Dockside Green Urban Design Guidelines

CONSOLIDATED

Victoria 2050 OCP Schedule 2E

Design Guidelines for the Dockside Area (2005)

Dockside Green Urban Design Guidelines (2016)

Beta at Dockside Green Design Guidelines (2016)

DESIGN GUIDELINES

FOR THE

DOCKSIDE AREA

PREPARED BY:

Dockside Working Group

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Submitted September 8, 2005

PROLOGUE

The stewardship of public lands demands their development recognize the value of high quality open space and green space. The Dockside Area will provide high quality open and green space, which must be designed consistently with the overall vision for Dockside. A comprehensive and consistent design approach, considering both open space and building design will ensure continuity and cohesiveness throughout the entire site.

FIGURE 1: Aerial View of the Dockside Area and Surroundings

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1. THE DOCKSIDE VISION STATEMENT

FIGURE 2: Illustrative View into Dockside Plaza

Located in the heart of one of the world's most beautiful cities, the Dockside Area provides a truly unique redevelopment opportunity within the City of Victoria. Situated between the Upper Harbour and Downtown in Victoria's fastest growing neighbourhood, Victoria West, the Dockside Area is a feature landmark of the restored city harbour.

Dockside exemplifies a *new urbanism*[†] type of community, as reflected in its mix of use, people friendly streets and open space and innovative, environmentally conscious design. The area is distinctive in its mix of working and residential environments, and employs creative design that complements its urban location. It consists of open spaces and amenities blended in overall harmony with the unique character of the location overlooking Victoria's historic harbour front.

A mix of structure heights provides the area with landmark buildings complemented by a matrix of mid and high profile buildings. Residential settings encourage a diversity of residents and income groups and co-exist with light industrial workplaces, restaurants, licensed premises and retail services to create a unique mix of neighbourhoods and gathering places.

Most of the available lots provide harbour views and are enhanced with public spaces, the existing Galloping Goose cycling and pedestrian path and new pathways through the site. The integrated mixed uses, high quality public spaces, and consistent design theme defines the new urbanism of this community.

As a feature part of the core of the city and its historic waterfront, Dockside is a collage of many uses that attracts and appeals to those who choose to live there, work there or simply visit. The opportunity for the Dockside Area is to create a distinctive location within the mosaic that makes Downtown Victoria and its harbour front one of the most sought after in the world.

[†] ***New Urbanism:***
New Urbanism principles: neighborhoods should be diverse in use and population; communities should be designed for the pedestrian and transit as well as the car; cities and towns should be shaped by physically defined and universally accessible public spaces and community institutions; urban places should be framed by architecture and landscape design that celebrate local history, climate, ecology, and building practice.

(Definition courtesy of Congress for the New Urbanism, Chicago, Ill.)

2. HOW TO USE THESE DESIGN GUIDELINES

2.1 Introduction

These Design Guidelines form part of a series of regulatory documents that, when combined, guide future development on the Dockside Area. Readers should also refer to the Zoning By-Law, the Master Development Agreement (MDA) and the Sales Contract. The four documents are organized such that they complement each other in topics covered and character of regulation (either descriptive or prescriptive in nature).

2.2 Companion Document

All referenced documents have been compiled into a Companion Document which is available from the Planning Department at the City of Victoria.

2.3 Site Wide vs Development Area Design Guidelines

The Dockside Area has been divided into six Development Areas (DA-A through DA-F) that correspond to the six unique character areas (See figure 19). The Design Guidelines that are common for the entire site are included in the Site Wide Design Guidelines section, while the Design Guidelines that are specific to a given Development Area are included in the Development Area Design Guidelines section.

2.4 Figures and Illustrations

Figures have been included in the Design Guidelines to assist in the explanation and description of certain concepts. Those figures that are titled "illustrative view" are representational only, providing an "artist's concept" of the character and ambiance of future buildings and landscapes. The actual buildings and landscapes are subject to change from these illustrations.

Similarly "illustrative plans" are included to provide an "artists concept" of the overall layout of the Dockside Area. They should not be construed as actual plans or drawings of what is to be built in the Dockside Area. Building shape, size, form and location are subject to change from these plans.

2.5 Must, Will and Shall

Throughout the Design Guidelines the terms ***must, will,*** and ***shall*** are used to describe guidelines or provisions that are mandatory. These guidelines or provisions must be met and there is no recourse for negotiation for as long as they remain in the Design Guidelines.

2.6 Topics Covered

The Design Guidelines combine the requirements of the Development Concept prepared by the City of Victoria and the Response to Request for Expression of Interest submitted by Dockside Green Ltd.

They form part of the Official Community Plan and as such guide future development for the entire Dockside Area. Descriptive in nature, they guide the general character and quality as well as relationships between elements.

Topics covered by these Design Guidelines:

- Massing and street fronts
- Building heights
- Views
- Exterior building materials
- Mandatory public amenities (description, flavour, character)
- Additional public amenities
- Public art
- Site works/landscaping
- Circulation
- Environmental considerations
- Noise abatement
- CPTED
- Adaptable housing
- Operations and safety
- Phased development

3. SITE WIDE DESIGN GUIDELINES

3.1 Introduction

In light of the Dockside Area's location and development potential, the form and character of development should be consistently creative and innovative.

Depending on market demand, development may be phased over several years.

Any development **must** demonstrate consideration of how a cohesive design vocabulary is ensured throughout the site. The design vocabulary for both buildings and open spaces should be cohesive without being too homogenous or contrived.

Generally, development should be of a more urban than suburban character and image.

An illustrative master plan for the Dockside Area has been provided to show the design concept for the entire site. Refer to figure 19 at the end of this document when reading through the design guidelines.

3.2 Massing and Street Fronts

Building facades, particularly at grade level, provide the pedestrian friendly interface between the public and private domains, defining and creating the outdoor spaces. They also control access and views to and from these spaces. The urban form should create a public realm that is active, interesting and safe. Fenestration should be placed to overlook public pathways, open spaces and streets to increase neighbourhood security and reflect the activity that goes on inside the buildings. Individual entrances leading to streets and pathways should be used in favour of lobby entrances where ever possible.

Due to the nature of the public open space and pathways, careful consideration should be given to the perceived "back" elevation of buildings. Any façade facing public open space should reflect the character described above.

Massing should minimize shadowing of surrounding open spaces and a proportional relationship between the street width and the building height should be considered. Tall, monolithic facades should be avoided.

Overhangs, canopies, rooftop terraces are encouraged and entrances to buildings should be clearly visible. CPTED principles should be considered when locating entrances to enhance their visibility and safety. Preference should be given to direct street access however access from pathways is also acceptable provided the entrances are clearly visible.

Areas used for storage of materials, waste and recycling materials **must** be screened from open public spaces and the street by a visual barrier that is at least 75% solid and 1.8 metres tall. Maintaining the cleanliness of these areas is important to help ensure that odour does not become offensive to neighbouring public areas, businesses and residences.

3.3 Building Heights

Due to the significant drop across the site and potential non-uniformity of the height of a 'storey', building heights for the Dockside Area **will** be measured by maximum 'geodetic' height. Geodetic refers to a height in metres above the mean tide level.

Figure 3 illustrates guidelines for building height restrictions for the Dockside Area.
The areas in figure 3 do not represent building footprint. Individual building footprints can be of different shapes but **must** stay within the areas indicated.

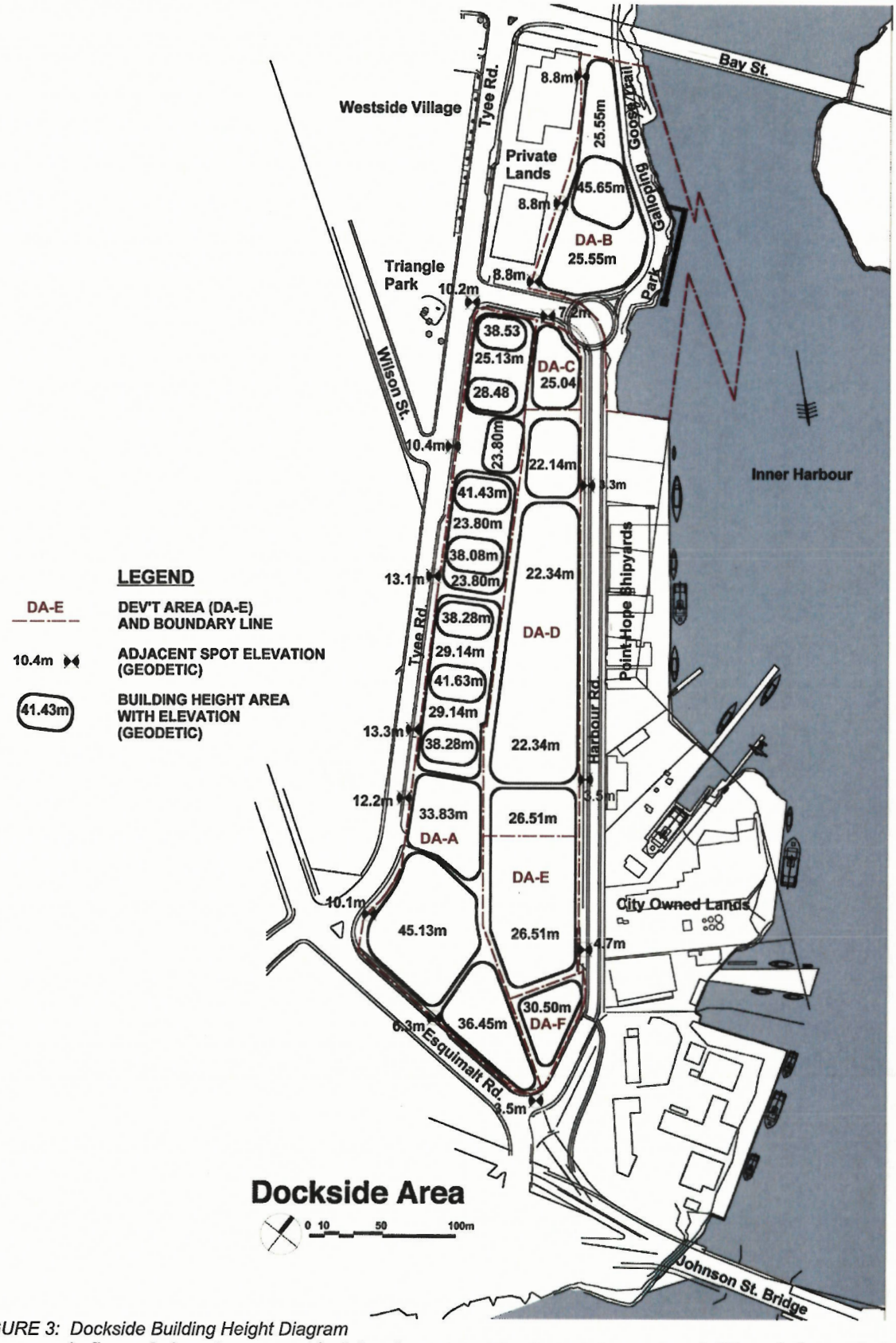

FIGURE 3: Dockside Building Height Diagram
*The areas in figure 3 do not represent building footprints. The footprints can be of different shapes but **must** stay within the area boundaries.*

3.4 Views

Given the unique placement, topography and mix of views around the Dockside Lands, preservation of views **will** be an important consideration during design and development. Public viewpoints should be developed within the Dockside Lands and should be reinforced by the placement of seating, open spaces, circulation routes and massing of buildings. Refer to figures 4, 5 and 6 when reading view descriptions below.

Four types of views have been identified:

View Type A: Pedestrian level views into and through site

View 1: From pedestrian level through site to Harbour Road and marine industrial area to east.

View 2: From pedestrian level through site to Downtown

View 3: From pedestrian level at southern end of Triangle Park through site to Harbour Road and Inner Harbour.

View 4: Minimum of three views from pedestrian level at Tyee Road (centre line of easterly sidewalk) into site and Internal Greenway. Minimum view cone of 5°.

View Type B: Intermittent, narrow pedestrian views into site

View 5: Minimum of two views from pedestrian level at Tyee Road into site and Internal Greenway. Minimum view shaft of 1.5m wide.

A greater number of these views are encouraged and would be possible through increasing building height and thereby narrowing building footprints.

View Type C: Views towards the site.

View 6: From Johnson Bridge to upper levels of Landmark Buildings in DA-A and DA-B.

View 7: From Bay Bridge to upper levels of Landmark Buildings in DA-A and DA-B.

View Type D: Upper level views through site

View 8,9: From geodetic elevation 33.0m through site to city skyline. Minimum view cone of 15°.

View 10: From geodetic elevation 27.0m through site to city skyline. Minimum view cone of 15°.

View 11: From geodetic elevation 28.0m through site to city skyline. Minimum view cone of 10°.

Views 12: From geodetic elevation 28.5m through DA-B to city skyline.

View 13: From south-east corner of Parc Residence through site to city skyline. Minimum view cone of 15°.

Views 8 through 11 are intended to provide views above the low profile townhouses and between the taller buildings along Tyee Road. The views provide connection to the eastern sky from the street level of Tyee Road and eastern city skyline from the upper storeys of buildings to the west side of Tyee Road, Wilson Street and Upper Harbour Place. A minimum of five of these views **must** be provided. View cones 8 to 10 are taken from a maximum of 15m away from the western edge of Tyee Road and are permitted to vary in a north-south direction (Parallel to Tyee) from that shown in Figure 5. View cone 11 is taken from the west side of Wilson Street, across from Triangle Park.

View Type E: From Bay and Skinner Streets (figure 6)

View 14: From Bay Street.

Views 15,16: From Skinner Street.

Figure 6 illustrates how Upper Harbour Place and future Railyard buildings obscure these views towards the Dockside Area. Therefore

the Dockside Area has little or no impact on views 14,15 and 16.

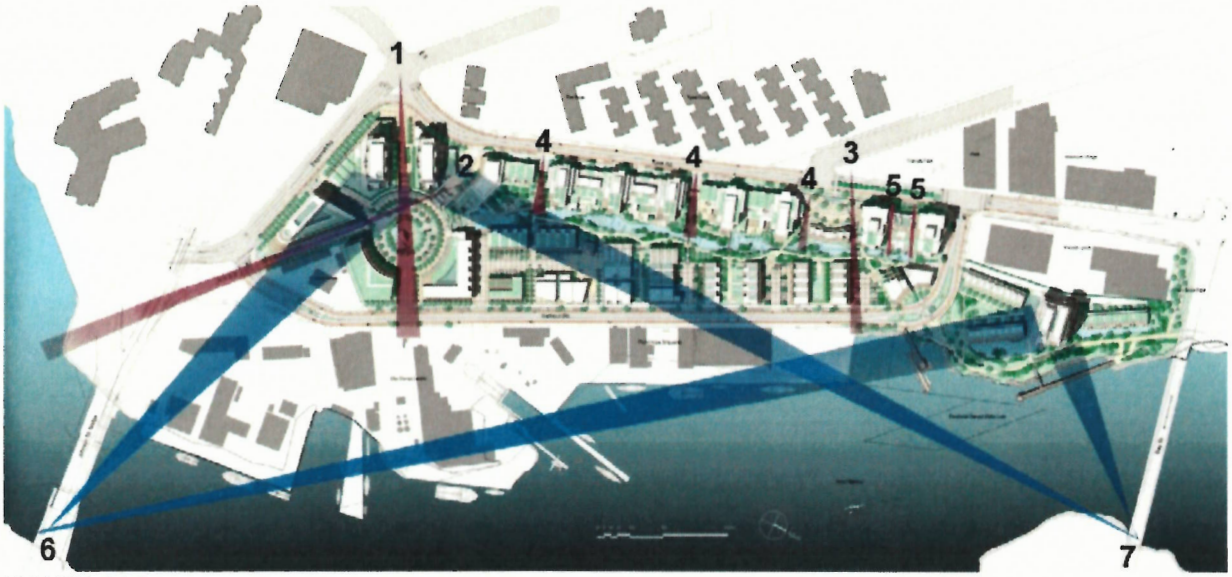

FIGURE 4: Views towards and through site. See description above for each view.

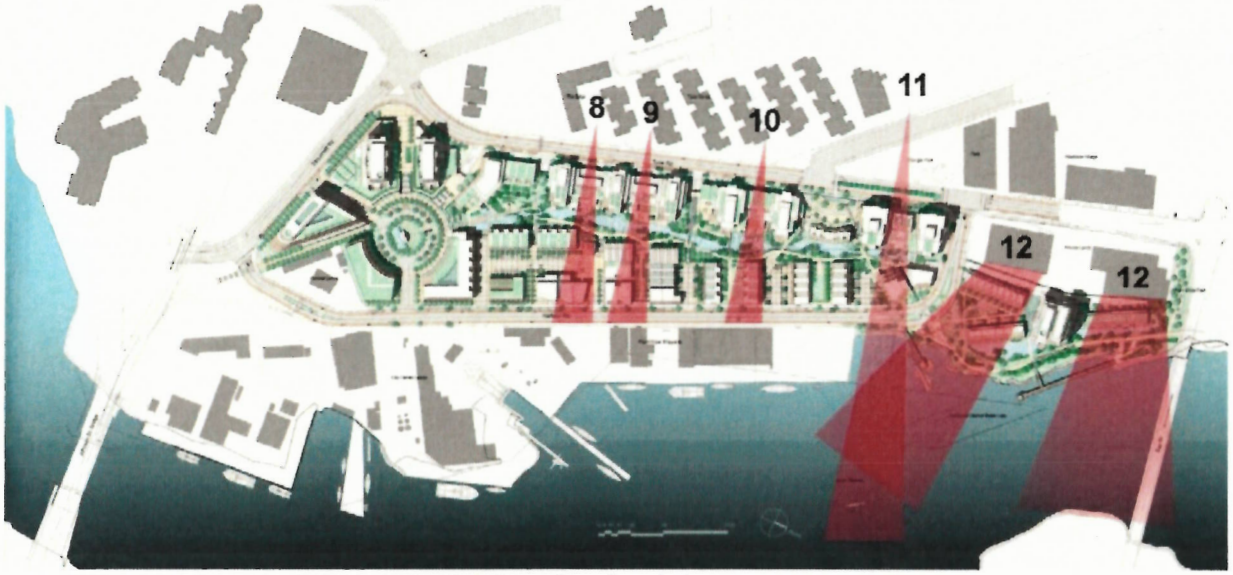

FIGURE 5: Views through site from upper elevations. See description above for each view.

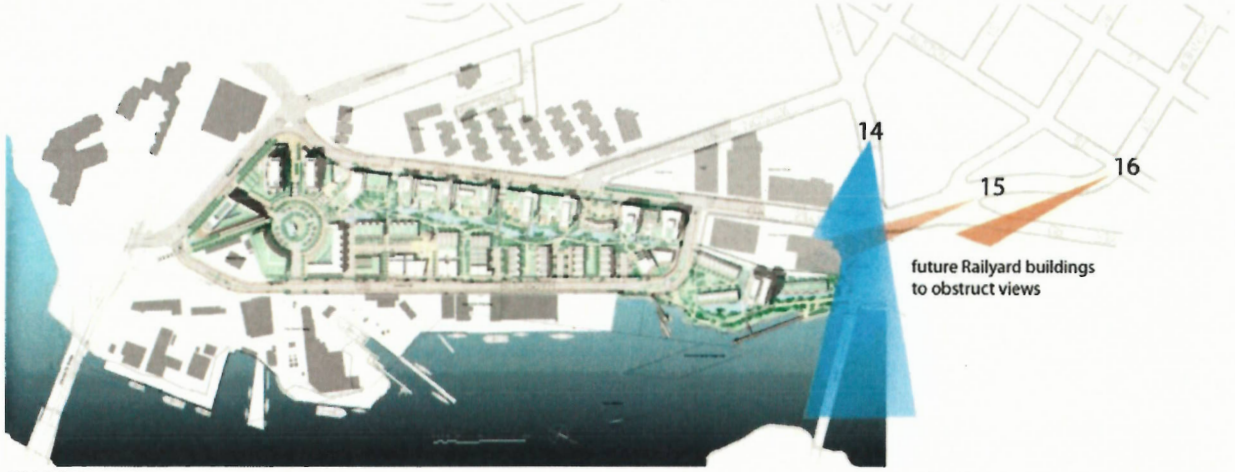

FIGURE 6: Views toward site from Bay and Skinner Streets. See description above for each view.

3.5 Exterior Building Materials

A variety of exterior materials would be appropriate, although there is a preference for compatibility with adjacent residential and office buildings along Tyee Road and the desired marine character along Harbour Road. Materials should be natural, indigenous, durable and appropriate to the character of the different areas within Dockside to enhance their atmosphere.

Preferred materials:

- Concrete
- Wood
- Stone
- Brick
- Metal
- Glass

Materials that **must not** be used:

- Vinyl siding
- Mirrored glass

Exterior building materials should be selected that are appropriate to the building face orientation (sun, wind, noise, views) as well as building use and street frontage. Materials should be selected with a consideration toward relevant LEED implications.

3.6 Mandatory Public Amenities

Provision of a high quality public realm at Dockside is a priority. Consistent with the character of urban development, the development **must** provide the following open space:

- Focal points/plazas (2)
- Pedestrian east/west pathways (min. 2)
- Parks/green space
- Boulevard and streetscapes
- Internal north/south greenway
- Improvements to the Galloping Goose Trail
- Pedestrian lookout pier from the Point Ellice Park and small boat launch
- Waterfront walkway

See figure 7 for the location of these mandatory public amenities.

A consistently innovative, creative, design approach for parks and open space should be employed to ensure continuity through the site. Opportunities to provide public art in these areas should also be considered. The quality of design and finishes **will** be a paramount selection criterion for development proposals. The intent of the City is to provide the public with the highest quality open space possible while still achieving the "triple bottom line" (TBL).

Following is a description of the mandatory public amenities listed above. They are described in further detail in the MDA.

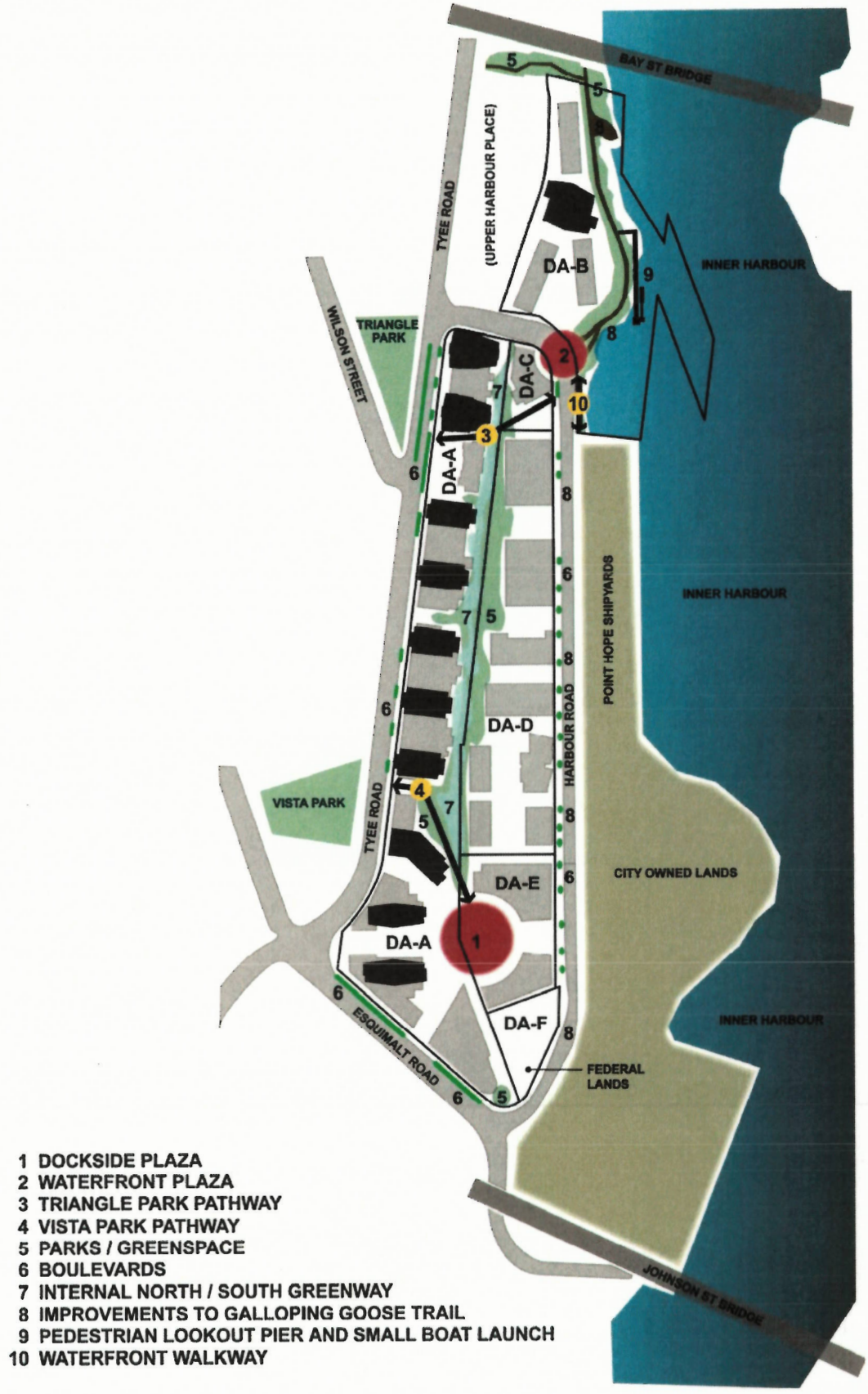

FIGURE 7 : Diagramatic Plan of the Dockside Area

FIGURE 8 : Illustrative View of Dockside Plaza (Representational of character only)

Focal Points/Plazas

These plazas are to be located at either end of the development and should act as focal points for public activity.

Dockside Plaza **will** be located on the southern portion of the site and should act as the entry plaza to Dockside from the south. In addition, this plaza should set the theme for the entire Dockside property where a range of commercial, cultural and ecological activities convene in an outdoor space that celebrates local history, climate, ecology and building practices.

At the heart of the plaza should be located an amphitheatre stage, water feature and sunning green that encourages community gatherings. Public art should be incorporated into the design of these features to add to their aesthetic, functional and educational qualities.

Special paving materials and patterns, landscaping and bollards should be used in the design of parking and roadways within the plaza to emphasize the pedestrian and bicycle friendly nature of the plaza.

The Dockside Plaza **will** also act as the southern termination of the internal north/south greenway. An additional pedestrian pathway **will** lead from the southern end of the plaza towards the Johnson Street Bridge.

The second plaza **will** be located where Harbour Road turns away from the waterfront. It is to be the focal point for anyone accessing the waterfront, small boat launch, Point Ellice Park, the Galloping Goose and any recreational or restaurant/pub facilities that might be built on Dockside. It has the potential of becoming a lively 'town square', being linked directly to the Triangle Park pathway.

Pedestrian East/West Pathways

The second type of open space required is a minimum of two pedestrian pathways connecting the east and west sides of the site. They should be designed to optimize views into the site, towards the water and Downtown. Provision of planting, special paving, lighting and seating areas, as well as an active interface with the grade level uses of buildings on either side, should ensure an attractive, active, safe pathway. The pathway that connects Triangle Park with the waterfront is to be known as the Triangle Park Pathway. The pathway connecting Vista Park with Harbour Road is to be known as the Vista Park Pathway.

