape, or moving to higher-density apartments with proper underground parking and road access like other parts of Fairfield. But not this band-aid solution designed to add density where it has been refused by other areas. Please support development sympathetic to our neighbourhood.

Sandra and Peter Smith

## Heather McIntyre

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**From:** Christopher Petter [REDACTED]  
**Sent:** July 6, 2019 10:49 AM  
**To:** Councillors; Victoria Mayor and Council  
**Cc:** Stewart, Richard  
**Subject:** The Fairfield Neighbourhood plan draft coming before Council July 11th

Dear Mayor and Council,

Despite the hard work done by Mar Cittone I am afraid that The Fairfield Neighbourhood Plan deserves a failing grade and I urge you not to pass it in its present form. I sat on the University of Victoria development land committee for 4 years (2007-2011) and have looked at many development plans. This one just doesn't make the grade and should be sent back to Planning for more evidence and more consultation. There are several reasons for my concern:

- The 20,000-30,000-population increase was supposed to be for the whole of southern Vancouver Island (the CRD) and not just the City of Victoria. Hence, the population increase should be spread out over all of the municipalities, not just Victoria. The FNP needs to be rewritten from the bottom up with hard evidence and limits on development, with lower density expectations and with much better-defined design criteria.
- Without a proper transportation plan and more frequent bus service in place there is no incentive for people to abandon their cars. Bike routes like Cook St. and Fairfield Ave. have too much traffic to sustain bike lanes as engineering studies have shown. With frequent buses and large buildings, a bike lane along Fairfield Ave is not an option.
- By facilitating development in Fairfield, property prices have skyrocketed. House price increases have way exceeded other parts of Victoria. My taxes have increased in the range of 10% per year for the last 6 years to almost \$5,000. If this inflationary spiral is not slowed it will make aging in place in Fairfield unsustainable for many lower income seniors.
- Without a proper parking study of the whole neighbourhood, with solutions found to the chronic problems, a plan that is not based on hard evidence should not be approved. A survey needs to be conducted on car ownership in Fairfield so Council can predict parking needs based on hard data not on speculative crystal ball gazing.
- The role of urban villages for local residents is exaggerated in FNP because it is not based on any hard data. Most Fairfield residents do not exclusively use the local services offered in the Cook St. LUV and the 2 Moss St. SUVs but drive elsewhere to get many services and recreational opportunities. Evidence from Cook St. village businesses shows that they are mostly supported by people from outside the area. Likewise, most of the businesses in the Moss St. SUVs are destination businesses drawing their clientele from across the region. Residential parking is presently inadequate for this influx and will be made worse by the Unity project and the FNP proposal for more businesses in the SUVs.
- The FNP should make the City far more prescriptive and proactive in preserving heritage buildings which are key to the City's tourism appeal. In the current FNP draft all the onus is placed on homeowners to seek heritage designation. There needs to be a committee of expert such as Pam Maddoff, Martin Segger and Stuart Stark, to lay out how streetscapes can be preserved and with defined incentives for homeowner to preserve and repurpose historic buildings.
- The plan has, by and large, been top down: designed by planners and developers with inadequate consultation with community members. Ken Roeche, a resident on the FNP working group, has told me that: --"Three years sitting on the LAP working group committee has yielded a big fat nothing, in fact less than nothing."
- After my experience opposing the OCP amendment to upzone 1303 Fairfield from a SUV to a LUV, there is much evidence that Council pay attention only to the developer and not the community. (I think that this because



they are afraid of being sued for forestalling projects). Thus, the developer's economic imperatives trump community opposition. Planning are not given a mandate resist on the grounds that the developers' demands exceed the OCP limits. Amendments thus undermine the OCP as a contract between the community and the City.

- I disagree with the idea of preapproval or zoning variances under any circumstances. Given the evidence of the more than 80 OCP amendments over the past 6 years, the mayor's idea of preapproval of zoning on 6000 and 7000 sq. ft. lots would not prevent developers from demanding OCP amendments to lower the 50% moderate income stipulation to 30% or 20% or 10%. Over time the 50% will probably diminish thus undermining the social license of the preapproval. By putting this on the table April 4<sup>th</sup> the mayor has increased residents' anxieties that in the future they will have little or no ability to influence decisions about development proposals in their neighbourhood.

Chris Petter, 1220 McKenzie Street, Fairfield resident for the past 40 years.

## Draft Fairfield Community Plan- Review (FCP)

### **What is a Community Plan?**

A plan defines policies for current land use and development , as well as addresses the needs of the future. The OCP is more strategic and often less prescriptive about specific sites.

The FCP states

“- will act as a framework for guiding new growth and will be implemented over the years to come. It should guide growth ...over the next 20-30years . It is a forward looking document. Future change should be accommodated within in the OCP and it should not be rendered outdated by the passage of time “

Zoning is a regulatory tool that is very specific about land use, density, building and siting .

A zoning bylaw falls under the umbrella of the OCP and therefore must be consistent with it.

In the introduction to FCP it states it is to ensure future growth is ;

-“shaped by those who know the neighbourhood best”. This phrase emphasizes the role of neighborhood opinion

The City feels considerable pressure to create housing and in particular affordable housing. The City does not have primary responsibility for housing. It should not create housing in a way that detracts from neighbourhood character or is contrary to neighbourhood opinion.

### **Comment**

I understand that the FCP is aspirational and not regulatory. However in my view the FCP should establish outside boundaries (parameters ) within which it operates. Outside parameters require specific , concrete statements. in order to give the FCP outside control. Outside boundaries create protection for the neighbourhood character and limit the ability of Council to approve projects inconsistent with in.

The two most important criteria to establish these boundaries are story height (goes to mass) and floor space ratio. ( goes to density).

Vague phrases should not be used if the objective is to create an outside boundary. For example the phrase “should guide growth..over the next 20-30 years is to vague. The time frame should be specific say 20 years. The statistics referred to in the Plan refer to growth (20,000) between now and 2041 (22 years)Planning beyond that point is difficult.

### **Specific Comments of the Draft Community Plan**

#### **Limited Scope of Review**

The area of greatest interest to me is that which is proximate to my home- namely a residential – and for the most part single family – residential area. For example I will not comment on the Cathedral District Area .

#### **Section- Key Directions**

**3 – make it easier to leave the car behind .** In a largely single family residential area-there must be adequate provision for the continued use of the car. It is a reality and if parking is ignored it will significantly undermine the neighbourhood character. To the extent that primary character of Fairfield continues to be a residential neighborhood. People who live in houses have cars. Friends visit in cars. The future direction of the automobile is both use of electric cars (not no car) and public transport. Both must be taken into account. Victoria is not a big enough city to develop a comprehensive public transit system.

**6-retain and add rental housing.** As stated a large part of Fairfield is traditional single family residences. A part of Fairfield mostly west of Cook ,north of Hilda and along Fairfield Road is multi unit residential. The addition of multi unit residential should not encroach on the single family residential areas.

**7- encourage neighborhood commercial corners to thrive.** Five Points and Moss/ May are included in this statement. The general description of those areas as commercial corners are statements of their current character . The use of the word thrive goes to the question of scope. The map does not suggest the boundaries of these areas are being extended. The phrase mixed use building up to 3-4 stories. As long as the words “up to “ are used then the default proposal will be for 4 stories. **Change the wording to up to 3 stories.** The overall area is small and 4 story buildings create too sharp a contrast with the adjacent residential neighbourhood and does not allow for the necessary transition from one to the other. The approval of the apartment at 1303 Fairfield Road should not establish a 4 story precedent. The residents were assured by council that no such precedent was being created.

**9. diversity of new housing that fits traditional residential areas.** - The arrow on the map (page 8 ) – shaded yellow- points to the area south of May – however the map colour for this area is the same as parts north of May . I assume the comment

applies equally to that area. I suggest the arrow point to the different areas. The wording “fits traditional areas” . Are there any design criteria? At present there is a variety of new housing being built in Fairfield. There is an example of two houses built side by side on Moss and Faithfull . The style of one of the houses more closely “fits the traditional residential ” At the same time I don’t mind the more modern look. The issue there is one of mass/density. The photographs included make the point. The one more boxy – shed roof style is acceptable. The design is not a box.

### **Guides to Interpretation.**

The FCP is aspirational so the language is broad (except as I argue where there are some firm outside boundaries identified. )

As such the context within which the interpretation must occur should be defined.

### **Section 2.Neighbourhood Context” -Great degree of diversity.**

There are really a series of sub-areas- each with their own character. For example the Cathedral District is very different than the traditional residential area south of Fairfield Road. This diversity and the character of these sub areas should be protected.

**Section 3. Transportation and Mobility.** The goals include “improve parking management”. I agree that there should be an emphasis on active transportation to move around the neighbourhood. But vehicles are a fact of life- they cannot be ignored. Vehicles will still be used to move people in and out of Fairfield. Parking is a critical issue in the neighbourhood . The statement in goal 4 should not be restricted and should read “improve parking management “

When considering transportation improvement there should be an assessment for cut through traffic on McKenzie Street and “”. I live on McKenzie Street and I can confirm it is used as a cut - through street. Traffic should be directed down Moss or Linden to May or Dallas Road.

### **Section 5. Future Land Use.**

The attached map designates certain areas “area near Cook Street Village” for different considerations- see Chapter 8-. I do not understand or agree that these areas should have special treatment but see my comments Chapter 8.

In the land use table for Traditional Residential – permitted uses includes “small scale commercial uses”. I do not agree but see comments in Chapter 8 and 9.

In the table under hearing density “up to approximately 1:1 floor space ratio. See my earlier comments. Certain outside parameters are required. The parameter re



density is one of them The term “up to approximately 1:1 “ is too vague. The wording should be “density of 1:1 floor space ration.

In the land use table for Urban Residential reference is made to “stacked townhouse” What is the definition of that term. The term is not defined in the Appendix A- Glossary of Terms.

In the land use table for Five Points and Moss at May- Small Urban Village. I agree with maximum height and # of stories. (3) and no more. These criteria are offside with the building approved at 1303 Fairfield and demonstrate this approval was improper.

## **Section 7. Urban Villages**

I agree with the narrative , stated goals and intent described.

I note that with respect to the approval of the building at 1303 Fairfield Road-

- the map is incorrect - the building site is now designated a Large Urban Village but with development limits.
- this approval will result in a building that contradicts goal three as the building does not fit within the neighbourhood character.

## **Section 7- Urban Village- Cook Street**

I disagree with 7.3.2 a. There should be no additional density permitted. This should be a hard parameter.

It should be noted that the apartment building under construction on Cook near Park does not fit within the story height, density setbacks and building design criteria and demonstrates yet again the City’s inconsistency in approval and lack of respect for the existing OCP

## **Section 7. Urban Village – Five Points**

**Section 7.11.1.** change wording to “support mixed use development up to the lesser of 11 metres or 3 storeys”

Note the approval of the development of 1303 Fairfield road is completely inconsistent with these criteria.

**Section 7.13.3.** What is intended by this section.? It seems to me there is some intention to eliminate the siting bench and small garden area. I strongly oppose this intention.

### **Summary Diagram- Five Points**

There is a suggestion that there should/would be “sensitive neighbourhood infill adjacent to the village along Oscar. Why? This is traditional residential street and should remain that way.

The lot at 1303 Fairfield Road is not properly depicted as it will now be filled with a four storey building

### **Summary Diagram- Moss and May**

The diagram depicts significant development at this corner to replace the modest commercial building and expand the two commercial buildings that are there. In my view this is a significant change and is overdevelopment for this area.

What is significant neighbourhood infill along Moss and May? I suggest the phrase be removed.

### **Section 8 Residential Areas**

Is Traditional Residential included within this term and section?

I interpret the phrase “urban residential goals” to apply to areas other than Traditional Residential. The goals for Urban Residential are not applicable to Traditional Residential.

### **Urban Residential**

See the Key Directions Summary map and explanations .The grey colour seems to depict Traditional Residential areas but is misdescribed as “Other Urban Place Designations. Why? There is a description for “Other Urban Residential Area- consider new development which fits context, up to 3-4 stories. This is completely wrong

### **Traditional Residential Areas**

My primary objective is to ensure the continuation of the Traditional Residential Area and to insulate this area from the initiatives of increased density ,building size and mass.

Looking at the stated goals

- goal 1. – support “ adaptive reuse of existing houses and building with opportunities to add new housing within them” I interpret this goal to mean basement suites, perhaps garden homes or smaller suites within the home. . I support this goal as long as the addition of suites do not

authorize additional building height or footprint(maintain setback requirements) . There must also be provision for off street parking. It is better to have off street parking in backyards than to clutter the street with parking.

Section 8.13 .1 . The minimum set backs should be more strongly stated. I suggest “minimum setbacks of 6 m”

8.13.2 .Stronger wording . I suggest a minimum of 1.5 m for lots of at least 15m width and 1.2m for lots narrower than 15m.

8.13.5 .The backyard landscaping could be reduced to accommodate off street parking.

8.13.9. I oppose this wording. If the housing is in an existing traditional residential area there should be no opportunity to increase the building size because it is west of Cook Street.

8.13.10. I oppose this additional building size for infill housing.

Traditional Residential Housing Are Map

I oppose the creation of Traditional Residential Sub Areas . There should be only one Traditional Residential all with the same requirements. If sub area 1 is created it will extend the impact of Cook Street beyond what is appropriate.

The term house plex requires some definition. See page 82 . House plexes should be limited to 4 units regardless of lot size.

## **9. Housing Affordability**

I do not understand and am very suspicious of “density bonus contributions” I oppose any accommodation to a developer that would override the hard parameters I have suggested.

## **14. Action Plan**

### **Transportation and Mobility (short term)-.**

There should be a parking management assessment and strategy for the whole of The Traditional Residential area. It should not be limited to Cook Street Village.

### **Transportation and Mobility 4-10years**

Re Cut- through traffic. Move to short term and add streets south of Fairfield Road.

## **Glossary of Terms**

**Large Urban Village.-** this definition is too broad. It should be limited. See 7.3.1 as amended by these comments.

**Small Urban Village** – this definition is inconsistent with Urban Villages- Five Points and Moss and May Villages( page 67). Change the definition to be consistent – in particular 3 story limit regardless of the roadway.

## **What is not Considered**

I understand that the City is considering the creation of new residential zoning which will significantly change the existing zoning limits. I understand that lot size will create the opportunity , as a matter of right , to construct 4 plexes and 6 plexes.

The zoning must not be in conflict with the FCP.

The implications of this initiative to the current draft plan is not clear to me. I suggest that City staff must consider this initiative and prepare a written report which is distributed to the public to analyze the implications of this initiative and it's the impact on the FCP

## **Conclusion**

Thank you for taking the time to read and consider my comments.



Letter to Council

Re; Draft Fairfield Community Plan

Mayor and Council

I have reviewed the Draft Fairfield Community Plan (FCP) and I wish to comment on it.

I have prepared a summary of my thoughts which I attach.

I wish to commend the City and staff for the considerable effort they have made to consult with the community on the terms of the new FCP.

I wish restate the most important considerations for me.

**Creation of More, and More Affordable Housing.**

Population growth and the demand for housing is expected to increase during the term of the FCP

See page 88 of the FCP - "Importantly , many of the roles , responsibilities and tools for housing also lie with senior levels of government, the private sector and community organizations"

It seems to me that Council is giving too much attention to, and accepting too much of the responsibility to meet the expected future housing demand at the expense of promoting the retention of neighbourhood character. Council is trying to find ways to create new and new affordable housing within Fairfield . Growth and "gentle density " should not be presumed to be necessary or to occur when neighbourhood character is sacrificed.

In particular the new zoning initiative that would permit construction of four plexes and six- plexes within a Traditional Residential Neighbourhood is wrong. It will adversely effect the neighbourhood character.

Limited increased density must be accommodated within the structure of the current neighbourhood. Increased gentle density can occur by

The approval of smaller lot sizes through subdivision

The approval of more secondary suites not exceeding one secondary suite per housing unit

Ground floor entry townhouses but not stacked townhouses.

## **Hard Parameters.**

The FCA is a planning document not a regulatory one. It is designed to be aspirational, and allow for flexibility. However there are certain distinct and precise limits that should be enshrined in the FCP

In particular

1. 3 storey height limit in Small Urban Villages
2. 4 storey height limit in Large Urban Village
3. fixed height limits for residential dwellings
4. ?

## **No Sub Areas for Traditional Residential Areas.**

I need a better explanation of the necessity for these sub areas.

There are existing Traditional Residences within Sub Area 1 that will be adversely effected by different considerations than Sub-Area 3.

## **Parking**

Parking is major problem in most of the Fairfield Area. Increased density in the area is primarily responsible for this problem.

It is irresponsible for the City to continue to ignore this problem.

I agree with the initiatives in the FCA to improve walking and bike routes. Fairfield is a very walkable community.

However the car is a fact of life. The future will result in a transition to electric cars that will help solve the carbon emission emergency we now face. However the car will not disappear. The demand for parking will continue in more or less the same numbers as exist today.

The FCA does not identify this problem or propose a major initiative to assess the problem and alleviate its impact on the community.

## **Respect for the Community Plan**

The City has demonstrated a considerable lack of respect for its existing OCP.

The most obvious example to me is the approval of the apartment building at 1303 Fairfield Road. I have expressed my concerns and the reasons for them previously so I won't repeat them. The result is a building in conflict with

Existing OCP

The proposed new FCP

And the character of the surrounding neighbourhood.

The approval of the six story building on Cook Street

Approved a building at the maximum height permitted by the OCP

Was out of scale with the surrounding commercial neighbourhood

Is in conflict with the new FCP

The FCP, when approved, is a contract with the Fairfield Residents to manage and develop Fairfield within the spirit and wording of the Plan. The considerable consultation that has occurred with the community has raised expectations that the terms of the FCP will be respected and honoured.

An amendment to the plan should only occur, with great hesitation and for minor variations.

The developers, and the planning and approval administration of the City must understand that property purchased and development of it must occur within the boundaries of the plan and that the variation of the plan is not a strategy to avoid its terms.

## **Process**

I watched (on line) the recent Public Hearing which approved a variation of the OCP to permit the application to develop 1303 Fairfield Road. For good reason the oral submissions were limited to 5 minutes. However there were written representation delivered by the participants that supplemented their oral submissions. These written representation were delivered with the assurance they would be considered,

I was very surprised that the Public Hearing was followed immediately by a vote.

It seems to me that out of respect for all who participated the actual vote should have occurred at a subsequent meeting when all of the written and oral submissions could have been fully considered.

Thank you for your efforts on behalf of the residents of Fairfield help maintain a vibrant neighbourhood.



**From:** Ken Roueche [REDACTED]  
**Sent:** July 6, 2019 10:19 AM  
**To:** Lisa Helps (Mayor); Marianne Alto (Councillor); Laurel Collins (Councillor); Sharmarke Dubow (Councillor); Ben Isitt (Councillor); Jeremy Loveday (Councillor); Sarah Potts (Councillor); Charlayne Thornton-Joe (Councillor); Geoff Young (Councillor)  
**Subject:** FW: THE FAIRFIELD LOCAL AREA PLAN ENGAGEMENT PROCESS

Dear Mayor and Council:

The public engagement process for the Fairfield LAP was largely ineffective:

**SELECTION OF WORKING GROUP MEMBERS:** About 20 people were invited to join the LAP working group to formulate, along with city staff, the Fairfield Local Area Plan. Two years later there were three members still actively engaged (Wayne Hollohan, David Diltek and Ken Roueche). **This selection and retention process needs to be repaired.**

**WORKING GROUP COMMUNICATIONS:** There was limited opportunity for debate and discussion, via email, to prepare for meetings. Unlike city council meetings, documents were often provided at, or shortly before, the meetings. The WG had little time to prepare for an informed discussion. **This issue needs to be resolved to promote collaboration with the WG and trust with the community.**

**COUNCILLOR PARTICIPATION:** The neighbourhood council representative did not attend any WG meetings. **Having a council representative at all WG meetings might help to yield a better product.**

**PUBLIC ENGAGEMENT:** The public engagement process included a workshop, 8 “sounding boards”, 4 citizen led meetings, 7 community forums, 3 open houses, 4 drop-in events and 3 online surveys. It is also asserted that 4000 people participated in the engagement process. This number likely included a substantial amount of double counting over the past 3 years. Moreover, most of the events were largely constructed and controlled by staff, with limited input from the WG. The initial understanding had been that the LAP process would be a collaboration between the staff and the WG, a “co-planning process.” Ironically, the event that was perhaps most helpful from a community perspective was the spontaneous Town Hall that occurred at the FGCA offices. Over 100 people attended and a robust and spirited debate ensued. When it was suggested to the Director of Planning that more such meetings be scheduled it was rejected as being “too intimidating.” Also, having email arrive from [engage@victoria.ca](mailto:engage@victoria.ca) makes one wonder who is in charge? The net result was that much of the public dialogue yielded a disengaged community. Many of those who did participate in the

early days of the process, including my Howe Street neighbours, have long since tuned out. **More town hall meetings might have yielded a much more engaged community and a more user friendly document.**

**COUNCIL DECISIONS ARE SENDING THE WRONG MESSAGE:** While the LAP process was underway city council was making decisions which degraded the value of the local planning process. For example, the decision on the Fairfield United Church left many wondering why we even bother with the LAP process. The approval in this case provided for an OPC amendment to change the zoning for just one property, ignored the newly minted Schedule C parking requirements and provided for one affordable suite-with no mechanism for enforcement. The April 4<sup>th</sup> motion calling for conditional pre approvals for 4 and 6 plexes on larger lots also left many confused as to the impact on our LAP. **It would be helpful if the OCP and the LAPs were respected, rather than used as mere suggestions.**

**CITY HALL CREDIBILITY:** Many in Fairfield, including many members of the WG, have resigned themselves to the belief that city hall has set the agenda and the outcomes for the Fairfield LAP. It sometimes seems that the neighbourhood concerns do not matter. **City hall needs to listen, really listen. The next LAP must not take three years to complete!**

Second note to follow.

Yours truly,

**Ken Roueche**

**PLEASE NOTE MY NEW EMAIL ADDRESS:**

47 Howe Street  
Victoria, BC V8V 4K2

**From:** Ken Roueche [REDACTED]  
**Sent:** July 6, 2019 10:21 AM  
**To:** Lisa Helps (Mayor); Marianne Alto (Councillor); Laurel Collins (Councillor); Sharmarke Dubow (Councillor); Ben Isitt (Councillor); Jeremy Loveday (Councillor); Sarah Potts (Councillor); Charlayne Thornton-Joe (Councillor); Geoff Young (Councillor)  
**Subject:** FW: How To Fix The Fairfield LAP

Dear Mayor and Council:

The latest draft of the Fairfield LAP needs fixing:

-page 20 James Douglas did not ‘take over’ Fairfield in 1858, he stole it. This reference should be removed.

-page 22 The population projections do not relate in any way to the projections in the OCP or to projections for other neighbourhoods. The LAP is projecting a population increase of up to 3300 over the 30 year timeframe of the OCP (2012-41), representing 33% of the total population increase for all 11 neighbourhoods. This seems rather high, 20% would be a more equitable distribution.

-pages 55-64 While there are significant increases in density proposed for the Traditional Residential Areas (see below) there are no reductions in density for the CSV, even though the Cole Project (200 Cook St) was the very reason for Fairfield being moved to the top of the LAP list. There seems to be no “give and take” on the part of staff. The hope was that providing more gentle density would yield less pressure in the CSV and beyond. We have ended up with substantially more potential density and no evidence based analysis to support such a strategy.

-pages 55-64 The issue of the term “strategic locations” has not been addressed, which suggests that 6 storey buildings may still be allowed in many areas of Fairfield, if deemed to be strategic locations by staff.

-pages 76-85 In the Traditional Residential areas there is no clear analysis of how potential density increases could impact specific streets and individual properties. Moreover the map showing which properties are over 6000 sf and over 7000 sf was only made available at the last moment and buried in an appendix, and not included in the LAP itself. Without this map it is difficult for the average resident to know the impact of the LAP on their patch of Fairfield. Some residents may see a neighbouring bungalow replaced with a 6 unit

houseplex. Quite frankly, most Fairfield residents don't know the exact size of their lot, nor of their neighbours' lots. There has been no informed consent on this issue.

Sadly this plan was written by planners, for developers and is largely unreadable for the most residents.

However, the LAP is fixable. It will require a serious reassessment of the population projections, for Fairfield and beyond. It will then require a redraft of critical land use proposals and the creation of a user friendly/readable document. Alternatively, the Fairfield LAP could be put on hold.

Yours truly,

**Ken Roueche**

**PLEASE NOTE MY NEW EMAIL ADDRESS:**

[REDACTED]

47 Howe Street

Victoria V8V 4K2



## Lucas De Amaral

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**From:** Wayne Hollohan [REDACTED]  
**Sent:** July 10, 2019 4:44 PM  
**To:** Ben Isitt (Councillor); Charlayne Thornton-Joe (Councillor); Geoff Young (Councillor); Jeremy Loveday (Councillor); Lisa Helps (Mayor); Marianne Alto (Councillor); Laurel Collins (Councillor); Sarah Potts (Councillor); Sharmarke Dubow (Councillor)  
**Subject:** LAP CSVillage PHOTO - TREE (WEST & EAST) side  
**Attachments:** CSVillage tree (west).jpg; CSVillage tree (east).jpg  
**Categories:** Planning, Awaiting Staff Response

Why a **minimum** 2 meter setback, 5 meter stepback after first floor and balconies not to project into stepback/setback is so important.

TWO photos showing the significant difference between the needs of the trees on the WEST verses EAST side of Cook Street Village

BC Hydro restrictions; balconies are not to be located, where someone or something can access the trees involving hydro wires

Cook Street Village  
(WEST) side



Cook Street Village  
(EAST) side



## Lucas De Amaral

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**From:** Maxine Demmler [REDACTED]  
**Sent:** August 28, 2019 12:54 PM  
**To:** Councillors  
**Subject:** Fairfield Community Plan

On paper, one might assume that what Fairfield needs in the future may actually be forthcoming ...more rental units, architecture that remains true to Fairfield's character.

However, given the history of the present city council that approves square glass and wood boxes called 'houses' for \$1M + , and approves tearing down rental units to put up \$1M+ townhouses and houses ( Kipling and the 18 units near Glengarry Hospital), granting variances on a whim ( in the developers' favour), how can this plan be taken seriously???

The Community Plan holds no guarantees.

Maxine Demmler  
Thurlow Road



## **Pamela Martin**

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**From:** Christopher Petter [REDACTED]  
**Sent:** August 18, 2019 12:07 PM  
**To:** Public Hearings  
**Cc:** Richard Stewart; Mary Doody Jones; Bruce Meikle  
**Subject:** Chris Petter's Input for the public hearing on the FNP

Dear Mayor and Councillors,

I will not be speaking at the public hearing because 5 minutes is not enough time to express my thoughts on what is a very comprehensive Fairfield densification plan. Even the short summary of my likes and dislikes which follows does not cover all the concerns that the plan raises for me. I will leave it to others who live in the areas affected to raise those points. With all of the extra density added in Northwest Fairfield, Cook Street Village, Fairfield Plaza and in the urban residential I think that the overreaching I have identified is unnecessary and will destroy the architectural character and the laid back feeling that many Fairfield residents value:-- owners and renters alike. If you really want residents to be happy, as the mayor insists you do, then you should respect the views of the present residents and not place more or even equal value on the desires of potential residents.

Thank you for your consideration of my concerns,

Chris Petter, owner of 1220 McKenzie St., resident of Fairfield for almost 40 years.

### **What I like about the FNP because it maintains the character of the neighbourhood:-**

- Enforced design guidelines which prevent monster houses in residential and protect streetscapes
- Proper set-backs in Traditional Residential areas and protection of trees in back yards
- 5 points saved as an SUV designation and 3 storey height limit away from Fairfield Rd. (although this, ironically, only affects 2 of 8 businesses. Please see below.)
- Proper transition from 6 storey to residential
- 2.5 height limit in traditional residential
- Cook Street village design guidelines and 4 storey height limit
- The idea that townhouses only be built at locations like on corner lots
- Prohibition on assembly of lots by developers in residential areas
- Vancouver Street as a North South bikeway

### **What I don't like is that plan it overreaches on density:**

Although not formally designated as a transportation corridor, presumably because it is connector and not an arterial road, Fairfield Rd. is being treated as if it was an arterial corridor. The height of

buildings along Fairfield from Cook to Fairfield Plaza should be scaled back or the road should be widened. If it is not widened, then I would suggest that:

- 5 points SUV should be **all be 3 storey as in the OCP with no density bonuses or parking variances possible** because there is insufficient room for parking at the corner particularly after the parking entitlement given to 1303 Fairfield Rd. (The Mayor and the staff concerned with the 1303 Fairfield Unity proposal **promised** that if the development was approved: “**that the proposed development ...would not impact other properties in the village or the surrounding area.**”) )
- 6 storey height for apartments along Fairfield Rd. (Cook to Moss SUV) because Fairfield Rd. is a connector road and not an arterial Rd. and transitions the house in the traditional residential behind them would not be possible (should be maximum 4 storey, 6 plexes with parking behind)
- 5 storey frontage at Fairfield Plaza because transitions would not be possible (like Cook St. Village should be no more than 4)
- Fairfield Rd. for a bike lane is unsafe because it is a 2 lane connector road and not an arterial road. (The bike lane from Cook should go through Oscar, Thurlow, and Brooke and then to Richardson). I say this as a bicyclist who uses his bike to travel and shop around the Fairfield-Oak Bay area and have done so many years.

#### Also overreaching:--

- There is presently an insufficient transportation plan for buses/trolleys. This is a serious problem for anyone who is disabled and or without a car. (An electrified trolley system which would provide frequent service throughout Fairfield is needed to go along with the density provisions.)
- The prezoning idea for the Fairfield neighbourhood is wrong because it would disallow neighbours input and it would confuse the gentle density concept and possibly the height restrictions
- The SUV designation should be removed from the Moss and May SUV because there are insufficient businesses to justify this designation
- 6 storey height in the urban residential subarea 1 because transitions would not be possible (should be maximum 4 storey, 6 plexes with parking behind)
- The heritage section is badly in need of strengthening before the plan is accepted. My concern is for the heritage houses on Vancouver St. and the California bungalow houses throughout Fairfield (Fairfield is the last neighbourhood in Canada with a high concentration of California bungalow Arts and Crafts style houses)
- Vancouver St. should remain the North South bike lane and consideration should be given to building the bike lane on the boulevard from Southgate to Fort and not to widening the road which no one to my knowledge has ever asked for.

**Rob Gordon**

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**Subject:** FW: The Fairfield Neighbourhood Plan

**From:** Personal info

**Sent:** Tuesday, February 27, 2018 7:08 PM

**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>

**Subject:** Re: The Fairfield Neighbourhood Plan

Hi Planners,

I missed completing your survey so I will simply briefly send you my views. I live in a 5 storey condo in Fairfield. I feel very strongly that we need to give others the same opportunity of life by constructing 4-6 story Rental buildings in our neighborhood. Look at what happened in the past along Cook Street from the village and north. Now no one objects to all those rental buildings which displaced old homes; they are taken for granted; they were needed. I do not own a car and I walk all the time so I really know my surroundings. I feel disheartened when I see signs in peoples' yards expressing views against new development. I find the 'not in my back yard' attitude so arrogant, so lacking in compassion towards your fellow human beings and their needs. Fairfield is a pleasant area, but it is full of what I call "mean, little, grey, stucco bungalows of no architectural merit", probably built during the 2nd W.W. We will not lose any delight in our area by exchanging those for more dense buildings of 3-4 storeys, if the planning department has some control over the looks. I should love to see such buildings built for mixed use but built so that each apt. has wide doorways (walkers, beds etc), large bathrooms and where the elevator is sufficiently capacious to take an electric scooter, a gurney, a baby stroller and the like. There should also be a communal garden with benches and a sandpit. It is very possible to create these, and they would be suitable for both seniors and families.

I personally am not in favour of narrow town houses with many stairs and few rooms on several floors in the same dwelling. They are much harder to live in than horizontal dwellings. I hope you show courage and come forward with a plan that has much greater density; there will be opposition from the Nimby Persons but we need the density. Maybe then more people will use the public transit.

I feel sure I am unusual in my views, but I think you should hear them.

Cheers, Personal info

**Rob Gordon**

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**Subject:** FW: The City needs to consult neighbours about Fairfield Small Urban Villages

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**From:** Personal info

**Sent:** Sunday, March 18, 2018 4:23 PM

**To:** Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>

**Cc:** Community Planning email inquiries <[CommunityPlanning@victoria.ca](mailto:CommunityPlanning@victoria.ca)>; Jonathan Tinney <[JTinney@victoria.ca](mailto:JTinney@victoria.ca)>

**Subject:** The City needs to consult neighbours about Fairfield Small Urban Villages

Dear Mayor and Council,

Another issue has arisen with the "Draft Fairfield Neighbourhood Plan" with regards the suggested 13.5 (4 storey) buildings in Fairfield small urban villages. An exception for rezoning individual building as OCP, Large Urban village buildings, was not included in the draft plan. This was obviously a planning oversight.

At a recent CALUC meeting on rezoning Fairfield United Church at 1303 Fairfield Rd. from a small to a large urban village in order to accommodate the new structure on a road that was not arterial there was wide scale opposition from the neighbours. There was a good attendance at the meeting (perhaps 80-100). Alex Johnston in attendance for the City and he spoke briefly about the application for why the last minute change from small to large urban village designation was appropriate (Government regulations). In any case there were about 25 speakers and about 22 were opposed with only 3 in favour. The major reason for opposition was the precedent of changing 2/3 storey to 4 storey (i.e. making an exception to the OCP for this case, which would obviously have a knock-on effect to the surrounding buildings). We also heard that a petition was circulated against allowing the development application and it already has 560 signatures. Julie Angus who circulated that petition was given 5 minutes to speak and listed about 10 major faults with the zoning variances that covered most of the bases. (You will no doubt be sent the text) by CALUC.

The draft Fairfield Plan was not at any time mentioned in the discussion by either the advocates or the opponents. However, it is obvious to me that the planners should be compelled by City Council to do a consultation with those in vicinity of the Fairfield small urban villages just as they will be doing with Cook St. Village groups. The CALUC attendance sheet and the Julie Angus' petition should provide the names of those who should be consulted as well as those in the local businesses, the school and the Fairfield United Church. Certainly all buildings in the Small Urban Villages should be restricted to a 3 storeys maximum and there should be consideration of the heritage and land mark value of the present structures and safety considerations around the nonarterial roads.

Thank you for your consideration,

Personal info



Fairfield

Personal info

## Rob Gordon

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**From:** Personal info  
**Sent:** August 14, 2018 9:20 AM  
**To:** Andrea Hudson  
**Subject:** Accessible gentle density and thoughts on accessible planning processes

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Andrea Hudson  
Assistant Director, Community Planning

It was nice to meet Rebecca and you yesterday at the Cook St. Gentle Densification pop-up. Thank you for your card and invitation to correspond directly to re-iterate points made in person and expand on thoughts I wasn't able to provide in the survey.

I thought I would first mention that this consultation and the pop-up is not highlighted on the City's webpage, appearing neither on the calendar or news section. I was trying to find the hours to pass on to a neighbour and could not.

I will summarize my input and thoughts on Gentle Densification here:

- Residents' acceptance of higher density forms of housing will be tied to the rules around parking requirements, yet the two exercises proceeded independently.

I found it very difficult to answer questions about the acceptability of a form of housing when I didn't know its impact on parking. My thinking is that if a single family home zoned property is going to have any more than one extra unit, there should be an off-street spot per unit. On my street, the frontage of homes usually fits 2-3 cars parked in front, depending on where driveways are located. Many of the homes have suites. Already, if a visitor to my home arrives after residents return from work, they are not likely to find parking in front of my house (and we park our own vehicles off-street). The impact of even three more living units on this long block would mean a game of musical cars. Remember that in Fairfield, there is competition from non-locals. Much of the parking close to Dallas Road is taken up by people driving to Dallas Road destination off-leash area. That will probably worsen with the CRD force main bike lane project that reduces parking on Dallas Road itself and brings people to the area with bikes on their vehicles. Fairfield is the City's playground and its recreational amenities create outsider parking demand here much like around urban villages. There are six vehicles associated with a nearby suited home, only one of which parks on the property. Of some suite dwellers I know on my street, some are in construction who either have to drive to various distant worksites or drive company large vehicles, and one works at VGH for which the bus ride is much too time consuming. The City can't assume they all walk or bike to work downtown. To go anywhere other than downtown requires at least one transfer. Students can't even easily and speedily get to UVic.

I wanted to ensure that planning staff are aware that although the bylaw relating to parking requirements for private development was recently updated, no changes were made to the requirements for accessible parking because the project did not collect sufficient data to make informed recommendations on that matter. They consulted the AWG too late, after the research was done. Council more recently approved a motion for staff to scope the work of an accessible parking consultant and consultation because that whole piece was carved out to be dealt with later. Thus, the new rules do not include any change to accessible parking requirements, which now continue to be governed by the building code's very minimal requirements. So the gentle density plans are slated to be approved before any accessible parking rules come out. If they do not allow for accessible parking, a group of potential residents may be permanently shut out of a desirable form of housing. Can design guidelines mention that they will follow future accessible parking rules? I don't know if they will affect smaller developments but they could.

Requiring off-street parking does not necessarily mean paving over land. I think there are permeable but green surface options and the design guidelines might be able to describe and recommend them.

- I suggest that staff look at the BC Transit map of served areas in Fairfield.

I remember when the route and timing of the #3 was cut back from every 20 minutes throughout the day to a “senior’s shopper bus” only operating outside commuting periods and once an hour, the area my home is in was then classified as not served by transit. Yet, there seems to be an assumption that the area is prime for densification due to existence of public transit. And not everyone can ride a bike for work or shopping. We have a Handi Dart van serve two residences on our street, and when they do pick up and drop off, the street is blocked due to shortage of curb parking. I mentioned that buses are inaccessible to me **Personal info**

This comment may have as much to do with the Fairfield Neighbourhood Plan as gentle density.

- I mentioned that I am in favour of some of the forms of housing because they afford separate entrances to each living unit.

For me, a separate entrance is an essential accessibility feature if I am to live in any multi-unit dwelling, unless they share a common forced air heating system. Further, as I age and downsize, I would like to stay in my neighbourhood, rather than move to a concrete jungle or major corridor for a condo or large apartment building. That led me to thinking that everyone should have the opportunity to live in a quiet, green residential neighbourhood. When houses are converted, some sites might lend themselves to wheelchair access, particularly ground floor suites. Could the design guidelines include accessibility features? Could the presence of those features be a factor that might benefit a proposal that would require rezoning or an approval process to increase density? I cannot state now what the features might be, but the City could consult with the AWG. There might be a conflict with the emphasis on permeable surfaces, which might decrease accessibility of pathways. I don’t know.

- Regarding the information provided with the survey, it did not come across clearly that each form of housing wasn’t a possibility for any gap it would fit, on any street within a traditional residential area. To planners, maybe a phrase such as that pointed out to me, “form and massing?” captures that, but people I have spoken to and I thought that a monster house could go in next door to them which would be totally out of character with surrounding homes. In order to understand what is proposed, we need to understand the approval process and what type of developments would require public approval processes and rezoning.
- Because the proposed developments are small, they will not likely feature elevators. Yet generally they increase density vertically. Thus, the focus on having densification include people with mobility disabilities probably needs to focus on ground floors and garden suites.

I also wanted to thank Rebecca for an openness to doing something different to allow me to participate in the pop-up engagement. To date, I have been constrained by putting my input only in writing. That doesn’t allow back and forth, for me to understand if my concerns are founded and staff to clarify concerns. Communication is so much better in person, yet the City’s engagement processes so seldom allow me to participate. I did have to leave before exploring the back room and engaging on the Fairfield plan though, because the presence of others **Personal info**

Now some thoughts about the City’s planning processes and accessibility:

1. I am not aware that the AWG or other disability groups have ever been consulted on neighbourhood plans. Have staff undertaken accessibility research and analysis? I am aware that the AWG was included in an invitation to participate in a site-visit of Cook Street, but the design workshop took place in an inaccessible forum for people who use

wheelchairs. It could be onerous for AWG members to become familiar with lengthy neighbourhood plans but perhaps in a meeting, the group could tell staff about the features of importance in general.

2. All Accessibility Impact Statements in reports to Council read the same and may not be accurate, stating that the building code covers it. Their uniformity renders them meaningless. I have heard from people with various disabilities that it does not, and it certainly does not address mine. Surely, not all development proposals are equal in terms of accessibility. If staff became aware of common accessibility challenges, they could comment, for instance on whether there is a level entry available to people using wheelchairs, proximity to bus routes, existence of a second elevator, special air quality or non-toxic materials features or way finding aids. The AWG could help staff understand what to look for, and staff themselves might be able to develop a checklist of things to look for and report to Council. The presence of accessibility features might eventually be a consideration in granting variances.
3. To my knowledge, the City has no development rules or design guidelines or even policy statements about housing for people with disabilities, a group that commonly lives at low incomes or has few options due to the particulars of their disability. I mentioned the minimum suite size being incompatible with accessible bathrooms. I provided that input but Council was not briefed on this aspect when the decision was made.

Please feel free to follow up for clarification

Regards, Personal info

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## Rob Gordon

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**From:** Personal info  
**Sent:** August 20, 2018 2:07 PM  
**To:** Marc Cittone  
**Subject:** Fw: Gentle Density - Fairfield

Hi Marc and thanks again for meeting with me the other day.

I have filled out the Gentle Density Survey ( I prefer the term “ Gradual” density)but I would like to comment further on a couple of things.

Firstly, as we discussed the other day I think it is important to have not only a diversity of housing types but also a diversity of unit types ( ie one bedroom, 2 bedroom and 3 bedroom) within the different housing types, particularly apartments ( if ever approved) townhouses ( if ever approved with suites for example) and houseplexes.

Perhaps there is a way to write some guidelines to encourage a minimum % of say 2 and/or 3 bedroom units within a complex.

There are lots of students now renting in our area( actually throughout the Fairfield and Gonzales areas) and also lots of seniors who may or may not want to stay in their homes for the long term but generally want to stay in their community. Hence I can see a “market” for smaller one bedroom units; however, there is also a need to provide accommodation for families ,so requiring a certain % of larger units would help in this regard.

Another form of housing that could work for singles ( students and seniors wanting to age in place ) as well as families would be the duplex with suites. Parking ofcourse becomes an issue , as it does for any of the multi unit forms of development.

However, small rental suites ( which those in a duplex would likely be) are often perfect for students and single senior adults and often these folks don’t own cars, so it may be appropriate to “relax” parking standards for the suites and only require 2 spaces for the duplex units, which could very well be occupied by families ( the suites being a perfect mortgage helper). Many of the sites in the Fairfield area do not have secondary access so requiring only 2 spaces would allow for parking to occur in the front , leaving the rear yard open space for “recreation” purposes and retaining “green” space for the neighbourhood.

As we discussed, on sites with no secondary access, provision of on site parking becomes problematic for a number of reasons, particularly with respect to impacts on neighbours ( noise and light pollution) and often results in loss of rear yard open/green space, loss of trees ( including street trees) and disruption to the pedestrian sidewalks because of the curb cuts required for crossings.

I have always been supportive of a form of development that retains an existing structure ,thereby “ re-purposing” an older home and avoiding copious amounts of debris being added to an already over burdened landfill. Often this form of development will result in the retention of mature trees and landscaping simply because of the siting of the existing building and the growth that has occurred over time.

Perhaps there is a way to write in incentives for retention of existing buildings vs. “new builds”. Perhaps there is also a way to “relax” parking standards for a retention given that many of the existing buildings are “non conforming” with respect to current parking standards. In those cases, existing units being retained could be grandfathered and parking would only need to be provided for any NEW units created.

In the case of an existing house with an existing suite, it is conceivable that they could apply for a development permit to retain and add to the house , ending up with say 3 or 4 units and being required to only supply parking for the newly created units ( in this case 1 or 2 spaces) Again, the 1 or 2 spaces could likely be provided in the front , preserving and enhancing rear yard green space

I am also very supportive of “conversions” of existing buildings, particularly where there is heritage merit. I am also supportive of allowing sensitive additions to an existing building in order to retain and convert to suites. Again I believe a diversity of unit type is important in this type of multi unit development.

However, I would have concerns regarding the amount of RETENTION vs. ADDITION that occurs noting that it can be a slippery slope when one is attempting to retain and add to an existing building. Depending on the extent of additions/structural alterations proposed, National Building Code requirements could necessitate full “replacement” of much of the structure . This ends up being a NEW building and the spirit and intent of retaining and converting an existing building is lost.

Houseplexes as “new builds” are a form of development that I’m not familiar with ; however, I would be supportive of this form of development along Fairfield Road and in the Cook Street Village area, particularly on larger lots. It would be very important to ensure that the scale, form and character of such a development reflected the scale, form and Character ( design features) of surrounding neighbours .

I have walked around the entire Fairfield neighbourhood and it is clear to me that the areas around Cook Street Village ( actually west of Moss) are more suited to multi-unit development given the existence of many large older homes ( suitable for conversion) and numerous apartment buildings. Newly constructed houseplexes that were designed to reflect the character of the neighbourhood would not appear “ out of place” in and around that particular area. The area east of Moss is quite different in terms of form and character and consists of small scale single family dwellings and duplexes . Large older buildings suitable for conversion do exist; however, they are few and far between. Therefore, in my view gradual density in these parts should take the form of single family and duplex dwellings with or without suites. There may be the odd opportunity for additions to existing buildings to facilitate a “conversion” to suites; however as noted above it would be very important to ensure the scale, form and character of

such a development reflected scale, form and character of the surrounding residential neighbourhood. I would NOT support newly built houseplexes , other than along Fairfield Road. Indeed, even around Cook Street Village area the parking for these new multi-unit houseplexes will likely remain an issue.

I would support new Houseplexes in the area West of Moss Street and along Fairfield Road subject to the following site criteria

- 1) on large lots 60 ft wide ( min) and min. 7000 +sq ft with secondary access ( corner lots or with lanes)
- 2)on large lots 60 ft wide ( min) and min 7000+ sq ft which do not have secondary access, but form part of a front yard /rear yard subdivision pattern on the block AND where careful consideration is given to on site parking to ensure neighbourliness. On site parking , manoeuvring aisles, driveways and street access must be configured in such a way so as to minimize impact ( noise, lite pollution, privacy) on adjacent residents and also to avoid removal of mature trees and landscaping. Further, the development would need to provide SUBSTANTIAL visual/noise buffering along the side property lines to minimize impacts. As noted above, a certain % of the units provided should be suitable for families so it is important not to sacrifice useable outdoor space in the rear yard for parking.

There is a 3rd type of lot which exists and that is one that is a large lot ( 60 ft wide) and 7000 +sq ft with no secondary access AND where the side property line of such lot abuts the rear property lines of adjacent sites. There are not many that fit this description but there are a few and these I believe are NOT suitable for multi unit accommodation because of the negative impacts on rear yard open space, privacy , noise and light pollution and general disruption to the ambience of the houses immediately adjacent. I believe such lots in the traditional residential areas should be limited to single family dwellings with suites or duplexes with suites and I also believe that consideration should be given to parking variances on these a-typical lots so that parking is kept out of the rear yard altogether.

I acknowledge that in most cases any redevelopment would require submission of a rezoning application, at which time neighbours would have an opportunity to comment; however, I believe it is extremely important to have clear and concise guidelines in place setting appropriate parameters to begin with. That way, applicants are clear on what is expected in order to meet the spirit and intent of the neighbourhood plan under which they are making application AND residents in the area, immediate neighbours and the community as a whole, can reasonably expect that the neighbourhood plan they have helped create would be adhered to.

I strongly disagree with having vague and ambiguous guidelines and policies which could be open to various interpretations. Instead, the spirit and intent of what is finally agreed upon as the Fairfield Neighbourhood Plan ( including local area plans within) should be reflected in clear and concise language within the OCP, the relevant bylaws, and the area specific policies and guidelines.

I thank you again for taking the time to meet with me and I also appreciate your patience in reading through this lengthy email.

I am passionate about my community and while I acknowledge that change is inevitable over time, I also believe change can be facilitated in a sensitive and gradual way with careful planning. As I mentioned to you, I do have some experience in my previous life **Personal info**

in place to guide development. Without stepping on any toes, I want you to know that I would be happy to help in any way I can.

Best regards,  
**Personal info**

ps. It is important to note that the views expressed here are mine alone and are not representative of any of my neighbours nor any of the community groups in Fairfield.



## Rob Gordon

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**From:** Marc Cittone  
**Sent:** August 30, 2018 8:59 AM  
**To:** Personal info  
**Subject:** RE: OCP Cook street village - west of cook

Personal  
Hi info

Thanks for your input. I appreciate the time you've taken to bring your and many of your neighbour's viewpoint to us. We will be considering your feedback as we formulate a report to Council on September 20<sup>th</sup> on both gentle density proposals and Cook Street policy and design recommendations, and will include your email in the engagement summary.

The retention of the existing OCP designations west of Cook Street Village does not come from a recommendation of a steering committee, but rather was directed by Council on March 15, 2018 as follows:

"That Council direct staff to amend the plan as follows:

3. Urban Place Designation West of Cook Street Village (Cook Street to Heywood Street)
  - a. Support "gentle density" approach:
    - i. Re-instate OCP designations for traditional residential areas but expand option for larger houseplexes (4+ units), emphasize adaptation of heritage properties, ground-oriented housing up to 3 storeys, and creative housing on laneways in this area.
    - ii. Retain option for single townhouses in area
    - iii. Add new policy to consider other new and innovative housing types that meet plan objectives
    - iv. Consider reduced parking requirements for houseplexes with more than 3 units in this area."

You may be interested to note that 1016 Southgate Street has been shown in our survey as an example of gentle density (a "larger houseplex" up to 1.0 floor space ratio and 3 storeys).

We'd be happy to meet with you if you want to further discuss concerns, and I am also happy to share your email directly with the steering committee if you would like. The staff recommendation to Council ultimately comes from staff, not one committee, and takes into account all the feedback we have heard to date; and of course the decision will be with Council.

Next steps in this process are anticipated to include a report to Council on September 20<sup>th</sup> outlined the key recommendations, followed by a revised plan being brought forward in that fall.

- Marc

**From:** Personal info  
**Sent:** August 24, 2018 12:10 AM  
**To:** Marc Cittone <mcittone@victoria.ca>  
**Cc:** Lisa Helps (Mayor) <LHelps@victoria.ca>  
**Subject:** OCP Cook street village - west of cook

Hello mark,

With Kristina no longer working for the city of Victoria, please see below and please call to discuss at your earliest convenience.

Thanks,

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Hello,

I and numerous Fairfield residents do not agree with the latest OCP that shows gentle density and the “Traditional Residential” designation for about 25 homes west of Cook Street, east of Vancouver Street and between Park Blvd and Meares Street.

These 25 homes are surrounded by rental and strata condo units. Similar land uses over the next 25 years should be permitted and not gentle density.

Moreover, most of the 25 homes were in various stages of disrepair over the past few decades and would have been demolished and converted to condos but the restrictive zoning and OCP prevented this. Some homes were modestly upgraded whilst others were converted to 3 or 4 units. Given future growth projections, the proposed low or gentle density is no longer suitable to accommodate the future growth of Victoria and negatively affects affordability.

Converting character homes to 3 or 4 is very rare these days and doesn't meet future housing needs and underutilizes larger lots Personal info are good examples of what should be allowed for the 25 homes.

Closing off Oliphant Avenue is also a bad idea and doesn't appear to make good sense from an objective transportation perspective especially given the likely dedication of Vancouver Street for bike lanes and closures along Humboldt.

Affordability is clearly a huge issue in Victoria and restricting density in apartment areas will worsen matters. There is lack of affordable supply (ie condos and townhomes).

One major reason for the affordability crisis among many cities including Victoria is due to a few organized single family owners expressing their views to a given municipality which is not the best nor majority view ... it's a view projected at the expense of those that want to live in the area but can't afford to and aren't vocal nor familiar with the complex Zoning and OCP process and municipal land use processes. The “unheard” are also not well organized.

Over the past year or so, I and other home owners have sent a variety of correspondence to the city of Victoria and met with OCP staff months ago (including yourself) with several other owners and provided a petition (see letter below sent) supporting more density.

I was aghast to hear that a proposal to close Oliphant was on the new proposed plan and residents of Oliphant were not consulted about the idea...until tabled at the open house in Cook Street Village about 1 week ago.

Expanding the traditional residential OCP designation on and around Oliphant Avenue and closing Oliphant are not views widely held by the majority of owners around Cook Street Village and those further out not what objective informed citizens would want.

I had asked the engagement team and city of Victoria staff working on the OCP on a number of occasions what I can do to ensure that the views that owners like myself are heard for a balanced approach.

A gentle approach is clearly advocated by single family owners and not the majority view that those who want to live in the area but can't afford and aren't organized to influence the OCP.

I was not made aware of steering committees formed to make the latest OCP changes ..notably a traditional housing designation for about 25 homes including mine along Oliphant and Vancouver street.

As I understand, the committee is composed of mainly Fairfield residents over 60 years old which is not an objective composition for advocating a 25 year vision!

**I'd be pleased to meet and ensure that the road closure and gentle density not be adopted along the 25 remaining homes along Oliphant and Vancouver street which are surrounded by apartments....which hurts affordability, the Economy and facilitates the "NIMBY" view.**

Please advise of how I can get more involved.

Thank you!

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Personal info

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Personal info

City of Victoria,  
1 Centennial Sq,  
Victoria, BC  
V8W 1P6

Colonnade Strata Council  
c/o 302-1060 Linden Ave,  
Victoria, BC  
V8v 4H2

June 24, 2019

Dear Mayor Helps,

Re: Fairfield Neighbourhood Plan in relationship to The Colonnade, 1060 Linden Ave

I'm writing on behalf of our Strata Council to request an adjustment to the Fairfield Neighbourhood Plan to correct an error that may have occurred in previous City Plans. It was noted that in the April 2019 Draft Fairfield Neighbourhood Plan there is a red dotted line going from the end of Meares to Linden Ave. This route is unacceptable to the Strata as it passes through our private property. We ask that this route be removed from the Fairfield Neighbourhood Plan as well as all city publications.

The background to our concerns regarding this route through our property stems from our concerns with ongoing issues with car break ins, vandalism in our covered parking area and binners. We are also concerned with the personal safety of persons crossing our property, especially as part of this proposed route is a narrow lane on the side of building. This lane is used by twenty-seven unit's cars to enter and exit the parking lot at the back of the building.

Two resident owners from the Colonnade Strata attended the Fairfield Neighbourhood Plan Open House on June 15, 2019. An impressive amount of work went into this comprehensive draft plan.

The purpose of attending this Open House was specifically to obtain information regarding this "designated pedestrian and/or cycling route" (red dotted line) from Meares to Linden Ave on pg 26, Neighbourhood Active Transportation of the April 2019 Draft Fairfield Neighbourhood Plan. The legend identifies this route as a "previously approved greenways and cycling network". This troubling to us as the dotted line runs through our private property. We have members on our Strata Council who have been on our Council for over 20 years and to their knowledge there has never been a discussion allowing this route. We are perplexed.

The two owners were able to speak to both Mike Van der Laan and Mark Cittone, employees of the City of Victoria who attempted to help in our quest to find out how and when this particular route was approved. Mike identified that the route is not on the Greenways Plan. Otherwise it



was suggested we explore the various Plans, Bicycle, Pedestrian, Official Plan and to write to the City of Victoria.

I have reviewed the Bicycle Master Plan, The Official Community Plan 2012, and The Greenway Plan 2003. The only reference to this possible designated pedestrian and/or cycle route that I could find is on page 63, Map 6 in the Official Community Plan. In this map it is extremely hard to make out this route as the detail is small.

In February 2019 the Strata Council was starting the process of considering our options to protect our property. The Strata Council received information from the City of Victoria via Louise Wood, our Property Manager, Firm Management. An email from Stephen Stern, Supervisor, Land and Development included a document which shows an easement on our property from Fort Street to Meares. These documents are included in this letter. This gave us clarification as to what how we might proceed with the various options available to us.

Our current Council is very concerned that should this designated route be accepted and allowed to remain on the map of the Fairfield Neighbourhood Plan or any publically available City Plans that the public will consider this route as a legitimate pedestrian access. This is not the case. This is not acceptable to us.

Again, we ask that this route be removed from the Fairfield Neighbourhood Plan, as well as all city publications.

We understand that the future may bring different options and in the event of redevelopment of the property, conversations about a pedestrian access could be reasonable. Yet, for the present, we do not want to seed potential conflict with our neighbours when we take actions to protect our private property.

Your consideration regarding this matter is important to us and the Colonnade Strata looks forward to your reply.

Sincerely,

Catharine Ascah,  
Treasurer of the Colonnade Strata Council

Cc  
City of Victoria Councilors,  
City of Victoria Planning Department,  
City of Victoria Department of Engineering,  
Fairfield Neighbourhood Plan,

## Pamela Martin

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**From:** Jim Knock <knock1945@gmail.com>  
**Sent:** August 27, 2019 8:38 PM  
**To:** Public Hearings  
**Subject:** FAIRFIELD NEIGHBOURHOOD PLAN and AMENDMENTS

This document is presented in response to the City's request for input on the above subject scheduled for September 12, 2019 when I shall be in another province.

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### ***A city is humanity's most complex creation***

The City of Victoria, one of 13 political entities in the Greater Victoria Urban Area, wants individuals to provide input on a plan for one of the areas within it's limited jurisdiction. I propose that the only outcome from that proposed exercise will be the documentation of a number of personal preferences, virtually none of which will be incorporated into future reality. It's primary purpose will be to dispense with the requirement that the public be involved in the official planning process. Why do I state this?

### **THE IMPORTANCE OF URBAN CENTERS (CITIES)**

- Soon 80% of the world's population will live in urban centers. Canada has already surpassed that figure.
- Private, public and corporate wealth creation is concentrated in urban areas. This process has a long history but the original industrial revolution hugely accelerated the process. People 'follow the money'.
- Urban real estate has become the source and repository of a majority of personal wealth. Corporate wealth may be generated by non-real estate based activities but that wealth generally accumulates and is stored as real estate. Capital prefers tangible assets.

### **URBAN DECISION MAKING**

- More than half of Canadian urban dwellers do not own their homes in successful urban centers. This generally alienates them from the realities and responsibilities that come with property ownership. An agrarian society's ties to the land are deep and generally of long, multi-generational duration due to the historic close dependency between land ownership and food.
- Modern political equity means that owners and renters have equal say in democracies. This may not ensure that they have equal power/ability in controlling outcomes.
- Renters and owners may have differing perceptions on the ideal urban design, layout and structure.

- Property owners and investors (yes 'Capitalists') generally try to maximize their return on their capital (we all do; that is a natural action). Our political and legal system generally allows them to control the use of their capital.
- Public sector wealth (i.e. tax base) is controlled by politicians who have to be extremely conscious of the election cycle.
- Non-property owners have the legal and political ability to control property investment but tend to be disorganized and unfocused due to their particular needs and aspirations.

## **URBAN PLANNING**

- Few cities are planned into existence. Those that have been (Canberra, Brasilia, Milton Keynes, etc.) are generally considered to be efficient yet soulless places.
- Unsuccessful urban centers tend to resist planning efforts and generally disappear once their wealth creation abilities dissipate. This affect occurs repeatedly within successful urban centers based on little understood cause and effect relationships between many factors (i.e. transportation, household income, services, recreation, housing stock, skills, climate, personal relationships, marketing, etc.).
- The accepted 'Planning Process' generally infers a much greater general population input than really exists or is even feasible. The very nature and durability of urban structures and services precludes rapid and innovative changes to the urban structure. Change is either gradual or overly expensive.
- Investors and property owners, not urban residents usually present proposals for urban change, usually within the context of a larger plan. That plan is usually generated by professional staff employed by the Urban administration.
- Public input to the various steps in modern public participation is usually geographically controlled (i.e. based on proximity to the planning area) even though the effects of the public input are often much more dispersed.
- The number of people who are heard in a public input session is generally only a few percent of the people dwelling in the urban area. This may be partially a function of the process but generally is probably more of a function of elected representative decision making which is fundamental to our current political governance process.
- Public acceptance (i.e. tacit approval) of the current representative process is generally high.
- This current process has very little validation. Very little thought is given to analyzing whether any of the input received through the public participation process is actually helpful in designing a better urban environment.
- Very little consideration is given to what level of public approval is required to modify (or veto) a proposal. Proponents for change work within a mine field of potential disruption or termination. This is especially important when you consider that most urban residential design comes from the private sector and is initially funded by them.
- Developers will not undertake proposing change unless they can anticipate recovering their costs and generating a profit over the long term.

## **OBSERVATIONS**

**The Public Planning Process should focus on defining the foundations of the urban society the urban center wants, not the details of how that urban environment will be created.**

- The CRD recently asked the public to help design a new billion dollar sewage system. The several hundred people who got actively involved had neither the skills nor the understanding to offer much meaningful content other than to agree that they had been heard (if not listened to).
- The Fairfield area has grown organically for a century. Very little of what is there was put there because of central planning.
- If you ask someone for their input, it follows that they will have an interest and expectation that their input will be considered.
- People who have 'no skin in the game' are very happy to offer, often costly, ideas and options that they believe should be implemented regardless of the limited knowledge that they may bring to the process.
- Public input almost always focuses on details and self interest (this is what they know) rather than seeing and balancing the diverse, multiple issues at play. Thus they can be very disruptive in cost-effectively getting the job done

**Every urban political entity should be focusing on the foundations of what will increase the long term viability and livability of their urban center.**

- A group needs focus to be effective. If nothing else, an urban center is a group of unorganized individuals. Their elected representatives need to continually focus on melding them into a group with common objectives and goals. Tribes, religions and legal systems understood this for centuries.
- Creating and adopting a urban planning framework will empower those responsibly for actually building the desired urban community. It will also encourage public participation at a level that the participant's input can be meaningful and input far beyond the personal detail level.
- Most public input on any municipal plan ignores the complexity and interplay between the many factors that must be balanced when defining an urban design framework. Such a framework (hereafter referred to as an **Urban Constitution**) should be developed by the city to ensure some basic rules are generally accepted and in place prior to any open forum on any given public or private development initiative
- An **Urban Constitution** should speak to and document the various minimum variables surrounding any proposed change to the existing urban structure. A partial table of contents for such a document would include:
  - appearance
  - community integration
  - durability/life cycle
  - energy consumption
  - economic vitality/affordability
  - environmental impact
  - human interaction
  - local utility demand
  - community enhancement



- The creation of such a code would facilitate community development. It minimize the need for proponents to 'guess' what is an acceptable proposal and prevent NIMBY or at least provide political representative with an avenue to curtail the impact of single issue groups and individuals.

**A FAST GROWING COMMUNITY SUCH AS VICTORIA IN THE PAST DECADE HAS SERIOUS ACCOMMODATION AND RAPID GROWTH ISSUES THAT REQUIRE QUICK RESPONSE.**

- By focusing on each individual change to a Neighbourhood as a blank sheet, the process is experimental, time consuming and beyond the attention span of the average working person.
- Personal preference, NIMBY, fear of change, involvement fatigue, back room maneuvering, etc. contribute to an extended timeline with few levers that can be used to facilitate needed development.
- Affordability may be everyone's focus yet the ultimate solution to that problem (supply) appears to be forgotten at most public hearings.
- Individuals can grasp generic codes of conduct even though they will tend to personalize individual situations, especially if these generic codes impinge on an individual's personal situation.
- An **Urban Constitution** should be thought of as acting similarly to a Political/country's constitution, a Criminal Code, a religion's bible, the rules that govern a sport, a basic philosophy, etc. It establishes the rules of action that can be changed only with difficulty and only with broad public approval.
- All **Neighbourhood Plans** would need to meet the local Urban Constitution before they could be passed. Any change to a **Neighbourhood Plan** could not be altered unless the change met the latest **Urban Constitution**. Public input would thus move upstream.
- Once in place, the need for and difficulty of unlimited public involvement is safely removed. The players can move forward without fear of reprisal and expensive delay.
- This shifts public input away from the individual to the general where deep and meaningful change can be discussed without holding individual projects and required actions hostage.
- Greater Victoria is a blessed area. It has recently been discovered. Now the area needs to respond to that pressure. Old ways cannot effectively respond to the new external forces in a timely manner.

Administration is all about creating, codifying and informing what is acceptable conduct. Everyone loses when minimum standards are not in place and enforced. I would suggest that the City of Victoria (which is a small part of the urban area) needs to build a City wide consensus on what is acceptable and then overlay regional versions of that over various area of its jurisdiction It then needs to stand behind and enforce them.

Periodic Ad Hoc decision making based on the desires of a few local power groups is unfair and unproductive. It turns municipal leadership into a popularity contest rather than a leadership process.

--

**Jim Knock**

1370 Dallas Road  
Victoria, BC, Canada  
V8S 1A1  
Call 778-977-5802

PS:I appreciate that this venue may not be the best target for this email . I will address that issue in due course. In the meantime, any feedback on the contents of this email are appreciated.

## Rob Gordon

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**From:** Personal info  
**Sent:** July 3, 2019 4:32 PM  
**To:** Victoria Mayor and Council  
**Cc:** Marc Cittone  
**Subject:** Opposition to Fairfield Neighbourhood Plan Traditional Residential Area 2

We have read the proposed Fairfield Neighbourhood Plan as it applies to the 1400 block Fairfield. Is it the view of Council that as our homes front on a busy street, the integrity of our homes and community can just be thrown away?

The plan designation to Traditional Residential Area 2 will destroy our neighbourhood, simply encouraging developers to nibble away at the edges (see proposed Kipling development) at a scale and mass that will engulf us.

In the plan there is much acknowledgment of respecting traditional housing types and encouraging ageing in place. To be meaningful, this needs to be augmented by a policy of respecting the strong existing community. Some of us have lived here for more than forty years. Others have come more recently. But together we have a support network that helps us to age in place and welcome newcomers. We want to live in homes that we have carefully maintained - homes that now provide gardens, play space for children and grandchildren, a mortgage helper suite, accommodation for a home caregiver or an in-law suite. And on the south side of Fairfield are many recently built new homes, clearly not in need of redevelopment.

Your proposed designation of our homes is premature. Please reconsider, recognize the social fabric of our area and, at the very least, consider denoting this as a long term objective. The 50-100 year right answer might be leaving it as it is as a lovely residential streetscape, or moving to higher-density apartments with proper underground parking and road access like other parts of Fairfield. But not this band-aid solution designed to add density where it has been refused by other areas. Please support development sympathetic to our neighbourhood.

Personal info

**From:** bart reed **Personal info**

**Date:** June 26, 2019 at 10:43:17 AM PDT

**To:** "[ccoates@victoria.ca](mailto:ccoates@victoria.ca)" <[ccoates@victoria.ca](mailto:ccoates@victoria.ca)>

**Cc:** Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>, "Letters (Times-Colonist)" <[letters@timescolonist.com](mailto:letters@timescolonist.com)>, Bill Times-ColonistCleverley <[bcleverley@timescolonist.com](mailto:bcleverley@timescolonist.com)>

**Subject:** LAP, OCP, bike lanes on Cook St

Hi Chris:

This is Bart Reed, owner of The Beagle Pub, Island Meat & Seafood and the Cook St Village Liquor Store license, writing to you again regarding Mayor and Council's continued push for bike lanes on Cook St. As a director of the Cook St Village Business Assoc, I attended a presentation by City Staff of the latest changes to the LAP process. On one slide there was an asterisk that led to a footnote saying that Council will be putting bike lanes on Cook St as part of the new OCP. I believe this is illegal. At a minimum it's unethical.

