

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to amend the Official Community Plan to make changes to Urban Place Designations and Development Permit Areas in order to implement directions in the Fairfield Neighbourhood Plan, including:

- a) Policy directions on height and/or density of buildings in the Urban Residential, Small Urban Village, Large Urban Village, and Core Residential designations;
- b) Change the Urban Place Designations for the following properties:
 - i. 1303, 1307 Fairfield Rd. (from Large Urban Village to Small Urban Village);
 - ii. Fairfield Plaza - 1516, 1520, 1540, 1584, 1590, 1594, 1600 Fairfield Rd. (from Large Urban Village to Small Urban Village)
 - iii. 139, 214 Moss Street (from Traditional Residential to Small Urban Village);
 - iv. 1270, 1272, 1274 and a portion of 1300 May Street (from Traditional Residential to Small Urban Village); and
- c) Incorporate design guidelines for the Fairfield neighbourhood

Under its statutory powers, including section 472 and 488 of the *Local Government Act*, the Council of the Corporation of the City of Victoria, in a public meeting, enacts as follows:

Title

- 1** This Bylaw may be cited as “OFFICIAL COMMUNITY PLAN BYLAW, 2012, AMENDMENT BYLAW (NO. 30)”.

Definitions

- 2** “OCP Bylaw” means the City’s Bylaw No. 12-013, the Official Community Plan Bylaw, 2012.

Official Community Plan Bylaw

- 3** The OCP Bylaw is amended in Schedule A, Table of Contents, under the heading “List of Maps” by:
- a) Replacing the text, “Map 21: Fairfield Strategic Directions” with the text “Map 21: Fairfield Neighbourhood”.
 - c) Inserting the following text immediately after the text “Map 48C: DPA 6A: Small Urban Villages – Craigflower Village and Catherine at Edward Village:

“Map 48D: Small Urban Villages: Five Points Village and Moss Street Village”;

“Map 48E: Small Urban Villages: Fairfield Plaza Village”.
 - d) Replacing the text “Map 72A: DPA 15F: Intensive Residential – Attached Residential Development” with the following text:

“Map 73: DPA 15F: Intensive Residential – Attached Residential Development (Victoria West)”
 - e) Inserting the following text immediately following “Map 73: DPA 15F: Intensive Residential – Attached Residential Development (Victoria West)”:

“Map 74: DPA 15F: Intensive Residential – Attached Residential
Development (Fairfield)”

- f) Renumbering the page number references accordingly.
- 4 The OCP Bylaw is amended in Schedule A, Table of Contents, under the heading “List of Figures” by inserting the following text immediately after the text “Figure 22: Adaptive Management Framework”:
- “Figure 23: Building Separation, Cathedral Hill Precinct”
- 5 The OCP Bylaw is amended in Schedule A, including appendices, by deleting “Ross Bay Village” wherever those words occur, and replacing those words with “Fairfield Plaza Village”.
- 6 The OCP Bylaw is amended in Schedule A, Section 3: Vision, Values and Goals, by repealing Figure 3: Thirty Year Growth Management Concept and replacing it with a new Figure 3: Thirty Year Growth Management Concept, attached to this Bylaw in Schedule 1.
- 7 The OCP Bylaw is amended in Schedule A, Section 6: Land Management and Development, as follows:
- a) By repealing Map 2: Urban Place Designations and replacing it with a new Map 2: Urban Place Designations, attached to this Bylaw in Schedule 1.
- b) In Figure 8: Urban Place Guidelines, in the Designation “Traditional Residential,”,
- (i) under the column “Built Form,” by deleting the following:

“Ground-oriented buildings up to two and one-half storeys may be considered in the Victoria West neighbourhood for certain infill housing types, as indicated in the Victoria West Neighbourhood Plan.

Multi-unit buildings up to three storeys, including attached residential and apartments on arterial and secondary arterial roads, and in other locations indicated in the Victoria West Neighbourhood Plan.”

and replacing with:

“Ground-oriented buildings up to two and one-half storeys may be considered for certain infill housing types, as indicated in the Victoria West and Fairfield neighbourhood plans.

Multi-unit buildings up to three storeys, including attached residential and apartments on arterial and secondary arterial roads, and in other locations indicated in the Victoria West and Fairfield neighbourhood plans.”

- (ii) under the column “Uses”, by deleting the following:

“Limited local-serving commercial uses in specific locations identified in the Victoria West Neighbourhood Plan”

and replacing with:

“Limited local-serving commercial uses considered in limited locations identified in neighbourhood plans”

- c) In Figure 8: Urban Place Guidelines, in the Designation “Urban Residential,” under the column “Density,” by adding the following words after “[SEE POLICY 6.23]”:

“Increased density up to 2.5:1 may be considered in certain areas identified in the Fairfield neighbourhood, generally, north of Fairfield Road and between Quadra Street and Vancouver Street.”