A third east/west pathway should be provided between the two described above to increase the pedestrian links through the site.

FIGURE 9: Illustrative View of Dockside Greenway (Representational of character only)

Parks/Green Spaces

At the east end of the Vista Park Pathway, a plaza and amphitheatre **will** be provided, called Dockside Plaza, realigning an existing parking area and providing necessary site works in order to make an existing historical marker visible to passersby along Harbour Road.

Existing designated park space **will** be improved as a part of the Dockside development. Green spaces should be developed to provide aesthetic, recreational greenways and 'naturalization' of shoreline and/or wildlife habitat opportunities in northern development areas.

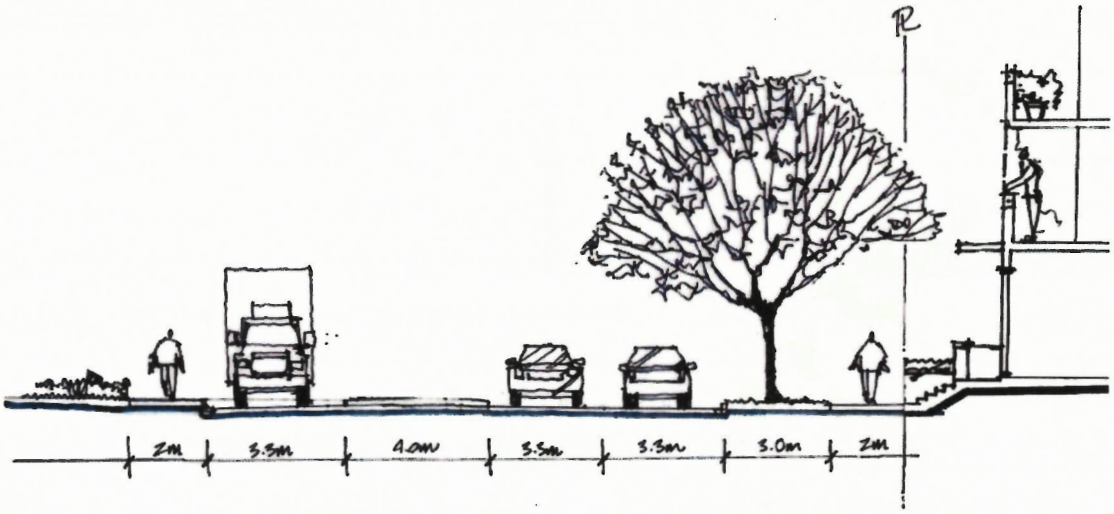

FIGURE 10: Illustrative Section across Esquimalt Road (Illustrating minimum streetscape widths)

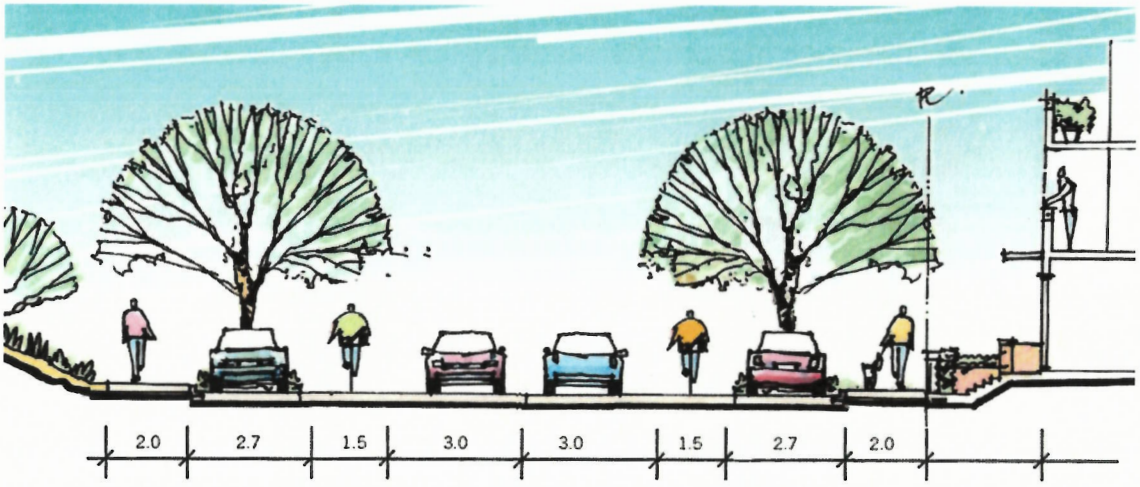

FIGURE11: Illustrative Section across Tyee Road (Illustrating minimum streetscape widths)

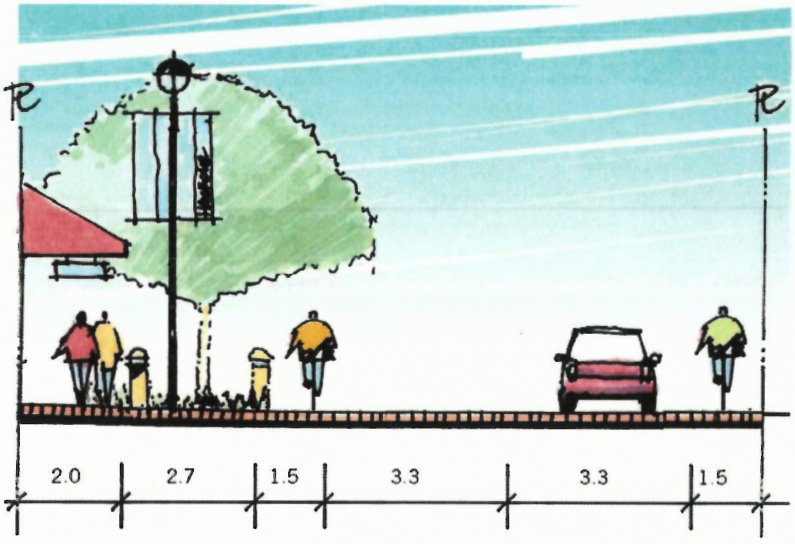

FIGURE 12: Illustrative Section across Harbour Road (Illustrating minimum streetscape widths)

Boulevard and Street Scapes

A linear tree-planted boulevard **will** be provided along the southern edge of DA-A, along Esquimalt Road. In addition to Tyee Road this **will** provide a much-needed pedestrian friendly link from the Johnson Street Bridge into Victoria West. This boulevard could also link into the Dockside Plaza.

Where space permits, large scale street trees, benches and other amenities should be incorporated into the treatment of the east side of Tyee Road, bearing in mind the 'collector' nature of Tyee Road, in order to provide a pedestrian friendly environment.

The walkway along the west side of Harbour Road is a significant component of the public open space system in the Dockside Lands. Care should be taken to integrate the pedestrian street with adjacent building entrances and any landscaped areas. Sensitive design, quality materials and quality construction **will** be required to ensure that the street right of way is developed to its full potential as an active public open space.

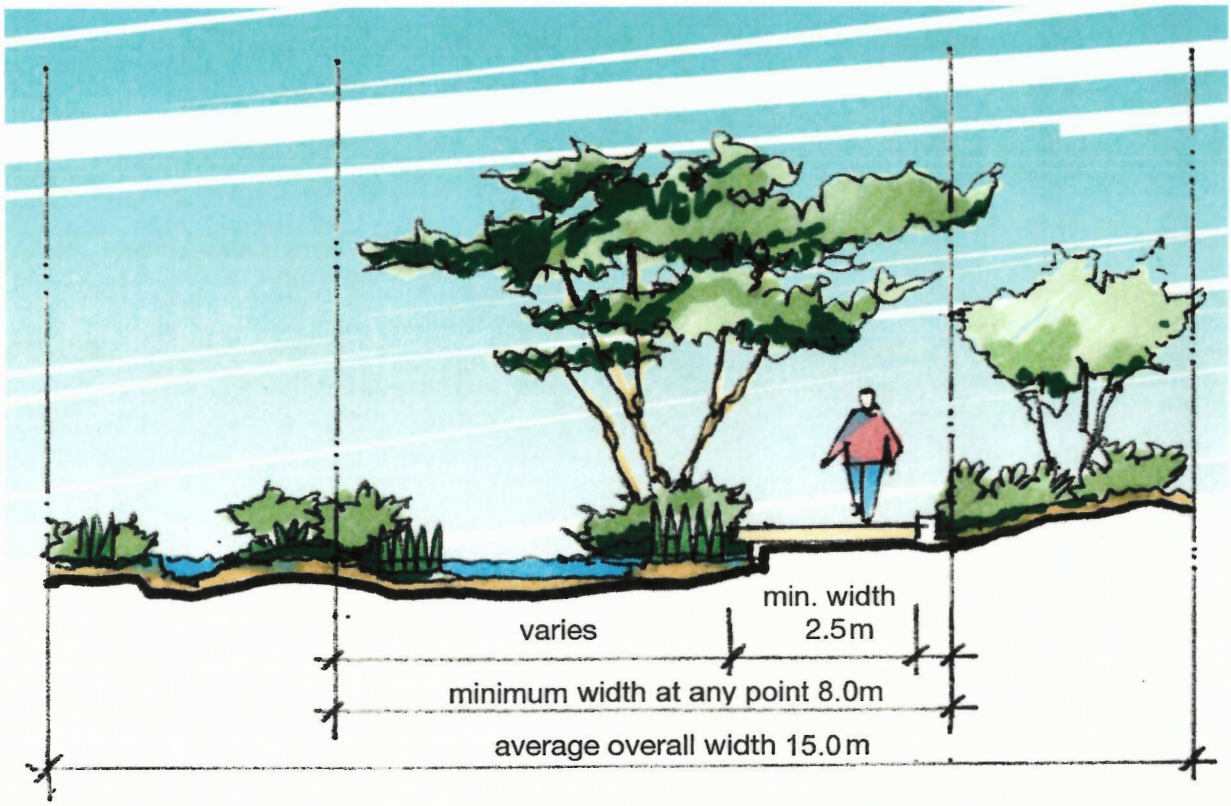

FIGURE 13: Illustrative Section across Internal Greenway (Illustrating key dimensions)

Internal north/south Greenway

The internal north/south greenway **will** provide a central linkage in a park environment connecting residential, commercial, recreational and industrial uses along the entire length of the Dockside Area. Figure 8 illustrates the design concept with minimum and average dimensions of the overall greenway, water feature and paved pathway. The average width = total greenway area ÷ total length, measured along the boundary between DA-A and DA-D. (see figure 7).

Consistent with other landscaping at Dockside, the greenway should be a combination of soft and hard landscaping and plant material **must** be predominantly of indigenous and adaptive species. Trees should be planted at grade and should be of a large enough scale to create a 'park-like' atmosphere.

The pathway **must** be constructed of a durable material that:

Provides safe passage for pedestrians and wheelchairs

Limits storm water run-off

The linear water feature **will** run parallel to the greenway and should be varied in width, flow, and character along its length. Weirs, runnels, ponds and stream channels should be designed to assist, reveal and celebrate the natural water purification of site storm water running through the water feature. Aquatic planting should be incorporated for functional and aesthetic purposes.

Opportunities exist to create ecologically based play areas within the Greenway. They should be designed to foster creativity and allow children direct access to the processes of nature. Play areas should have an ecological benefit and be integrated into public art.

Improvements to the Galloping Goose Trail

The Galloping Goose Trail is an important regional connection through the site. The section of the Trail located at the eastern edge of DA-B, within Point Ellice Park and a statutory right of way **will** be improved to enhance the park setting through the introduction of soft and hard landscaping and plant material. The Trail **must** consist of a 4 metre wide paved rolling path, 1 metre wide landscaped separator strip and a 2 metre wide pedestrian path. There **must** be a smooth transition for trail users at the northern end of the Trail as it connects to the adjacent section on the Railyards development and to the south at the intersection of Harbour Road.

The Trail **will** continue along the east and west side of Harbour Road by way of 1.5 metre wide marked bike lanes. Traffic calming structures **will** be installed to permit safe crossing for bicycles at the north and south ends of Harbour Road. Bike lanes and crossings should be highlighted using coloured paving for bike lanes and patterned paving as a calming measure for cars.

Pedestrian lookout pier from the Point Ellice Park and small boat launch

A pedestrian lookout pier from Point Ellice Park **will** be provided to enhance the link to the harbour and views to Downtown. The pier should complement other piers and bridges found along the Galloping Goose Trail and Gorge Waterway. The lookout pier **must** be a minimum of 2.5 metres wide and should be wider at some locations to provide view and rest areas including seating.

The small boat launch **will** provide access to the water for launching small "car topper" boats such as kayaks and rowboats. The launch could consist of pedestrian access to a suitable beach area or floating dock. If a dock is provided, it **must** be certified for a Touch and Go Ferry. Limited short-term parking should be located nearby for loading and unloading.

Waterfront walkway

Although most of Dockside is not waterfront, a strong connection (visually and functionally) exists to the waterfront, and there are some opportunities for public access.

A waterfront walkway **will** link the Point Ellice Park pedestrian path with the marine industrial area.

3.7 Additional Public Amenities

Any other additional provisions **must** be developed in a manner that is consistent with these design guidelines, and **must** integrate seamlessly with any adjacent development.

3.8 Public Art

Public art is an important part of creating a rich and memorable public environment. Dockside should aim to provide public art opportunities that increase public awareness of the sites' environment, history and sustainable processes at work. Consult the Master Development Agreement for further detail.

3.9 Site Works/ Landscaping

The public pathways, plazas/nodes and private courtyards provide the framework for the landscaped areas. These should be a combination of soft and hard landscaping. Plant material **must** be predominantly indigenous and adaptive species. Trees should be planted at grade and should be of a large enough scale to create a 'park-like' atmosphere, especially along roadsides and boulevards.

Surface parking and public driveways are considered pedestrian areas, so design and detailing should account for this. Bollards are the preferred means of vehicle control, traffic separation and tree protection. Driving, parking, pedestrian and cyclist areas should be distinguished by changes in colour/pattern/material of the paving.

Design of the hard and soft landscaping **must** limit the amount of storm water run-off entering storm sewers. Permeable pavers and bio-swales should be considered where feasible.

3.10 Circulation

As the Galloping Goose trail runs along the entire length of the Dockside Area (along both sides of Harbour Road), development of the site should recognize the significance of this trail as the gateway to Victoria's Downtown for pedestrians, cyclists and other non-motorized users. This should be reflected in appropriate setbacks, protection of sight lines, and by a safe resolution of potentially conflicting circulation of vehicles.

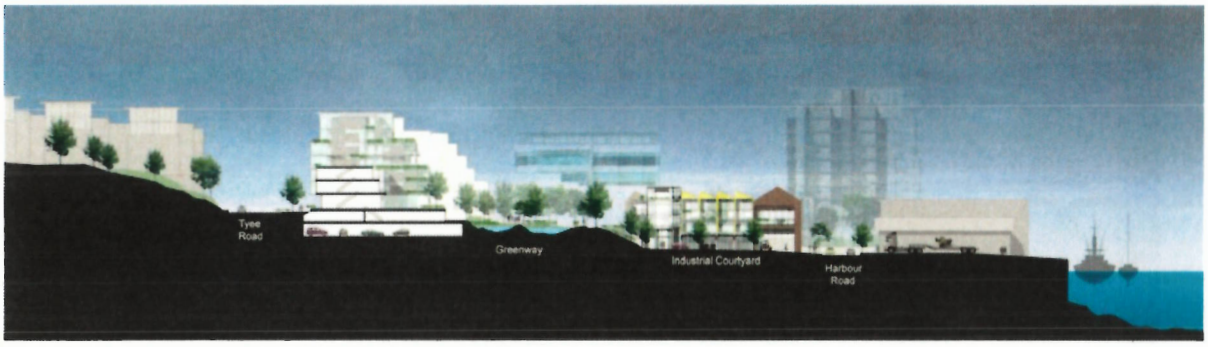

FIGURE 14: Illustrative View of East/West Terraced Walkway (Illustrating strategy for terraces and steps)

Pedestrian

Tyee, Harbour and Esquimalt Road Frontages of the Dockside Area **will** be connected physically by pedestrian walkways and visually by interconnecting private and semi-private courtyards. The walkways **will** run east/west, connecting Tyee to Harbour Road and the waterfront. Grade changes across the site could be accommodated through terraces and steps. The walkway **will** be of a hard, pervious surface, interspersed with planters and large scale trees. Buildings facing the walkways should be designed to provide a visual

connection from the interior, enhancing security of the public walkways.

Barrier Free Access

Barrier free design **will** be employed for public areas accessed directly from the street. Each building **will** be wheelchair accessible from the main entrance, however entrances along interior pathways or off interior courtyards may not be wheelchair accessible. All public sidewalks **will** allow for an unobstructed path for blind or visually impaired pedestrians. Wheelchair ramps and designated parking spaces **will** also be provided where appropriate.

Cyclists

Due to the proximity of the Galloping Goose Trail, bicycle traffic should be accommodated in any development plan. Designers should ensure that pedestrians, cyclists and vehicles can move safely through the entire site and that dedicated areas for the various modes of traffic are clearly marked. The location of the Galloping Goose Trail is fixed, and any development must take this into account. End-of-trip bicycle facilities should be incorporated in parking layouts and buildings.

Public Transit

This near-Downtown location is well suited to high bus ridership. Developers should consider BC Transit's employer transit program and findings of the Victoria West Neighbourhood Traffic Study. BC Transit should be consulted at an early stage of the development planning process in order to ensure that adequate service is provided and sufficient provision is made for transit routes, stops and shelters, primarily along Tyee Road.

Streets/Traffic

Tyee and Esquimalt Roads are major transportation routes, used by passenger vehicles, trucks, bicycles and pedestrians. In addition to traffic moving and on-street parking functions, the design of these streetscapes contributes to the overall character of Dockside. The transition from an exclusively industrial use to a mixed use with a well-developed public domain requires significant improvements to the bordering streets. Ongoing review by the City **will** determine the impact of the increased level of development on the local street system.

Esquimalt Road is currently classified as an arterial street. In order to improve the pedestrian environment along Esquimalt Road, widening of the existing right of way may be required to accommodate increased boulevard planting. Development of a 'node' at the southernmost corner of the Dockside Area could form the termination of the series of green spaces running through the middle of the site and provide an 'address' to Dockside from the southern end.

Tyee Road is currently classified as a collector street. It is expected to continue to function much the same as it does now, providing opportunities for bus stops, parking and pedestrian crossings, as well as access to Harbour Road and site parking. Planted trees **shall** be provided in landscaped bulbs within the parking lane on the east side of Tyee Road. Easements may be registered as necessary.

Harbour Road is currently classified as a local street. There is no road widening contemplated at this time. It **will** continue to provide access to the industrial and service users, however, it is noted that the Galloping Goose runs along both sides of Harbour Road. A significant increase in pedestrian traffic is expected once Dockside is developed, so vehicle access to the Dockside Area should be designed in a pedestrian/cyclist-friendly manner.

Planted trees **shall** be provided in landscaped bulbs within the parking lane on the west side of Harbour Road.

Provisions should be made for public art, seating, kiosks and planting in streetscapes that evoke a marine/industrial ambience. Particular attention should be paid to the scale, materials and access to buildings at the street corners to enhance their potential of becoming landmarks.

Parking

The majority of required parking space **will** be located underneath buildings, especially in higher density use areas. In the lower density industrial area, parking may be provided on the surface however it should be located behind or beside buildings. Some on-street parking may be provided for businesses that require short-term parking. Parking lots should be divided into several smaller lots and extensive tree planting, lighting and screening devices, such as hedges, trellises, and walls, **must** be used to minimize the visual impact of the parking and other service areas.

Consideration should be given to consolidation of parking access and driveways, in order to minimize the impact to traffic flow and the pedestrian environment.

Surface parking and public driveways are considered pedestrian areas, so design and detailing should account for this. Bollards are the preferred means of vehicle control, traffic separation and tree protection. Driving, parking, pedestrian and cyclist areas should be distinguished by changes in colour, pattern, and material of the paving.

Design of the hard and soft landscaping **must** limit the amount of storm water run-off entering storm sewers. Permeable pavers and bio-swales should be considered where feasible.

*Areas used for storage of materials, waste and recycling materials **must** be screened from open public spaces and the street by a visual barrier that is at least 75% solid and 1.8 metres tall. Maintaining the cleanliness of these areas is important to help ensure that odour does not become offensive to neighbouring public areas, businesses and residences. The developer should ensure that maintenance programs are in place, that address odour prevention in these areas.*

3.11 Environmental Considerations

Development of the sites should be sustainable, in the sense that higher density generates efficiencies in service use, transportation, utilities and energy.

LEED design - Buildings should meet at least the LEED Silver design criteria and where buildings are exempt they should still be required to apply "green" building practices. Meeting LEED Platinum design criteria is encouraged for buildings required to meet LEED Silver. Refer to the MDA for a detailed description of LEED requirements and exemptions.

Lighting design - Lighting of outdoor areas should provide adequate public safety while also limiting light pollution in conformance with Royal Astronomical Society of Canada Light Pollution Abatement Program recommendations. Bollard, building and pole mounted lighting should be utilized to provide safe and aesthetic lighting. Adequate lighting should be provided for all walkways, paths, plazas and building entrances.

Noise attenuation - Residential units that are oriented towards potentially noisy adjacent uses (such as industrial activity, or air /harbour traffic) **must** employ noise attenuation measures in envelope design. See Page 18 and the MDA for further description.

3.12 Noise Abatement

Ambient air quality standards with respect to noise in industrial, commercial and residential areas **shall** be in accordance with the City of Victoria Noise Bylaw.

In addition to meeting the requirements of the BC Building Code the following building design practices should be used to address the issue of noise entering residential units:

- Duct air directly to suites using either a central or individual heat recovery ventilator (HRV) approach.
- Improved acoustic performance of the wall assembly.
- Window design uses low E, argon filled glazing units with further glazing enhancements, such as strengthened glass and varying glass thickness to maximize sound wave length frequency reduction installed on noisy faces of buildings.
- Minimum R20 to R25 thermal insulation will be used depending on face of building.
- Orient building faces and windows to reduce noise concerns.
- Locate bedrooms away from noise where possible.
- Locate air exhausts away from operable windows and air intakes.
- Noisy industrial uses will be constructed of concrete or concrete block with proper insulation values to decrease noise transmission.
- The use of solarium balconies in living areas.

The design of noise source buildings **must** reduce as much as possible the emission of noise towards residential areas through the design of building assemblies (roofs, walls, windows, doors etc). Developments **must** demonstrate design methods of noise transfer reduction such as increased mass, isolation and continuity of systems.

3.13 (CPTED) Crime Prevention Through Environmental Design

Crime prevention through environmental design (CPTED) **must** be considered throughout the project.

Refer to CPTED guidelines adopted by the City of Victoria.

3.14 Adaptable Housing

Housing units **must** comply with the Adaptable Housing Guidelines and Policy. Refer also to the MDA.

3.15 Operations and Safety

The ongoing industrial activities along Harbour Road has an effect on the appearance of the streetscape. The impact of activities, such as deliveries, materials handling and storage and refuse collection, should be carefully considered during design. In consideration of the desire to provide pedestrian/cyclist accessibility along Harbour Road, precautions should be taken in the design of vehicle entries, works yard entrances, loading docks, etc. Special or unusual work activity that might affect public areas **must** be supervised or enclosed with barriers.

3.16 Phased Development

Should development occur in a phased manner, the completed phases would require all visible frontages and accessible areas be designed consistently with all planning principles as well as providing the opportunity to tie-in future development phases. Any incomplete structures, street works or landscaping **shall** be physically safe and visually inoffensive. Temporary edges should be finished such that their surfaces, although temporary, have the appearance of being finished and must be durable enough to last for their intended duration. If the duration extends beyond what is originally anticipated, then temporary edges should be refurbished or replaced as necessary to maintain their appearance as originally intended. Description of any incomplete portions of the development **will** be required at the time of application for development permit.

4. Development Areas Design Guidelines

Figure 16 illustrates the division of the Dockside Lands into Development Areas (DA's) that will be used to describe and guide future development. Each area has its own unique character as described in the following pages. While responding to external and internal constraints and opportunities, they combine to create a cohesive whole.

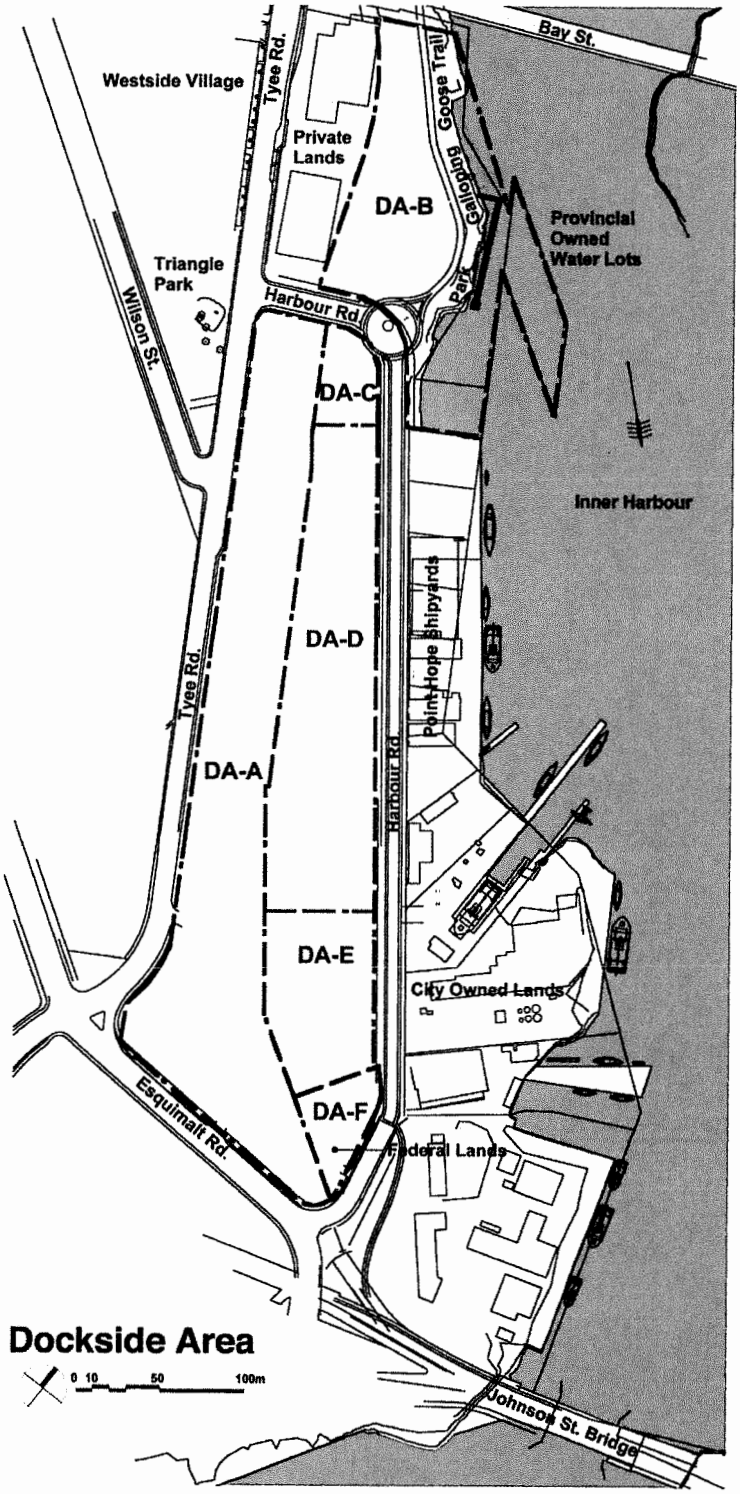

FIGURE 15: Dockside Area – Development Area information

4.1 Development Area–A (DA-A)

The higher density DA-A forms the westerly edge of the Dockside Lands; running from south to north and creates the primarily residential area along Tyee Road.