I am also a member of the LAP Steering Committee for the Cook St Village so I am intimately aware of the public opinion of the idea of bike lanes on Cook St. Not only does the public not want bike lanes in The Village, they also are dead set against bike lanes anywhere on Cook St, period. This information was relayed back to Mayor and Council by City Staff last September.

Moreover, in the most recent round of public engagement for the LAP (the Pop-Ups), nowhere was there any notice that Council plans to change the OCP to reflect putting bike lanes on Cook St. Therefore, the public was not given any chance to respond to, or even aware of this change which, as stated above, is against their wishes. Therefore the requirement for public engagement to change the OCP has not been met thus making this change to the OCP illegal.

Please ensure that Mayor and Council follow the law, act ethically and do not change the OCP to having bike lanes on Cook St.

Thanks for your attention on this matter.



419 Richmond Rd.  
Victoria, BC,  
V8S 3Y3

Victoria City Hall  
#1 Centennial Square  
Victoria, BC

July 10, 2019

Mayor and Council

**Re Question and Answer Meeting of June 15/19 on Fairfield Neighbourhood Plan (12:30-130pm)**

Please make a note that, for the next Fairfield/Gonzales consultation meetings, the following requirements, which were missing at that meeting, must be taken into consideration:

Amplification for facilitators and public, including microphones  
Huddled, standing in a back corner, we could not hear.

Reasonable seating arrangement in front of facilitator

Larger screen so all can see

Relevant materials placed at entrance, rather than scattered in centre of room.

The facilitators were thoughtful, courteous and patient. However, I came out of the meeting with the distinct impression that all of this had been hastily thrown together.

You can do better I am certain.



Gabriele Hile



## Pamela Martin

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**From:** Victoria Mayor and Council  
**Sent:** August 28, 2019 2:50 PM  
**To:** Public Hearings  
**Subject:** FW: Fairfield Community Plan

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**From:** Maxine Demmler <[REDACTED]>  
**Sent:** August 28, 2019 12:52 PM  
**To:** Victoria Mayor and Council <mayorandcouncil@victoria.ca>  
**Subject:** Fairfield Community Plan

On paper, one might assume that what Fairfield needs in the future may actually be forthcoming ...more rental units, architecture that remains true to Fairfield's character.

However, given the history of the present city council that approves square glass and wood boxes called 'houses' for \$1M + , approves tearing down rental units to put up \$1M+ townhouses and houses ( Kipling and the 18 units near Glengarry Hospital), and grants variances on a whim ( in the developers' favour), how can this plan be taken seriously???

The Community Plan holds no guarantees.

Maxine Demmler  
Thurlow Road

## Pamela Martin

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**From:** Victoria Mayor and Council  
**Sent:** August 20, 2019 9:48 AM  
**To:** Public Hearings  
**Subject:** FW: Fairfield Neighbourhood Plan

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**From:** Stewart R [REDACTED]  
**Sent:** August 14, 2019 5:57 PM  
**To:** Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Councillors <Councillors@victoria.ca>  
**Cc:** Petter Christopher [REDACTED] Jones Mary Doody <[REDACTED]>  
**Subject:** Fairfield Neighbourhood Plan

Dear Mayor and Council

I have written to you previously with my comments on the FNP based on the April draft of the plan. I ask that you read my previous communication along with, this communication.

### Changes to the April Draft Plan

There have been a few changes to April draft and I wish to comment specifically on the change to the 5Points Small Urban Village, in particular the current proposal for

“..development up to 13.5 metres (approximately 4 storeys and additional density up to approximately 2.1 floor space ratio” (a density bonus based on certain criteria)

I am opposed to this proposal and I support a maximum of 3 story height and density of 1.5:1 floor space ratio as was envisaged by the April draft plan. There was no reference in the April draft to any density bonus and therefore I oppose any density bonus for any reason.

My reasons are:

1. as the designation suggests ,the size of the buildings in a Small Urban Village should be ,**small** in both footprint, building height and mass
2. in particular the foot print for the 5 Point Small Urban is very small and the building height and mass should reflect that fact.
3. the current maximum building height of buildings in the village is two storeys ( except for the small apartment building on the west side of Moss Street which is 3 storeys). A new building constructed to 4 storey would be a significant change to the size of the existing buildings.
- 4, in the Introduction section of the FNP it says

**“the Fairfield Neighbourhood Plan, ...was developed in collaboration with the community to ensure future growth is shaped by those who know the community best”**

It was explained to me by Mr. Cittone that during the consultation there was a divergence of opinion on the number of storeys in the 5 Point Village . In the April draft of the plan staff decided that in view of the divergence of opinion the provisions of the existing plan for number of storeys and density should be retained.

I agree with this logic.

The change in the FNP to 4 storey building height with greater density was made by Council at the July 20 meeting based on a report from the staff(see report of Staff June 3, 2019 at page 3). The rationale given was that , not surprisingly, the property owners within the 5 Points Village wanted a 4 storey building height and greater density. Although ,as neighbourhood property owners ,their views are relevant they do not have greater weight than the contrary views of a much larger number of the neighbourhood residents. I wish to state emphatically that there is no precedent based on the approval of the building at 1303 Fairfield Road (4 storeys). The neighbourhood was assured by staff, and that assurance accepted by Council ,that there was no precedent established by this approval and therefore any reference to this approval amounts to bad faith on the part of Council and staff.

The property owners within the 5 Points Small Urban Village made reference to fact that the existing zoning (Limited Commercial) allows a building height of 12 metres and a floor space ratio of 1.7:1. There is no reference in the zoning regulation for a density bonus. The current proposal provides for a higher building height of 13.5 metres (vs 12 metres) and larger floor space ratio up to 2.1:1 (vs 1.7:1).

In the alternative the building height and floor space ratio should be no greater than the existing zoning. No density bonus should be permitted.

The existing OCP for this small urban village provided 3 storeys except when located on an arterial or secondary arterial roadway. The OCP was in conflict with the zoning. There is no reason for this conflict to be resolved by the FNP

5. except for the apartment buildings fronting on Fairfield road to the west of 5 Points Small Urban Village , all of the adjacent properties to the village are 1-2 storey residential homes.

#### Chapter 7- Urban Village states

“the quality and design of new buildings and their relationship with public spaces and **other buildings** will be a key consideration in assessing development proposal in the urban villages. “

In the context of the 5 Points Small Urban Village “ it is necessary too consider - how do new buildings relate the the adjoining 1 and 2 storey traditional residences?

#### Chapter 7- Five Points States

“ to ensure that new development is complementary in design to the surrounding traditional residences.”

In the context of the 5 Points Small Urban Village is it impossible to conceive how a 4 story building would complement a 1-2 storey traditional residence. The greater the size of the building the less complementary that building would be.

Chapter 7- 7.11.3 emphasizes the importance of providing a “sensitive transition” to the adjacent Traditional Residential Area. It is impossible for a 4 storey building to be built in "sensitive transition" to the immediately adjoining residences.

In summary a 4 storey building, with density of 2.1 floor space ratio on the site of the small foot print of the 5 Points Small Urban Village is too large and cannot be integrated into the surrounding Traditional Residential neighbourhood.

#### Urban Residential Areas- Fairfield Road - East of Cook



In my earlier review of the April draft plan I did not notice the proposal under the heading Urban Residential Areas - Key Direction Summary - Rental Retention -

"consider new development ranging from 4 storeys and 1.2 floor space ratio up to approximately 2.0 floor space ratio and 6 storey"

This provision for new development contained in this section is misleading and in conflict with the subsequent heading "Other Urban Residential Areas which provides

"consider new development which fits context up to 3 to 4 storey.

Which of these provisions apply to Fairfield Road east of Cook?

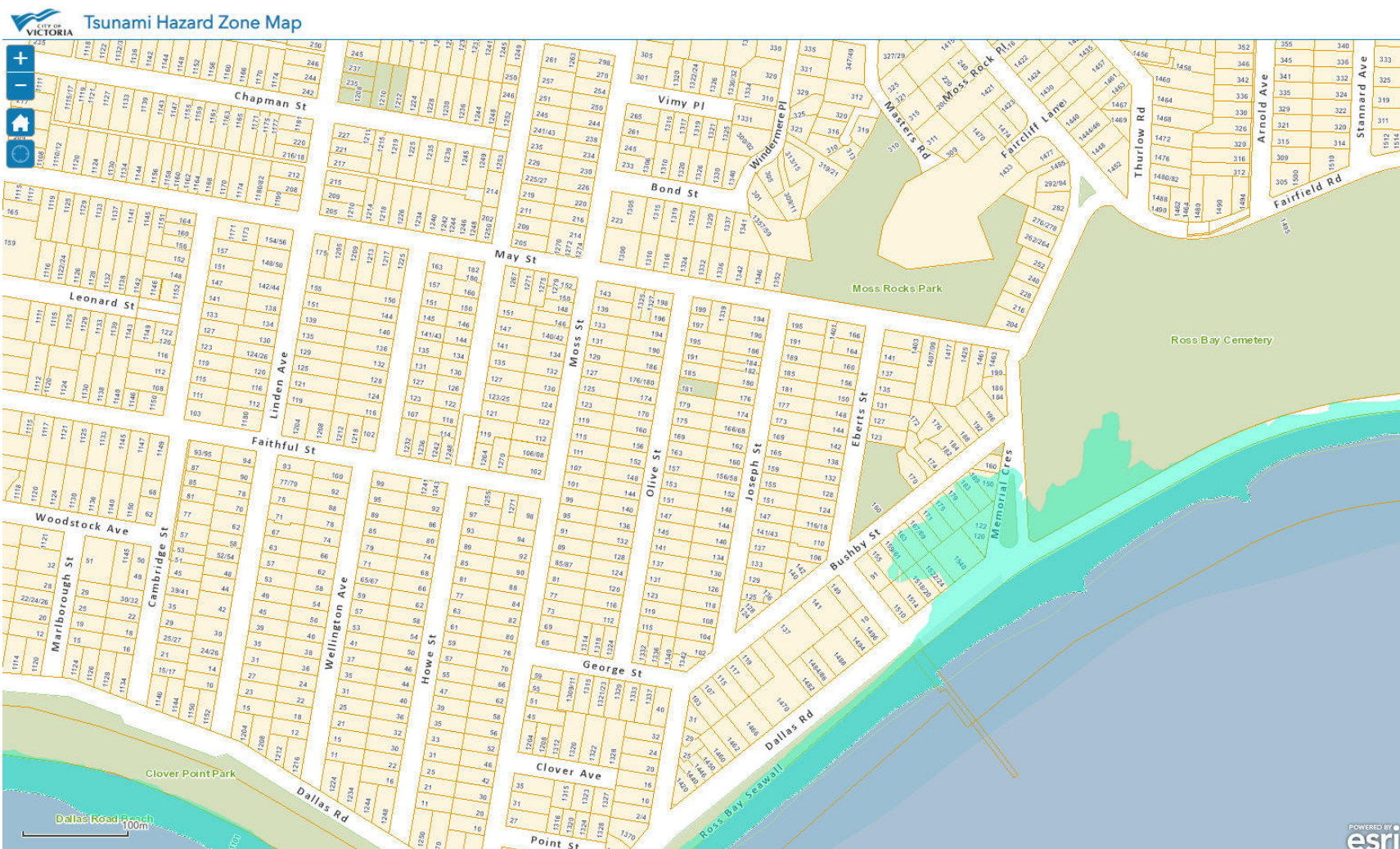
In any event 6 storey building along Fairfield Road are too high and would

-create a corridor of overly tall buildings

- not allow for a transition to the traditional residential buildings behind the apartment buildings on the south side of Fairfield Road.

Parking is an ongoing problem in Fairfield . six story large apartment buildings would seriously exaggerate this problem.

Thank you for considering all of my comments and again I thank you for the work that you do on behalf of all of the residents of the City of Victoria.



**About**

The Tsunami Hazard line is based on the maximum water elevation plus earthquake induced subsidence from mean sea level from the January 2013 Report "Modeling of Potential Tsunami Inundation limits and Run-up for the Coastline of the Capital Regional District". The report was prepared by AECOM and Applied Research International LLC. A 50% public safety factor was applied to the inundation elevations provided in the report.

For more information please download the PDF report:  
[Modelling of Potential Tsunami Inundation Limits and Run-Up Report \[PDF\]](#)

Data Date: Jan. 22, 2013  
 Data Supplier: AECOM

## Pamela Martin

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**From:** John Kell [REDACTED]  
**Sent:** August 17, 2019 2:27 PM  
**To:** Public Hearings  
**Subject:** July 2019 Fairfield Neighbourhood Plan (DRAFT)  
**Attachments:** Tsunami-Hazard-Zone.jpg

Hello,

Please consider these two suggestions for additions to the new Fairfield Neighbourhood Plan:

1. On page 29, Section 3.4.5, Traffic Speed and Volume, please add Memorial Crescent to the list of streets to be assessed for traffic speed and volume. Memorial Crescent is a well-travelled connector between Fairfield Road and Dallas Road. Because the road slopes downhill from north to south, drivers tend to speed when travelling in that direction. From our front steps, we have witnessed many near misses where Memorial Crescent narrows sharply at May Street.

So, I think that Memorial Crescent would be a prime candidate for traffic calming. Potential remedies might include:

- a speed hump on Memorial between Fairfield and May.
- a zebra crosswalk at the intersection of May and Memorial.
- a traffic circle at the intersection of May and Memorial.
- a three way stop at the intersection of May and Memorial.

2. Please consider adding a section that acknowledges the Tsunami Hazard Zone Map (published by the City of Victoria). The excerpt attached shows basically an entire city block of the Fairfield neighbourhood (bounded by Bushby, Eberts, Dallas, and Memorial), that would be inundated.

<<...>>

Thanks for soliciting my input.

John Kell

204 Memorial Crescent

Victoria, BC

## TRYING FOR A SOLUTION ON THE FAIRFIELD NEIGHBOURHOOD PLAN

Report by Mary Doody Jones, JULY 9TH, 2019

### PART ONE: INTRODUCTION AND BACKGROUND

Fairfield Neighbourhood ,“organically grown”, is a traditional residential integrated area already meeting city objectives of having a walking area with all needs met close to home.

- Within its present different parts, there is walkability to stores and services and true community exists.
- Our architectural heritage includes varied historic buildings, made of wood (not pressed wood or plywood) gassing off), inviting to live in with trees around and possibilities of additions.
- This heritage-worthy area is a background helpful for tourism from downtown. I have already seen a horse drawn carriage and a bike buggy come through. Backdrop Heritage aids the city financially.

The Urban Village concept

- Does not improve these qualities, seeks to replace much of what we have and value by enforcing densities through the radius.
- Many citizens can be totally unaware that their properties are in an area where the accompanying radius automatically gives rights to developers without real citizen input.
- Bonus density being introduced to the neighbourhood plan as a real destabilizer will add even more uncertainty.
- could likely cause community rifts.Lack of trust with neighbours breaks up community..
- These two methods can cause community splits between neighbours.
- The future rezoning for 4 and 6plexes -in the residents' view- magnify the lack of residents' input in discussion on how to grow and to protect community values.

Here is a document that

- is meant for the next 10 - 20 years;
- has had various sections changed; and adapted;
- has a number of different areas and density concepts like bonus density and UV radii.
- comes with other material as designs and OCP amendments;
- has a last minute addition of 4 and 6plexes,, without neighbours' input,
- affects neighbourhood residents, so requires a hearing when citizens can focus on it;
- needs a number of corrections and additions before being voted on;
- brings the need for sufficient councillor time to read it closely during working weeks;.
- is being presented to a more limited list of those notified. Fairfield people had requested the use of the larger FGCA list, but apparently not done in consultation.



## **PART TWO: TRYING FOR A SOLUTION**

### **A PROBLEM OF "CONSULTATION PROCESS" RE FAIRFIELD NEIGHBOURHOOD PLAN**

After 3 years, when Mayor and Council met at April 4th 2019 COTW, they mentioned, that, despite having approved the Fairfield Church site proposal, there had not had enough consultation there and the Fairfield Plan needed better.

This statement gave some hope of a more thorough process this time.

**The planner in charge and the acting head worked hard to give information at consultation. However,, continued limited conventional formats did not meet the needs.**

#### **Meetings**

1. The process began with the June 8th table at Saturday's Moss St. Market I went and found that
  - no planners were there to explain more, only staff.
  - no mention of the rezoning for 4 and 6 plexes..
  - that this market attracts a high percentage of visitors (60 -80% ) from other areas.
  - consulting at any time in the neighbourhood's buzzingly busy Plaza on the boulevard would have involved much local people. (I always go knowing I'll meet up with friends there.)
2. On Wednesday morning (9am-1 pm, June 12), I found the planner in charge down on Cook St. boulevard under a cover and had a discussion.
  - I pointed out that not mentioning the possibility of the rezoning is important. Great distrust of City Hall comes from citizens working on what is appropriate and finding out later that most of what they did could be overcome by the larger plexes concept.
  - I was shown some good points about the draft, such as retaining front and back yard and had some real discussion with the planner.
  - Not a lot of people passed by and not all stopped
  -
3. I didn't go the afternoon of the 13th, but presumably citizens going on Cook St. received information.

#### **4 June 15th the 10-2. drop at the of Garry Oak Room had a one hour Q &A. from 12:30 -1:30.**

During that week I suddenly realized that only one hour was- to put it simply — "ridiculously inadequate to the number and depth of details, and the number of people affected,"

My impression was that opportunity of only a token time shows lack of respect for residents.

**The Set up** in the Garry Oak room was appropriate for a drop-in:

Two tables on each side of the south front, the east one with machinery on it, and another table on the east side down toward the bottom.. Papers were on the tables; on the one north a rezoning paper.

Groups of chairs were in several parts front and back and middle and in two directions.

- The computer screen was on the East wall at the south end and those past the middle couldn't see it. There was no added screen for showing to the rest of the room.
- The chairperson, at the head of the table on the west.b faced to the back.
- There was no real change made to put chairs together in a semicircle looking at the screen on our left and chairman ahead.
- The lack of any kind of amplification, not even a microphone created a problem.
- My acquaintance at the back looking south could not see the screen and later told me she could not hear what was said.
- I myself (with good hearing) in the middle could not hear all what some other attendees said.
- It seemed clear at the time that this was not the set up for a meeting on an important document.
- They could have arranged everybody in a semicircle facing south to the chairman with the computer screen turned to be seen by all and at least had a microphone so everybody could hear discussion.
- I did not actually think to count those who came, as I was not feeling comfortable at all.

- My impression is that perhaps around 25 ,seated in different places and easy to rearrange, and several planners 4 at least. I remember most ,Marc C., Andrea Hudson Acting Head, the parking one.

### **Noticeable Lack of Any Councillor Present for The Most Important Document Yet**

- **Two lots of important people were missing: Councillors and zoning knowledgeable residents.**

#### **1. Re COUNCILLORS**

- The planner had answered my question about councillors attending by saying that the councillors heard of the final meeting. No invitation was sent.
- Even our Fairfield Rep was not there.
- I asked two councillors if they knew of the meeting. One told me of not knowing, The other was vague and couldn't tell me in what document he would find the meeting mentioned.
- The city view of Councillors' attendance is shown in an email to Ken Roueche asking for a councillor to come to a previous meeting, (Email April 23 to Marc Cittoni). Marc answered (April 29th) that the meeting was to be "an informal update." "There will be other public events and all councillors will be made aware of them. Councillors are free to attend any public event, of course."
- In other words, even for really important documents, there is no requirement or even invitation for councillors to come to learn more about the subject and the citizens; views.
- A reason to come to see for oneself is the fact that CALUC reports are often watered down, Examples: the March 15, 2018 CALUC re OCP amendment of the Fairfield Church site omitted a lot.. The recent May 2nd hearing report re the corner of Fairfield and Kipling held inaccuracy and omissions.
- **Q.** Is a report on the June 15 Consultation even to be written?

#### **2. Re "ZONING PEOPLE"**

- A number of residents who understand the rules and regulations very well ("The zoning people") and have had years of experience didn't attend this and to my knowledge the other consultation events.
- They have been in touch and asking questions of the planner and some sent letters.
- The reason is that they are very frustrated about not being heard or valued for their care and knowledge.

One wrote me a kind of Haiku

"Thanks for all your efforts.  
To me, my time is precious and I  
can't waste it talking to the deaf."

One person thought to come but had a previous longer meeting. When told of how this went, he was glad he wasn't there.

### **STRONG RECOMMENDATION:**

1. For Draft neighbourhood Plans, All councillors and the Mayor should be invited to the Q & A Consultation, perhaps even mandated to attend. Certainly, the area rep should come at least.
2. Listening and sometimes doing what the experienced ones advise would be a big help.

### **The Running of Meeting**

- **The Chairman** was David Bilteck who used to be the CALUC chair. It was not unknown that he cut off people. A number of staff people, including the acting head were there to answer.
- The neighbourhood 'zoning peoples' lack of presence was a form of protest. Earlier, they did get some email answers from the planner.
- The planner in charge gave a brief synopsis of different sections generally with a few details,
- The chair began the questions with allowing people to pick one point and others could add information.
- About 9 people gave points, only skimming the surface with references to a few particular aspects on parts. Points included: OCP references, density, large parking concerns, and others.

- I chose heritage lacks, I spoke about concerns for heritage worthy places, especially if the rezonings of plexes took place. Mr. Biltek came in to interrupt and say that we don't talk about that. (why hide it?) I managed to finish my sentence.
- Later I added on to another fact. that there is no policy or process to be able to use good ideas like declaring what is heritage worthy with professional help.
- The Acting Head of planning gave extra information re Heritage Conservation Areas which can now be requested by neighbourhood groups without waiting..
- Parking concerns were raised and the parking staff person answered about the Schedule C to be followed. I asked why it wasn't followed then in the case of the United Church site developer being excused parking without the agreed parking agreements. The parking person had not heard of that
- At the end Mr. Biltek emphasized that people with concerns could meet with councillors. It seemed important to give correction, that, once the hearing date was set, no one could talk directly with the decision makers. I brought it up and Mr. Biltek announced it further.

After the Q & A, Andrea Hudson and the planner in charge were shown some examples of contradiction and omissions:

- contradictions, e.g., p 46 and 48 with the same site 6 storeys or 10-12.,
- On identifying places as heritage worthy by professionals, what process? Developers will avoid any such impediment.

### **GENERAL STATEMENTS**

- Generally, the meeting felt uncomfortable like a quick and superficial meeting, not a real study of the Plan, nor a satisfying way to find collections of informations. .
- As a Q & A key time, I did not find it adequate to meet the Councillors' concerns expressed on April 4th. Nor does it seem a sufficient basis to use for sending on to hearing.
- "Zoning people" have pointed out that our traditional residential area is being treated like an urban residential one.

### PART THREE: TRYING FOR A SOLUTION

#### THE HANDLING OF CONSULTATION MEETINGS AND SURVEY INFORMATION

- I questioned on July 6 in emails where the consultation materials are to go and expressed the thought that they would go to the COTW for discussion and reconsidering the points. .
- The planner kept his promise to let me know and on Friday July 5 emailed, "To avoid any conclusion, what is being presented in July is a neighbourhood plan, amendments to the Official Community Plan, and new design guidelines."
- In answer I expressed concern about the Mayor and Councillors not knowing enough
- On the evening of July 8th I checked the agendas for the July 11th COTW and Council. The COTW was short and the Report would come at Council. with different topics. There would not be much time to focus on the Plan plus the other points.
- I am really shocked and worried about skipping a step for such a major project. Three expert neighbourhood people were surprised as well. Why?
- Concerns added up: the skipping of the COTW for discussion on so many points before the final decision on what to do , combined with the apparent lack of consultation depth into the Draft Plan and lack of councillors' time to be able to even begin to understand.
- There's a lot absorb in the Plan itself, including the effect of bonus zoning and radii, and then the added design guidelines and OCP amendments,
- My estimate is that two weeks from the 11th is not enough time to with the regular work and meetings to study
- I questioned the planner (email July 9th) who gave the following: answer:

"On April 11, following the April 4 COTW, Council considered the plan (which itself had been revised based on COTW direction from Sept 20, 2018) and OCP amendment bylaws and directed staff to consult on the proposed OCP amendments, prepare bylaws and return with the results on consultation. This is the typical process in the case of bylaws. Council may choose to discuss the proposed bylaws at the Council meeting. The consultation is considered important, and ,while staff only recommended limited change to the plan, all comments are being shared with Council as is the intent of the consultation "

#### **Comments/Events:**

- Citizens, who do not see this answer, may still wonder why the April 11th meeting -well before the .consultative process -omitted an opportunity to discuss the detailed information afterwards.
- That situation increases distrust on the part of many citizens who see it as tokenism. and pushing.
- Council could be better advised to show strong intent to learn and consider the meaning of reactions.
- On July 9 I went to see Councillor Charlayne Thorton-Joe at 10:45. We discussed the April 11th sending of the Plan to Council, when the consultation was in June.
- She went on her phone and texted someone at city hall.
- Then to 11:30 Mayor's drop in re process. I stressed that Consultation details showed what really happened and gave clues as to what to do for correction.
- I gave both women the papers on process problems ,as well as an article from *Vancouver Sun* on problems with an "upzoning inclusive" project.
- Also a paper re older buildings as continuity to aid mental health from a noted lawyer, Thompson Mayes counsel for an American National Trust for Historic Preservation.
- On the way home I saw a zoning person who told me that the Plan was then on the COTW agenda for Thursday July 11th. So it will get more discussion and input, a happier outcome.



## PART FOUR : TRYING FOR A SOLUTION RECOMMENDATIONS FOR THE PRESENT SITUATION

**I) At all times opportunities for discussion of issues should be kept open to aid better informed decisions and prevent mistakes. COTW is a valuable occasion for discussion**

- The residents (as well as buildings and trees) of the area} would be the ones to suffer and experience the result of mistakes.
- Once changed, our heritage worthy area could not be redeemed.

**II) Considering the possible danger of a large mistake, here are three sincere recommendations.**  
At the very least, please consider the first one, and think about the citizens' needs. Try further.

**I)**

Leaving out so many citizens in vacation time, for accountability and inclusion of the Strategic Plan,  
**The hearing could be postponed until September when citizens presence and focus is here.**

- Then decision-makers could study the details in a less pressed way.
- Everybody is very tired right now: planners, decision-makers and residents.

**2) .Acknowledging a limited basis from the consultation, try a discussion time between Planning, Mayor and Council with the residents on the differing visions for the future of the city.** This act would be relevant before dealing with technicalities. (NB: We all are concerned about climate change.)

- Residents are willing to accommodate, but not work towards the 30,000 in one neighbourhood.
- Try a closer look at heritage and what it can do, e.g., tourism, continuity for mental health, preventing climate change, and adapting to new uses. (yes ,some new also can be built)

**3)**

- The Draft Plan from the start seemed written for virtual total change of buildings with loss of trees and green) towards large densification.
- Articles are coming fast questioning what counters or aids climate change, affordability and access.
- Density does not by itself provide decent housing for those needing it.
- **Try a pause on the Plan and assign a committee to look more deeply at those questions.**

My hypothesis is that having an idea to follow requires testing it against climate change science and urban research before any large application.

Mary E. Doody Jones

## THE DRAFT PLAN ITSELF IS BADLY WRITTEN AND UNFINISHED

**1A. The best “zoning techies” find the Plan difficult to read:**

- It does not have the present zoning given for understanding the changes,
- Some compressed writing often leaves out connections or necessary details.

### **Examples: Contradictions**

On p. 46 and 48 the same area “blocks west of Quadra St and North of Courtney;” the first mentions “transitions,” the second “modest increases in envisioned heights from 10-12 storeys”. The explanation given by the planner involved missing connectives and specified two specific streets.

### **Examples Inaccuracies Cook St. pg.62**

The setbacks for protection of trees showed second storey for setbacks when the West side had two power lines going through, Here the set back should be above the first storey (fig. 32, p. 62).

figure 32 ) The East side could have one storey set back. Details matter.

Cathedral Hill is mentioned, but not “The Humboldt Valley” **which has its own plan** on the other side of the street. (Area here is called Northwest Area and Fort St. Corridor Policies.)

### **Examples: Omissions**

- Under heritage, the history account jumps from the aboriginal lands to the turn of the 20th century.
- Outstanding buildings from 1865 are Mt. St. Angela, Humboldt Valley, and Ross Bay Villa near the plaza. On Vancouver St. 1890s buildings include the Victorian designed matching houses.

**1B The Survey giving some inaccurate information from the draft, so responses are not so valuable.** For example the first storey set back on Cook St. West side.

## SOME COMMENTS

### **1. Way Too Much Density Never Asked for by Residents and of Little Benefit for the City**

The blanket application of higher densities, such as the 6 storeys to the east of Quadra and south of Courtney St., (p 46 ).or 10-12.(p 48) would remove present precious sites not so known.

- The Ideology of densification to solve affordability, environmental and access needs to be checked against scientific information re carbon produced and urban research on real effects.
- A number of recent articles are available on all these factors are separately listed.
- The new density would threaten heritage places such as Mt. St Angela and Abigails behind, even by filling up the areas around them. The human scale and trees we have now would be lost.
- Map 7 (p. 47) with the table of considered height) shows the magnitude being given away for developers’ profits: from 2.1 to 5.1 FSR  
1.51 to 3.51FSR  
1.5 to -3.1 FSR.

**Q.** Are we trying to accommodate all of the 30,000 people for the whole of Victoria?

### **2. Five Points Village: Too Elaborate entrance at Five Corners**

A plaza at the end of Oscar is not needed, too artificial and elaborate.

This small space needs the bench with welcome real green space.

Its SIMPLICITY is restful to the eyes and ambiance.

**3. Heritage** is “encouraged “ but missing real policy regulation, have some “carrots” but no “sticks,” to save them from developers’ removal (P. 92, 10.41).

- Heritage is missing in Sub Area 1, but mentioned in Sub Area 2.(P. 81 Both have worthwhile sites.

**Fairfield Neighbourhood Plan**  
**ARTICLES DEALING WITH DENSIFICATION ISSUES AND CARBON SCIENCE**

**1.** The article on Freeman's findings was by a known Canadian. Richard Florida

“Does upzoning boost the housing supply and lower prices? Maybe not.”

- Freeman **was** surprised by what he found in Chicago that land values went up, lack of affordability became greater and not necessarily more units after 5 years.
- Our local expert Wayne was **not**. He says that BC Assessment will change the land value after the rezoning ("upzoning"). Then values and taxes will increase noticeably.  
Note; this could cause problems for poorer seniors hanging on their house.
- The increasing lack of affordability and higher land prices tie into the next article.

**<https://www.citylab.com/life/2019/01/zoning-reform-house-costs-urban-development-gentrification/581677>**

**2. Teardown Index**

- The study of carbon caused by the whole building process, including demolition, new materials and work is an offset for savings from people being able not to need the car.  
(I'm not sure if tree loss is **included**.)
- **This topic deals with figures of tonnes for carbon and the number 168 years for a building to finish its carbon giving.**
- **An 1% increase in land value means added \$150,000 tonnes of carbon.**
- I put the articles together for inferences as evidence based.

**<https://www.sciencedirect.com/search/advanced?qs=Environmental%20cost%20of%20tear%20down%20Vancouver%27s%20single%20family%20homes&pub=Energy%20and%20Buildings&cid=271089&date=2018&authors=Joseph%20Dahmen%20%20%20Jens%20von%20Bergmann&show=25&sortBy=relevance>**

**3. These two articles with my explanation as a third paper, attachment.**

“Evidence Based re housing Upzoning.pdf

**4 Also an analysis the "Inclusion" process in upzoning at Toronto. National Post**

- The writer does not seem to have any real solution.:  
“A better way to make housing more affordable June 4 Josh Dehaas
- Opinion: As any economist will tell you, to lower prices, you need to increase the supply.  
Inclusionary zoning won't do that.

**Comment:** This article gives brilliant assessment of financial fold down of increased costs with Upzoning for inclusion at 20% in Toronto. The author's solution is pushing residents to accept duplexes and triplexes.

- Toronto also does not have whole sections of heritage and heritage worthy areas to be careful with.  
URL from June 4th

**<https://nationalpost.com/opinion/a-better-way-to-make-housing-more-affordable/>**

**4. A newspaper article re heritage and environmental in Vancouver**

- “Vancouver’s history going extinct”
- Tearing down housing means Vancouver losing its history.
- *Globe and Mail*, May 17, 2019 H3 by Carolyn Addison  
**tearing down housing envirn.costs .pdf**

**5. Vancouver Sun July 3rd 2019**“Affordable Housing Trial Imploding: Developers abandoning Program, residents fiercely oppose projects” Dan Fumano

- Relevant to the West coast this article shows effects of “Upzoning with “flexible” features for 20% below market rates. as what Victoria are trying now now.

-Affordable Housing Trial Imploding”.pages.pdf

**<https://vancouversun.com/news/local-news/dan-fumano-some-developers-abandon-vancouvers-affordable-rental-pilot-project>**

**Vancouver Sun, July 3, 2019 p1-2**

**6. Re older buildings, heritage and heritage worthy**

- Article from Thompson Mayes, Vice President and Senior Counsel for the American National Trust for Historic Preservation and author of *Why Old Places Matter*.
- Published by American Association of State and Local History
- Older buildings give continuity which helps mental health, attachment to place and going through to the future.

**PDF Why places matter, Jul6 2019.pdf**



<https://www.citylab.com/life/2019/01/zoning-reform-house-costs-urban-development-gentrification/581677/>

### **Does Upzoning Boost the Housing Supply and Lower Prices? Maybe Not.**

RICHARD FLORIDA JAN 31, 2019

A new study of zoning changes in Chicago finds that they led to higher, not lower, local home prices, while having no discernible impact on local housing supply.

One of the most influential ideas in urbanism today is that the key to addressing the housing crisis is reforming zoning and building codes to allow for taller buildings and higher population densities.

A growing chorus of market urbanists and YIMBYs make the case: Restrict supply, and demand and therefore prices go up. So, it follows, liberalizing codes to make it easier to build—and to permit taller, denser structures—will increase supply and cause prices to fall, which will then make housing (and expensive cities) more affordable.

But a **new study** published in the journal *Urban Affairs Review* throws a bit of a proverbial wrench into the works. Its author, Yonah Freemark, a doctoral student in urban planning at MIT, has analyzed the effects of upzonings in Chicago neighborhoods. His study takes the form of a natural experiment (the “gold standard” of social-science research) by comparing an initial set of zoning reforms, undertaken in 2013 to encourage development around transit stops, with a more aggressive set of reforms from 2015, which expanded the upzoned areas and increased incentives for taller, denser development.

Prototypical rail-station-adjacent Chicago neighborhood, indicating illustrative distribution of analyzed parcels. (Yonah Freemark)

The study design allows Freemark to overcome the analytical problem of an endogenous relationship between upzoning and changes in prices and construction activity. He uses Chicago zoning files to determine the parcels of land affected by the two zoning changes, as well as data on building permits from the city and property values from the Illinois Department of Revenue. The study tracks the period 2010 to 2018, before and after the zoning changes.

Freemark reaches two startling conclusions that should at least temper our enthusiasm about the potential of zoning reform to solve the housing crisis—conclusions that, interestingly enough, he has said he did not set out to find. First, he finds no effect from zoning changes on housing supply—that is, on the construction of newly permitted units over five years. (As he acknowledges, the process of adding supply is arduous and may take longer than five years to register.) Caveats and all, this is an important finding that is very much at odds with the conventional wisdom.

Second, instead of falling prices, as the conventional wisdom predicts, the study finds the opposite. Housing prices rose on the parcels and in projects that were upzoned, notably those where building sizes increased.

Freemark identifies two key mechanisms by which upzoning acts to increase prices. First, the fact that upzoning registered so quickly in higher prices is a signal that land prices respond rapidly to the ability to build more units, which translates into money in the pockets of incumbent landlords. Second, the large effect of reduced parking minimums on the value of vacant land means that the biggest impact of zoning liberalization is on land that is ripe for development anyway. As Freemark puts it bluntly: “[T]he short-term, local-level impacts of upzoning are higher property prices but no additional new housing construction.”

Freemark is aware of the limits of the study (for one thing, it looks at only one city, Chicago; for another, it does not include rent data). Last night, in a Twitter conversation about his research, he wrote:

Yonah Freemark

Before I get barraged w/ critiques, four points: a) I didn't expect nor "want" this conclusion. b) 5 yrs may not be enough time for full upzoning effects. c) Upzonings are still probably good for affordability @ metro scale. d) We need to approach neighborhood rezoning carefully.

8:14 AM - 29 Jan 2019

In an email exchange with me, Freemark noted that the study does not “invalidate the basic laws of supply and demand. In no way is it suggesting that increases in the number of housing units won’t eventually lead to lower prices overall.” But what the study does show, he added, is what happens on specific lots and areas that are upzoned. And that’s “where we should be concerned,” he continued, because “those who worry that upzoning will increase prices in certain neighborhoods are likely being reasonable.” He added,

Even if upzoning—in the medium or longer term—increases the number of housing units (though I do not find evidence for or against this in my study), we still have to contend with the potential that the short-term impacts of the change are higher home prices and likely higher rents for those directly affected by the change, especially since new development, as everyone knows, takes many years to get underway. The speculation will come first.

Freemark’s findings are in line with my own thinking, in my book *The New Urban Crisis*. There, I argued that although it is important to combat unnecessarily restrictive zoning and building codes (whose advocates I dubbed “New Urban Luddites”), easing these codes would do little to address housing affordability and might actually serve to increase housing prices in the neighborhoods in question, for the simple reason that developers would use the land not for affordable units but for luxury construction.

RICHARD FLORIDA

MAY 22, 2018

I noted that the markets—and neighborhoods—for luxury and affordable housing are very different, and it is unlikely that any increases in high-end supply would trickle down to less advantaged groups. Another economist who is more pro-market than I am, Tyler Cowen, has similarly argued that the result of liberalizing zoning codes to allow for taller buildings will likely be more luxury housing and more profits for landlords and developers.

In our email exchange, Freemark emphasized that simply liberalizing zoning for taller buildings and denser development will not address the critical need to provide affordable housing for less advantaged people. He pointed out the “need for other programs, like more affordable units and rent control, which should potentially come with upzoning. Upzoning isn’t a sufficient affordability program in itself.”

The notion that increasing housing supply will magically fix our problems is one of those things that is simply too good to be true. Zoning liberalization is at best one part of the answer. America’s housing and urban crises are thorny problems that we can only come to grips with using a broad mix of strategies and solutions.

About the Author

Richard Florida

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Richard Florida is a co-founder and editor at large of CityLab and a senior editor at The Atlantic. He is a university professor in the University of Toronto’s School of Cities and Rotman School of Management, and a distinguished fellow at New York University’s Schack Institute of Real Estate and visiting fellow at Florida International University.

From Mary Doody Jones

<https://www.sciencedirect.com/search/advanced?qs=Environmental%20cost%20of%20tearing%20down%20Vancouver%27s%20single%20family%20homes&pub=Energy%20and%20Buildings&cid=271089&date=2018&authors=Joseph%20Dahmen%20%20%20Jens%20von%20Bergmann&show=25&sortBy=relevance>

Teardown Index: Impact of property values on carbon dioxide emissions of single family housing in Vancouver

Energy and Buildings, Volume 170, 1 July 2018, Pages 95-106

Joseph Dahmen, Jens von Bergmann, Misha Das

### Science Abstract

Buildings are significant drivers of climate change, generating one third of global greenhouse gas emissions. When new buildings are constructed to high performance standards, increased rates of building replacement spurred by rising property values can raise the operating efficiency of building stocks. However, it can take years before the embodied greenhouse gas emissions associated with new construction are offset by more efficient operations. This paper calculates the carbon dioxide emission payback period of newly constructed efficient single family homes in Vancouver, British Columbia. The average carbon dioxide emission payback period of 168 years for a typical high efficiency new home renders it unlikely that emission savings will be realized before it is replaced. A statistical model called the Teardown Index is presented, which indicates that replacing older poorly performing homes with new high efficiency homes in Vancouver will result in 1.3–2.8 million tonnes of additional carbon dioxide equivalent emissions between 2017 and 2050. For each percent increase to the compound annual growth rate of property values, an additional 150 thousand tonnes of CO<sub>2</sub>e will be released between 2017-2050. The findings suggest that current policies aimed at reducing emissions through new high efficiency buildings should be reconsidered.

### My Comments re Larger Buildings

1. This article concentrates on the replacement to bigger homes, so the carbon figures apply to them. Logically, building larger structures as 4 and 6 plexes would bring even more carbon.

2..A Neighbourhood Plan which contains many opportunities to tear down existing historical housing means that the Plan is encouraging carbon problems.

Canada is getting climate change 3 x faster than other places. Could the constant development in so many places be a contributing factor?

3. The immediate added value of large “upzoning” means tax increases for owners, harder for those not wealthy and less affordability to buy housing and added tonnes for each %..

4, The present building process involves plywood which gasses off , unlike the old wood in historical houses. Soon there could be many “sick houses” - unhealthy to be in.

## II .1 Environmental

Teardown Index: Impact of property values on carbon dioxide emissions of single family housing in Vancouver. *Energy and Buildings*. Vol. 170 1 July 2018. Pp 95-0106 (UBC)

Joseph Dahmen, Jens Von Bengmann, Mischa Dias

Science Abstract

Questions re raising operating efficiency of new buildings.

1. It can take years of payback from carbon- average is 168 years (for the larger houses)

Unlikely that savings will be realized before it is replaced.

2. The teardown Index indicates that replacing older poorly performing homes with new high efficiency homes in Vancouver will result in 1.3-02.8 million tonnes of additional carbon dioxide emissions between 2017-2050

3. With higher land prices, : for each percent increase to the compound annual growth rate of property, values, an additional 150, thousands tonnes of Co2e will be released between 2017 and 2050.

If this is the result for the large houses, how much more for the 4 and 6 plexes ?

— —Removal of trees also aids climate change and each mature trees needs 269 little ones for carbon taking effect.

—plywood -full of chemicals-aids climate change compared to wood.

Some buildings could become “sick buildings” , unhealthy to live in

Older houses have wood and a time of catching up on effects.

!1.2 Article by Caroline Adderson. “Vancouver’s housing history going extinct.”

*Globe and Mail* May 17, H3

She shows effect on heritage and need to control demolitions.



PRESENTATION AT MAYOR'S DROP-IN  
MAY 28, 2019  
**THE EVIDENCE BASE RE THE PREZONING (UPZONING) TO 4 AND 6  
PLEXES IN FAIRFIELD'S NEIGHBOURHOOD PLAN (AND LATER THE CITY)**

**Two Basic aspects which Victoria is trying to work on:**

- 1 Affordability and accessibility (increase in housing)**
- 2. Environmental carbon effects re climate change**

There are two new important studies, all associated with Canadians , the f from UBC on Vancouver. I have simplified and underlines for easier reading.

- I. A surprising study by Yonah Freeman, a doctorate student in Urban Planning at MIT, assessing effects of "upzoning", liberating higher buildings.

Comments by Richard Florida Professor at UofT School of Cities and Roman School of management, also at New York's Schack Institute of Real Estate and visiting fellow at Floria International University (Jan 2019)

Mr. Freeman was very surprised that checking for 5 years of data had two results:

First no effect from zoning changes on housing supply, construction of newly permitted units over 5 years.

second instead of falling prices, the opposite Housing prices rose on the places where building sizes increased (upzoned}

He was surprised at the results.

Key mechanism:

- 1) Land prices respond rapidly to building more units , translating into money.
- 2) Second, the large effect of reducing parking minimums on the value of vacant land means liberalization is on land ripe for development any way.

Our local Wayne Hollohan has stated that BCAssessment works on the "best and highest use". As soon as an upzoning occurs, without anyone even raising a pen to apply, land values will go up for those parcels so designated for plexes.

This results in the owner having to pay more taxes and buildings as housing becoming harder to buy, .decreasing affordability of home buyers and affecting owners on lower incomes (example seniors).

I spoke to owner of a large heritage duplex on a large lot who would immediately pay \$10,000 in taxes instead of \$7,000 (more than the promised 3%).

# A better way to make housing more affordable

**Opinion: As any economist will tell you, to lower prices, you need to increase the supply. Inclusionary zoning won't do that**

[National Post](#)

**By Josh Dehaas**

First-time homebuyers looking to buy into the Toronto market aren't finding a lot of good options. The average price of a used three-bedroom condo is \$587,815, which requires a household income of \$136,007 to comfortably afford. New condos are even more expensive, averaging \$836,456 and necessitating household incomes of \$193,537. A house with a backyard? Forget about it.

Despite the astronomical prices they can fetch, an unprecedented 6,350 condo units have been cancelled since 2017, according to the research firm Urbanation. Land prices, construction costs and regulatory expenses have risen so quickly in recent years that developers sometimes can't guarantee they'll make money, they say.

[The city's proposed solution](#) to this affordability crisis, called "inclusionary zoning," would only make the problem worse.

## ***Inclusionary zoning would only make the problem worse***

Inclusionary zoning is the interventionist strategy made legal last April by Kathleen Wynne's flailing provincial Liberals as part of their Hail Mary to attract NDP voters. The plan currently before Toronto city council would force developers of downtown buildings with 100 units or more to set aside 20 per cent of their units for "affordable housing." (In some areas outside of downtown, the requirement would be for 10 per cent of units in buildings of 140 units or more.) The developers would be required to sell those units at prices set by the city, and the units would be doled out by non-profits that would get to keep any profits made from resales for the first 25 years. The result would be that a small number of households who happen to have incomes in the sweet spot — between \$42,500 to \$87,500 per year — would essentially win the housing jackpot. Everyone else would end up even more screwed.

To understand how the policy would create a few winners (the newly "included" ones) but also a whole bunch of losers, consider a hypothetical building with 100 identical units each priced at \$600,000. That building would bring in \$60 million of revenue. To create 20 units deemed "affordable" for a family with an income of \$87,500 using the city's own definition (no more than 30 per cent of income going to housing costs), those condos would need to cost a maximum of \$380,000 each. In order to bring in the same \$60 million of revenue required to build the building with 20 units priced at \$380,000, the developer would need to sell the other 80 units for an average of \$55,000 more, or \$655,000. That higher price would require a household income of about \$150,000. So, you'd end up with households earning \$150,000 a year or more paying a

hidden \$55,000 tax for their condo in order to subsidize neighbours down the hall who'd be getting a \$275,000 discount.

Meanwhile, middle-class people who have worked hard to earn, say, \$140,000 a year, would no longer be able to afford to buy into that new building at all. They'd be forced to look at resale condos instead. Since there's a limited supply of those, that would create more competition in the resale market, and prices of resale units would climb. That would force people who can just barely afford today's resale market to keep renting or move to the suburbs, punished with longer commutes so that a few lucky people with lower incomes can walk to work downtown.

And that's assuming that developers go ahead with the project. Frank Clayton, senior research fellow at Ryerson University's Centre for Urban Research and Land Development, points out that there are fewer buyers at \$655,000 than at \$600,000, so developers could end up cancelling even more buildings than they do now, leading to fewer new homes built.

***Developers could end up cancelling even more buildings than they do now***

So, what's the solution? Clayton says it starts with cutting the regulations that are limiting the supply of land available for new housing and the financial burdens on developers that make their projects less viable. The Progressive Conservatives' Bill 108 takes steps towards that. Not only would it restrict the power of municipalities to impose inclusionary zoning, it would also stop them from holding up new housing [to fund their pet projects](#), which in the recent past have included things like documentary film funding, Scarborough's Walk of Fame and often-cringeworthy public art. The bill would also cut down on the length of time that city councillors have to appeal developments to the Local Planning Appeal Tribunal, thereby lowering costs.

The city could also do its part by overhauling its official plan, which tries to jam nearly all new population growth onto just 25 per cent of the land. Right now, three-quarters of the city's built-up area is designated as "stable neighbourhoods." In many of these areas, which are mostly single-family homes, the population is declining and yet new development is considered by city council only on a case-by-case basis. Community consultations alone can add nine months to the process, and councillors often side with NIMBYs against developers who want to build the types of housing that would actually increase affordability, such as townhouse projects or small apartment buildings.

The Ontario PCs' proposed Bill 108 would reduce the length of time that city councillors have to appeal developments to the Local Planning Appeal Tribunal. D. Ozen/Getty Images

Clayton suggests Toronto could start to address this zoning problem by copying Minneapolis, which decided in December to automatically allow duplexes and triplexes throughout the city, and by rezoning some areas to automatically allow denser forms of housing. He also believes the city could turn large swaths of underused industrial land into residential space. These measures would lead to more housing being built, while inclusionary zoning would only lead to less. As any economist will tell you, to lower prices, you need to increase the supply.

— *Josh Dehaas is a freelance writer in Toronto.*



Caroline Adderson

# Vancouver's housing history going extinct

Report shows incentives aimed at preserving pre-1940s-era homes have been ineffective

KERRY GOLD

OPINION

VANCOUVER

The pace of demolition of Vancouver's prized old character home stock is not showing any signs of slowing, despite a new program of incentives aimed at protecting pre-1940-era homes from the wrecking ball.

The incentives went into effect in January, 2018, in response to growing concern that Vancouver was losing its heritage homes in favour of bigger, more expensive detached houses. But a staff update given to the Vancouver Heritage Commission last month shows the incentives have been largely ineffective. In 2018, 240 demolition permits were issued for pre-1940 homes across the city. An estimated 80 per cent of those would be deemed character houses, with intact exterior features. That compares with 271 pre-1940-house demolitions in 2017; 246 demolitions in 2016; and 329 demolitions in 2015.

"The only conclusion you can come to is that it's been a complete failure, and I would not be able to say this if the city hadn't done its report," Vancouver Heritage Commission chair Michael Kluckner says.

Those numbers only represent the character homes that are demolished. An average of 800 demolition permits for single-family homes are issued each year, according to Paula Huber, senior planner in community planning for the city. Staff will report to council later this spring with details on the effectiveness of the program and offer recommendations.

Mr. Kluckner said the incentives have not been sufficient enough to encourage retention of older homes, which affects the most vulnerable, including low-income groups.

"We believe [demolitions] correlate really strongly with the loss of affordable rentals, particularly basement suites," Mr. Kluckner says. "And everybody is curious about the impact on declining school enrolments, when you get the general gutting of communities that were working in a fairly vibrant way."

The incentives on offer include allowing the owner of a character home the opportunity to increase their floor area, retaining the character home and converting the property to a three- or four-unit residence that could be used as rental or divided into strata title. The incentives are optional, so they are just "carrots," as opposed to disincentives, or "sticks." A stick would be "downzoning," which is not allowing a bigger floor area if the character house is torn down. In 2017, the city had considered downzoning, but decided against it after receiving push back from some residents and builders.

The Heritage Commission is responding to the continuing loss of character homes with the recommendation that



Experts say that building requirements make it easier, and cheaper, to demolish heritage houses than renovate them. CAROLINE ADDERSON

the city reduce the allowable floor space for newly built houses on a character house site. In other words, they say more sticks are required.

On May 6, author Caroline Adderson was given the city's Award of Honour for her advocacy around "neighbourhood heritage character and cohesiveness." She is being honoured for her Vancouver Vanishes Facebook page, where she's maintained a growing list of demolished houses, which resulted in a 2015 book of the same name.

In the book, she says that since 2004, more than 10,000 demolition permits had been issued in the City of Vancouver. In her acceptance speech, she wrote that in 2018, 832 demolition permits were issued and 601 of those were for unaffordable, new single-family houses. She also cited a University of B.C. report last year that said a new house would have to stand for 168 years to recover the impacts of carbon emissions required to construct it. She also said she'd gladly trade in her award for an effective policy.

In a phone interview from Banff, Alta., where she is currently teaching, Ms. Adderson said the honour is bittersweet because the rate of demolitions stayed the same in the time that she's been lobbying for change.

"I am glad to have five years of volunteer time acknowledged, but they are giving me an award and doing nothing about the problem, so the irony smarts a little. Everyone wrings their hands about affordability, while 83 per cent of last year's demolitions were for luxury redevelopment."

"The other thing I feel really sad about is that, for me, the heritage part is a tiny part of it. I am as concerned about sustainability and housing affordability as I am about heritage, but somehow forces have managed to flip the argument around and cast preservation and retention and heritage as an elitist concern – and it's the opposite."

"We cannot build affordably at these land values. The only way to preserve affordability is to retain these houses and buildings, all of it, no matter how old it is. And yet, somehow, you're considered privileged if you own a house or want to stop this trend, and it's distressing."

The city report shows that some homeowners took advantage of the new incentives, with 22 character homeowners in a single-family zone adding some type of infill under the program. City staff called it a "good uptake for a new program." But the incentives only led to a "modest offset of character demolition," said the report.

For several years, the city had embarked on an exhaustive Character House Zoning Review that included extensive public consultation, under the previous Vision-led council. There was public support for RT, or multi-unit, zoning – the type of approach that has preserved much of Kitsilano's character housing and created substantial density. But the city chose to just offer incentives instead. Proponents say that RT zoning is an efficient way to bring thousands of rental units onto the market without huge cost or upheaval to communities.

Although many of the character homes still standing are perfectly sound, constructed of old-growth timber – many of them well maintained and upgraded over the years – market forces have rendered the old homes irrelevant. Heritage advocates agree that allowing extra units on the properties is the right direction toward affordable housing options. However, if the demolished homes continue to

be replaced only with bigger, outrageously expensive single-family housing, it's a no-win for everybody.

Another part of the problem, they say, is that city building requirements are making it too difficult to save the old houses, even with the incentives.

"It's all based on existing code for new construction, that's the problem," says former city property development officer Elizabeth Murphy, who is now a private project manager.

"The incentives aren't up to [the program's] potential," says Councillor Colleen Hardwick, who is city council liaison to the Heritage Commission. Ms. Hardwick says she is planning to bring forward a motion to council to address the issue of demolitions.

"Part of the problem is it's less complicated to tear down and build from scratch than all the interactions you have to have with the city [to retain a house]. They've added all sorts of new complexity with building practices, to keep with the green agenda and accessibility and concerns over seismic upgrades, things of that nature, which means it takes longer."

"We do want to encourage more [density]," she adds. "If you can get four units on a property and make a little bit of profit instead of a lot of profit, that's a good policy that people can be following."

"Because we have to ask, 'Do we want to live in a city that has character and community and is walkable, or plug people into a bunch of high rises around subway stops?'"

Ms. Adderson points to the fact that only five of the pre-1940 homes demolished last year were in neighbourhoods zoned RT. Meanwhile, in single-family RS zones, 235 homes were demolished.

"You can see how effective it is, and yet the city won't do it," Ms. Adderson says. "In my opinion, it's immoral to destroy a livable home for profit in the middle of a climate and an affordability crisis."

I am as concerned about sustainability and housing affordability as I am about heritage, but somehow forces have managed to flip the argument around and cast preservation and retention and heritage as an elitist concern – and it's the opposite.

CAROLINE ADDERSON  
FOUNDER OF VANCOUVER  
VANISHES FACEBOOK



<https://vancouver.sun.com/news/local-news/dan-fumano-some-developers-abandon-vancouver-affordable-rental-pilot-project>

National Post, July 3, 2019 p1-2

Dan Fumano: Some developers abandon Vancouver's affordable rental pilot project

Opinion: Of the 20 proposals selected last year for Vancouver's affordable rental-housing project, six have now formally withdrawn. Even with incentives, "there are no slam dunks" in rental housing, an analyst says.

Here's an illustration of the precarious tightrope Vancouver City Hall must walk in its new pilot project aiming to build affordable rental homes: residents fighting taller affordable-housing projects in their neighbourhoods believe the city is giving away too much in sweetheart deals to developers, while at the same time, some developers are abandoning the projects altogether.

At the start of last year, the city began accepting applications for a pilot project that's been described as its most ambitious attempt yet at getting new rental housing built that's actually affordable for a lot of Vancouver renters. Under the Moderate Income Rental Housing Pilot Project, or MIRHPP, developers receive concessions — the most significant of which is extra density — in exchange for producing rental buildings with some homes permanently secured for below-market rents.

But of the 20 projects initially selected by the city in March 2018 to submit rezoning applications under the MIRHPP program, six of those proponents have now formally withdrawn, the city confirmed Tuesday. Graham Anderson, a planner in the city's housing policy department, said in an email that the city has since replaced those abandoned projects with other wait-listed proposals, out of the 55 total applications the city received during its intake period in early 2018.

The confirmation that some developers are simply walking away from MIRHPP projects comes after some chatter in the industry that even with the considerable additional density and other incentives offered through the program, the margins are tight and it's difficult to make these projects financially viable.

Under MIRHPP, developers would construct purpose-built rental buildings where 20 per cent of units are permanently secured for below-market rents, affordable for households earning between \$30,000 and \$80,000 a year.

The market has, for years, struggled to build housing for that income bracket. This year's update on Vancouver's 10-year housing targets shows the city approved 464 market rental homes last year for households earning between \$50,000 and \$80,000. That's only 39 per cent of the city's annual target. During the same period, the city aimed to approve 250 market rental homes affordable for households in the \$30,000-\$50,000 range, but the city approved exactly zero. After the release of those numbers in April, Vancouver Mayor Kennedy Stewart said he was "sobered" by the report.

Under rental incentive programs in recent years the city saw a dramatic increase in the number of rental units built. But most of those homes weren't affordable for a big chunk of Vancouverites, considering the median income for renter households is \$52,250. That's the challenge MIRHPP aims to address. In exchange for building these permanently affordable homes, developers get incentives from the city including reduced parking requirements and the ability to build bigger, taller buildings.

But many, if not all, of these projects face opposition.

Property at West Broadway and Birch streets in Vancouver, BC, July 2, 2019. ARLEN REDEKOP / PNG

The 28-storey MIRHPP building proposed by Jameson Development for the former Denny's site on West Broadway is "way too tall" and "out-of-context," said Ian Crook, a spokesman for the Fairview-South Granville Action Committee, a group formed specifically to oppose the project.

Crook, a retired banker who owns a condo about eight blocks from the proposed MIRHPP project, has filed a Freedom of Information request with the city, seeking a copy of the project's pro forma, an outline of its expected costs and revenues. He has so far been unsuccessful in obtaining a copy.

Developers don't typically want to share pro formas. But Crook argues that in cases where the developer receives significant public benefits, perhaps that information should be subject to public scrutiny. Without access to that pro forma, Crook remains skeptical that the public is getting a good deal: "I am ... quite concerned the city is giving quite a bit away here."

But Matthew Boukall, who tracks Canadian real estate for the advisory firm Altus Group, says it's often challenging to make the numbers work on rental projects, even in cases where developers receive additional incentives. While Boukall doesn't know the specific reasons the six MIRHPP proponents backed away from their projects, he said that, generally, in an environment like Vancouver's where land and construction costs are so high "you don't have a lot of room to move."

"There are no slam dunks," Boukall said. "It's difficult to make any project work, much less any one where the revenue flexibility is really hamstrung."

Despite the news that 30 per cent of the 20 MIRHPP projects initially selected have now been withdrawn, Boukall said, "I would take a bit of a glass-half-full mentality." As long as some of the projects are successful, he said, it would be beneficial for the city to see new affordable rental units.

But before any MIRHPP project can be built, it needs council's approval for the rezoning. And even proposals far smaller than the 28-storey Broadway proposal have met fierce neighbourhood opposition, such as a five-storey MIRHPP building, also from Jameson, proposed for Kitsilano. In April, when one longtime Kits homeowner told The Vancouver Sun about her opposition to the proposed building she used the word "ghetto" more than once.

The first MIRHPP projects are expected to proceed to public hearings, and potentially council decisions, by later this fall.

Even though just about everyone says Vancouver needs more rental homes, approval of such a project isn't a foregone conclusion, as shown by council's rejection last month of a 3 1/2-storey rental townhouse proposal for South Granville.

That's why many people — neighbourhood activists, real estate industry professionals and regular folks hoping to find an affordable home — are keen to see which way those decisions will go this fall.

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[twitter.com/fumano](https://twitter.com/fumano)

# Why Old Places Matter – Continuity

by Thompson Mayes

When I ask people why old places are important, a frequent answer is that old places provide people with a sense of continuity. But this idea of a sense of continuity, which so many people obviously feel, is not often explained. What does this sense of continuity mean, how does it tie to old places, and why is it good for people?

Based on my conversations and the research I've done here at the Academy, the idea of continuity is that, in a world that is constantly changing, old places provide people with a sense of being part of a continuum that is necessary for them to be psychologically and emotionally healthy. This is an idea that people have long recognized as an underlying value of historic preservation, though not often explained. In *With Heritage So Rich*, the idea of continuity is captured in the phrase "sense of orientation," the idea that preservation gives "...a sense of orientation to our society, using structures, and objects of the past to establish values of time and place."

Juhani Pallasmaa, the internationally known architect and architectural theorist, is a resident at the American Academy this fall, and I've been privileged to talk with him about old places. Juhani put it this way in an essay he wrote: "[w]e have a mental need to experience that we are rooted in the continuity of time. We do not only inhabit space, we also dwell in time." He continues: "Buildings and cities are museums of time. They emancipate us from the hurried time of the present, and help us to experience the slow, healing time of the past. Architecture enables us to see and understand the slow processes of history, and to participate in time cycles that surpass the scope of an individual life...." 1

We see and hear this idea in the way people talk about the places they care about--in blogs, public hearings, newspaper articles, and anywhere people talk about threats to places they love. Discussing the potential loss of his 100-year-old elementary school, for example, a resident says, "It's been a part of my life as long as I can remember... my great grandmother graduated in 1917... it's the heart of the community."

People share stories of the experiences they, their parents, and other people have had at theaters, restaurants, parks, and houses--as well as events that happened long before their parents were alive. They not only feel the need to be part of a timeline of history, both personal and beyond themselves, but their connection to these old places makes them aware that they are part of the continuum, connected to people of the past, the present, and, hopefully, into the future.

Environmental psychologists have explored many aspects of peoples' attachment to place, including the idea of continuity. Maria Lewicka, in her review of studies on "place attachment," says "...the majority of authors agree that development of emotional bonds with places is a prerequisite of psychological balance and good adjustment, and that it helps to overcome identity crises and gives people the sense of stability they need in the everchanging world...." Although studies relating specifically to old places are limited, Lewicka summarizes the studies this way: "Research in environmental aesthetics shows that people generally prefer historical places to modern architecture. Historical sites create a sense of continuity with the past, embody the group traditions, and facilitate place attachment...."

Lewicka's summary of one study captures a key idea: "The important part...is the emphasis placed on the link between sense of place, developed through rootedness in place, and individual self-continuity. Rootedness, i.e., the person-place bond, is considered a prerequisite of an ability to integrate various life experiences into a coherent life story, and thus it enables smooth transition from one identity stage to another in the life course. (citations omitted)" 2

Life story. This phrase captures the way people create a narrative out of their lives and make their lives meaningful and coherent. Old places help people to create meaningful life stories. This may sound a bit touchy-feely for our American sense of practicality and hard-nosed reality. But the point is that people need this sense of continuity, this capacity to develop coherent life stories, to be psychologically healthy.



We can see the importance of continuity in the places where continuity has been intentionally or unintentionally broken. People who have been forcibly removed from their homes, such as those who lived on the land that became the Great Smoky Mountains National Park, and who were removed in the 1930s, described themselves as heartbroken by the forced removal. These former residents continue to visit the sites of their former homes--the remains of an old chimney, the foundation of an apple cellar, and the family graveyard--and to participate in homecomings, such as at the one at an old church named Palmer Chapel. Although they had been forcibly removed, the attachment to the place continued, and has continued through later generations who never lived on the land but continue to feel a sense of connection to the place. 3


On a trip to Puglia, the Fellows of the American Academy visited a World Heritage Site, Matera, where the residents had been removed from their community in the mid-20th century. Our guide at one of the churches, a descendant of one of the families removed to the new location, said that her grandmother hated the move and felt that the community never recovered from the forced removal. Studies have shown that the loss of the sense of continuity from uncontrollable change in the physical environment may even cause a grief reaction. 4 Put simply, people need the continuity of old places.

Continuity is not, however, only about the past, but also about the present and the future. That's what continuity means--bringing the relevance of the past to give meaning to the present and the future. Paul Goldberger, the architectural critic, says about preservation, "[perhaps the most important thing to say about preservation when it is really working as it should is that it uses the past not to make us nostalgic, but to make us feel

that we live in a better present, a present that has a broad reach and a great, sweeping arc, and that is not narrowly defined, but broadly defined by its connections to other eras, and its ability to embrace them in a larger, cumulative whole. Successful preservation makes time a continuum, not a series of disjointed, disconnected eras." 5


Old places help people place themselves in that "great, sweeping arc" of time. The continued presence of old places--of the schools and playgrounds, parks and public squares, churches and houses and farms and fields that people value--contributes to people's sense of being on a continuum with the past. That awareness gives meaning to the present and enhances the human capacity to have a vision for the future. All of this contributes to people's sense of well-being--to their psychological health.

#### Notes:

1. Pallasmaa, Juhani, Encounters 1: Architectural Essays, 309, 312.
2. Lewicka, Maria. "Place attachment: How far have we come in the last 40 years?" Journal of Environmental Psychology 31, 211, 225 (2011) and "Place Attachment, place identity, and place memory: Restoring the forgotten city past," Journal of Environmental Psychology 28, 211 (2008)
3. Williams, Michael Ann, "Vernacular Architecture and the Park Removals: Traditionalization as Justification and Resistance," TDSR 13: 1 2001, 38.
4. CIL. Twigger-Ross and D.L. Uzzell, "Place and Identity Processes," Journal of Environmental Psychology, 16, 205-220 (1996).
5. Goldberger, Preservation Is Not Just About the Past, Salt Lake City, April 26, 2007. 

## Photographer needed

**W**e require a photographer to cover our two main events of the year. First up is the Awards Night. We need someone to take photos of the presentation of designation plaques and the awards. At the South Vancouver Island Regional Heritage Fair, we need somebody to take photos of the students with their projects. We are required to have a photo of each project.

If you can help, let us know at [office@hallmarkheritagesociety.ca](mailto:office@hallmarkheritagesociety.ca) or call Helen Edwards at 250-686-0788. 





## **Council Report**

**For the Meeting of September 12, 2019**

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<b>To:</b>	Council	<b>Date:</b>	Sept 11, 2019
<b>From:</b>	Alison Meyer, Acting Director, Sustainable Planning and Community Development		
<b>Subject:</b>	Housekeeping Amendment to OCP Amendment Bylaw (No. 29), 19-030		

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### **RECOMMENDATION**

That Council:

1. That Official Community Plan Amendment Bylaw (Bylaw No. 19-031) be amended by replacing Schedule 1 with the new Schedule 1, attached.
2. That Official Community Plan Amendment Bylaw (Bylaw No. 19-031) as amended be read for a third time.

### **EXECUTIVE SUMMARY**

This report contains a housekeeping amendment to OCP Amendment bylaw (Bylaw No. 19-031) for implementation of the Fairfield Neighbourhood Plan, in order to avoid inadvertently changing the current OCP designation for 2566-2580 Fifth Street in the Hillside-Quadra neighbourhood.

Proposed OCP Amendment Bylaw (Bylaw No. 19-031) is being considered at Public Hearing of September 12, 2019 in order to implement directions in the Fairfield Neighbourhood Plan. This proposed bylaw received first and second reading on July 11, 2019.

Since then, Council approved an OPC amendment on September 5, 2019 changing the Urban Place Designation of 2566 – 2580 Fifth Street from Urban Residential to Large Urban Village, and the Development Permit Area from DPA 16 to DPA 5: Large Urban Villages. This amendment was unrelated to the Fairfield Neighbourhood Plan.