Use and Character

DA-A **will** allow for a higher density mixed use, predominantly attached market and seniors residential, live/work, boutique hotel, offices, commercial, retail and fitness. Twin, "landmark" buildings **will** be located at the Esquimalt / Tyee Road intersection with the a pedestrian plaza located between them. On opposing sides of the twin "landmark" buildings, there **will** be lower, complimentary buildings; one along Esquimalt Road and a seniors residential building on Tyee Road.

The residential uses, exclusively attached dwelling on this site, **will** vary in scale, size and cost to provide some market affordable housing. Ground floor units should have direct front door access and porches, providing a buffer between the public and private domain.

Higher buildings should be stepped in order to provide opportunities for balconies and rooftop terraces/gardens that take advantage of sunlight and views. While some street level units may be slightly elevated to provide privacy, views from the residences towards activity on the street or public pathways should be maintained and therefore contribute to security. As many units as possible should be designed to have their own separate entrances.

Massing and Street-fronts

As mentioned earlier, building massing **must** also take into account the framing of views. In addition, building massing can also establish orienting landmarks, ideally reinforcing a "bridge to bridge" concept (where the Dockside Lands stretch and link the Johnson Bridge with the Bay Bridge), with higher landmark type buildings located at the Esquimalt/Tyee Road intersection of DA-A paired with landmark type buildings on DA-B to the north. These landmark buildings should act as focal points to traffic from the bridges.

In this higher density area, it is preferable to have two higher "landmark" type buildings.

Building Set-backs and Viewscapes

A majority of the development should meet the edge of the property line along Tyee, Esquimalt and Harbour Roads, with minimal or no setback. Small arrival areas and courtyards should be incorporated in order to break up the facades and serve as entries to the public pathways and buildings. Building setbacks should enhance a pedestrian friendly environment, keeping in mind the 'collector' nature of Tyee Road.

Side and rear yard setbacks should be variable, depending on uses and design of the proposed development.

Exterior Building Materials

Buildings in DA-A should respond to the residential and commercial vocabulary developing to the north and west of the site while following the general urban design guidelines above.

Building Rooflines

A variety of rooflines including flat, sloped or curved are considered appropriate however they should complement adjacent buildings. Higher buildings should be stepped in order to provide opportunities for balconies

and rooftop terraces/gardens that take advantage of sunlight and views. Extensive roof gardens, trellises and "green" roofs should be implemented, both as building amenities and as environmental benefits.

Site Works

The Dockside Village Plaza will be located at the southern end of DA-A (combined with DA-E). The plaza should be designed as an animated plaza and feature selected sustainable elements into both public art and use. Predominantly hard landscaping should be used to create the formal plazas at multiple levels. Trees, water, grade changes and views should create vertical and horizontal connections.

4.2 Development Area-B (DA-B)

This development area is unique in that it is the only lot directly adjacent to Point Ellice Park, which runs along the waterfront and accommodates the Galloping Goose Trail. It is bounded to the north by the bridgehead of the Point Ellice Bridge and only has road frontage to the south along Harbour Road. On the west is the recently constructed office building (Upper Harbour Place). On the northern side of the Point Ellice Bridge, construction of a significant residential development of approximately five hundred units called Railyards is fully underway.

Use and Character

Located at the northern end of Dockside, it **will** provide a focal point and landmark building in order to establish the "bridge to bridge" concept of Dockside. Primarily consisting of residential and live/work in attached dwellings, such as townhouses and apartments, there **will** also be allowance for restaurant, licensed premises (pubs, clubs, lounges), recreational and tourist facilities. These would preferably be provided at the southern end of the DA-B.

Heavy industry occupies the site directly across the harbour from this area. Buildings **must** be designed to address noise issues as described on page 18 of the Design Guidelines and in the MDA. Any purchasers of units in these buildings **must** be made aware (as specified in MDA) of what is expected and what may have to be tolerated.

The residential uses should vary in scale, size and cost to provide some market affordable housing (refer to MDA). Ground floor units should have direct front door access and porches, providing a buffer between the public and private domain.

Massing and Street-fronts

Building massing should limit obstruction of views from within the upper storeys of Upper Harbour Place by locating the landmark building adjacent to the open plaza, with lower townhouses adjacent to the two Upper Harbour Place buildings. Refer to building height and view diagrams.

As many units as possible should be designed to have their own separate entrances.

The façade facing the water should be of a human (smaller) scale and provide a pedestrian friendly interface for people between the public and private realm by means of porches, terraces or courtyards. Parking **will** be provided beneath and/or behind the living units, taking advantage of the change in elevation on the site. Access to parking **will** be from Harbour Road.

The proximity of the Galloping Goose trail along the eastern edge of DA-B should be taken into consideration during building and landscape design. Sight lines, setbacks and circulation should respect the fact that this is a primary link for cyclists, pedestrians and other non-motorized traffic to Downtown Victoria.

Building heights should be flexible. However, they should be consistent with

the planning principles and designed with respect to existing neighbouring buildings. There **will** be only one localized landmark building up to 45.65 metres geodetic in height in DA-B marking the northern end of the Dockside Lands. The remainder of the buildings will be lower townhouses up to 25.55 metres geodetic in height.

Building Set-backs and Viewscapes

Higher buildings should be stepped in order to provide opportunities for balconies and rooftop terraces/gardens that take advantage of sunlight and views. While some street level units may be slightly elevated to provide privacy, views from the residences towards activity on the street or public pathways should be maintained and therefore contribute to security.

Exterior Building Materials

See DA-A for information guiding Exterior Building Materials.

Building Rooflines

See DA-A for information guiding Building Rooflines

Site Works

Soft landscaping will be used to create a park like setting on the east side of the buildings with water features, connection to the Galloping Goose Trail and Point Ellice Park. Trees, water, grade changes and views should create visual and physical connections.

4.3 Development Area-C (DA-C)

DA-C is bordered to the east and north by Harbour Road as it turns to meet Tyee Road. It is the smallest of the DA's and is significant in location due to proximity to the harbour, starting point for the Galloping Goose Trail and proximity to the focal point/plaza at the waterfront.

Use and Character

The lower density of DA-C allows for a combination of light industrial, work/live, residential, commercial, office, licensed premises (pubs, clubs, lounges) and recreational use. This site is seen as an ideal location for some type of neighbourhood focus.

Mixed-use designation would allow for work and live activities to be combined in the same building. It **must** be stressed that the impacts of these activities come in numerous forms (noise, fumes, odours, traffic, parking and loading) and varying degrees of severity (from nuisance or disruption of quiet enjoyment to economic impact). Any purchasers of units in these buildings **must** be made aware of what is expected and what may have to be tolerated. Sound mitigation measures and innovative architecture **must** be implemented to minimize the acoustical interference between the light industrial uses below and residential above.

Massing and Street-fronts

Buildings on this site **will** respond to the waterfront plaza, interior greenway to the west, and Harbour Road Industrial area to the south. Similarly, building character and form should mediate between the adjacent residential buildings to the north and west, and the light industrial character to the south and east.

Building Set-backs and Viewscapes

Mid-rise buildings on DA-C should be stepped in order to provide opportunities for balconies and rooftop terraces/gardens that take advantage of sunlight and views. They will be set back at the plaza to create a pedestrian oriented forecourt. Zero setbacks along the north and east face on Harbour Road should be in keeping with the adjacent buildings on DA-A to the west and DA-D to the south.

Exterior Building Materials

Exterior building materials should be selected to enhance the existing marine industrial character along Harbour Road.

Building Rooflines

A variety of rooflines is considered appropriate however they should complement adjacent buildings. Higher buildings should be stepped. Extensive roof gardens, trellises and "green" roofs should be implemented, both as building amenities and as environmental benefits.

Site Works

There **will** be a pedestrian link called Triangle Park Pathway from the upper level plaza at Tyee and Wilson to the waterfront plaza on Harbour Road.

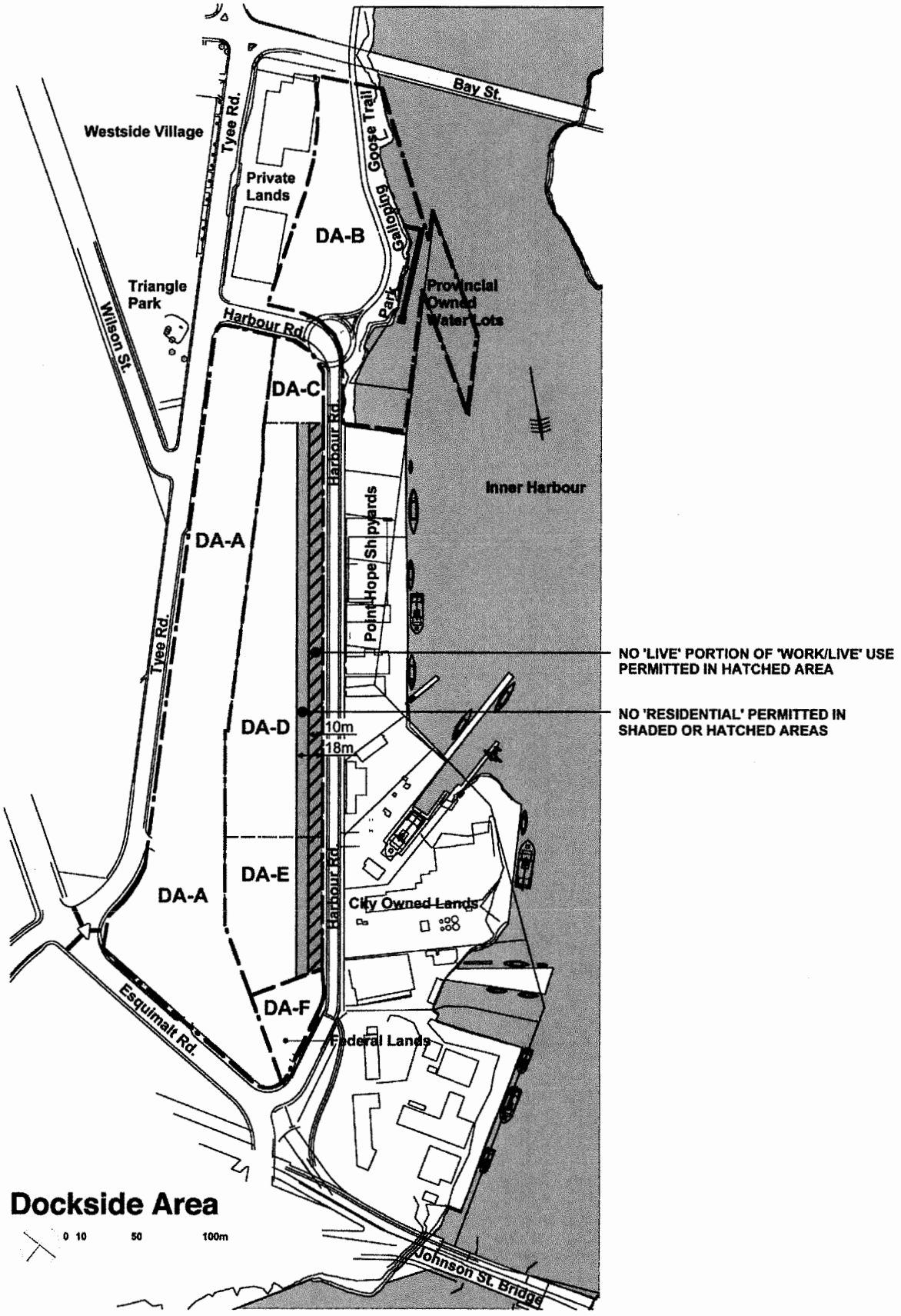

FIGURE 16: Dockside Area – Use Distribution in Industrial Areas

FIG.17 : Illustrative View of Light Industrial with Work/Live Above (Representational of character only)

4.4 Development Areas-D (DA-D)

DA-D forms the marine light industrial neighbourhood along Habour Road.

Massing and Street-fronts

Existing buildings along Harbour Road are an eclectic collection of small-scale industrial structures. Building forms should be additive, asymmetrical and irregular to evoke/maintain a marine industrial character. Building fronts should be lively and inviting, utilizing fixed and movable awnings and building elements to attract pedestrians into the light industrial courtyards.

Building Set-backs and Viewscapes

Zero setbacks along Harbour Road will enhance the lively light industrial character. Industrial courtyards will open onto Harbour Road, providing views in to the activity of the site and through to the internal greenway. Buildings should be sited in a random fashion, some of which may be set hard to the street (no set-back).

Exterior Building Materials

The architecture and landscaping should recall the industrial and marine influences with regard to color selection, materials and form. This theme is expressed in metal roofs and siding, shed building forms, marine objects and equipment, chains, bollards, and industrial windows.

Building Rooflines

Gable and shed roofs should be considered along Harbour Road, reflecting existing low slope or flat rooflines of buildings such as the Point Hope Shipyard building.

Site Works

There is an existing easement along the northern property line of DA-D. This will be retained as a public right of way and will provide a pedestrian pathway (Triangle Park Pathway) through the property, linking Tyee with Harbour Road and the focal point/plaza on Tyee Road at the intersection of Wilson Road. The eastern end of the Triangle Park Pathway will lead to the water access and southern end of Point Ellice Park.

The Dockside Greenway and water feature will run north/south along the border between DA-D and DA-A. Together with a series of private and semi-private landscaped courtyards and open spaces visually linked should act as a buffer between the residential uses in DA-A and light industrial uses in DA-D. Additional secondary pathways should run in an east/west direction negotiating the grade difference between Tyee and Harbour Road.

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FIGURE 18: Illustrative View of Harbour Road (Representational of character only)
Located at the southern end of the Dockside Lands, DA-E forms the eastern edge of the Dockside Village Plaza.

4.5 Development Area-E (DA-E)

Use and Character

The lower density DA-E will be a combination of restaurant, light industrial, retail, office, work/live and residential uses, sewage treatment/waste wood energy system to service the development, bio-diesel facility, and other environmentally related technologies and high technology related uses.

Mixed-use designation would allow for work and live activities to be combined in the same building. It **must** be stressed that the impacts of these activities come in numerous forms (noise, fumes, odours, traffic, parking and loading) and varying degrees of severity (from nuisance or disruption of quiet enjoyment to economic impact). Any purchasers of units in these buildings **must** be made aware (as specified in MDA) of what is expected and what may have to be tolerated. Sound mitigation measures and innovative architecture **must** be implemented to minimize the acoustical interference between the light industrial uses below and residential above.

Buildings should reflect the neighbouring high-tech/marine businesses, and the innovative design and use encouraged by the Development Concept. Flexibility and adaptability to changing requirements is advised.

Massing and Street-fronts

See DA-D for guidelines on Massing and Street-fronts.

In addition, to following the guidelines for the Harbour Road light industrial neighbourhood, buildings in DA-E facing the Dockside Plaza should address the plaza, in a cohesive manner with the other buildings in DA-A.

Building Set-backs and Viewscapes

A majority of the development will visually meet the edge of the property line along Harbour Roads, with minimal or no setback. Small arrival areas and courtyards should be incorporated to help to break up the facades and serve as entries to the public pathways and buildings. Building setbacks should enhance a pedestrian friendly environment.

Exterior Building Materials

A variety of building materials would be appropriate. Buildings within the Harbour Road light industrial neighbourhood should be consistent with the varied character of this area, while buildings and building faces adjacent to the plaza should address the plaza and neighbouring buildings in DA-A.

Building Rooflines

A variety of rooflines is considered appropriate however they should complement adjacent buildings. Gable and shed roofs should be considered along Harbour Road, reflecting existing low slope or flat rooflines of buildings such as the Point Hope Shipyard building. Buildings facing onto the Plaza should be stepped in order to provide opportunities for balconies and rooftop terraces/gardens that take advantage of sunlight and views. Extensive roof gardens, trellises and "green" roofs should be implemented, both as building amenities and as environmental benefits.

Site Works

The Dockside Greenway and water feature **will** run north/south along the border between DA-A and DA-D providing a buffer between the residential uses in DA-A and light industrial uses in DA-D. Private and semi-private landscaped courtyards and visually linked open spaces should be located adjacent and connected to the Greenway.

The Dockside Village Plaza (located in DA-A and DA-E) should be designed as an animated plaza and feature selected sustainable elements into both public art and use. Predominantly hard landscaping should be used to create the formal plazas at multiple levels. Trees, water, grade changes and views should create vertical and horizontal connections.

4.6 Development Area-F (DA-F)

Located at the southern end of the Dockside Lands, DA-F is presently federally owned land. It is a small triangular lot.

Use and Character

DA-F will be a combination of light industrial, retail, offices, sewage treatment/waste wood energy system to service the development, bio-diesel facility, and other environmentally related technologies and high technology related uses.

Mixed-use designation would allow for work and live activities to be combined in the same building. It **must** be stressed that the impacts of these activities come in numerous forms (noise, fumes, odours, traffic, parking and loading) and varying degrees of severity (from nuisance or disruption of quiet enjoyment to economic impact). Any purchasers of units in these buildings **must** be made aware (as specified in MDA) of what is expected and what may have to be tolerated. Sound mitigation measures and innovative architecture **must** be implemented to minimize the acoustical interference between the light industrial uses below and residential above.

Buildings should reflect the neighbouring high-tech/marine businesses, and the innovative design and use encouraged by the Development Concept. Flexibility and adaptability to changing requirements would also be advised.

Massing and Street-fronts

Existing buildings along Harbour Road are an eclectic collection of small-scale industrial structures. New construction should step up and away from the water's edge and building forms should be additive, asymmetrical and irregular to evoke/maintain a marine industrial character.

Building Set-backs and Viewscapes

See DA-E for guidelines on Building Set-backs and Viewscapes

Exterior Building Materials

A variety of building materials would be appropriate. Buildings within the Harbour Road light industrial neighbourhood should be consistent with the varied character of this area, while buildings and building faces adjacent to the plaza should address the plaza and neighbouring buildings in DA-A.

Building Rooflines

See DA-E for guidelines on Building Set-backs and Viewscapes

Site Works

Soft and hard landscaping should be provided to create a friendly, lively pedestrian environment. Massing of the buildings should step back from pathways to optimize views, provide a human (smaller) scale to buildings and minimize a wind tunnel effect.

5.0 List of Companion Documents

The following is a list of companion documents that are referenced within these Design Guidelines. A compiled set of the documents is available at the City of Victoria Planning Department.

Master Development Agreement

Purchase of Sale Agreement

Zoning Bylaw

Reference Material from Development Concept

City of Victoria Noise Bylaw

Crime Prevention Through Environmental Design Guidelines

Traffic Study, Victoria West Neighbourhood

Royal Astronomical Society of Canada Light Pollution Abatement Program

1 DOCKSIDE PLAZA
2 WATERFRONT PLAZA
3 TRIANGLE PARK PATHWAY
4 VISTA PARK PATHWAY
5 PARKS/GREENSPACE
6 BOULEVARDS
7 INTERNAL NORTH/SOUTH GREENWAY
8 IMPROVEMENTS TO GALLOPING GOOSE TRAIL
9 PEDESTRIAN LOOKOUT PIER (SMALL BOAT LAUNCH)
10 WATERFRONT WALKWAY

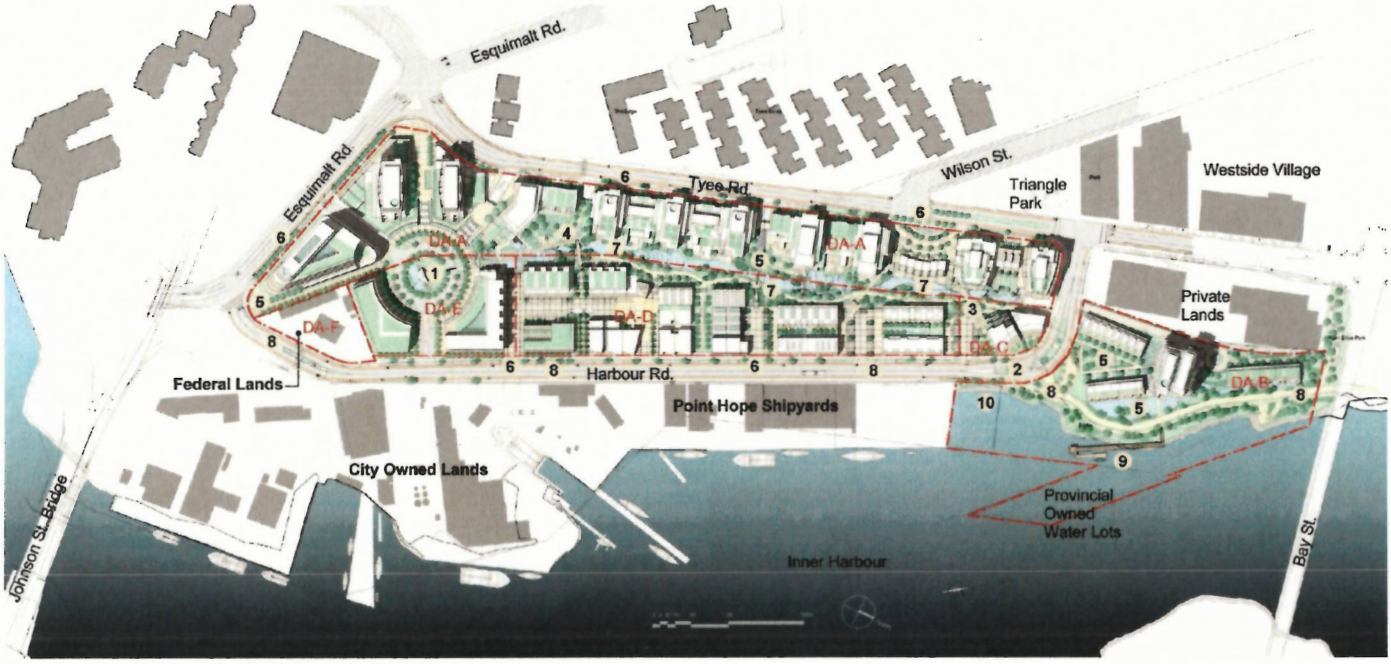
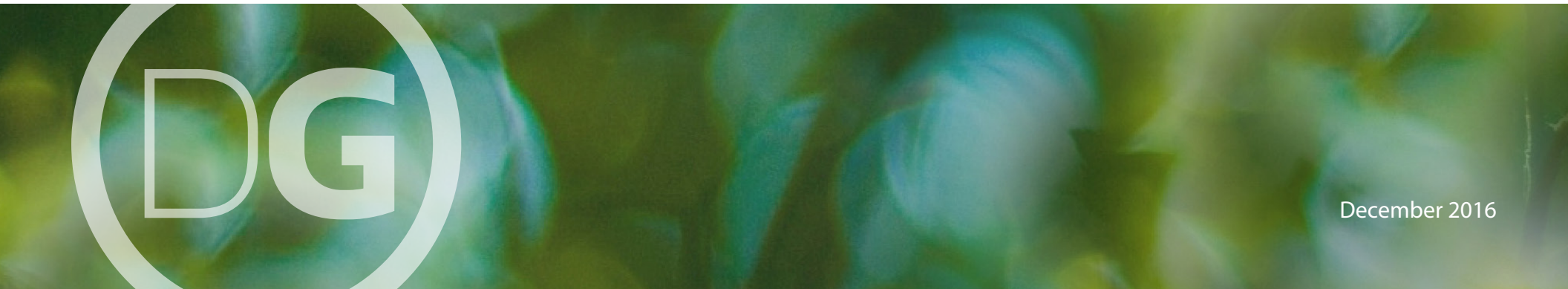


Figure 19: Illustrative Master Plan of the Dockside Area (Building footprints and locations may vary)
Note that base plan is same as that shown in MDA, however number sequence of features is not the same.

DOCKSIDE**GREEN**

URBAN DESIGN GUIDELINES



December 2016

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1.1 PURPOSE

These Design Guidelines are part of the City of Victoria's Official Community Plan. The Guidelines assist the City in regulating the exterior design, finishes and landscaping of individual development sites and public spaces at Dockside Green. The Guidelines will inform future development proposals at Dockside Green and will be used by City Staff and the Advisory Design Panel in evaluating individual development applications.

1.2 APPLICATION

The Design Guidelines should be used in conjunction with:

- CD-9 Zone, Dockside District
- Dockside Green Master Development Agreement

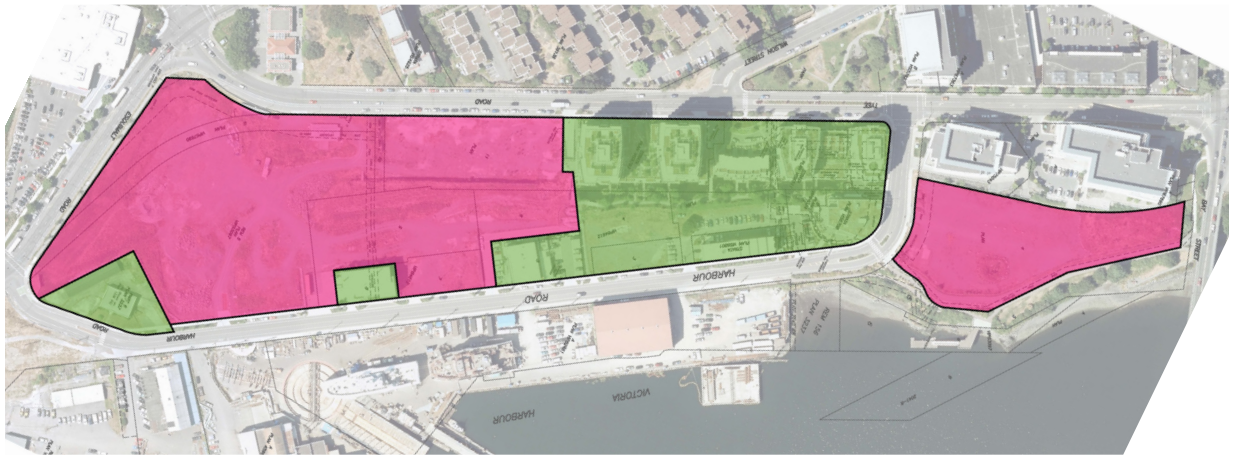
It is intended that a certain degree of flexibility be provided in the interpretation and application of these Guidelines where it can be clearly demonstrated that an alternative approach will result in a superior design solution in built form, landscape design or environmental sustainability. However, throughout this document the terms "must", "will" and "shall" are used to describe mandatory guidelines or provisions that must be met.

1.3 COMPANION DOCUMENTS

- City of Victoria Official Community Plan Bylaw
- City of Victoria Zoning Regulation Bylaw
- Crime Prevention through Environmental Design
- Dockside Green Master Development Agreement
- Dockside BETA Urban Design Guidelines

1.4 APPLICATION LANDS

The Guidelines apply to the lands identified in the adjacent graphic, which were subject to a Rezoning Application in 2015.



Dockside Green Urban Design Guidelines Subject Lands

Lands covered by the Design Guidelines for the Dockside Area (2005)*

Fig 1. Proposed Rezoning Boundary

*Current as of 2015, subject to change

2 PRECINCT DESIGN GUIDELINES

2.1 INTRODUCTION

The precinct Design Guidelines provide direction with respect to layout of public spaces, roads, pedestrian paths and development sites contained within it. The Guidelines included in this chapter put the Dockside Green vision into action by developing a cohesive design vocabulary and clarifying how various building site and landscape elements should relate to one another. The development of Dockside Green's urban form is also informed by the use, density, building height, setback and other Zoning Regulation Bylaw requirements, the commitments and requirements stipulated in the Master Development Agreement and other City bylaws (e.g. Highway Access Bylaw).

New development at Dockside Green will demonstrate a consideration for a cohesive design vocabulary and overall consistency with these Guidelines. The design vocabulary for both buildings and open spaces should be cohesive without being homogeneous.

The design of Dockside Green neighbourhood is shaped by two key elements: precincts and public open spaces. Precincts are sub-neighbourhood districts, each with its own specific character and urban context.

GUIDELINES:

1. Each of the Precincts illustrated in the Figure 2 should develop a specific character through particularities in architectural design, building materials, paving materials, open space design, landscaping, public furniture selection and lighting. Precinct character should also contribute to a cohesive architectural character representative of the overall Dockside Green neighbourhood.
2. Tyee, Harbour and Esquimalt Road Frontages will be connected physically by pedestrian walkways and visually by interconnecting private and semi-private plazas/courtyards.
3. The pedestrian connections will run east/west, connecting Tyee and Harbour Road and the waterfront.
4. Each of the places and connections will be located at Dockside Green in the approximate location illustrated in the Places and Connections diagrams.
5. For Development Permit applications that do not accommodate the Places and Connections as shown here, a viable alternative location must be demonstrated.
6. The design of all Connections at Dockside Green should prioritize pedestrians.
7. Connections that accommodate vehicles should be designed to allow and encourage pedestrian use of vehicle travel ways.

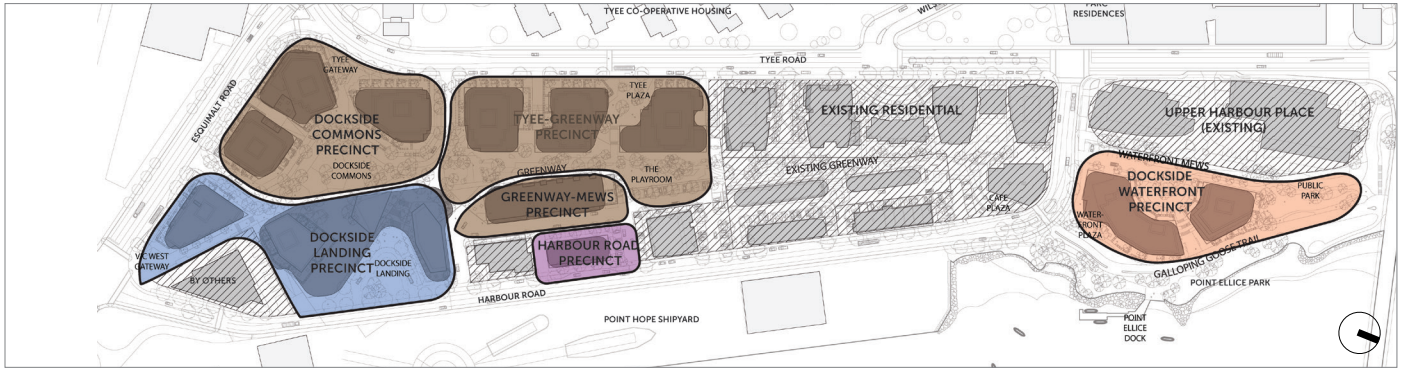


Fig 2. Focus Areas Within Precincts

NOTE: Boundaries of Precincts are approximate

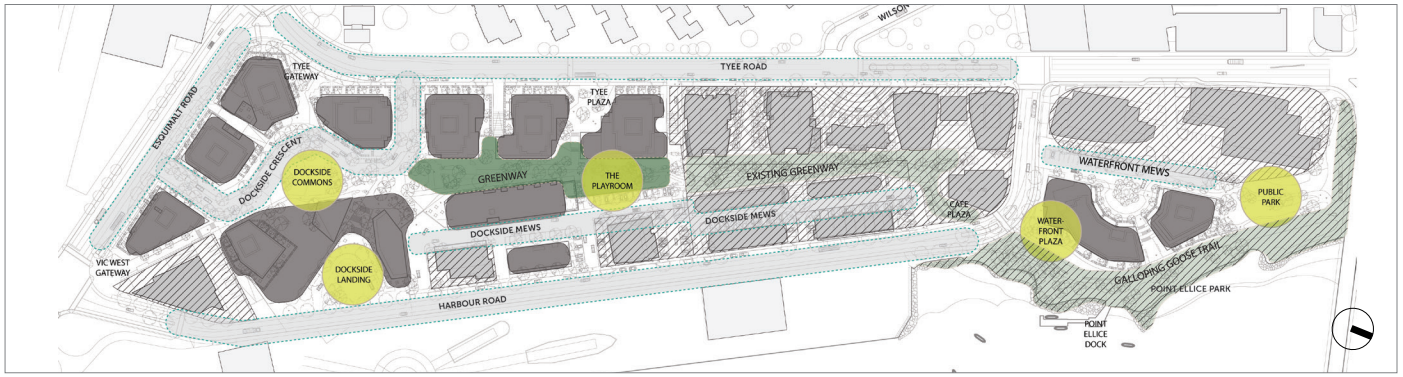


Fig 3. Open Space Diagram

NOTE: Location and size of Places are approximate.

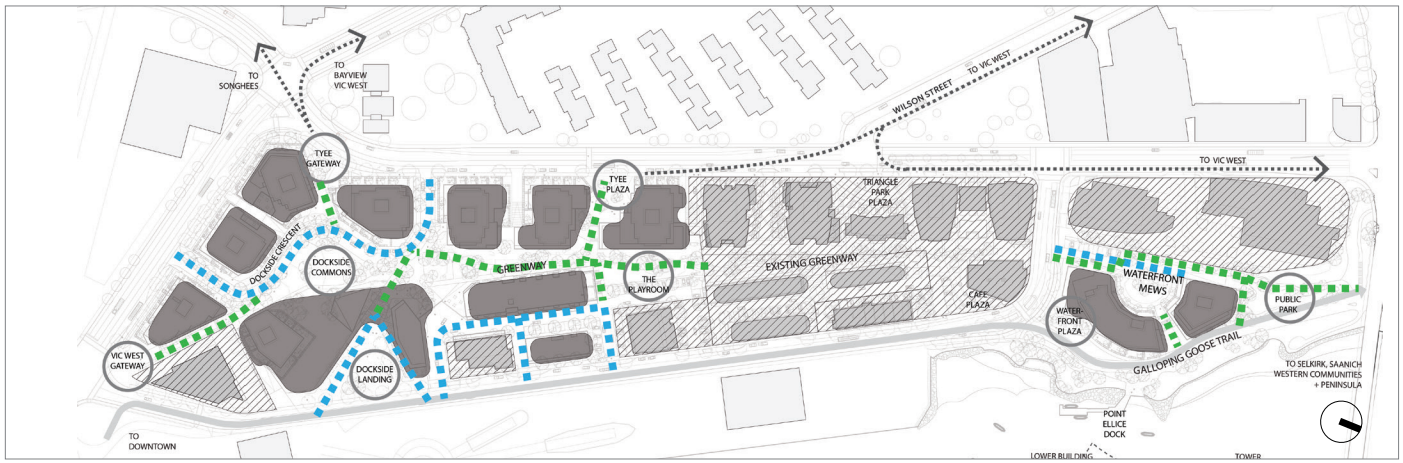


Fig 4. Circulation Diagram

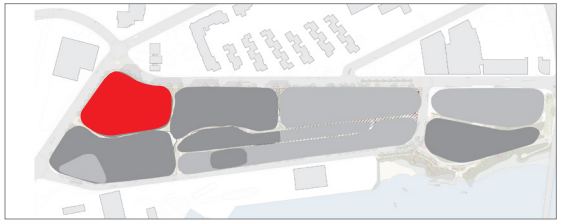
NOTE: Location and shape of Connections are approximate.

2.2 DOCKSIDE COMMONS PRECINCT

The Dockside Commons Precinct is at the south-west corner of the site and is comprised of several tower building forms and the following key open space: Dockside Commons and connected together via the Dockside Crescent, and the Tyee Gateway Connection.

GUIDELINES:

1. Buildings in this Precinct should increase in height towards the corner of Tyee and Esquimalt Roads, with the tallest building located at the corner of Tyee and Esquimalt Roads.
2. The design of the building on the corner should address the terminated vista looking south-east from along Tyee Road and north-west from along Esquimalt Road through massing, materials, details or other architectural articulation.
3. Buildings should have a strong street presence on Esquimalt and Tyee Roads, with strongly expressed secondary entrances that connect directly to sidewalks to access individual ground-level units and/or upper floors.
4. Building podiums should range from 3-4 storeys fronting Esquimalt and Tyee Roads; and 2-4 storeys fronting Dockside Crescent
5. New, tall building forms should contribute positively to the skyline of Victoria West.
6. A private road shall be established to provide vehicle and pedestrian access to new buildings (Dockside Crescent).
7. Building lobbies should open onto Dockside Crescent.
8. Buildings shall provide a human-scale backdrop to the Dockside Commons green space.



Key Plan

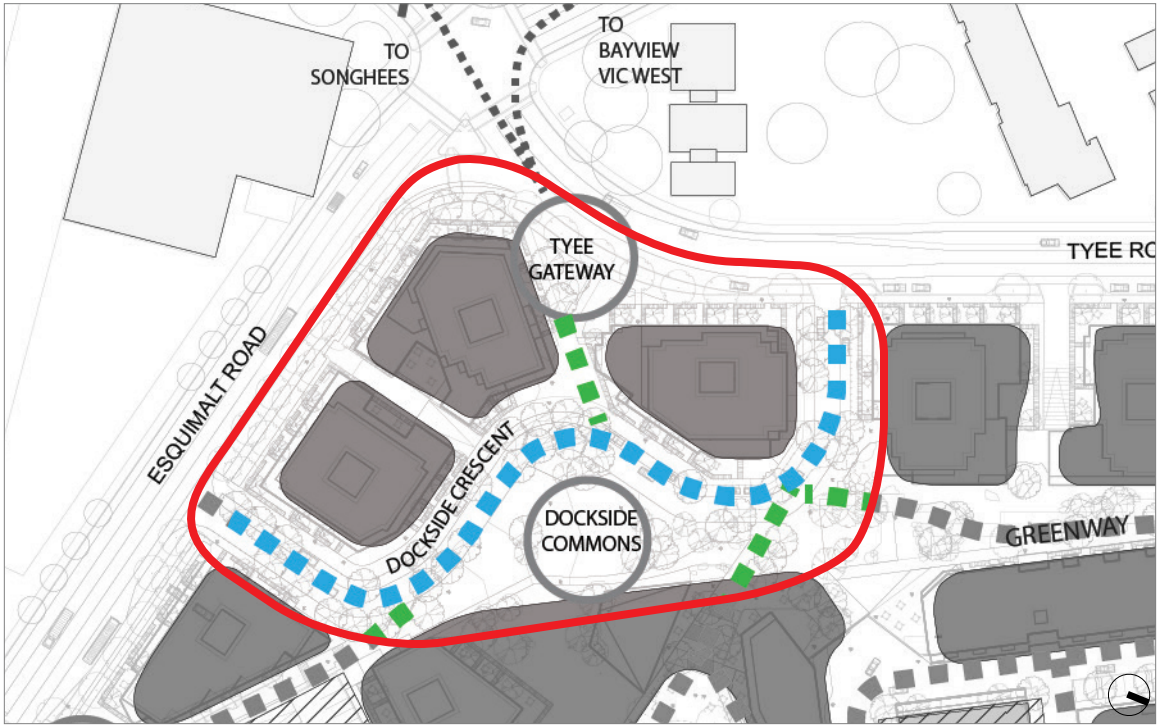


Fig 5. Dockside Commons Precinct

2.2.1 DOCKSIDE COMMONS PARK

GUIDELINES:

1. Dockside Commons will be a publicly accessible park located on the southern termination of the Greenway and should include the following elements:

    - A large, primarily open lawn area
    - Shade trees, and decorative grass, perennial, and shrub plantings wherever possible
    - Formal seating (benches) and informal seating (sloped and / or stepped areas)
    - A formal pathway to guide pedestrians crossing the park (linking the southern edge of the Greenway with the Victoria West Gateway)
    - Rain gardens and street trees that provide a transition from Dockside Commons with Dockside Crescent and adjacent private spaces.

2.2.2 TYEE GATEWAY CONNECTION

GUIDELINES:

1. Tyee Gateway Connection will be a pedestrian pathway connecting the Tyee Road / Esquimalt Road intersection to Dockside Crescent, and should be composed of the following elements:

    - A pedestrian pathway with a minimum width of 2.5m that opens up into a small plaza framed by private patios and entry lobbies immediately adjacent to Dockside Crescent
    - Raingardens prioritized for landscape planting
    - Adjacent building lobbies that are oriented towards one other
    - Integrated directional and building signage and seating in association with landscaping features.

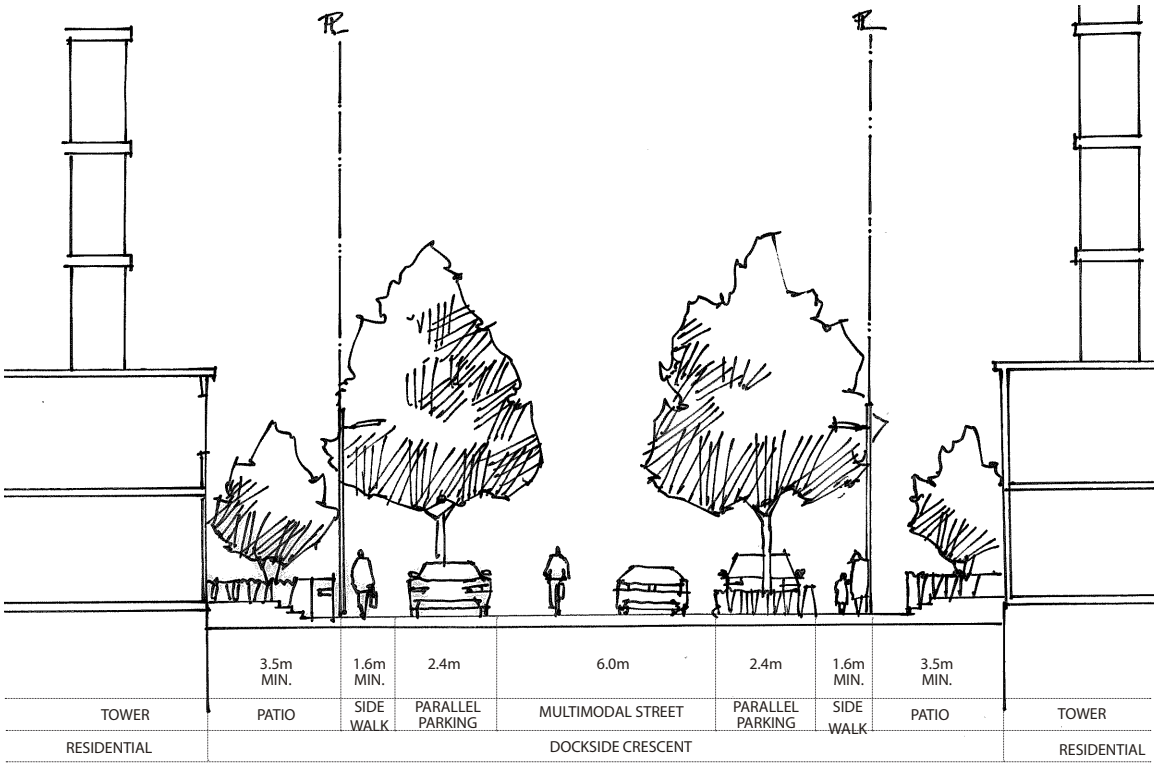


Fig 6. Dockside Crescent Section

2.2.3 DOCKSIDE CRESCENT

GUIDELINES:

1. Dockside Crescent will be a private street that provides pedestrian and vehicular access into the Dockside Green neighbourhood and individual building parkade entrances. It should be composed of the following elements:

    - A width that varies as the adjacent sidewalk increases in width from 1.6m at the entries off Tyee and Esquimalt Roads to 3.5m further inward.
    - Space for on-street parking and raingardens
    - Raingardens should incorporate street trees and help to frame pedestrian desire lines
    - A sidewalk that flanks one edge of the shared street and Dockside Commons
    - Parkade entrances that incorporate high quality architectural treatments and landscaping to mitigate the appearance of blank walls and dark voids
    - Landscape design that is compatible with easily identifiable building entrances
    - Bollards and surface treatments that slow vehicular traffic and delineate pedestrian only areas.

RECOMMENDED TREE SPECIES:

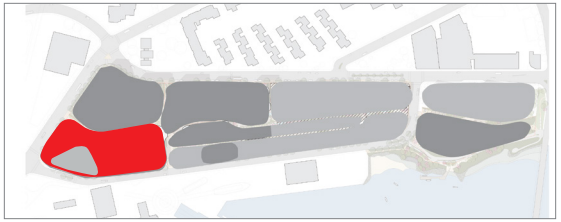
- Carpinus caroliniana (American Hornbeam)
- Zelkova serrata 'Green Vase' (Japanese Zelkova)
- Amelanchier canadensis (Canadian Serviceberry)
- Acer rubrum 'Armstrong' (Red Maple)

2.3 DOCKSIDE LANDING PRECINCT

The Dockside Landing Precinct is located in the southeast area of the site and is primarily defined by the main urban plaza and non-residential uses.

GUIDELINES:

1. Buildings in this Precinct shall frame Dockside Landing and visually link to Dockside Commons.
2. Buildings along Esquimalt Road must have a strong street presence on Esquimalt Road with strongly expressed secondary entrances for upper floor access and/or individual ground-level unit entrances that connect directly to the sidewalks.
3. The green roof atop the adjacent parcel site should be designed to visually connect to Dockside Commons.



Key Plan

Fig 7. Dockside Landing Precinct

2.3.1 DOCKSIDE LANDING PLAZA

GUIDELINES:

1. Dockside Landing will be the main plaza at Dockside Green that should be composed of the following elements:
    - An opening onto Harbour Road that creates a strong relationship with the street and harbourfront area.

- First Nations interpretive signage
- A site for food kiosks
- Provision for bike and carshare parking
- A consistent 3 meter min. pedestrian zone (building to road's edge) along the retail edges to encourage activation of storefronts
- Outdoor seating areas or exterior product displays
- Curbless paving treatment
- Street trees and public seating to frame view corridors and support circulation
- A private one-way road that provides for vehicle access and allows for on-street parking and loading
- Bollards, planters and surface treatments that clearly delineate pedestrian-only areas.

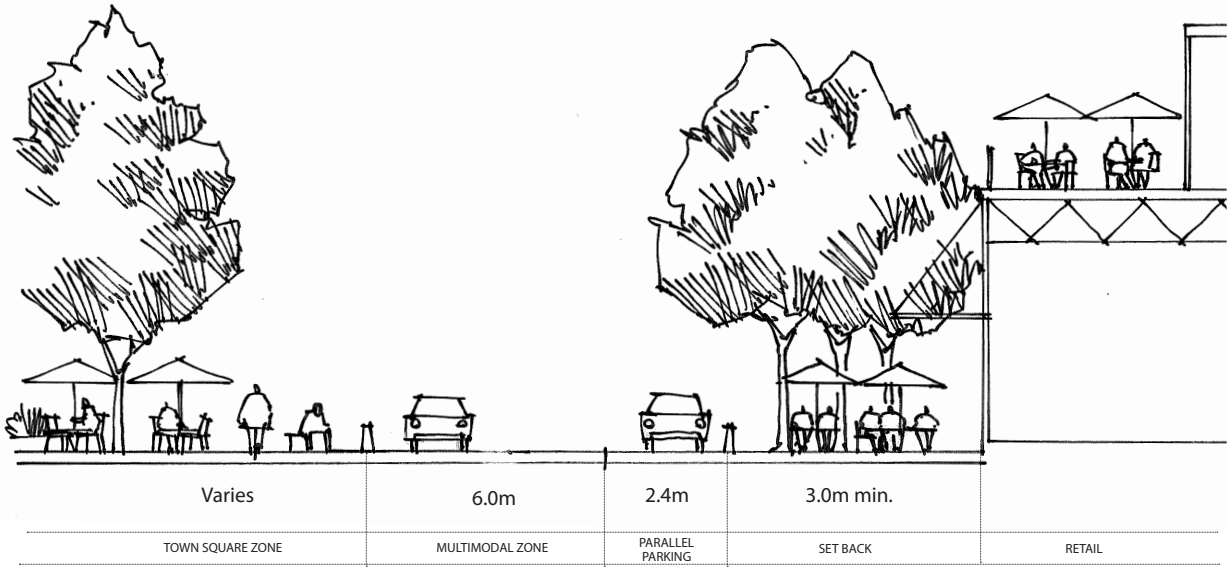


Fig 8. Dockside Landing Section

2.3.2 VICTORIA WEST GATEWAY CONNECTION

GUIDELINES:

1. The Victoria West Gateway Connection will provide a pedestrian pathway linking the Harbour Road / Esquimalt Road intersection to Dockside Commons and should be composed of the following elements and design features:

    - A pedestrian pathway with an average width of 3m and a minimum width of 2m
    - Landscape screening of the private patios flanking the pedestrian corridor
    - Landscaping that strategically screens parkade entrances of adjacent buildings by providing plantings, green wall or decorative fencing
    - A small plaza at the intersection of Harbour Road / Esquimalt Road
        - The plaza should provide wayfinding signage, public seating and lighting to demarcate this important pedestrian entrance to the site
        - The plaza may act as a potential location for public art at Dockside Green as well as integration of a Victoria West Community welcome sign.

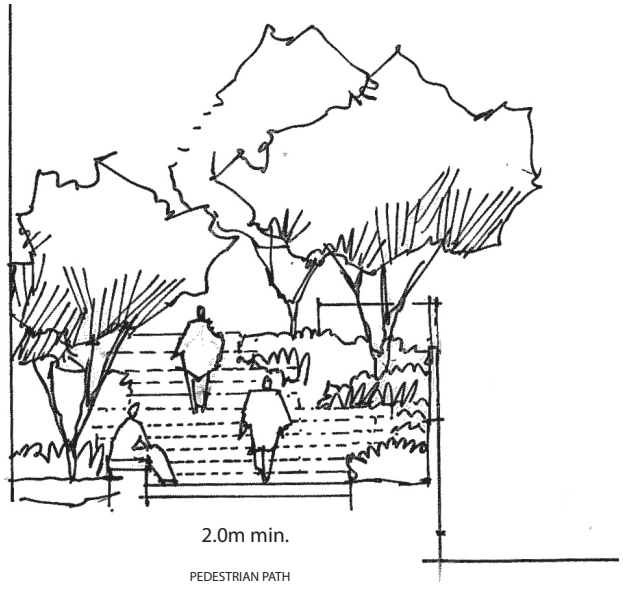
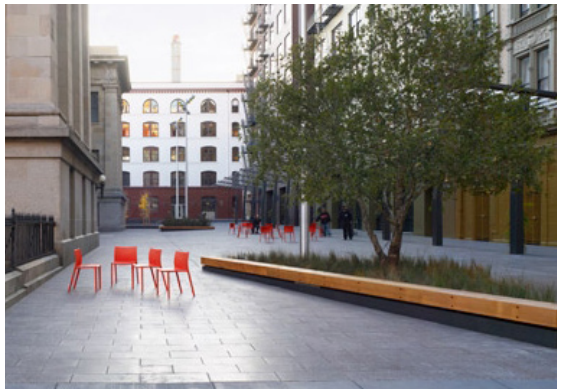


Fig 9. Victoria West Gateway Connection Section

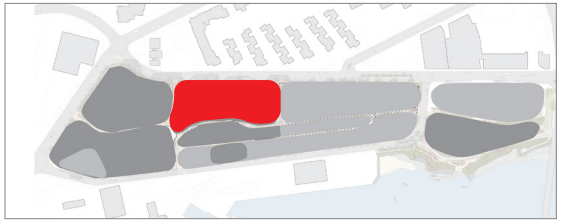


2.4 TYEE GREENWAY PRECINCT

The Tyee Greenway Precinct is comprised of several tower building forms located within the mid-block of Tyee Road. The Precinct both physically and socially connects Dockside Green and includes, the Greenway, the Tyee Plaza Connection and the Playroom.

GUIDELINES:

1. Buildings in this Precinct will increase in height from north to south.
2. Building form should consider the angle of Wilson Street and frame pedestrian desire lines to Dockside Commons / Dockside Landing.
3. Building lobbies are intended to be visible and open onto Tyee Road or Tyee Plaza.
4. Buildings along Tyee Road must have a strong street presence with strongly expressed secondary entrances for upper floor access and/or individual ground-level unit entrances that connect directly to the sidewalks.
5. Residential units fronting the Greenway should provide secondary, external entry doors with a direct connection to the Greenway.



Key Plan

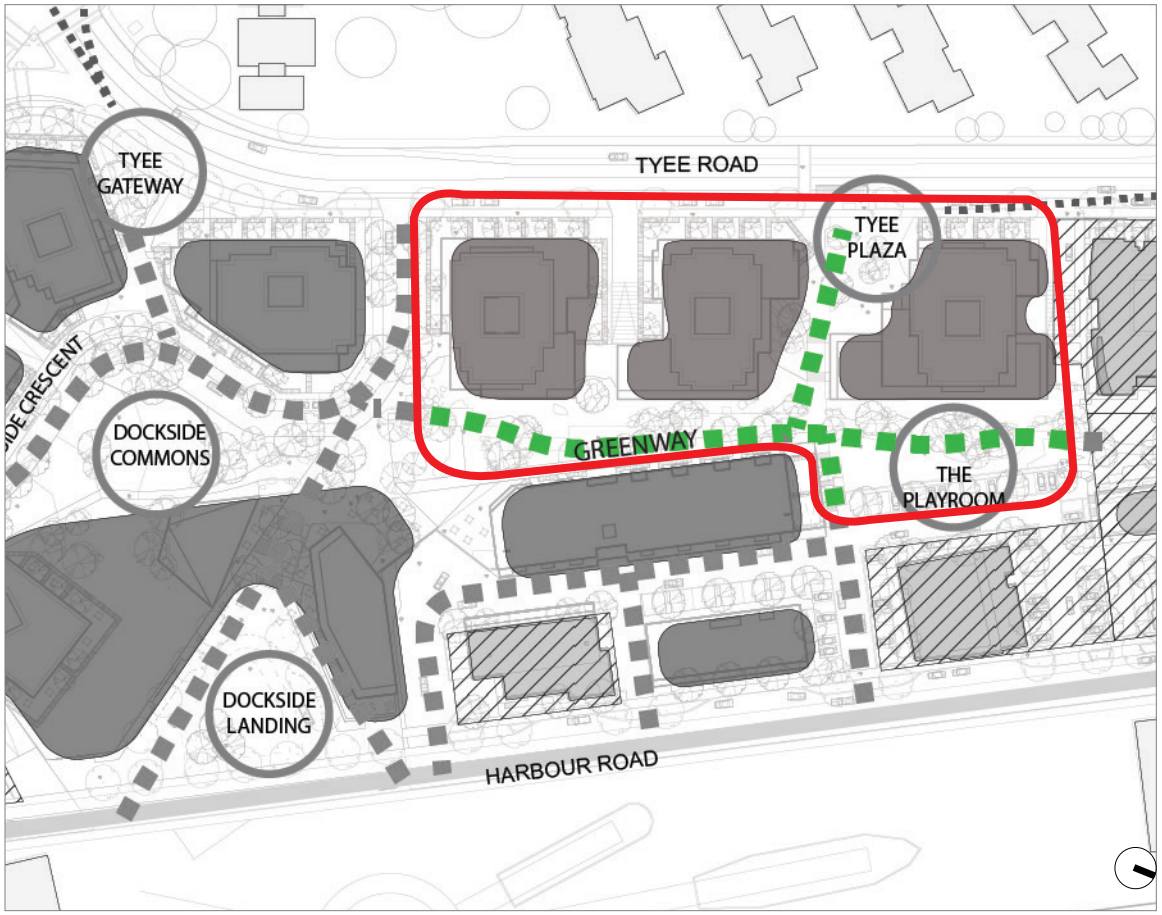


Fig 10. Greenway Mews Precinct

2.4.1 GREENWAY

GUIDELINES:

1. The Greenway will provide uninterrupted universal access from Dockside Crescent to Harbour Road at the north end and should be composed of the following elements and design features:
    - Edges characterized by wetland and naturalized habitat plantings.
    - Generous landscape plantings as a buffer between public and private realms
    - Integration of sustainability signage to contribute to the identity of the place
    - Seating opportunities and appropriate lighting
2. The Greenway will include a pedestrian pathway with a minimum width of 2.5m and must be constructed of a durable material that provides safe passage for pedestrians and wheelchairs and also limits stormwater run-off
3. A linear water feature will run parallel to the greenway path, and should be varied in width, flow and character and will serve to limit storm-water runoff.