Because of the timing of the public hearings, the maps prepared as part of the Fairfield Neighbourhood Plan amendment do not reflect the current land use and development permit area for 2566-2580 Fifth Street.

The proposed change ensures that if Council approves the recommended OCP amendments to implement the Fairfield Neighbourhood Plan, that the bylaw maintains consistency with other aspects of the OCP by avoiding an unintended change to the OCP designation and Development Permit Area for 2566-2580 Fifth Street in Hillside-Quadra. These changes are of a housekeeping

nature and as such, can be accommodated within the advertising and notice of the proposed bylaw that has already taken place.

Respectfully submitted,



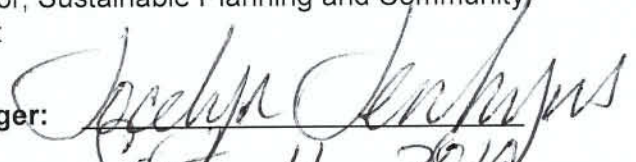
Marc Cittone  
Senior Planner, Community Planning



Alison Meyer  
Acting Director, Sustainable Planning and Community  
Development

Report accepted and recommended by the City Manager:

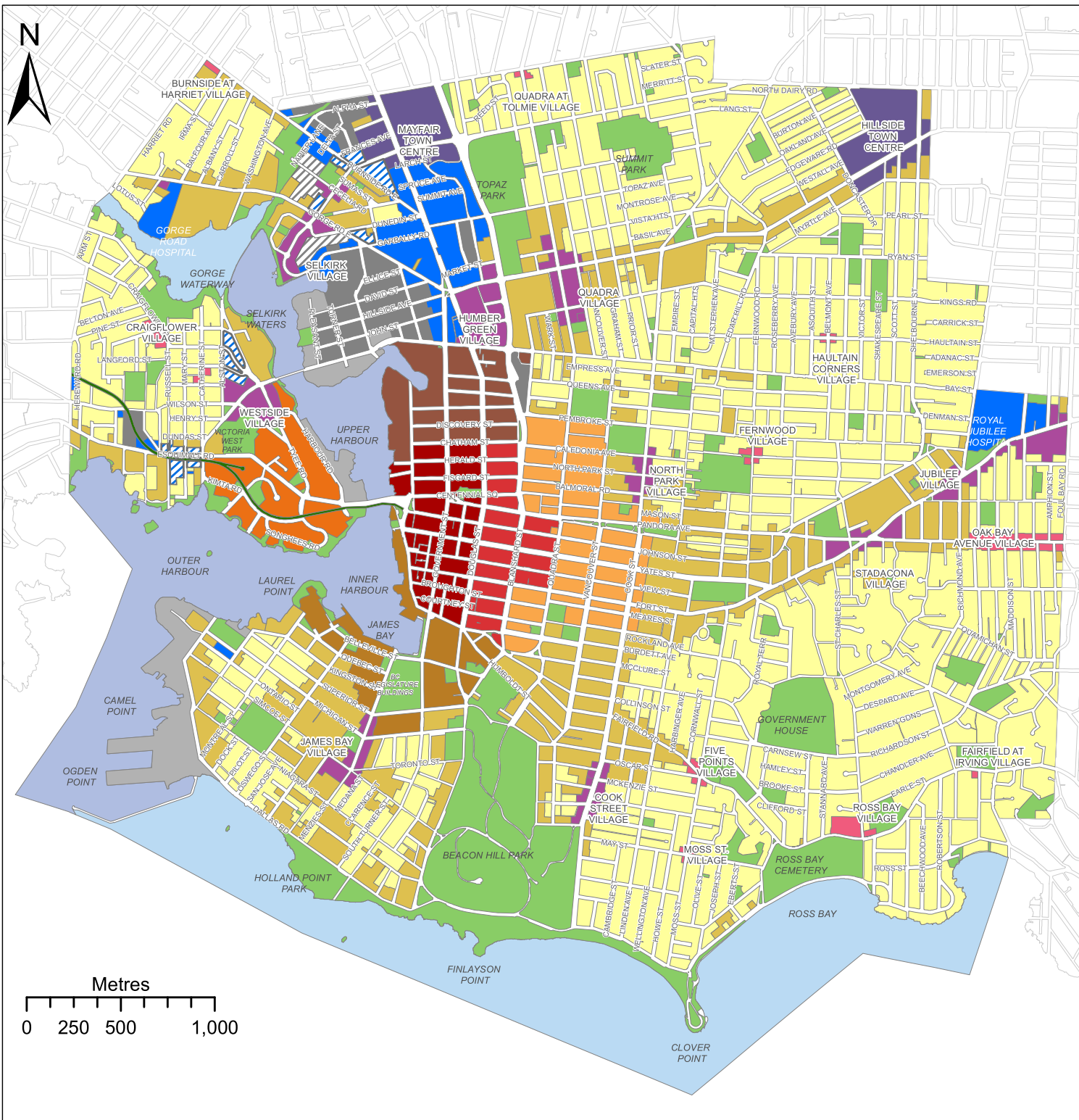
Date:

  
Sept. 11, 2019



**Figure 3: Thirty Year Growth Management Concept**





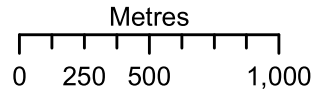
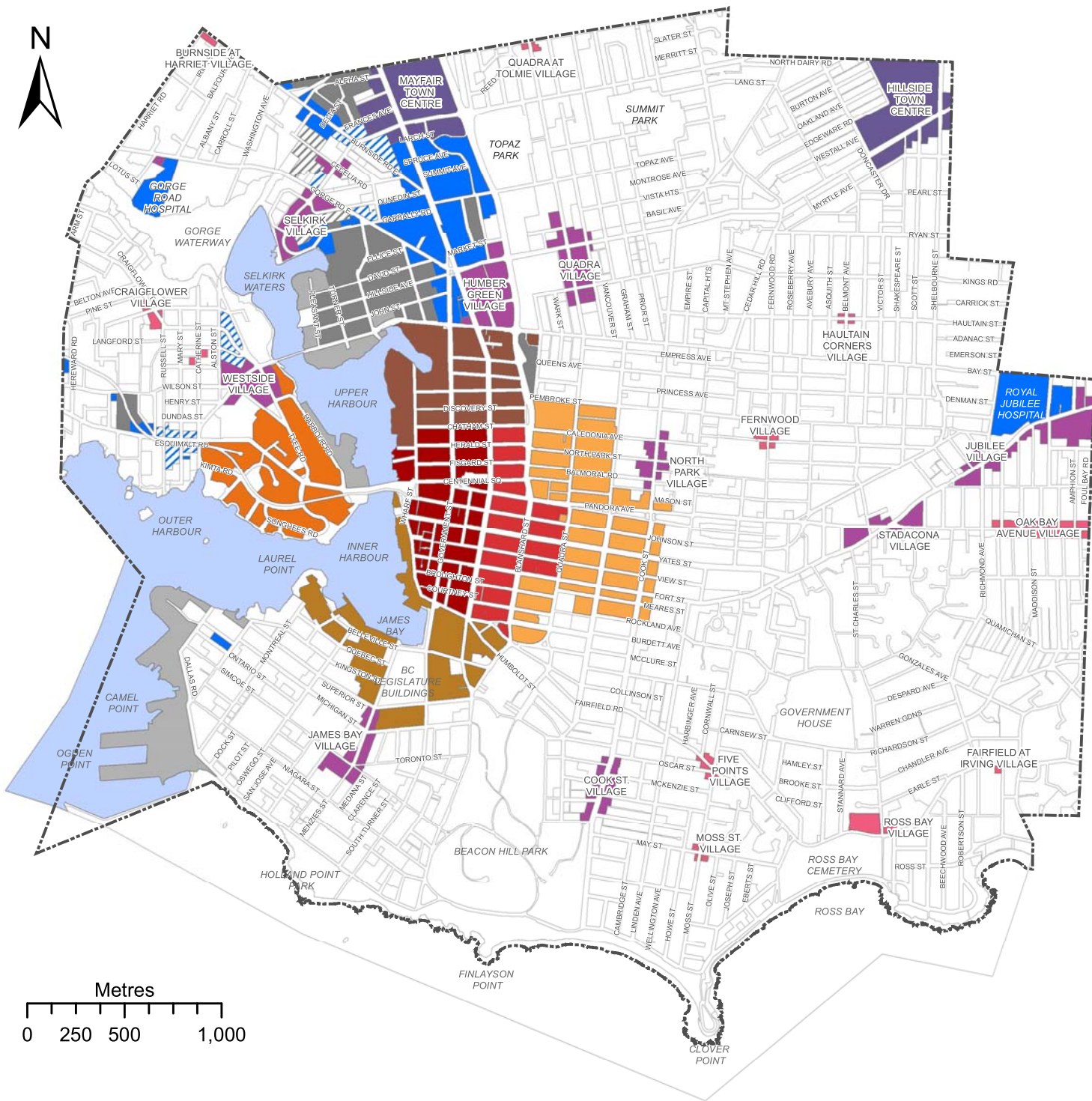
# MAP 2

## Urban Place Designations

- Core Historic
- Core Business
- Core Employment
- Core Inner Harbour/Legislative
- Core Songhees
- Core Residential
- General Employment
- Employment-Residential
- Industrial Employment
- Industrial Employment-Residential
- Marine Industrial
- Town Centre
- Large Urban Village
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Rail Corridor
- Working Harbour
- Marine

Urban Place Designations extend to the centerlines of adjacent streets.





# MAP 14




## Employment Lands

- Core Historic
- Core Business
- Core Employment
- Core Inner Harbour/Legislative
- Core Songhees
- Core Residential
- General Employment
- Industrial Employment
- Marine Industrial
- Town Centre
- Large Urban Village
- Small Urban Village
- Marine - Harbour
- Employment-Residential
- Industrial Employment-Residential

Urban Place Designations are provided for information purposes only. Please refer to Map2 and F5548 for designation information.

### Urban Place Designations\*

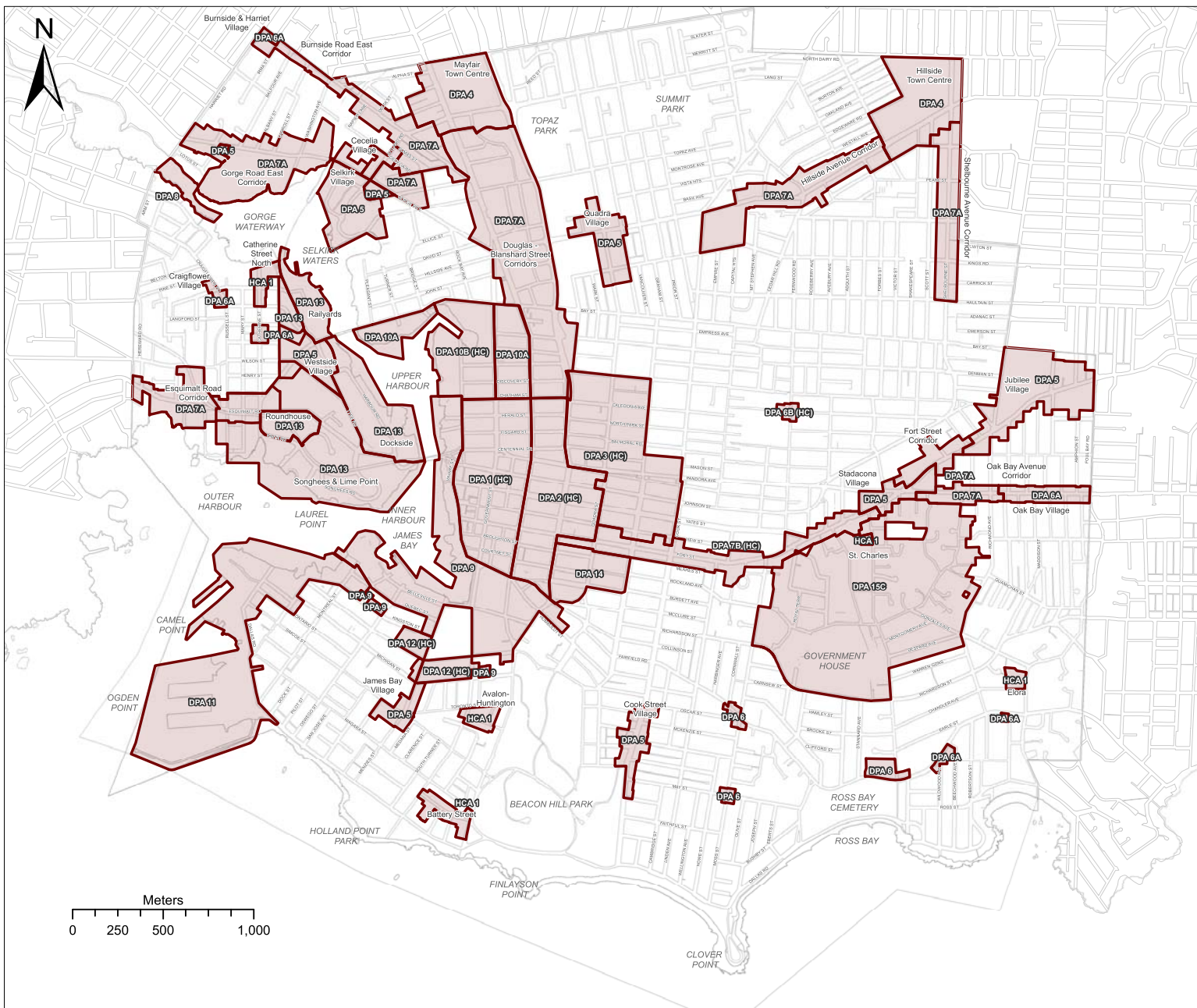
- ## Public Facilities

-  Existing Public School
-  Community Centre
-  Seniors Centre

555







## MAP 32

### COMPOSITE MAP OF DEVELOPMENT PERMIT AREAS AND HERITAGE CONSERVATION AREAS

- DPA 1 (HC): Core Historic
- DPA 2 (HC): Core Business
- DPA 3 (HC): Core Mixed-Use Residential
- DPA 4: Town Centres
- DPA 5: Large Urban Villages
- DPA 6A: Small Urban Villages
- DPA 6B (HC): Small Urban Villages Heritage
- DPA 7A: Corridors
- DPA 7B (HC): Corridors Heritage
- DPA 8: Victoria Arm Gorge Waterway
- DPA 9 (HC): Inner Harbour
- DPA 10A: Rock Bay
- DPA 10B (HC): Rock Bay Heritage
- DPA 11: James Bay and Outer Harbour
- DPA 12 (HC): Legislative Precinct
- DPA 13: Core Songhees
- DPA 14: Cathedral Hill Precinct
- HCA 1: Traditional Residential
- DPA 15C: Intensive Residential Rockland

See Map 32A for the following Intensive Residential Development Permit Areas:

DPA 15F: Intensive Residential - Attached Residential Development

The following designations apply to all areas within the City of Victoria and are not shown on this map:

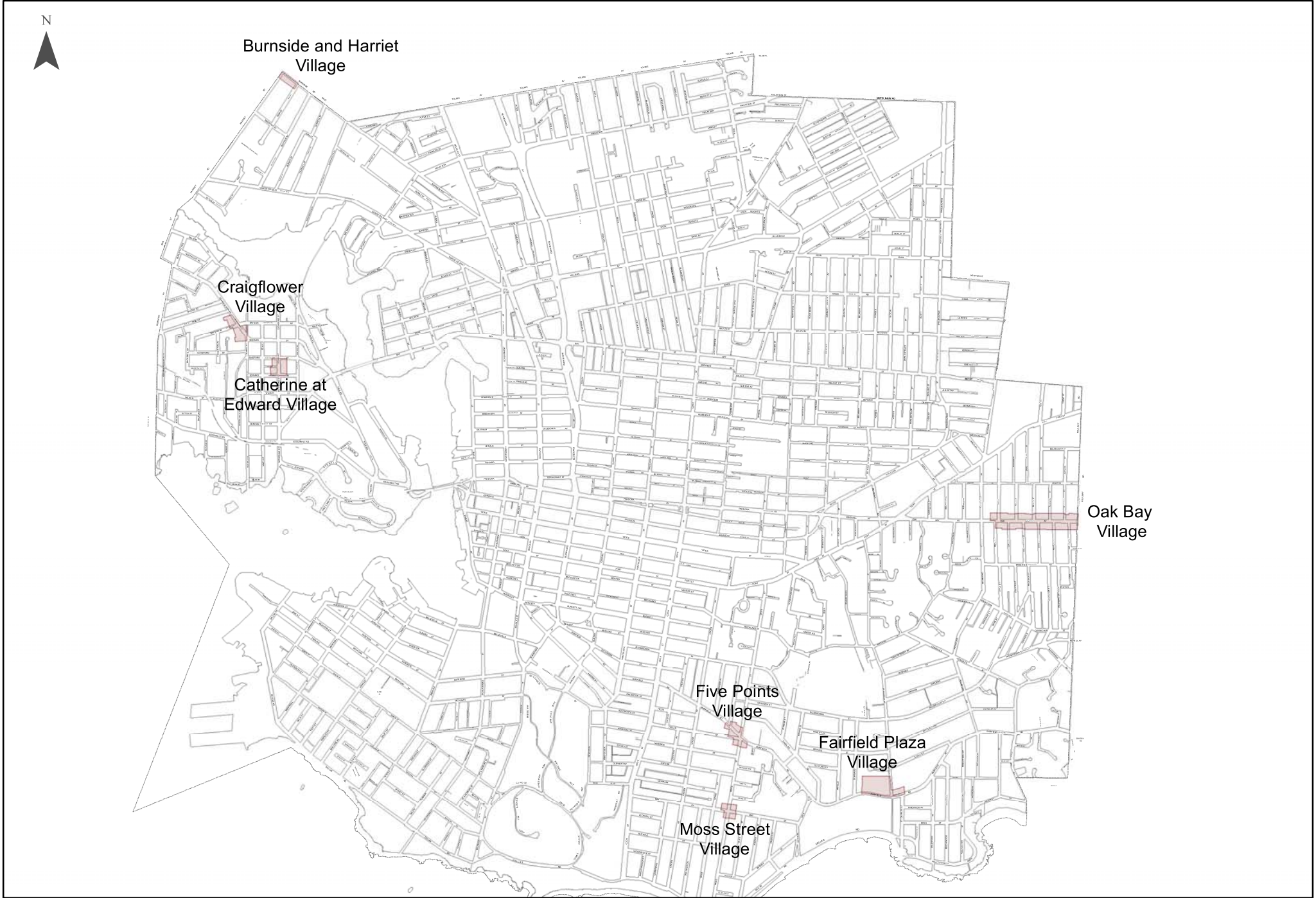
- DPA 15A: Intensive Residential Small Lot
- DPA 15B: Intensive Residential Panhandle Lot
- DPA 15D: Intensive Residential Duplex
- DPA 15E: Intensive Residential Garden Suites
- DPA 16: General Form and Character

This composite map is provided for reference only. Please see the map and provisions for each designated DPA and HCA for legal information.

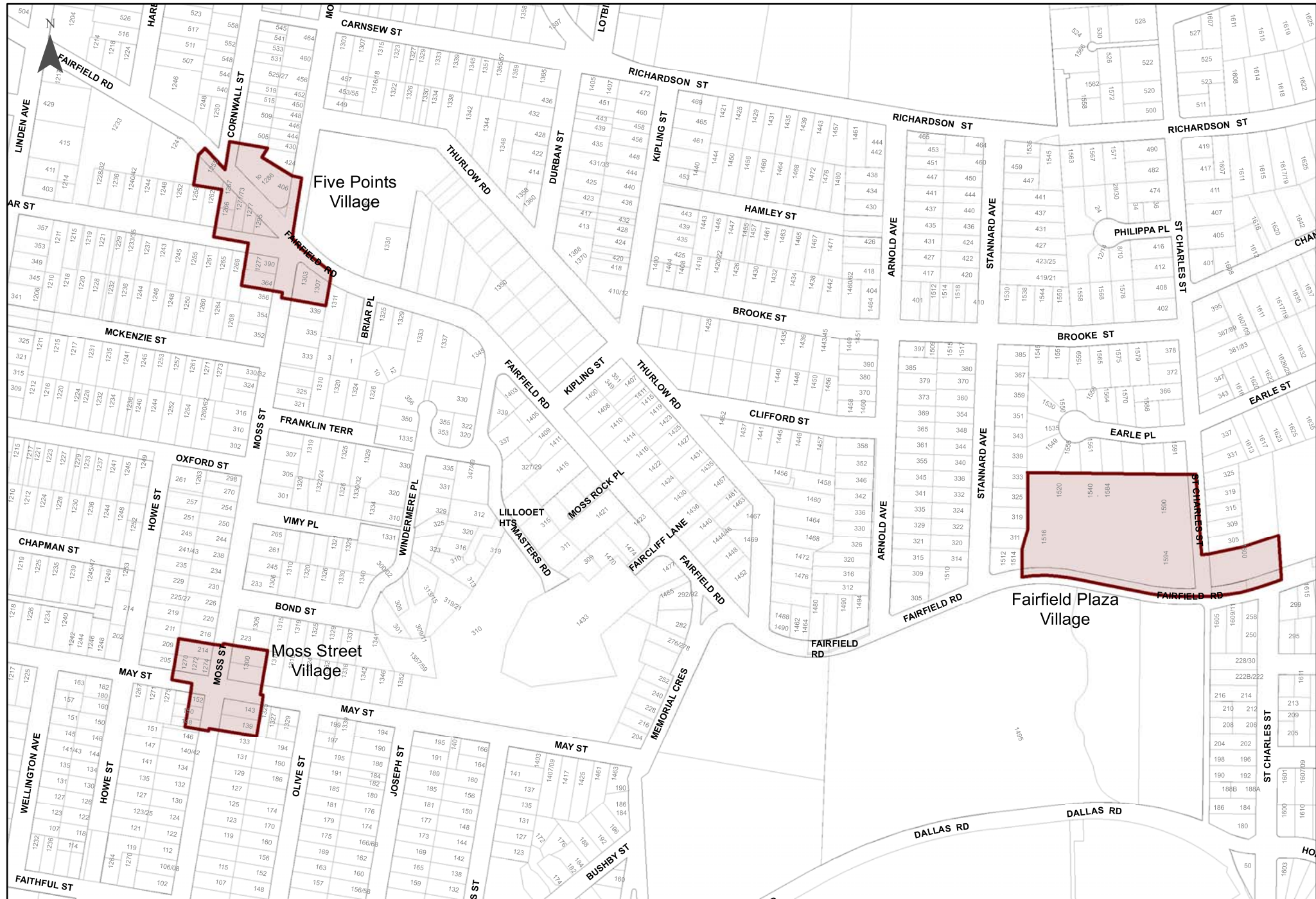




Map 48: DPA 6A: Small Urban Villages



Map 48D: DPA 6D: Small Urban Villages - Moss Street Village, Five Points Village, and Fairfield Plaza Village





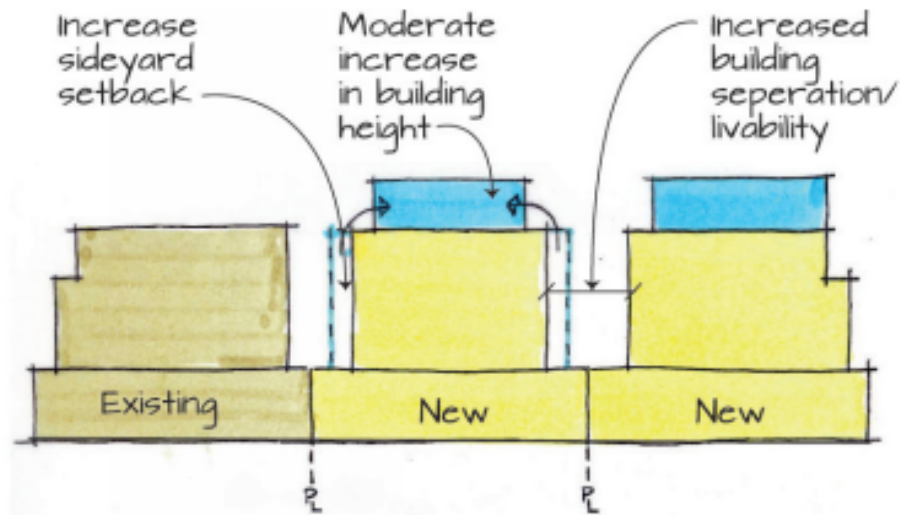


Fig. 23. Building Separation for Taller Buildings, Cathedral Hill: At a given density, modest increase in height can support greater building separation and more slender buildings, enhancing livability for current and planned future residences.

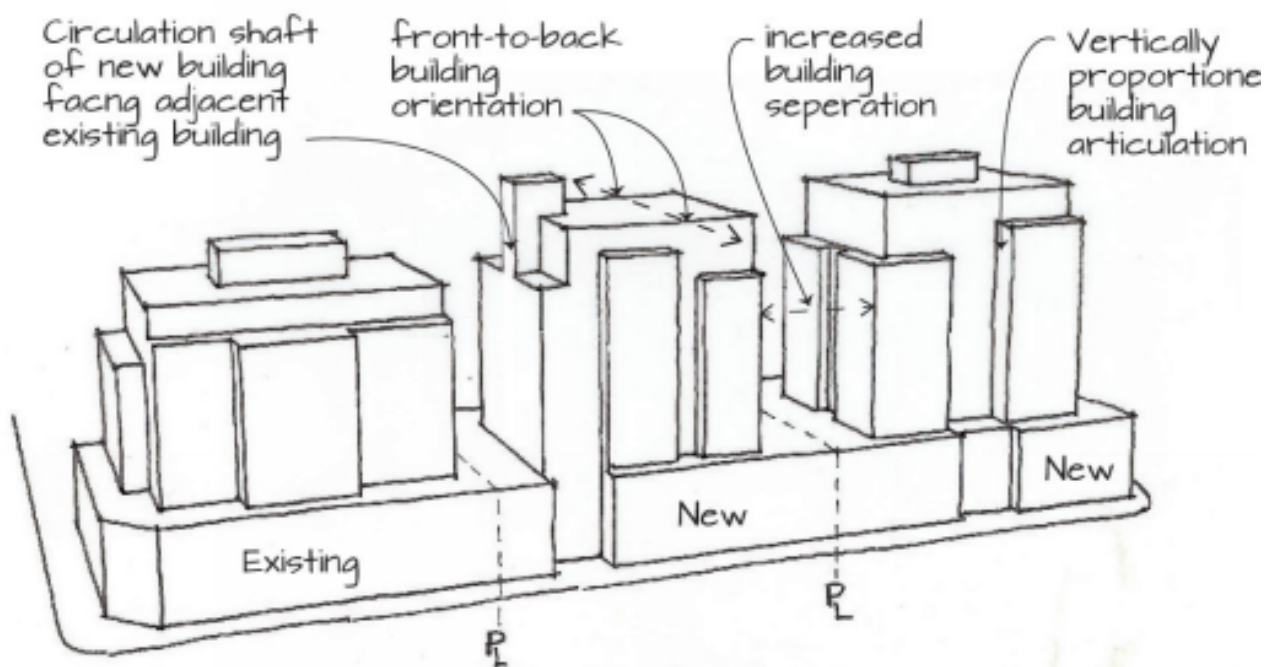
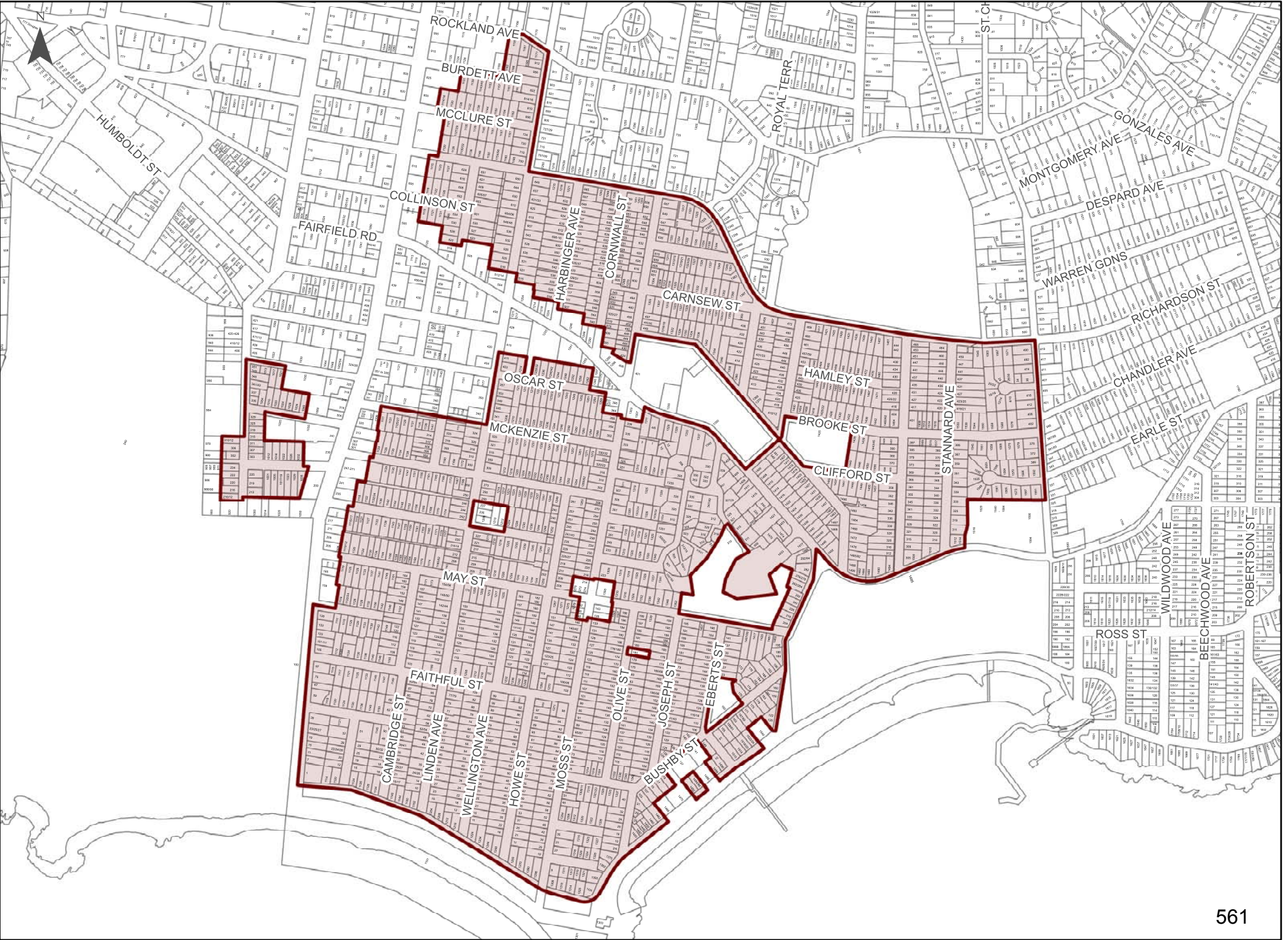


Fig 24. Building Orientation for Taller Buildings: Examples of strategies for building orientation which encourage livability

Map 74: DPA 15F: Intensive Residential - Attached Residential Development (Fairfield)





September 12, 2019

To Victoria City Council, in response to the Draft Fairfield Neighbourhood Plan:

Thank-you for the opportunity to comment on the latest draft of the Fairfield Neighbourhood Plan. There are parts of this plan I definitely support.

For instance, on p. 76, the section on Traditional Residential Areas lists an inspiring goal: **Support new housing types which fit the established context and character of the neighbourhood**

I also appreciate the sentiments expressed in the first two paragraphs of the section on the same page, entitled 'Context':

The Traditional Residential areas of Fairfield are characterized by a diversity of housing types, including single detached houses, duplexes, house conversions, scattered townhouses, smaller apartment buildings, places of worship and corner stores which reflect the evolution of the neighbourhood over time. **The neighbourhood is characterized by well-established boulevards and street trees, and a pattern of landscaped front and back yards. There is a desire to maintain the character of the neighbourhood, and the design and fit of new and old is an important neighbourhood concern.**

This all makes good sense to me.

What worries me, and does not make sense to me are the actions of Council.

It seems that neighbourhood plans really don't matter to Council when it comes to proposed development. How else can we comprehend Council decisions such as the recent approval of the Rhodo Development? (Thank-you to the two councillors who opposed the proposal.)

The Rhodo development will destroy trees, instead of preserving green space and urban forest. It does not in any way 'fit the established context and character of the neighbourhood.' It completely ignores the 'desire to maintain the character of the neighbourhood', and the agreed upon idea that, 'the design and fit of new and old is an important neighbourhood concern.'

How are we to believe that Council cares about our Neighbourhood Plan when it so obviously ignored our concerns by approving the Rhodo proposal? We have contributed thoughtful, heartfelt input into the Fairfield Plan because we care very much about our neighbourhood and our city. Yet, when Council so chooses, this community engagement is ignored.

City staff have included statements in the neighbourhood plan that reflect what matters to people who live in Fairfield. By doing so, they have demonstrated an understanding of the values and concerns of residents. How then could Council choose to ignore both the input

of community associations and the neighbourhood plan that has been drafted, by voting in favour of the Rhodo Development? And what are we to believe as neighbourhood residents? Is our time spent drafting our neighbourhood plan wasted?

I would like to hear each individual member of council commit to upholding neighbourhood plans when they vote on development proposals, rather than ignoring them.

Sincerely,

Alison Bowe  
1463 Thurlow Road

## Pamela Martin

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**From:** C Stephen Smith <[REDACTED]>  
**Sent:** September 11, 2019 9:50 PM  
**To:** Public Hearings  
**Subject:** Fairfield Community Plan

September 11, 2019

To: Mayor Lisa Helps and members of Council

Re: FAIRFIELD COMMUNITY PLAN – July 2019 version

Dear Mayor Helps and Council members

My wife and I have been resident on Brooke Street, behind the Fairfield Plaza, since September 1985. We raised our family here, and now contemplate retirement...here?

We last wrote to Council on January 15, 2018; a 3-page letter of concern at that time. This will be much shorter.

It seems that Council is bent on its radical line of “progress” regardless of input from the neighbourhood. In my opinion, you are opening doors wide for developers to wreak havoc at will. The central focus for us is the encouragement of inappropriate over-massing throughout the neighbourhood.

My definition of inappropriate over-massing: edifices that are too high, and virtual abandonment of the principle of reasonable setbacks.

The retention of setbacks for new construction all over Victoria seems to have gone out the window years ago; and it's a tragedy. Where once there were boulevards and breathing space between roads and buildings, setbacks now disappear with every new project, be it modest, large or very large.

Concerning height and specifically the Fairfield Plaza, see July 2019 Draft Plan paragraph 7.9.2 : “Mixed–use development of 3 to 5 storey buildings...” As far as developers are concerned, “3 to 5” means 5. A wall of 5 storey buildings along Fairfield across from Ross Bay Cemetery would be an aesthetic disaster. I look at Figure XX (page 67) and shudder. Today, I glanced south from our back deck to see the trees waving in the cemetery. With your 5-storey Tuscan plan, our view of trees disappears.

We had thought “Sub Area 4” was dead. It seems the label has disappeared, but the allowance (read encouragement) for 3 plexes, 4 plexes and 6 plexes remains throughout the area.

Please, please back-track on this plan.

Yours, with regret

Steve and Mary Smith  
1545 Brooke Street  
Victoria, BC V8S 1M8

## Pamela Martin

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**From:** Don Mayer <[REDACTED]>  
**Sent:** September 12, 2019 9:51 AM  
**To:** Public Hearings  
**Cc:** Jamie Ross  
**Subject:** Fairfield Community Plan

Dear Members of Council,

I am writing to express to you how dismayed I am at the continued pressure toward desnification of our residential neighbourhood(s). With what seems to be a philosophy of more-is-better, council is betraying the trust of area residents who have invested (in many cases) the fruits of their working lifetimes by setting the stage for hit-and-run developments such as the insensitive "Le Parc" proposal on Kipling at Fairfield. Incursions such as this into a neighbourhood which we chose to live in many years ago stands to create a feeding frenzy for opportunistic developers whose motives are for profit at the sacrifices of those who are already heavily invested in this area.

Honestly, city council needs to give its head a shake if it thinks that speaking for the needs of renters and entrepreneurs serves a higher purpose than preserving local neighbourhoods that we, the neighbours, have been custodians of over the years and decades. I said it earlier, but this is such a betrayal of trust. And the idea that "Le Parc" has incorporated any level of sensitivity or that it fits within the character of the neighbourhood is utter hogwash and serves to illustrate my point.

And the traffic! Higher density in Fairfield Plaza? Modestly perhaps, but several stories? Council has contributed substantially to the constipation of traffic flow which we experience in our city today. Nobody wants to see that imported into our residential areas, thank you very much.

As a resident, I see other residents shaking their heads over the metamorphosis of our city. My longtime friend from Korea who used to live here 18 years ago, when we drove across the Johnson Street Bridge 3 years ago exclaimed to me, "Don, what are you doing to your city? This is not why I come to Victoria". She came to tears as she said that.

The same might be said of many of our residents.

Sincerely,

Don Mayer  
1440 Clifford St.



## Pamela Martin

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**From:** Joan Halvorsen <[REDACTED]>  
**Sent:** September 11, 2019 12:44 PM  
**To:** Public Hearings  
**Subject:** Fairfield Community Plan

### DENSIFICATION

I support minimal densification, but not the large densification in the Plan.

### DENSITY BONUS POLICIES

I do not support density bonuses, as they detract from the credibility of zoning.

### BEACON HILL PARK

I support leaving the park in as natural of a state as possible, so that people can enjoy nature.

I do not support community gardens, orchards, art, markets or food trucks.

My understanding is that Beacon Hill Park is an entity in itself, is guided by a Trust and is not part of Fairfield and James Bay. The written description in the Plan recognizes this, "bounded to the west by Beacon Hill Park and Blanchard Street" whereas the maps do not reflect this.

**EMERGENCY VEHICLES IN COOK STREET VILLAGE** Emergency vehicles need swift access through Cook Street. I do not support traffic islands or pinch points if these will interfere in any way with this access.

**QUADRA STREET VIEW and VANCOUVER STREET** I support maintaining the view corridor on Quadra Street.

I support maintaining broad boulevards and large canopy trees on Vancouver Street.

Thank you.

Joan Halvorsen  
305-964 Heywood Ave  
Victoria BC V8V 2Y5

Sent from my iPhone

To Whom it may Concern,

09 September 2019

I wish it to be known I have concerns regarding the Fairfield Neighbourhood Plan. I am unable to attend the Public meeting taking place on the 12<sup>th</sup> of September at City Hall.

I would like my concerns to be part of the public record and hopefully will be addressed and accepted by City Hall.

In the plan, higher density development on single family home lots is being pushed forward by developers. My concerns with this are developer's trying to "fit a square peg in a round hole". I can see a duplex or tri-plex being built on lots that are 7000 square feet in size. Trying to (for example) building a 16-condo unit on a single-family lot on McClure Street (931) with only 10 parking spots for the building which leaves 6 units to find parking on the street which is already congested as it is. This does not fit in the neighbourhood plan of pedestrian friendly streets, green spaces or liveable streets.

Green spaces should be preserved as much as possible. Not only on the public areas of street boulevards but around buildings as well. To create a "green buffer" between buildings. To give space which will allow sunlight to buildings that are in the shadows of taller buildings.

Please forward my concerns to City Hall and place them on the public record.

Debbie Bradley

304 – 945 McClure Street

Victoria, BC V8V 3E8

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**Cities for Everyone** supports more affordable housing and transportation, in order to provide security, freedom and opportunity for people with all incomes and abilities

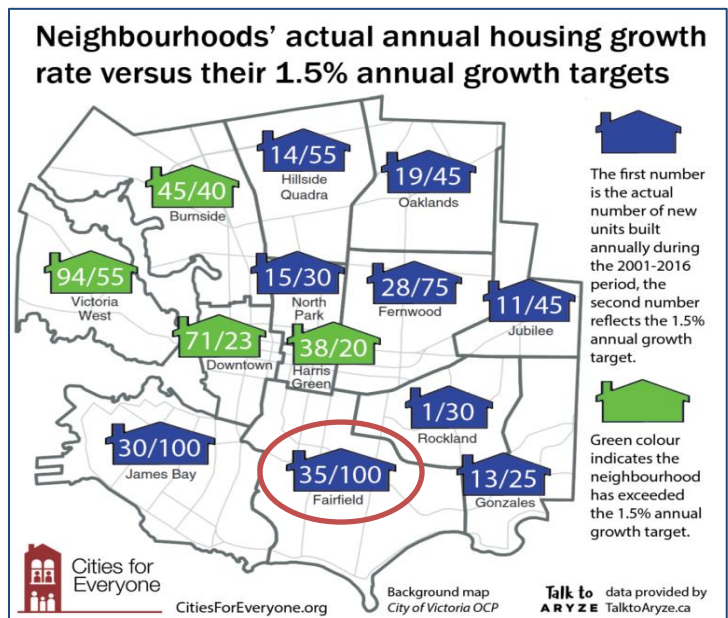
[www.citiesforeveryone.org](http://www.citiesforeveryone.org)

Victoria City Council  
Victoria City Hall  
12 September 2019  
Re: **Fairfield Neighbourhood Plan**

Dear Mayor and Council,

*Cities for Everyone* is an independent community organization that advocates for more affordable and inclusive housing and transportation options in the CRD. I am writing concerning the Fairfield Neighbourhood Plan.

Fairfield is a popular but increasingly exclusive neighborhood: housing supply is only increasing about 0.5% annually, a third of the city's 1.5% annual growth rate (see figure). This drives up housing prices. To accommodate more and more diverse residents Fairfield must significantly increase housing supply, adding at least 100 net new units annually. That is feasible if the City allows more compact housing types (townhouses, multi-plexes, and low-rise apartments) on parcels currently occupied by single-family houses. Allowing more compact infill development increases the number and diversity of people who can live in this attractive and accessible neighborhood.



[Abundant research](#) indicates that increasing the supply of moderate-priced housing increases overall affordability. Fairfield's declining affordability results from the lack of infill development there to serve growing demand. Even if the new units are initially too expensive for lower-income households, they can be affordable to many moderate-income that want to live in Fairfield, and they become affordable to lower-income households in the future as they depreciate.

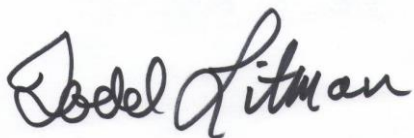
For information on specific policies to increase moderate-priced infill development see Cities for Everyone's [Affordable and Inclusive Neighbourhood Agenda](#).

## Cities For Everyone

We have the following concerns and recommendations concerning the *Draft Fairfield Neighbourhood Plan*.

- It limits building heights, both in the Cook Street Village and for nearby apartment buildings, to four stories. Our [Official Community Plan](#) specifies that Large Urban Villages such as this should allow up to six stories. The extra height would allow more people to live and work in this neighborhood.
- It prohibits new apartment buildings east of the Cook Street Village. Low rise apartment buildings are the most cost-efficient housing type, so allowing apartments can increase affordable housing options in this neighborhood. That area already has several apartments and more are needed.
- It proposes retaining older apartments north of the Cook Street Village, although many are at the end of their functional operating life and could be replaced by larger buildings with more units, as is happening with the Beacon Arms Apartments, where 34 units are being replaced by 87 new rental apartment units and townhouses. In some cases it may be better to replace rather than retain existing buildings in order to increase total supply, and create safer, more inclusive and energy efficient housing, as discussed in [Retrofit or Replace Aging Rental Housing – That Is the Question](#).
- Although the Plan claims to support more compact and affordable housing options, the proposed zoning codes greatly limit the development of such housing. To facilitate more affordable infill the Plan should allow townhouses, multi-plexes and low-rise apartments throughout the Fairfield neighborhood as a right; increase allowable densities to OCP targets so developers are not forced to bear rezoning costs, delays and uncertainty; allow one additional story for corner lots and large lots (one story for each 1,000 square meters) which minimizes negative impacts on neighbours; and reduce or eliminate minimum parking requirements, or at least [mandate parking unbundling](#) so car-free households are not forced to pay for expensive parking spaces that they do not need.

Sincerely,



Todd Litman ( [REDACTED] )

Cities for Everyone ([www.citiesforeveryone.org](http://www.citiesforeveryone.org))



## Pamela Martin

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**From:** [REDACTED]  
**Sent:** September 12, 2019 1:37 AM  
**To:** Public Hearings  
**Cc:** Alessandra Ringstad  
**Subject:** Fairfield Neighbourhood Plan submission

Please consider the following when voting tonight. We would have attended but are out of town. Thank you

What makes Fairfield Gonzales a desirable neighbourhood is the streets of interesting houses with generous setbacks and pretty gardens as well as the close neighbourly relationships. The house heights and setbacks allow light and a sense of space. The lower density means typically less traffic, allowing kids to walk to school safely, elderly to walk to groceries and generally the neighbours knowing one another and looking after one another.

The only people who will truly benefit from this proposal is the builders as new built homes will cost more than the older houses already here. The affordable housing you seek is already here in basement and attic suites. You propose to tear down affordable suites to build expensive strata condos and townhomes.

The neighbourhood plan was developed with neighbourhood consultation originally asking about keeping heritage areas and possibly implementing heritage status for KiplingDurban streets. (Where did all this go?) The original plans were a reasonable compromise of what Planning and the residents would like. We see no vestiges of the original plan in the current one.

We strongly object to this sweeping change in the plan which will see our neighbourhood move from small multi family dwellings to full lot houses akin to apartments with no grounds. We do support suites in homes that are accessible rent or 2 strata homes such as up down or side by side. Please keep Fairfield accessible and neighbourly. We do not want to become an area where you have no idea who lives on the street and where you don't feel safe letting your children roam to the park or school.

Thank you for taking our input into consideration.

Gerald Morrison and Alessandra Ringstad  
420 Kipling St

## Pamela Martin

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**From:** Jean Crawford <[REDACTED]>  
**Sent:** September 12, 2019 7:24 AM  
**To:** Public Hearings  
**Subject:** Fairfield Neighbourhood Plan

We would request that the proposed plan designation at section 8:13 sub-Area 2 Tradition Residential Along Fairfield Rd be removed from the Fairfield Neighbourhood plan. This is a small section of Fairfield Rd consisting of 7 houses of the south side of the 130 block of Fairfield Rd. The 1400 block of Fairfield Rd and 1 house and a duplex on the north side of the 1500 block Fairfield Rd. This is not a corridor. This is little more than 1 block.

We understand the need for greater density but believe the keyword is gentle. We need sensitive growth that will respect current residents while welcoming new neighbours. We need growth that will respect urban forests and green spaces not buildings that will result in concrete yards. We need housing that is affordable not more luxury housing.

The 1400 block Fairfield Rd is a perfect example of the Fairfield Neighbourhood Vision statement for 2041. This neighbourhood where we have resided for 40 years has already achieved this vision statement. We need to maintain it not build it. We would implore you not to consider an area barely over a block long a corridor

## Pamela Martin

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**From:** Jane Ramin <[REDACTED]>  
**Sent:** September 11, 2019 5:41 PM  
**To:** Public Hearings  
**Cc:** Marc Cittone  
**Subject:** Fairfield Neighbourhood Plan, Sept 12, 2019 Public Hearing

To: Mayor and Council: Victoria

Copy: Marc Cittone, Planning Department

Date: Sept. 11, 2019

**Reference:** Fairfield Neighbourhood Plan, Traditional Residential Housing Sub-Area 1 (west of Cook)

We'd like to thank you on behalf of our neighbours for the opportunity to comment briefly on the Fairfield Neighbourhood Plan (FNP), specifically as it impacts our neighbourhood, "Sub-Area 1 (west of Cook)". There are four minor yet significant items that we would like to bring to your attention. In order of numeric reference they are:

**FNP 8.11.15** *"Innovative infill designs which use transportation demand management best practices to reduce the impacts of on-site parking on site area, open spaces and building design are encouraged."*

This is just one example of how this document has been written for planners and developers and as such is not understandable for the average citizen. Rewriting this and other such clauses in plain language would benefit the whole public engagement process.

**FNP 8.12.1** "Development up to 1:1 floor space ratio and *up to 2.5 storeys* may be considered, consistent with context, form and character policies in this chapter and applicable design guidelines."

We appreciate that this draft reduces the number of storeys from 3 to 2.5 storeys in Sub Area 1, aligning it better with the General Traditional Residential Areas (Sub-Area 3). However reducing the number of storeys without adjusting the floor space ratio (FSR) will result in significantly greater lot coverage, and corresponding reduction of green space and tree canopy. The FSR for Sub Area 1 should be not more than 0.85:1, aligning it closer to the FSR in Sub Area 3 of 0.5-0.85:1, and not as much as double the FSR of Sub Area 3.

**FNP 8.12.2** "A variety of housing forms may be considered. These include ... a) House Conversions b) Houseplexes c) Townhouses d) *Small apartment buildings* e) Duplexes f) Single-detached houses g) Laneway housing, h) Garden suites."

Including "d) Small apartment buildings" as a Traditional Residential form seems incongruent. Sub-Area 1 is already "interspersed with larger apartment buildings" (FNP 8.12). Over the past decade, a dozen Traditional Residential properties have been lost to Urban Residential Developments in Sub Area 1 alone. Therefore, to retain the small remaining pocket of Traditional Residential properties west of Cook St. "Small apartment buildings" should not be included as a Traditional Residential housing form.

**FNP 8.13.2** *"Retention and adaptive reuse of properties of heritage merit is strongly encouraged."*

Almost all remaining Traditional Residential properties in Sub-Area 1 are in good repair and have heritage value (built around 100 years ago). Retention of these character homes is an asset to the City, Cook St. Village and the planned



Vancouver St. Bikeway which is already part of the *2010 Fairfield Heritage Walking Tour*. This guiding principle should be included in all three “Sub-areas” in addition to Sub-area 2 where it was found.

Thank you for your consideration. Jane Ramin 1023 Oliphant Ave, Anne Russo 1017 Oliphant Ave, Crin Roth 1018 Oliphant Ave. and John Tyee 1014 Park Blvd.

## Pamela Martin

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**From:** Sandra Smith <[REDACTED]>  
**Sent:** September 9, 2019 2:34 PM  
**To:** Public Hearings  
**Subject:** Fairfield NP & the 1400 block Fairfield

Dear Mayor and Council

Our submission requests removal of the proposed plan designation at Section 8.13 Sub-Area 2: Traditional Residential Areas Along Fairfield Road from the [1400 block Fairfield Road](#) because:

1. The proposed designation would displace the strong community who, in many cases, have lived here for more than forty years and have an active support network enabling aging in place.
2. The proposed designation does not account for the many homes that currently provide either affordable rental housing for young families or secondary suites. Nor does it recognize the high value recently-built duplexes and single family housing (three just about to be built). To establish an incentive to tear down perfectly good solid homes and very recent builds is an environmental waste. The incremental value of the slightly higher density achieved is not worth the impact on the existing homeowners, the streetscape, and the environment.
3. Suggested reductions in parking requirements do not reflect the reality which is often two vehicles for each lot, difficulty exiting driveways as you must look in five directions, danger to bicycles manoeuvring between even more parked cars and the inevitability of more cars parking on side streets. While we like to envision a future of less cars, look at the Arnold Street corner to see the increase in street parking and related danger that has resulted from the density recently added there.
4. The proposed densities do not guarantee affordable housing and, in fact, are very unlikely to have that result. Townhouses in this area are priced at \$1 million. Retention of existing housing encourages simple alterations and affordable suites available for purchase or rental which does far more for affordable housing than a string of expensive townhouses.
5. Fairfield Road is not an urban corridor. It is a residential parkway, providing a lovely multi-treed streetscape with beautiful gardens. Building at the plan's recommended densities would have a significant environmental impact.
6. The proposed densification will result in a complete hodge-podge of townhouses, four-plexes etc. overpowering single family homes next door while houses gradually change hands and are torn down. This will be a nightmare.
7. Just because we live on a busy street, why should the integrity of our homes and the social fabric of our community be thrown away? In the past, several developers have proposed inappropriate developments along this stretch, and every time, the people who live here have successfully fought these developments. Why would Council now ignore the wishes of the community and act diametrically opposite to what the community has, on multiple occasions, expressly protected?

Please support development sympathetic to our neighbourhood and remove the proposed plan designation at Section 8.13 Sub-Area 2: Traditional Residential Areas Along Fairfield Road from the [1400 block Fairfield Road](#).

Sandra and Peter Smith

[1436 Fairfield Road](#)

## Pamela Martin

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**From:** David Berry <[REDACTED]>  
**Sent:** September 12, 2019 9:15 AM  
**To:** Public Hearings; Victoria Mayor and Council  
**Subject:** Fairfield Plaza Neighbourhood Plan

Hi,

I'm excited to read about the proposed density increase for the areas surrounding the Fairfield plaza. I am a homeowner a block away and would enjoy more families to be able to move into the neighborhood. My only input for this plan is to also take into account changing the set back rules to allow landowners to better use the land they own. The large setbacks limit the size of building that is allowed to be built, largely making the new 'houseplexes' impossible to build. A protected bike lane connecting the two plazas possibly along Fairfield or Richmond is also long overdue.

Again, I am heavily in favour of increasing density in the Fairfield/Cook street area and introducing more commercial in walking/biking distance of peoples houses. This is the only way we will ever be able to become less reliant on cars, while also adding supply to the major housing shortages. Many people seem to be heavily concerned about the environment and carbon emissions, but fight tooth and nail when the city takes steps to make the city more inclusive, bike friendly, less car reliant. This plan is a large step in the right direction.

Thank you  
David Berry

## Pamela Martin

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**From:** ronald willson <[REDACTED]>  
**Sent:** September 10, 2019 10:33 PM  
**To:** Public Hearings  
**Cc:** ghinfo@gov.bc.ca; murray.rankin@parl.gc.ca; Carole.James@leg.bc.ca  
**Subject:** FPNG Public Hearing, Thursday, September 12, 6:30

I would respectfully urge Council to see the utter folly of what is being proposed, which is nothing less than the destruction of the modest neighbourhood between Government House and the historic Ross Bay Cemetery. Do Councillors really want to be remembered for having allowed five-storey urban development along Fairfield Road towering over the Cemetery with all the concomitant high-density development and tree canopy loss in between the Fairfield Plaza and Government House? You might also ask Government House if it would like to turn a buck and join in the over-development spree by putting up 6-plexes on its side of Richardson Street. Or how about putting some 5-storey condominiums on the lot occupied by the Ross Bay Villa? The fact is that even the existing OCP poses a life-threatening risk to the neighbourhood with zoning of 2-3 storeys for the Plaza. In its present one-storey configuration the Plaza is a welcome part of the neighbourhood and, as a classic example of a fifties shopping plaza, is verging on becoming a heritage site in itself.

Instead of a Spadina Expressway approach to urban planning, Council would do well to follow the example of Ottawa which has successfully preserved the neighbourhoods around Rideau Hall, the Governor-General's Residence. I lived for some years in one of those neighbourhoods, New Edinburgh, and can testify to the value of this much more sensitive approach to urban planning. New Edinburgh is one of the numerous parts of Ottawa designated as a Heritage Conservation District. Integral to this approach is the preservation and enhancement of the "urban forest" in New Edinburgh.

My Fairfield neighbourhood lies between the Garry Oak forest of Government House stretching down to Richardson Street and the Ross Bay Cemetery which, given its great number and variety of trees, qualifies as Victoria's arboretum. The re-zoning being proposed would transform a verdant neighbourhood into a regrettable disaster in the transitional space.

I have lived in many cities in Canada and around the world, on six continents in fact. This has helped make me acutely aware of what is at stake. Again, I would appeal to Council to reconsider. If Council continues on its present course we will end up with a legacy of urban



blight a la Tuscan Village to be deplored by future generations of Victorians and visitors alike as they look out from Government House across the neighbourhood to the Salish Sea and the Olympic Mountains.

Sincerely,

Ron Willson  
1564 Earle Place

## Pamela Martin

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**From:** Victoria Mayor and Council  
**Sent:** September 11, 2019 1:42 PM  
**To:** Public Hearings  
**Subject:** FW: Fairfield Neighborhood Proposed Plan - 1400 Block Fairfield RD

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**From:** lois atherley <[REDACTED]>  
**Sent:** September 11, 2019 1:08 PM  
**To:** Victoria Mayor and Council <mayorandcouncil@victoria.ca>  
**Subject:** Fairfield Neighborhood Proposed Plan - 1400 Block Fairfield RD

We request removal of the proposed Fairfield Neighborhood Plan designation at Section 8.13, Sub Area 2: Traditional Residential Areas Along Fairfield Rd from the 1400 block.

This 1400 Block section of Fairfield Rd is not an "urban corridor". It is a popular walkable tree-lined street with a park like setting especially along the area from Porter Park to Hollywood Park. These are solid traditional well kept homes. Some are recently built, others upgraded and containing affordable suites or intergenerational affordable living arrangements. These are exactly the type of living arrangements that allow for affordability, aging in place, livability, good stewardship of the existing natural environment which is crucial for climate change and contribute to community and neighborhood connections. Ripping these down in the name of greater density will result in many undesirable unintended consequences.

A blatant example of undesirable unintended consequences in the name of greater density is the house that was recently built at the corner of Fairfield Rd and Masters Rd. It was built so close to Fairfield Rd in order to squeeze another house behind it that it has become unsaleable. The shady trees were torn out rendering the landscaping mediocre at best. It is not affordable. The noise and vibration of Fairfield Rd render it an unfit dwelling in my opinion and the limited parking on a blind curve just add to the total package of unintended undesirable consequences. When you allow this type of unlivable density in the name of greater density, the end result is housing that does not address any of the issues you claim to be concerned about but only ends up on the Vacation Rental lists.

Please do not approve the 1400 block of Fairfield as part of an urban corridor thereby giving the go ahead to developers to destroy the natural environment and ruin all the amenities that the existing homes bring to the community in terms of affordable rental arrangements, livability and aging in place.

Sincerely,

Anthony Giaccio  
Lois Atherley  
1411 Fairfield Rd

## Pamela Martin

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**From:** Victoria Mayor and Council  
**Sent:** September 9, 2019 2:50 PM  
**To:** Public Hearings  
**Subject:** FW: FPNG UPDATE: Fairfield Neighbourhood Plan going to Council 12 September  
**Attachments:** MAP Fairfield\_Neighbourhood\_Plan\_2019.pdf

**From:** Robert Berry <[REDACTED]>  
**Sent:** September 7, 2019 11:37 PM  
**To:** Victoria Mayor and Council <mayorandcouncil@victoria.ca>  
**Subject:** Fwd: FPNG UPDATE: Fairfield Neighbourhood Plan going to Council 12 September

Hi,

I am writing in support of upzoning all of Fairfield so that more desperately needed housing, of all types and price levels, can be added to the neighborhood. Six stories in the whole neighbourhood seems very limited for such a great location, an easy bike ride from downtown and immediately above retail.

We are in a housing affordability crisis. An abundant supply of housing takes the power out of the hands of landlords and older homeowners.

We are in a climate crisis. Abundant urban housing is necessary to drastically cut resource consumption and greenhouse gas emissions from transportation. Young families being pushed out to cobble Hill while Fairfield protects it's "neighborhood character" is immoral.

Thanks, Rob

----- Forwarded message -----

**From:** Gonzales Neighbourhood Association <[REDACTED]>  
**Date:** Sat., Sep. 7, 2019, 6:28 p.m.  
**Subject:** FPNG UPDATE: Fairfield Neighbourhood Plan going to Council 12 September  
**To:** Undisclosed Recipients <[REDACTED]>

Dear Gonzales Neighbour,

Please see the e-mail and attached map below for information on the Fairfield Neighbourhood Plan. The group that is sending out this e-mail is called the Fairfield Plaza Neighbourhood Group (FPNG). We are forwarding this e-mail to you as many Gonzales residents use the Fairfield Plaza on a regular basis and thus would be curious to see what the city is proposing.

----- Forwarded Message -----

From: FPNG <[REDACTED]>  
Sent: Fri, 06 Sep 2019 09:38:35 -0600 (MDT)  
Subject: FPNG UPDATE: Fairfield Neighbourhood Plan going to Council 12 September

## FPNG UPDATE 6 September 2019

A public hearing by Council on the final draft Fairfield Neighbourhood Plan will be held **Thursday, September 12** at 6:30 p.m. at Victoria City Hall. Members of the public can address Council in person or submit written correspondence to [publichearings@victoria.ca](mailto:publichearings@victoria.ca). Written correspondence must be submitted by 2 p.m. on the day of the hearing and will form part of the public record and be published in the meeting agenda.

You can view the draft Fairfield Neighbourhood Plan and supporting documents at:

<https://engage.victoria.ca/fairfield-neighbourhood-plan/>

## KEY FEATURES ABOUT FAIRFIELD PLAZA AREA IN THE PLAN:

1. City planning staff listened to the Fairfield Plaza Comprehensive Neighbourhood Plan and recommend changing the designation of the Fairfield Plaza from a Large Urban Village (up to 5 - 6 storeys) to a Small Urban Village (up to 3 - 4 storeys). Sensitive transition to surrounding housing is to happen within the site so that there is no shadowing. Council still envisages a 'Tuscany Village' idea with condos above the commercial level. The Official Community Plan is being amended to remove the Urban Residential development designation for residential areas within 400m of the Plaza. And then the surprise...

### THE SURPRISE:

Councillor Isitt and the Mayor brought forward a motion (it passed) to allow a bonus density up to five storeys along the Fairfield Road frontage as part of the Fairfield Plaza. After all of the negotiation we did with City planning staff, the Fairfield Plaza got thrown under the bus by Mayor and Council.\*\*

1. Traditional Residential Areas: increase in the density (see map) (up from 0.5:1 to 0.75:1 FSR) and height (up from 2 storeys to 2.5 storeys).

2. Along Fairfield Road from Moss Street to St Charles: height 3 storeys and density 1:1 Floor Space Ratio (FSR). But still Traditional Residential, not Urban Residential as originally proposed. You can fill the lot with a building at this FSR.

3. Houseplexes (see map for your lot):\*\*\*

- a. 3-plexes on Interior lots 6000-6999 sq ft at 0.50:1 FSR
- b. 4-plexes on Corner lots 6000-6999 sq ft at 0.75:1 FSR
- c. 4-plexes on Interior lots 7000 sq ft and larger at 0.75:1 FSR
- d. 6-plexes on Corner lots 7000 sq ft and larger at 0.75:1 FSR



## PENDING

Not included in the Fairfield Neighbourhood Plan is a proposal approved by Council to pre-zone as-a-right to allow 4-plexes and 6-plexes on all Traditional Residential Area lots (R1-B) 6,000 sq ft and larger. An economic analysis is being done by the City to see if this type of development is profitable for developers.

\*\* You can count on the little, affordable units at Fairfield Plaza being crammed on the second floor right above the restaurants and other businesses, with a view of the buses, the parking and the loading docks. Imagine however, those condos on the third, fourth and fifth floors with stepped-back balconies with uninterrupted views, in perpetuity, over the top of the Ross Bay Cemetery to the Olympic Mountains and the Strait of Juan de Fuca. Perfect for even more short-term vacation rentals! What if Council included the requirement that all of the bonus density floors 4 and 5 would have to be made available only for affordable housing?

\*\*\* It is important to note that BC Assessment will assess all eligible properties 6,000 sq ft and larger at their 'highest and best use.' Of course a triplex, fourplex or a sixplex will be considered to be a higher and better **use of land** than a single family dwelling. This will lead to higher property taxes and land prices becoming even less affordable for anything other than development of luxury type housing.

## Pamela Martin

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**From:** Alice Loring <[REDACTED]>  
**Sent:** September 11, 2019 10:05 PM  
**To:** Public Hearings  
**Subject:** Fwd: City of Victoria letter

September 11, 2019

Re: Fairfield Neighbourhood Plan

Dear City of Victoria,

I appreciate the opportunity to attend the public hearing on September 12, 2019 to witness public engagement about the Fairfield Neighbourhood Plan (FNP). I expect that the speakers list will be long, so I decided to reach out via a letter rather than add my name to the list.

I have lived in Fairfield since 1995 and owned and lived in two different single-family homes. I love the character of Fairfield, it's beauty, the friendly neighbours, proximity to the ocean and richness of trees and public green space. Downtown is nearby, and the Fairfield Plaza is handy for shopping. It is my home.

That's why I am concerned about the FNP. This land-use and planning blueprint could see Fairfield being cut apart for profit behind the smoke screen of distracting words like 'a neighbourhood for everyone, affordability, diversity, inclusivity', and 'gentle density'.

Who would the FNP give the most profits to? First, the existing property owners who are willing to renovate single-family dwellings to include revenue generating suites or redevelop their property into strata title condos to meet the 'missing middle' profitable real estate. The units of these multi-plexes are priced far beyond the reach of most families. And second, developers will benefit from the FNP We've already seen this with the huge, out of place, building at the corner of Cook Street and Oliphant Street in the Cook Street Village.

Do you know who the FNP won't benefit? Renters. Older affordable multi-family rental units are being razed and replaced with upscale units (like developers are planning for the corner of Kipling and Fairfield, at 1203 Fairfield, etc.). Renters have a tough time finding affordable secure housing and the FNP will not help them.

Please rein in density and height allowances and include specific language in the FNP that will show developers and affluent land owners that Fairfield is a community of homes comprised of a variety of people, and not just an area on a map to be used for profit.

Thanks for your time.

Alice Loring

1463 Thurlow Road, Victoria V8S 1L8

**Future Fairfield Plaza**  
If Fairfield Plaza is redeveloped, Mayor Helps, Council and Planning still envisage a 'Tuscany Village'.



Except not 3 storeys, but 5 storeys.  
Almost double the height of Tuscany Village.

## Proposed Fairfield Neighbourhood Plan

- Interior Lots 6000-6999 sq ft 3 Plexes 0.50 FSR\*
- Corner Lots 6000-6999 sq ft 4 Plexes 0.75 FSR\*
- Interior Lots >7000+ sq ft 4 Plexes 0.75 FSR\*
- Corner Lots >7000+ sq ft 6 Plexes 0.75 FSR\*

Adjacent to urban villages, such as Fairfield Plaza the FSR rises to 1.0\*

No specific height restrictions.

No specific site coverage restrictions.

\*FSR=Floor Space Ratio See Box Below for explanation

## The Rebirth of Sub Area 4



Floor Space Ratio (FSR) is the size of the building divided by lot size.  
Does not include parking or the basement.

### EXAMPLES

- 0.75 FSR means a 6000 sq ft building on a 8000 sq ft lot.
- 0.75 FSR means a 4500 sq ft building on a 6000 sq ft lot.
- 1.0 FSR means a 7000 sq ft building on a 7000 sq ft lot

Right now, a typical lot with a house on it in Fairfield Plaza Neighbourhood has an FSR of approx .25-.30 FSR

Proposed townhouse development for Kipling St & Fairfield Rd has a FSR 0.90

## Legend

### Lot Area

- Less than 6,000 sq ft (< 555m<sup>2</sup>)
- 6,000-6,999 sq. ft. (555-650m<sup>2</sup>)
- 7,000 + sq. ft. (650+ m<sup>2</sup>)



## Pamela Martin

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**From:** David Greig <[REDACTED]>  
**Sent:** September 11, 2019 10:42 PM  
**To:** Public Hearings  
**Subject:** Proposed Fairfield Community Plan

David Greig and Yvonne Haist

273 Wildwood Ave.

Victoria, BC V8S 3W2

September 11, 2019

Dear City of Victoria Councillors,

I am a resident of the Gonzales neighbourhood and utilize the Fairfield plaza frequently as it is where we do the bulk of our shopping. We walk or ride our bikes there frequently. I can support a redevelopment of the plaza. I cannot, though, support this proposed development with 5 storey buildings where there is little affordable housing. I agree with what the Fairfield Neighbourhood Association has put forward - three storeys I believe. As well, we live at 273 Wildwood Ave. and already parking at our end of the street is becoming difficult because of pressure from mall employees, shoppers at Montague Court and those utilizing the park and tennis courts. Therefore, I can only imagine the parking and traffic from workers both at the proposed townhouse development on Fairfield Rd. (beside the tennis courts) and the mall, if and when this goes ahead.

I am also concerned with the proposed changes to the Fairfield Neighbourhood Plan that would allow increased density on Fairfield lots with Gonzales probably being affected in the future - 'density (up from 0.5:1 to 0.75:1 FSR) and height (up from 2 storeys to 2.5 storeys)'. I understand the rationale to provide for more housing although I do not see how this would be affordable housing. It appears that more housing is just that more housing but housing that is expensive. Furthermore, with the proposed changes to lot density, I do not see how you are considering climate action. Yes, the buildings and materials will hopefully be energy efficient and environmentally sensitive but reducing the amount of 'soil' for growing plants on these lots because of

the use of more concrete in their construction does not help the climate.

Additionally, we have been approached by the owner of the 'commercial' lot beside us to the north, previously a pet hospital and now something else. He mentioned that in the future he wants to build a 4 plex on his lot. Although there is no application for such a proposal at this time, we are concerned that with the developments in our area (e.g. the plaza), his development will slip through your oversight.

We are all for increased density in our neighbourhood but only if the density support people being able to afford to live in our area. Unfortunately, I do not see the City of Victoria's revisions to the Fairfield Neighbourhood Plan addressing affordable housing.

Thank you,

David Greig and Yvonne Haist

## Pamela Martin

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**From:** Neil Banera <[REDACTED]>  
**Sent:** September 10, 2019 9:42 AM  
**To:** Victoria Mayor and Council; Public Hearings; Geoff Young (Councillor)  
**Subject:** Re: Draft Fairfield Neighbourhood Plan

Dear Mayor and Council,

### **RE: Draft Fairfield Neighbourhood Plan**

We acknowledge the considerable effort expended by residents of the Fairfield community in providing input on the draft Fairfield Neighbourhood Plan and by City staff through consultation. However, we remain concerned with the complexity of what is proposed by the Plan, particularly in combination with related City-wide policies (e.g. such as bonus density in exchange for an amenity contribution; construction of four-plexes and six-plexes as of right on lots of certain size). We are concerned that City-wide policies will be misused and only serve as a way to “work around” the Plan, thereby defeating the Plan’s overall objectives.

In addition, on the basis of the recent spate of development approvals, we are also concerned that the City (through Mayor and Council) will simply give the Plan “lip service” and will not really be committed to applying the Plan in “real time”. In that regard, we note that, despite considerable opposition to development proposals (such as the recently approved Rhodo development; decision to approve demolition of United Church at Fairfield/Moss Streets; Bellewood development), they were nonetheless approved even though not in compliance with City land use and planning bylaws, whether present or planned City legislation. Further, these approvals were often given contrary to the advice of advisory groups advising that the developments were not suitable (e.g. unsuitable massing; too many strata units for location; architectural style not in keeping with neighbourhood; double row of strata units; almost complete loss of green space; failure to take into account adjacent neighbours and residents; inadequate parking; increased traffic volume; safety at crossings; etc.).

As a consequence, we now seriously question whether the City Mayor and Council are prepared to “walk the talk” by applying whatever Plan is approved in its future consideration of development applications. Unless prepared to do so, all this effort serves simply to advance a charade.

Further, in view of the outcome of these recent decisions, we also request removal of those aspects of the proposed plan designation along Fairfield Road that are intended to allow for increased density (e.g. Section 8.13 Sub-Area 2: Traditional Residential Areas Along Fairfield Road), for the following reasons:

1. The proposed designation would serve to undermine and displace the strong pre-existing community.
2. The proposed designation does not account for the many homes that currently provide either affordable rental housing for young families or secondary suites. Nor does it recognize the high value recently-built duplexes and single family housing. To establish an incentive to tear down perfectly good solid homes and very recent builds is an environmental waste. The incremental value of the slightly higher density achieved is not worth the impact on the existing homeowners, the streetscape, and the environment.
3. Fairfield Road is already very busy particularly at key commute times during the day. With street crossings at several locations, including in the vicinity of elementary schools, there are serious

concerns over the safety of all using the road, whether pedestrians, bicyclists or vehicles. It simply does not make sense to greatly increase density on that corridor.

4. The suggested reductions in parking requirements do not reflect reality. There are often two vehicles for each lot, related difficulty exiting driveways, restricted corridors, the inevitability of more cars parking on side streets. For example, the Arnold Street corner has seen an increase in street parking due to recently added density. Similar to the bottle-necks on Cook Street, this will be like running the gauntlet each day for area residents involved in commuting into town or cross-town.
5. The proposed densities do not assure affordable housing and, in fact, are very unlikely to have that result. They are more likely to contribute to gentrification of the neighbourhood. Retention of existing housing encourages simple alterations and affordable suites available for purchase or rental which does far more for affordable housing than a string of expensive townhouses.
6. Fairfield Road is not an urban corridor. It is a residential parkway, providing a lovely multi-treed streetscape. Building at the plan's recommended densities would have a significant environmental impact, not to mention that in most cases almost all of the trees are removed from sites to accommodate over-development.
7. The proposed densification will result in a complete hodge-podge along that corridor, without regard to the interests of the neighbourhood, including townhouse complexes, four-plexes, six-plexes etc., overpowering single family homes next door, while houses gradually change hands and are torn down, at a loss to community values.
8. And, why should the integrity of existing homes and related community be thrown away? In the past, several developers have proposed inappropriate developments along this stretch, and each time, residents have successfully opposed these developments. Why would Council now ignore the wishes of the community and act diametrically opposite to what the community has, on multiple occasions, expressly sought to protect? Whose interests are really being served by advancing over-development?

We urge the City's Mayor and Council to support development that is sympathetic to Fairfield neighbourhood values and to remove the proposed plan designation at Section 8.13 Sub-Area 2: Traditional Residential Areas Along Fairfield Road. Please listen to the valuable concerns expressed by Fairfield neighbours and residents.

Yours truly,

Livia Meret and Neil Banera  
428 Kipling Street

Sent from [Mail](#) for Windows 10



## **Pamela Martin**

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**From:** Nina Belmonte <[REDACTED]>  
**Sent:** September 12, 2019 12:47 PM  
**To:** Public Hearings  
**Subject:** Fairfield Gonzalez Plan

To the City Council and Mayor -

Many of us in the neighborhood have been concerned with the new development approved for Fairfield Ave and planned for Fairfield Plaza.

We want to remind you that A DEMOCRATIC GOVERNMENT MUST REPRESENT THE PEOPLE NOT DECIDE FOR THEM.

We understand that you are operating on the notion that "density" is good. But:

1) Density for density's sake is simply catering to the developers; and

2) To grant variances and allow construction against the wishes of tax payers who live in the neighborhood is not good government but bad policy. We all see who is benefiting from this and it's not the people who live in the neighborhood and who vote in Victoria.

Furthermore:

Where is the concern in these plans for the environment? For GREEN construction? For AFFORDABLE housing?

Please remember that DEVELOPMENT NEEDS TO BE INTELLIGENT DEVELOPMENT!

Thank you -

Jeannine Belmonte  
131 Beechwood Ave

## Pamela Martin

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**From:** Cathy <[REDACTED]>  
**Sent:** September 12, 2019 11:32 AM  
**To:** Public Hearings  
**Subject:** Fairfield Neighborhood Plan

Good evening

I am very concerned that this proposed plan will lose the unique character of this district. Yes, this area is close to town, however it is not a village center. 15/20 minute walk for groceries. We do not want all of the new builds to be concentrated in this small section.

This land area also is not affordable. More affordable housing should be added in your village centres.. ie Moos St area.

We have examples in Harris Green, from 10 storeys DCP. Then OCP to 17 storeys.  
Allowing additional height density benefits the landowner, not the purchasers.

On the 1000 block of Burdett, there are 8 4 story apartments. And 3 2storey houses. These are already affordable. 1000 block Rockland, a recent condo building. 14 units, parking under a carport for 5, and on the property for 5 more. Leaves 4 units without. Is that our new standard? 1950's cheap build?  
Along 700 block Vancouver there are 4 unique townhouses in row. I feel a developer will bundle that property(as happened on Fort St). Also Cornwall,where my friend lives,both houses on either side have been purchased by a developer.

Thank you

Cathy Brankston  
314 999 Burdett Ave  
Victoria BC  
V8V 3 G7

**Pamela Martin**

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**From:** Ron Mahoney <[REDACTED]>  
**Sent:** September 12, 2019 10:41 AM  
**To:** Public Hearings  
**Subject:** Fairfield Neighborhood Plan

Mayor & Council

While for the most part I appreciate what the plan is trying to achieve, I firmly believe concepts like Density Bonuses goes a long way to destroying the credibility of the document. It seems to me developers will continue to exploit such loopholes to get around zoning.

Another point of contention is any inclusion or reference to Beacon Hill Park in the Fairfield Plan. The Park is an entity unto itself and subject to Trust. It is not a James Bay/Fairfield joint venture.

I sincerely hope you'll listen to my and my neighbors concerns.

Respectfully Yours

Ron Mahoney  
964 Heywood Ave  
Victoria BC

Sent from my iPhone

## Pamela Martin

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**From:** Shaw <[REDACTED]>  
**Sent:** September 12, 2019 1:03 PM  
**To:** Public Hearings  
**Subject:** Fairfield Neighbourhood Plan

Dear Mayor and Councillors,

Please note for the agenda of the public meeting regarding the Fairfield Neighbourhood Plan.

As a Home owner and taxpayer of Fairfield who is directly effected by several of the proposed developments, I am apposed to the plan for the following reasons

Cook Street Village as the heart of the neighbourhood and identify Fairfield Plaza (Fairfield Road at St Charles) and Five Points Village (adjacent to Moss Street Market and Sir James Douglas School)

- 1. Although these areas are and and continue to be important neighbourhood hubs that does not mean that there is a need to completely restructure these areas and bringing more traffic and density .This is not a wise solution.
- retain existing rental housing and add new rental housing
- 2. It is important to consider the affordability of any new rental housing . From previous discussions it is clear that affordability is not the objective of the developers, i.e. one unit at five corners will be offered as affordable housing at \$2000.00 per month and the remaining units will be considerably higher.
- ensure that new housing fits within the character of the neighbourhood
- 3. This is a very important issue with the existing residence of the neighbourhoods, in particular concerning the Rhodo, Kipling St and Five corners developments.The proposed developments are not in keeping with character of these three neighbourhoods as voiced by the people and tax payers who actually reside here, not those that come into the neighbourhoods on occasion and are supporters of the developers or those that will gain financially but do not live in our neighbourhoods.
- support the preservation of natural areas, mature trees and green spaces
- 4. The plans for Rhodo and Kipling St developments do little to preserve natural areas and in fact propose to remove and infringe on existing trees and natural areas .

Thank You  
Tamas Baranyai  
Fairfield Resident

Sent from my iPhone



## Pamela Martin

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**From:** Steve New <[REDACTED]>  
**Sent:** September 12, 2019 12:25 PM  
**To:** Public Hearings  
**Subject:** Fairfield Neighbourhood Plan and related OCP amendments

Dear Mayor and Council,

The Fairfield Neighbourhood Plan proposal for houseplexes is a radical change to the traditional neighbourhoods of single family, duplex and conversion homes. I'm concerned about the introduction of zoning uncertainty in my neighbourhood. I also strongly object to the allowable Floor Space Ratio of up to 0.75:1 FSR and up to 6 units on lots over 650 m<sup>2</sup>, which are both too high.

The houseplex concept has some merit but two important conditions are required in the Fairfield Neighbourhood Plan: **Reduce the allowable density and number of units on lots over 650 m<sup>2</sup>.** My home is on a lot of that size, as is the home of one immediate neighbour and several lots across the street. I object to my street bearing the brunt of housing intensification to that degree. My street is already 'doing its part' to add housing in Victoria with a variety of housing types and increased density than many streets in Fairfield.

**Require rezoning and development permit upon application by the property owner for a houseplex.** The concept of houseplexes introduces uncertainty about what I can generally expect for housing on my R1B-zoned street. The houseplex concept will lead to larger building massing, loss of privacy for neighbours, more shading, increased vehicle parking and noise and the conversion of backyard garden space to machine space (parking). These may or probably will negatively affect the quality of my life in Fairfield. Therefore, I want the opportunity of a public hearing (rezoning and development permit) on a specific application in order to influence the outcome of the impacts upon my quality of life.

The proposed OCP amendments relating to traditional residential areas are appropriate but only if the Fairfield Neighbourhood Plan is amended to reflect my conditions above.

Thank you, Steve

**Steve New**  
1246 McKenzie Street  
Victoria, BC V8V 2W5  
M: [REDACTED]  
E: [REDACTED]

## Pamela Martin

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**From:** Heather Macdonald <[REDACTED]>  
**Sent:** September 12, 2019 11:42 AM  
**To:** Public Hearings  
**Cc:** Victoria Mayor and Council  
**Subject:** Fairfield Neighbourhood Plan feedback

Dear Mayor Helps and Victoria Councillors,

Thank you for the opportunity to provide input on the proposed Fairfield Neighbourhood Plan. I completed the online survey on the proposed plan but would like to provide some additional feedback related to the plan and proposed developments in our neighbourhood. I applaud the City's efforts in the planning process and I support most aspects of the proposed plan including enhancing Cook St. Village, transportation improvements particularly with respect to cycling infrastructure and supporting the urban forest and green spaces.

I am concerned, however, with how the City plans to deal with proposed developments such as the 'Le Parc' townhomes on Kipling St between Fairfield and Thurlow Roads (**Folder Number REZ00702**). I live a few houses down from the proposed development site and while I appreciate the need for a variety of housing types in our neighbourhood, the Neighbourhood Plan states that townhouses will be considered on "lots of appropriate size and orientation" and that new housing types will be supported if they "fit the established context and character of the neighbourhood" and "preserve green spaces and tree planting opportunities". Based on Breia Holdings application (some documents appear to no longer be available on the Development Tracker), the 8 townhomes do not meet these criteria. The 8 townhomes will be built on a narrow lot, will exceed current zoning for height and will have limited space for trees and other greenery. Further, based on Figure 45 of the plan, this development would be considered a "disruptive redevelopment" as it does not fit with "existing streetscape character and rhythm" based on the proposed height (rezoning is requested by the developer). We have numerous other concerns with this proposed development, many of which were raised when this same developer first proposed an 80-space childcare centre at this same site.

The City recently approved a larger development along Fairfield Road near Hollywood Park, which also fails to meet many of the criteria listed in the Gonzales Neighbourhood Plan and it is concerning that the City is considering the 'Le Parc' development when so much effort has gone into the Fairfield Neighbourhood Plan. This townhouse development will **NOT** provide affordable housing in our neighbourhood (it is removing rental accommodation) and will **NOT** fit with the character of the neighbourhood. If the Neighbourhood Plans aren't going to guide the City's decisions when it comes to proposed developments such as this one and the Rhodo Development, how can residents be sure that the entire face of this community won't be changed by developers?

Thank you for taking the time to hear my concerns. I look forward to hearing the results of tonight's public hearing.

Heather Macdonald  
1423 Thurlow Road  
[REDACTED]

## Pamela Martin

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**From:** Maureen Baranyai <[REDACTED]>  
**Sent:** September 12, 2019 12:51 PM  
**To:** Public Hearings  
**Subject:** Fairfield Neighbourhood Plan Public Meeting

Please note for the agenda on the above:

That Mayor Helps and City Council Seriously consider the concerns of the tax paying residents of Fairfield foremost rather than those of developers and/or others who do not reside in the area - i.e. the churchgoers of the Moss/Fairfield Urban Village who filled the public meeting about how the church should go, even though almost all of them did not live anywhere near Fairfield and only attend church once a week. Their voices were given more consideration than those of the residents and business owners who live/operate in the Fairfield area.

That the density and height restrictions are in realistic keeping with what fits into the existing neighbourhood.

That if a developer suggests they could build a few houses rather than a monolithic structure, they be encouraged to keep it small.

That noise and traffic be considered when developments are proposed to give quiet enjoyment to the residents who already live in the area.

Thank you  
Maureen Baranyai

Sent from my iPad

## Pamela Martin

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**From:** [REDACTED]  
**Sent:** September 12, 2019 1:11 PM  
**To:** Public Hearings  
**Subject:** Fairfield Neighbourhood Plan

We have owned my home in Fairfield since 2006. We have raised my children in this neighbourhood and we are adamantly opposed to the kind of densification that is being proposed in Fairfield. We want future generations to have greenspace in our neighbourhood, a back yard to enjoy and the ability to grow their own food. We feel this council is not listening to homeowners wishes and is promoting development that will forever change Fairfield and encourage the destruction of existing homes for development purposes. We do not wish to watch Fairfield become like so many neighbourhoods in Vancouver. Why do you think people are leaving Vancouver to come here???

There are more and more rentals coming available in the City of Victoria. There are currently large numbers of purpose built rental buildings being constructed in the city and hotels being converted to rentals. The city must take this into consideration rather than destroying our neighbourhoods for more density. More and more condos & homes are coming onto the market because of new taxation as well. If Airbnb's were shut down completely, rentals would be freed up for people who live and work in Victoria. Please find creative ways to free up housing rather than encourage development.

We are specifically opposed to much of the wording in the Fairfield Neighbourhood Plan which we feel lacks uncertainty and opens the doors to development. We have highlighted some of this below in red...

Fairfield Plaza Page 12 : "Consider development of 3 to 4 storeys, with some added floor space, where the provision of non-market housing is considered. In support of this goal, buildings of up to 5 storeys may be considered along Fairfield road, subject to shadow analysis and mitigation of any impacts on surroundings."

Page 13: • Providing further guidance for new infill housing sensitive to neighbourhood character by: • Providing new development permit guidelines to support neighbourly design of new housing • Introducing guidance for "houseplexes," new buildings of three or more units that look like larger single detached houses, on suitably sized lots • Considering townhouses on lots of appropriate size and orientation near Cook Street Village, along Fairfield Road near small urban villages, and on corner lots to support more family-sized housing • Reducing the size of lot considered for duplexes and considering suites in duplexes

We are opposed to house plexes, townhouses and duplexes with basement suites in traditional neighbourhoods of Fairfield on the non-artery streets. I feel the impact of the height and density of these structures will affect the privacy and light of neighbouring properties and the lack of parking will be a disaster. If parking is a requirement, then our neighbourhood will be nothing but huge buildings and parking lots. Truly sad.

It is our hope that the "DRAFT" Fairfield Neighbourhood Plan be turned down as we feel it promotes the destruction of homes and our "Traditional Neighbourhood".

Karin & Mark Shepard  
320 Arnold Avenue



## Pamela Martin

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**From:** Cynthia Woodman <[REDACTED]>  
**Sent:** September 12, 2019 11:21 AM  
**To:** Public Hearings  
**Subject:** Fairfield Neighbourhood Plan

To the Mayor and City Councillors,

I am opposed to the proposed condominium development at Fairfield Road / Kipling Road / Thurlow Road as an example of a development proposal that should not be allowed in a good Fairfield Neighbourhood Plan. It is too high and too dense for the space, removes trees and green space, and the brutalist architecture is not in keeping with the heritage quality of Fairfield. I like some modern architecture with its mixed use of wood/ glass/ cement but this proposal looks like an ugly institution).

Horse-drawn tourist carriages frequently clop down Thurlow Road in the summer. Tourists come here and spend their tourist dollars to see the tree-lined and leafy streets, the Arts + Crafts bungalows, their lovingly groomed gardens, and the large green spaces of fields and parks. This is also why people move to Victoria and pay taxes. By cutting down trees, and building dense developments without yards and green-space, developers are being allowed to destroy the very thing that brings people to this place. The peace that space and yards brings is an intangible quality and, therefore, one easily destroyed. These yards are also productive with vegetable gardens and fruit trees. If this proposed development fits into the Fairfield Neighbourhood Plan, it is a bad plan, both reckless and destructive.

Most of the residents of this neighbourhood, have spent their entire adult lives paying mortgages and taxes to buy and maintain the properties of Fairfield. Yes, we are privileged by today's standards (anyone living in peaceful Canada is also privileged), but, historically, we were simply hard-working, tax paying families who borrowed money from banks at 18% back in the 1980s to afford these homes. This historical perspective should be respected in any plan.

As you proceed with the Fairfield Neighbourhood Plan, please keep this proposed Fairfield Road/ Kipling/ Thurlow Road development—and the many others like it that are constantly pushing for variances and to negatively change the neighbourhood for increased profit over responsible development—in mind.

The Fairfield Neighbourhood Plan must take into account:

- the heritage character of the neighbourhood in either design, or use of mixed materials, preferably both.
- height restrictions that respect Right to Light of neighbours and maintain a people-centred feel to neighbourhoods -mixed income housing—unlike the Kipling development which has taken away lower-income rental homes to build eight high-priced apartments.
- the need for green space within the development (not just relying on public parks for green space).

The principles of a good plan then need to be respected by developers and not cancelled by variances.

Please consider designs more appropriate to the neighbourhood, ones that follow the precepts of gentle-density and are not simply a big glass box built for maximum profit. Please remember that Fairfield is a neighbourhood, not the city centre, and that Fairfield Road is a road, not a corridor.

Yours respectfully,

Duncan and Cynthia Kerkham

## Pamela Martin

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**From:** Lucas De Amaral  
**Sent:** September 12, 2019 1:24 PM  
**To:** Public Hearings  
**Subject:** FW: Fairfield LAP (please read) - attached sentences are from 4 supporting pages  
**Attachments:** LAP Nov. 29th 2017 Cook Street Village.jpg; LAP Feb. 2018 (COTW motion) Cook Street Village.jpg; LAP committee and staff request for COTW 2018.jpg; LAP July 2019 Cook Street Village.jpg

**Importance:** High

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**From:** Wayne Hollohan <[REDACTED]>  
**Sent:** September 12, 2019 10:51 AM  
**To:** Ben Isitt (Councillor) <BIsitt@victoria.ca>; Charlayne Thornton-Joe (Councillor) <cth Thornton-joe@victoria.ca>; Geoff Young (Councillor) <gyoung@victoria.ca>; Jeremy Loveday (Councillor) <jloveday@victoria.ca>; Lisa Helps (Mayor) <LHelps@victoria.ca>; Marianne Alto (Councillor) <MAlto@victoria.ca>; Laurel Collins (Councillor) <lcollins@victoria.ca>; Sarah Potts (Councillor) <spotts@victoria.ca>; Sharmarke Dubow (Councillor) <sdubow@victoria.ca>  
**Subject:** Fairfield LAP (please read) - attached sentences are from 4 supporting pages  
**Importance:** High

The future of the tress in the village should not be left up to, which opinions/reports meets with the current objective of the city, council or a developer. (the picture is fact, not an opinion)

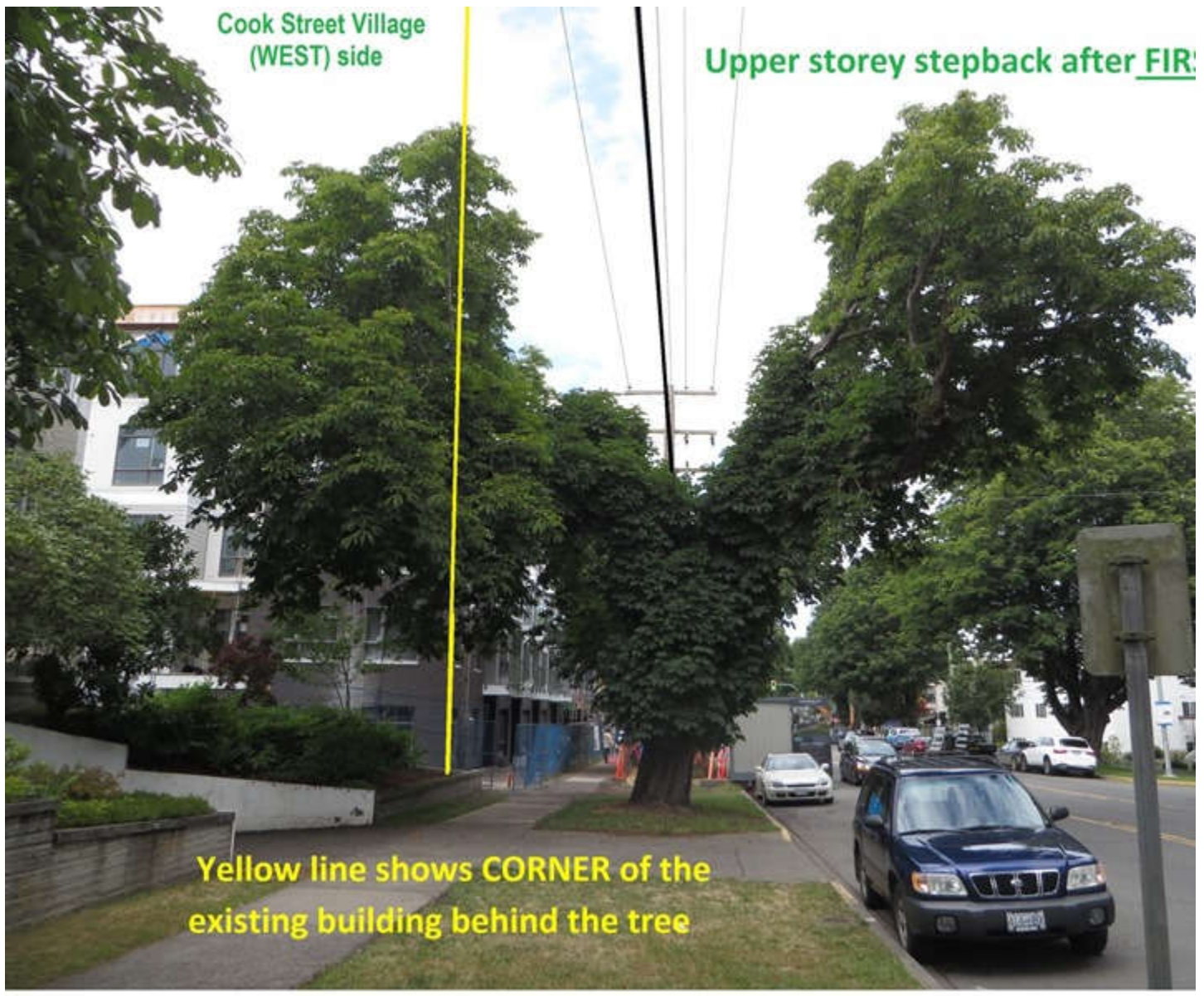
**Hydro's three phase high voltage lines, are only on the west side of the street.**

We can see from the left-hand picture below of the overlap of the tree and the new building, how well opinions/reports work. It wouldn't of work with the current (average) LAP recommendations either.

The future of the tress in the village should not be left up to peoples opinions or some future by-law. In the age of environmental crisis, we should not be putting the future of these tress at any risk.

Please consider – REMOVING THE WORD **AVERAGE** FROM **SETBACKS AND SETBACKS** AS IT WAS IN THE ORIGINAL DRAFT LAP (due to projecting roots new tress are not planned in the same locations)  
UPPER STOREY STEPBACK AFTER THE **FIRST FLOOR WEST SIDE OF THE VILLAGE - TWO METER MINIMUM SETBACK (not average) - BALCONIES NOT TO PROJECT INTO STEPBACKS –**

Please read the attached few sentences from city documentation that supports all the below statements, their removal from the current LAP was NOT at the request of council or the residence of Fairfield.



Neither Council or the Community made any request that the word “**minimum**” required setback and stepback be replaced with the word “**average**” they have completely different meanings and outcomes.

- Restore staff’s previous recommendations of **(minimum 5 meter stepping back of the upper stories.) not average setbacks.**
- We ask for that **(only on the west side of the village)**, where all the high voltage power lines exist and the required pruning of the boulevard trees, causing them to grow more horizontally rather than vertically. That the setback of the upper stories start after the **(first floor)** rather than the current requirement for the stepping back after the **(second storey)** and subsequent stories. This is to meet BC Hydro requirements for clearances but, most importantly, to allow for the somewhat equal distribution of the weight of the tree limbs and natural growth.
- Restore a minimum setback on Cook. An improvement to the 2017 draft of 1 to 3 meter setback, would be a fixed **(2 meter minimum setback)** new trees are planted at different locations.
- Return of the statement that for some reason disappeared from the current DRAFT LAP that **(Upper storey balconies should not project into the setbacks or stepbacks,)** which ever is correct.

- If its been agreed before the start of the LAP that the maximum height in the village would be 13.5 meters and maximum number of stories four. Why is it now approximately four stories?

**According City of Victoria Schedule (A) "Setback"** or "Line of Setback" means the shortest horizontal distance from a boundary of a lot to the face of the building.

There is only one legal definition of a setback. That shortest distance referred to in the definition, is a SINGLE FIXED NUMBER. The vast majority of properties within in the village have a front back and two sides, therefore there will be a SINGLE front setback # \_\_\_\_, a back setback # \_\_\_\_, and two side setbacks # \_\_\_\_.

**There is no legal policy on the books for the city to allow for an AVERAGE "setback", nor will you find it a on any development application, data information table under front setback.**

We find ourselves in a worst situation on these important topics that we were in the DRAFT LAP of 2017. It seems to go against council's motion of March 2018, which request improvements to, not the the removal of.

From the November 2017 Original Draft LAP regarding Cook Street Village



Recommendations from LAP Steering Committee and Staff, after week long workshop and open house for COTW

Steering Committee	Staff
Density Up to 1.5:1 maximum (FSR) OCP allowances for Cook Street as a secondary arterial road. Up to 2.1:1 provided that 0.4 of the increased density provides permanent secured rental housing.	Maintain existing OCP policy for urban villages (up to 2.5 FSR), acknowledging that approximately 2 FSR may be the likely density outcomes for most projects based on the proposed built form policies and guidelines.
Setbacks ❑ For redevelopment using the existing zoning, the use of existing street front footprint is supported. ❑ <u>2m minimum setbacks</u> will be required for the street frontage that remains unchanged in a rezoning. ❑ <u>2m minimum plus a 1m average equalling 3m setback</u> will be required for the street frontage that has increased in a rezoning.	<u>Minimum 1m and average 2m setback</u> to accommodate a combination of sidewalk cafes and retail spill over space. Additional setbacks are encouraged to accommodate additional sidewalk café space as desired.
<u>Stepping back 3m minimum after the second storey and all additional storeys.</u> <u>Upper storey balconies will not project into the step-backs.</u>	Include design guidelines specifying a 5m step-back from the front property line above the second storey. <b>no average asked for by staff nor requested by council</b>
3m minimum, unobstructed, slab concrete sidewalk will be maintained. Other paving materials or colouring will be used to clearly distinguish the difference between public and private realm.	A 3 metre clear public sidewalk zone throughout the village is desired, with a A 3 metre clear public sidewalk zone throughout the village is desired, with a minimum 2 metre unobstructed hard surfaced clear sidewalk to be maintained

**4.1 Continued from the Committee of the Whole Meeting February 22, 2018**  
**a. Draft Fairfield Neighbourhood Plan**

Committee received a report dated February 8, 2018, from the Director of Sustainable Planning and Community Development regarding the public feedback and next steps on the Draft Fairfield Neighbourhood Plan. This item is a continuation from the February 22, 2018 Committee of the Whole meeting.

**Motion:** It was moved by Councillor Coleman seconded by Councillor Alto, that Council direct staff to amend the plan as follows:

6. Design of Cook Street Village Built Form
  - a. Detailed review of plan policies and guidelines by staff to consider additional adjustments/ revisions based on feedback (e.g. character, setbacks, massing, street wall, shading, impacts to street trees, transitions) through additional urban design analysis. To be incorporated in next version of plan.

**Amendment:** It was moved by Councillor Isitt, seconded by Councillor Loveday, that the motion be amended as follows:

That Council direct staff to amend the plan as follows:

6. Design of Cook Street Village Built Form
  - a. Detailed review of plan policies and guidelines by staff to consider additional adjustments/ revisions based on feedback (e.g. character, setbacks, massing, street wall, shading, impacts to street trees, transitions) through additional urban design analysis. To be incorporated in next version of plan.
  - b. **that consideration be given to a two storey street wall with step backs of any additional storeys.**

On the amendment: 603  
CARRIED 18/COTW



# July 2019 final DRAFT LAP Fairfield regarding Cook Street Village (setbacks and stepbacks of upper storeys)

## Summary: Streetscape and building design criteria

<b>Building Height (max.)</b>	<ul style="list-style-type: none"> <li>• 13.5m (accommodates approx. 4 storeys)</li> </ul>
<b>Height of Façade closest to Cook Street (max.)</b>	<ul style="list-style-type: none"> <li>• 2 storeys</li> </ul>
<b>Setbacks and Stepbacks</b>	<ul style="list-style-type: none"> <li>• For new buildings fronting onto Cook Street, development to support existing and future boulevard trees to the satisfaction of the City Arborist, and support other livability and built form objectives, through incorporation of:               <ul style="list-style-type: none"> <li>a. An average 2 metre setback (from the fronting property line) for the first storey</li> <li>b. An average 5 metre setback (from the fronting property line) after the second storey</li> <li>c. Setbacks from the property line for underground parking structures to support existing and future tree root growth to the satisfaction of the City Arborist</li> </ul> </li> </ul>
<b>Building Base Interface on Cook Street</b>	<ul style="list-style-type: none"> <li>• Portions of building to be set back further from the property line, up to a max. of 3m, to provide opportunities for patios, seating, display space, etc.</li> <li>• Buildings to establish a fine grained interface with the street through modulation of smaller storefronts, transparent glazing, frequent entries</li> <li>• Commercial uses, with a preference for uses which create pedestrian vitality</li> <li>• Incorporate weather protection (awnings)</li> <li>• Shop front character to extend around corners</li> </ul>
<b>Building Form and Orientation</b>	<ul style="list-style-type: none"> <li>• Provide articulation and break up massing for larger buildings</li> <li>• Respond to corner sites and t-intersections</li> <li>• Maintain eclectic character by varying building massing and design elements</li> <li>• Provide windows and balconies that provide "eyes on the street"</li> <li>• Consider amenities such as open space, rooftop or terrace decks</li> </ul>
<b>Sidewalk Width</b>	<ul style="list-style-type: none"> <li>• Support the provision of a public sidewalk with a desired 3m clear width</li> <li>• A minimum of 2m clear to be provided at pinch points</li> </ul>
<b>Trees</b>	<ul style="list-style-type: none"> <li>• Provide ongoing maintenance and replacement, where necessary, of character-defining Chestnut trees or other compatible and similar varieties</li> </ul>
<b>Street Furniture</b>	<ul style="list-style-type: none"> <li>• Provide well-designed street furniture such as benches, pedestrian-scale lighting, garbage receptacles and other elements that enhance the public realm</li> </ul>
<b>Boulevards</b>	<ul style="list-style-type: none"> <li>• Incorporate a mix of soft landscaped areas and areas for seating and gathering</li> <li>• Seating areas located in boulevards should be publicly accessible and free of business branding</li> <li>• Create a series of diverse "outdoor rooms" with distinct characteristics, in collaboration with community and businesses</li> <li>• Provide a variety and diversity of plantings, considering allergens</li> </ul>

# **November 29th 2017 original DRAFT LAP Fairfield regarding Cook Street Village (setbacks and setback of upper stories)**

Building Height (Maximum)	<ul style="list-style-type: none"> <li>13.5m (accommodates approximately 4 storeys)</li> </ul>
Density	<ul style="list-style-type: none"> <li>1.5:1 maximum</li> <li>Up to 2.5:1 where on-site affordable housing is provided – secured through a legal agreement</li> </ul>
Street level uses	<ul style="list-style-type: none"> <li>Commercial (commercial or residential supported for properties at southern entrance to village)</li> </ul>
Street Wall (Maximum)	<ul style="list-style-type: none"> <li>Maximum street wall height of 10.2m</li> <li>Based on a general principle of 3:1 (Right of Way width:street wall height)</li> </ul>
Building Base and Street Interface	<ul style="list-style-type: none"> <li>1m to 3m front setback</li> <li>Portions of building facing Cook Street to be set back from property line to provide opportunities for patios, seating, outdoor display space, etc.</li> </ul>
Upper Storey Setback (Minimum)	<ul style="list-style-type: none"> <li>Portions of building located above the street wall to be set back a minimum of 2m from the outer portion of the street wall</li> <li>Upper storey balconies should not project into the setback</li> </ul>
Sidewalk Width	<ul style="list-style-type: none"> <li>Support provision of sidewalk areas with a minimum width of 3m</li> <li>Support sidewalks up to 5m wide depending on Right of Way conditions and ability to provide pedestrian areas along boulevard or within setback area</li> </ul>
Trees	<ul style="list-style-type: none"> <li>Encourage provision of single row of trees on both sides of the street</li> <li>Includes on-going maintenance and replacement of character defining Horse Chestnut trees or other compatible and similar varieties</li> </ul>
Street furniture	<ul style="list-style-type: none"> <li>Encourage well-designed street furniture such as street benches, lighting, garbage receptacles and other elements that enhance the pedestrian realm</li> <li>Consider opportunities for higher quality or distinctive designs at gateways or plaza spaces along Cook Street</li> </ul>

Fig 22. Cook Street General Description and Design Criteria.



**Pamela Martin**

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**From:** DAVID & DORIS <[REDACTED]>  
**Sent:** September 12, 2019 12:43 PM  
**To:** Public Hearings  
**Cc:** mayorandcouncil@victoria.ca.  
**Subject:** Kipling Proposed Development

To: The Mayor and Council,  
Regarding The Proposed Kipling Development  
September 12, 2019

It should be noted that this developer is the same one who ignored the single-family zoning, for the 349-51 Kipling property by proposing an eighty-child day-care center, clearly this developer has no regard for our zoning codes. He has now acquired the adjacent single-family zoned property and once again ignores our zoning codes by proposing to put eight families on properties zoned for single-family. It should also be noted “gentle density” is a euphemism for crowding, try putting gentle in front of the vilest thing you can imagine it will not sound as bad, maybe “gentle mugging” hay it was a mugging but it was gentle... The property at Durban and Thurlow was zoned for single family, the developer requested and received changes in zoning to recognize how the property was being used, and along with other small changes was allowed to build two homes, whatever we may think of the design, these were reasonable modifications. This developer must be rejected in the strongest possible way, he is not interested in a good profit, he wants to make a killing, if it is allowed, there are similar properties all over our neighborhood just waiting for him to make a killing and our neighborhood will be gone. Below is a link to an article from a planning paper on “gentle density” please read it and pass it on to staff.

<https://www.planetizen.com/node/91658/appreciation-gentle-density>

Sincerely,  
David Sanders  
Architect  
436 Kipling Street

## **Pamela Martin**

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**From:** Ed Wright <[REDACTED]>  
**Sent:** September 12, 2019 1:23 PM  
**To:** Public Hearings  
**Subject:** Proposed Townhouse Development at Kipling St and Fairfield Rd.

Mayor and Councilors;

- The proposed townhouse development does not comply with the intent of the Draft Fairfield Neighbourhood Plan (July 2019).
- It does not fit the character of the neighbourhood.
- It does not conform to traditional residential housing types.
- It is far outside existing height restrictions.
- It is not a viable density for the neighbourhood.
- It is not affordable intermediate type housing.
- It creates unacceptable shadowing for existing neighbours.
- It creates unacceptable noise levels of multiple cars coming and going directly beside existing neighbours.

**We are opposed.**

Ed Wright and Samantha Hulme  
1404 Brooke St.  
Victoria, BC

-

## Pamela Martin

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**From:** BEATRICE FRANK <[REDACTED]>  
**Sent:** September 12, 2019 9:59 AM  
**To:** Public Hearings  
**Subject:** Public hearing of September 12: final draft Fairfield Neighbourhood Plan

To whom it may concern,

I would like this email to be included as public record and be published in the meeting agenda of the public hearing of September 12, 2019 on the final draft Fairfield Neighbourhood Plan.

I would like to express my disappointment and opposition to the current draft Fairfield Neighbourhood Plan for the following reasons:

1) while extensive consultation has been undertaken by the municipality and staff has been interacting with the public about this issue in multiple occasions (which I am grateful for), I feel that Councillor Isitt and Mayor Help motion to allow a bonus density up to five storeys along the Fairfield Road frontage as part of the Fairfield Plaza, which passed, shows that the consultation was just an item on a list to check for them rather than a real engagement and consultation with the public. I feel this administration has failed in being transparent and clear on the decision making process and has just made a perfunctory or fake effort in engaging the public, which is mandatory in our democratic nation. It is disheartening to see such manipulation and tokenism in this process.

2) While I am fully supportive of a gentle densification, I do not support the proposal of 4-plexes and 6-plexes in the neighborhood, which would disrupt the nature of Fairfield, shadow smaller housing and especially reduces green space around the neighborhood. The proposed draft plan conflicts with the increasing focus of Victoria on food security through backyard farming for sustainability and climate change preparedness. It also will reduce green space and trees for carbon sequestration and biodiversity conservation in the city, as gardens and green space will be transformed in buildings and concrete.

3)The worst part of the plan is that there is no planning for addressing issues related to densification, such as schooling, green spaces access, parking and community services, among others. Some of them are provincial matters, yet once the whole neighborhood is densified there will be no space set aside or ahead thinking of how to address such issues. Already now, children in Fairfield will have to go to middle school in Oakland because of space constraint and family are turned down from the local elementary school because of lack of space.

4) I am also concerned that this densification will not solve the issue around house pricing and lack of rentals, it will only enrich developers and make the neighborhood even less accessible to families. There are no clear guidelines how developers will contribute to the community beyond building and selling their product, which is concerning.

With the hope that public input is not just a box on your checklist  
Sincerely  
Beatrice Frank



## Pamela Martin

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**From:** Victoria E. Adams <[REDACTED]>  
**Sent:** September 12, 2019 1:04 PM  
**To:** Public Hearings  
**Cc:** Victoria Mayor and Council  
**Subject:** Public Hearing Regarding the Proposed Fairfield Neighbourhood Plan

Mayor and Council  
City of Victoria

I am not in favor of the Proposed Fairfield Neighborhood Plan and the civic engagement process used to identify priorities for this community, where 57% of households are tenants.

This local area plan project has been driven by an underlying assumption that there are no limits to growth. And secondly, that the primary function of a local area plan is to enable short-term real estate development interests over long-term community needs. There is an absence of an equity lens in this planning process, which privileges home-owner over renter households as the only way to secure an economically viable, healthy and affordable place to live. There was no attempt to integrate currently transportation planning projects or even to assess the impacts of climate change on this community. There was no consideration of the large-scale displacement of current renter households in order to implement high-value condo redevelopment under the guise of “gentle densification” and at the expense of tenants who comprise the majority of households in Fairfield. Little attention was paid to what amenities are required for such a community, except to suggest offering more unaffordable “housing choices” that favoring investors over tenants (students, workers, and retirees on modest incomes) needing adequate rental accommodation.

A long time resident of James Bay, I participated in the many Open Houses, charettes, surveys and even a Renters’ meeting in Fairfield hosted by the City. I did so because our neighbourhood will also be undergoing an update of its local area plan, and many precedents will be set by what takes place in Fairfield.

With regard to the City’s preferred engagement tool and endorsed official voice of each neighbourhood: the Community Association in each neighbourhood (appears to play the role of an unelected level of government) without a representative level of governance. These neighbourhood organizations function primarily as informal gatekeepers/and an informal level of government at the local level. They function as home-owner private clubs, representing special interest lobby groups of residential property owners. These organizations, through their committees (including CALUCS), control who is represented in their governance structure and whose voice is heard by local government.

For the past 15 years, my request to have tenants (who are also city taxpayers) represented on the CALUC of James Bay Neighbourhood Association and other committees has been consistently denied.

I am concerned that when the civic engagement process provides a conduit for only one selected interest group over others, skewed results occur, and the expectation of equity and a fair hearing have been compromised.

The city’s engagement process took little account of those who own no property in Fairfield, but who nevertheless live there as tenants in a purposed built multi-family apartment building or a secondary suite in a

single-family home. There was only one open house for tenants held and city staff had great difficulty answering the questions and concerns of tenants.

Furthermore, while 60% of the city's households are tenants, the City did not establish a Renters' Advisory Committee (RAC) until February 2019. And, reading the minutes of RAC meetings suggests that there are serious operational issues with this committee which has not seriously addressed any policy or planning matters affecting renters, including the Fairfield Neighbourhood Plan.

If the City continues to fund organizations such as community associations and CALUCS, these public interest bodies must at a minimum reflect the demographics of the neighbourhoods whom they represent. Otherwise the public engagement process becomes a tool without credibility in the hands of special interest groups to deny the right of others to participate in civic affairs, including policy discussion as well as land use development and planning responsibilities such as the updating of the Local Area Plan.

Sincerely,

Victoria Adams  
Victoria, B.C.

## Pamela Martin

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**From:** wallacej <[REDACTED]>  
**Sent:** September 12, 2019 2:01 PM  
**To:** Public Hearings  
**Subject:** Re: Proposed changes to the Fairfield Neighbourhood Plan

Dear Mayor and Council,

Re: Proposed changes to the Fairfield Neighbourhood Plan

I am very concerned about the loss of existing affordable housing in my neighbourhood of Fairfield. When land is rezoned to a higher density, land on which existing affordable housing sits, it becomes a target of developers. Those existing affordable units will be lost to our neighbourhood forever. No new builds are ever as affordable as existing affordable housing. I see my neighbourhood becoming unaffordable to old neighbourhood friends, as more and more affordable units are lost.

Please use caution before rezoning land to a higher density. Look at what is already on that land, and think of the many possible repercussions.

Your actions could contribute to the unaffordability of Fairfield.

Sincerely

Jean Wallace  
1246 McKenzie St  
Victoria, BC V8V 2W5

[REDACTED]

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to amend the Official Community Plan to make changes to Chapter 6: Land Management and Development in order to clarify the intent of local area plan study areas and policies related to Urban Villages.

Under its statutory powers, including section 472 and 488 of the *Local Government Act*, the Council of the Corporation of the City of Victoria, in a public meeting, enacts as follows:

**Title**

- 1 This Bylaw may be cited as “OFFICIAL COMMUNITY PLAN BYLAW, 2012, AMENDMENT BYLAW (NO. 29)”.

**Definitions**

- 2 “OCP Bylaw” means the City’s Bylaw No. 12-013, the Official Community Plan Bylaw, 2012.

**Official Community Plan Bylaw**

- 3 The OCP Bylaw is amended in Schedule A, Section 6: Land Management and Development, as follows:

- a) In Figure 8: Urban Place Guidelines, in the Designation “Large Urban Village,” under the column “Density,” by deleting the following:

“Increased density up to a total of approximately 2.5:1 may be considered in strategic locations for the advancement of plan objectives.”

and replacing with:

“Increased density up to a total of approximately 2.5:1 may be considered for the advancement of plan objectives.”

- b) In section 6.15, by adding the following immediately after the words “as otherwise indicated.”:

“It is recognized that different urban villages have different geographic sizes, and the services and amenities that are desired would vary as appropriate to that size.”

- c) By repealing section 6.19 and replacing them with the following:

“6.19 Prepare local area plans for Large and Small Urban Villages consistent with the broad objectives of the Official Community Plan.”

- d) By repealing section 6.20, and replacing it with the following:

“6.20 Consider objective 6 (f) and the guidelines in Figure 9 in any proposals to establish new Town Centres and Urban Villages through local area plans or amendments to this plan, giving further consideration to locations which have, or will have, sufficient residential densities to support the range of services and amenities appropriate to an Urban Village or Town Centre sufficient to support the range of services and amenities appropriate to it



[SEE ALSO SECTION 8 – PLACEMAKING, SECTION 20 – LOCAL AREA PLANNING, AND SECTION 21 – NEIGHBOURHOOD DIRECTIONS].”

e) In Policy 6.23, adding the following immediately after 6.23.3:

“[SEE ALSO POLICY 6.3]”

f) By repealing section 6.21 and renumbering sections 6.22 through to 6.33 and subsections thereunder accordingly.

**4** The OCP Bylaw is amended in Figure 9: Guidelines for Complete Town Centres and Urban Villages:

a) In the heading row, by adding an “\*” after “Small Urban Village” and after “Large Urban Village.”

b) Directly below the table, adding the following text:

“\* It is recognized that different urban villages have different geographic sizes, and the services and amenities that are desired would vary as appropriate to that size.”

**Effective date**

**5** This Bylaw comes into force on adoption.

READ A FIRST TIME the	<b>11<sup>th</sup></b>	day of	<b>July</b>	2019
READ A SECOND TIME the	<b>11<sup>th</sup></b>	day of	<b>July</b>	2019
Public hearing held on the		day of		2019
READ A THIRD TIME the		day of		2019
ADOPTED on the		day of		2019

CITY CLERK

MAYOR

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to amend the Official Community Plan to make changes to Urban Place Designations and Development Permit Areas in order to implement directions in the Fairfield Neighbourhood Plan, including:

- a) Policy directions on height and/or density of buildings in the Urban Residential, Small Urban Village, Large Urban Village, and Core Residential designations;
- b) Change the Urban Place Designations for the following properties:
  - i. 1303, 1307 Fairfield Rd. (from Large Urban Village to Small Urban Village);
  - ii. Fairfield Plaza - 1516, 1520, 1540, 1584, 1590, 1594, 1600 Fairfield Rd. (from Large Urban Village to Small Urban Village)
  - iii. 139, 214 Moss Street (from Traditional Residential to Small Urban Village);
  - iv. 1270, 1272, 1274 and a portion of 1300 May Street (from Traditional Residential to Small Urban Village); and
- c) Incorporate design guidelines for the Fairfield neighbourhood

Under its statutory powers, including section 472 and 488 of the *Local Government Act*, the Council of the Corporation of the City of Victoria, in a public meeting, enacts as follows:

**Title**

- 1** This Bylaw may be cited as “OFFICIAL COMMUNITY PLAN BYLAW, 2012, AMENDMENT BYLAW (NO. 30)”.

**Definitions**

- 2** “OCP Bylaw” means the City’s Bylaw No. 12-013, the Official Community Plan Bylaw, 2012.

**Official Community Plan Bylaw**

- 3** The OCP Bylaw is amended in Schedule A, Table of Contents, under the heading “List of Maps” by:
- a) Replacing the text, “Map 21: Fairfield Strategic Directions” with the text “Map 21: Fairfield Neighbourhood”.
  - c) Inserting the following text immediately after the text “Map 48C: DPA 6A: Small Urban Villages – Craigflower Village and Catherine at Edward Village:  
  
“Map 48D: Small Urban Villages: Five Points Village and Moss Street Village”;  
  
“Map 48E: Small Urban Villages: Fairfield Plaza Village”.
  - d) Replacing the text “Map 72A: DPA 15F: Intensive Residential – Attached Residential Development” with the following text:  
  
“Map 73: DPA 15F: Intensive Residential – Attached Residential Development (Victoria West)”
  - e) Inserting the following text immediately following “Map 73: DPA 15F: Intensive Residential – Attached Residential Development (Victoria West)”:

“Map 74: DPA 15F: Intensive Residential – Attached Residential  
Development (Fairfield)”

- f) Renumbering the page number references accordingly.
- 4 The OCP Bylaw is amended in Schedule A, Table of Contents, under the heading “List of Figures” by inserting the following text immediately after the text “Figure 22: Adaptive Management Framework”:
- “Figure 23: Building Separation, Cathedral Hill Precinct”
- 5 The OCP Bylaw is amended in Schedule A, including appendices, by deleting “Ross Bay Village” wherever those words occur, and replacing those words with “Fairfield Plaza Village”.
- 6 The OCP Bylaw is amended in Schedule A, Section 3: Vision, Values and Goals, by repealing Figure 3: Thirty Year Growth Management Concept and replacing it with a new Figure 3: Thirty Year Growth Management Concept, attached to this Bylaw in Schedule 1.
- 7 The OCP Bylaw is amended in Schedule A, Section 6: Land Management and Development, as follows:
- a) By repealing Map 2: Urban Place Designations and replacing it with a new Map 2: Urban Place Designations, attached to this Bylaw in Schedule 1.
- b) In Figure 8: Urban Place Guidelines, in the Designation “Traditional Residential,”,
- (i) under the column “Built Form,” by deleting the following:
- “Ground-oriented buildings up to two and one-half storeys may be considered in the Victoria West neighbourhood for certain infill housing types, as indicated in the Victoria West Neighbourhood Plan.
- Multi-unit buildings up to three storeys, including attached residential and apartments on arterial and secondary arterial roads, and in other locations indicated in the Victoria West Neighbourhood Plan.”
- and replacing with:
- “Ground-oriented buildings up to two and one-half storeys may be considered for certain infill housing types, as indicated in the Victoria West and Fairfield neighbourhood plans.
- Multi-unit buildings up to three storeys, including attached residential and apartments on arterial and secondary arterial roads, and in other locations indicated in the Victoria West and Fairfield neighbourhood plans.”
- (ii) under the column “Uses”, by deleting the following:
- “Limited local-serving commercial uses in specific locations identified in the Victoria West Neighbourhood Plan”

and replacing with:

“Limited local-serving commercial uses considered in limited locations identified in neighbourhood plans”

- c) In Figure 8: Urban Place Guidelines, in the Designation “Urban Residential,” under the column “Density,” by adding the following words after “[SEE POLICY 6.23]”:

“Increased density up to 2.5:1 may be considered in certain areas identified in the Fairfield neighbourhood, generally, north of Fairfield Road and between Quadra Street and Vancouver Street.”

- d) In Figure 8: Urban Place Guidelines, in the Designation “Small Urban Village,”

- (iii) under the column “Built Form,” by adding the following:

“Buildings of four and five storeys may be considered at Fairfield Plaza Village for the advancement of plan objectives.

Buildings of up to four storeys may be considered at sites that front onto Fairfield Road within Five Points Village”;

- (iv) under the column “Place Character Features”, by adding the following:

“For Fairfield Plaza Village, refer to place character features identified in the Fairfield Neighbourhood Plan.”

- (v) Under the column “Density”, by adding the following:

“Total floor space ratio up to approximately 2:1 may be considered in Fairfield Plaza Village for advancement of plan objectives.

Total floor space ratio up to 2:1 may be considered within Five Points Village, at sites that front onto Fairfield Road.”

- e) In Figure 8: Urban Place Guidelines, in the Designation “Large Urban Village,”

- (vi) under the column “Built Form,” by adding the following:

“Buildings up to approximately four storeys in Cook Street Village, consistent with the Fairfield Neighbourhood Plan.”;

- (vii) under the column “Place Character Features”, by adding the following:

“For Cook Street Village, streetwalls, setbacks and stepbacks identified in the Fairfield Neighbourhood Plan.”

- f) In Figure 8: Urban Place Guidelines, in the Designation “Core Residential”, under the column “Density”, by deleting the following:

“Total floor space ratios ranging from 2:1 up to approximately 3.5:1 for the areas: east of Cook Street; and south of Meares Street/ east of Quadra Street/ west of Cook Street”

and replacing with:



“Total floor space ratios ranging from 1.2:1 up to approximately 2.5:1 for the area south of Meares Street / west of Vancouver Street / north of Rockland Avenue / east of Pioneer Square.

Total floor space ratios ranging from 2:1 up to approximately 5:1 for the area: east of Blanshard Avenue/ south of Fort Street/ west of Quadra Street/ north of Courtney Street.

Total floor space ratios ranging from 2:1 up to approximately 3.5:1 for the areas: east of Cook Street/ north of Meares Street.

Total floor space ratios ranging from 1.5:1 up to approximately 3:1 for the areas south of Meares Street/East of Vancouver Street.”

- 8 The OCP Bylaw is amended in Schedule A, Section 14: Economy, by repealing Map 14: Employment Lands and replacing it with a new Map 14: Employment Lands, attached to this Bylaw in Schedule 1.
- 9 The OCP Bylaw is amended in Schedule A, Section 21: Neighbourhood Directions, by repealing Map 21: Fairfield Neighbourhood Directions and replacing it with a new Map 21: Fairfield Neighbourhood, attached to this Bylaw in Schedule 1.
- 10 The OCP Bylaw is amended in Schedule A, Appendix A: Development Permit Areas and Heritage Conservation Areas by:
  - a) Repealing Map 32: Composite Map of Development Permit Areas and Heritage Conservation Areas and replacing it with a new Map 32: Composite Map of Development Permit Areas and Heritage Conservation Areas, attached to this Bylaw in Schedule 1.
  - b) Repealing Map 32A: Composite Map of Attached Residential Development Permit Areas and replacing it with a new Map 32: Composite Map of Attached Residential Development Permit Areas, attached to this Bylaw in Schedule 1.
- 11 The OCP Bylaw is amended in Schedule A, Appendix A, DPA 5: Large Urban Villages by:
  - a) Repealing section 5(a)(iii) and replacing it with:

“(iii) Where not specified by additional design guidelines, buildings are encouraged to have three to five storey facades that define the street wall with shop windows and building entrances that are oriented to face the street.”
  - b) Repealing section 5(b)(ii) and replacing it with:

“(ii) Cook Street Village:

    - Cook Street Village Guidelines (2019).
    - Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).”
- 12 The OCP Bylaw is amended in Schedule A, Appendix A, DPA 6A: Small Urban Villages, as follows:
  - a) In section 1, by deleting the words “Maps 48A, 48B and 48C” and replacing them with the words “Maps 48A through 48D”.
  - c) By adding the following sections immediately after section 5(b)(iv):

“(v) to Five Points Village:

- Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
- Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”

“(vi) to Moss Street Village:

- Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
- Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”

“(vii) to Fairfield Plaza Village:

- Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
- Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”

d) By repealing Map 48: DPA 6A: Small Urban Villages and replacing it with a new Map 48: DPA 6A: Small Urban Villages, attached to this Bylaw in Schedule 1.

e) By inserting, immediately after Map 48C:

- (i) a new map 48D: DPA 6A: Small Urban Villages – Moss Street Village, Five Points Village, and Fairfield Plaza Village, attached to this Bylaw in Schedule 1;

**13** The OCP Bylaw is amended in Schedule A, Appendix A, DPA 7B (HC): Corridors Heritage, in section 5(a), by inserting the following subsection immediately after the text “The following guidelines apply to Fort Street Corridor”:

“➤ Buildings are encouraged to have 3 to 5 storey facades that define the streetwall, with the upper storey(s) set back.”

**14** The OCP Bylaw is amended in Schedule A, Appendix A, DPA 14: Cathedral Hill Precinct:

a) In section 3(b), by inserting the words “High and” immediately before the words “medium density”.

b) By inserting the following subsection immediately after section 3(e):

“(f) The Cathedral Hill Precinct contains important public spaces, including Pioneer Square, which provide passive outdoor gathering and recreation space for residents, employees and visitors.”

c) In Section 5, by deleting the following text in 5(f):

“The following guidelines from the Cathedral Hill Precinct Plan (2004):”

and replacing with:

“The following additional guidelines for the Cathedral Hill Precinct:”

d) In section 5, by deleting the policy 5(f)(i).

e) In section 5, by inserting the following new subsections immediately after subsection (f)(iii):

“(iv) New residential or commercial buildings should be sited and oriented to provide sufficient building separation to maintain livability for residences in both existing and planned future residences.

› In locations that allow for taller buildings (over eight storeys), modest increases in envisioned building height of up to two additional storeys may be considered in order to achieve more slender, simpler, vertically proportioned building forms within the envisioned density. The following setbacks are encouraged for portions of the building over 10m in height: a minimum 6m side yard setback for portions of the building between 10m and 30 m in height; a minimum 9m setback for portions of the building above 30m; and a 10m rear yard setback. (See Fig. 23, 24)

(v) Site and design taller buildings to minimize wind tunnel impacts on the public realm.”

f) In Section 5, by inserting the following new subsection immediately after existing subsection (f)(x):

“(xi) With the exception of non-residential frontages along portions of Blanshard Street and Quadra Street falling within the Cathedral Hill Precinct, new development should incorporate setbacks, responsive to context, sufficient to accommodate a landscaped transition or amenity space, between the building and the public sidewalk. This is to establish a streetscape pattern which transitions from the more urban downtown to surrounding neighbourhoods.”

g) By renumbering existing subsections 5(i) through to 5(xvii) accordingly.

h) By inserting the following immediately after newly renumbered subsection (f)(xvii):

“(xvii) Building massing, siting and design should respond to Pioneer Square and the Provincial Law Court Green, in order to maintain sunlight access to this public space, as evaluated by a shadow assessment, while providing “eyes on the park” through the location of windows, balconies and storefronts.”

i) By inserting, after Section 5(f), a new Figure 23: Building Separation for Taller Buildings, Cathedral Hill Precinct attached to this Bylaw in Schedule 1.

j) By inserting, after Section 5(f), a new Figure 24: Building Orientation for Taller Buildings, Cathedral Hill Precinct attached to this Bylaw in Schedule 1.

**15** The OCP Bylaw is amended in Schedule A, Appendix A, in DPA 15D: Intensive Residential – Duplex, by repealing Section 5. Guidelines, and replacing it with the following text:

“5. Guidelines

These Guidelines are to be considered and applied for Development Permits:

In Fairfield Neighbourhood (see Map 18):

› Design Guidelines for Attached Residential Development: Fairfield Neighbourhood (2019).

In other parts of the city:

- › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
- › City of Victoria Neighbourliness Guidelines for Duplexes (1996).”

**16** The OCP Bylaw is amended in Schedule A, Appendix A, in DPA 15F: Intensive Residential – Attached Residential Development, by:

- a) Repealing Map 72A: DPA 15F: Intensive Residential – Attached Residential Development, and replacing it with a new Map 73: Intensive Residential – Attached Residential Development (Vic West) attached to this Bylaw in Schedule 1.
- b) Immediately after the new Map 73, adding a new Map 74: DPA 15F: Intensive Residential – Attached Residential Development (Fairfield), attached to this bylaw in Schedule 1.
- c) In section 2.(c)(i)(2), by inserting the following text immediately after “residential single-family dwellings”:

“, including accessory dwelling units,”

- d) Repealing Section 5. Guidelines, and replacing with the following:

“5. Guidelines

These Guidelines are to be considered and applied for Development Permits:

In Victoria West:

- › Design Guidelines for Attached Residential Development: Victoria West (2018).
- › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).

In Fairfield Neighbourhood:

- › Design Guidelines for Attached Residential Development: Fairfield Neighbourhood (2019).”

**17** The OCP Bylaw is amended in Schedule A, Appendix B, Glossary as follows:

- a) by repealing the definition of Accessory Dwelling Unit and replacing it with the following definition:

“Accessory Dwelling Unit: A dwelling unit that is ancillary and subordinate to a primary dwelling unit. Examples include secondary suites, garden suites, accessory units within duplexes or townhouses, and lock-off suites in multi-unit housing.”

- b) by adding the following text to the end of the definition of Two Family Dwelling:

“In some cases, a two family dwelling may contain accessory dwelling units in addition to two primary dwelling units.”