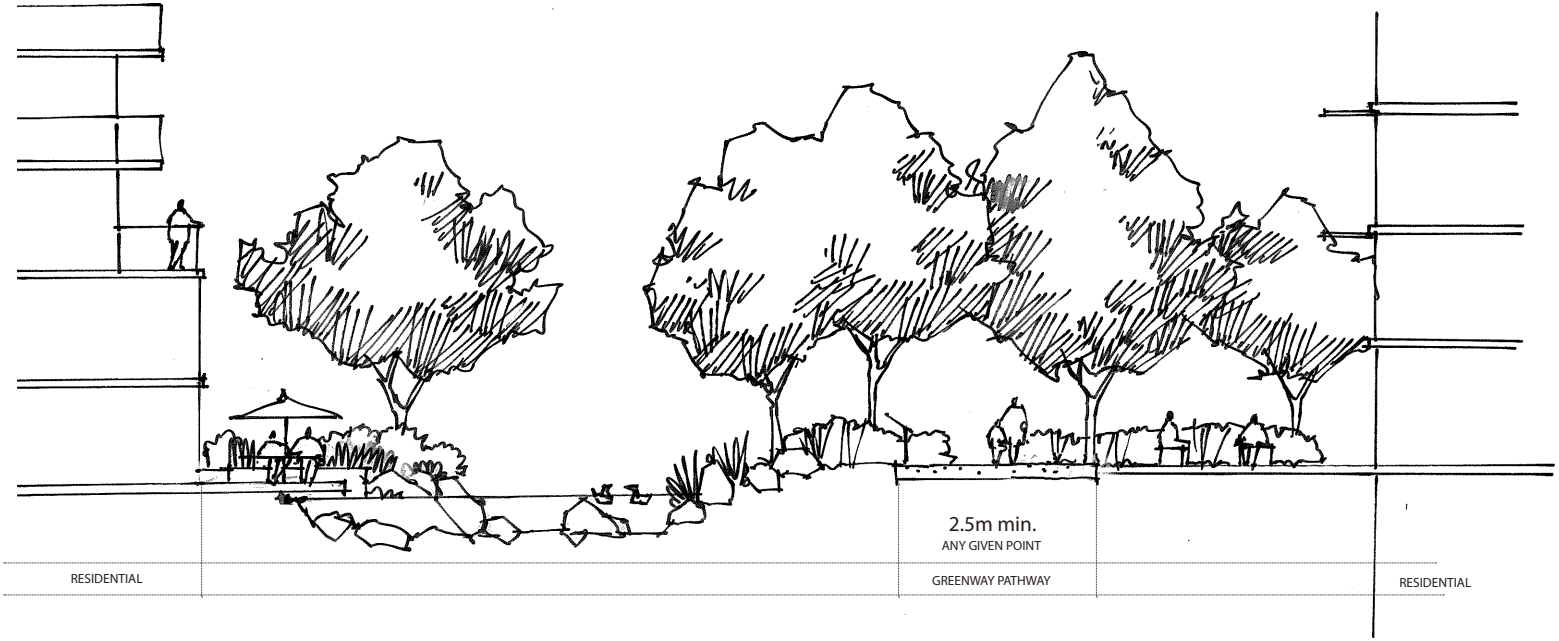
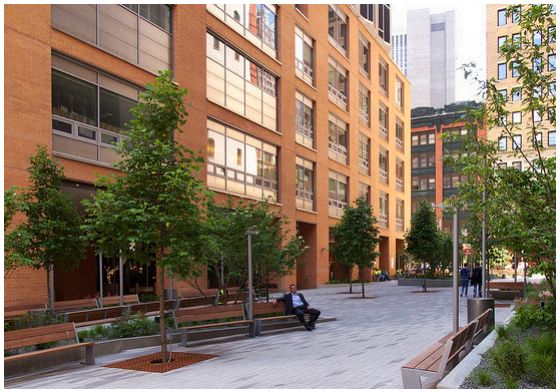


Fig 11. Greenway Section

2.4.2 THE TYEE PLAZA CONNECTION

GUIDELINES:

1. The Tyee Plaza Connection will provide a min. 2m wide pedestrian pathway linking Tyee Road and the Greenway and should be composed of the following elements:
    - A small plaza along Tyee Road
    - Private patios and entry lobbies framing the plaza
    - Raingardens for landscape planting
    - Minimal obstructions within the plaza to maintain view corridors and ease pedestrian circulation
    - Use of exposed storm water features to highlight the narrative of water in descending staircases locations
    - Adjacent building lobbies oriented towards one other
    - A Tyee Road bus shelter, bike racks and multi-modal transportation signage.



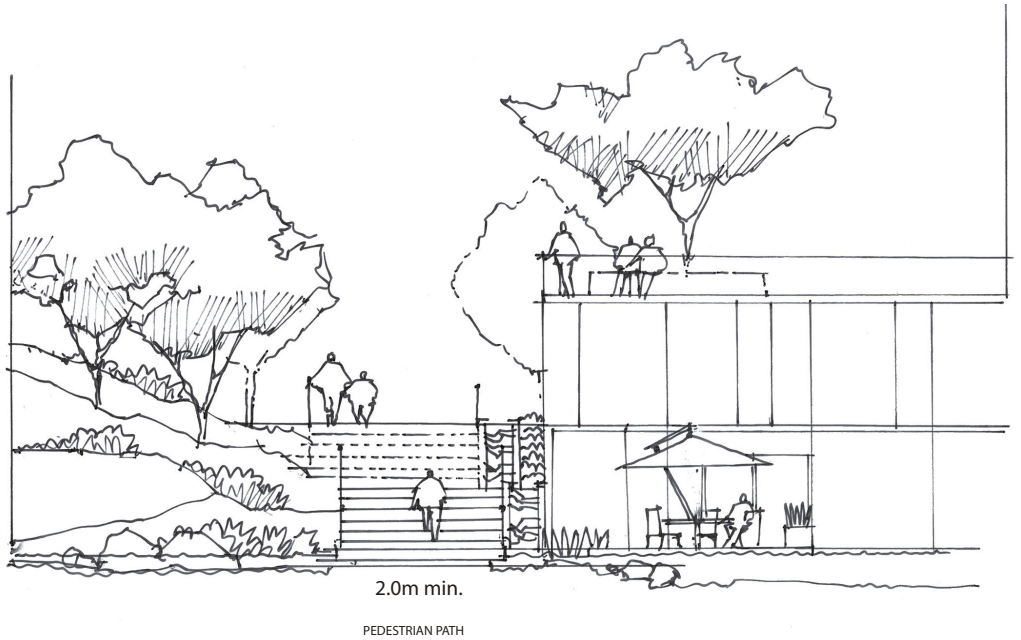


Fig 12. The Tyee Plaza Connection

2.4.3 THE PLAYROOM

GUIDELINES:

1. The Playroom will be the primary children's playground space at Dockside Green and should be composed of the following elements and design features:
    - Sloped landscape features for climbing, sand play, and meandering pathways for diversity of play options
    - Plantings and mounding
    - Open lawn areas, low walls and site furnishings provided for seating and passive enjoyment, such as sunning and lounging
    - Naturalized play elements such as logs and boulders
    - Integrated with the greenway linear water feature and pathway.

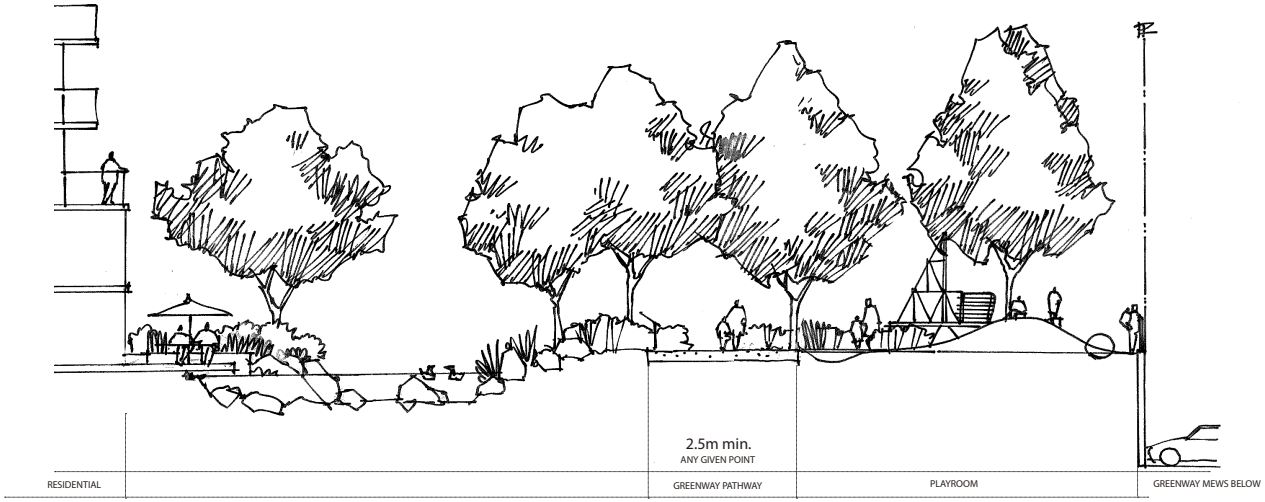
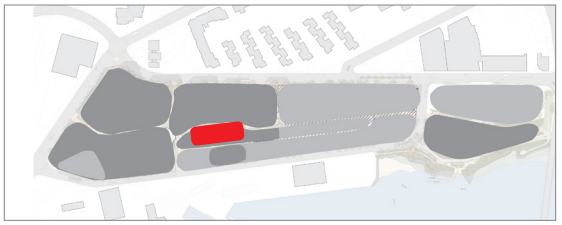


Fig 13. Playroom Section

2.5 GREENWAY MEWS PRECINCT

The Greenway-Mews Precinct is located between Dockside Mews and the Greenway and includes low-rise residential buildings.



Key Plan

GUIDELINES:

1. Buildings in this Precinct should have complementary residential character on the Greenway side and complementary marine industrial character on the Harbour Road side.
2. New developments should contribute to the continuity of pedestrian activity and movement along the Greenway.
3. Residential units that meet the Greenway at grade should include a secondary, exterior entrance that fronts the Greenway.
4. Buildings should include entrances to either main lobbies or individual residential units that connect to the either the Greenway and/or to Dockside Mews.

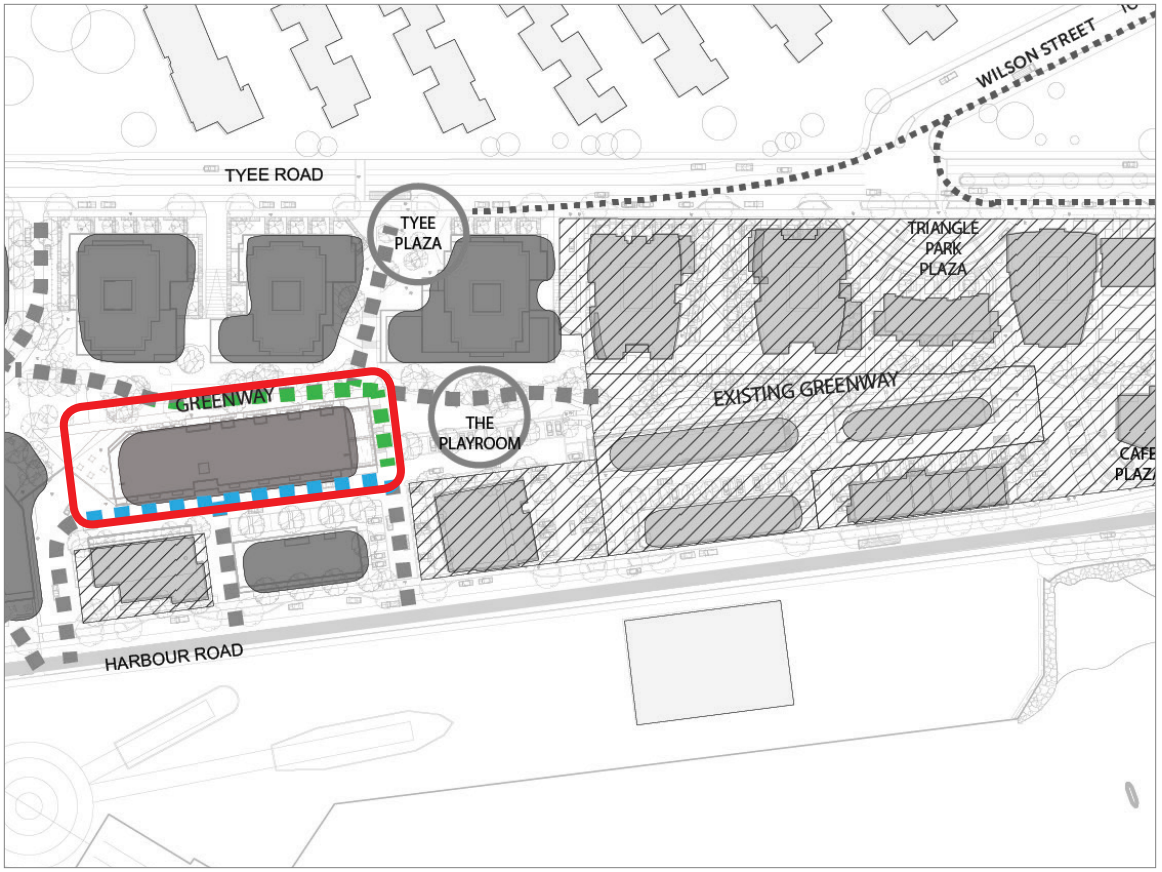


Fig 14. Greenway Mews Precinct

2.5.1 DOCKSIDE MEWS

GUIDELINES:

1. Dockside Mews will be a slow-traffic private road that provides access to buildings and parking and should be composed of the following elements:
    - Curbless paving treatment
    - Concrete unit pavers as the predominant paving treatment
    - Bollards, planters and surface treatments that clearly delineate pedestrian only areas
    - Multiple rain gardens along the length of the road to mitigate storm water runoff
    - Street trees placed wherever the space allows within and around parking
    - Multiple pedestrian access points to Harbour Road and the Greenway.

RECOMMENDED TREE SPECIES:

- Amelanchier canadensis (Canadian Serviceberry)
- Cornus florida (Flowering Dogwood)

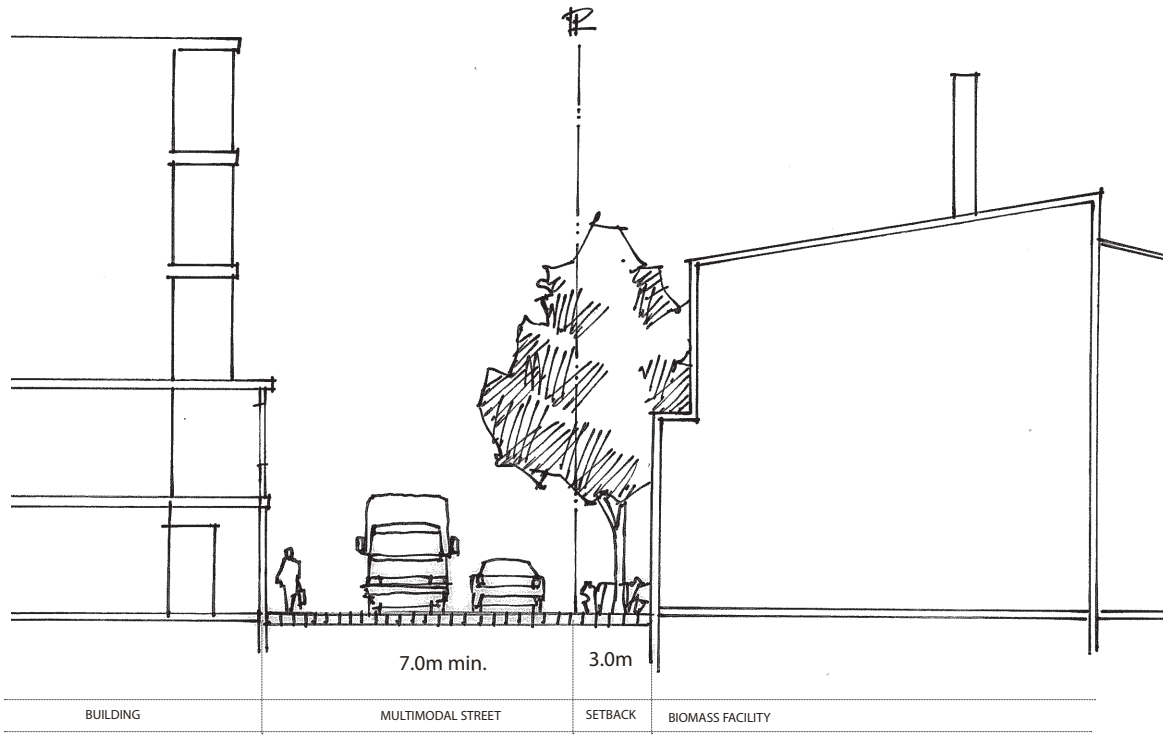


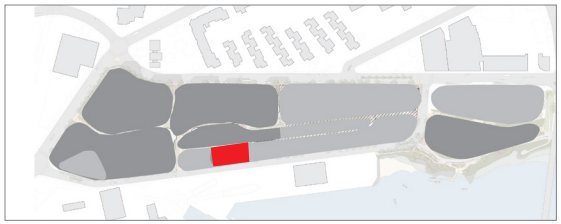
Fig 15. Mews Section

2.6 HARBOUR ROAD PRECINCT

The Harbour Road Precinct is located at the eastern boundary of Dockside Green along Harbour Road, and includes low-rise commercial or light industrial buildings.

GUIDELINES:

1. Buildings in this precinct should have a marine industrial character, detailing and materials.
2. Buildings should be minimally set back from the Harbour Road sidewalk.
3. Building should generally have a simple massing form, reflective of industrial buildings.
4. Entrances should be enhanced through the use of elements such as low walls, steps, special paving, special planting features, and architecturally integrated canopies projecting from the building and lighting.



Key Plan

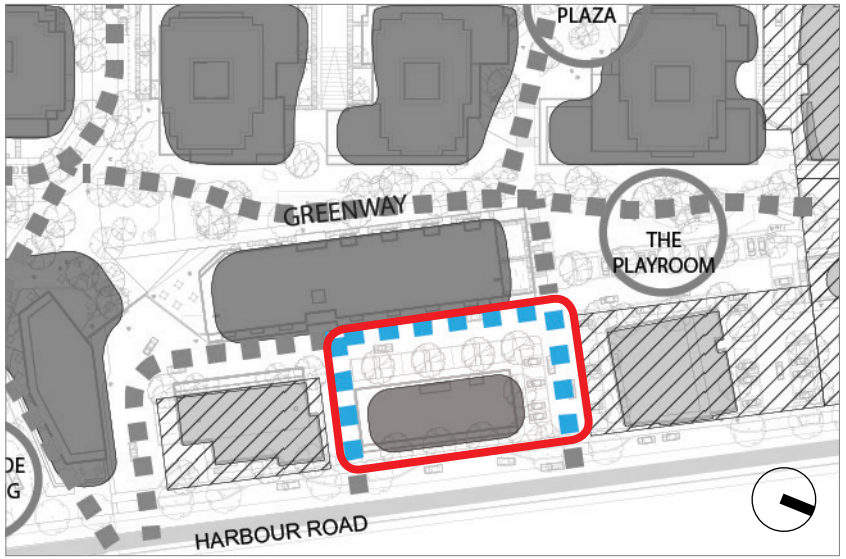


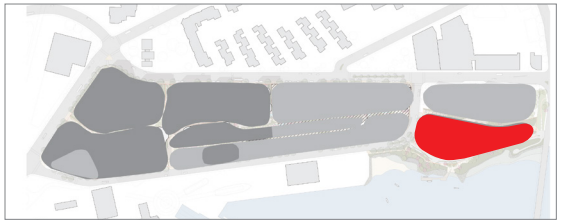
Fig 16. Harbour Road Precinct

2.7 DOCKSIDE WATERFRONT PRECINCT

The Dockside Waterfront Precinct anchors the north end of Dockside Green and includes the Waterfront Mews, Public Park, and mixed-use mid-rise and residential tower buildings.

GUIDELINES:

1. Buildings in this precinct should have building design, character, detailing and materials that is consistent with those in the Dockside Commons Precinct.
2. A tower building should anchor the north end of the precinct, and should be sited in the location described in Figure 17.
3. Buildings should generally follow the curvature of the Galloping Goose trail.
4. Building design should address the terminating vista (looking north along Harbour Road) through massing, materials, details, or other architectural articulation.
5. A generous pedestrian connection from Waterfront Mews to the Galloping Goose Trail must be provided that increases in width from the Mews to the Galloping Goose Trail outward at the Trail connection.
6. Parking will be beneath buildings with access from Harbour Road.
7. Limited surface parking may be located adjacent to the Waterfront Mews that will be accessible to the general public
8. Surface parking shall be screened from Harbour Road.



Key Plan

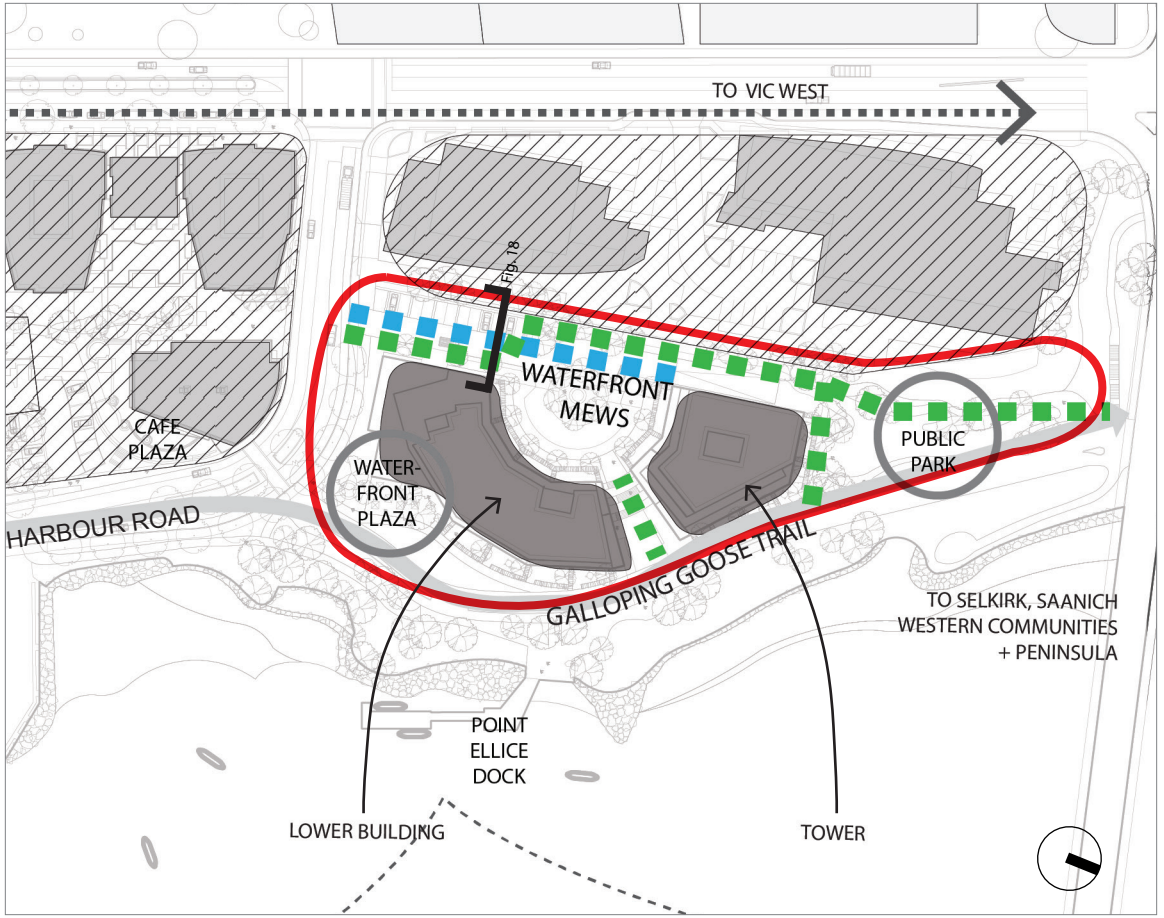


Fig 17. Dockside Waterfront Precinct

2.7.1 WATERFRONT MEWS

GUIDELINES:

1. Waterfront Mews will be a slow-traffic private road that provides access to buildings and parking and should be composed of the following elements:
    - Concrete unit pavers as the predominant paving treatment
    - Bollards, planters and surface treatments that clearly delineate pedestrian-only areas
    - Multiple rain gardens along the length of the road to mitigate storm water runoff
    - Street trees placed wherever the space allows within and around parking
    - Dedicated pedestrian access from the publicly accessible parking spaces to the public park
    - A pedestrian crossing that will be delineated by signage and paving treatments to connect the south sidewalk to the dedicated pedestrian pathway that connects to the public park

- Pedestrian access from the City sidewalk on Harbour Road to the publicly accessible parking stalls should be provided by a pathway constructed of a concrete or concrete unit pavers.