**Effective Date**

**18** This Bylaw comes into force on adoption.

READ A FIRST TIME the                    **11<sup>th</sup>**    day of                    **July**                    2019

READ A SECOND TIME the                    **11<sup>th</sup>**    day of                    **July**                    2019

Public hearing held on the                                       day of                                       2019

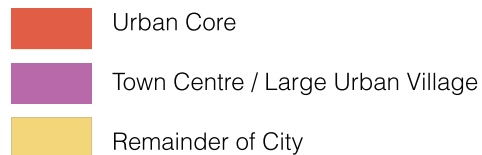
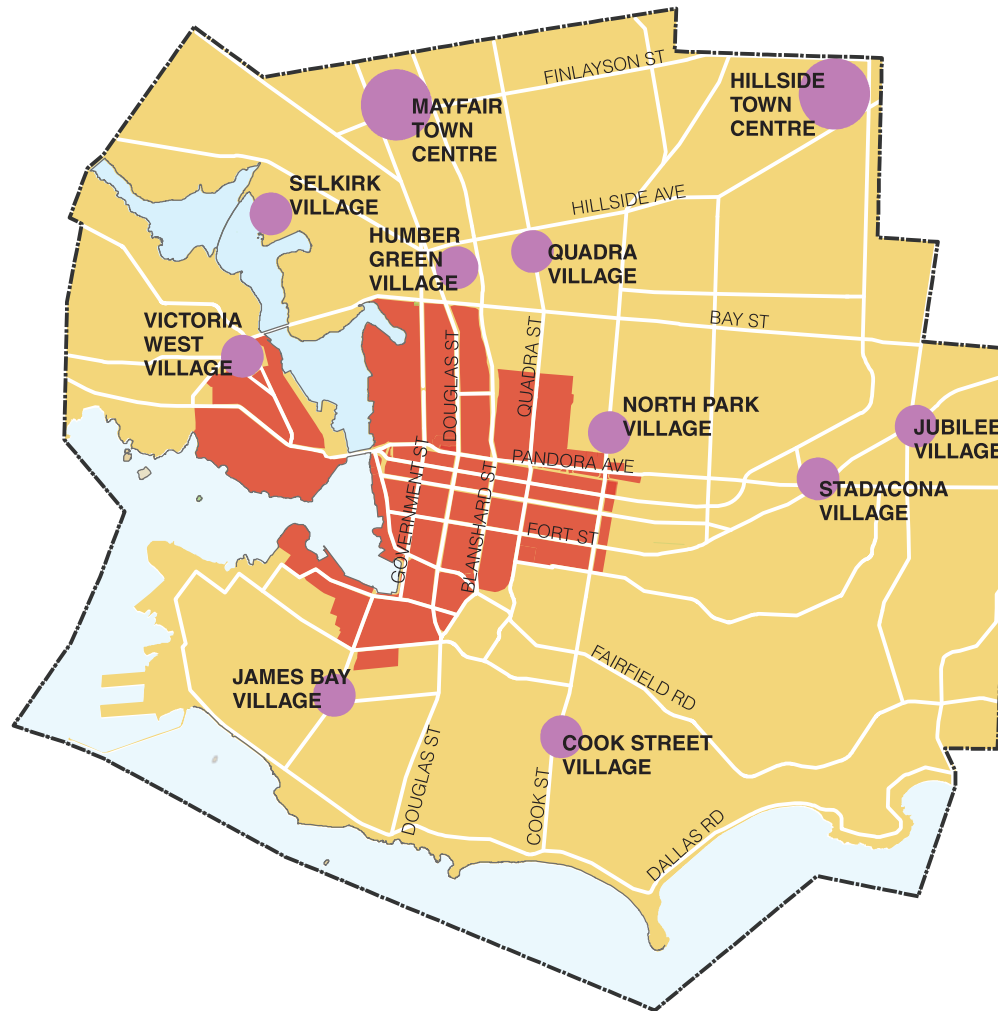
READ A THIRD TIME the                                       day of                                       2019

ADOPTED on the                                       day of                                       2019

CITY CLERK

MAYOR

**Figure 3: Thirty Year Growth Management Concept**




**Urban Core**  
 > 50% of population growth  
 > approximately 10,000 new people by 2041

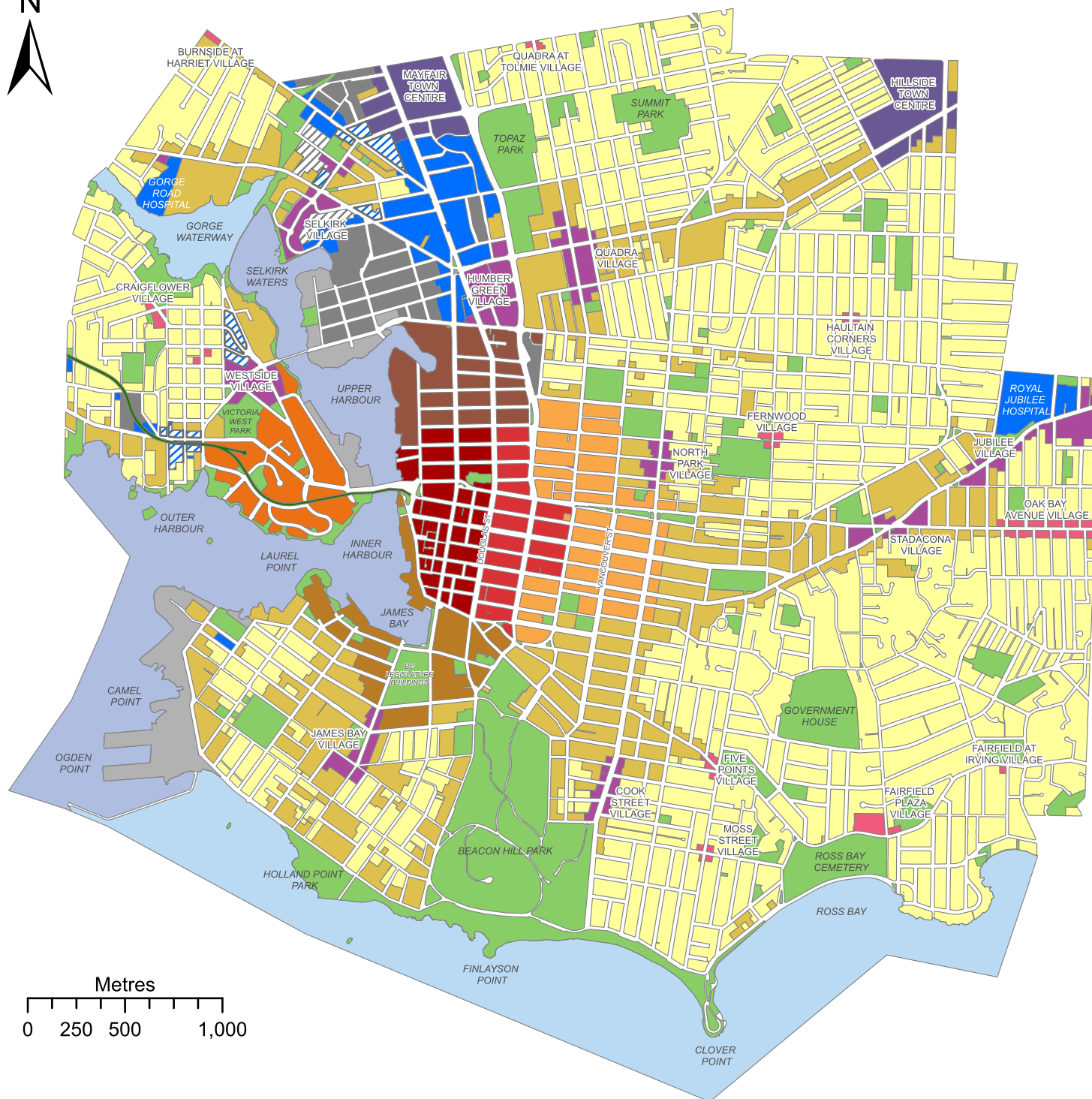


**Town Centres and Large Urban Villages**  
 (including areas within close walking distance)  
 > 40% of population growth  
 > approximately 8,000 new people by 2041



**Remainder of City**  
 > 10% of population growth  
 > approximately 2,000 new people by 2041

 = 200 People

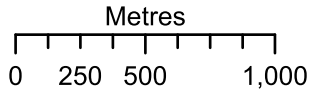
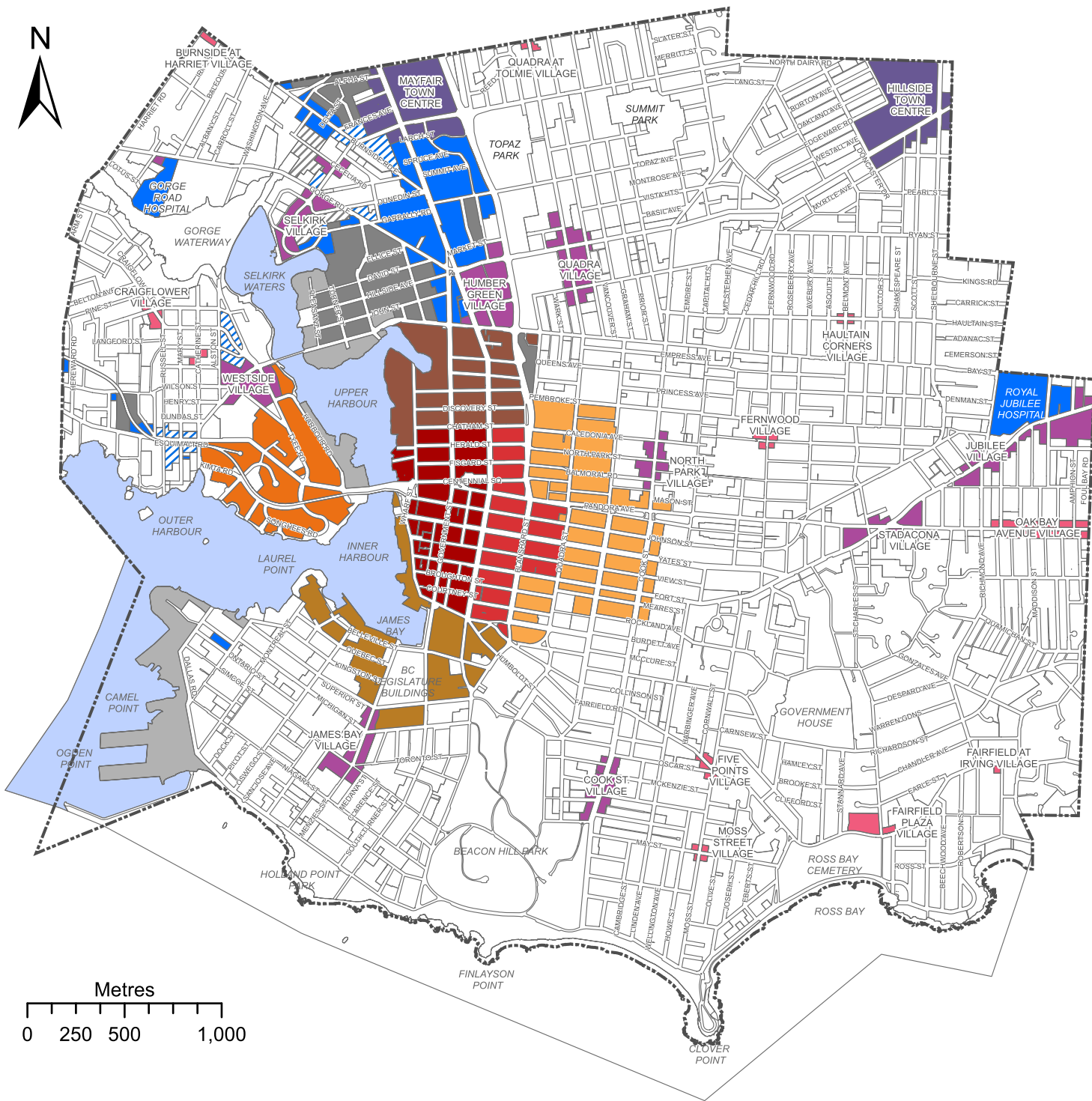


## MAP 2

### Urban Place Designations

- Core Historic
- Core Business
- Core Employment
- Core Inner Harbour/Legislative
- Core Songhees
- Core Residential
- General Employment
- Employment-Residential
- Industrial Employment
- Industrial Employment-Residential
- Marine Industrial
- Town Centre
- Large Urban Village
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Rail Corridor
- Working Harbour
- Marine

Urban Place Designations extend to the centerlines of adjacent streets.



# MAP 14

## Employment Lands

- Core Historic
- Core Business
- Core Employment
- Core Inner Harbour/Legislative
- Core Songhees
- Core Residential
- General Employment
- Industrial Employment
- Marine Industrial
- Town Centre
- Large Urban Village
- Small Urban Village
- Marine - Harbour
- Employment-Residential
- Industrial Employment-Residential





\*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.

# MAP 32

## COMPOSITE MAP OF DEVELOPMENT PERMIT AREAS AND HERITAGE CONSERVATION AREAS

- DPA 1 (HC): Core Historic
- DPA 2 (HC): Core Business
- DPA 3 (HC): Core Mixed-Use Residential
- DPA 4: Town Centres
- DPA 5: Large Urban Villages
- DPA 6A: Small Urban Villages
- DPA 6B (HC): Small Urban Villages Heritage
- DPA 7A: Corridors
- DPA 7B (HC): Corridors Heritage
- DPA 8: Victoria Arm Gorge Waterway
- DPA 9 (HC): Inner Harbour
- DPA 10A: Rock Bay
- DPA 10B (HC): Rock Bay Heritage
- DPA 11: James Bay and Outer Harbour
- DPA 12 (HC): Legislative Precinct
- DPA 13: Core Songhees
- DPA 14: Cathedral Hill Precinct
- HCA 1: Traditional Residential
- DPA 15C: Intensive Residential Rockland

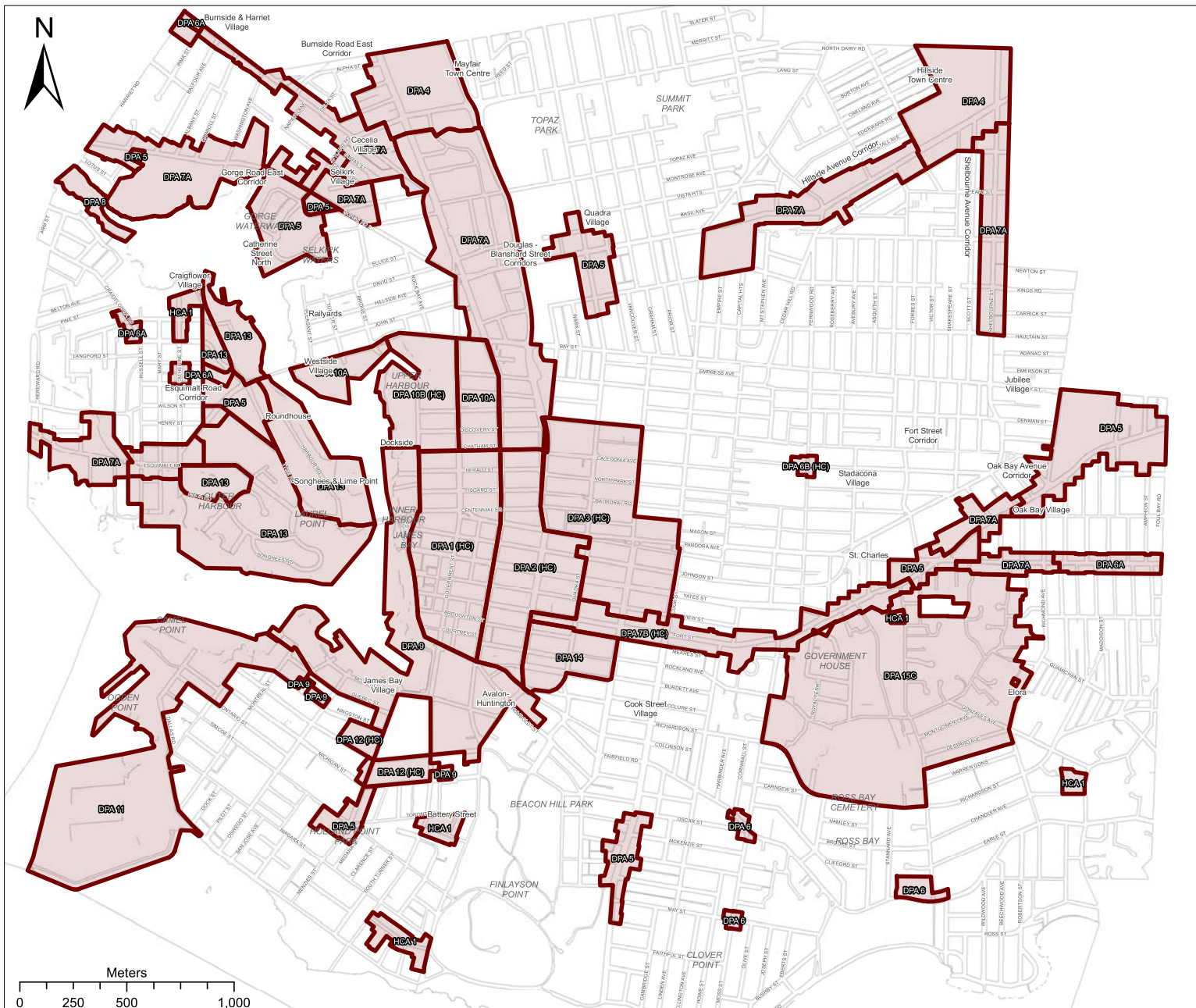
See Map 32A for the following Intensive Residential Development Permit Areas:

DPA 15F: Intensive Residential - Attached Residential Development

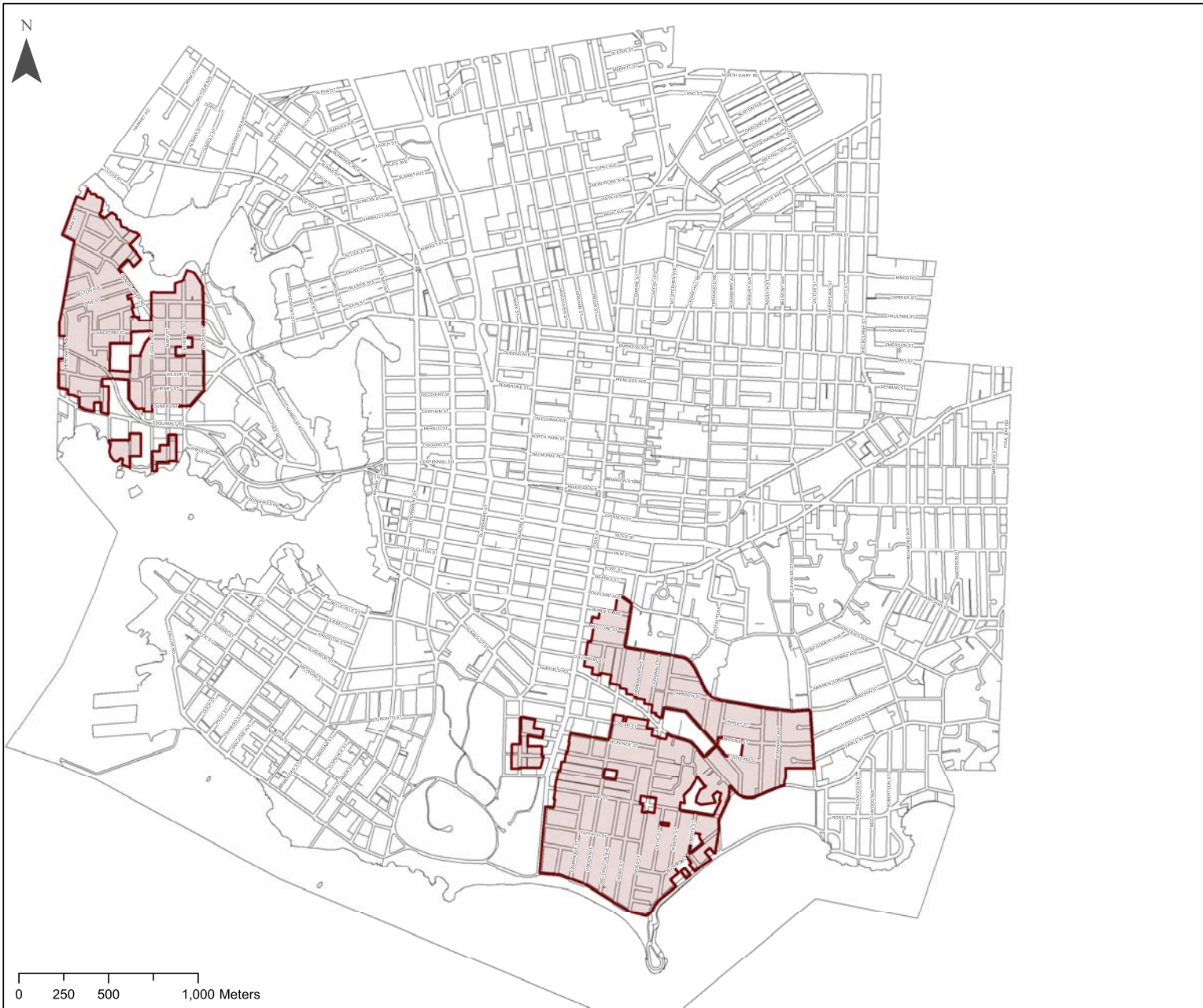
The following designations apply to all areas within the City of Victoria and are not shown on this map:

- DPA 15A: Intensive Residential Small Lot
- DPA 15B: Intensive Residential Panhandle Lot
- DPA 15D: Intensive Residential Duplex
- DPA 15E: Intensive Residential Garden Suites
- DPA 16: General Form and Character

This composite map is provided for reference only. Please see the map and provisions for each designated DPA and HCA for legal information.







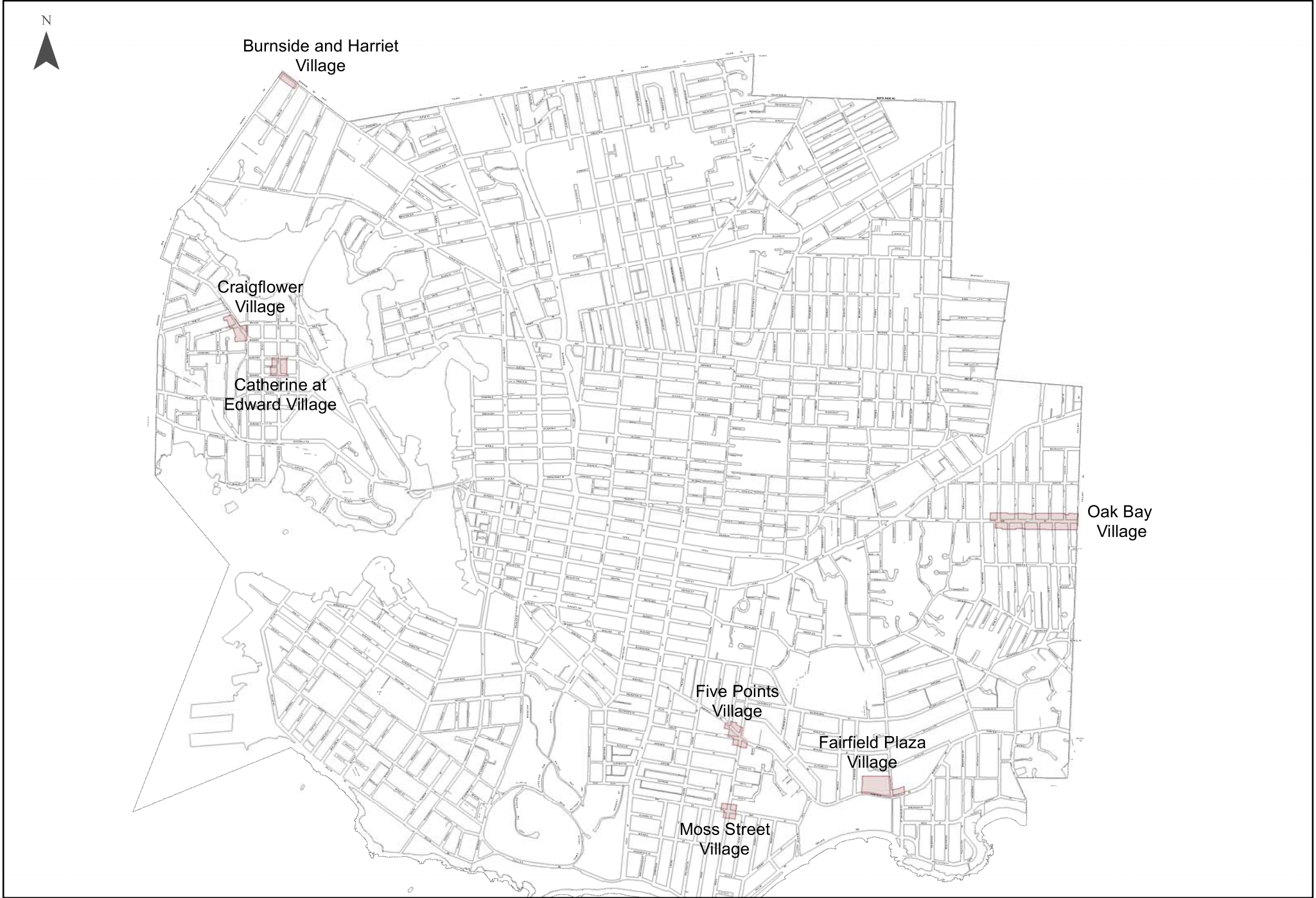
## MAP 32A

### COMPOSITE MAP OF ATTACHED RESIDENTIAL DEVELOPMENT PERMIT AREAS

DPA 15F: Intensive Residential -  
Attached Residential Development

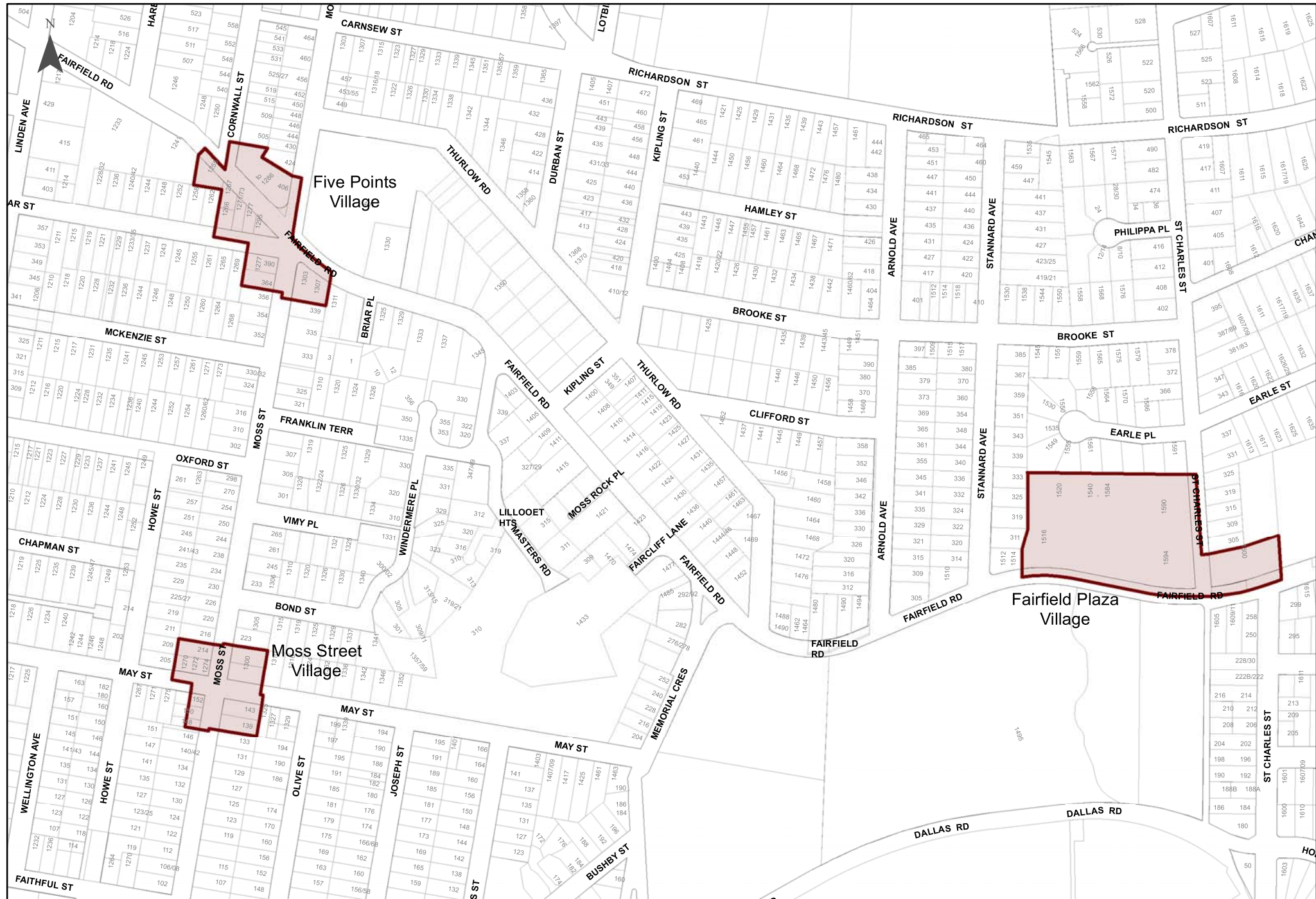
This composite map is provided for reference only.  
Please see the detailed maps for legal information.

Map 48: DPA 6A: Small Urban Villages





Map 48D: DPA 6D: Small Urban Villages - Moss Street Village, Five Points Village, and Fairfield Plaza Village



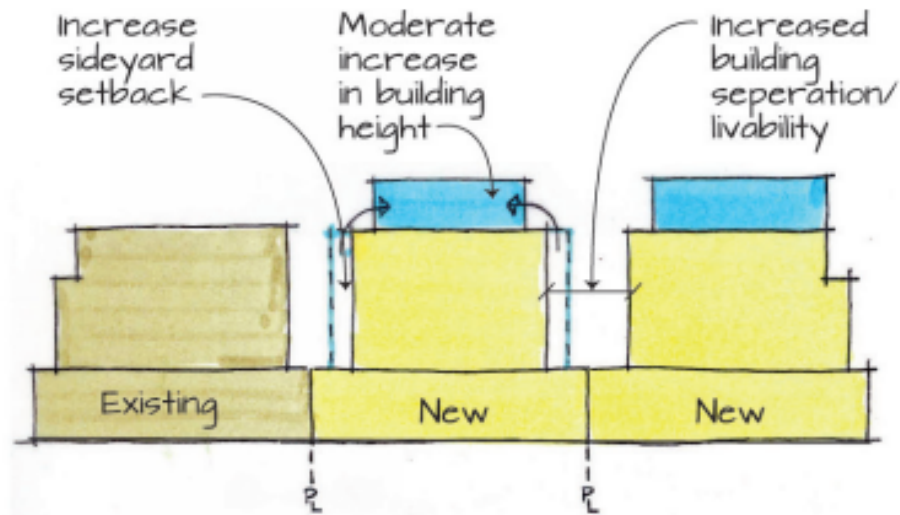


Fig. 23. Building Separation for Taller Buildings, Cathedral Hill: At a given density, modest increase in height can support greater building separation and more slender buildings, enhancing livability for current and planned future residences.

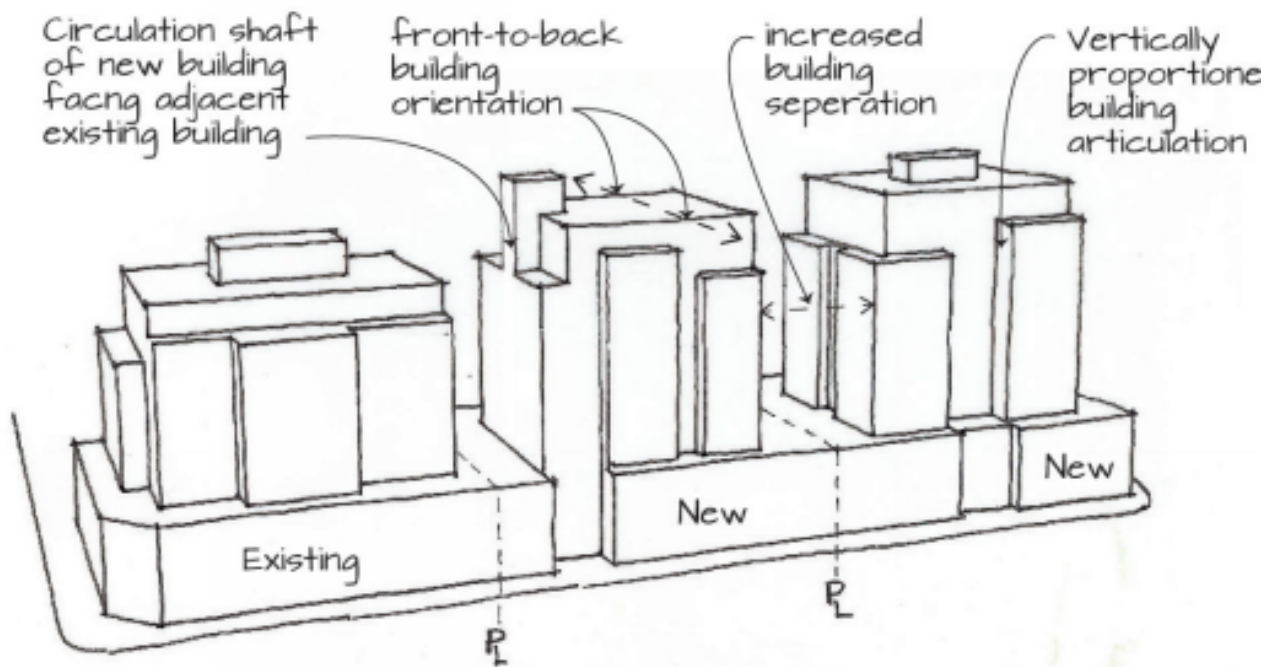
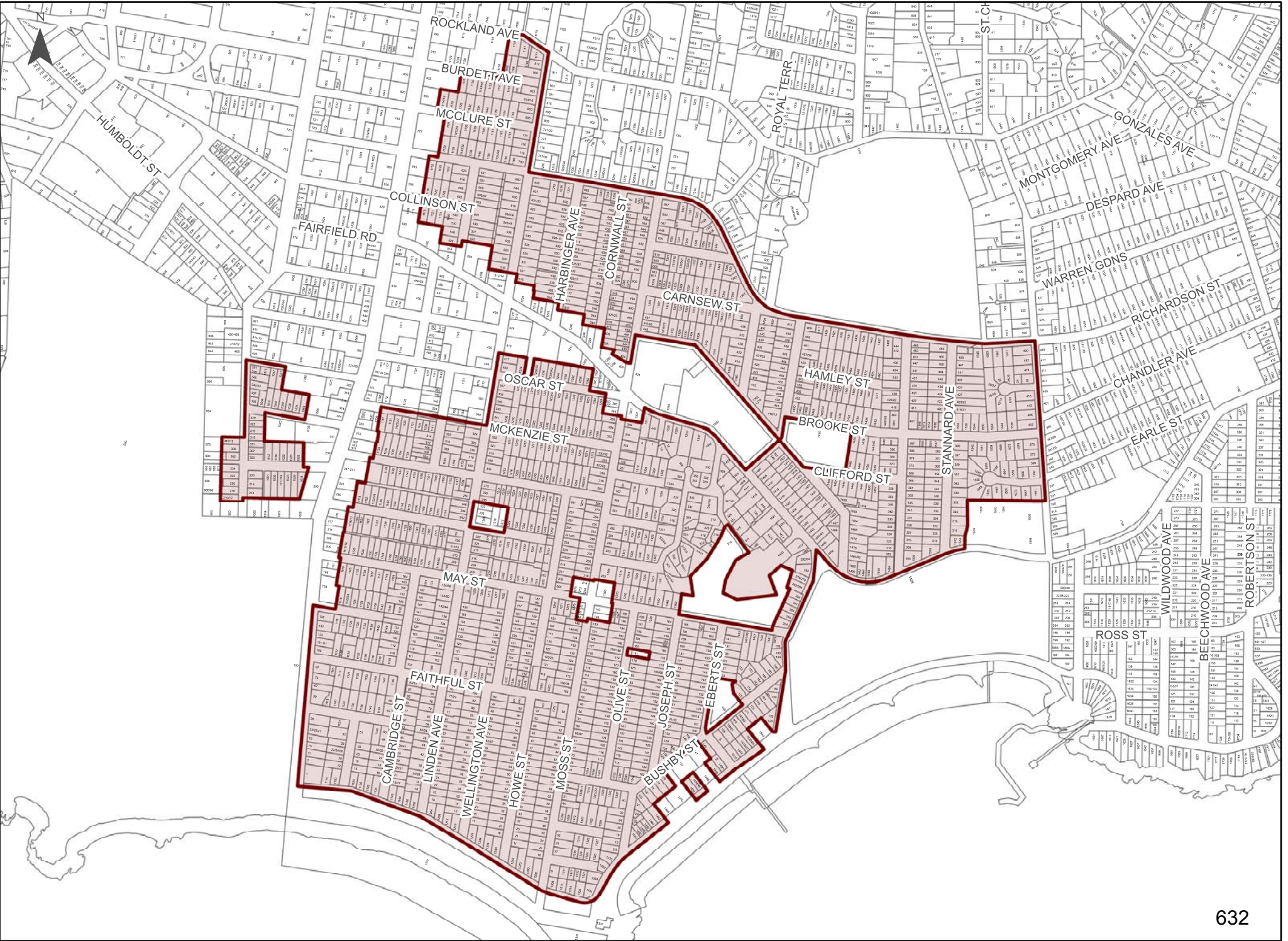


Fig 24. Building Orientation for Taller Buildings: Examples of strategies for building orientation which encourage livability



Map 74: DPA 15F: Intensive Residential - Attached Residential Development (Fairfield)







# Cook Street Village Design Guidelines



**Publishing Information**

Title:	Cook Street Village Design Guidelines
Prepared by:	City of Victoria Sustainable Planning and Community Development Department
Status:	Proposed July 2019
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Contact details:	The City of Victoria Sustainable Planning and Community Development Department 1 Centennial Square Victoria, BC V8W 1P6 E: <a href="mailto:planning@victoria.ca">planning@victoria.ca</a> T: 250.361.0382
Cover photo credit:	Jo-Ann Loro

# Cook Street Village Design Guidelines

## Preamble

These guidelines apply to properties that are located within the Cook Street Large Urban Village. They are intended to supplement the *Design Guidelines For: Multi-Unit Residential, Commercial and Industrial, July 2012* which address form and character of developments across the city.

It is intended that both guideline documents will be considered together in conjunction with other applicable guidelines noted in each designated development permit area as detailed in the Official Community Plan. Collectively, the guidelines are intended to guide applicants in achieving new development and additions to existing buildings that result in design excellence, livability, and high-quality pedestrian environments. This is intended to contribute to sense of place and urbanism that is responsive to Victoria's context, while enabling flexibility and fostering creativity.

All visuals in this document are provided for illustrative purposes only to support description of the guidelines.

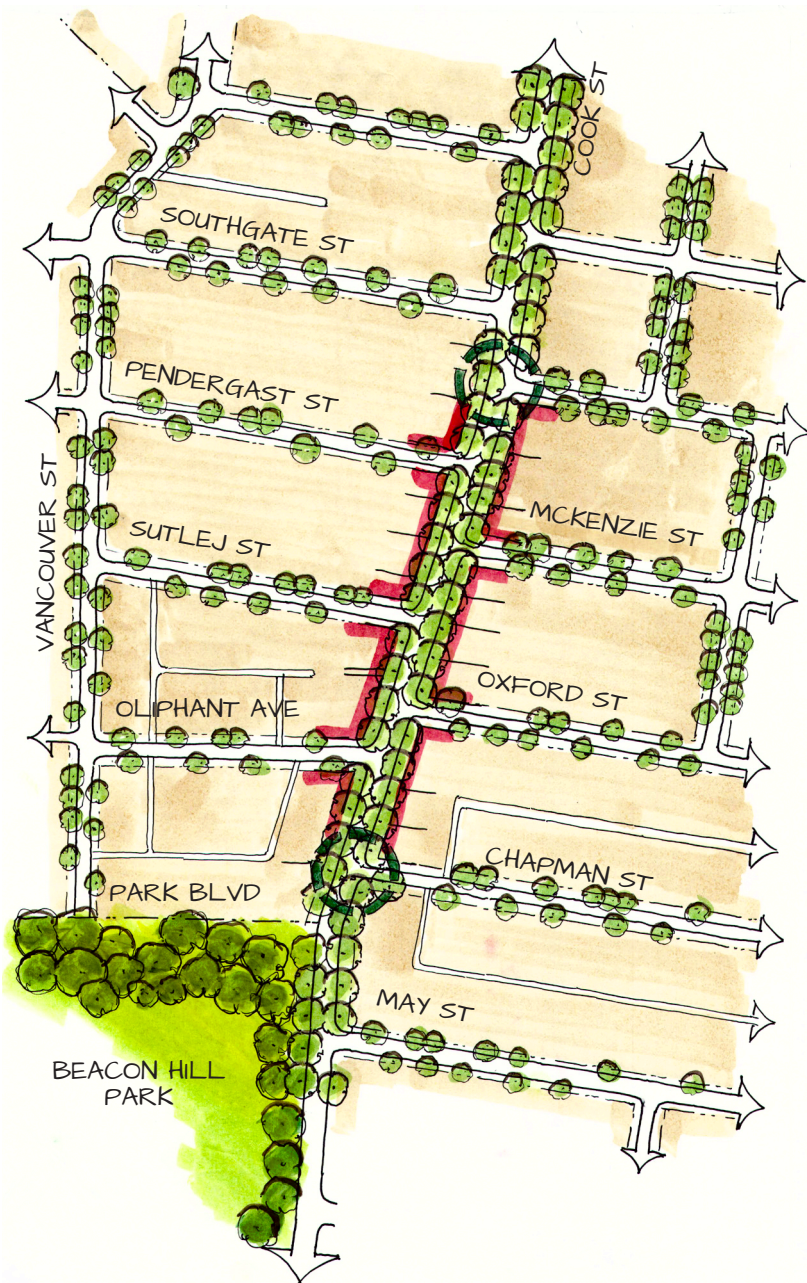


Cook Street Village area

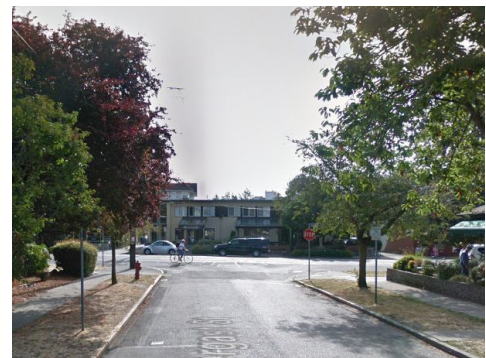


## Context and Character Defining Features

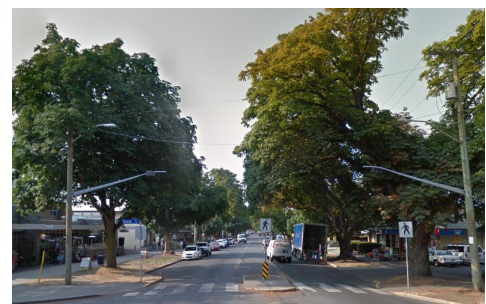
Cook Street Village is a beloved destination for Fairfield residents and many others across the region, due to its unique collection of shops, cafes, services and proximity to parks and waterfront. The unique and highly cherished character and identity of Cook Street Village is defined principally by the mature horse chestnut trees with their large and lush canopies and the generous boulevard they are planted within; the diverse mix of pedestrian oriented shops, restaurants and cafes that line and spill out onto the sidewalk/boulevard and the vibrant street life that results. The street network and block structure in the village are also unique physical characteristics of the Village: The T-intersections provide opportunities for terminating vistas and sunlight penetration, and the slight curves in the street (chicanes) at either end of the village create natural gateways. Additionally, there is a desire to ensure a slow safe, comfortable and convenient environment for all modes of travel within and through the village to maintain and enhance its pedestrian orientation and character.



*Mature boulevard trees and pedestrian vitality define the character and identity of the village*



*T-intersections are a unique characteristic of the village*



*Village gateways are defined by tree canopy, pedestrian crossings with medians, and slight deflection in street alignment at either end of the village*



# Design Principles

It is the intent of these guidelines that new buildings respond to the positive aspects of the existing and planned future context of Cook Street Village and support the following principles:

- Protect and renew the street tree canopy
- Maintain the sunny and open feeling of the streets
- Encourage a fine-grained expression of building frontages at the street level and upper storeys
- Encourage front patios, display areas, seating and other semi-private space in front of businesses
- Keep the eclectic, unique feel of the village
- Create a series of diverse and welcoming public spaces

## General Guidelines

### 1. Context and Streetscapes

*Intent: Achieve a sense of human-scale building façades which front Cook Street and which support the future healthy, lush and mature boulevard trees; provide space for patio dining and display areas; and allow for the penetration of sunlight.*

- a. For new buildings fronting onto Cook Street, development proposals are required to assess and demonstrate incorporation of measures to support existing and future large canopy boulevard trees, and support other livability and built form objectives, through incorporation of a combination of ground floor setbacks and upper storey step-backs, as follows:
  - i. An average 2 metre setback (from the fronting property line) for the first storey
  - ii. An average 5 metre setback (from the fronting property line) after the second storey



*Shops and cafes spill out onto the sidewalk to create a vibrant streetscape environment*

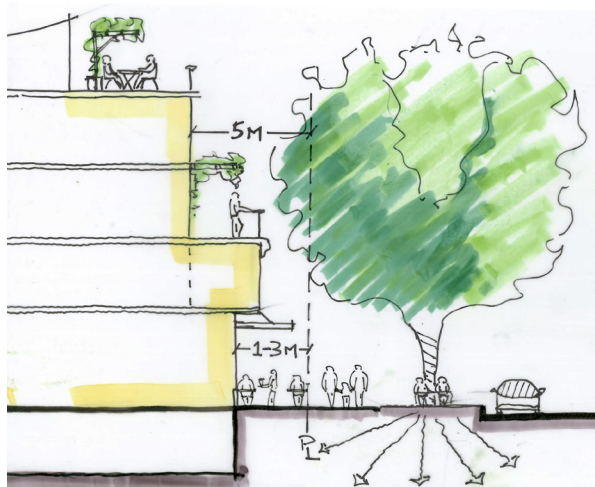


*Street performance supported by generous sidewalk and boulevards.*



*Development proposals are required to assess and demonstrate incorporation of measures to support existing and future boulevard trees in the village.*

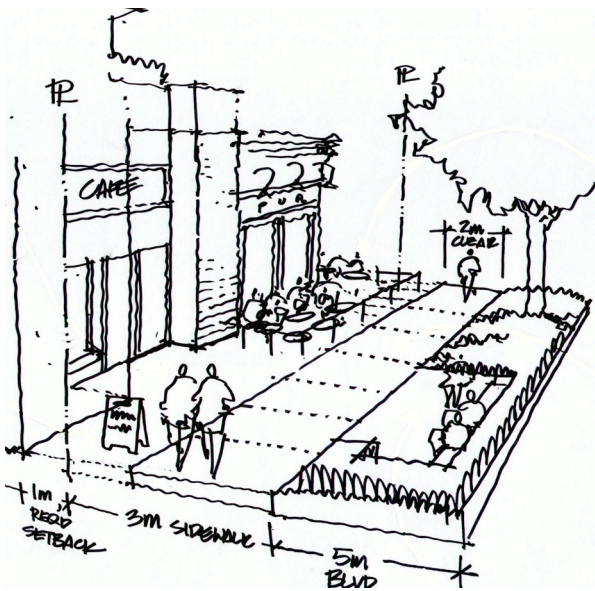




*Site and design buildings to support healthy tree canopy and root growth*



*A maximum 8-10 m commercial entry spacing and 4 m minimum ground floor to ceiling height is desired.*



*Incorporate patio cafes, seating and other pedestrian oriented features*

- iii. Setbacks from the property line for underground parking structures to support existing and future tree root growth to the satisfaction of the City Arborist
- iv. Development applications should include an arborist's report addressing any impacts on existing or future mature street trees, to the satisfaction of the City Arborist.
- v. A maximum building height of 4 storeys at 13.5 metres
- b. On flanking streets, incorporate a minimum 1 metre setback from the property line, and an additional upper level setback of 3 metres (from the property line) above the 3rd storey.
- c. Buildings should create "eyes on the street" and public spaces by orienting doorways, windows and balconies to overlook public streets, sidewalks, walkways, parks or plazas, and other open spaces.

## 2. Active Street Frontages

- a. The first storey of a mixed-use or commercial building should be designed with a minimum floor-to-ceiling height of at least 4m and a minimum depth of approximately 10 metres to accommodate a range of commercial uses.
- b. Buildings with commercial uses at grade should be designed with a series of modulated storefronts and entrances, with transparent glazing. This strategy should be used even where a building contains a larger commercial space. Maintain a pattern of shop front modules and entry spacing of generally 8-10 metres
- c. Buildings are encouraged to incorporate varying setbacks, with portions of the front façade set back further, up to 3m from the property line, to accommodate features such as patios, seating or courtyard areas.

d. Ground-floor commercial uses on corner sites along Cook Street should have a visual presence and identity on both street frontages through the use of entrances, windows, awnings and other building elements.

e. Commercial patio spaces should be designed to be welcoming and accessible to people with diverse abilities

f. Built elements of commercial patios should be compatible in material and design with the overall building as well as the streetscape context.

g. For patio and display areas, consider use of pavement patterns and/or textures which distinguish these areas from the public sidewalk.



*Incorporate active and attractive building fronts and streetscape elements into building design*

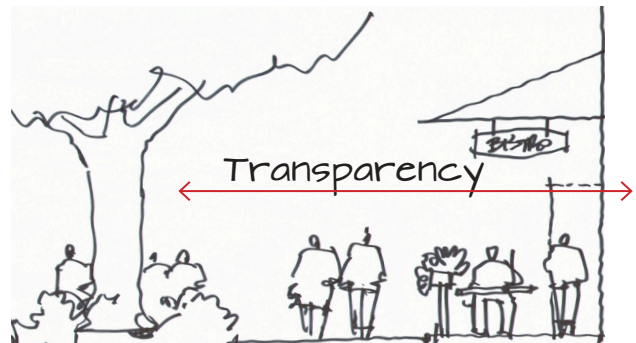
### 3. Building Design

Building façades, especially those facing streets, should be well-designed and articulated with human-scale architectural features that create visual interest for pedestrians. Facade designs should consider the rhythm and pattern of existing building façades and architectural elements in the surrounding context, such as building articulation, roof-lines, window placement, entryways, canopies and cornice lines, while creating a diversity of design to enhance the eclectic look and feel of the village.

a. Large expanses of blank walls should be avoided. Where this is not possible, design treatments such as vertical plant materials, landscaping, art (e.g. mosaic, mural or relief) or the use of other building materials and building elements are encouraged to add visual interest.

b. Weather protection for pedestrians should be provided in the following manner:

- i. Individual canopies or awnings of sufficient depth should be provided to protect pedestrians from inclement weather, especially at building entrances.
- ii. The underside of canopies should be illuminated.



*Incorporate transparent shop fronts with weather protection and pedestrian oriented signage and lighting to support pedestrian activity*

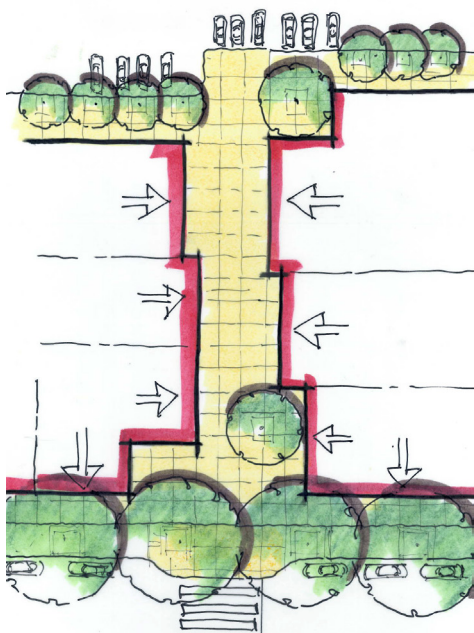


*Large areas of glazing, canopies and sidewalk cafes, and upper storey balconies over looking the street help support village vitality.*

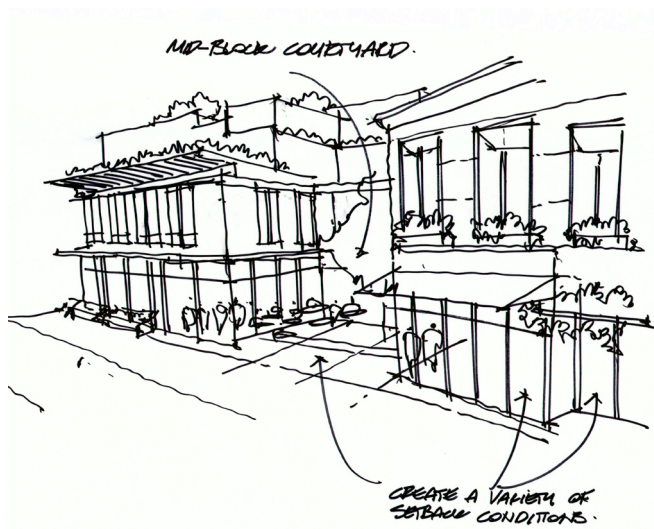




*Incorporate courtyards, pedestrian pass-throughs and architectural features at terminating vistas created by t-intersections.*



*Mid-block courtyards and pedestrian pass-throughs enhance the pedestrian amenity and connectivity of the village (above and below).*

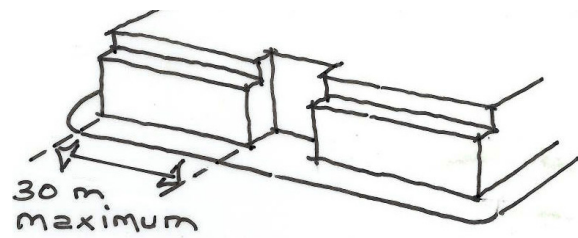


- iii. Canopies with translucent or frosted glazing are encouraged to maximize winter sunlight, particularly for north-facing façades.
- iv. Incorporate pedestrian-oriented signage and lighting
- c. Building design should respond to corner sites and terminating vistas at T-intersections
  - i. For buildings located on a corner, the corner design should include an architectural feature that addresses and emphasizes the corner. Strategies to achieve this include but are not limited to a chamfered or setback corner, prominent glazing, or a primary building entrance oriented to the corner.
  - ii. Building design should emphasize and positively respond to terminating vistas created by T-intersections by incorporating pedestrian oriented features such as entryways, seating areas, court yards and patio cafes, and architectural features such as projecting bays and balconies, building modulation, and distinct roof lines.
  - iii. Consider unique roof-lines for taller buildings that have a visually prominent location (e.g. at corners, or at terminating vistas of streets, or at gateways) in order to create a distinct landmark.
- d. A diversity of building forms and designs are encouraged along Cook Street to celebrate and enhance the eclectic look and feel of the street and create a diverse expression and visual interest along the street.
- i. Incorporate façade modulation and articulation, and encourage varied heights and massing between buildings, to create visual interest and avoid uniformity of buildings within the village
- e. Incorporate mid block pedestrian pass-throughs and courtyards where appropriate with active frontages to help break up the mass of larger buildings, provide increased retail frontage and enhanced east-west pedestrian connectivity.

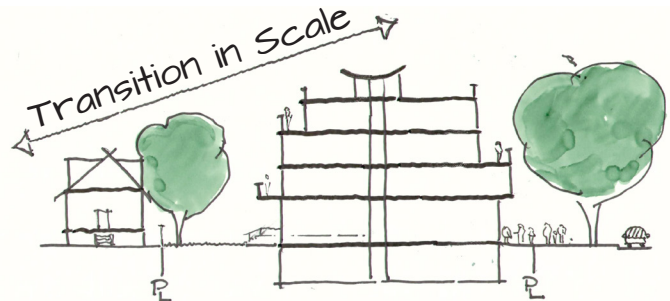
f. For larger buildings, break up the mass through articulation, changes in plane, and changes in material that correspond to changes in plane.

i. Incorporate a substantial break in the façade of buildings with frontages over 30m in length

g. Multi-unit residential and mixed-use buildings should be designed to provide a sensitive transition in scale to adjacent, smaller developments through consideration for building mass, orientation of windows and entries, and other design features. Strategies to achieve this include but are not limited to setting upper storeys back, varying roof lines, increasing rear and side yard setbacks, including landscape within side or rear setbacks, and siting and scaling buildings to reduce shading, overlook, etc.



*Incorporate a substantial break in the façade for frontages over 30m in length.*



*Design for sensitive transition in scale to adjacent, less intensive buildings.*

## 4. Parking

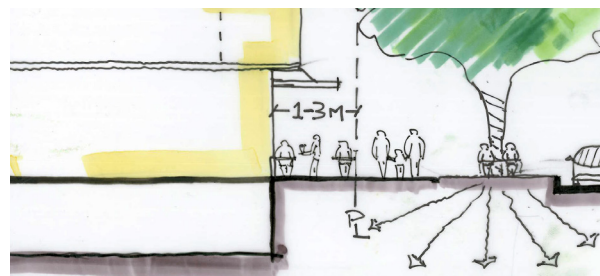
a. Parking should be located underground or to the rear of buildings to provide human scale pedestrian environments. Where rear yard surface parking is proposed, building designs and landscaping interventions should be employed so that parking is integrated into sites in a manner that results in an attractive and safe environment.

b. To improve the continuity of the Cook Street Village streetscape, driveway access to rear parking and loading areas should be accessed from side streets or laneways where possible.

c. Parking and underground structures should be set back from the property line to allow for healthy root zones to support current and future mature street trees.

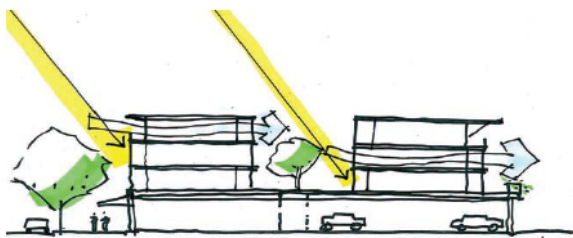


*Plantings and special pavers soften the look of this rear yard parking area.*

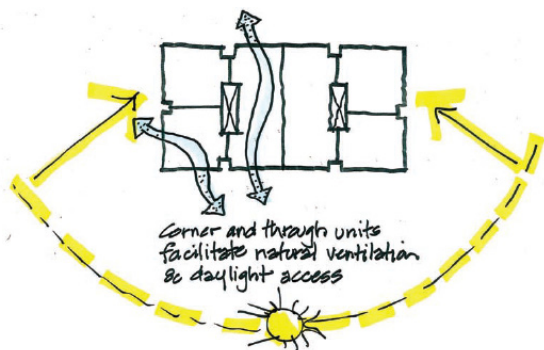


*Locate underground parking structures to support healthy root zones.*





*Courtyard type buildings create opportunities for incorporating outdoor amenity spaces and residential units with daylight and natural ventilation on at least two sides.*



*Roof top patios increase amenity and livability for both residential uses (above) and commercial uses (below).*



## 5. Livability

- a. Where two or more buildings are located on a single site, or where a single structure contains two or more building elements above a common base or podium, a comfortable separation space should be provided for residential units, with consideration for window placement, sunlight penetration to residential units, and adequate spaces for landscaping.
- b. Residential building designs are strongly encouraged to include common outdoor space such as landscaped courtyards, rooftops, or upper-storey terraces, where possible.
- c. Buildings with residential use should be designed so that units receive daylight and natural ventilation from at least two sides of the building, or from one side and a roof. Where possible, provide dwelling units with a choice of aspect: front and back, or on two sides (for corner units).
- d. As a means to improve privacy between adjacent buildings, consider design solutions such as window size, window height, window placement and orientation, exterior landscaping, privacy screens or the use of frosted glazing on balconies.
- e. Pedestrian walkways that connect the primary entrance of multi-unit residential or commercial buildings with the adjacent public sidewalk should be a minimum of 2 m wide and distinguishable from driving surfaces by using varied paving treatments.

f. Mitigate noise impacts on residential uses and adjacent properties from commercial uses, loading, vents and mechanical equipment through sensitive location of loading areas, vents and mechanical equipment, landscape screening and sound barriers where necessary.

## 6. Materials and Finishes

a. Exterior materials that are high quality, durable, natural and capable of withstanding a range of environmental conditions throughout the year are required, particularly on lower portions of buildings that are more closely experienced by pedestrians. High quality building materials include but are not limited to:

- Natural wood
- Composite materials
- Brick masonry
- Glazed tile
- Stone
- Concrete
- Flat profile “slate” concrete tiles
- Glass and wood for window assemblies
- Standing seam metal roofing

b. Light-coloured, heat reflective and permeable paving materials are encouraged for hard surfaces such as parking areas, walkways, patios and courtyards as a means to reduce storm water run-off and reduce heat-island effects. Light-coloured or heat reflective materials are also encouraged for rooftops to reduce heat island effects.

c. Landscape design should consider the local climate and water efficiency through species selection, including selection of drought-tolerant species, efficient irrigation systems or design of unirrigated landscapes, use of run-off for irrigation, presence of rain gardens and other approaches.

d. The location of driveways and drive aisles should strive to preserve existing canopy trees or provide opportunities for new canopy trees within the boulevard by maintaining sufficient planting spaces.

e. Site design should integrate features to mitigate surface runoff of stormwater, and stormwater impacts on neighbouring sites. This may include a variety of treatments (e.g. permeable paving, landscape features designed for rainwater management, cisterns or green roofs, and/or other approaches) which are consistent with approved engineering practices and other city policies.

f. Consider features in landscaping or open space that add to sociability, such as shared areas to sit, garden plots, play areas, balconies fronting courts, etc.

## 7. Landscaping and Open Space

a. Buildings that include residential units should include private open space (e.g. balconies, porches) and/or easily accessed shared open space in the form of courtyards, green spaces, terraces, yards, play areas or rooftop gardens.

b. The rear yard of multi-unit or mixed-use 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.





# Revitalization Guidelines for Corridors, Villages and Town Centres

2019

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# Revitalization Guidelines for Corridors, Villages and Town Centres

## Preamble:

These guidelines apply to designated Corridors, Villages and Town Centres and are intended to supplement the *Design Guidelines For: Multi-Unit Residential, Commercial and Industrial, July 2012* which address form and character of developments across the city.

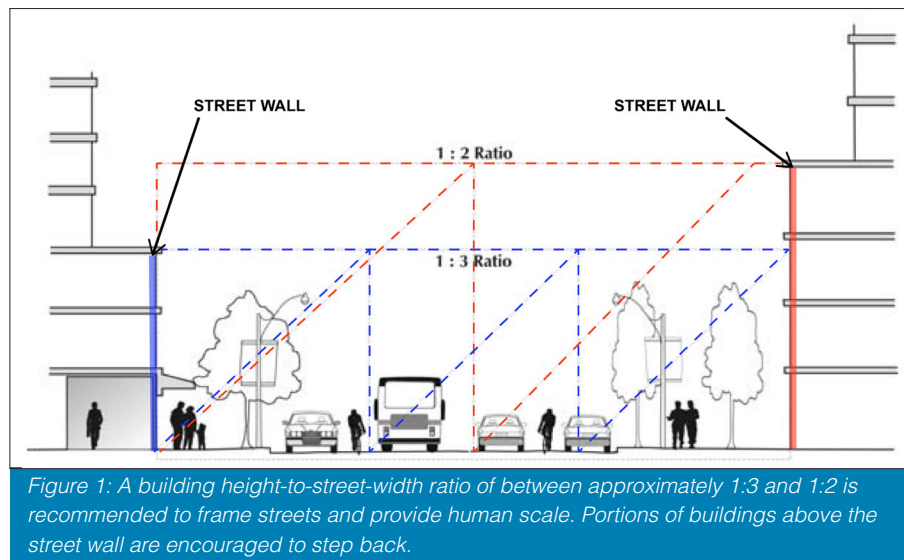
It is intended that both guideline documents will be considered together in conjunction with other applicable guidelines noted in each designated development permit area as detailed in the *Official Community Plan*. Collectively, the guidelines are intended to guide applicants in achieving new development and additions to existing buildings that result in design excellence, livability, and high-quality pedestrian environments. This is intended to contribute to sense of place and urbanism that is responsive to Victoria's context, while enabling flexibility and fostering creativity.

All visuals in this document are provided for illustrative purposes only to support description of the guidelines.

# General Guidelines

## 1) Context and Streetscapes:

- a. Buildings flanking streets should create a sense of enclosure and human scale. To achieve this, buildings fronting streets should provide a “street wall” that is at a height approximately 1/2 to 1/3 the width of the flanking street. This can be expressed as a street-wall-to-street-width ratio range of approximately 1:2 to 1:3. For buildings located on corner sites, this principle should be applied to the facades facing both streets where possible.



- b. To mitigate the visual impact of building height and to maximize sunlight exposure to the street, the upper portions of buildings above the street wall should be set back by at least two metres.
- c. Where an established pedestrian-friendly street wall exists, the front facade of new buildings should be generally aligned with adjacent buildings to create visual continuity along the streetscape.
- d. Buildings with commercial uses at grade should generally be built up to the sidewalk. Portions of the front facade may be set back from the front property line to accommodate features such as patios, courtyards or seating areas.
- e. Buildings should create “eyes on the street” and public spaces by orienting doorways, windows and balconies to overlook sidewalks, walkways, parks and other open spaces.
- f. Consider unique rooflines for taller buildings that have a visually prominent location (e.g. at corners, or at terminating vistas of streets) in order to create a distinct landmark.

## 2) Building Design:

- a. Building facades, especially those facing streets, should be well-designed and articulated with human-scale architectural features that create visual interest for pedestrians. Facade designs should consider the rhythm and pattern of existing building facades and architectural elements in the surrounding context, such as building articulation, rooflines, window placement, entryways, canopies and cornice lines.
- b. Large expanses of blank walls should be avoided. Where this is not possible, design treatments such as vertical plant materials, landscaping, art (e.g. mosaic, mural or relief) or the use of other building materials and building elements are encouraged to add visual interest.
- c. Weather protection for pedestrians should be provided in the following manner:
  - a) Individual canopies or awnings of sufficient depth should be provided to protect pedestrians from inclement weather, especially at building entrances.
  - b) The underside of canopies should be illuminated.
  - c) Canopies with translucent or frosted glazing are encouraged to maximize winter sunlight, particularly for north-facing facades.
- d. For buildings located on a corner, the corner design should include an architectural feature that addresses and emphasizes the corner. Strategies to achieve this include but are not limited to a chamfered or setback corner, prominent glazing, or a primary building entrance oriented to the corner.
- e. The first storey of a mixed-use or commercial building should be designed with a minimum floor-to-ceiling height of at least 4m and a minimum depth of approximately 10 metres to accommodate a range of commercial uses.
- f. Buildings with commercial uses at grade should be designed with a series of modulated storefronts and entrances, with transparent glazing. This design strategy is encouraged even where the building has a single tenant or use.
- g. Buildings that extend along sloping sites should be designed to follow and respond to the natural topography while maintaining a strong relationship of facades and building entrances to the street. Where retaining walls are unavoidable, they should be designed to ensure that they do not negatively impact the pedestrian experience along adjacent sidewalks.



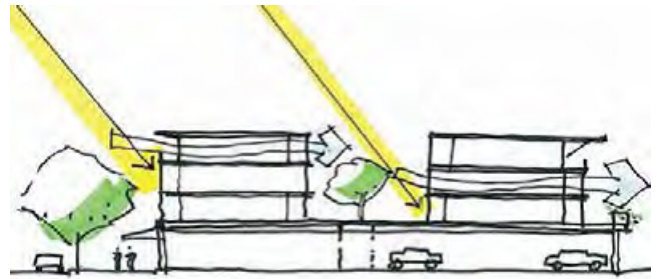
*Figure 2: Modulated, transparent storefronts create interest for pedestrians and encourage activity along the street.*

## 3) Parking:

- a. Parking should be located underground or to the rear of buildings to provide human scale pedestrian environments. Where rear yard surface parking is proposed, building designs and landscaping interventions should be employed so that parking is integrated into sites in a manner that results in an attractive and safe environment.

## 4) Livability:

- a. Where two or more buildings are located on a single site, or where a single structure contains two or more building elements above a common base or podium, a comfortable separation space should be provided for residential units, with consideration for window placement, sunlight penetration to residential units, and adequate spaces for landscaping.
- b. Multi-unit buildings should be designed to provide a sensitive transition in scale to adjacent, smaller developments through considerations for massing and other design features. Strategies to achieve this may include but are not limited to setting upper storeys back, varying roof lines, siting or scaling buildings to reduce shading, etc.
- c. Residential building designs are strongly encouraged to include common outdoor space such as landscaped courtyards or rooftops, where possible.
- d. Buildings with residential use should be designed so that units receive daylight and natural ventilation from at least two sides of the building, or from one side and a roof. Where possible, provide dwelling units with a choice of aspect: front and back, or on two sides (for corner units).
- e. Residential buildings located along busy arterial streets should incorporate design features that minimize noise and pollution impacts (e.g. triple-pane glazing, residential units oriented towards courtyards, design of residential units with multiple orientations or side orientations, and building air intakes located away from the road).
- f. As a means to improve privacy between adjacent buildings, consider design solutions such as window size, window height, window placement and orientation, exterior landscaping, privacy screens or the use of frosted glazing on balconies.
- g. Pedestrian walkways that connect the primary entrance of multi-unit residential or commercial buildings with the adjacent public sidewalk should be a minimum of 2 m wide and distinguishable from driving surfaces by using varied paving treatments.



*Figure 3: Comfortable separation space allows for sunlight access to individual units and outdoor spaces.*



## 5) Materials and Finishes:

- a. Exterior materials that are high quality, durable and capable of withstanding a range of environmental conditions throughout the year are strongly encouraged, particularly on lower portions of buildings that are more closely experienced by pedestrians. High quality building materials include but are not limited to:
  - Natural wood
  - Composite materials
  - Brick masonry
  - Glazed tile
  - Stone
  - Concrete
  - Flat profile “slate” concrete tiles
  - Glass and wood for window assemblies
  - Standing seam metal roofing
- b. Light-coloured, heat reflective and permeable paving materials are encouraged for hard surfaces such as parking areas, walkways, patios and courtyards as a means to reduce storm water run-off and reduce heat-island effects. Light-coloured or heat reflective materials are also encouraged for rooftops to reduce heat island effects.

## 6) Landscaping and Open Space:

- a. Buildings that include residential units should include private open space (e.g. balconies, porches) or easily accessed shared open space in the form of courtyards, green spaces, terraces, yards, play areas or rooftop gardens.
- b. The rear yard of multi-unit or mixed-use 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.
- c. Landscape design should consider the local climate and water efficiency through species selection, including selection of draught-tolerant species, efficient irrigation systems or design of unirrigated landscapes, use of run-off for irrigation, presence of rain gardens and other approaches.
- d. Consider features in landscaping or open space that add to sociability, such as shared areas to sit, garden plots, play areas, balconies fronting courts, etc.

# Area-Specific Guidelines

In addition to the General Guidelines, the following guidelines apply to each specific designated area.