RECOMMENDED TREE SPECIES:

- Zelkova serrata 'Green Vase' (Japanese Zelkova)
- Amelanchier canadensis (Canadian Serviceberry)
- Acer rubrum ('Armstrong' Red Maple)
- Cornus florida (Flowering Dogwood)

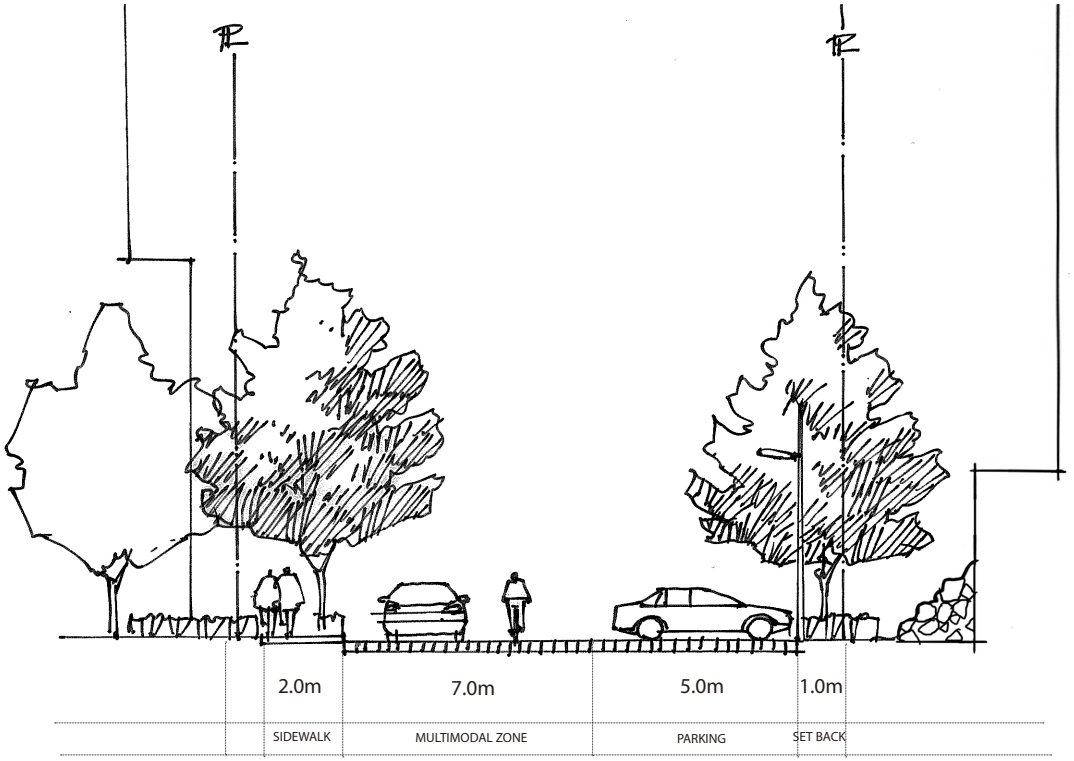


Fig 18. Waterfront mews Section

2.7.2 WATERFRONT PLAZA

GUIDELINES:

1. Waterfront Plaza will be a small plaza adjacent to Harbour Road and the Galloping Goose Trail and should be composed of the following elements:
    - A primarily hardscaped plaza with limited opportunities for planters and trees
    - Public seating in the form of benches, low walls or landscape features
    - Private seating areas should also be provided to serve adjacent commercial uses
    - Bicycle parking facilities.

3 SITE-WIDE DESIGN GUIDELINES

3.1 BUILDING DESIGN

3.1.1 GENERAL MASSING & DESIGN

GUIDELINES:

1. All buildings should create a consistent street wall, and tower forms are encouraged to utilize building massing to define the street wall, and to articulate clearly-expressed building bases by using architectural massing elements such as projecting bays, recesses and edge treatments.

2. Street walls should generally be the following heights:
   - Tyee Road: 2-3 stories in the Tyee-Greenway Precinct transitioning to 4 stories at the south end of this Precinct into the Dockside Commons Precinct
   - Esquimalt Road: 2-3 stories in the Dockside Landing Precinct transitioning to up to 4 stories in the Dockside Commons Precinct
   - Harbour Road: 2-3 stories
   - Dockside Crescent: 2-4 stories depending on street wall fronting Esquimalt and/or Tyee Road
   - Greenway: 2-3 stories
   - Galloping Goose: 3-4 stories
   - Major Pedestrian Connections: To match the Tyee or Esquimalt Road frontage, transition to match the Greenway / Dockside Crescent frontage.

3. Street wall height should consider the height of street walls on adjacent parcels and foster a massing that matches and / or facilitates an appropriate transition and/or stepping of the street wall height.

4. Building bases are encouraged to be located adjacent to public sidewalks and internal pedestrian pathways.

5. Due to the nature of the site and the inclusion of public open scapes and pathways, careful consideration should be given to all elevations.

6. Larger buildings with longer building frontages should be visually broken using architectural design elements to modulate the scale of the building's frontage. Long, continuous blank walls should be avoided. Individual functional elements should be expressed to create identity, rhythm and variety, and to help reduce apparent bulk and visual scale.

7. Building massing should be enhanced through the opportunities for projections and recesses into the building envelope, and include balcony projections into the setbacks as established in the zoning.

8. Shallow articulation of building surface elements and materials is generally ineffective in achieving adequate variation in massing, and bolder manipulations of the building form should prevail.

9. Finer grain of architectural detailing - fenestration, recessed balconies, bays, materiality, etc., is also encouraged to help reinforce a human scale along public street frontages, including the Greenway and public connections.

10. Roofs should be designed to be attractive as seen from above as well as from the ground level. Large, monotonous expanses of roof should be avoided.

11. Where roofscapes are visible from adjacent high-rise towers, they should be designed to be visually attractive. Rooftop mechanical rooms, units and equipment, elevator penthouses, vents and other rooftop devices should be integrated into the building massing and roof architectural treatment, or should be grouped and screened with materials and finishes compatible with the building.

12. Design of buildings is intended to reflect a simple geometry, contrasting large glazed areas with solid wall planes and clearly defined outdoor spaces.

    - Overhangs, canopies and rooftop terraces are encouraged.

13. Building design should support sustainable design initiatives by providing some or all of the following:

    - Balcony areas and overhangs that offer effective shade;
    - Solid and punched walls providing increased thermal value; and
    - Selected areas of glazed wall, overheight spaces, and clerestories providing generous access to daylight and views.
    - Exterior sun-shading devices may be considered.

3.1.2 SKYLINE & VIEWS

GUIDELINES:

1. The preservation of public views will be an important consideration during design and development.
2. Buildings on Tyee and Esquimalt Road shall increase in height towards the corner of Tyee and Esquimalt Roads, in order to cluster the highest buildings at the corner intersection.
3. Buildings within the Tyee Greenway Precinct should provide a minimum of 3m difference in height between buildings.
4. Buildings within the Dockside Commons Precinct should provide a minimum of 6m difference in height between buildings.
5. The massing and design of the tallest buildings at either end of the site should be designed to address views from either the Bay Street or Johnson Street Bridge respectively.
6. Public viewpoints developed within the Dockside Lands should be reinforced by the placement of seating, open spaces, circulation routes and the massing of buildings.
7. Views 1, 2, 4, 6 and 7 must be maintained (see Views Diagram & Views Table).
8. View 8 and 9 are intended to provide views above low-profile buildings and between the taller towers along Tyee Road, and are permitted to vary in a north-south direction (i.e. parallel to Tyee Road) from that shown in the Views Diagram.

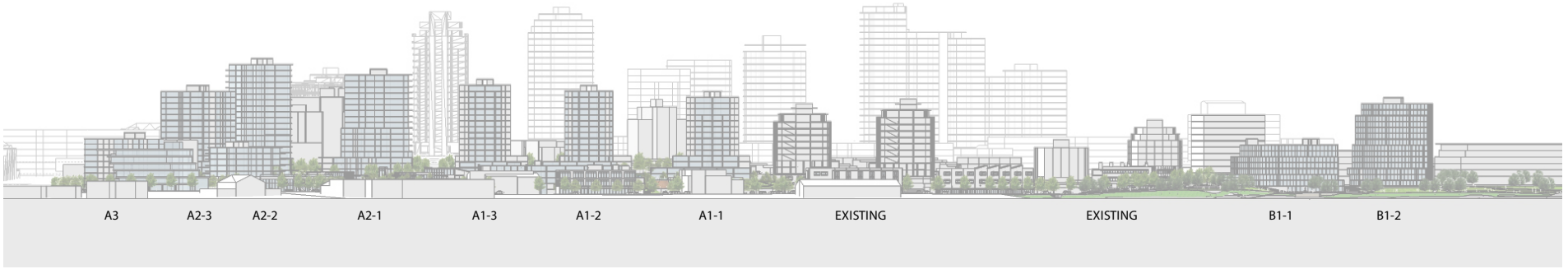
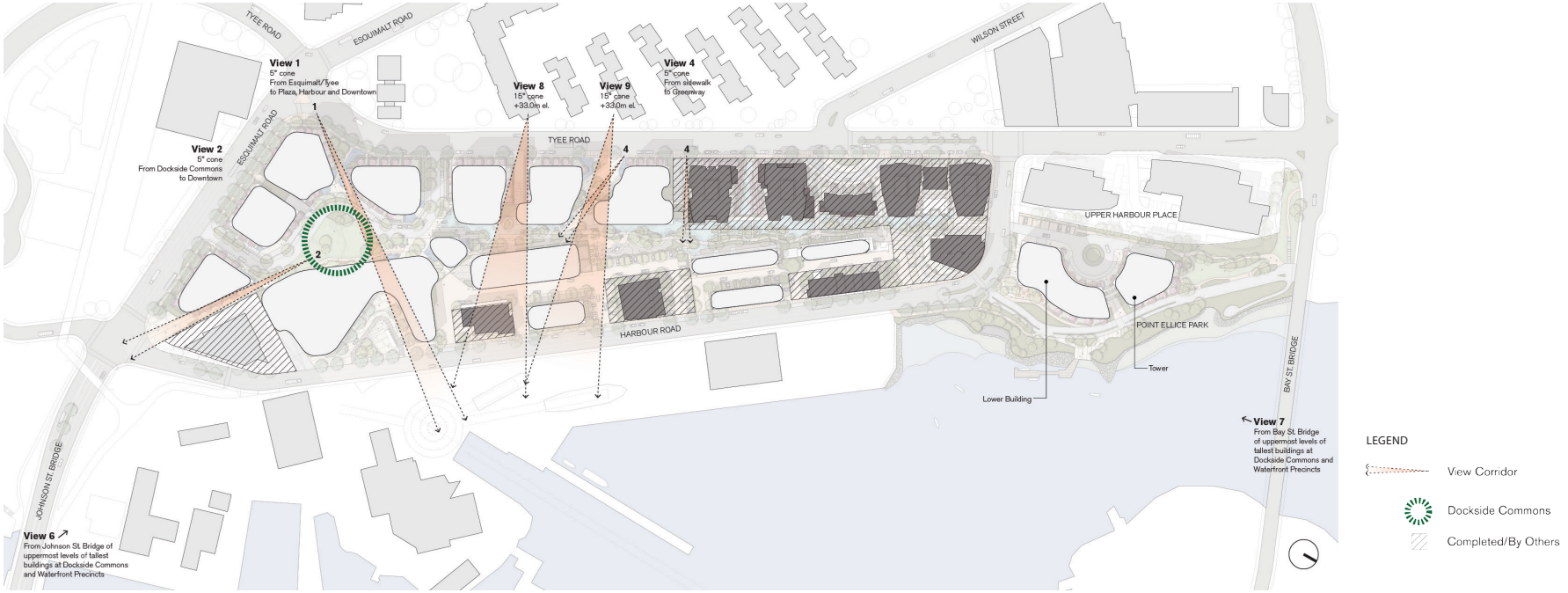


Fig 19. Skyline Diagram

SKYLINE CONCEPT:
Building heights gradually increase towards the corner of Esquimalt + Tyee, with additional height at the north end of the site to reinforce the "bridge-to-bridge" concept



NOTE: Views 3 and 5 covered in Design Guidelines for the Dockside Area (2005)

Fig 20. Views Diagram

View	From	To	Height	Minimum View Cone	Notes
Pedestrian-level views into and through site					
View 1	Esquimalt/Tyee intersection	Dockside Landing, Harbour Road, Downtown	1.5m above grade	5°	
View 2	Dockside Commons	Esquimalt/Harbour Intersection, Downtown	1.5m above grade	5°	
View 4	Centreline of easterly sidewalk on Tyee Road	Site, Greenway	1.5m above grade	5°	
Views towards site					
View 6	Johnson Street Bridge	Upper Levels of tallest buildings at the Dockside Commons and Dockside Waterfront Precincts	1.5m above grade	N/A	View from traversing bridge
View 7	Bay Street Bridge	Upper Levels of tallest buildings at the Dockside Commons and Dockside Waterfront Precincts	1.5m above grade	N/A	View from traversing bridge
Upper-level views through site					
View 8 & 9	Upper levels of buildings on the west side of Tyee Road. Maximum 15m from western edge of Tyee Road ROW.	City skyline	33.0m above datum	15°	Location may vary parallel to Tyee Road

Fig 21. Views Table

3.1.3 RESIDENTIAL BUILDINGS

GUIDELINES:

TOWER BASE AND LOW/ MID-RISE MASSING

1. Residential frontages should have single-storey or multi-storey units at grade similar in scale and character to townhouse units. Designs may include distinguishing individual units both in plan and elevation with elements such as projecting bays, recesses, vertical "framing" treatments, individual roofs and entry canopies.

2. For low and mid-rise buildings:
   - Setting back the frontage above the "townhouse" level is encouraged.
   - At the uppermost floor, where a higher degree of architectural articulation is encouraged, higher floor-to-floor ceiling heights are appropriate.
3. Where residential use is located on the first floor, individual unit entries should be located on the street to emphasize the residential nature of the area.
4. Entrances should be enhanced through the use of elements such as low walls, steps, special paving, special planting features, architecturally integrated canopies projecting from the building, and special lighting.
5. Entrances should be seen as "punctuations" in the overall streetscape treatment.

TOWER MASSING

1. A minimum of 22m separation should be maintained between towers, measured horizontally from the perpendicular face of the buildings primary elevations.
2. A minimum of 20m should be maintained between balconies, measured from the outermost edge of the balcony.
3. Towers should be setback a minimum 2m from their streetwall base.
4. To encourage articulation of massing and to preserve natural light to street-level, a setback plane should be applied to tower forms along Tyee and Esquimalt Roads:
5. A 1:5 setback plane shall be measured starting from a base point taken 15m above the highest point of the parcel along the property line along either Tyee or Esquimalt Roads.
6. Building mass should not intrude into this setback.

7. Portions of towers (such as at corners or lobbies) may extend uninterrupted to grade, providing visual relief to the streetwall and highlighting entry points.
8. The typical tower floorplate gross area is envisioned to be a maximum of 725sq.m gross (including elevator cores, storage, stairs, enclosed balconies, etc., but excluding open balconies).
9. Tower forms should express a combination of solid planes, punched windows and larger glazed areas to mitigate the scale of the towers and provide visual interest.
10. Vertical architectural elements linking base, middle and top components are encouraged to develop a more interesting architectural expression and to create varied building façades.

ENTRANCES AND LOBBIES

1. Entrances should be articulated at the building base level, through but not limited to the use of extensive glazing, low walls, steps, special paving, special planting features, architecturally integrated canopies projecting from the building, and special lighting.
2. Residential lobbies should be at grade and are encouraged to be prominent, and located for activity consideration and be clearly identifiable, visible transparent and accessible from the public realm. Consider over-height spaces and glazing to emphasize the lobby as an important semi-private space.
    - Entrances and lobbies of different buildings are encouraged to be grouped together.
    - Consideration should be given to providing inter-relationships between interior and exterior spaces in lobbies. Usable semi-private spaces should be located as direct edges to public spaces to demarcate and amenable transition from public to private property.
    - Where main tower lobbies face interior streets, pathways to tower lobbies should be prominent and strongly expressed Secondary entrances and / or individual ground-level unit entrances should connect directly to the sidewalks.
    - Locate lobbies to take advantage of axial relationships and deflected views.
3. Raised entry areas at ground-level suites should provide semi-private space for a garden and patio.
4. CPTED principles should be considered when locating entrances to enhance their safety and visibility. Preference should be given to direct street access. However, access from pathways is also acceptable provided entrances are clearly visible.

TOWER TOPS

5. The following design guidelines apply to the upper floors of towers in order to limit apparent massing, to create architectural interest and to contribute to the skyline:
    - Set-backs at the penthouse and/or sub-penthouse levels, together with material change
    - Reduction in floorplates to accommodate terraces and to enable sculpting
    - Accessible rooftop amenity areas are encouraged. Roofscapes may include a combination of usable areas, green roof and urban agriculture
    - Rooftop mechanical rooms, units and equipment, elevator penthouses, vents and other rooftop devices should be integrated into the building massing and roof architectural treatment, or should be grouped and screened with materials and finishes compatible with the building.

3.1.4 COMMERCIAL/ RETAIL AND LIGHT INDUSTRIAL BUILDINGS

GUIDELINES:

MASSING

1. Buildings should be expressed as simple volumes.
2. A streetwall massing treatment for the lower commercial/retail floor should help to differentiate and express the base building form the upper floors.
3. At retail building frontages, attention should be given to articulation, signage, canopies merchandise displays, and seating areas to enhance the adjacent public realm and pedestrian experience.
4. Building articulation is encouraged at the uppermost floor and at the roof, by using architectural elements such as manipulations in massing, materials and edge treatments.

RETAIL FRONTAGES

1. Retail frontages should be primarily glazed and avoid expanses of unactivated façades. Ground-level retail spaces that face a public space should have clear glass on a minimum 60% of their facades.
2. For facades along a sidewalk, no more than 30% of its length (or 15m, whichever is less) should be blank (i.e. without doors or glazing).
3. Entrances to businesses should be directly accessible from a sidewalk along the circulation network or public space, such as a square, park or plaza - but not a parking lot.
4. Retail frontages should provide pedestrian weather protection in the form of fabric awnings, glazed canopies or building overhangs.
5. Retail frontages should provide durable materials as outlined in Section 3.3.4, and architectural detailing consistent with the overall Dockside Green building design palette to animate and articulate the façade.
6. Frontages should extend around corners to reinforce the continuity of the retail frontage. Opportunities to articulate the façade to provide transition zones and architectural variety by using architectural detailing and a variety of durable materials consistent with Section 3.3.4 is encouraged.
7. Providing glazing with views to the building interior from the street and/or public space is highly encouraged.
8. Openable storefronts that engage pedestrians and animate the street or public space are encouraged.
9. Security gates or grilles designed to protect glazed openings are highly discouraged. If required for building protection, they shall allow for visual permeability to the interior of the retail space, with at least 50% open area.

LIGHT INDUSTRIAL FRONTAGES

10. Light industrial frontages should provide a pedestrian-friendly interface with the public realm. No more than 40% of the frontage length (or 15m, whichever is less) should be blank (i.e. without doors or glazing).
11. The use of building materials consistent with Section 3.3.4, and architectural articulation at ground level, should provide visual interest to pedestrians.
12. Providing glazing with views to the building interior from the street is encouraged.
13. Operable facades (i.e. movable walls, garage doors, or similar) that help activate the interface between the street and the building are encouraged.
14. Security gates or grilles designed to protect glazed openings are highly discouraged. If required for building protection, they should allow for visual permeability to the interior of the retail space, with at least 50% open area.

PROTECTION FROM THE ELEMENTS

15. Canopies and awnings should be provided to protect pedestrians from the elements. Canopies and awnings are to be continuous and designed to provide architectural interest and articulation. Canopies and awnings should be built of durable materials, and consideration given to lightness and translucency. These elements also provide opportunities for retailers to spread their wares outside the store, or to have a covered seating area in the case of a restaurant or café.

3.1.5 BUILDING MATERIALS

GUIDELINES:

1. Materials should be selected that are appropriate to the building face orientation (sun, wind, noise, views) as well as building use and street frontage.
2. Natural colours are preferred and should be derived from the materials used for the primary surfaces of the buildings.
3. Colour choices may also be derived from marine industrial buildings and equipment, as well as existing buildings at Dockside Green.
   - Accent and/or secondary finish material colours should be selected to harmonize with the primary materials.
   - For durability and consistency, custom colours should be factory applied to all materials and finishes whenever possible.
4. In developing an architectural character, the following materials - whether alone or in combination - should be considered within the context of the Precinct character to which the building belongs:
   - The materiality within each Precinct should respect a distinctive theme while contributing to overall cohesiveness throughout Dockside Green.
   - In general, all buildings should be grounded in a West Coast Contemporary expression (see below).
   - Industrial and marine character elements should be considered along Harbour Road at the Dockside Landing and Harbour Road Precincts, the Harbour Road side of the Greenway Mews Precinct and at the Dockside Waterfront Precinct.
   - Marine Character elements should have priority over Industrial Character elements.

WEST COAST CONTEMPORARY:

- Simple structures in wood, concrete or steel
- Generous clear glazing, especially in connection with outdoor space
- Concrete or stone walls, stairs, and platforms
- Wood, metal and cementitious wall panels
- Wood windows and doors
- Metal doors
- Metal or vinyl windows
- Latticed wood or metal screens
- Wood and metal railings

INDUSTRIAL CHARACTER ELEMENTS:

- Industrial structural systems - steel and heavy timber
- Large expanses of clear glazing with mullion grids reminiscent of industrial steel windows
- Metal panel or siding
- Wood siding
- Large shingled or metal roof planes
- Industrial grating, stairs and similar components
- Galvanized or stainless steel
- Building services as aesthetically expressed elements

MARINE CHARACTER ELEMENTS:

- Robust structures, including wood piles, steel and wood trusses
- Large glazed doors and windows
- Wood decking
- Wood siding
- Nautical - especially evocative of working boats
- Cable railings

MATERIALS THAT MUST NOT BE USED:

- Vinyl siding
- Mirrored or heavily tinted glass

3.1.6 BUILDING LIGHTING

GUIDELINES:

1. Exterior lighting within each Precinct should develop a distinctive theme while contributing to overall cohesiveness throughout Dockside Green.
2. Avoid overlighting through careful integration of building and landscape lighting design.
3. Building lighting should create a subdued night-lit landscape that, in combination with lighting for security within landscape areas, contributes to a safe and pleasant character.
    - White light sources (metal halide, fluorescent, LED) are encouraged
    - Lighting fixtures should be of contemporary design, and placed to enhance the definition of buildings and surrounding landscape.
    - Lighting may be considered to help activate facades to create visual interest. However, outlining of building edges with decorative or linear lighting systems is discouraged.
    - Building lighting that is glare-producing or flood-distributing is prohibited.
4. Residential lobbies should be well lit ("glow like a lantern") to express an attractive and welcoming presence to the street.
5. Lighting should provide higher levels of illumination at ground oriented units and building entries for safety, wayfinding, and clear identification of each entrance.
6. Where roofs are developed into usable green spaces, lighting should provide low level lighting which casts subtle lighting to the ground plane.
7. Appropriate lighting with building signage should be provided at building entries and retail frontages.

3.1.7 GREEN ROOFS

GUIDELINES:

1. Green roofs shall incorporate one of two types of structures: intensive or extensive systems.
2. Intensive green roofs shall be constructed as rooftop gardens or parks over structure, where soil makeup and depths are great enough to accommodate plants as large as various modestly-sized tree species.
3. Intensive green roofs shall be constructed to permit access by people and accommodate such uses as urban agriculture and gathering space and to improve micro-climate sun/shade conditions.
4. Extensive green roofs shall be separated from human traffic to protect the integrity of the soil and plants.
5. Green roofs shall integrate habitat for pollinators and birds.
6. Where green roofs are not feasible, decorative roof treatments should be provided (e.g. decorative rock ballast)

3.2 PUBLIC ART

GUIDELINES:

1. Art installations on the site may be in the form of, amongst other options:
    - A piece integrated into a building's exterior form or cladding
    - Water features
    - Seasonal displays
    - Rotating exhibits
    - Permanent sculpture pieces
    - Landscape art
    - Street furniture
    - Light displays
    - Large format digital media displays
    - Performance art and street theatre.

2. All public art shall increase public awareness of the sites' environment, history and sustainable processes at work.

3.3 WAYFINDING AND SIGNAGE

3.3.1 WAYFINDING, INTERPRETIVE AND TRANSPORTATION RELATED SIGNAGE

GUIDELINES:

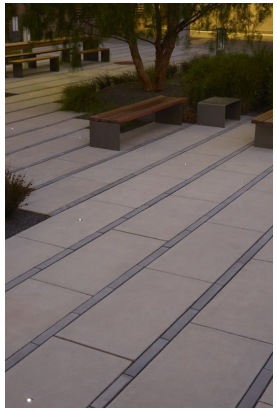
1. Signage should contribute to the development of a coherent wayfinding strategy that achieves the following objectives:
    - A cohesive system of signage that would be expressed as a family of elements that reinforce the unique identity of Dockside.
    - Providing opportunities for interpretation of sustainable initiatives that foster awareness and on-site education such as urban ecology, green building technology, rainwater management, on-site energy production, and community building initiatives.
    - Providing a neighbourhood wide system of mapping and directional signage that identifies access points, circulation routes and key destinations

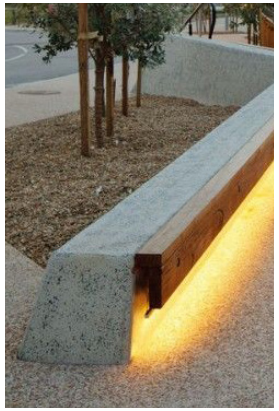
2. Wayfinding should prioritize site features without need of sign panels with regulatory messaging affixed to posts.
3. Where signage is necessary, it should be integrated within architectural and landscape features.
4. Address, naming, and regulatory signage shall be unobtrusive and exist as subtle visual cues for navigation and as embellishments of architecture and landscape.
5. Signage should be constructed using robust materials such as wood and metal that reflect the industrial marine character of the Dockside neighbourhood.
6. All signage should be designed using high quality graphic design and typography to build a strong and identifiable 'brand' for the neighbourhood.
7. The signage strategy should Identify alternative ways to integrate signage into landscape and building elements in order to minimize visual clutter.

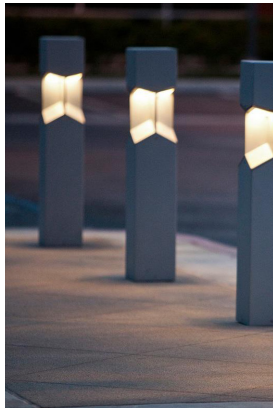
3.3.2 COMMERCIAL SIGNS

GUIDELINES:

1. Signs shall not be constructed or situated so that it conceals any significant architectural feature.
2. The overall design of a sign, including its size, shape, material, texture, colour and method of lighting should be compatible with the building's architecture
3. Comprehensive signage plans shall be provided at the Development Permit stage for buildings with multiple commercial tenants.
4. Sign types may include fascia or wall mounted signs, signs projecting from the wall, signs suspended beneath canopies or soffits, and window signs.
5. Sign panels with backlighting must not be used.
6. Indirect lighting and the back-lit individual channel letters are encouraged.
7. Signs shall be made of:
   - Enamelled metal, painted metal or painted wood; and
   - Metal or wooden letters.
8. To support sustainability, the use of local and/or repurposed materials is encouraged.