## 1) Town Centres

### a. Mayfair Town Centre

- i. Taller buildings should generally be focused in the western part of the site, near Douglas Street.
- ii. Design taller buildings to have a clear architectural distinction between the base (podium or street wall portion), middle and upper portion of the building.
- iii. The podium base or street wall portion of buildings are encouraged to be three to five storeys (approximately 10–15 m) in height.
- iv. Major redevelopment of the Mayfair Shopping Centre should incorporate an internal network of pedestrian-friendly streets and connections between Speed Street, Nanaimo Street and Oak Street in order to create a structure of city blocks and to support permeability for pedestrians, cyclists and vehicles.
- v. Building design should emphasize Douglas Street as the primary retail street of the Mayfair Town Centre. However, building designs should not “turn their back” on adjacent streets. Instead, provide facades that address all street frontages and are consistent with the General Guidelines for Building Designs (SECTION 2).
- vi. Building design that results in a landmark expression is encouraged at the intersection of Douglas and Finlayson Streets.
- vii. The tower portions of buildings above six storeys in height should generally be sited and designed to maintain access to sunlight, with a sufficient face-to-face separation distance between towers on the same site, and a sufficient clear distance to lot lines abutting other developable parcels. A desired face-to-face separation distance for towers at the Mayfair Shopping Centre site (the area bounded by Douglas Street, Nanaimo Street, Blanshard Street and Tolmie Avenue) is 25 metres.

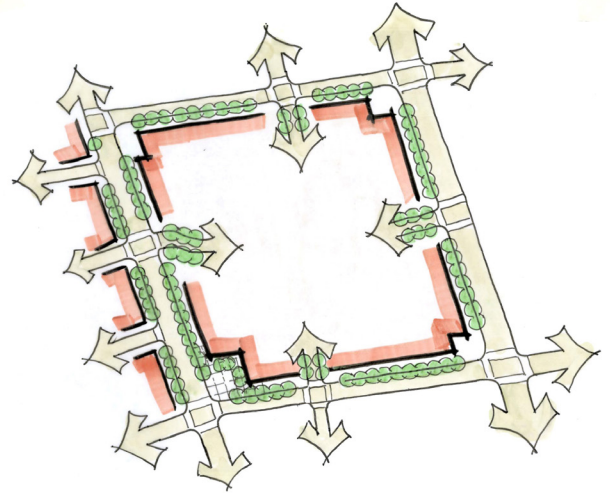


Figure 5: Major redevelopment of the Mayfair Shopping Centre site should establish an internal block structure connecting to adjacent streets.

## 2) Villages

### a. Gorge at Irma Village

- i. Development within this village should create multiple smaller storefronts facing Gorge Road and turning the corner onto Irma Street to support a variety of neighbourhood-oriented commercial uses.

## b. Craigflower Village

- i. Craigflower Village is envisioned as a neighbourhood-serving area with smaller storefronts, facades activating street or park edges regardless of use, and with scale transitioning to the adjacent neighbourhood. To achieve this:
  1. Buildings with commercial uses at grade should feature frequent entries and smaller storefront modules. A maximum distance of 10 metres for each module should be maintained.
  2. Between Raynor Street and Russell Street, new buildings should be sited close to the sidewalk's edge, regardless of use. Greater setbacks are encouraged where they accommodate residential or commercial patios or porches.

## c. Catherine at Edward Village

- i. Buildings fronting along Catherine Street between Edward Street and Langford Street are encouraged to establish a consistent streetwall close to the sidewalk's edge, regardless of use, with individual entries on the ground floor. Greater setbacks are encouraged where they accommodate residential or commercial patios or porches.
- ii. Features which activate the frontage (e.g. glazing along the ground floor, entries, patios or porches, and windows or balconies providing for surveillance of the public realm) should wrap around the corner to activate the laneway (Bella Street) as a pedestrian or gathering space and provide for surveillance.
- iii. Establish sensitive transitions to adjacent lower-scale residential development, considering building massing, access to sunlight, privacy, and landscape.

## d. Westside Village

- i. The section of Wilson Street stretching from its intersection at Bay Street and running east along the edge of Vic West Park is envisioned as an important gathering area. In addition to the General Guidelines, development in this area should provide frequent entries and be set back to provide sufficient space for pedestrian circulation, patio dining and street furniture along the Wilson Street frontage.

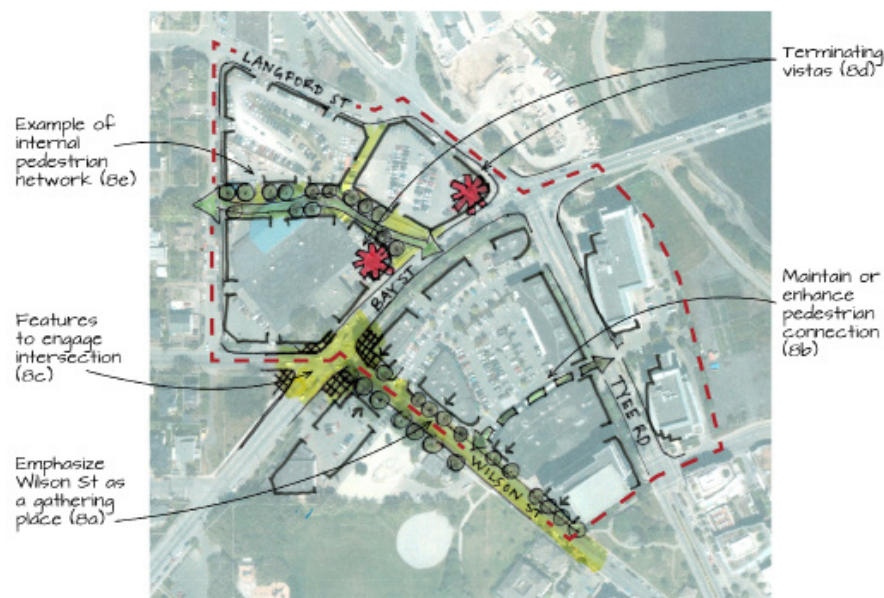


Figure 6: Conceptual illustration for Westside Large Urban Village.

- ii. With new development, maintain or enhance the pedestrian connection that links Tyee Road to Wilson Street through the site as illustrated conceptually in Figure 6.
- iii. Buildings fronting on the Wilson Street – Bay Street intersection should engage the intersection with corner entries, enhanced pedestrian treatments or small plazas.
- iv. Buildings at the two identified terminating vistas on the west side of Bay Street, identified in Figure 6, should create a distinct landmark consistent with the General Guidelines.
- v. With redevelopment of the block west of Bay Street, new development is encouraged to create an internal pedestrian and/or road network linking the neighbourhood to the west, Bay Street, and Langford Street. (See, for example, conceptual illustration in Figure 6.)
- vi. In order to transition sensitively to the neighbourhood to the west, buildings fronting Alston Street should establish a streetwall of no more than 3 storeys as viewed from Alston Street, with modest landscape setbacks, architectural design and features (such as windows and doors) which activate the public realm.
- vii. Langford Street between Alston Street and Tyee Road is envisioned as an opportunity to establish a physical environment accommodating a mix of employment uses, possibilities for artisan, production, and similar uses mixed with pedestrian activity. Buildings fronting Langford Street are encouraged to be designed with frequent entries, individual storefront modules, and features such as roll-up doors or loading bays which can accommodate a variety of uses.
- viii. See also Supplementary Guidelines for Light Industrial Uses in Victoria West Corridors and Villages (section 11 of these Guidelines), if such uses are anticipated.

#### e. **Fairfield Plaza**

##### *Key Principles for site layout*

- i. Transitions to the surrounding lower-scale residential neighbourhood should occur on site. Strategies to achieve this include: a landscaped setback space; tree planting and other vertical landscape elements; building setbacks, massing and/or stepbacks that result in sensitive transitions from existing development and avoid shading adjacent yards; the location of windows and balconies to avoid overlook and respect privacy; and screening of any mechanical equipment.
- ii. The site should include a public plaza is intended to be a focal point of the village and neighbourhood to support community gathering. This will be accomplished through the appropriate provision and placement of publicly-accessible seating, large canopy trees, a combination of hard and soft landscaping, use of high quality materials, and other elements that foster rest, play, shade and social activity, (e.g. a play structure for children, water feature, etc.). The plaza space should integrate well with adjacent storefronts and patio seating, provide clear visual and pedestrian connections to the surrounding street and open space network, and consider access to sunlight, especially during colder months.

Blue text is the proposed additional content for Design Guidelines



Fig 8. Example of a public gathering space and pedestrian-oriented buildings supporting small business.



iii. The site should incorporate a publicly accessible internal [circulation](#) network with clear visual and pedestrian connections to the surrounding street and open space network. [Internal automobile circulation](#) should be designed as a publicly accessible, pedestrian-friendly street network with sidewalks and street trees. [Back-of-house](#) uses such as truck access and loading should be located to the rear of buildings. The internal circulation network should provide safe and comfortable access for people arriving by bicycle, mobility device, or active transportation, from the entry of the site to parking and shopping destinations.

iv. New buildings should be located and designed to minimize shadowing impacts on adjacent buildings.

1. To this end, taller building forms should be located to the south and east portion of the site and be articulated to break up their massing.
2. Shadow studies will be required at the time of development permit application showing shadow impacts of proposed development at the following times:
  - fall equinox: 9:00 am; 12:00 pm and 5:00 pm
  - spring equinox: 9:00 am; 12:00 pm and 5:00 pm
  - summer solstice at 9:00 am; 12:00 pm and 5:00 pm

v. Buildings should be located along and oriented to internal and external streets, [pedestrian network](#), and public spaces.

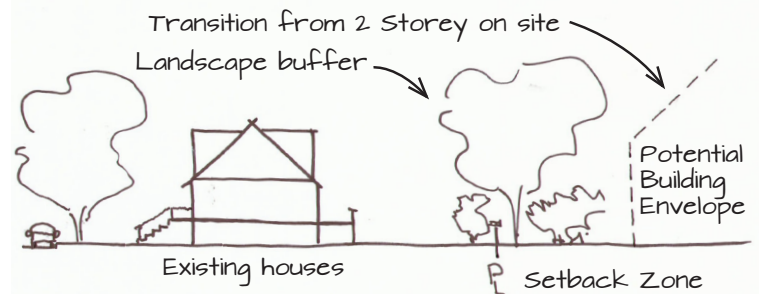


Figure 7. Strategies to achieve a sensitive transition include a setback, landscape transition, and building envelope.

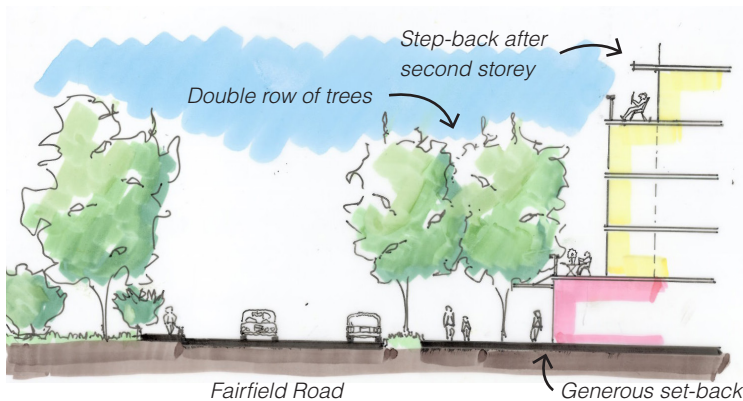


Fig 9. Strategies to establish a friendly face to Fairfield Road and a sensitive transition to the heritage-designated Ross Bay cemetery include generous pedestrian spaces, buildings with smaller modulated shopfronts with extensive glazing and frequent entries, an upper-floor step-back, and a double row of trees relating to the greenspace across the street.

vi. Ensure a sensitive transition/interface with Fairfield Road and the heritage-designated Ross Bay Cemetery. Strategies to achieve this include:

1. Building setbacks and step-backs which create a lower-scale interface with the public sidewalk, provide for generous pedestrian spaces, and provide above-ground and below-ground spaces for mature canopy trees and their root zones.
2. Incorporate canopy street trees and other landscape features which present a soft, green interface when viewed from the street and Ross Bay Cemetery. In particular, a double row of street trees is encouraged to create a green transition zone between new buildings and the cultural landscape of Ross Bay Cemetery.

vii. Open spaces associated with development are not envisioned to include large areas of surface parking. Therefore, off-street surface parking lots are discouraged and should be avoided. Provision of accessible parking and [limited](#) convenience parking for customers is encouraged at grade, integrated with internal street network as on-street parking. Longer-term and residential parking is encouraged to be wholly or partly underground.

viii. The design and placement of buildings and landscape should establish a sensitive transition to adjacent parks and natural open spaces. Strategies to achieve this include setbacks, establishing a landscaped edge, respecting the root zones of adjacent trees, and minimizing other identified impacts on ecologically sensitive areas and natural features.

ix. Mitigate noise impacts on [residential uses and](#) adjacent properties from commercial uses, loading, [vents and mechanical equipment](#) through sensitive location of loading areas, [vents and mechanical equipment](#), landscape screening and sound barriers where necessary.

#### *Guidelines for Design of Buildings and Public Realm*

x. Ensure a lively pedestrian environment along Fairfield Road, along internal streets, and fronting onto plaza and public spaces, with specific considerations for the following objectives:

1. Create a series of smaller storefront modules oriented to streets and public spaces, including the plaza space, with frequent entries, generous amounts of transparent glazing, and spaces for pedestrians, displays or patio seating. [A maximum entry spacing of 10 metres is desired.](#)
2. Create generous pedestrian spaces along Fairfield Road.
3. Incorporate seating, furnishings and landscape features that create comfort for visitors
4. Use durable, natural materials for hardscape features.
5. Support on-street parking along both public and internal streets to provide a buffer between traffic and pedestrians, slows traffic, and supports business.

xi. Support urban tree canopy by incorporating tree planting into open spaces, including the plaza space, along the [internal circulation network](#), as well as within setback areas adjacent to existing lower-scale residential areas.

xii. Integrate features to mitigate surface runoff of stormwater and stormwater impacts on neighbouring sites. This may include a variety of treatments (e.g. permeable paving, landscape features designed for rainwater management, cisterns or green roofs, and/or other approaches) which are consistent with approved engineering practices and other city policies and appropriate to soil conditions.



*Fig 10. Example of development oriented towards an internal street using quality built and landscape materials.*

**f. Five Points Village**

- i. Site and set back buildings in order to create a minimum 3.6 metres between building façade and curb, in order to accommodate space for street tree planting, in conjunction with a publicly accessible sidewalk having a minimum clear zone of 2m. The ground floors of buildings are encouraged to be set back further, up to an additional 3m, along portions of their façade to incorporate patios, seating and display areas.

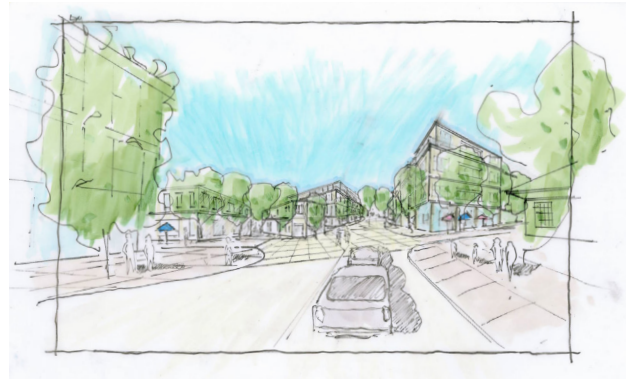


Fig 11. Conceptual illustration of Five Points Village

### 3) Corridors

**a. Douglas-Blanshard Corridor**

- i. In the Humber Green area between Douglas and Blanshard Streets, residential units are encouraged to be oriented to inner courtyards or quieter interior streets to mitigate noise impacts from adjacent arterial traffic. However, building designs should not “turn their backs” to Douglas and Blanshard Streets. Instead, provide facades that address all street frontages and are consistent with the General Guidelines for Building Designs (SECTION 2).

**b. Gorge Road East Corridor**

- i. Redevelopment along Gorge Road East should consider site planning and building massing to preserve and enhance view corridors looking south from Balfour Street and Carroll Street toward the Olympic Mountains.

**c. Core Songhees Employment Corridors**

The following guidelines apply to the area bounded by Alston Street, Tyee Road, and Langford Street, as well as lands fronting directly onto Langford Street between Alston Street and Tyee Road. These areas contain existing employment uses and are intended to accommodate future employment uses mixed with, or transitioning to, residential uses.

- i. In order to sensitively transition to the lower-scale residential areas to the west, buildings fronting Alston Street should establish a streetwall of no more than 3 storeys as viewed from Alston Street, with modest landscape setbacks, architectural design and features (such as windows and doors) which activate the public realm.
- ii. The design of buildings fronting onto the south side of Tyee Road should mitigate impacts on residential development across the street, considering massing and access to sunlight, given changes in elevation on these sites.
- iii. Langford Street between Alston Street and Tyee Road is envisioned as an opportunity to establish a physical environment accommodating a mix of employment uses, possibilities for artisan, production, and similar uses mixed with pedestrian activity. Buildings fronting Langford Street are encouraged to be designed with frequent entries, individual storefront modules, and features such as roll-up doors or loading bays which can accommodate a variety of uses.
- iv. See also Supplementary Guidelines for Light Industrial Uses in Victoria West Corridors and Villages (section 11 of these Guidelines), if such uses are included.

#### d. Esquimalt Road Corridor

- i. New development within the corridor and located between Mary Street and Victoria West Park should be designed to respect the public view corridors identified from Catherine Street at Edward Street, and from Mary Street at Henry Street, looking south to the Olympic Mountains, by considering the location, siting, massing and design of new development.
- ii. Uses along the south side of Esquimalt Road which are adjacent to the (future) E&N Rail Trail should provide for active frontages facing the trail, with entries, transparent glazing, and upper floor windows or balconies which provide for “eyes on the trail.” Pedestrian areas with a mix of hard and soft landscaping should be provided adjacent to the trail and delineated from the portion of the trail which is for active movement.
- iii. Development adjacent to the intersection of Esquimalt Road and Dominion Road should help create a gateway recognizing the transition between Esquimalt and Victoria.
- iv. Buildings fronting onto Dundas Street, or other streets where they are located across from Traditional Residential development, should transition sensitively across the street. Strategies to achieve this include emphasizing front yard landscaping, individual unit entries, and streetwall height.
- v. Buildings located adjacent to lower-scale residential development should transition sensitively to that development, considering building massing, access to sunlight, privacy, and landscape.

## 4) Supplementary Guidelines:

#### a. Light Industrial Development in Victoria West Corridors and Villages

Context and Intent: The Victoria West neighbourhood is a mixed neighbourhood of largely residential, commercial and mixed uses with pockets of light industrial uses in specific corridors. These light industrial areas accommodate employees and customers, interface with public spaces such as streets and trails, are found adjacent to or across the street from residential or commercial areas, and may contain a mix of uses. Therefore, it is important that care be taken in designing light industrial development to provide a positive environment for users, to minimize impacts on adjacent non-industrial development, and to support the pedestrian environment and public realm.

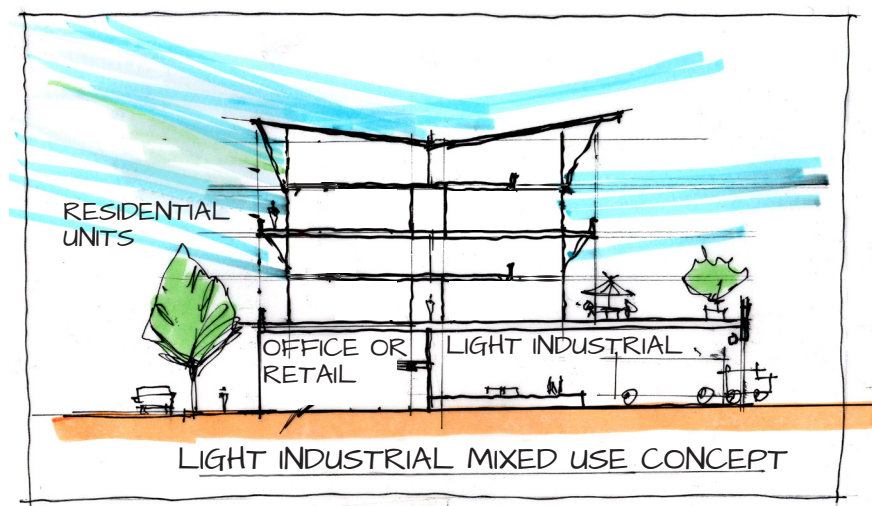


Figure 12: Example of a light industrial and residential mixed use building, showing how residential units might be set back from the loading areas.



In addition to the General Guidelines, the following additional guidelines apply to any development which permits a light industrial use:

- i. Where development with an industrial use is located adjacent to or across the street from residential development, ensure a sensitive transition by:
  1. Screening any outdoor storage areas, work areas or loading areas, incorporating generous landscape where adjacent to residential uses. Where light industrial uses or loading are likely to generate noise, screening may include more substantial features (e.g. walls) which provide noise attenuation.
  2. Locating outdoor loading, work and storage areas away from adjacent residential uses.
  3. Providing sufficient building separation between light industrial uses and adjacent residential uses.
  4. Locating and screening ventilation and other equipment so as to minimize noise and visual impacts on residential uses.
- ii. In development which mixes light industrial uses with other uses (including commercial and residential uses), design should mitigate impacts of industrial uses on non-industrial uses. These impacts include but are not limited to noise, odours, glare and visual impacts of outdoor storage and activity. Strategies to achieve this include but are not limited to:
  1. Avoid residential overlook of loading areas or outdoor storage areas, through organization of building massing and orientation of windows and balconies.
  2. Incorporate methods for noise attenuation (e.g. triple-glazed windows; organization of building massing).
  3. Locate air intakes away from loading, circulation or work areas.



# Design Guidelines for Attached Residential Development: Fairfield Neighbourhood



## **Publishing Information**

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*Duplexes consist of two units, which may be organized side-by-side, front to back, or up-down. Depending on zoning, each unit may have a suite.*



*Houseplexes consist of multiple residences within a single structure, designed to be compatible with the surrounding neighbourhood and appearing similar in form to a large house.*



*Townhouses can be expressed in many forms. The ownership format may be stratified, rental, or fee simple. The photos above are examples of townhouses oriented to the street.*



*Stacked townhouses (above, left) allow for up-down units within a townhouse-style building. Each unit typically has its own access at grade, and ground-level units may provide accessible living. Some townhouse developments, where supported by zoning and city policy, may be organized in more than one row around a common courtyard (example above, right).*

## Design Guidelines for Attached Residential Development

### Purpose

The purpose of these guidelines is to encourage high quality design that enhances neighbourliness and social vitality and creates a good fit with the existing neighbourhood.

### Application

Attached Residential Developments can be designed in different forms (e.g. duplexes, townhouses or rowhouses which occur side-by-side; smaller multiplexes/houseplexes.) They can also be designed in different configurations, and may involve stacked units or more than one building on a site, which may be organized in more than one row where supported in plan policies and permitted by zoning. Units located at grade generally have direct access to outdoor space, while upper units may have direct access or shared entries.





## Context

Victoria's Traditional Residential areas contain a variety of housing types, including single-detached houses as well as a mix of duplexes, multiplexes and townhouse style developments. Some areas have distinctive styles, having been built during a specific period often before World War 2 (particularly during a building boom in the early part of the 1900s), while others reflect a post-World War 2 character. Many areas display a variety of styles as lots infilled over the years, and houses range from simple bungalows and ranchers to larger mansions.

Most of Victoria's Traditional Residential areas are 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 Traditional Residential areas, 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 Gary Oak meadow.

Another common element of Victoria's Traditional Residential neighbourhoods is that most (though not all) lots lack laneways, unlike other cities of a similar age in North America.

Victoria has embraced diversity within this context, with policies endorsing secondary suites, garden suites, the conversion of existing houses to multiple residences, and infill housing in the form of duplexes, townhouses and multiplexes. Many larger character houses have been successfully converted into multiple rental or strata residences.

## Objectives

**Site Planning:** To site buildings in a manner that considers and maintains the pattern of landscaped front and back yards, that makes a positive contribution to the streetscape and that achieves a more compact residential building through increased "eyes on the street."

**Orientation and Interface:** A friendly face: To ensure new development is oriented and designed to enhance public streets and open spaces and encourage street vitality and safety

**Building Form and Design:** To achieve buildings of high architectural quality and interest with human-scale building proportions that are oriented towards and are compatible with the established streetscape character and pattern. Human scale refers to the use of architectural features, details and site design elements that are human proportioned and clearly oriented towards pedestrian activity.

**Neighbourliness/Compatibility:** To respond to the established form and architectural characteristics of surrounding buildings in order to achieve new buildings which are compatible with their context and minimize impacts on neighbours.

**Mechanical Equipment and Service Areas:** To site and screen mechanical equipment and service areas to minimize impacts on neighbours and the public realm.

**Materials:** To use materials which are high quality, weather gracefully, and contribute to the overall neighbourhood image.

**Open Space Design:** To enhance the quality of open space, support the urban forest, provide privacy where needed, emphasize unit entrances and pedestrian accesses, provide amenity space for residents, reduce storm water runoff, and to ensure that front and rear yards are not dominated by parking.

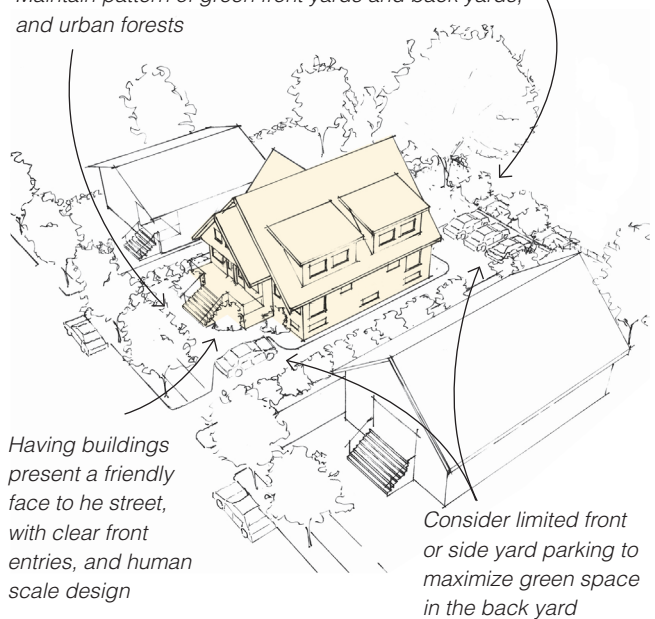
## 1) Site Planning

**Objectives:** To site buildings in a manner that considers and maintains the pattern of landscaped front and back yards, that makes a positive contribution to the streetscape and that achieves a more compact residential building form, while maintaining livability.

### a. Building Placement

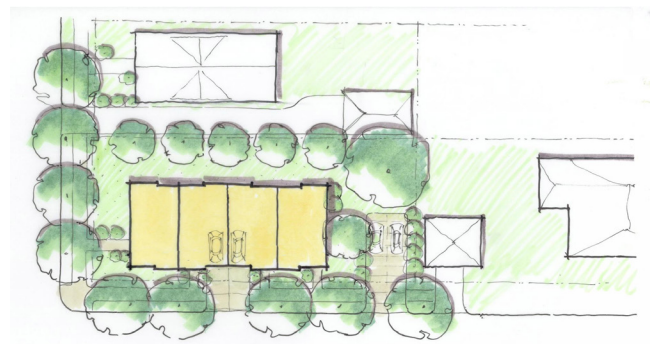
- i. Attached residential buildings should be designed parallel to the street with unit entrances oriented to, and directly accessed from the street. Both front and rear yards should be provided.
- ii. For properties that include buildings of heritage value (Heritage Designated or listed on the City's Heritage Register) alternative siting of new buildings or additions may be considered to facilitate heritage conservation.
- iii. For properties that include significant natural features (e.g. significant trees, topography, rocky outcrops), buildings and landscape should be sited and designed to respond to natural topography and protect significant natural features wherever possible. Strategies to achieve this include but are not limited to alternative siting or clustering of buildings to avoid disturbance of natural features, and clustering of parking to reduce pavement on the site. (See also Section 4)
- iv. Where townhouses are located on a corner lot, townhouses may be organized to face the flanking street. In this case, buildings should be sited and parking oriented to minimize the amount of the site dedicated to automobile circulation and parking, to support on-site soft landscape, and to support sensitive transitions to adjacent development. These developments may be designed with modest setbacks along the flanking street in order to maximize open space to the rear of units.

Maintain pattern of green front yards and back yards, and urban forests



Having buildings present a friendly face to the street, with clear front entries, and human scale design

Consider limited front or side yard parking to maximize green space in the back yard



Example of how townhouses might be organized on a corner lot to minimize curb cuts and provide for on-site open space.



Example of corner lot townhouse frontage incorporating landscape and amenity space (i.e. porch), achieving a friendly face to the street with limited setback.



- v. Some locations and lot sizes, as noted in local area or neighbourhood plans or other city policies, may permit developments sited in more than one building on a site (i.e. more than one row). This may include “courtyard townhouses” (townhouses which incorporate a central courtyard providing shared or private outdoor amenity space) or a main building at the front of the lot and a smaller building such as a coach house to the rear. For these developments, the following should be achieved:

1. Site planning should ensure that public streets are faced with dwelling units that have direct access to the ground and the public sidewalk;
2. Units located in the interior of lots should be designed with adequate separation from other buildings and have access to open space;
3. Vehicle access, parking and circulation should be integrated sensitively so it is not the dominant aspect of the development. See Section 1, vii for further guidance.
4. Dwelling units located in the interior of a site should have rear yard and side yard setbacks sufficient to support landscape and sensitive transitions to adjacent existing development and open spaces.
5. Sufficient building separation should be provided between buildings to maximize daylight and minimize shadowing and overlook.

Entrances to individual units clearly visible and accessible from adjacent public street or open space

Orient both rows facing the street

Screen driveways and parking areas

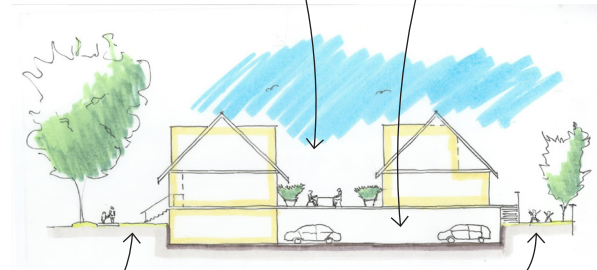


Create an attractive pedestrian environment through landscaping, quality pavement, surveillance from windows, balconies and unit entries that are legible and welcoming

Ensure clear pedestrian access to rear units

Ensure adequate building separation to enable natural daylight penetration (8 metres is desired)

Design driveways and parking access as flex-use shared spaces



Orient and animate entry ways towards public streets

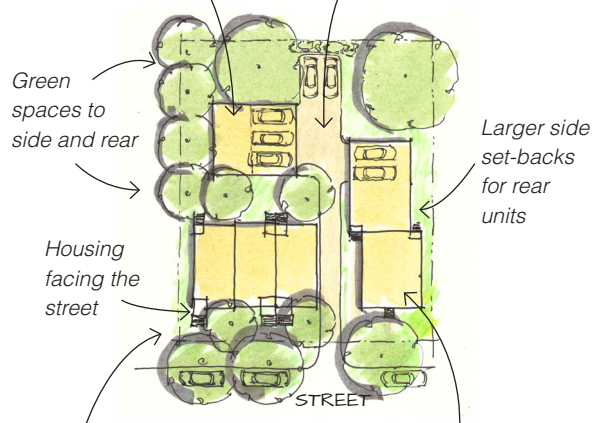
Incorporate semi-private and private usable outdoor amenity spaces for residents

Illustrative examples of possible approaches to courtyard townhouse layout (illustration above and photo below)



Coach house above parking

Parking located to not overwhelm site



Landscaped front yard

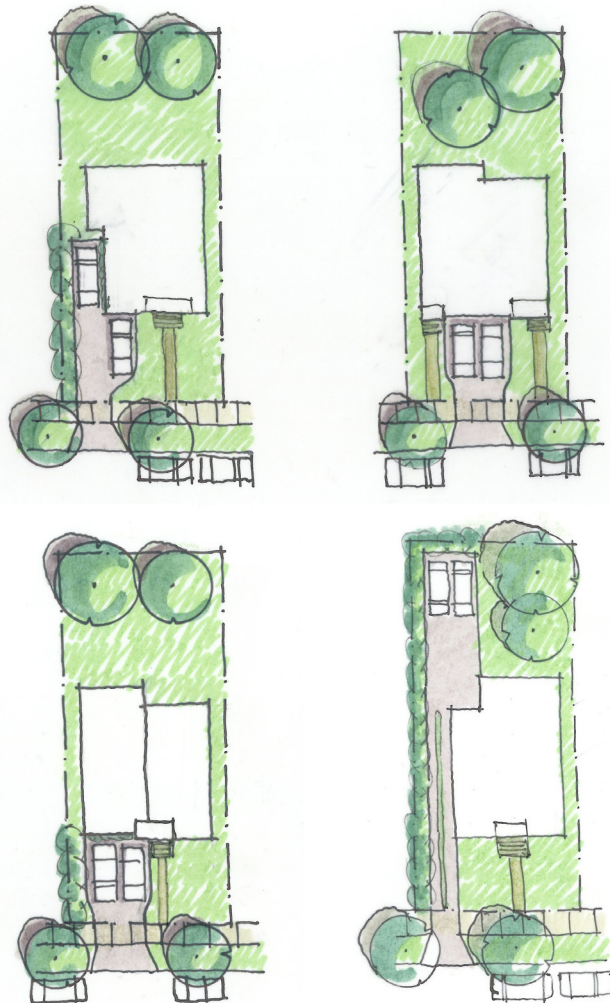
Retained character house with rear duplex addition

Development fronting the street may in some cases be complemented by limited development to the rear of the lot, retaining backyard open space.

6. Buildings which do not front onto the public street should be sited to provide sufficient separation from shared property lines and adjacent development in order to reduce overlook and shading, protect privacy for residents and neighbours, and provide space for landscaping.
7. Consider lower height and massing of buildings located to the rear of a site, compared to the front, where this would mitigate impacts on neighbouring properties.
8. Where parking [access](#) courts are included in a development, these areas should be integrated into the overall development to create a welcoming space. Integrate landscape into these areas [and provide features such as legible entries, windows or balconies to provide casual surveillance](#). Wherever possible, integrate one or more trees within or directly adjacent to a parking court or rear yard parking area.
9. Consider varying garage and parking orientations (e.g. a mix of garages oriented to the street, to a parking court, or units with parking separated from the unit) to avoid drive aisles dominated entirely by garage doors. A mix of entries, patios, windows and landscape create a more livable and inviting space.
- vi. “Galley-style” developments, where building complexes are sited perpendicular to streets with residential unit entries oriented internally, are strongly discouraged. This layout is discouraged because it does not orient as many residential units towards the street, typically provides less landscaped open space, and can create poor transitions to adjacent backyards or future development on neighbouring lots.



*A mix of landscape, fenestration and parking create a more interesting space.*

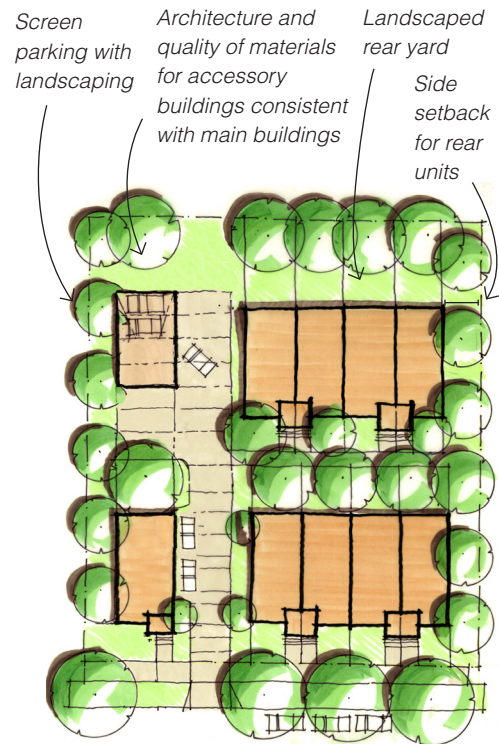


*Examples of site layouts for duplexes which support the pattern of landscaped front and back yards, urban forest, buildings which presents a friendly face to the street and considers livability.*



vii. Vehicular access, circulation, garage doors and parking should not be the dominant aspect of developments and should be integrated to minimize impacts on fronting streets and adjacent public and private open spaces. Design strategies should be employed to minimize the impact of accommodating vehicles on site, including but not limited to the following:

1. Integrate parking in a manner that provides substantial landscaped areas in rear yards;
2. Locate and consolidate off-street parking areas to reduce the overall site area dedicated to parking and circulation, and/or create a better relationship of individual units to open spaces.  
*This strategy may be particularly effective when combined with Transportation Demand Management measures;*
3. Consider grouping driveway access points to minimize the number of driveway cuts and maximize space for landscaping and on-street parking;
4. Location of driveway access should strive to preserve existing canopy trees or provide opportunities for new canopy trees within the boulevard by providing enough planting space. See Section 4 Open Space Design for further guidance;
5. Front-accessed parking may be appropriate in some areas in order to avoid excessive pavement in rear yard areas. In these cases, attention to design is required to emphasize front yard landscape, provide tree planting space, and ensure a pedestrian-friendly building façade.
6. Minimize the impact of garage doors and vehicular entries by recessing them from the facade to emphasize residential unit entries.
7. Use high quality and, where appropriate, permeable paving materials for driveways;
8. Use attractive, high quality materials and consider incorporating glazing in garage doors;
9. See Section 4, Open Space Design for additional design guidelines related to landscaping and screening.

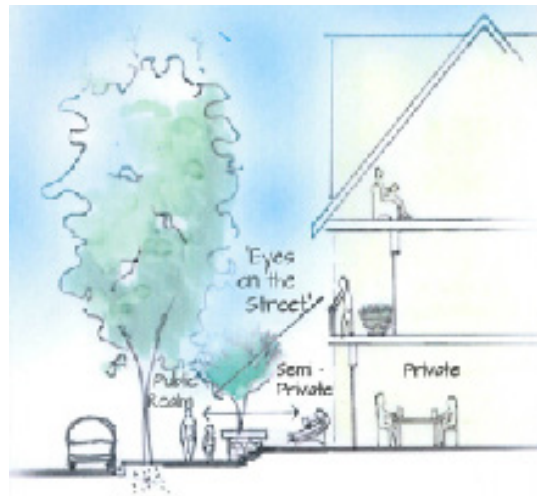


*Example of a site layout which clusters parking in order to minimize the area of the site dedicated to vehicle circulation, and enhances the relationship of individual units to open spaces.*

## 2) Orientation and Interface - A Friendly Face

**Objectives:** *To ensure new development is oriented and designed to enhance public streets and open spaces and encourage street vitality and safety through increased “eyes on the street.”*

- a. Residential buildings should be sited and oriented to overlook public streets, parks, walkways and open spaces balanced with privacy considerations.
- b. Developments should maintain a street-fronting orientation, parallel to the street.
- c. All residential units facing streets should have entries oriented towards, and be clearly accessible and visible, from the street.
- d. Where some units do not front onto a public street, a clear, legible and welcoming pedestrian pathway from the public street should be established.
- e. For developments that have interior-facing units, ensure unit entries are legible. This is important for welcoming visitors, for emergency responders and as a principle for CPTED (Crime Prevention through Environmental Design). Strategies to achieve this include:
  - i. Visible addressing to help visitors navigate to the entry. Where an entry is shared, include addressing at the shared entry.
  - ii. Defining features such as a roof overhang or other features to help identify the entry.
  - iii. Provide low-glare outdoor lighting beside or above entry doors as well as walkways, to enhance security and to help identify the entrance.
  - iv. Entries to at-grade or basement units should be accessible wherever possible.
  - v. If the entrance is immediately adjacent to a parking area, delineate the entrance with planters or other landscape features to provide visual relief and a clear separation from the parking area
- f. Consider design strategies to delineate private front yard spaces, porches or patios from the public realm, while maintaining visibility of unit entrances. Design strategies may include but are not limited to:
  - i. elevating the front entryway or patio slightly above the fronting sidewalk level; or



*Example of interface with street.*



*Example of townhouse units with friendly interface.*



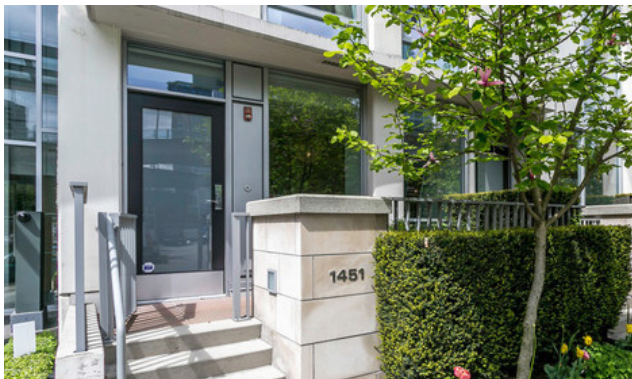
*A houseplex with visible entries establishing friendly relationships to the street, landscaped front yards, porch or semi-private transition spaces, legible doors and windows.*



- ii. where a change in grade is not desired to provide accessibility, delineate the space through other means such as landscaping features, low fencing or planters.
- g. The design and placement of buildings and landscape should establish a sensitive transition to adjacent parks, trails, open spaces, and natural areas, considering a landscaped edge; respect the root zones of adjacent trees; and minimize impacts on ecologically sensitive areas and natural features.
- h. For new development adjacent to parks and larger public outdoor open spaces, design should clearly delineating private from public spaces, to avoid “privatizing” of public space.
- i. The location of blank walls or extensive parking areas adjacent to parks, trails and natural areas is strongly discouraged.



*Where unit entries do not directly face the street, design features including pathways, gates, signage, lighting, and visibility make it clear where unit entries are located.*



*Where zoning permits, townhouses may be built close to the street (left). This example shows how a front porch or patio and landscape can create a friendly face, transition from the public to the private realm with landscape, and result in a comfortable and usable space. In other areas (right), setbacks and green front yards establish a pattern.*



### 3) Building Form, Features and Context

#### 1. Building Form and Design

**Objectives:** To achieve buildings of high architectural quality and interest with human-scale building proportions that are oriented towards and are compatible with the established streetscape character and pattern. Human scale refers to the use of architectural features, details and site design elements that are human proportioned and clearly oriented towards pedestrian activity. Building articulation refers to the many street frontage design elements, both horizontal and vertical, that help create an interesting and welcoming streetscape.

- a. Building design elements, details, and materials should create a well-proportioned and cohesive building design and exhibit an overall architectural concept.
- b. Incorporate a range of architectural features and design details into building facades that are rich and varied in detail to create visual interest when approached by pedestrians. Examples of architectural features include:
  - i. building height, massing, articulation and modulation
  - ii. bay windows and balconies
  - iii. fenestration pattern (proportions and placement of windows and entry ways)
- c. For townhouse type development: modulation in facades and roof forms are encouraged to break up building mass, differentiate individual units within attached residential developments, and to provide architectural interest and variation along the street.
  - i. Individual units should include distinct design elements while being compatible with neighbouring units as part of an overall architectural concept.
  - ii. Longer rows of townhouses (exceeding approximately 4 units) should generally be broken up.
- d. Houseplexes and multiplexes may be designed to appear as a single building with a shared roof form. In these cases, design features should make clear that the building comprises different units through legible front entries (see Part 2 Orientation and Interface). Duplex buildings may choose either of these strategies.



Development which exhibits a cohesive architectural expression, with variation in units, clear front entries, and architectural interest for pedestrians.



Historic traditional townhouses (left) demonstrate human scale architecture, relationship to the public street, and cohesiveness of architectural expression. These same principles should guide the design of more modern developments which may be expressed in varied architectural styles (example at right).



- e. Entrances should be located and designed to create building identity, to distinguish between individual units, and generally create visual interest for pedestrians. Well-considered use of architectural detail and, where appropriate, landscape treatment, should be used to emphasize primary entrances, and to provide “punctuation” in the overall street-scape treatment.
- f. Upper floor areas should be integrated into roof forms to help further mitigate the scale of new developments.
- g. Balconies should be designed as integral to the building. Overly enclosed balconies should be avoided, as these limit views and sunlight access.
- h. Building sidewalls should be designed to be attractive and interesting when viewed from adjacent buildings, street, and sidewalks through the use of materials, colours, textures, articulation, fenestration, and/or plant material.
- i. Creative use of landscaping or other screening should be used to reduce the perceived scale of adjacent development without compromising surveillance of public areas.
- j. Accessory structures should be compatible in architectural expression and quality of materials to main structures.



*Example of a well designed balcony.*

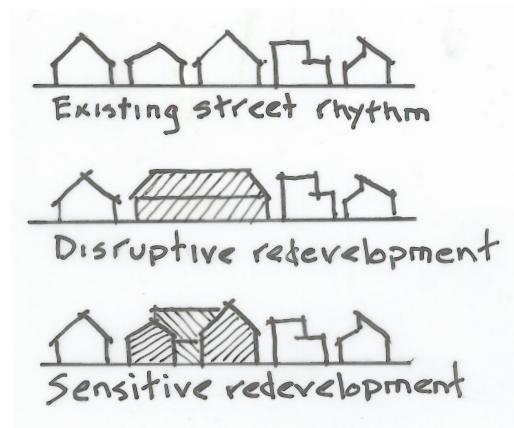
## 2. Neighbourliness/Compatibility

**Objectives:** *To respond to the established form and architectural characteristics of surrounding buildings in order to achieve new buildings which are compatible with their context and minimize impacts on neighbours..*

- a. New development should ensure a good fit with existing development by incorporating architectural features, details and building proportions that complement and respond to the existing architectural context, and by referring to distinctive and desirable architectural qualities of existing adjacent buildings in new development. Consideration should be given to the following aspects of development:
  - i. building articulation, scale and proportions
  - ii. similar or complementary roof forms
  - iii. building details and fenestration patterns
  - iv. materials and colour
- b. In some cases where a contextual architectural form and pattern does not exist, architectural character may be created rather than reflecting contextual precedent. In such cases, a well designed, new project can become a contribution to the context that may inform future development considerations.
- c. New townhouse development should transition in scale to existing residential buildings. Strategies to achieve this include but are not limited to the following:



*Examples of a duplex (above) and houseplex (below) responding to existing scale, proportions, and architectural context.*

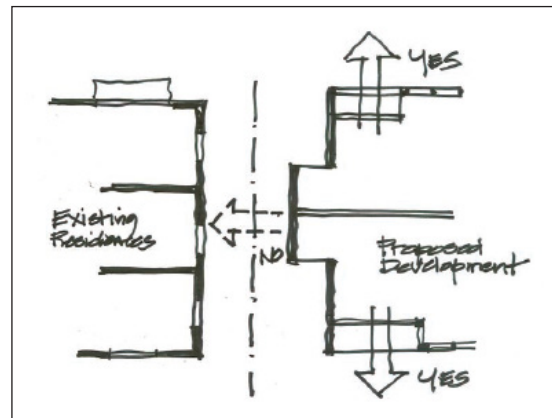
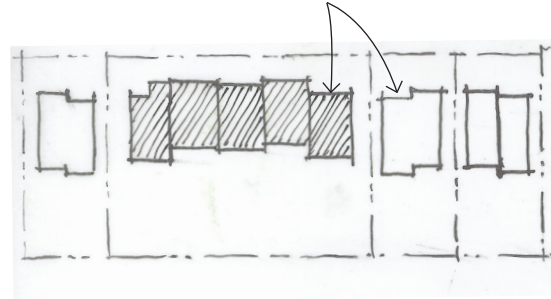


- i. A maximum one storey height difference between the end units of new street fronting developments and adjacent existing development should be achieved.
- ii. The end units of new street fronting townhouse developments should be sited to match or transition to the front yard set back of adjacent existing residential buildings.
- d. The views from upper stories of new buildings should minimize overlook into adjacent private yards, especially in less intensive areas. Strategies to achieve this include but are not limited to the following:
  - i. Increased setback.
  - ii. Stagger windows to not align with adjacent, facing windows.
  - iii. Primary windows into habitable spaces, and also decks and balconies, should not face or be oriented to interior side-yards
  - iv. Locate and screen upper level windows, decks, and balconies to minimize overlook.
  - v. Use of skylights, translucent windows and clerestory windows are encouraged to minimize overlook of side yards.
  - vi. Landscape screening.
- e. Site, orient and design buildings to minimize shadowing impacts on adjacent properties.

*New developments should transition in height to existing adjacent residential buildings*



*End units should be set back to match or transition to existing neighbouring houses*



*Orientation and placement of windows, balconies and porches to respect privacy of adjacent development*

### 3. Mechanical equipment and service areas

**Objective:** To site and screen mechanical equipment and service areas to minimize impacts on neighbours and the public realm.

- a. Mechanical equipment, vents and service areas (e.g. for the collection of garbage or recycling) should be integrated with architectural treatment of the building, and screened with high quality, durable finishes compatible with building design.
- b. Mechanical equipment, vents and service areas should be located to minimize impacts on adjacent development by avoiding proximity to windows, doors and usable outdoor spaces.
- c. Location and installation of gas and electrical meters and their utility cabinets, as well as other mechanical or service apparatus should be carefully integrated into building and site design. Gas and electrical metres and utility cabinets on building frontages should be screened.

## 4. Materials

**Objective:** To use materials which are high quality, weather gracefully, and contribute to the overall neighbourhood image.

- a. An integrated, consistent range of materials and colours should be used, and variety between buildings and building frontages should be provided that is consistent with the overall streetscape.
- b. In general, new buildings should incorporate substantial, durable and natural materials into their facade to avoid a 'thin veneer' look and encourage graceful weathering of materials over time. Materials such as masonry, stone, natural wood, etc. are encouraged. Vinyl siding, large areas of stucco, and imitation stone/rock are discouraged and should generally be avoided.

## 4) Open Space Design

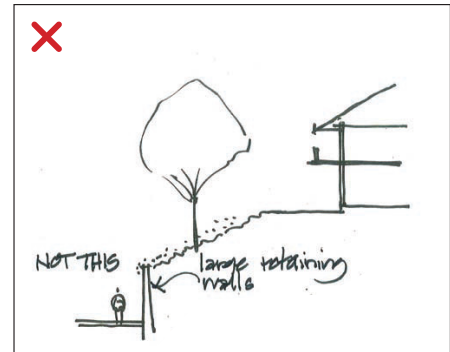
**Objective:** To enhance the quality of open space, support the urban forest, provide privacy where needed, emphasize unit entrances and pedestrian accesses, provide amenity space for residents, reduce storm water runoff, and to ensure that front and rear yards are not dominated by parking.

### 1. Landscaping and site design

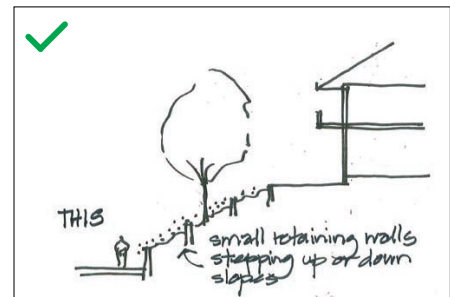
- a. Landscape treatments including use of front patios, accented paving treatments, fence and gate details, and other approaches are encouraged to help call out a residential entry and add interest along the street and sidewalk
- b. Areas within setbacks should incorporate plantings to create a green interface between buildings and streets
- c. Topographic conditions should be treated to minimize impacts on neighbouring development, for example by using terraced retaining walls of natural materials or by stepping a project to match the slope.
- d. Development should avoid significant reworking of existing natural grade.
- e. Where a building's ground floor is elevated above a pedestrian's eye level when on the sidewalk, landscaping should be used to help make the transition between grades. Some techniques for achieving this guideline include:
  - i. rockeries with floral displays, live ground cover or shrubs.
  - ii. terraces with floral displays, live ground cover or shrubs.
  - iii. low retaining walls with raised planting strips
  - iv. stone or brick masonry walls with vines or shrubs.
- f. Accessibility should be provided, where possible, in open space design.
- g. Landscape areas are encouraged to include a mixture of tree sizes and types
- h. Landscape on sites with significant natural features (e.g. significant trees, topography, rocky outcrops) should be located and designed to be sympathetic to the natural landscape.
- i. Consider planting tree species and other landscape plants that will tolerate a degree of drought and will survive the summer water restrictions and dry conditions of southern Vancouver Island.



Examples of high quality materials in buildings and landscape elements



Avoid large retaining walls and significant reworking of natural grade.



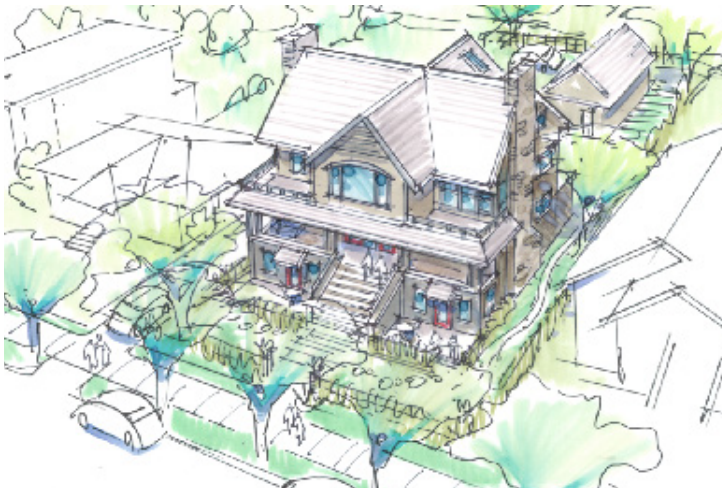
Transition sensitively between grades.



- j. In considering tree placement along boulevards or in the front yard setback adjacent to street rights-of-way, consider tree sizes and spacing indicated by the City's specifications and policies for street trees.
- k. Landscaped screening along circulation and parking areas which abut lot lines is strongly encouraged, while maintaining site lines and enabling casual surveillance. Other surface parking areas should be screened with landscaping.
- l. Integration of landscaping to soften hardscape areas associated with vehicle circulation and parking is encouraged.
- m. Site design should integrate features to mitigate surface runoff of stormwater. This may include a variety of treatments (e.g. permeable paving for driveways and parking areas, landscape features designed for rainwater management, cisterns or green roofs, and/or other approaches) which are consistent with approved engineering practices and other city policies.
- n. Non-glare lighting should be provided at residential unit entrances, along pedestrian paths and common areas to contribute to safety. Lighting strategies that mitigate undue spill-over for adjacent residential units are strongly encouraged.

## 2. Provide Outdoor Amenity Space for Residential Units

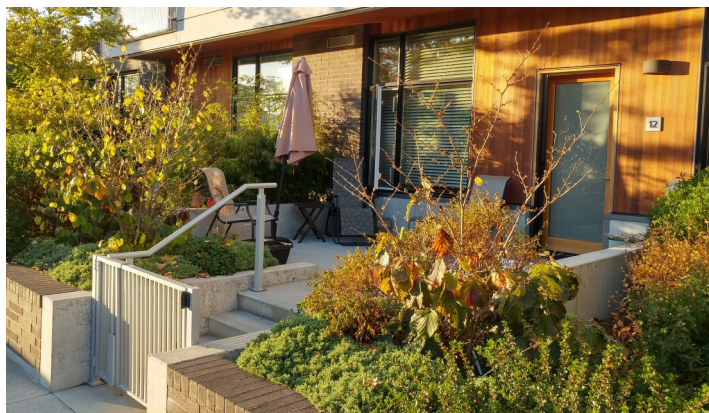
- a. Residential units, including suites, are strongly encouraged to have direct access to usable outdoor amenity space. This may include a patio, porch, balcony, deck, or similar feature of sufficient size and dimensions to be usable, attractive and comfortable. At a minimum, access to a shared yard or amenity space should be provided.
- b. Consider factors such as privacy and access to sunlight in locating and designing amenity spaces.



*Example of a multiplex (houseplex) showing individual units with usable outdoor amenity spaces for each unit.*

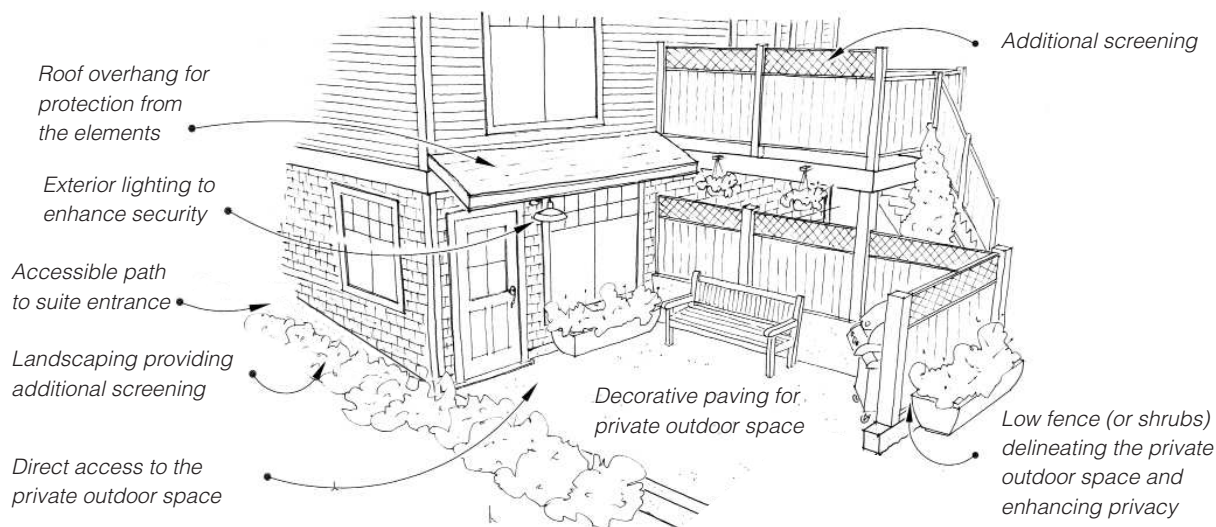


*Example of upper-storey balcony designed with consideration for usable dimensions, access to sunlight, and balancing outward views with privacy concerns.*



*Examples (two photos above) of usable outdoor amenity space for ground-oriented units, with screening for privacy and sufficient dimensions for usability.*





*Illustration of strategies for effective design of usable outdoor amenity space for a suite.*

## 5) Additional Livability Guidelines for Suites

Some forms of housing may have suites (e.g. lock-off suites). In addition to the guidelines elsewhere, the following guidelines apply:

### 1. Design for Livability

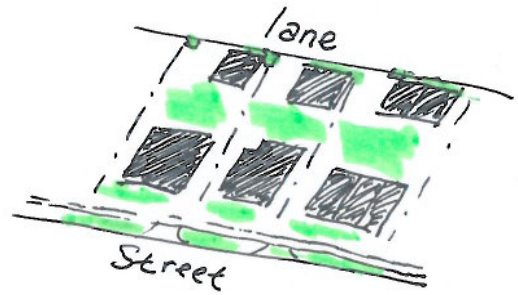
- a. Suites should be provided with windows of sufficient size and orientation to provide for sunlight and outward views.
- b. Where a suite is located in a basement, smaller windows or light wells with obstructed views should not be the primary window orientation.
- c. Avoid locating at-grade windows directly adjacent to parking spaces. Windows in these locations should generally contain landscape separation from the parking space.
- d. Where topography and basement suite location do not allow for outward looking windows and entry, consider the creation of a sunken patio, generally located at the rear or side of a building (also see part 4), section 2, of these guidelines regarding outdoor amenity space).
- e. Exterior pathways and entries leading to basement-level or at-grade suites should be designed to be accessible wherever possible.
- f. Taking advantage of grade changes on a site can help locate suites in a way which provides for access to sunlight, amenity space, and accessible entry.
- g. Provide adequate storage space including bicycle storage for suites.

## 6) Additional Guidance for dwelling units adjacent to laneways

Some infill housing types may include dwelling units which are located adjacent to a laneway. While laneways are typically seen as service areas which access parking, they also provide a unique character to blocks where they are found. While few in number, many of Victoria's laneways are bordered by landscaping and serve as areas where pedestrians and slow car traffic mix. While allowing for access and parking, housing units located adjacent to laneways are encouraged to create a welcoming laneway frontage, provide for casual surveillance, and retain or enhance landscape along the laneway.

- a. Development of housing adjacent to a laneway should:
  - i. create a welcoming frontage through the inclusion of legible entries, gates or pathways, and fenestration oriented to the laneway

- ii. provide for casual surveillance of the laneway through the location of windows or balconies
- iii. include a modest setback from the laneway's edge to accommodate landscape or pedestrian areas between the edge of the lane (or parking) and the building
- iv. be sited to preserve mature trees and provide tree planting spaces which enhance the appearance of the laneway
- v. provide low-glare, downward facing lighting at entries and to enhance a sense of safety
- vi. minimize stormwater runoff onto the laneway
- b. Massing and location of windows, porches and decks should limit overlook and shadowing of adjacent back yards.
- c. Green spaces should be provided to the centre of the lot as compatible with existing patterns.
- d. Sites with laneway housing should provide a legible, accessible pathway from the front (street) to laneway housing units.
- e. Consider pedestrian safety in siting of gates and entries along the laneway by providing visibility for pedestrians and drivers.



*Example of primary building oriented to the street and laneway units in the back with greenspace in the middle of the lot, fitting into the existing pattern.*

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to amend the Official Community Plan to make changes to Urban Place Designations and Development Permit Areas in order to implement directions in the Fairfield Neighbourhood Plan, including:

- a) Policy directions on height and/or density of buildings in the Urban Residential, Small Urban Village, Large Urban Village, and Core Residential designations;
- b) Change the Urban Place Designations for the following properties:
  - i. 1303, 1307 Fairfield Rd. (from Large Urban Village to Small Urban Village);
  - ii. Fairfield Plaza - 1516, 1520, 1540, 1584, 1590, 1594, 1600 Fairfield Rd. (from Large Urban Village to Small Urban Village)
  - iii. 139, 214 Moss Street (from Traditional Residential to Small Urban Village);
  - iv. 1270, 1272, 1274 and a portion of 1300 May Street (from Traditional Residential to Small Urban Village); and
- c) Incorporate design guidelines for the Fairfield neighbourhood

Under its statutory powers, including section 472 and 488 of the *Local Government Act*, the Council of the Corporation of the City of Victoria, in a public meeting, enacts as follows:

**Title**

- 1** This Bylaw may be cited as “OFFICIAL COMMUNITY PLAN BYLAW, 2012, AMENDMENT BYLAW (NO. 30)”.

**Definitions**

- 2** “OCP Bylaw” means the City’s Bylaw No. 12-013, the Official Community Plan Bylaw, 2012.

**Official Community Plan Bylaw**

- 3** The OCP Bylaw is amended in Schedule A, Table of Contents, under the heading “List of Maps” by:
- a) Replacing the text, “Map 21: Fairfield Strategic Directions” with the text “Map 21: Fairfield Neighbourhood”.
  - c) Inserting the following text immediately after the text “Map 48C: DPA 6A: Small Urban Villages – Craigflower Village and Catherine at Edward Village:  
  
“Map 48D: Small Urban Villages: Five Points Village and Moss Street Village”;  
  
“Map 48E: Small Urban Villages: Fairfield Plaza Village”.
  - d) Replacing the text “Map 72A: DPA 15F: Intensive Residential – Attached Residential Development” with the following text:  
  
“Map 73: DPA 15F: Intensive Residential – Attached Residential Development (Victoria West)”
  - e) Inserting the following text immediately following “Map 73: DPA 15F: Intensive Residential – Attached Residential Development (Victoria West)”:

“Map 74: DPA 15F: Intensive Residential – Attached Residential  
Development (Fairfield)”

- f) Renumbering the page number references accordingly.
- 4 The OCP Bylaw is amended in Schedule A, Table of Contents, under the heading “List of Figures” by inserting the following text immediately after the text “Figure 22: Adaptive Management Framework”:
- “Figure 23: Building Separation, Cathedral Hill Precinct”
- 5 The OCP Bylaw is amended in Schedule A, including appendices, by deleting “Ross Bay Village” wherever those words occur, and replacing those words with “Fairfield Plaza Village”.
- 6 The OCP Bylaw is amended in Schedule A, Section 3: Vision, Values and Goals, by repealing Figure 3: Thirty Year Growth Management Concept and replacing it with a new Figure 3: Thirty Year Growth Management Concept, attached to this Bylaw in Schedule 1.
- 7 The OCP Bylaw is amended in Schedule A, Section 6: Land Management and Development, as follows:
- a) By repealing Map 2: Urban Place Designations and replacing it with a new Map 2: Urban Place Designations, attached to this Bylaw in Schedule 1.
- b) In Figure 8: Urban Place Guidelines, in the Designation “Traditional Residential,”
- (i) under the column “Built Form,” by deleting the following:
- “Ground-oriented buildings up to two and one-half storeys may be considered in the Victoria West neighbourhood for certain infill housing types, as indicated in the Victoria West Neighbourhood Plan.
- Multi-unit buildings up to three storeys, including attached residential and apartments on arterial and secondary arterial roads, and in other locations indicated in the Victoria West Neighbourhood Plan.”
- and replacing with:
- “Ground-oriented buildings up to two and one-half storeys may be considered for certain infill housing types, as indicated in the Victoria West and Fairfield neighbourhood plans.
- Multi-unit buildings up to three storeys, including attached residential and apartments on arterial and secondary arterial roads, and in other locations indicated in the Victoria West and Fairfield neighbourhood plans.”
- (ii) under the column “Uses”, by deleting the following:
- “Limited local-serving commercial uses in specific locations identified in the Victoria West Neighbourhood Plan”

and replacing with:



“Limited local-serving commercial uses considered in limited locations identified in neighbourhood plans”

- c) In Figure 8: Urban Place Guidelines, in the Designation “Urban Residential,” under the column “Density,” by adding the following words after “[SEE POLICY 6.23]”:

“Increased density up to 2.5:1 may be considered in certain areas identified in the Fairfield neighbourhood, generally, north of Fairfield Road and between Quadra Street and Vancouver Street.”

- d) In Figure 8: Urban Place Guidelines, in the Designation “Small Urban Village,”

- (iii) under the column “Built Form,” by adding the following:

“Buildings of four and five storeys may be considered at Fairfield Plaza Village for the advancement of plan objectives.

Buildings of up to four storeys may be considered at sites that front onto Fairfield Road within Five Points Village”;

- (iv) under the column “Place Character Features”, by adding the following:

“For Fairfield Plaza Village, refer to place character features identified in the Fairfield Neighbourhood Plan.”

- (v) Under the column “Density”, by adding the following:

“Total floor space ratio up to approximately 2:1 may be considered in Fairfield Plaza Village for advancement of plan objectives.

Total floor space ratio up to 2:1 may be considered within Five Points Village, at sites that front onto Fairfield Road.”

- e) In Figure 8: Urban Place Guidelines, in the Designation “Large Urban Village,”

- (vi) under the column “Built Form,” by adding the following:

“Buildings up to approximately four storeys in Cook Street Village, consistent with the Fairfield Neighbourhood Plan.”;

- (vii) under the column “Place Character Features”, by adding the following:

“For Cook Street Village, streetwalls, setbacks and stepbacks identified in the Fairfield Neighbourhood Plan.”

- f) In Figure 8: Urban Place Guidelines, in the Designation “Core Residential”, under the column “Density”, by deleting the following:

“Total floor space ratios ranging from 2:1 up to approximately 3.5:1 for the areas: east of Cook Street; and south of Meares Street/ east of Quadra Street/ west of Cook Street”

and replacing with:

“Total floor space ratios ranging from 1.2:1 up to approximately 2.5:1 for the area south of Meares Street / west of Vancouver Street / north of Rockland Avenue / east of Pioneer Square.