3.4 LANDSCAPE DESIGN

3.4.1 PAVING MATERIALS

GUIDELINES:

1. Pre-cast concrete pavers or coloured saw-cut concrete should be used within road surfaces and parking areas.
2. Paving materials for parks, plazas, pathways, and public open spaces may include range of materials including cast concrete, stone, concrete pavers, gravel. If gravel is employed, it must be accessible to wheelchairs and walkers.
   - Material selections are to directly relate to the detailed design of each space.
3. East-west walkways will be a hard, pervious surface.
4. Design of hard and soft landscaping must limit amount of storm water run-off entering storm sewers.
5. The selection of paving materials should consider:
   - Projects goals for rain water capture and infiltration
   - Solar reflective values required to support LEED ND heat island reduction objectives.

3.4.2 SITE LIGHTING & PUBLIC FURNITURE

GUIDELINES:

1. Selection of lighting and public furniture should lead to a cohesive and complementary character throughout Dockside Green, while

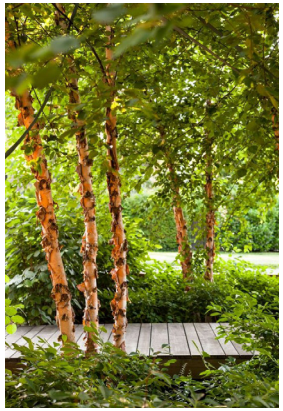
being unique. This can be achieved by selecting a common family of furnishings and lighting to be utilized throughout the site that complements and/ or builds upon existing character of Dockside Green Development.

2. Outdoor lighting elements shall function seamlessly within the surroundings.
    - Fixtures are required to be both energy efficient and durable with forms and finishes that do not detract from adjacent architecture and public open space.
    - A combination of such components as dark sky compliant pole fixtures and illuminated bollards should be considered to enable proper illumination of structures and pathways, while supporting a welcoming ambiance.
    - Outdoor lighting should minimize outdoor light pollution.
3. Public furniture - seating elements (benches, chairs, transit seating, etc.), trash receptacles, bike racks, and miscellaneous hardscape elements such as railings and bollards - should complement building architecture

3.4.3 LANDSCAPE PLANTING

GUIDELINES:

1. Native and adaptive species must be prominent in the planting design at Dockside Green.
    - Extensive use of native plants such as kinnikinnick, roses, evergreen huckleberry and salal, where appropriate, should be used to reflect the regional landscape.
2. Natural systems should weave their way through the site, but shall be most evident along the Greenway.



    - Specific focus should be given to such plants as those that support and/or create habitat for bird, small mammal, and insect species occupying biological niches within local ecosystems.
3. A variety of planting forms (high, medium, and low as well as dense and open) of both evergreen and deciduous planting should be included to help promote biodiversity.
    - Hedges can be used to provide evergreen or deciduous walls within the design.
    - Climbing plants may be used with screens and trellises to offer overhead screening and provide a foil between uses.
    - Herbaceous plants should be used to provide seasonal variation and are to be incorporated with shrub planting.
4. A wide range of food-producing edible plants is encouraged.
5. Design of hard and soft landscaping must limit amount of storm water run-off entering storm sewers.
6. Drought- tolerant plant materials should be used in all cases to minimize irrigation needs.
7. Appropriately choose tree species to support their character and function as street trees, shade trees, buffers, privacy screens, food trees and habitat trees while considering:
    - Aesthetic qualities (colour, shape, seasonal changes) and contribution to landscape compositions.
    - Suitability to growing, sun exposure and microclimate conditions.
    - Longevity and ability to be pruned
    - Adaptability to climate change
    - Resiliency to pests.
8. Native and adaptive non-invasive species shall be prioritized, as they better provide habitat and biodiversity and do not require irrigation or fertilizers to flourish.

3.4.4 RAINGARDENS

GUIDELINES:

1. Raingardens shall be designed to slow runoff and filter rainwater while hosting families of plants that thrive in periodically flooded soils.
    - Species shall be chosen by their attributes to be deep rooted, allowing them to survive periodic drought.
    - Species shall be chosen by their ability to attract a range of pollinators to the site and encourage ecosystem health.
    - Species shall be chosen by their ability to assimilate pollutants, such as heavy metals and hydrocarbons.
2. Native species are integral to raingarden planting, and shall include such species as ninebark, sedges, and willow (along the centres of the raingardens) currants, mock orange, and huckleberry (within the intermediate zones) and yarrow, goldenrod, and salal (near the upper edges).

3.4.5 LANDSCAPE ALONG BUILDING FRONTAGES & COMMON OUTDOOR AREAS

GUIDELINES:

1. The design and detailing of each frontage should offer opportunities for uniqueness of expression.
    - Materials should match or complement architectural building materials.
    - The design of frontages should consider seasonal views and the presence/absence of foliage as screening.

2. Layout of space shall consider adjoining structures and adjacent uses to encourage use and social interaction, while considering need for privacy
    - For residential buildings where there are instances of floor to ceiling glazing facing public sidewalks consider strategic plantings to offer the necessary privacy screening.
    - Elements such as arbors, trellises, paving materials and texture, low walls elements, bollards and planting can be used to create transitions between public, semi-private, and private pedestrian realms.
    - Small trees and shrubbery are encouraged to signal a separation of one residence from another.
3. Articulation is encouraged for grade changes, orientation and detailing of walls, stairs, and designs of railings and hedges to contribute to the character of the street edge.
    - Concrete or stone should be used as the primary hard materials for walls and stairs.
    - Metalwork, glass, and timber should be used for screens, fences, gates, and overhead structures.
    - Climbing and trailing plants are encouraged to be utilized to soften and enhance walls, privacy screens, and fences.
    - Walls, fencing, and hedging that are imposing, monotonous, and/or not pedestrian-scale should not be used.
4. Where possible, seating opportunities, including elements such as benches, walls, or moveable chairs should be considered for retail commercial frontages and residential outdoor common areas
    - Siting of daycare play areas should:
        - Be located near or integrated with indoor amenity areas, seating areas, and areas with high levels of visual overlook for guardians.
        - Offer sunny southern and western exposures.
        - Offer opportunities for play within the landscape, including (but not limited to) sensory gardens, mounded lawns, sand and/or gravel, work tables, climbing elements such as boulders.

3.5 TRANSPORTATION

3.5.1 CIRCULATION

GUIDELINES:

1. Parking access points should be consolidated to minimize potential impacts to traffic flow and the pedestrian environment.
2. The impact of activities, such as deliveries, materials handling and storage and refuse collection, should be carefully considered during design of streets, mews, driveway and parking areas (Refer also to Section 3.5.2)

3.5.2 PARKING, LOADING & SERVICE

GUIDELINES:

1. Site-wide, the majority of required vehicle parking must be located underneath buildings, especially in higher density areas fronting Tyee and Esquimalt Roads.
    - Building foundation walls should not protrude more than 1.6m above street level.
    - Parking entrances should be architecturally treated and should incorporate landscaping to mitigate the appearance of blank walls and dark openings with long ramps.
2. Where vehicle parking is provided at grade, it should be located behind or beside buildings and include the following design considerations to minimize its visual impact:
    - Incorporate tree planting and lighting.
    - Use raingardens where feasible to help clean and regulate surface stormwater.
    - Include screening devices, such as hedges and walls.
    - Use bollards for vehicle control, traffic separation and tree protection.
    - Changes in colour, pattern and material of the paving may be an appropriate supplement or alternative to bollards.
3. Car share parking locations should be easily identifiable through the use of signage, paving materials, or road markings.
4. Bicycle parking should be located near main entrances and include the following design considerations:
    - Be visible to the public
    - Be sited to avoid conflicts with pedestrians
    - Be sited in well-lit areas
5. Where a multi-modal transportation node - which may include two or more of the following: bicycle parking, information kiosk/ signage, carshare parking, transit stop, and bike repair station - is specified by the MDA for a public place or development parcel, these elements should be clustered in close proximity.
6. Loading areas shall be carefully sited to minimize conflicts with adjoining uses and impacts on circulation and views and should include:
    - Vertical screens with climbing plants where possible
    - Paving materials are integrated with adjacent areas.
7. Direct adjacency of residential spaces to loading areas, parking areas, parkade ramps etc. should be mitigated with appropriate buffering such as trellises, arbours and planting.
8. Areas for storage, waste and recycling must be appropriately screened with trellises, arbours, fences or landscaping

3.5.3 UNIVERSAL ACCESSIBILITY

GUIDELINES:

1. Secondary site access should be provided where ramping and auxiliary pedestrian pathways are possible.
2. Barrier free design will be employed for public areas accessed directly from the public right-of-way.
3. All main building entries shall provide wheelchair accessible routes to public streets.
4. Secondary entrances may not be wheelchair accessible.
5. All pedestrian pathways will allow for an unobstructed path for blind or visually impaired pedestrians.
6. Wheelchair ramps and designated parking spaces will be provided where appropriate.

3.6 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

GUIDELINES:

1. The City of Victoria has adopted CPTED guidelines that must be considered by all developments.

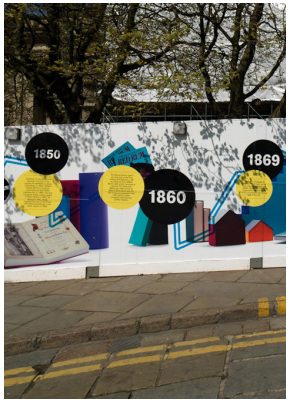
3.7 INTERIM CONDITIONS

Areas of the Dockside Lands that may receive interim condition landscape finishes have been identified in Schedule B of the Dockside Green Master Development Agreement.

Interim site conditions will be required to facilitate phasing of buildings and public amenities at Dockside Green. The intention is to encourage a designed approach to these areas that goes beyond minimum safety requirements and enables these spaces to be consistent with the cohesive design vocabulary of completed phases, as expressed in this document, while providing benefits for both the development and the public.

GUIDELINES:

1. Signage should be provided in these areas for wayfinding and public information. Signage should inform the public of the future public amenity or transportation connection to be provided in the interim condition area and to further educate the public about the development. Wayfinding and information signage must be consistent with the guidelines set out in Section 3.3 of this document.
2. Landscape finishes must be consistent with the guidelines set out in Section 3.4 of this document.
3. Lighting should be provided to ensure public safety and shall be consistent with the guidelines set out in Section 3.4.2 of this document.
4. Any incomplete structures, street works or landscaping shall be physically safe. Construction hoarding may be provided in these areas to protect the public from potential hazards. Hoarding is encouraged to be enhanced with project-related, historical, or wayfinding images at a large scale.
5. Interim condition areas shall not be used for storage of building materials, sand, gravel, soil, refuse or motor vehicles. Construction trailers and buildings shall not be located in interim condition areas.



4.0 SUBDIVISION

The plan illustrates the anticipated subdivision of lands, based on interpretation of these Design Guidelines and consideration of other City of Victoria bylaws and the Master Development Agreement.

Subdivision Applications that are consistent with the Subdivision plan are exempt from requiring Development Permit approval.

Final lot lines may be located within the identified "Variable Property Line" areas.

See Appendix A on page 42 for detailed subdivision maps.

PROPOSED LAND USE	
DEVELOPMENT PARCEL	
DOCKSIDE GREEN VICTORIA SOCIETY	
PARK DEDICATION	
VARIABLE PROPERTY LINE	
GROSS SITE AREA	4.09 ha

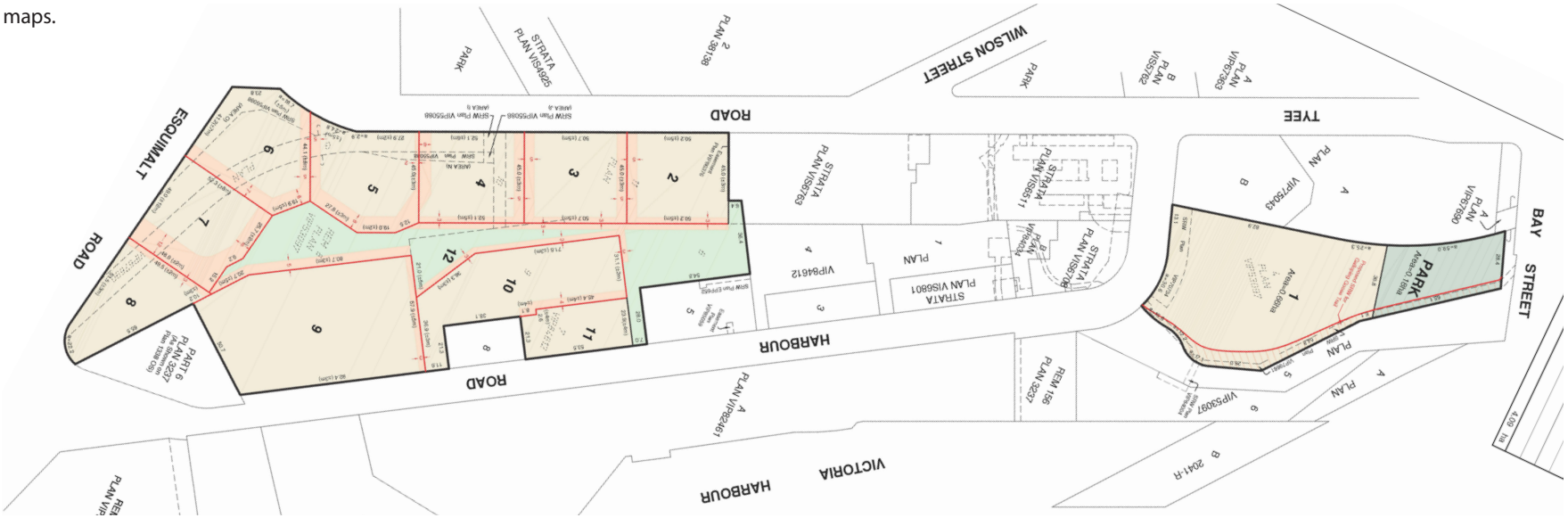


Fig 22. Subdivision Plan

5 GLOSSARY OF TERMS

5.0 GLOSSARY

"Adaptive Species" refers to plant or tree species that are not native but also are not invasive to local ecologies, provide habitat and biodiversity, and which do not require irrigation or fertilizers to flourish.

"Architectural Character" refers to qualities of a building's general appearance and design that work together to create a specific architectural expression.

"City" means the Corporation of the City of Victoria.

"Connection" refers to the link between places or elements within a place, whereas one shares a commonality with another.

"CPTED" means crime prevention through environmental design. CPTED refers to the methods by which the design of the public realm can provide:

- Natural Access Control
- Natural Surveillance, and
- Territorial Enforcement.

"Gateway" refers to the threshold between two places, such as neighbourhoods, and commonly is a device by which the character of a place is first established.

"Intensive Green Roofs" refers to a green roof typology that uses planting mediums that have greater depth to accommodate large plants and dramatic plant groupings. Intensive green roofs require more maintenance because of the plant varieties they are intended to support, ranging from food gardens to groupings of shrubs and trees.

"LEED ND" refers to LEED for Neighborhood Development, where "LEED" stands for Leadership in Energy and Environmental Design, a North American-based rating system integrating the principles of smart growth, urbanism and green building into a national system for neighborhood design.
"Massing" refers to the general shape and size of a building.

"Objective" means a specific quality or outcome intended to be achieved through the implementation of the detailed urban design objectives and guidelines outlined in this document.

"Official Community Plan" means the July 2012 City of Victoria Official Community Plan (Schedule "A" to Bylaw No. 12-0123).

"Place" refers to the relationship a defined geography has with the elements within and around it. The relationship is commonly embodied by the natural and/or human-made character of that place which in turn makes it unique or identifiable.

"Precinct" refers to a defined area within the Dockside Green development, intended to be of a consistent and coherent architectural and urban design character.

"Public Furniture" refers to elements situated within the public realm that are intended for accommodating rest and convenience for the general public. Elements include, but are not limited to, benches, bicycle racks, tables, and trash receptacles.

"Raingardens" are shallow vegetated basins that collect and absorb stormwater from impervious surfaces such as streets, sidewalks, and roofs with the intent of mimicking natural hydrologic processes to manage the runoff.

"Transportation Demand Management" (TDM) is a general term for various strategies that increase transportation system efficiency. TDM is a set of measures to influence travel behaviour in order to reduce or redistribute travel demand.

"Urban Design" refers to the human-made environment. It is a discipline dedicated to the relationships among the fields of urban planning, architecture and landscape architecture. The concerns of urban design range from the broad level, such as the layout of entire cities, to particular aspects of designed environments such as architectural detailing, landscaping and street furniture.

"Urban Design Principle" means an overarching theme which speaks to the aspirations of the Project and which informs the more detailed urban design objectives and guidelines outlined in this document.

"Universal Accessibility" refers to a broad-spectrum of ideas meant to produce buildings, products and environments that are inherently accessible to older people, people without disabilities, and people with disabilities.

"Vision Statement" means the forward-looking statement describing what the Project hopes to achieve and accomplish in the long term.

"Wayfinding" refers to a system of signage, distinctive physical features and/or information that aid in the navigation of urban areas, primarily but not limited to pedestrians.

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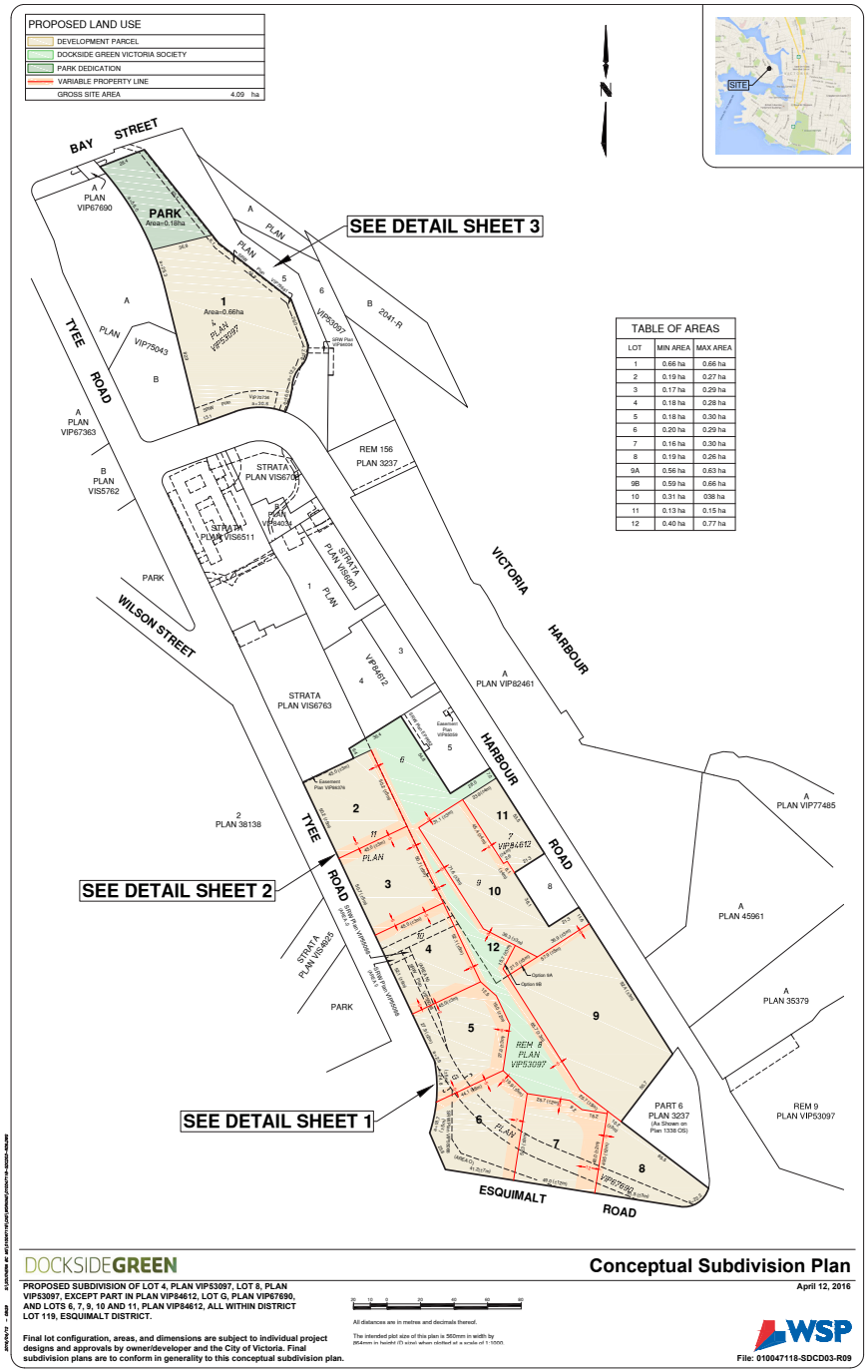
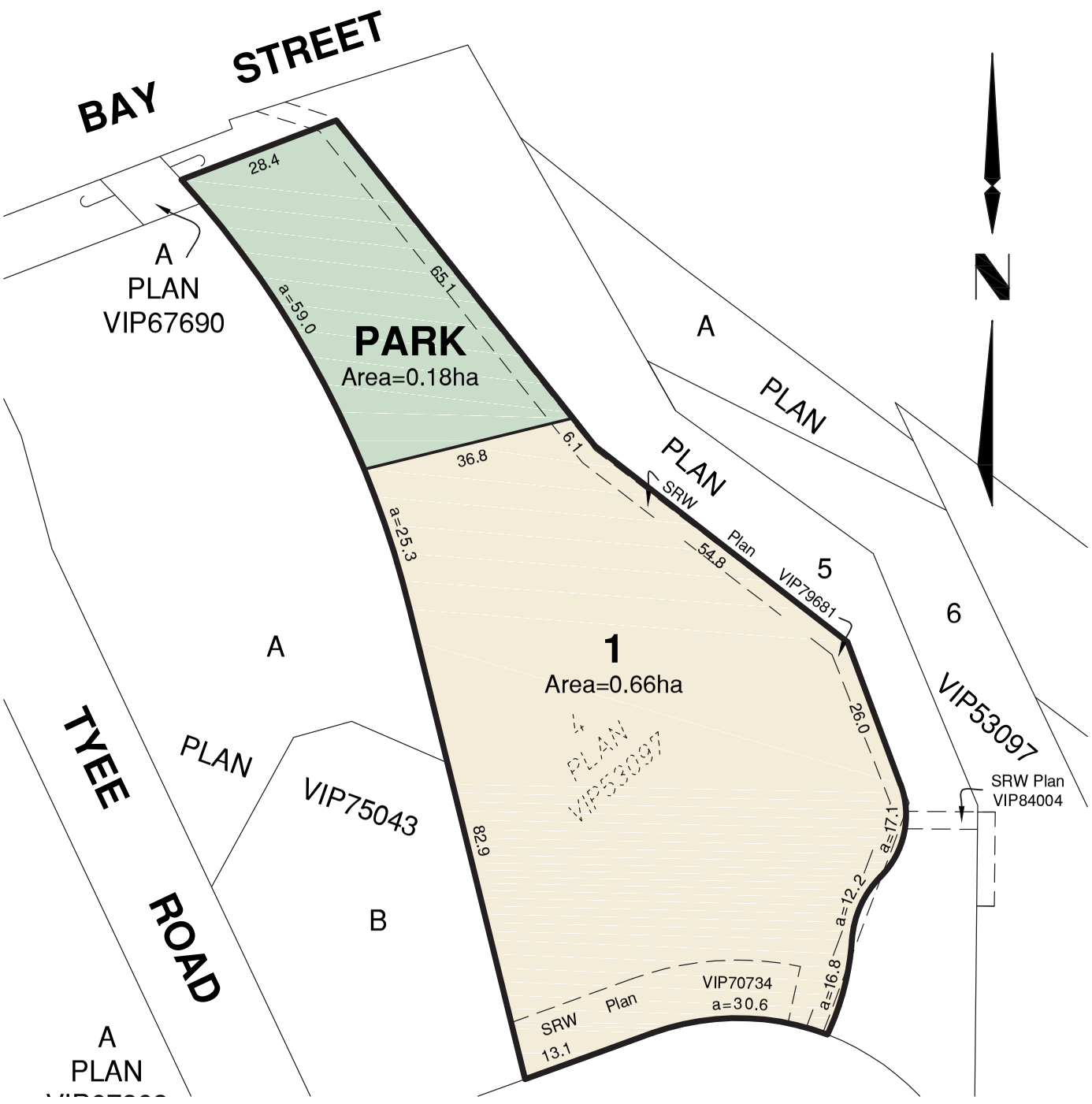
APPENDIX A

SUBDIVISION PLANS





DOCKSIDEGREEN

CONCEPTUAL SUBDIVISION PLAN

PROPOSED SUBDIVISION OF LOT 4, PLAN VIP53097, LOT 8, PLAN VIP53097, EXCEPT PART IN PLAN VIP84612, LOT G, PLAN VIP67690, AND LOTS 6, 7, 9, 10 AND 11, PLAN VIP84612, ALL WITHIN DISTRICT LOT 119, ESQUIMALT DISTRICT.

April 12, 2016

DETAIL SHEET 3 OF 3

20 10 0 20 40 60 80

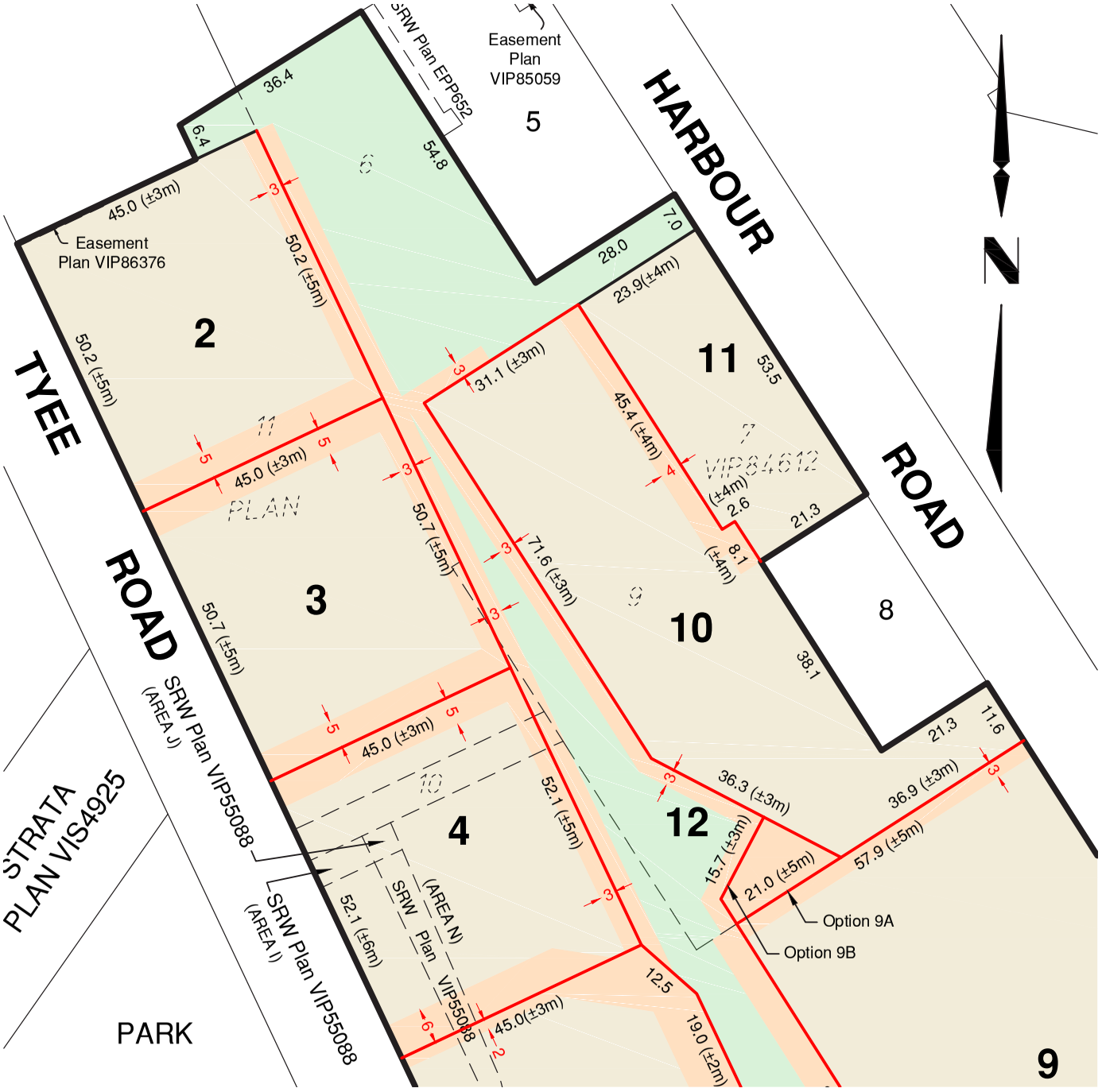
The intended plot size of this plan is 560mm in width by 432mm in height (C size) when plotted at a scale of 1:1000.