Total floor space ratios ranging from 2:1 up to approximately 5:1 for the area: east of Blanshard Avenue/ south of Fort Street/ west of Quadra Street/ north of Courtney Street.

Total floor space ratios ranging from 2:1 up to approximately 3.5:1 for the areas: east of Cook Street/ north of Meares Street.

Total floor space ratios ranging from 1.5:1 up to approximately 3:1 for the areas south of Meares Street/East of Vancouver Street.”

- 8 The OCP Bylaw is amended in Schedule A, Section 14: Economy, by repealing Map 14: Employment Lands and replacing it with a new Map 14: Employment Lands, attached to this Bylaw in Schedule 1.
- 9 The OCP Bylaw is amended in Schedule A, Section 21: Neighbourhood Directions, by repealing Map 21: Fairfield Neighbourhood Directions and replacing it with a new Map 21: Fairfield Neighbourhood, attached to this Bylaw in Schedule 1.
- 10 The OCP Bylaw is amended in Schedule A, Appendix A: Development Permit Areas and Heritage Conservation Areas by:
  - a) Repealing Map 32: Composite Map of Development Permit Areas and Heritage Conservation Areas and replacing it with a new Map 32: Composite Map of Development Permit Areas and Heritage Conservation Areas, attached to this Bylaw in Schedule 1.
  - b) Repealing Map 32A: Composite Map of Attached Residential Development Permit Areas and replacing it with a new Map 32: Composite Map of Attached Residential Development Permit Areas, attached to this Bylaw in Schedule 1.
- 11 The OCP Bylaw is amended in Schedule A, Appendix A, DPA 5: Large Urban Villages by:
  - a) Repealing section 5(a)(iii) and replacing it with:

“(iii) Where not specified by additional design guidelines, buildings are encouraged to have three to five storey facades that define the street wall with shop windows and building entrances that are oriented to face the street.”
  - b) Repealing section 5(b)(ii) and replacing it with:

“(ii) Cook Street Village:

    - › Cook Street Village Guidelines (2019).
    - › Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).”
- 12 The OCP Bylaw is amended in Schedule A, Appendix A, DPA 6A: Small Urban Villages, as follows:
  - a) In section 1, by deleting the words “Maps 48A, 48B and 48C” and replacing them with the words “Maps 48A through 48D”.
  - c) By adding the following sections immediately after section 5(b)(iv):

“(v) to Five Points Village:

- › Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
- › Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”

“(vi) to Moss Street Village:

- › Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
- › Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”

“(vii) to Fairfield Plaza Village:

- › Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
- › Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”

d) By repealing Map 48: DPA 6A: Small Urban Villages and replacing it with a new Map 48: DPA 6A: Small Urban Villages, attached to this Bylaw in Schedule 1.

e) By inserting, immediately after Map 48C:

- (i) a new map 48D: DPA 6A: Small Urban Villages – Moss Street Village, Five Points Village, and Fairfield Plaza Village, attached to this Bylaw in Schedule 1;

**13** The OCP Bylaw is amended in Schedule A, Appendix A, DPA 7B (HC): Corridors Heritage, in section 5(a), by inserting the following subsection immediately after the text “The following guidelines apply to Fort Street Corridor”:

“› Buildings are encouraged to have 3 to 5 storey facades that define the streetwall, with the upper storey(s) set back.”

**14** The OCP Bylaw is amended in Schedule A, Appendix A, DPA 14: Cathedral Hill Precinct:

a) In section 3(b), by inserting the words “High and” immediately before the words “medium density”.

b) By inserting the following subsection immediately after section 3(e):

“(f) The Cathedral Hill Precinct contains important public spaces, including Pioneer Square, which provide passive outdoor gathering and recreation space for residents, employees and visitors.”

c) In Section 5, by deleting the following text in 5(f):

“The following guidelines from the Cathedral Hill Precinct Plan (2004):”

and replacing with:

“The following additional guidelines for the Cathedral Hill Precinct:”

d) In section 5, by deleting the policy 5(f)(i).

e) In section 5, by inserting the following new subsections immediately after subsection (f)(iii):

“(iv) New residential or commercial buildings should be sited and oriented to provide sufficient building separation to maintain livability for residences in both existing and planned future residences.

› In locations that allow for taller buildings (over eight storeys), modest increases in envisioned building height of up to two additional storeys may be considered in order to achieve more slender, simpler, vertically proportioned building forms within the envisioned density. The following setbacks are encouraged for portions of the building over 10m in height: a minimum 6m side yard setback for portions of the building between 10m and 30 m in height; a minimum 9m setback for portions of the building above 30m; and a 10m rear yard setback. (See Fig. 23, 24)

(v) Site and design taller buildings to minimize wind tunnel impacts on the public realm.”

f) In Section 5, by inserting the following new subsection immediately after existing subsection (f)(x):

“(xi) With the exception of non-residential frontages along portions of Blanshard Street and Quadra Street falling within the Cathedral Hill Precinct, new development should incorporate setbacks, responsive to context, sufficient to accommodate a landscaped transition or amenity space, between the building and the public sidewalk. This is to establish a streetscape pattern which transitions from the more urban downtown to surrounding neighbourhoods.”

g) By renumbering existing subsections 5(i) through to 5(xvii) accordingly.

h) By inserting the following immediately after newly renumbered subsection (f)(xvii):

“(xvii) Building massing, siting and design should respond to Pioneer Square and the Provincial Law Court Green, in order to maintain sunlight access to this public space, as evaluated by a shadow assessment, while providing “eyes on the park” through the location of windows, balconies and storefronts.”

i) By inserting, after Section 5(f), a new Figure 23: Building Separation for Taller Buildings, Cathedral Hill Precinct attached to this Bylaw in Schedule 1.

j) By inserting, after Section 5(f), a new Figure 24: Building Orientation for Taller Buildings, Cathedral Hill Precinct attached to this Bylaw in Schedule 1.

**15** The OCP Bylaw is amended in Schedule A, Appendix A, in DPA 15D: Intensive Residential – Duplex, by repealing Section 5. Guidelines, and replacing it with the following text:

#### “5. Guidelines

These Guidelines are to be considered and applied for Development Permits:

In Fairfield Neighbourhood (see Map 18):

› Design Guidelines for Attached Residential Development: Fairfield Neighbourhood (2019).

In other parts of the city:



- › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
- › City of Victoria Neighbourliness Guidelines for Duplexes (1996).”

**16** The OCP Bylaw is amended in Schedule A, Appendix A, in DPA 15F: Intensive Residential – Attached Residential Development, by:

- a) Repealing Map 72A: DPA 15F: Intensive Residential – Attached Residential Development, and replacing it with a new Map 73: Intensive Residential – Attached Residential Development (Vic West) attached to this Bylaw in Schedule 1.
- b) Immediately after the new Map 73, adding a new Map 74: DPA 15F: Intensive Residential – Attached Residential Development (Fairfield), attached to this bylaw in Schedule 1.
- c) In section 2.(c)(i)(2), by inserting the following text immediately after “residential single-family dwellings”:

“, including accessory dwelling units,”

- d) Repealing Section 5. Guidelines, and replacing with the following:

“5. Guidelines

These Guidelines are to be considered and applied for Development Permits:

In Victoria West:

- › Design Guidelines for Attached Residential Development: Victoria West (2018).
- › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).

In Fairfield Neighbourhood:

- › Design Guidelines for Attached Residential Development: Fairfield Neighbourhood (2019).”

**17** The OCP Bylaw is amended in Schedule A, Appendix B, Glossary as follows:

- a) by repealing the definition of Accessory Dwelling Unit and replacing it with the following definition:
 

“Accessory Dwelling Unit: A dwelling unit that is ancillary and subordinate to a primary dwelling unit. Examples include secondary suites, garden suites, accessory units within duplexes or townhouses, and lock-off suites in multi-unit housing.”
- b) by adding the following text to the end of the definition of Two Family Dwelling:
 

“In some cases, a two family dwelling may contain accessory dwelling units in addition to two primary dwelling units.”

**Effective Date**

**18** This Bylaw comes into force on adoption.

READ A FIRST TIME the                **11<sup>th</sup>**    day of                **July**                2019

READ A SECOND TIME the            **11<sup>th</sup>**    day of                **July**                2019

Public hearing held on the                                day of                2019

AMENDED the    day of                2019

READ A THIRD TIME the                                day of                2019

ADOPTED on the    day of                2019

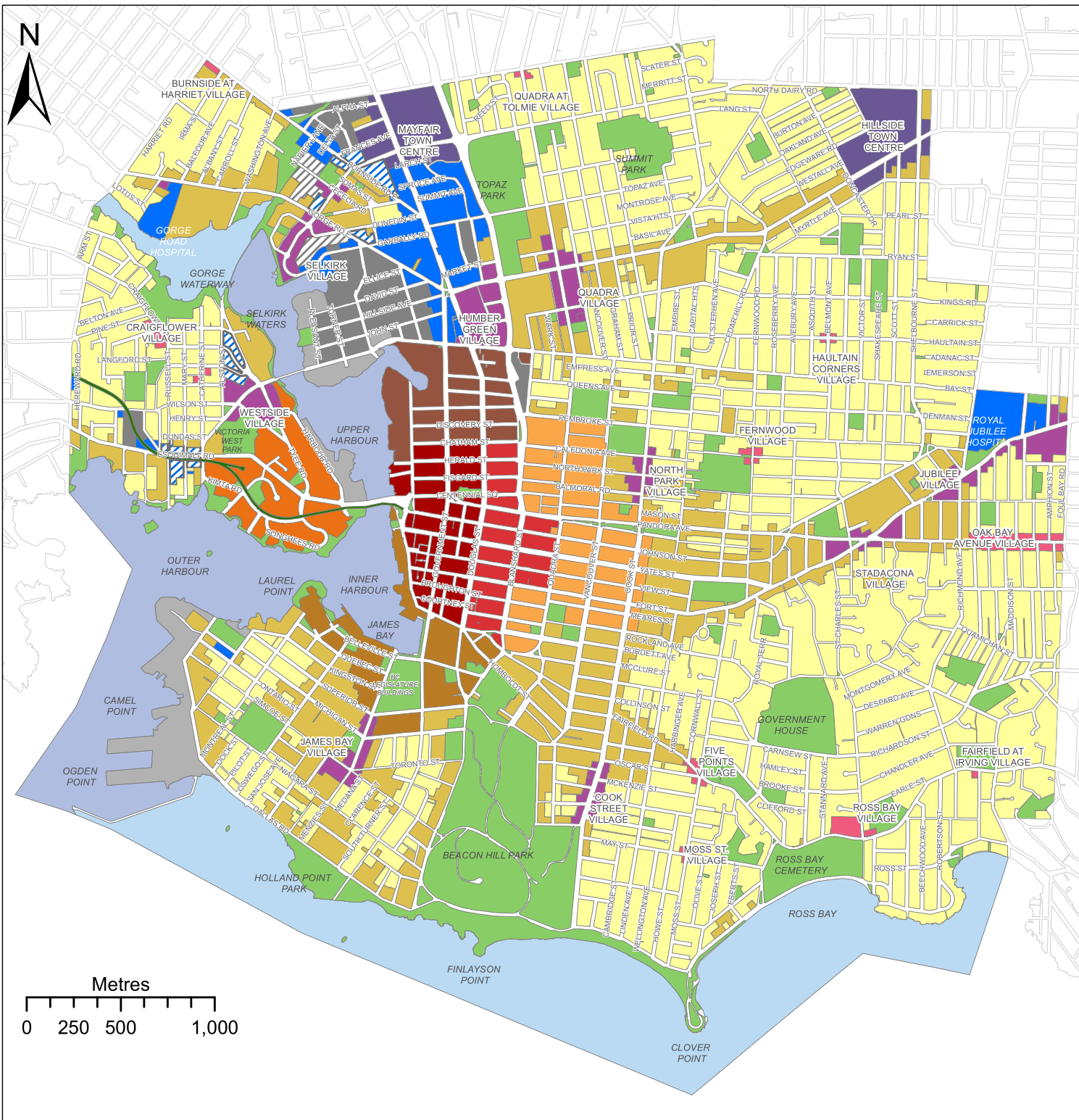
CITY CLERK

MAYOR

**Figure 3: Thirty Year Growth Management Concept**

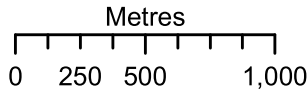
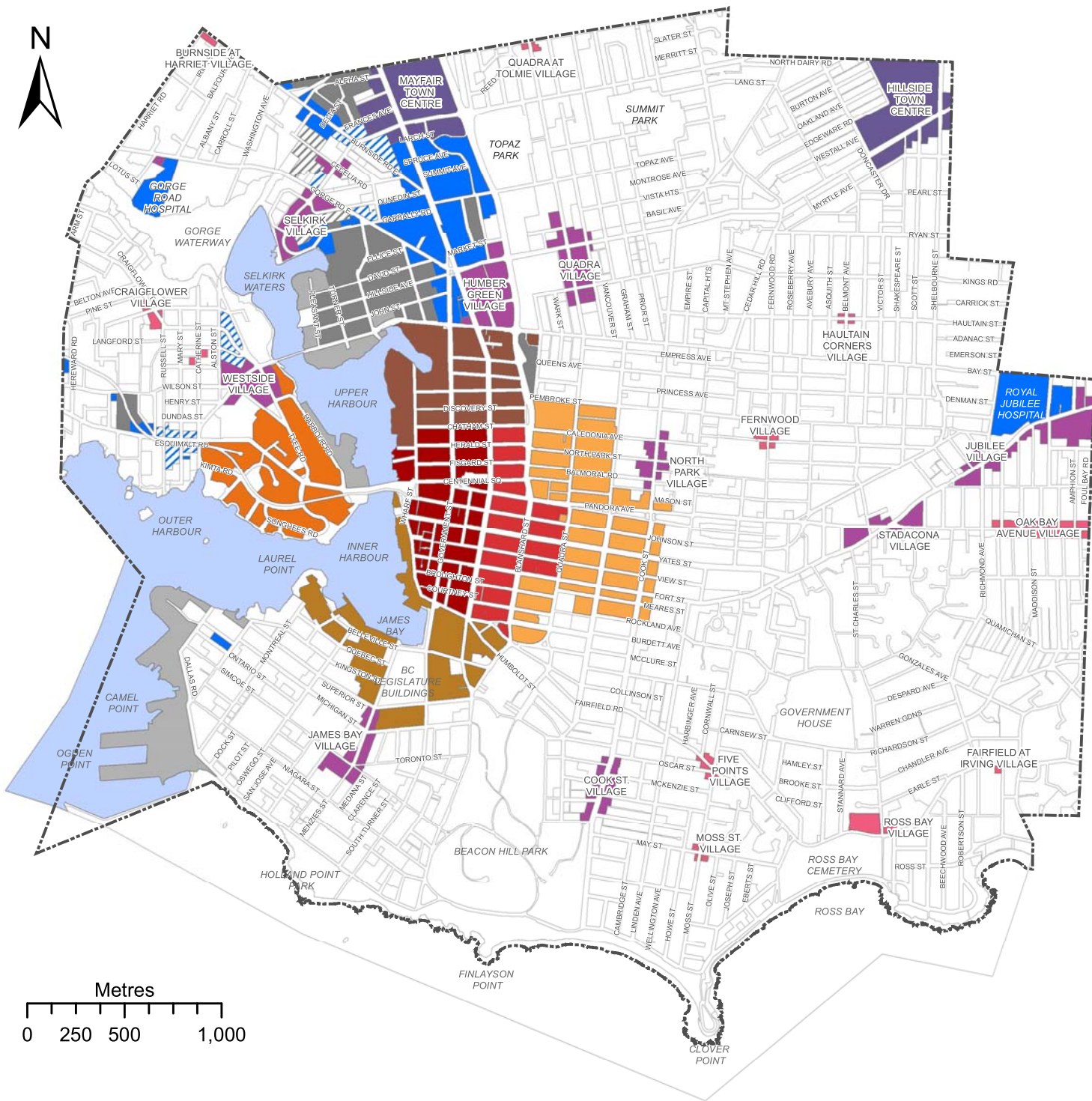






Urban Place Designations extend to the centerlines of adjacent streets.





# MAP 14

## Employment Lands

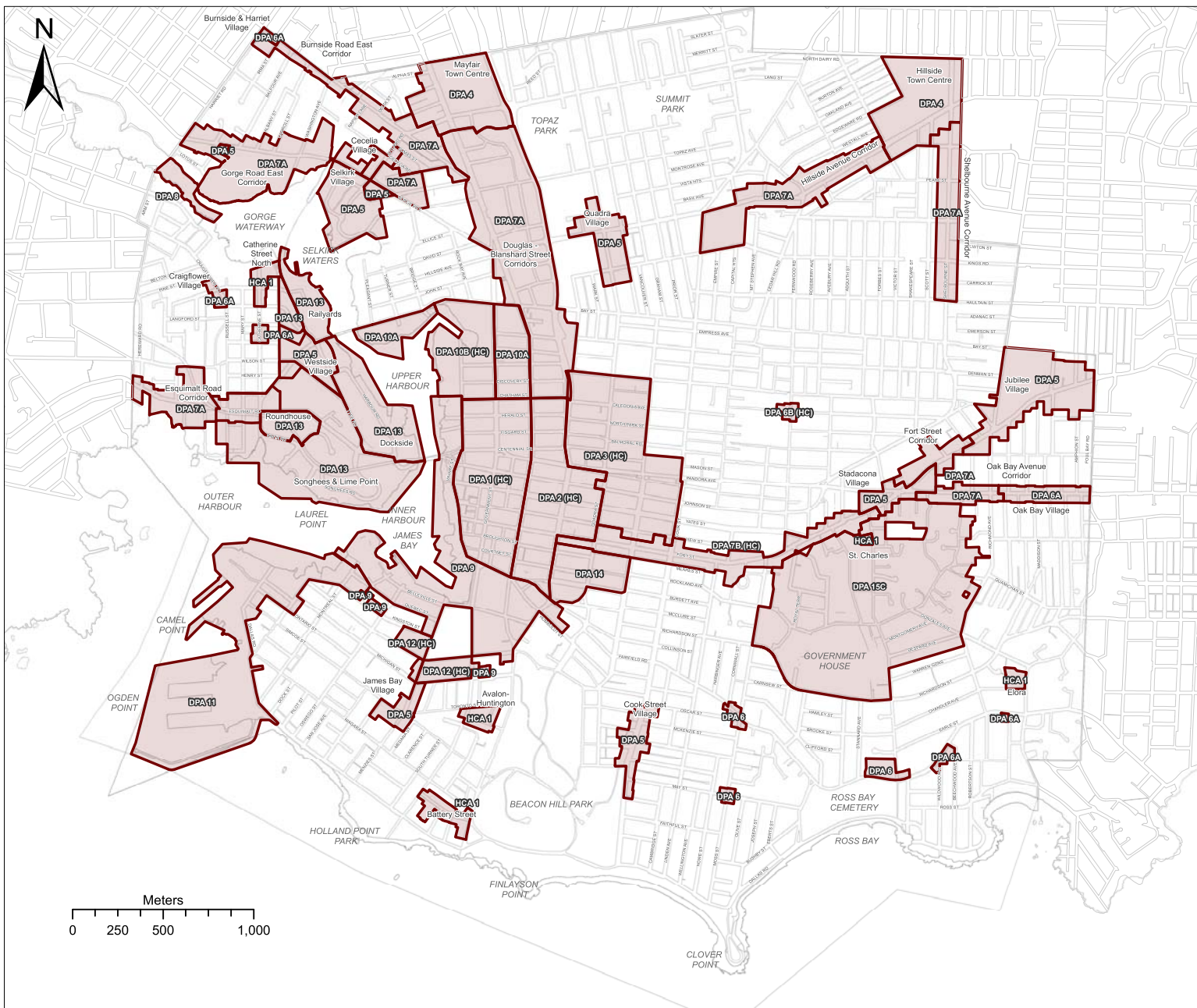
- Core Historic
- Core Business
- Core Employment
- Core Inner Harbour/Legislative
- Core Songhees
- Core Residential
- General Employment
- Industrial Employment
- Marine Industrial
- Town Centre
- Large Urban Village
- Small Urban Village
- Marine - Harbour
- Employment-Residential
- Industrial Employment-Residential

Urban Place Designations are provided for information purposes only. Please refer to Map2 and 0868 for designation information.



\*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.





# MAP 32

## COMPOSITE MAP OF DEVELOPMENT PERMIT AREAS AND HERITAGE CONSERVATION AREAS

- DPA 1 (HC): Core Historic
- DPA 2 (HC): Core Business
- DPA 3 (HC): Core Mixed-Use Residential
- DPA 4: Town Centres
- DPA 5: Large Urban Villages
- DPA 6A: Small Urban Villages
- DPA 6B (HC): Small Urban Villages Heritage
- DPA 7A: Corridors
- DPA 7B (HC): Corridors Heritage
- DPA 8: Victoria Arm Gorge Waterway
- DPA 9 (HC): Inner Harbour
- DPA 10A: Rock Bay
- DPA 10B (HC): Rock Bay Heritage
- DPA 11: James Bay and Outer Harbour
- DPA 12 (HC): Legislative Precinct
- DPA 13: Core Songhees
- DPA 14: Cathedral Hill Precinct
- HCA 1: Traditional Residential
- DPA 15C: Intensive Residential Rockland

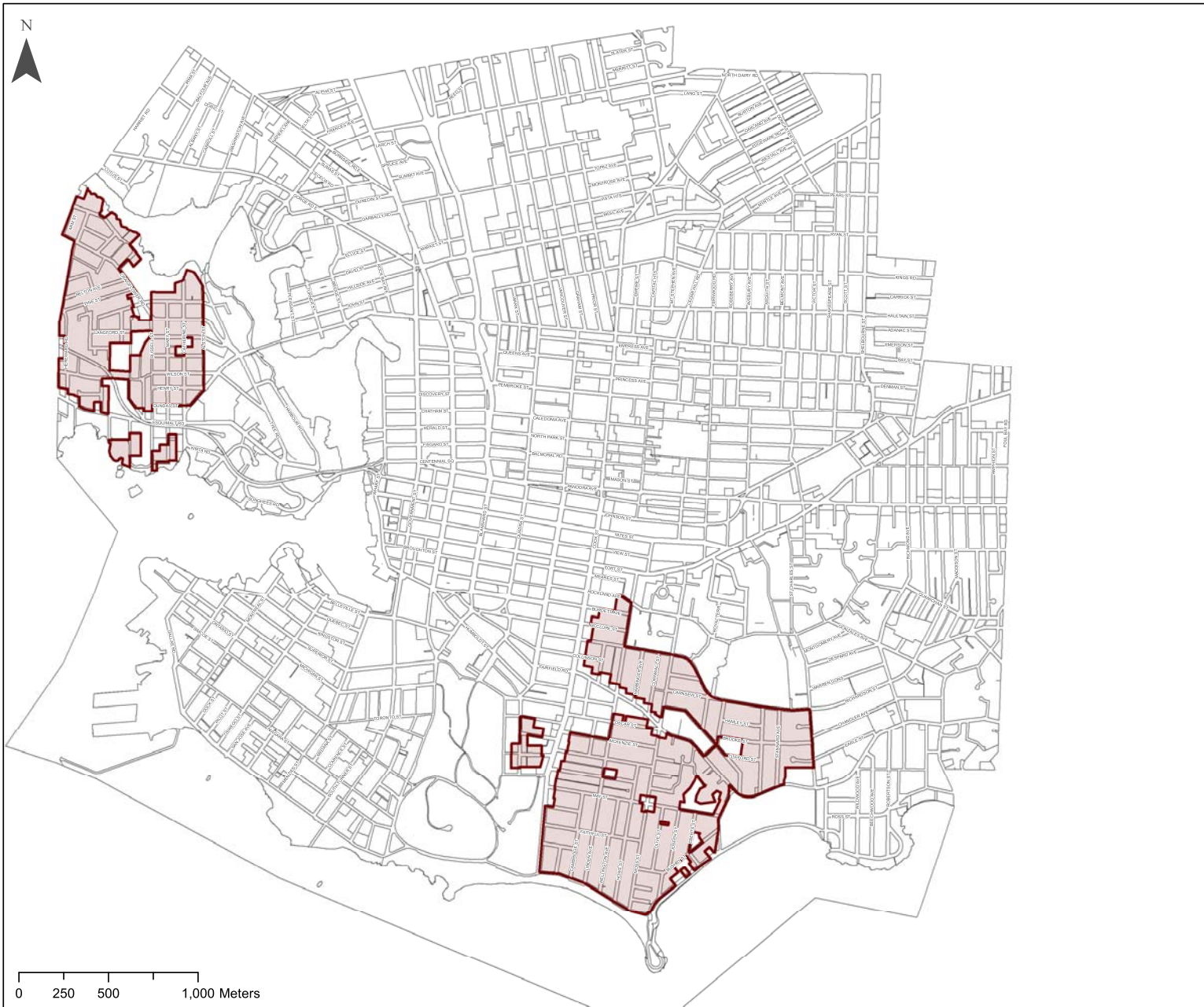
See Map 32A for the following Intensive Residential Development Permit Areas:

DPA 15F: Intensive Residential - Attached Residential Development

The following designations apply to all areas within the City of Victoria and are not shown on this map:

- DPA 15A: Intensive Residential Small Lot
- DPA 15B: Intensive Residential Panhandle Lot
- DPA 15D: Intensive Residential Duplex
- DPA 15E: Intensive Residential Garden Suites
- DPA 16: General Form and Character

This composite map is provided for reference only. Please see the map and provisions for each designated DPA and HCA for legal information.



## MAP 32A

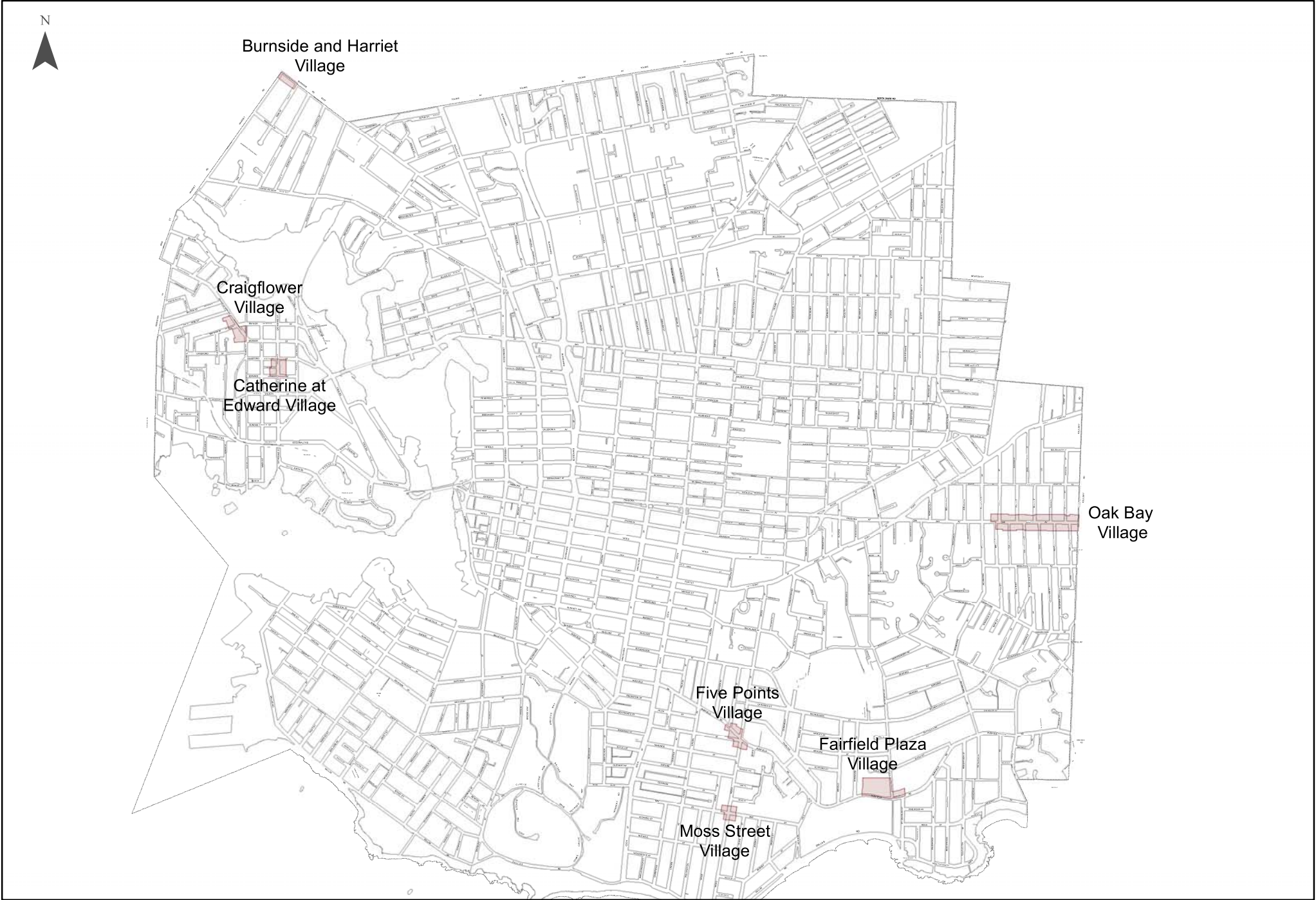
### COMPOSITE MAP OF ATTACHED RESIDENTIAL DEVELOPMENT PERMIT AREAS

DPA 15F: Intensive Residential -  
Attached Residential Development

This composite map is provided for reference only.  
Please see the detailed maps for legal information.

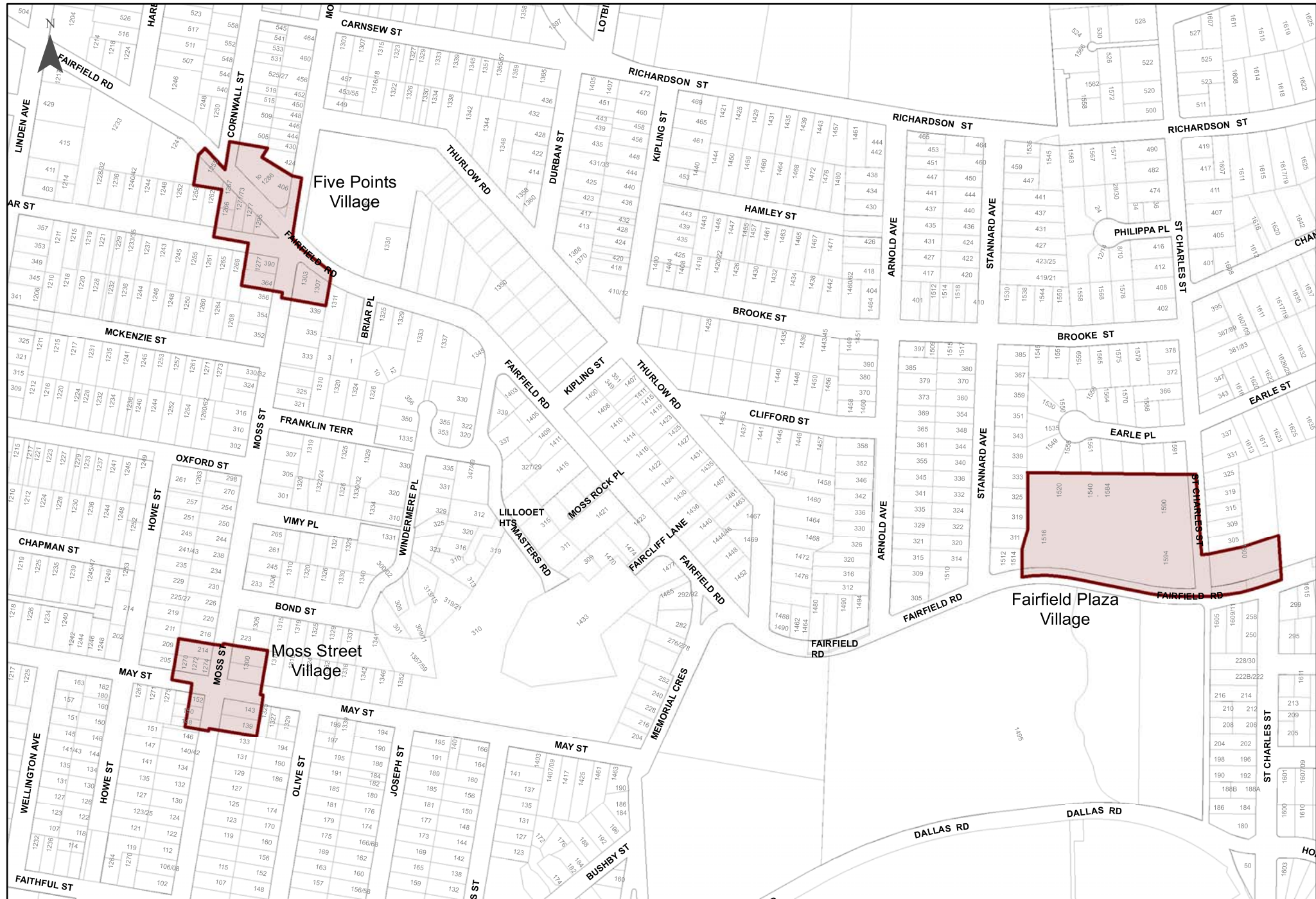


Map 48: DPA 6A: Small Urban Villages



This composite map is provided for reference only. Please see the detailed maps for legal information.

Map 48D: DPA 6D: Small Urban Villages - Moss Street Village, Five Points Village, and Fairfield Plaza Village





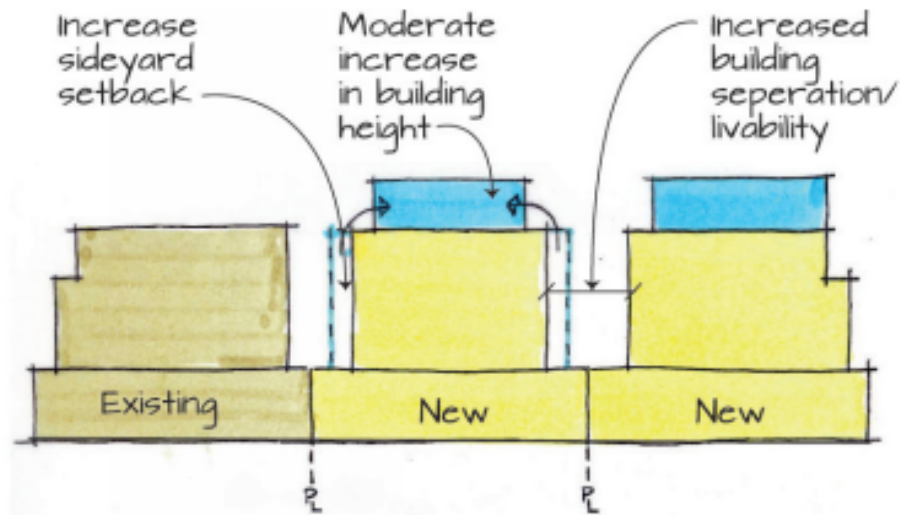


Fig. 23. Building Separation for Taller Buildings, Cathedral Hill: At a given density, modest increase in height can support greater building separation and more slender buildings, enhancing livability for current and planned future residences.

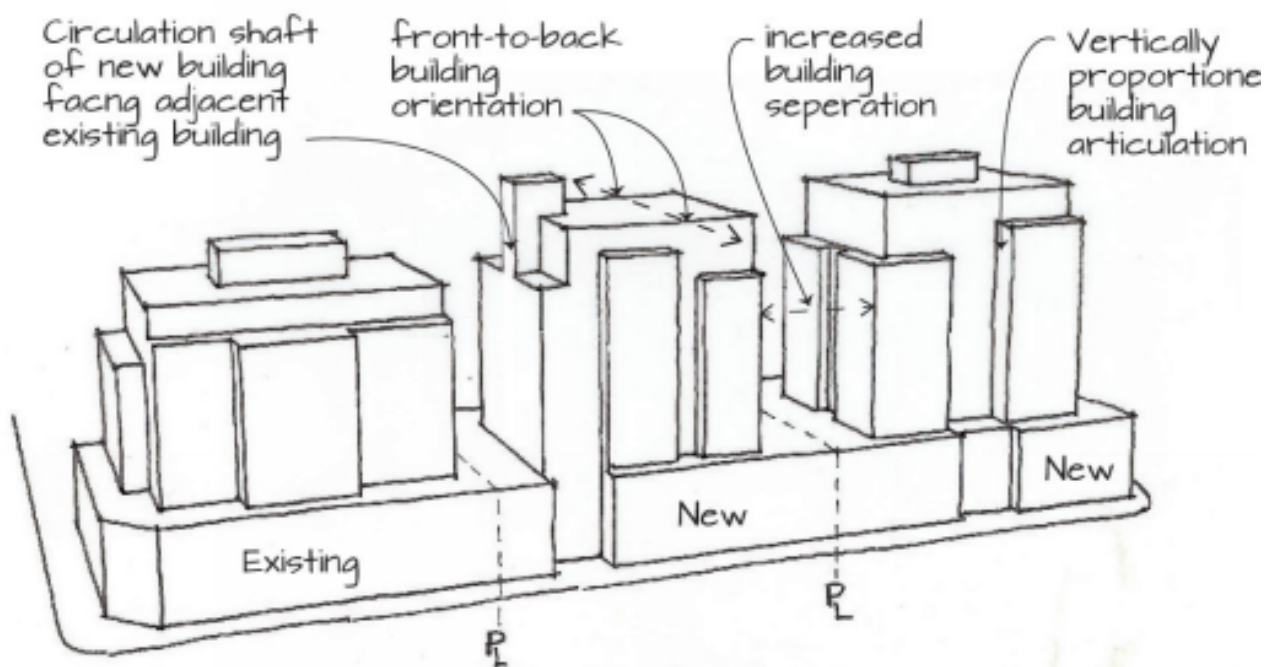
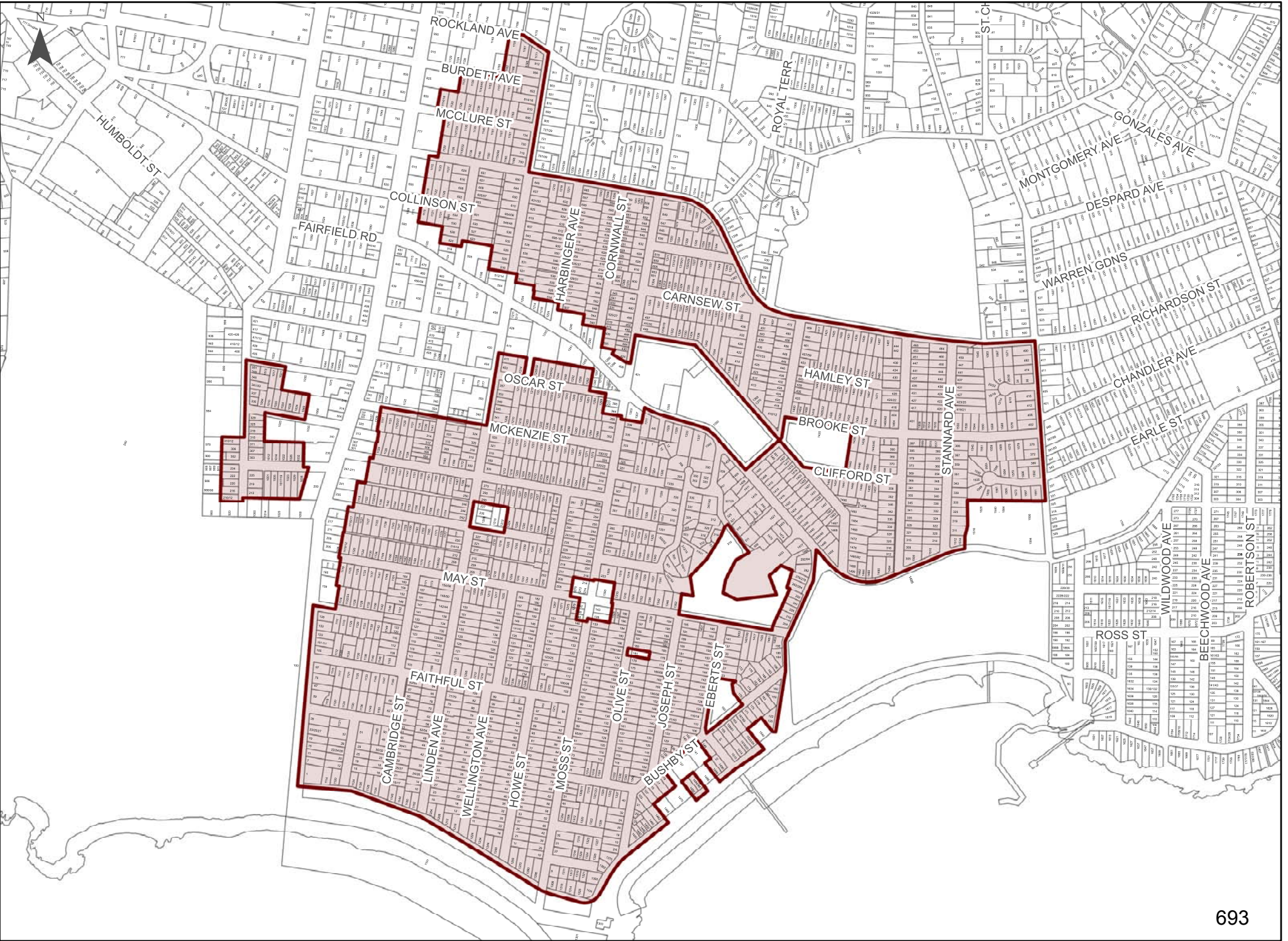


Fig 24. Building Orientation for Taller Buildings: Examples of strategies for building orientation which encourage livability

Map 74: DPA 15F: Intensive Residential - Attached Residential Development (Fairfield)







# Cook Street Village Design Guidelines

## **Publishing Information**

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Sustainable Planning and Community Development Department

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Cover photo credit: Jo-Ann Loro



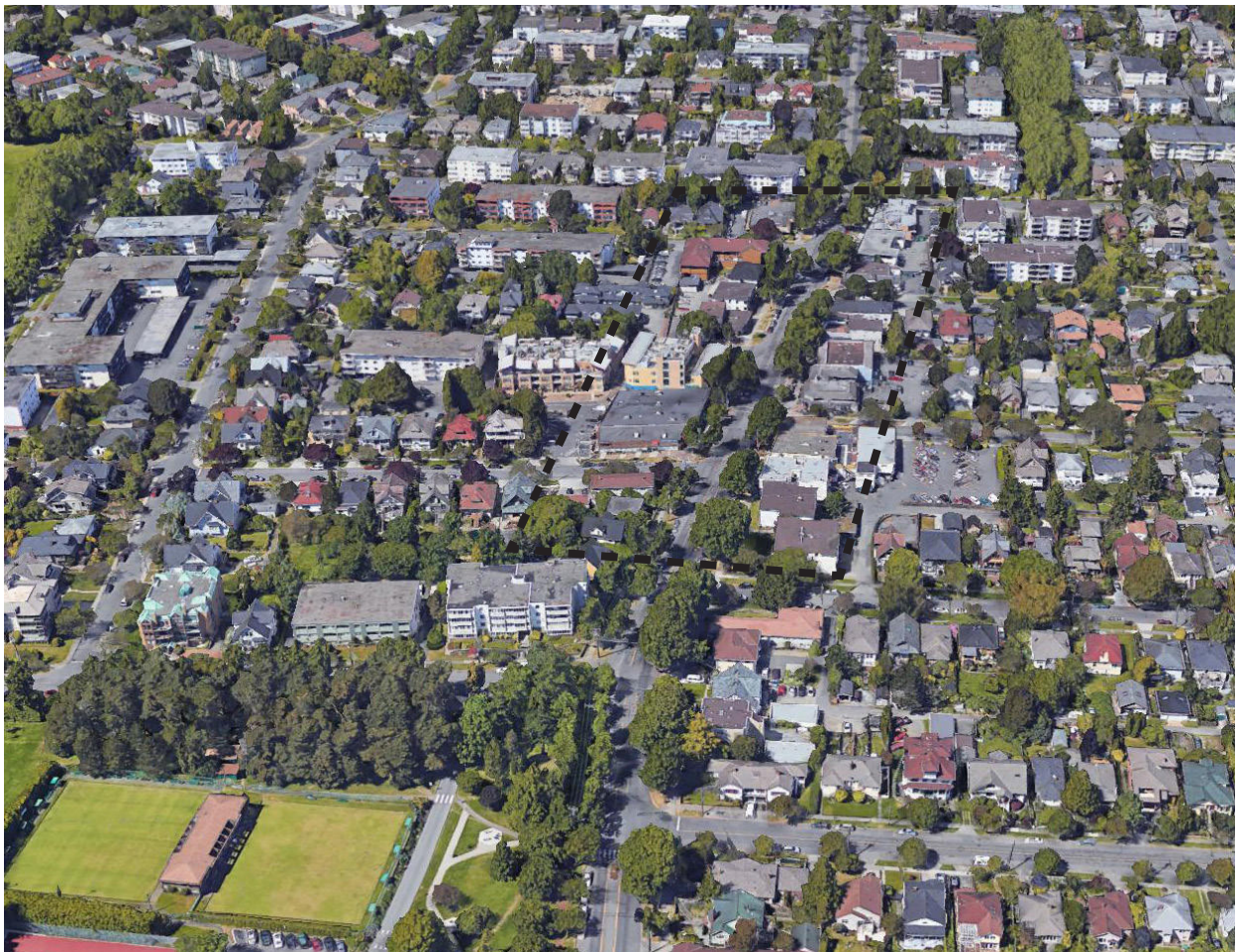
# Cook Street Village Design Guidelines

## Preamble

These guidelines apply to properties that are located within the Cook Street Large Urban Village. They are intended to supplement the *Design Guidelines For: Multi-Unit Residential, Commercial and Industrial, July 2012* which address form and character of developments across the city.

It is intended that both guideline documents will be considered together in conjunction with other applicable guidelines noted in each designated development permit area as detailed in the Official Community Plan. Collectively, the guidelines are intended to guide applicants in achieving new development and additions to existing buildings that result in design excellence, livability, and high-quality pedestrian environments. This is intended to contribute to sense of place and urbanism that is responsive to Victoria's context, while enabling flexibility and fostering creativity.

All visuals in this document are provided for illustrative purposes only to support description of the guidelines.

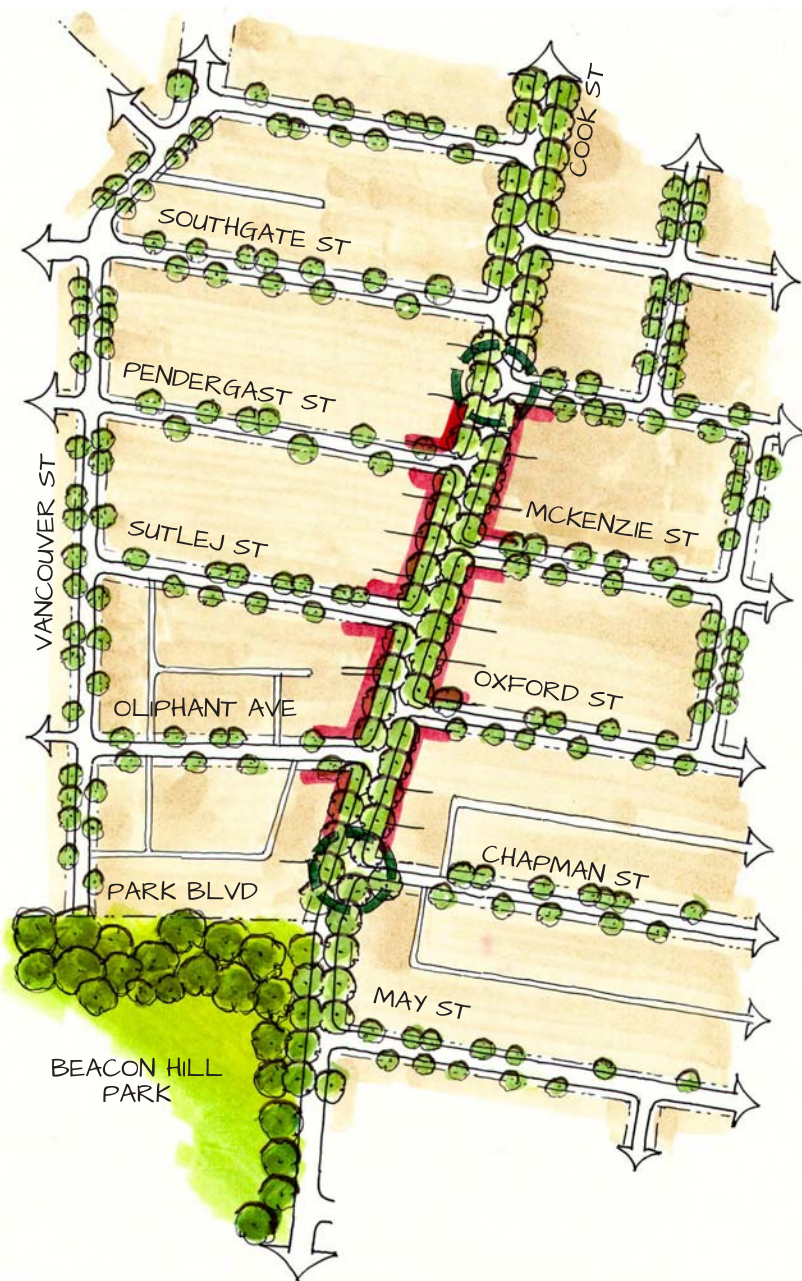


Cook Street Village area



## Context and Character Defining Features

Cook Street Village is a beloved destination for Fairfield residents and many others across the region, due to its unique collection of shops, cafes, services and proximity to parks and waterfront. The unique and highly cherished character and identity of Cook Street Village is defined principally by the mature horse chestnut trees with their large and lush canopies and the generous boulevard they are planted within; the diverse mix of pedestrian oriented shops, restaurants and cafes that line and spill out onto the sidewalk/boulevard and the vibrant street life that results. The street network and block structure in the village are also unique physical characteristics of the Village: The T-intersections provide opportunities for terminating vistas and sunlight penetration, and the slight curves in the street (chicanes) at either end of the village create natural gateways. Additionally, there is a desire to ensure a slow safe, comfortable and convenient environment for all modes of travel within and through the village to maintain and enhance its pedestrian orientation and character.



*Mature boulevard trees and pedestrian vitality define the character and identity of the village*



*T-intersections are a unique characteristic of the village*



*Village gateways are defined by tree canopy, pedestrian crossings with medians, and slight deflection in street alignment at either end of the village*



# Design Principles

It is the intent of these guidelines that new buildings respond to the positive aspects of the existing and planned future context of Cook Street Village and support the following principles:

- Protect and renew the street tree canopy
- Maintain the sunny and open feeling of the streets
- Encourage a fine-grained expression of building frontages at the street level and upper storeys
- Encourage front patios, display areas, seating and other semi-private space in front of businesses
- Keep the eclectic, unique feel of the village
- Create a series of diverse and welcoming public spaces

## General Guidelines

### 1. Context and Streetscapes

*Intent: Achieve a sense of human-scale building façades which front Cook Street and which support the future healthy, lush and mature boulevard trees; provide space for patio dining and display areas; and allow for the penetration of sunlight.*

- a. For new buildings fronting onto Cook Street, development proposals are required to assess and demonstrate incorporation of measures to support existing and future large canopy boulevard trees, and support other livability and built form objectives, through incorporation of a combination of ground floor setbacks and upper storey step-backs, as follows:
  - i. An average 2 metre setback (from the fronting property line) for the first storey
  - ii. An average 5 metre setback (from the fronting property line) after the second storey



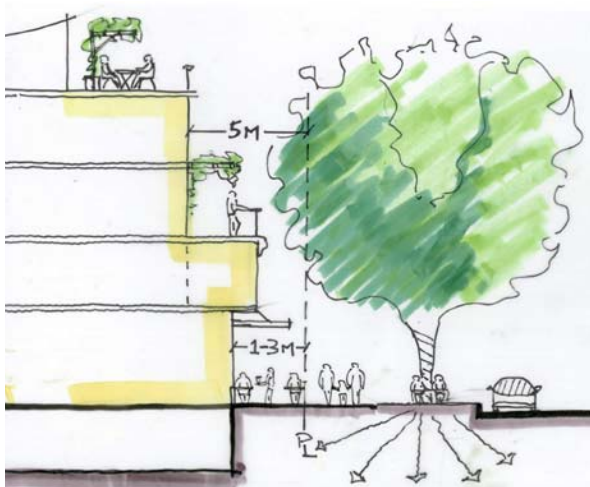
*Shops and cafes spill out onto the sidewalk to create a vibrant streetscape environment*



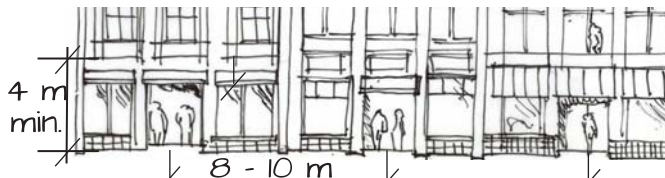
*Street performance supported by generous sidewalk and boulevards.*



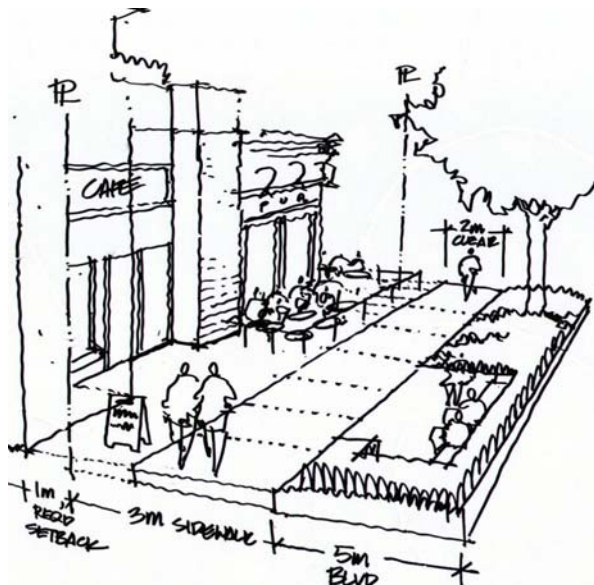
*Development proposals are required to assess and demonstrate incorporation of measures to support existing and future boulevard trees in the village.*



Site and design buildings to support healthy tree canopy and root growth



A maximum 8-10 m commercial entry spacing and 4 m minimum ground floor to ceiling height is desired.



Incorporate patio cafes, seating and other pedestrian oriented features

- iii. Setbacks from the property line for underground parking structures to support existing and future tree root growth to the satisfaction of the City Arborist
  - iv. Development applications should include an arborist's report addressing any impacts on existing or future mature street trees, to the satisfaction of the City Arborist.
  - v. A maximum building height of 4 storeys at 13.5 metres
- b. On flanking streets, incorporate a minimum 1 metre setback from the property line, and an additional upper level setback of 3 metres (from the property line) above the 3rd storey.
  - c. Buildings should create "eyes on the street" and public spaces by orienting doorways, windows and balconies to overlook public streets, sidewalks, walkways, parks or plazas, and other open spaces.

## 2. Active Street Frontages

- a. The first storey of a mixed-use or commercial building should be designed with a minimum floor-to-ceiling height of at least 4m and a minimum depth of approximately 10 metres to accommodate a range of commercial uses.
- b. Buildings with commercial uses at grade should be designed with a series of modulated storefronts and entrances, with transparent glazing. This strategy should be used even where a building contains a larger commercial space. Maintain a pattern of shop front modules and entry spacing of generally 8-10 metres
- c. Buildings are encouraged to incorporate varying setbacks, with portions of the front façade set back further, up to 3m from the property line, to accommodate features such as patios, seating or courtyard areas.



d. Ground-floor commercial uses on corner sites along Cook Street should have a visual presence and identity on both street frontages through the use of entrances, windows, awnings and other building elements.

e. Commercial patio spaces should be designed to be welcoming and accessible to people with diverse abilities

f. Built elements of commercial patios should be compatible in material and design with the overall building as well as the streetscape context.

g. For patio and display areas, consider use of pavement patterns and/or textures which distinguish these areas from the public sidewalk.

### 3. Building Design

Building façades, especially those facing streets, should be well-designed and articulated with human-scale architectural features that create visual interest for pedestrians. Facade designs should consider the rhythm and pattern of existing building façades and architectural elements in the surrounding context, such as building articulation, roof-lines, window placement, entryways, canopies and cornice lines, while creating a diversity of design to enhance the eclectic look and feel of the village.

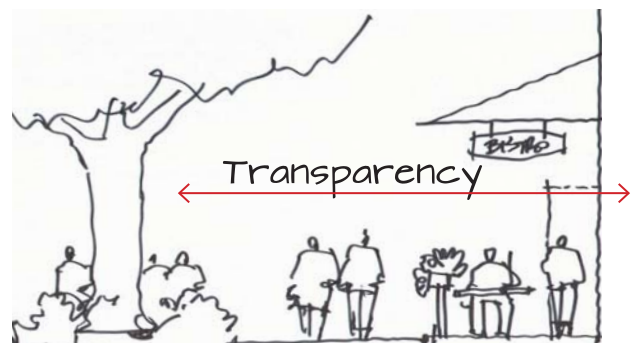
a. Large expanses of blank walls should be avoided. Where this is not possible, design treatments such as vertical plant materials, landscaping, art (e.g. mosaic, mural or relief) or the use of other building materials and building elements are encouraged to add visual interest.

b. Weather protection for pedestrians should be provided in the following manner:

- i. Individual canopies or awnings of sufficient depth should be provided to protect pedestrians from inclement weather, especially at building entrances.
- ii. The underside of canopies should be illuminated.



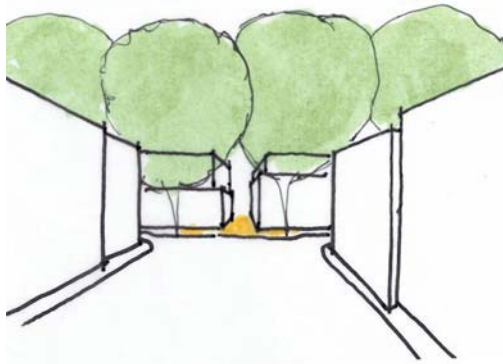
*Incorporate active and attractive building fronts and streetscape elements into building design*



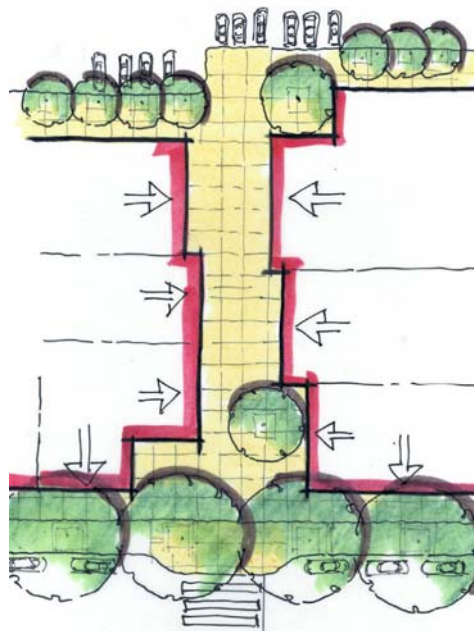
*Incorporate transparent shop fronts with weather protection and pedestrian oriented signage and lighting to support pedestrian activity*



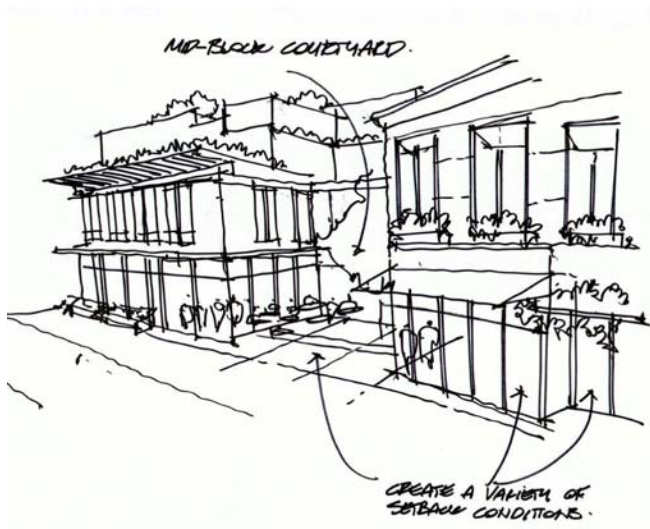
*Large areas of glazing, canopies and sidewalk cafes, and upper storey balconies over looking the street help support village vitality.*



*Incorporate courtyards, pedestrian pass-throughs and architectural features at terminating vistas created by t-intersections.*



*Mid-block courtyards and pedestrian pass-throughs enhance the pedestrian amenity and connectivity of the village (above and below).*



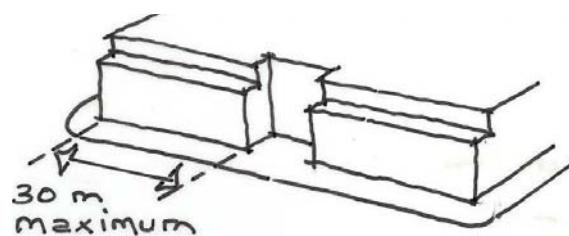
- iii. Canopies with translucent or frosted glazing are encouraged to maximize winter sunlight, particularly for north-facing façades.
- iv. Incorporate pedestrian-oriented signage and lighting
- c. Building design should respond to corner sites and terminating vistas at T-intersections
  - i. For buildings located on a corner, the corner design should include an architectural feature that addresses and emphasizes the corner. Strategies to achieve this include but are not limited to a chamfered or setback corner, prominent glazing, or a primary building entrance oriented to the corner.
  - ii. Building design should emphasize and positively respond to terminating vistas created by T-intersections by incorporating pedestrian oriented features such as entryways, seating areas, court yards and patio cafes, and architectural features such as projecting bays and balconies, building modulation, and distinct roof lines.
  - iii. Consider unique roof-lines for taller buildings that have a visually prominent location (e.g. at corners, or at terminating vistas of streets, or at gateways) in order to create a distinct landmark.
- d. A diversity of building forms and designs are encouraged along Cook Street to celebrate and enhance the eclectic look and feel of the street and create a diverse expression and visual interest along the street.
- i. Incorporate façade modulation and articulation, and encourage varied heights and massing between buildings, to create visual interest and avoid uniformity of buildings within the village
- e. Incorporate mid block pedestrian pass-throughs and courtyards where appropriate with active frontages to help break up the mass of larger buildings, provide increased retail frontage and enhanced east-west pedestrian connectivity.



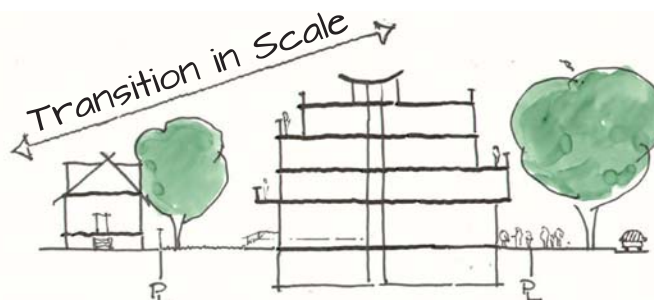
f. For larger buildings, break up the mass through articulation, changes in plane, and changes in material that correspond to changes in plane.

i. Incorporate a substantial break in the façade of buildings with frontages over 30m in length

g. Multi-unit residential and mixed-use buildings should be designed to provide a sensitive transition in scale to adjacent, smaller developments through consideration for building mass, orientation of windows and entries, and other design features. Strategies to achieve this include but are not limited to setting upper storeys back, varying roof lines, increasing rear and side yard setbacks, including landscape within side or rear setbacks, and siting and scaling buildings to reduce shading, overlook, etc.



*Incorporate a substantial break in the façade for frontages over 30m in length.*



*Design for sensitive transition in scale to adjacent, less intensive buildings.*

## 4. Parking

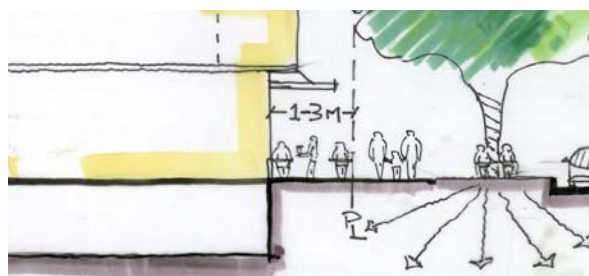
a. Parking should be located underground or to the rear of buildings to provide human scale pedestrian environments. Where rear yard surface parking is proposed, building designs and landscaping interventions should be employed so that parking is integrated into sites in a manner that results in an attractive and safe environment.

b. To improve the continuity of the Cook Street Village streetscape, driveway access to rear parking and loading areas should be accessed from side streets or laneways where possible.

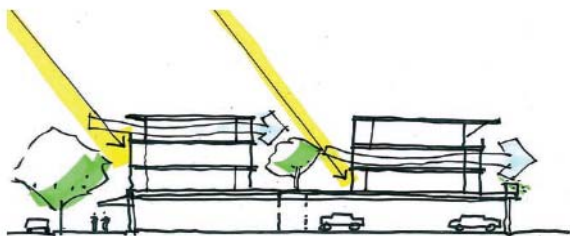
c. Parking and underground structures should be set back from the property line to allow for healthy root zones to support current and future mature street trees.



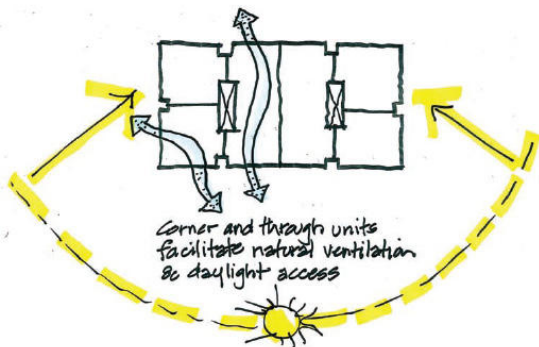
*Plantings and special pavers soften the look of this rear yard parking area.*



*Locate underground parking structures to support healthy root zones.*



*Courtyard type buildings create opportunities for incorporating outdoor amenity spaces and residential units with daylight and natural ventilation on at least two sides.*



*Roof top patios increase amenity and livability for both residential uses (above) and commercial uses. (below).*



## 5. Livability

- a. Where two or more buildings are located on a single site, or where a single structure contains two or more building elements above a common base or podium, a comfortable separation space should be provided for residential units, with consideration for window placement, sunlight penetration to residential units, and adequate spaces for landscaping.
- b. Residential building designs are strongly encouraged to include common outdoor space such as landscaped courtyards, rooftops, or upper-storey terraces, where possible.
- c. Buildings with residential use should be designed so that units receive daylight and natural ventilation from at least two sides of the building, or from one side and a roof. Where possible, provide dwelling units with a choice of aspect: front and back, or on two sides (for corner units).
- d. As a means to improve privacy between adjacent buildings, consider design solutions such as window size, window height, window placement and orientation, exterior landscaping, privacy screens or the use of frosted glazing on balconies.
- e. Pedestrian walkways that connect the primary entrance of multi-unit residential or commercial buildings with the adjacent public sidewalk should be a minimum of 2 m wide and distinguishable from driving surfaces by using varied paving treatments.
- f. Mitigate noise impacts on residential uses and adjacent properties from commercial uses, loading, vents and mechanical equipment through sensitive location of loading areas, vents and mechanical equipment, landscape screening and sound barriers where necessary.

## 6. Materials and Finishes

a. Exterior materials that are high quality, durable, natural and capable of withstanding a range of environmental conditions throughout the year are required, particularly on lower portions of buildings that are more closely experienced by pedestrians. High quality building materials include but are not limited to:

- Natural wood
- Composite materials
- Brick masonry
- Glazed tile
- Stone
- Concrete
- Flat profile “slate” concrete tiles
- Glass and wood for window assemblies
- Standing seam metal roofing

b. Light-coloured, heat reflective and permeable paving materials are encouraged for hard surfaces such as parking areas, walkways, patios and courtyards as a means to reduce storm water run-off and reduce heat-island effects. Light-coloured or heat reflective materials are also encouraged for rooftops to reduce heat island effects.

c. Landscape design should consider the local climate and water efficiency through species selection, including selection of drought-tolerant species, efficient irrigation systems or design of unirrigated landscapes, use of run-off for irrigation, presence of rain gardens and other approaches.

d. The location of driveways and drive aisles should strive to preserve existing canopy trees or provide opportunities for new canopy trees within the boulevard by maintaining sufficient planting spaces.

e. Site design should integrate features to mitigate surface runoff of stormwater, and stormwater impacts on neighbouring sites. This may include a variety of treatments (e.g. permeable paving, landscape features designed for rainwater management, cisterns or green roofs, and/or other approaches) which are consistent with approved engineering practices and other city policies.

f. Consider features in landscaping or open space that add to sociability, such as shared areas to sit, garden plots, play areas, balconies fronting courts, etc.

## 7. Landscaping and Open Space

a. Buildings that include residential units should include private open space (e.g. balconies, porches) and/or easily accessed shared open space in the form of courtyards, green spaces, terraces, yards, play areas or rooftop gardens.

b. The rear yard of multi-unit or mixed-use 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.





# Revitalization Guidelines for Corridors, Villages and Town Centres

2019



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# Revitalization Guidelines for Corridors, Villages and Town Centres

## Preamble:

These guidelines apply to designated Corridors, Villages and Town Centres and are intended to supplement the *Design Guidelines For: Multi-Unit Residential, Commercial and Industrial, July 2012* which address form and character of developments across the city.

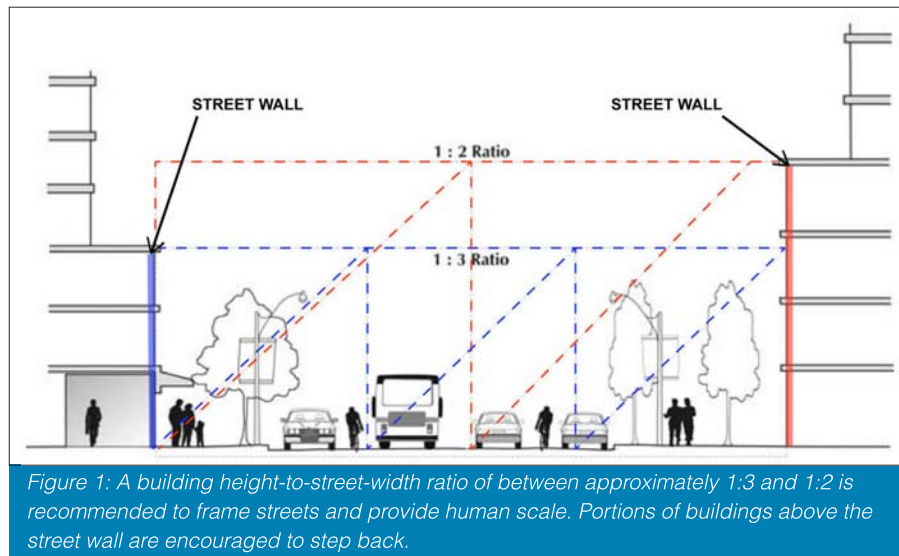
It is intended that both guideline documents will be considered together in conjunction with other applicable guidelines noted in each designated development permit area as detailed in the *Official Community Plan*. Collectively, the guidelines are intended to guide applicants in achieving new development and additions to existing buildings that result in design excellence, livability, and high-quality pedestrian environments. This is intended to contribute to sense of place and urbanism that is responsive to Victoria's context, while enabling flexibility and fostering creativity.

All visuals in this document are provided for illustrative purposes only to support description of the guidelines.

# General Guidelines

## 1) Context and Streetscapes:

- a. Buildings flanking streets should create a sense of enclosure and human scale. To achieve this, buildings fronting streets should provide a “street wall” that is at a height approximately 1/2 to 1/3 the width of the flanking street. This can be expressed as a street-wall-to-street-width ratio range of approximately 1:2 to 1:3. For buildings located on corner sites, this principle should be applied to the facades facing both streets where possible.



- b. To mitigate the visual impact of building height and to maximize sunlight exposure to the street, the upper portions of buildings above the street wall should be set back by at least two metres.
- c. Where an established pedestrian-friendly street wall exists, the front facade of new buildings should be generally aligned with adjacent buildings to create visual continuity along the streetscape.
- d. Buildings with commercial uses at grade should generally be built up to the sidewalk. Portions of the front facade may be set back from the front property line to accommodate features such as patios, courtyards or seating areas.
- e. Buildings should create “eyes on the street” and public spaces by orienting doorways, windows and balconies to overlook sidewalks, walkways, parks and other open spaces.
- f. Consider unique rooflines for taller buildings that have a visually prominent location (e.g. at corners, or at terminating vistas of streets) in order to create a distinct landmark.

## 2) Building Design:

- a. Building facades, especially those facing streets, should be well-designed and articulated with human-scale architectural features that create visual interest for pedestrians. Facade designs should consider the rhythm and pattern of existing building facades and architectural elements in the surrounding context, such as building articulation, rooflines, window placement, entryways, canopies and cornice lines.
- b. Large expanses of blank walls should be avoided. Where this is not possible, design treatments such as vertical plant materials, landscaping, art (e.g. mosaic, mural or relief) or the use of other building materials and building elements are encouraged to add visual interest.
- c. Weather protection for pedestrians should be provided in the following manner:
  - a) Individual canopies or awnings of sufficient depth should be provided to protect pedestrians from inclement weather, especially at building entrances.
  - b) The underside of canopies should be illuminated.
  - c) Canopies with translucent or frosted glazing are encouraged to maximize winter sunlight, particularly for north-facing facades.
- d. For buildings located on a corner, the corner design should include an architectural feature that addresses and emphasizes the corner. Strategies to achieve this include but are not limited to a chamfered or setback corner, prominent glazing, or a primary building entrance oriented to the corner.
- e. The first storey of a mixed-use or commercial building should be designed with a minimum floor-to-ceiling height of at least 4m and a minimum depth of approximately 10 metres to accommodate a range of commercial uses.
- f. Buildings with commercial uses at grade should be designed with a series of modulated storefronts and entrances, with transparent glazing. This design strategy is encouraged even where the building has a single tenant or use.
- g. Buildings that extend along sloping sites should be designed to follow and respond to the natural topography while maintaining a strong relationship of facades and building entrances to the street. Where retaining walls are unavoidable, they should be designed to ensure that they do not negatively impact the pedestrian experience along adjacent sidewalks.



*Figure 2: Modulated, transparent storefronts create interest for pedestrians and encourage activity along the street.*

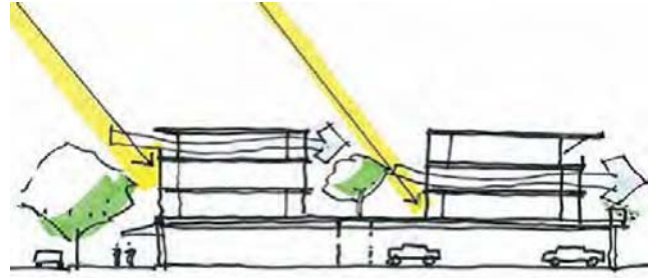
## 3) Parking:

- a. Parking should be located underground or to the rear of buildings to provide human scale pedestrian environments. Where rear yard surface parking is proposed, building designs and landscaping interventions should be employed so that parking is integrated into sites in a manner that results in an attractive and safe environment.



## 4) Livability:

- a. Where two or more buildings are located on a single site, or where a single structure contains two or more building elements above a common base or podium, a comfortable separation space should be provided for residential units, with consideration for window placement, sunlight penetration to residential units, and adequate spaces for landscaping.
- b. Multi-unit buildings should be designed to provide a sensitive transition in scale to adjacent, smaller developments through considerations for massing and other design features. Strategies to achieve this may include but are not limited to setting upper storeys back, varying roof lines, siting or scaling buildings to reduce shading, etc.
- c. Residential building designs are strongly encouraged to include common outdoor space such as landscaped courtyards or rooftops, where possible.
- d. Buildings with residential use should be designed so that units receive daylight and natural ventilation from at least two sides of the building, or from one side and a roof. Where possible, provide dwelling units with a choice of aspect: front and back, or on two sides (for corner units).
- e. Residential buildings located along busy arterial streets should incorporate design features that minimize noise and pollution impacts (e.g. triple-pane glazing, residential units oriented towards courtyards, design of residential units with multiple orientations or side orientations, and building air intakes located away from the road).
- f. As a means to improve privacy between adjacent buildings, consider design solutions such as window size, window height, window placement and orientation, exterior landscaping, privacy screens or the use of frosted glazing on balconies.
- g. Pedestrian walkways that connect the primary entrance of multi-unit residential or commercial buildings with the adjacent public sidewalk should be a minimum of 2 m wide and distinguishable from driving surfaces by using varied paving treatments.



*Figure 3: Comfortable separation space allows for sunlight access to individual units and outdoor spaces.*

## 5) Materials and Finishes:

- a. Exterior materials that are high quality, durable and capable of withstanding a range of environmental conditions throughout the year are strongly encouraged, particularly on lower portions of buildings that are more closely experienced by pedestrians. High quality building materials include but are not limited to:
  - Natural wood
  - Composite materials
  - Brick masonry
  - Glazed tile
  - Stone
  - Concrete
  - Flat profile “slate” concrete tiles
  - Glass and wood for window assemblies
  - Standing seam metal roofing
- b. Light-coloured, heat reflective and permeable paving materials are encouraged for hard surfaces such as parking areas, walkways, patios and courtyards as a means to reduce storm water run-off and reduce heat-island effects. Light-coloured or heat reflective materials are also encouraged for rooftops to reduce heat island effects.

## 6) Landscaping and Open Space:

- a. Buildings that include residential units should include private open space (e.g. balconies, porches) or easily accessed shared open space in the form of courtyards, green spaces, terraces, yards, play areas or rooftop gardens.
- b. The rear yard of multi-unit or mixed-use 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.
- c. Landscape design should consider the local climate and water efficiency through species selection, including selection of draught-tolerant species, efficient irrigation systems or design of unirrigated landscapes, use of run-off for irrigation, presence of rain gardens and other approaches.
- d. Consider features in landscaping or open space that add to sociability, such as shared areas to sit, garden plots, play areas, balconies fronting courts, etc.

# Area-Specific Guidelines

In addition to the General Guidelines, the following guidelines apply to each specific designated area.

## 1) Town Centres

### a. Mayfair Town Centre

- i. Taller buildings should generally be focused in the western part of the site, near Douglas Street.
- ii. Design taller buildings to have a clear architectural distinction between the base (podium or street wall portion), middle and upper portion of the building.
- iii. The podium base or street wall portion of buildings are encouraged to be three to five storeys (approximately 10–15 m) in height.
- iv. Major redevelopment of the Mayfair Shopping Centre should incorporate an internal network of pedestrian-friendly streets and connections between Speed Street, Nanaimo Street and Oak Street in order to create a structure of city blocks and to support permeability for pedestrians, cyclists and vehicles.
- v. Building design should emphasize Douglas Street as the primary retail street of the Mayfair Town Centre. However, building designs should not “turn their back” on adjacent streets. Instead, provide facades that address all street frontages and are consistent with the General Guidelines for Building Designs (SECTION 2).
- vi. Building design that results in a landmark expression is encouraged at the intersection of Douglas and Finlayson Streets.
- vii. The tower portions of buildings above six storeys in height should generally be sited and designed to maintain access to sunlight, with a sufficient face-to-face separation distance between towers on the same site, and a sufficient clear distance to lot lines abutting other developable parcels. A desired face-to-face separation distance for towers at the Mayfair Shopping Centre site (the area bounded by Douglas Street, Nanaimo Street, Blanshard Street and Tolmie Avenue) is 25 metres.

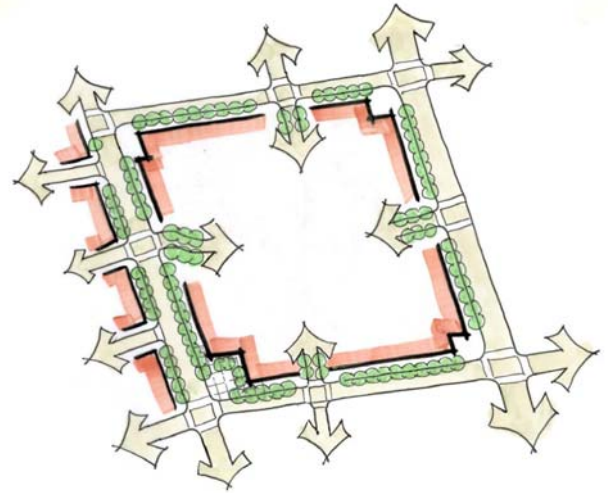


Figure 5: Major redevelopment of the Mayfair Shopping Centre site should establish an internal block structure connecting to adjacent streets.

## 2) Villages

### a. Gorge at Irma Village

- i. Development within this village should create multiple smaller storefronts facing Gorge Road and turning the corner onto Irma Street to support a variety of neighbourhood-oriented commercial uses.

## b. Craigflower Village

- i. Craigflower Village is envisioned as a neighbourhood-serving area with smaller storefronts, facades activating street or park edges regardless of use, and with scale transitioning to the adjacent neighbourhood. To achieve this:
  1. Buildings with commercial uses at grade should feature frequent entries and smaller storefront modules. A maximum distance of 10 metres for each module should be maintained.
  2. Between Raynor Street and Russell Street, new buildings should be sited close to the sidewalk's edge, regardless of use. Greater setbacks are encouraged where they accommodate residential or commercial patios or porches.

## c. Catherine at Edward Village

- i. Buildings fronting along Catherine Street between Edward Street and Langford Street are encouraged to establish a consistent streetwall close to the sidewalk's edge, regardless of use, with individual entries on the ground floor. Greater setbacks are encouraged where they accommodate residential or commercial patios or porches.
- ii. Features which activate the frontage (e.g. glazing along the ground floor, entries, patios or porches, and windows or balconies providing for surveillance of the public realm) should wrap around the corner to activate the laneway (Bella Street) as a pedestrian or gathering space and provide for surveillance.
- iii. Establish sensitive transitions to adjacent lower-scale residential development, considering building massing, access to sunlight, privacy, and landscape.

## d. Westside Village

- i. The section of Wilson Street stretching from its intersection at Bay Street and running east along the edge of Vic West Park is envisioned as an important gathering area. In addition to the General Guidelines, development in this area should provide frequent entries and be set back to provide sufficient space for pedestrian circulation, patio dining and street furniture along the Wilson Street frontage.



Figure 6: Conceptual illustration for Westside Large Urban Village.



- ii. With new development, maintain or enhance the pedestrian connection that links Tyee Road to Wilson Street through the site as illustrated conceptually in Figure 6.
- iii. Buildings fronting on the Wilson Street – Bay Street intersection should engage the intersection with corner entries, enhanced pedestrian treatments or small plazas.
- iv. Buildings at the two identified terminating vistas on the west side of Bay Street, identified in Figure 6, should create a distinct landmark consistent with the General Guidelines.
- v. With redevelopment of the block west of Bay Street, new development is encouraged to create an internal pedestrian and/or road network linking the neighbourhood to the west, Bay Street, and Langford Street. (See, for example, conceptual illustration in Figure 6.)
- vi. In order to transition sensitively to the neighbourhood to the west, buildings fronting Alston Street should establish a streetwall of no more than 3 storeys as viewed from Alston Street, with modest landscape setbacks, architectural design and features (such as windows and doors) which activate the public realm.
- vii. Langford Street between Alston Street and Tyee Road is envisioned as an opportunity to establish a physical environment accommodating a mix of employment uses, possibilities for artisan, production, and similar uses mixed with pedestrian activity. Buildings fronting Langford Street are encouraged to be designed with frequent entries, individual storefront modules, and features such as roll-up doors or loading bays which can accommodate a variety of uses.
- viii. See also Supplementary Guidelines for Light Industrial Uses in Victoria West Corridors and Villages (section 11 of these Guidelines), if such uses are anticipated.

#### e. Fairfield Plaza

##### *Key Principles for site layout*

- i. Transitions to the surrounding lower-scale residential neighbourhood should occur on site. Strategies to achieve this include: a landscaped setback space; tree planting and other vertical landscape elements; building setbacks, massing and/or stepbacks that result in sensitive transitions from existing development and avoid shading adjacent yards; the location of windows and balconies to avoid overlook and respect privacy; and screening of any mechanical equipment.
- ii. The site should include a public plaza intended to be a focal point of the village and neighbourhood to support community gathering. This will be accomplished through the appropriate provision and placement of publicly-accessible seating, large canopy trees, a combination of hard and soft landscaping, use of high quality materials, and other elements that foster rest, play, shade and social activity, (e.g. a play structure for children, water feature, etc.). The plaza space should integrate well with adjacent storefronts and patio seating, provide clear visual and pedestrian connections to the surrounding street and open space network, and consider access to sunlight, especially during colder months.

Blue text is the proposed additional content for Design Guidelines



Fig 8. Example of a public gathering space and pedestrian-oriented buildings supporting small business.

iii. The site should incorporate a publicly accessible internal [circulation](#) network with clear visual and pedestrian connections to the surrounding street and open space network. [Internal automobile circulation](#) should be designed as a publicly accessible, pedestrian-friendly street network with sidewalks and street trees. Back-of-house uses such as truck access and loading should be located to the rear of buildings. The internal circulation network should provide safe and comfortable access for people arriving by bicycle, mobility device, or active transportation, from the entry of the site to parking and shopping destinations.

iv. New buildings should be located and designed to minimize shadowing impacts on adjacent buildings.

1. To this end, taller building forms should be located to the south and east portion of the site and be articulated to break up their massing.
2. Shadow studies will be required at the time of development permit application showing shadow impacts of proposed development at the following times:
  - fall equinox: 9:00 am; 12:00 pm and 5:00 pm
  - spring equinox: 9:00 am; 12:00 pm and 5:00 pm
  - summer solstice at 9:00 am; 12:00 pm and 5:00 pm

v. Buildings should be located along and oriented to internal and external streets, [pedestrian network](#), and public spaces.

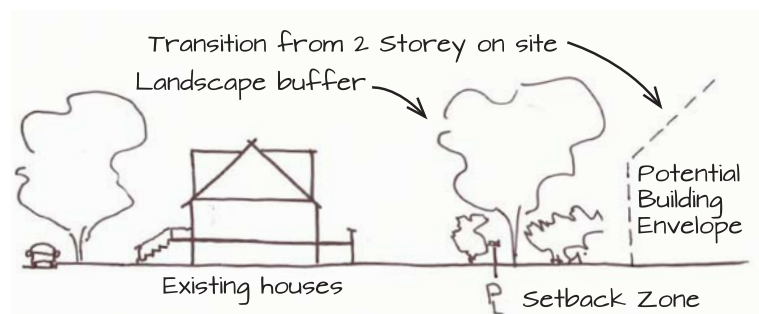


Figure 7. Strategies to achieve a sensitive transition include a setback, landscape transition, and building envelope.

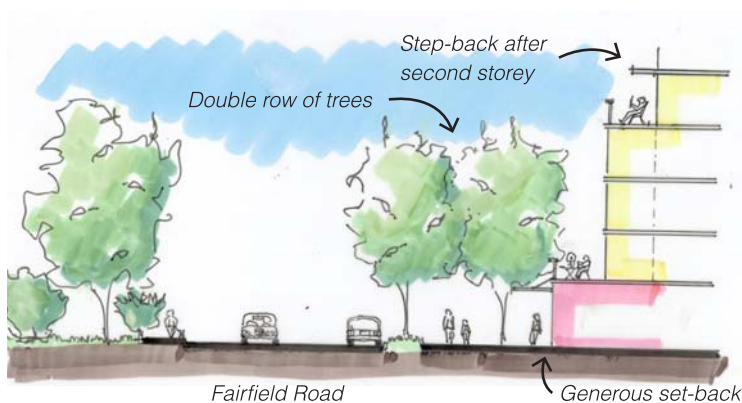


Fig 9. Strategies to establish a friendly face to Fairfield Road and a sensitive transition to the heritage-designated Ross Bay cemetery include generous pedestrian spaces, buildings with smaller modulated shopfronts with extensive glazing and frequent entries, an upper-floor step-back, and a double row of trees relating to the greenspace across the street.

vi. Ensure a sensitive transition/interface with Fairfield Road and the heritage-designated Ross Bay Cemetery. Strategies to achieve this include:

1. Building setbacks and step-backs which create a lower-scale interface with the public sidewalk, provide for generous pedestrian spaces, and provide above-ground and below-ground spaces for mature canopy trees and their root zones.
2. Incorporate canopy street trees and other landscape features which present a soft, green interface when viewed from the street and Ross Bay Cemetery. In particular, a double row of street trees is encouraged to create a green transition zone between new buildings and the cultural landscape of Ross Bay Cemetery.

vii. Open spaces associated with development are not envisioned to include large areas of surface parking. Therefore, off-street surface parking lots are discouraged and should be avoided. Provision of accessible parking and [limited](#) convenience parking for customers is encouraged at grade, integrated with internal street network as on-street parking. Longer-term and residential parking is encouraged to be wholly or partly underground.

viii. The design and placement of buildings and landscape should establish a sensitive transition to adjacent parks and natural open spaces. Strategies to achieve this include setbacks, establishing a landscaped edge, respecting the root zones of adjacent trees, and minimizing other identified impacts on ecologically sensitive areas and natural features.

ix. Mitigate noise impacts on [residential uses and](#) adjacent properties from commercial uses, loading, [vents and mechanical equipment](#) through sensitive location of loading areas, [vents and mechanical equipment](#), landscape screening and sound barriers where necessary.

#### *Guidelines for Design of Buildings and Public Realm*

x. Ensure a lively pedestrian environment along Fairfield Road, along internal streets, and fronting onto plaza and public spaces, with specific considerations for the following objectives:

1. Create a series of smaller storefront modules oriented to streets and public spaces, including the plaza space, with frequent entries, generous amounts of transparent glazing, and spaces for pedestrians, displays or patio seating. [A maximum entry spacing of 10 metres is desired.](#)
2. Create generous pedestrian spaces along Fairfield Road.
3. Incorporate seating, furnishings and landscape features that create comfort for visitors
4. Use durable, natural materials for hardscape features.
5. Support on-street parking along both public and internal streets to provide a buffer between traffic and pedestrians, slows traffic, and supports business.

xi. Support urban tree canopy by incorporating tree planting into open spaces, including the plaza space, along the [internal circulation network](#), as well as within setback areas adjacent to existing lower-scale residential areas.

xii. Integrate features to mitigate surface runoff of stormwater and stormwater impacts on neighbouring sites. This may include a variety of treatments (e.g. permeable paving, landscape features designed for rainwater management, cisterns or green roofs, and/or other approaches) which are consistent with approved engineering practices and other city policies and appropriate to soil conditions.



*Fig 10. Example of development oriented towards an internal street using quality built and landscape materials.*



**f. Five Points Village**

- i. Site and set back buildings in order to create a minimum 3.6 metres between building façade and curb, in order to accommodate space for street tree planting, in conjunction with a publicly accessible sidewalk having a minimum clear zone of 2m. The ground floors of buildings are encouraged to be set back further, up to an additional 3m, along portions of their façade to incorporate patios, seating and display areas.

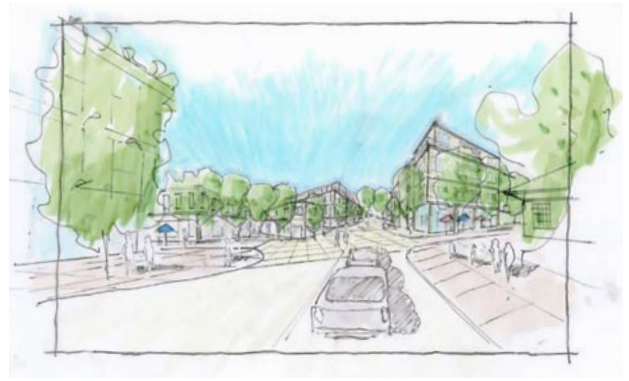


Fig 11. Conceptual illustration of Five Points Village

### 3) Corridors

**a. Douglas-Blanshard Corridor**

- i. In the Humber Green area between Douglas and Blanshard Streets, residential units are encouraged to be oriented to inner courtyards or quieter interior streets to mitigate noise impacts from adjacent arterial traffic. However, building designs should not “turn their backs” to Douglas and Blanshard Streets. Instead, provide facades that address all street frontages and are consistent with the General Guidelines for Building Designs (SECTION 2).

**b. Gorge Road East Corridor**

- i. Redevelopment along Gorge Road East should consider site planning and building massing to preserve and enhance view corridors looking south from Balfour Street and Carroll Street toward the Olympic Mountains.

**c. Core Songhees Employment Corridors**

The following guidelines apply to the area bounded by Alston Street, Tyee Road, and Langford Street, as well as lands fronting directly onto Langford Street between Alston Street and Tyee Road. These areas contain existing employment uses and are intended to accommodate future employment uses mixed with, or transitioning to, residential uses.

- i. In order to sensitively transition to the lower-scale residential areas to the west, buildings fronting Alston Street should establish a streetwall of no more than 3 storeys as viewed from Alston Street, with modest landscape setbacks, architectural design and features (such as windows and doors) which activate the public realm.
- ii. The design of buildings fronting onto the south side of Tyee Road should mitigate impacts on residential development across the street, considering massing and access to sunlight, given changes in elevation on these sites.
- iii. Langford Street between Alston Street and Tyee Road is envisioned as an opportunity to establish a physical environment accommodating a mix of employment uses, possibilities for artisan, production, and similar uses mixed with pedestrian activity. Buildings fronting Langford Street are encouraged to be designed with frequent entries, individual storefront modules, and features such as roll-up doors or loading bays which can accommodate a variety of uses.
- iv. See also Supplementary Guidelines for Light Industrial Uses in Victoria West Corridors and Villages (section 11 of these Guidelines), if such uses are included.



#### d. Esquimalt Road Corridor

- i. New development within the corridor and located between Mary Street and Victoria West Park should be designed to respect the public view corridors identified from Catherine Street at Edward Street, and from Mary Street at Henry Street, looking south to the Olympic Mountains, by considering the location, siting, massing and design of new development.
- ii. Uses along the south side of Esquimalt Road which are adjacent to the (future) E&N Rail Trail should provide for active frontages facing the trail, with entries, transparent glazing, and upper floor windows or balconies which provide for “eyes on the trail.” Pedestrian areas with a mix of hard and soft landscaping should be provided adjacent to the trail and delineated from the portion of the trail which is for active movement.
- iii. Development adjacent to the intersection of Esquimalt Road and Dominion Road should help create a gateway recognizing the transition between Esquimalt and Victoria.
- iv. Buildings fronting onto Dundas Street, or other streets where they are located across from Traditional Residential development, should transition sensitively across the street. Strategies to achieve this include emphasizing front yard landscaping, individual unit entries, and streetwall height.
- v. Buildings located adjacent to lower-scale residential development should transition sensitively to that development, considering building massing, access to sunlight, privacy, and landscape.

## 4) Supplementary Guidelines:

#### a. Light Industrial Development in Victoria West Corridors and Villages

Context and Intent: The Victoria West neighbourhood is a mixed neighbourhood of largely residential, commercial and mixed uses with pockets of light industrial uses in specific corridors. These light industrial areas accommodate employees and customers, interface with public spaces such as streets and trails, are found adjacent to or across the street from residential or commercial areas, and may contain a mix of uses. Therefore, it is important that care be taken in designing light industrial development to provide a positive environment for users, to minimize impacts on adjacent non-industrial development, and to support the pedestrian environment and public realm.

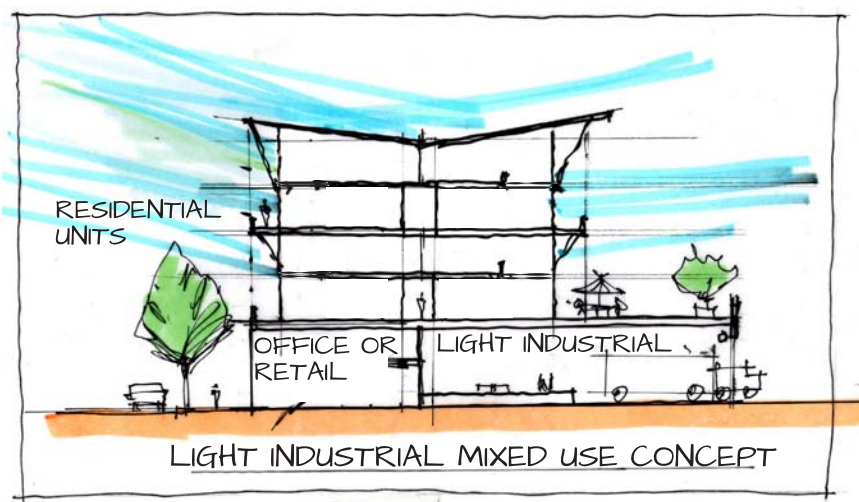


Figure 12: Example of a light industrial and residential mixed use building, showing how residential units might be set back from the loading areas.

In addition to the General Guidelines, the following additional guidelines apply to any development which permits a light industrial use:

- i. Where development with an industrial use is located adjacent to or across the street from residential development, ensure a sensitive transition by:
  1. Screening any outdoor storage areas, work areas or loading areas, incorporating generous landscape where adjacent to residential uses. Where light industrial uses or loading are likely to generate noise, screening may include more substantial features (e.g. walls) which provide noise attenuation.
  2. Locating outdoor loading, work and storage areas away from adjacent residential uses.
  3. Providing sufficient building separation between light industrial uses and adjacent residential uses.
  4. Locating and screening ventilation and other equipment so as to minimize noise and visual impacts on residential uses.
- ii. In development which mixes light industrial uses with other uses (including commercial and residential uses), design should mitigate impacts of industrial uses on non-industrial uses. These impacts include but are not limited to noise, odours, glare and visual impacts of outdoor storage and activity. Strategies to achieve this include but are not limited to:
  1. Avoid residential overlook of loading areas or outdoor storage areas, through organization of building massing and orientation of windows and balconies.
  2. Incorporate methods for noise attenuation (e.g. triple-glazed windows; organization of building massing).
  3. Locate air intakes away from loading, circulation or work areas.



# Design Guidelines for Attached Residential Development: Fairfield Neighbourhood



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*Duplexes consist of two units, which may be organized side-by-side, front to back, or up-down. Depending on zoning, each unit may have a suite.*



*Houseplexes consist of multiple residences within a single structure, designed to be compatible with the surrounding neighbourhood and appearing similar in form to a large house.*



*Townhouses can be expressed in many forms. The ownership format may be stratified, rental, or fee simple. The photos above are examples of townhouses oriented to the street.*



*Stacked townhouses (above, left) allow for up-down units within a townhouse-style building. Each unit typically has its own access at grade, and ground-level units may provide accessible living. Some townhouse developments, where supported by zoning and city policy, may be organized in more than one row around a common courtyard (example above, right).*

## Design Guidelines for Attached Residential Development

### Purpose

The purpose of these guidelines is to encourage high quality design that enhances neighbourliness and social vitality and creates a good fit with the existing neighbourhood.

### Application

Attached Residential Developments can be designed in different forms (e.g. duplexes, townhouses or rowhouses which occur side-by-side; smaller multiplexes/houseplexes.) They can also be designed in different configurations, and may involve stacked units or more than one building on a site, which may be organized in more than one row where supported in plan policies and permitted by zoning. Units located at grade generally have direct access to outdoor space, while upper units may have direct access or shared entries.



## Context

Victoria's Traditional Residential areas contain a variety of housing types, including single-detached houses as well as a mix of duplexes, multiplexes and townhouse style developments. Some areas have distinctive styles, having been built during a specific period often before World War 2 (particularly during a building boom in the early part of the 1900s), while others reflect a post-World War 2 character. Many areas display a variety of styles as lots infilled over the years, and houses range from simple bungalows and ranchers to larger mansions.

Most of Victoria's Traditional Residential areas are 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 Traditional Residential areas, 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 Gary Oak meadow.

Another common element of Victoria's Traditional Residential neighbourhoods is that most (though not all) lots lack laneways, unlike other cities of a similar age in North America.

Victoria has embraced diversity within this context, with policies endorsing secondary suites, garden suites, the conversion of existing houses to multiple residences, and infill housing in the form of duplexes, townhouses and multiplexes. Many larger character houses have been successfully converted into multiple rental or strata residences.

## Objectives

**Site Planning:** To site buildings in a manner that considers and maintains the pattern of landscaped front and back yards, that makes a positive contribution to the streetscape and that achieves a more compact residential building through increased "eyes on the street."

**Orientation and Interface:** A friendly face: To ensure new development is oriented and designed to enhance public streets and open spaces and encourage street vitality and safety

**Building Form and Design:** To achieve buildings of high architectural quality and interest with human-scale building proportions that are oriented towards and are compatible with the established streetscape character and pattern. Human scale refers to the use of architectural features, details and site design elements that are human proportioned and clearly oriented towards pedestrian activity.

**Neighbourliness/Compatibility:** To respond to the established form and architectural characteristics of surrounding buildings in order to achieve new buildings which are compatible with their context and minimize impacts on neighbours.

**Mechanical Equipment and Service Areas:** To site and screen mechanical equipment and service areas to minimize impacts on neighbours and the public realm.

**Materials:** To use materials which are high quality, weather gracefully, and contribute to the overall neighbourhood image.

**Open Space Design:** To enhance the quality of open space, support the urban forest, provide privacy where needed, emphasize unit entrances and pedestrian accesses, provide amenity space for residents, reduce storm water runoff, and to ensure that front and rear yards are not dominated by parking.

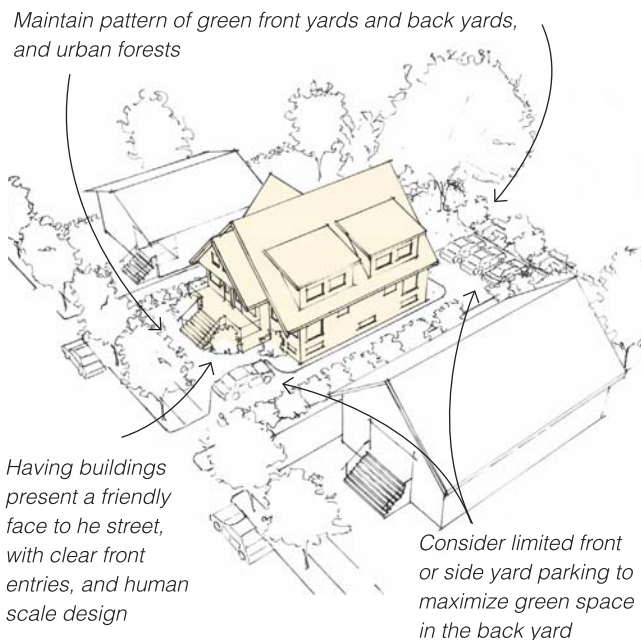


## 1) Site Planning

**Objectives:** To site buildings in a manner that considers and maintains the pattern of landscaped front and back yards, that makes a positive contribution to the streetscape and that achieves a more compact residential building form, while maintaining livability.

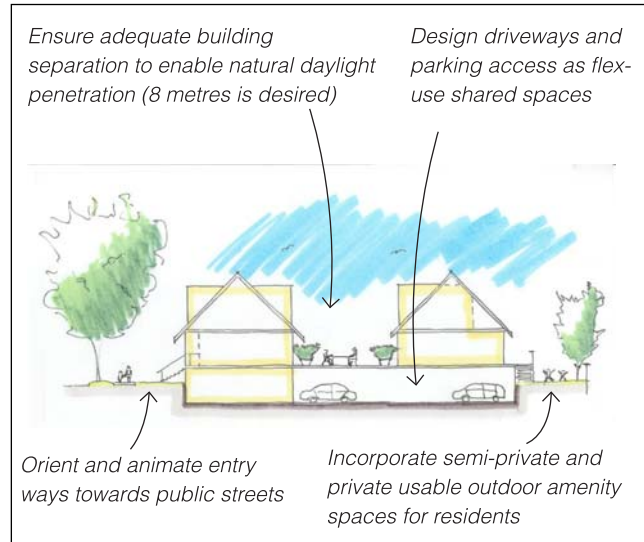
### a. Building Placement

- i. Attached residential buildings should be designed parallel to the street with unit entrances oriented to, and directly accessed from the street. Both front and rear yards should be provided.
- ii. For properties that include buildings of heritage value (Heritage Designated or listed on the City's Heritage Register) alternative siting of new buildings or additions may be considered to facilitate heritage conservation.
- iii. For properties that include significant natural features (e.g. significant trees, topography, rocky outcrops), buildings and landscape should be sited and designed to respond to natural topography and protect significant natural features wherever possible. Strategies to achieve this include but are not limited to alternative siting or clustering of buildings to avoid disturbance of natural features, and clustering of parking to reduce pavement on the site. (See also Section 4)
- iv. Where townhouses are located on a corner lot, townhouses may be organized to face the flanking street. In this case, buildings should be sited and parking oriented to minimize the amount of the site dedicated to automobile circulation and parking, to support on-site soft landscape, and to support sensitive transitions to adjacent development. These developments may be designed with modest setbacks along the flanking street in order to maximize open space to the rear of units.

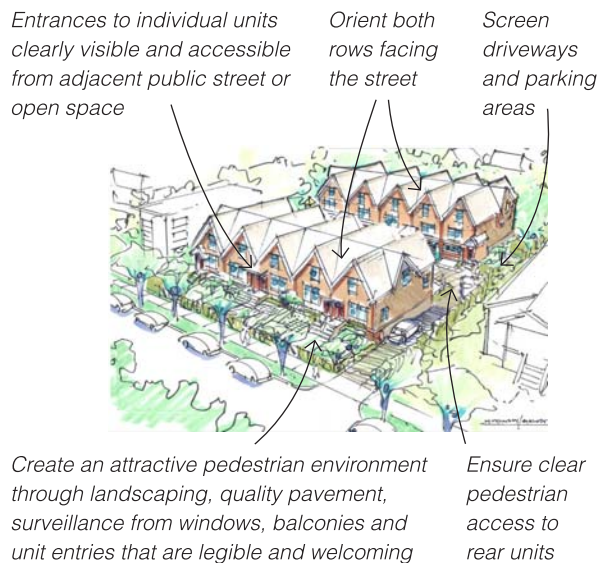


- v. Some locations and lot sizes, as noted in local area or neighbourhood plans or other city policies, may permit developments sited in more than one building on a site (i.e. more than one row). This may include “courtyard townhouses” (townhouses which incorporate a central courtyard providing shared or private outdoor amenity space) or a main building at the front of the lot and a smaller building such as a coach house to the rear. For these developments, the following should be achieved:

1. Site planning should ensure that public streets are faced with dwelling units that have direct access to the ground and the public sidewalk;
2. Units located in the interior of lots should be designed with adequate separation from other buildings and have access to open space;
3. Vehicle access, parking and circulation should be integrated sensitively so it is not the dominant aspect of the development. See Section 1, vii for further guidance.
4. Dwelling units located in the interior of a site should have rear yard and side yard setbacks sufficient to support landscape and sensitive transitions to adjacent existing development and open spaces.
5. Sufficient building separation should be provided between buildings to maximize daylight and minimize shadowing and overlook.



Illustrative examples of possible approaches to courtyard townhouse layout (illustration above and photo below)

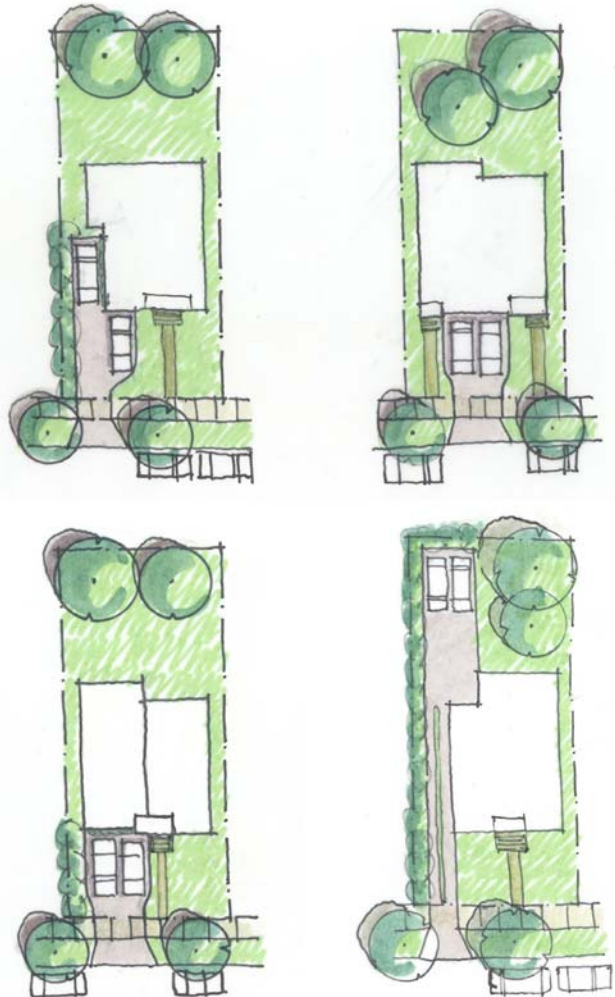




6. Buildings which do not front onto the public street should be sited to provide sufficient separation from shared property lines and adjacent development in order to reduce overlook and shading, protect privacy for residents and neighbours, and provide space for landscaping.
7. Consider lower height and massing of buildings located to the rear of a site, compared to the front, where this would mitigate impacts on neighbouring properties.
8. Where parking **access** courts are included in a development, these areas should be integrated into the overall development to create a welcoming space. Integrate landscape into these areas **and provide features such as legible entries, windows or balconies to provide casual surveillance**. Wherever possible, integrate one or more trees within or directly adjacent to a parking court or rear yard parking area.
9. Consider varying garage and parking orientations (e.g. a mix of garages oriented to the street, to a parking court, or units with parking separated from the unit) to avoid drive aisles dominated entirely by garage doors. A mix of entries, patios, windows and landscape create a more livable and inviting space.
- vi. “Galley-style” developments, where building complexes are sited perpendicular to streets with residential unit entries oriented internally, are strongly discouraged. This layout is discouraged because it does not orient as many residential units towards the street, typically provides less landscaped open space, and can create poor transitions to adjacent backyards or future development on neighbouring lots.



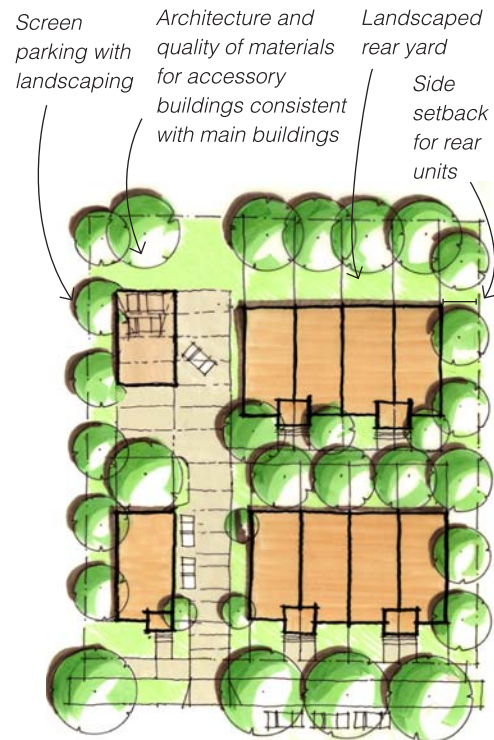
*A mix of landscape, fenestration and parking create a more interesting space.*



*Examples of site layouts for duplexes which support the pattern of landscaped front and back yards, urban forest, buildings which presents a friendly face to the street and considers livability.*

vii. Vehicular access, circulation, garage doors and parking should not be the dominant aspect of developments and should be integrated to minimize impacts on fronting streets and adjacent public and private open spaces. Design strategies should be employed to minimize the impact of accommodating vehicles on site, including but not limited to the following:

1. Integrate parking in a manner that provides substantial landscaped areas in rear yards;
2. Locate and consolidate off-street parking areas to reduce the overall site area dedicated to parking and circulation, and/or create a better relationship of individual units to open spaces or adjacent development.  
*This strategy may be particularly effective when combined with Transportation Demand Management measures;*
3. Consider grouping driveway access points to minimize the number of driveway cuts and maximize space for landscaping and on-street parking;
4. Location of driveway access should strive to preserve existing canopy trees or provide opportunities for new canopy trees within the boulevard by providing enough planting space. See Section 4 Open Space Design for further guidance;
5. Front-accessed parking may be appropriate in some areas in order to avoid excessive pavement in rear yard areas. In these cases, attention to design is required to emphasize front yard landscape, provide tree planting space, and ensure a pedestrian-friendly building façade.
6. Minimize the impact of garage doors and vehicular entries by recessing them from the facade to emphasize residential unit entries.
7. Use high quality and, where appropriate, permeable paving materials for driveways;
8. Use attractive, high quality materials and consider incorporating glazing in garage doors;
9. See Section 4, Open Space Design for additional design guidelines related to landscaping and screening.

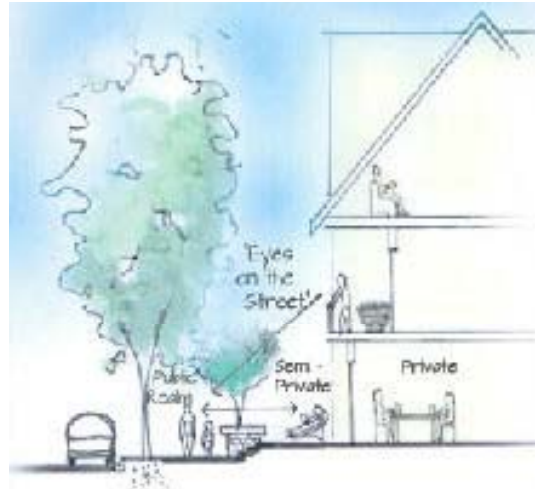


*Example of a site layout which clusters parking in order to minimize the area of the site dedicated to vehicle circulation, and enhances the relationship of individual units to open spaces.*

## 2) Orientation and Interface - A Friendly Face

**Objectives:** To ensure new development is oriented and designed to enhance public streets and open spaces and encourage street vitality and safety through increased “eyes on the street.”

- a. Residential buildings should be sited and oriented to overlook public streets, parks, walkways and open spaces balanced with privacy considerations.
- b. Developments should maintain a street-fronting orientation, parallel to the street.
- c. All residential units facing streets should have entries oriented towards, and be clearly accessible and visible, from the street.
- d. Where some units do not front onto a public street, a clear, legible and welcoming pedestrian pathway from the public street should be established.
- e. For developments that have interior-facing units, ensure unit entries are legible. This is important for welcoming visitors, for emergency responders and as a principle for CPTED (Crime Prevention through Environmental Design). Strategies to achieve this include:
  - i. Visible addressing to help visitors navigate to the entry. Where an entry is shared, include addressing at the shared entry.
  - ii. Defining features such as a roof overhang or other features to help identify the entry.
  - iii. Provide low-glare outdoor lighting beside or above entry doors as well as walkways, to enhance security and to help identify the entrance.
  - iv. Entries to at-grade or basement units should be accessible wherever possible.
  - v. If the entrance is immediately adjacent to a parking area, delineate the entrance with planters or other landscape features to provide visual relief and a clear separation from the parking area
- f. Consider design strategies to delineate private front yard spaces, porches or patios from the public realm, while maintaining visibility of unit entrances. Design strategies may include but are not limited to:
  - i. elevating the front entryway or patio slightly above the fronting sidewalk level; or



Example of interface with street.



Example of townhouse units with friendly interface.



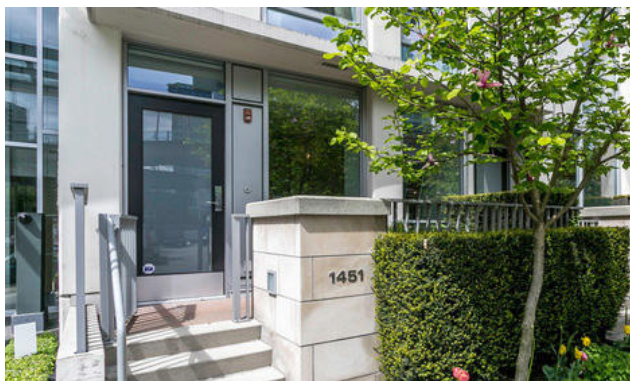
A houseplex with visible entries establishing friendly relationships to the street, landscaped front yards, porch or semi-private transition spaces, legible doors and windows.



- ii. where a change in grade is not desired to provide accessibility, delineate the space through other means such as landscaping features, low fencing or planters.
- g. The design and placement of buildings and landscape should establish a sensitive transition to adjacent parks, trails, open spaces, and natural areas, considering a landscaped edge; respect the root zones of adjacent trees; and minimize impacts on ecologically sensitive areas and natural features.
- h. For new development adjacent to parks and larger public outdoor open spaces, design should clearly delineating private from public spaces, to avoid “privatizing” of public space.
- i. The location of blank walls or extensive parking areas adjacent to parks, trails and natural areas is strongly discouraged.



*Where unit entries do not directly face the street, design features including pathways, gates, signage, lighting, and visibility make it clear where unit entries are located.*



*Where zoning permits, townhouses may be built close to the street (left). This example shows how a front porch or patio and landscape can create a friendly face, transition from the public to the private realm with landscape, and result in a comfortable and usable space. In other areas (right), setbacks and green front yards establish a pattern.*



### 3) Building Form, Features and Context

#### 1. Building Form and Design

**Objectives:** To achieve buildings of high architectural quality and interest with human-scale building proportions that are oriented towards and are compatible with the established streetscape character and pattern. Human scale refers to the use of architectural features, details and site design elements that are human proportioned and clearly oriented towards pedestrian activity. Building articulation refers to the many street frontage design elements, both horizontal and vertical, that help create an interesting and welcoming streetscape.

- a. Building design elements, details, and materials should create a well-proportioned and cohesive building design and exhibit an overall architectural concept.
- b. Incorporate a range of architectural features and design details into building facades that are rich and varied in detail to create visual interest when approached by pedestrians. Examples of architectural features include:
  - i. building height, massing, articulation and modulation
  - ii. bay windows and balconies
  - iii. fenestration pattern (proportions and placement of windows and entry ways)
- c. For townhouse type development: modulation in facades and roof forms are encouraged to break up building mass, differentiate individual units within attached residential developments, and to provide architectural interest and variation along the street.
  - i. Individual units should include distinct design elements while being compatible with neighbouring units as part of an overall architectural concept.
  - ii. Longer rows of townhouses (exceeding approximately 4 units) should generally be broken up.
- d. Houseplexes and multiplexes may be designed to appear as a single building with a shared roof form. In these cases, design features should make clear that the building comprises different units through legible front entries (see Part 2 Orientation and Interface). Duplex buildings may choose either of these strategies.



*Development which exhibits a cohesive architectural expression, with variation in units, clear front entries, and architectural interest for pedestrians.*



*Historic traditional townhouses (left) demonstrate human scale architecture, relationship to the public street, and cohesiveness of architectural expression. These same principles should guide the design of more modern developments which may be expressed in varied architectural styles (example at right).*

- e. Entrances should be located and designed to create building identity, to distinguish between individual units, and generally create visual interest for pedestrians. Well-considered use of architectural detail and, where appropriate, landscape treatment, should be used to emphasize primary entrances, and to provide “punctuation” in the overall street-scape treatment.
- f. Upper floor areas should be integrated into roof forms to help further mitigate the scale of new developments.
- g. Balconies should be designed as integral to the building. Overly enclosed balconies should be avoided, as these limit views and sunlight access.
- h. Building sidewalls should be designed to be attractive and interesting when viewed from adjacent buildings, street, and sidewalks through the use of materials, colours, textures, articulation, fenestration, and/or plant material.
- i. Creative use of landscaping or other screening should be used to reduce the perceived scale of adjacent development without compromising surveillance of public areas.
- j. Accessory structures should be compatible in architectural expression and quality of materials to main structures.



*Example of a well designed balcony.*

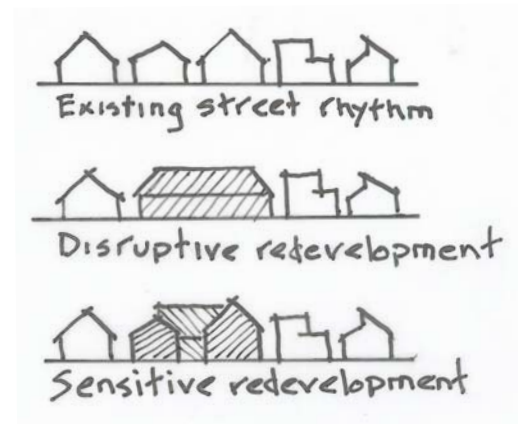
## 2. Neighbourliness/Compatibility

**Objectives:** *To respond to the established form and architectural characteristics of surrounding buildings in order to achieve new buildings which are compatible with their context and minimize impacts on neighbours..*

- a. New development should ensure a good fit with existing development by incorporating architectural features, details and building proportions that complement and respond to the existing architectural context, and by referring to distinctive and desirable architectural qualities of existing adjacent buildings in new development. Consideration should be given to the following aspects of development:
  - i. building articulation, scale and proportions
  - ii. similar or complementary roof forms
  - iii. building details and fenestration patterns
  - iv. materials and colour
- b. In some cases where a contextual architectural form and pattern does not exist, architectural character may be created rather than reflecting contextual precedent. In such cases, a well designed, new project can become a contribution to the context that may inform future development considerations.
- c. New townhouse development should transition in scale to existing residential buildings. Strategies to achieve this include but are not limited to the following:



*Examples of a duplex (above) and houseplex (below) responding to existing scale, proportions, and architectural context.*





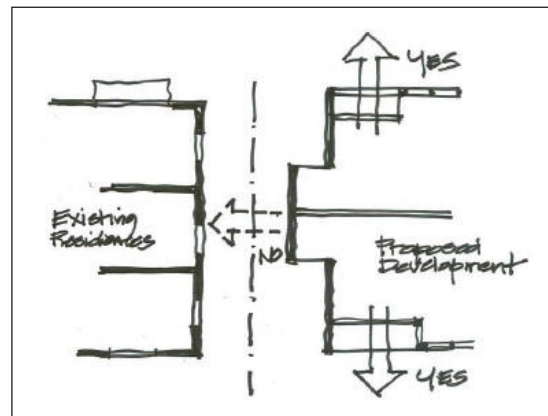
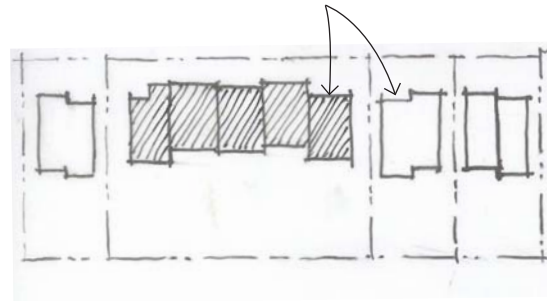
- i. A maximum one storey height difference between the end units of new street fronting developments and adjacent existing development should be achieved.
- ii. The end units of new street fronting townhouse developments should be sited to match or transition to the front yard set back of adjacent existing residential buildings.

*New developments should transition in height to existing adjacent residential buildings*



- d. The views from upper stories of new buildings should minimize overlook into adjacent private yards, especially in less intensive areas. Strategies to achieve this include but are not limited to the following:
  - i. Increased setback.
  - ii. Stagger windows to not align with adjacent, facing windows.
  - iii. Primary windows into habitable spaces, and also decks and balconies, should not face or be oriented to interior side-yards
  - iv. Locate and screen upper level windows, decks, and balconies to minimize overlook.
  - v. Use of skylights, translucent windows and clerestory windows are encouraged to minimize overlook of side yards.
  - vi. Landscape screening.
- e. Site, orient and design buildings to minimize shadowing impacts on adjacent properties.

*End units should be set back to match or transition to existing neighbouring houses*



*Orientation and placement of windows, balconies and porches to respect privacy of adjacent development*

### 3. Mechanical equipment and service areas

**Objective:** To site and screen mechanical equipment and service areas to minimize impacts on neighbours and the public realm.

- a. Mechanical equipment, vents and service areas (e.g. for the collection of garbage or recycling) should be integrated with architectural treatment of the building, and screened with high quality, durable finishes compatible with building design.
- b. Mechanical equipment, vents and service areas should be located to minimize impacts on adjacent development by avoiding proximity to windows, doors and usable outdoor spaces.
- c. Location and installation of gas and electrical meters and their utility cabinets, as well as other mechanical or service apparatus should be carefully integrated into building and site design. Gas and electrical metres and utility cabinets on building frontages should be screened.

## 4. Materials

**Objective:** To use materials which are high quality, weather gracefully, and contribute to the overall neighbourhood image.

- a. An integrated, consistent range of materials and colours should be used, and variety between buildings and building frontages should be provided that is consistent with the overall streetscape.
- b. In general, new buildings should incorporate substantial, durable and natural materials into their facade to avoid a 'thin veneer' look and encourage graceful weathering of materials over time. Materials such as masonry, stone, natural wood, etc. are encouraged. Vinyl siding, large areas of stucco, and imitation stone/rock are discouraged and should generally be avoided.

## 4) Open Space Design

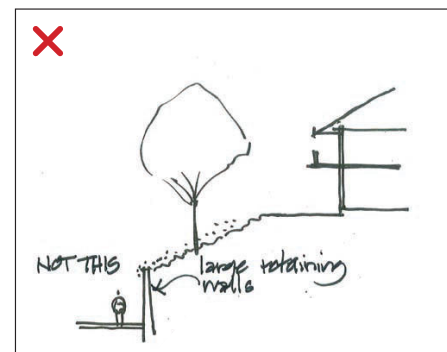
**Objective:** To enhance the quality of open space, support the urban forest, provide privacy where needed, emphasize unit entrances and pedestrian accesses, provide amenity space for residents, reduce storm water runoff, and to ensure that front and rear yards are not dominated by parking.

### 1. Landscaping and site design

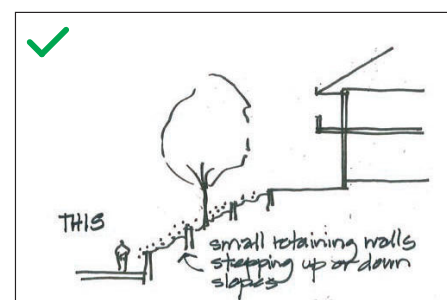
- a. Landscape treatments including use of front patios, accented paving treatments, fence and gate details, and other approaches are encouraged to help call out a residential entry and add interest along the street and sidewalk
- b. Areas within setbacks should incorporate plantings to create a green interface between buildings and streets
- c. Topographic conditions should be treated to minimize impacts on neighbouring development, for example by using terraced retaining walls of natural materials or by stepping a project to match the slope.
- d. Development should avoid significant reworking of existing natural grade.
- e. Where a building's ground floor is elevated above a pedestrian's eye level when on the sidewalk, landscaping should be used to help make the transition between grades. Some techniques for achieving this guideline include:
  - i. rockeries with floral displays, live ground cover or shrubs.
  - ii. terraces with floral displays, live ground cover or shrubs.
  - iii. low retaining walls with raised planting strips
  - iv. stone or brick masonry walls with vines or shrubs.
- f. Accessibility should be provided, where possible, in open space design.
- g. Landscape areas are encouraged to include a mixture of tree sizes and types
- h. Landscape on sites with significant natural features (e.g. significant trees, topography, rocky outcrops) should be located and designed to be sympathetic to the natural landscape.
- i. Consider planting tree species and other landscape plants that will tolerate a degree of drought and will survive the summer water restrictions and dry conditions of southern Vancouver Island.



Examples of high quality materials in buildings and landscape elements



Avoid large retaining walls and significant reworking of natural grade.



Transition sensitively between grades.



- j. In considering tree placement along boulevards or in the front yard setback adjacent to street rights-of-way, consider tree sizes and spacing indicated by the City's specifications and policies for street trees.
- k. Landscaped screening along circulation and parking areas which abut lot lines is strongly encouraged, while maintaining site lines and enabling casual surveillance. Other surface parking areas should be screened with landscaping.
- l. Integration of landscaping to soften hardscape areas associated with vehicle circulation and parking is encouraged.
- m. Site design should integrate features to mitigate surface runoff of stormwater. This may include a variety of treatments (e.g. permeable paving for driveways and parking areas, landscape features designed for rainwater management, cisterns or green roofs, and/or other approaches) which are consistent with approved engineering practices and other city policies.
- n. Non-glare lighting should be provided at residential unit entrances, along pedestrian paths and common areas to contribute to safety. Lighting strategies that mitigate undue spill-over for adjacent residential units are strongly encouraged.

## 2. Provide Outdoor Amenity Space for Residential Units

- a. Residential units, including suites, are strongly encouraged to have direct access to usable outdoor amenity space. This may include a patio, porch, balcony, deck, or similar feature of sufficient size and dimensions to be usable, attractive and comfortable. At a minimum, access to a shared yard or amenity space should be provided.
- b. Consider factors such as privacy and access to sunlight in locating and designing amenity spaces.



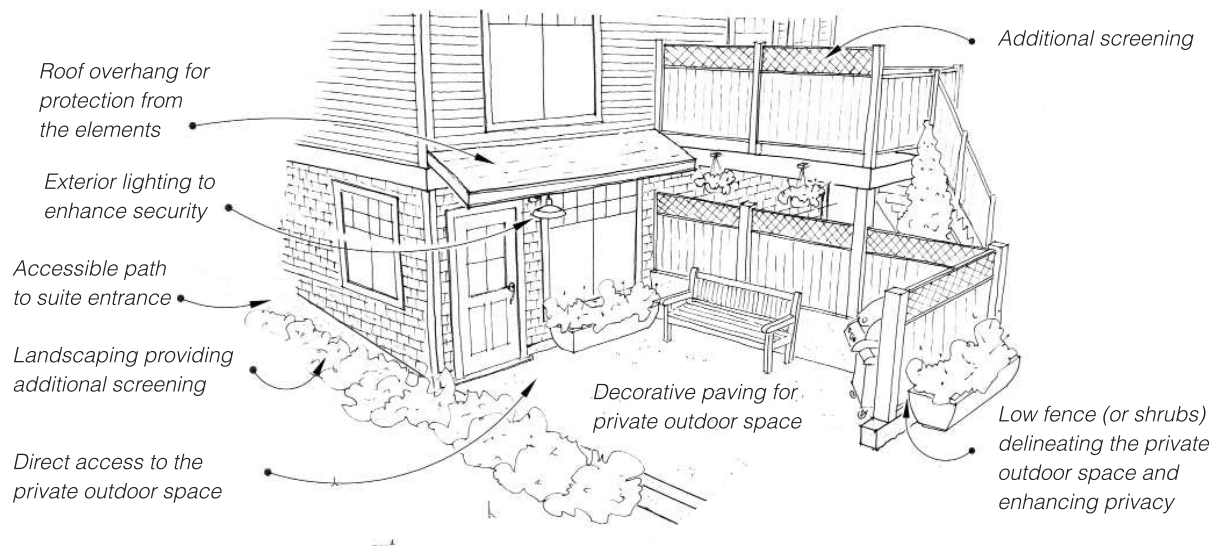
*Example of a multiplex (houseplex) showing individual units with usable outdoor amenity spaces for each unit.*



*Example of upper-storey balcony designed with consideration for usable dimensions, access to sunlight, and balancing outward views with privacy concerns.*



*Examples (two photos above) of usable outdoor amenity space for ground-oriented units, with screening for privacy and sufficient dimensions for usability.*



*Illustration of strategies for effective design of usable outdoor amenity space for a suite.*

## 5) Additional Livability Guidelines for Suites

Some forms of housing may have suites (e.g. lock-off suites). In addition to the guidelines elsewhere, the following guidelines apply:

### 1. Design for Livability

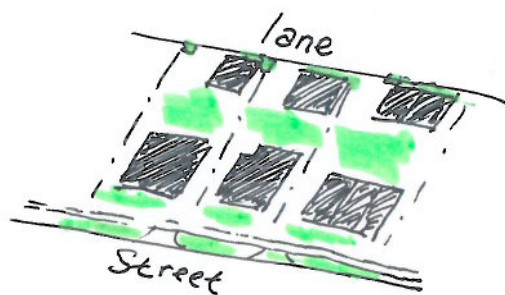
- a. Suites should be provided with windows of sufficient size and orientation to provide for sunlight and outward views.
- b. Where a suite is located in a basement, smaller windows or light wells with obstructed views should not be the primary window orientation.
- c. Avoid locating at-grade windows directly adjacent to parking spaces. Windows in these locations should generally contain landscape separation from the parking space.
- d. Where topography and basement suite location do not allow for outward looking windows and entry, consider the creation of a sunken patio, generally located at the rear or side of a building (also see part 4), section 2, of these guidelines regarding outdoor amenity space).
- e. Exterior pathways and entries leading to basement-level or at-grade suites should be designed to be accessible wherever possible.
- f. Taking advantage of grade changes on a site can help locate suites in a way which provides for access to sunlight, amenity space, and accessible entry.
- g. Provide adequate storage space including bicycle storage for suites.

## 6) Additional Guidance for dwelling units adjacent to laneways

Some infill housing types may include dwelling units which are located adjacent to a laneway. While laneways are typically seen as service areas which access parking, they also provide a unique character to blocks where they are found. While few in number, many of Victoria's laneways are bordered by landscaping and serve as areas where pedestrians and slow car traffic mix. While allowing for access and parking, housing units located adjacent to laneways are encouraged to create a welcoming laneway frontage, provide for casual surveillance, and retain or enhance landscape along the laneway.

- a. Development of housing adjacent to a laneway should:
  - i. create a welcoming frontage through the inclusion of legible entries, gates or pathways, and fenestration oriented to the laneway

- ii. provide for casual surveillance of the laneway through the location of windows or balconies
  - iii. include a modest setback from the laneway's edge to accommodate landscape or pedestrian areas between the edge of the lane (or parking) and the building
  - iv. be sited to preserve mature trees and provide tree planting spaces which enhance the appearance of the laneway
  - v. provide low-glare, downward facing lighting at entries and to enhance a sense of safety
  - vi. minimize stormwater runoff onto the laneway
- b. Massing and location of windows, porches and decks should limit overlook and shadowing of adjacent back yards.
  - c. Green spaces should be provided to the centre of the lot as compatible with existing patterns.
  - d. Sites with laneway housing should provide a legible, accessible pathway from the front (street) to laneway housing units.
  - e. Consider pedestrian safety in siting of gates and entries along the laneway by providing visibility for pedestrians and drivers.



*Example of primary building oriented to the street and laneway units in the back with greenspace in the middle of the lot, fitting into the existing pattern.*