All distances are in metres and decimals thereof.

Final lot configuration, areas, and dimensions are subject to individual project designs and approvals by owner/developer and the City of Victoria. Final subdivision plans are to conform in generality to this conceptual subdivision plan.

WSP

File: 010047118-SDCD03-R09



DOCKSIDEGREEN

CONCEPTUAL SUBDIVISION PLAN

PROPOSED SUBDIVISION OF LOT 4, PLAN VIP53097, LOT 8, PLAN VIP53097, EXCEPT PART IN PLAN VIP84612, LOT G, PLAN VIP67690, AND LOTS 6, 7, 9, 10 AND 11, PLAN VIP84612, ALL WITHIN DISTRICT LOT 119, ESQUIMALT DISTRICT.

April 12, 2016
DETAIL SHEET 2 OF 3

20 10 0 20 40 60 80

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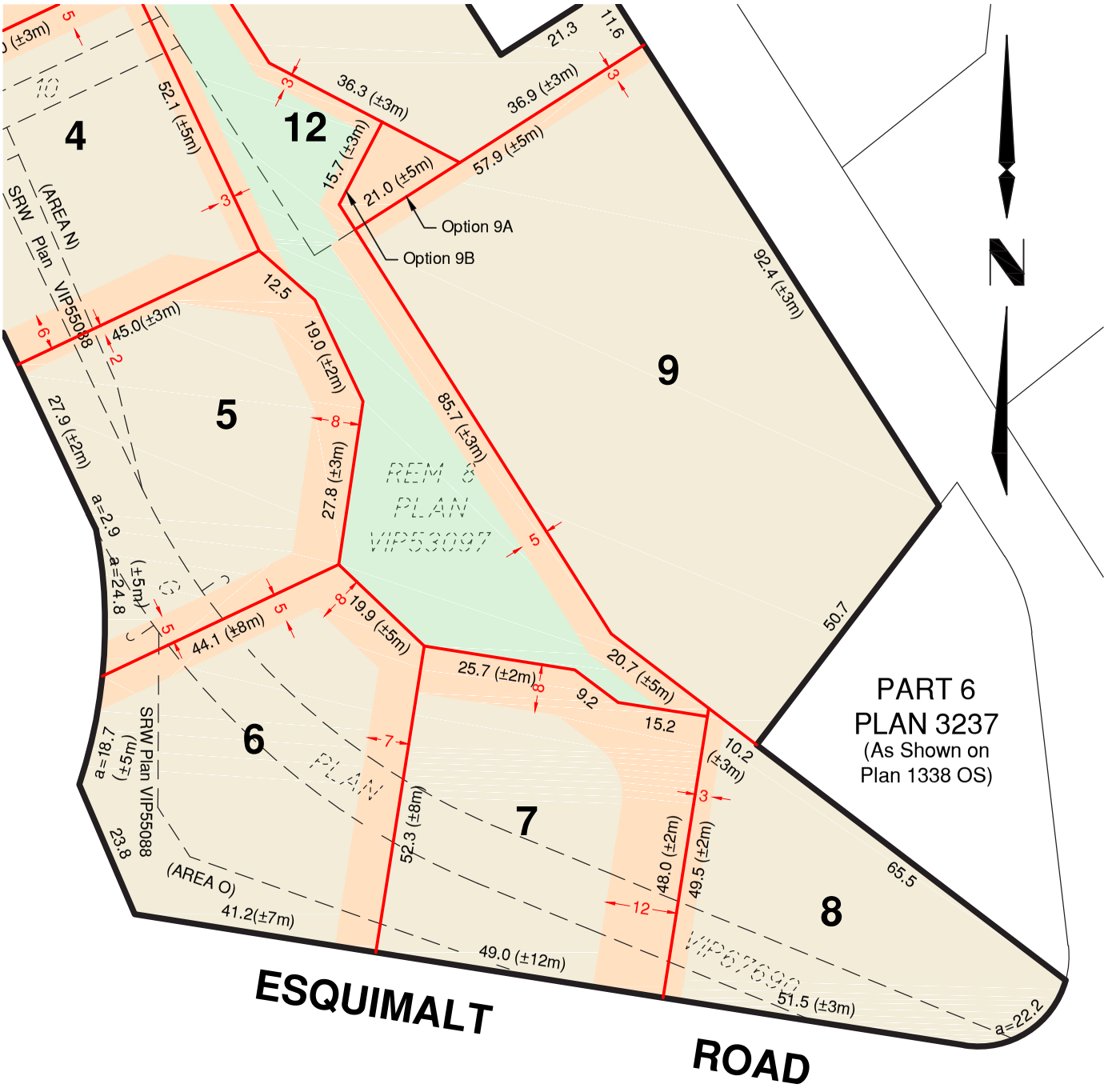

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April 12, 2016

DETAIL SHEET 1 OF 3

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WSP

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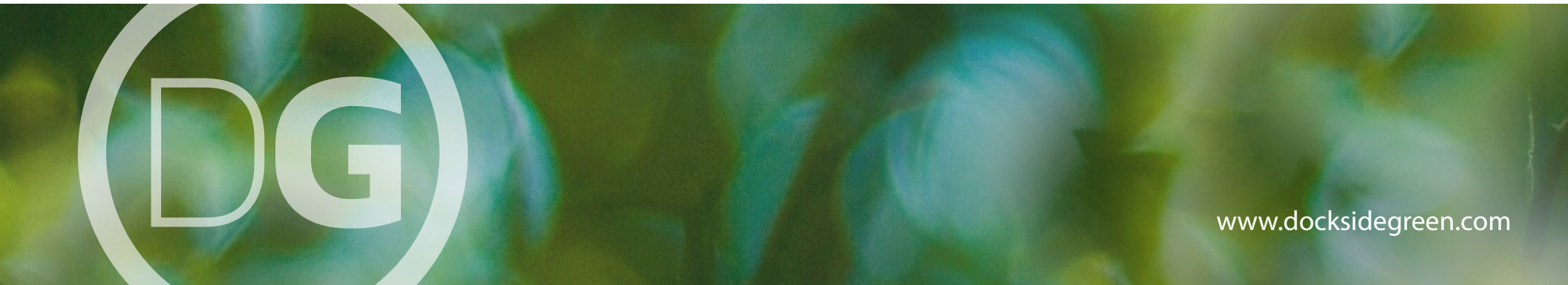
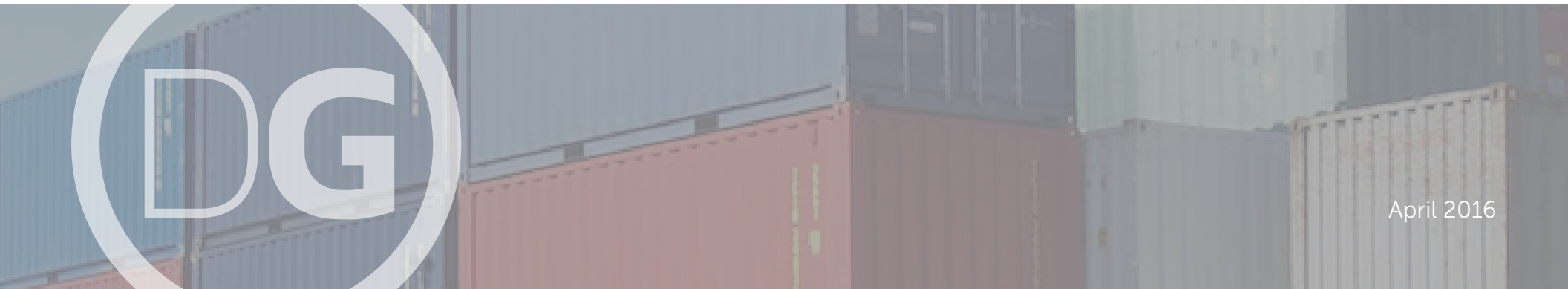
DOCKSIDE**GREEN**

URBAN DESIGN GUIDELINES



BETA AT DOCKSIDE GREEN

DESIGN GUIDELINES



April 2016

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1.0 INTRODUCTION

2.0 DESIGN GUIDELINES

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1 INTRODUCTION

These Design Guidelines are part of the City of Victoria's Official Community Plan Bylaw. The Guidelines assist the City in regulating the architectural design, exterior finishes and landscaping of BETA, a collection of small-scale structures interspersed with public gathering spaces. The Guidelines will inform future development proposals with the BETA Project at Dockside Green and will be used to both prepare and evaluate Development Permit applications for BETA.

1.1 APPLICATION

The Design Guidelines should be used in conjunction with the CD-9 Zone, Dockside District and the Dockside Green Master Development Agreement.

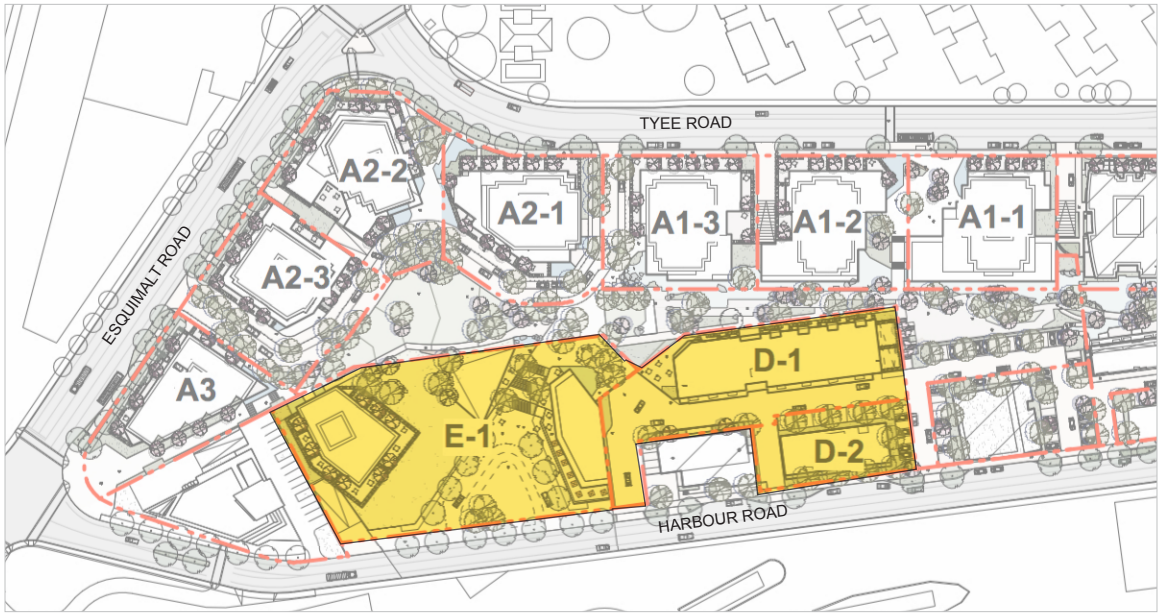
It is intended that a certain degree of flexibility be provided in the interpretation and application of these Guidelines where it can be clearly demonstrated that an alternative approach will result in a superior design solution in built form, landscape design or environmental sustainability. However, throughout this document the terms "must", "will" and "shall" are used to describe mandatory guidelines or provisions that must be met.

1.2 COMPANION DOCUMENTS

- City of Victoria Official Community Plan Bylaw
- City of Victoria Zoning Regulation Bylaw
- Crime Prevention through Environmental Design
- Dockside Green Master Development Agreement
- Dockside Green Urban Design Guidelines

1.3 APPLICATION LANDS

The guidelines apply to the development sites E-1, D-1 and D-2 identified in the adjacent graphic, which were subject to a Rezoning Application in 2015.



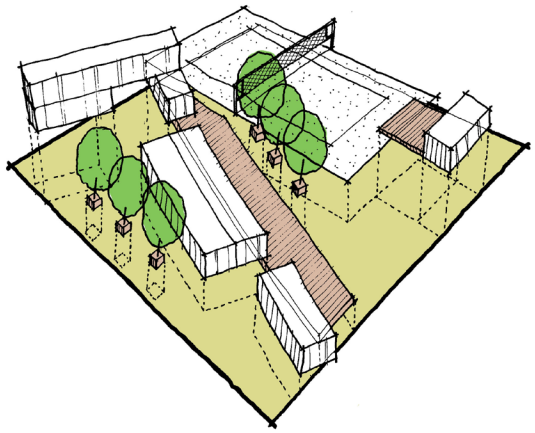
BETA at Dockside Green
Design Guidelines Subject Lands

2 DESIGN GUIDELINES

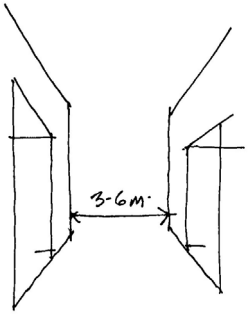
2.1 SITE CONFIGURATION

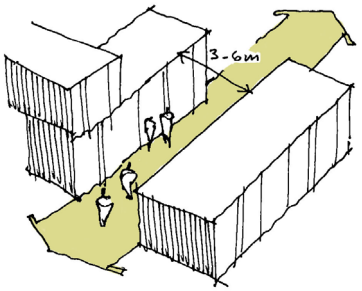
GUIDELINES

1. Buildings at BETA are encouraged to use shipping containers as a principle building block. Food trucks or small kiosks may also be sited at BETA.
2. Buildings should be sited to create opportunities for plazas, courtyards, 2nd storey terraces and outdoor recreation areas. Building placement, surface treatment, planting, seating, lighting and shading structures shall be used to define the public spaces of BETA.
3. Shipping containers should be sited and/or stacked in an irregular pattern, conveying a modular, light industrial design aesthetic.
4. The BETA site should create a sense of enclosure of public spaces, relying on both adjacent buildings and the placement and configuration of BETA structures and landscaping.
5. Structure design should vary in height and character yet maintain a pedestrian scale.
6. Where containers or structures form pedestrian corridors the width between them should be a minimum of 3m and generally no wider than 6m. A minimum of 1.8 meter width travel path should be provided free of obstructions.
7. Parking for bicycles and vehicles should be located in easily accessible areas that are clearly identified and visible from Harbour Road.
8. Vehicle parking should be screened from Harbour Road / Galloping Goose Trail by buildings, containers, kiosks or landscaping. Given the transient nature of Food Trucks, they shall not be used to screen vehicle parking.
9. The City of Victoria CPTED guidelines should be followed. Courtyards and plazas should be shaped by buildings with consideration of visibility, transparency, security, and wayfinding.
10. Shipping containers shall be in a good state of repair and must not exude rust, damage or major dents.
11. Used shipping containers should be freshly painted.
12. Water and sewer lines should be placed below grade were possible.



Above: Guideline #2



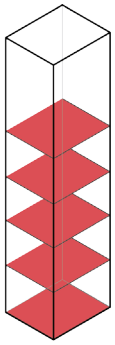


Above: Guideline #6

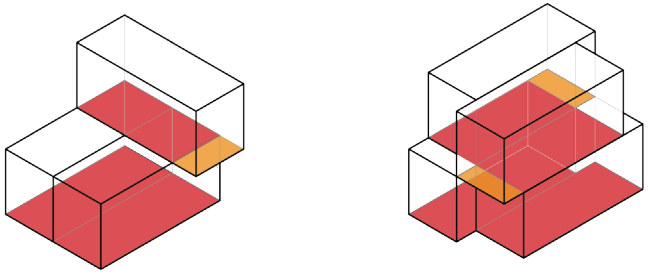
2.2 MASSING

GUIDELINES

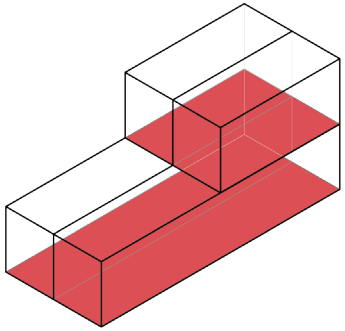
1. Building height should vary throughout the site.
2. Single or double-storey shipping containers will be the most common massing configuration.
3. A single shipping container may be placed on end (as a viewing tower or beacon) in a maximum of two locations.
4. Where shipping containers are double-stacked they should include: large window openings that allow natural light to the interior of ground level containers.
5. Building overhangs and canopies are encouraged over publicly accessible entrances and adjacencies to outdoor spaces to provide weather protection and conveys a modular, light industrial design aesthetic.



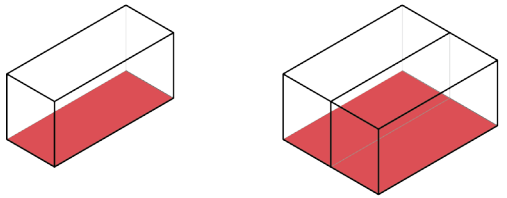
Above: Limited use of a single container on its end can act as a beacon or viewing tower.



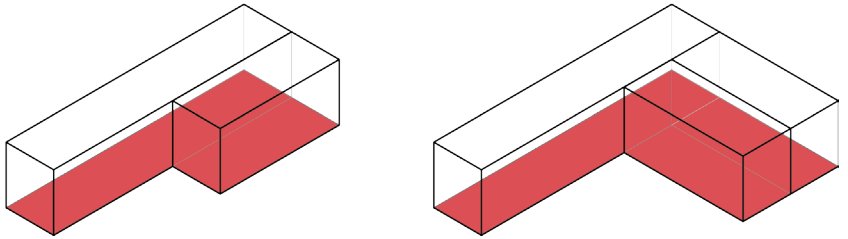
Above: Containers can be stacked and staggered to create overhangs and add visual interest to the building.



Above: Multiple containers can be combined for a larger footprint for uses with more complex requirements.



Above: A single shipping container can provide a simple space for tenant use, but additional containers can be connected to meet spatial needs.



Above: Outdoor spaces can be created with the varied placement and size of containers.

2.3 MATERIALS & FINISHES

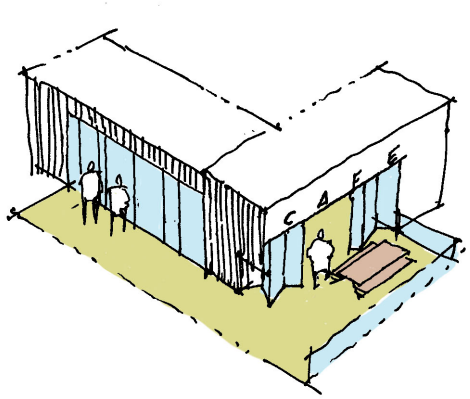
GUIDELINES

1. The predominant building form shall be steel shipping containers. Wood, concrete, and glass may be used as secondary accent materials
2. Repeating textures and patterns that complement the metal corrugations of container surfaces
3. Industrial accent elements such as exposed fasteners, industrial grating and metal exterior stairs.
4. Use of bright, complementary colours, bold graphics, and clean, simple lines in building design are encouraged.
5. The model for sustainability theme can be showcased by the following, or similar, design elements: Emphasis on the use of recycled or reclaimed materials
6. Green roofs and walls or plant selections that support and showcase the local permaculture

2.4 OPENINGS

GUIDELINES

1. Entrances and openings should be easily identifiable from Harbour Road.
2. Site permeability and public access should be emphasized by designing buildings that are easily accessible from all sides.
3. The placement of openings and glazing should maximize daylight, natural airflow and views into structures while fostering relationships between tenants, visitors, and the larger community.
4. Use of large sliding doors, overhead doors or moveable walls may increase the size and accessibility of customer areas by combining “inside” and “outside” spaces during business hours.

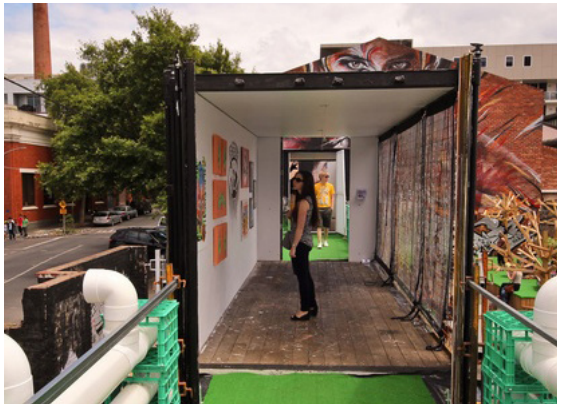


Above: Guideline #3 and 4

2.5 ARTICULATION

GUIDELINES

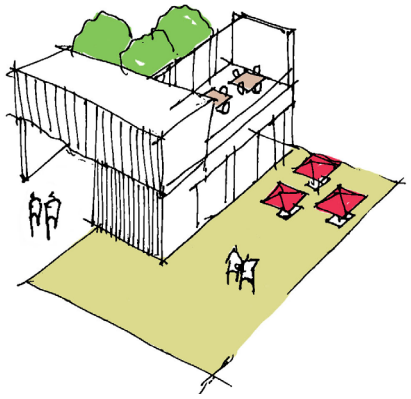
1. Where building roofs or overhangs are not included, integration of shading and weather protection in the form of expressive canopies or awnings are encouraged.
2. Canopies should be constructed using the following materials: steel, glass, canvas
3. Exterior structure design may provide opportunities for creative signage, merchandising and outdoor display of products
4. Unity of exterior aesthetic for retail boutiques and kiosks is encouraged to help focus attention on products and brand-specific interiors.

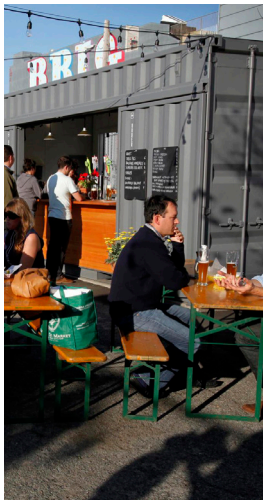


2.6 SEATING + OUTDOOR PATIOS

GUIDELINES

1. Outdoor seating is encouraged to be primarily accessible to the general public. Where private seating for businesses is provided it should be sited adjacent to a courtyard, with the majority provided at ground level for universal accessibility.
2. A combination of both moveable and fixed seating is encouraged. Cafe tables mixed, with benches or stools, are encouraged in both public and privately accessible seating areas.
3. Landscape design should include opportunities for informal seating areas such as planters and low walls.
4. Encourage unique and flexible seating that can accommodate individuals and small groups and allow for a variety of seating orientation.
5. Seating that uses recycled, particularly industrial, materials is encouraged.
6. Private patio areas should be delineated by planters or low fences.





2.7 PRODUCTION AREAS

GUIDELINES

1. Window placement should allow commercial and light industrial production areas to be observed.
2. Production or service areas may be outdoors. Any outdoor production areas should be on the Harbour Road side of BETA structures. Where public safety is of concern. Outdoor production areas should be separated from publicly accessible areas through, low walls, low fences, and landscaping.
3. Storage of raw production materials must be located within a building.

2.8 STORAGE AND UTILITY

GUIDELINES

1. Storage and garbage / recycling areas must be enclosed and screened from public view, through the use of fences and/or landscaping.
2. Storage and garbage / recycling areas should accommodate pickup and delivery access.
3. The clustering of garbage / recycling areas is encouraged for spatial efficiency.

2.9 GROUND PLANE

GUIDELINES

1. A mixed material palette is encouraged, with some combination of gravel, sand, grass and wooden boardwalks.
2. Use of recycled materials is encouraged.

2.10 LANDSCAPING

GUIDELINES

1. Plantings should be provided in raised planters. Planters should be modular with both anchored and moveable options.
2. Green roofs and walls should be incorporated in building design where possible.
3. The planting palette should focus on native and adaptive species that are drought tolerant and require minimal maintenance.
4. Plantings that bring colour and unique forms to contrast the rectilinear building forms are encouraged.
5. Plant placement is to be strategic and dictated by specimen heights and foliage density to offer varying degrees of vertical separation and outdoor room definition.

2.11 SHADING

GUIDELINES

1. Where structure overhangs or canopies do not provide sufficient shade, additional shade structures in the public realm should be considered. Tensile shade structures made of canvas or recycled material should relate to shapes within the ground plane, while offering a softened contrast to structures.

2.12 LIGHTING

GUIDELINES

1. Consideration should be given to lighting as a key element of design for the effect on building façades, adjacent or nearby buildings, and any open spaces.
2. Accent and spot lighting is to be incorporated within the facades of the container architecture.
3. In planters and planting beds, accent and recessed lighting is encouraged
4. Lighting should complement the industrial aesthetic and may include string lights to help define outdoor spaces and contribute to the festive mood of a place.
5. Lighting should minimize glare and overspill-over onto adjacent properties.
6. Low energy options that emit soft light are strongly encouraged.
7. Low energy options that emit soft light are strongly encouraged.
8. Human-scaled lighting is encouraged (e.g. light standards of appropriate height for pedestrians) for night time visibility, comfort and security.

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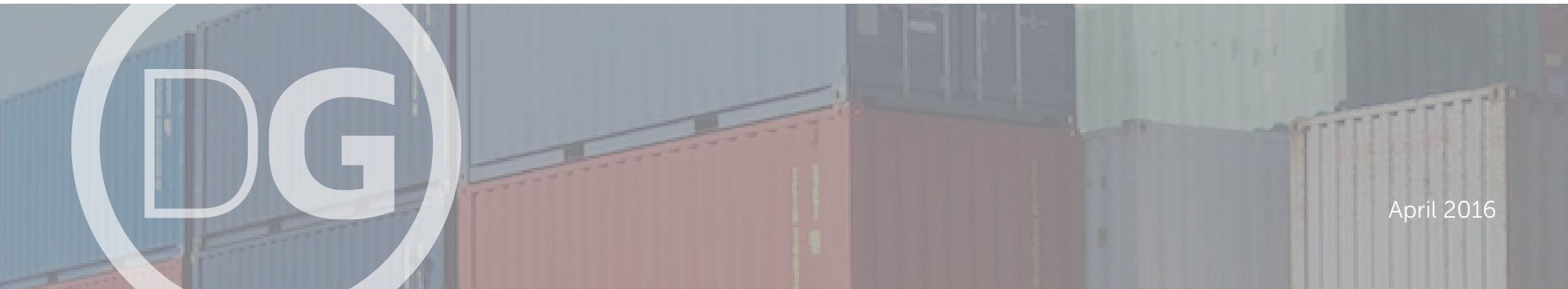
BETA AT DOCKSIDE GREEN

DESIGN GUIDELINES



April 2016