- d) In Figure 8: Urban Place Guidelines, in the Designation “Small Urban Village,”
(iii) under the column “Built Form,” by adding the following:

“Buildings of four and five storeys may be considered at Fairfield Plaza Village for the advancement of plan objectives.

Buildings of up to four storeys may be considered at sites that front onto Fairfield Road within Five Points Village”;

- (iv) under the column “Place Character Features”, by adding the following:

“For Fairfield Plaza Village, refer to place character features identified in the Fairfield Neighbourhood Plan.”

- (v) Under the column “Density”, by adding the following:

“Total floor space ratio up to approximately 2:1 may be considered in Fairfield Plaza Village for advancement of plan objectives.

Total floor space ratio up to 2:1 may be considered within Five Points Village, at sites that front onto Fairfield Road.”

- e) In Figure 8: Urban Place Guidelines, in the Designation “Large Urban Village,”

- (vi) under the column “Built Form,” by adding the following:

“Buildings up to approximately four storeys in Cook Street Village, consistent with the Fairfield Neighbourhood Plan.”;

- (vii) under the column “Place Character Features”, by adding the following:

“For Cook Street Village, streetwalls, setbacks and stepbacks identified in the Fairfield Neighbourhood Plan.”

- f) In Figure 8: Urban Place Guidelines, in the Designation “Core Residential”, under the column “Density”, by deleting the following:

“Total floor space ratios ranging from 2:1 up to approximately 3.5:1 for the areas: east of Cook Street; and south of Meares Street/ east of Quadra Street/ west of Cook Street”

and replacing with:

“Total floor space ratios ranging from 1.2:1 up to approximately 2.5:1 for the area south of Meares Street / west of Vancouver Street / north of Rockland Avenue / east of Pioneer Square.

Total floor space ratios ranging from 2:1 up to approximately 5:1 for the area: east of Blanshard Avenue/ south of Fort Street/ west of Quadra Street/ north of Courtney Street.

Total floor space ratios ranging from 2:1 up to approximately 3.5:1 for the areas: east of Cook Street/ north of Meares Street.

Total floor space ratios ranging from 1.5:1 up to approximately 3:1 for the areas south of Meares Street/East of Vancouver Street.”

- 8 The OCP Bylaw is amended in Schedule A, Section 14: Economy, by repealing Map 14: Employment Lands and replacing it with a new Map 14: Employment Lands, attached to this Bylaw in Schedule 1.
- 9 The OCP Bylaw is amended in Schedule A, Section 21: Neighbourhood Directions, by repealing Map 21: Fairfield Neighbourhood Directions and replacing it with a new Map 21: Fairfield Neighbourhood, attached to this Bylaw in Schedule 1.
- 10 The OCP Bylaw is amended in Schedule A, Appendix A: Development Permit Areas and Heritage Conservation Areas by:
 - a) Repealing Map 32: Composite Map of Development Permit Areas and Heritage Conservation Areas and replacing it with a new Map 32: Composite Map of Development Permit Areas and Heritage Conservation Areas, attached to this Bylaw in Schedule 1.
 - b) Repealing Map 32A: Composite Map of Attached Residential Development Permit Areas and replacing it with a new Map 32: Composite Map of Attached Residential Development Permit Areas, attached to this Bylaw in Schedule 1.
- 11 The OCP Bylaw is amended in Schedule A, Appendix A, DPA 5: Large Urban Villages by:
 - a) Repealing section 5(a)(iii) and replacing it with:

“(iii) Where not specified by additional design guidelines, buildings are encouraged to have three to five storey facades that define the street wall with shop windows and building entrances that are oriented to face the street.”
 - b) Repealing section 5(b)(ii) and replacing it with:

“(ii) Cook Street Village:

 - › Cook Street Village Guidelines (2019).
 - › Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).”
- 12 The OCP Bylaw is amended in Schedule A, Appendix A, DPA 6A: Small Urban Villages, as follows:
 - a) In section 1, by deleting the words “Maps 48A, 48B and 48C” and replacing them with the words “Maps 48A through 48D”.
 - c) By adding the following sections immediately after section 5(b)(iv):

“(v) to Five Points Village:

- Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
- Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”

“(vi) to Moss Street Village:

- Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
- Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”

“(vii) to Fairfield Plaza Village:

- Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
- Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”

d) By repealing Map 48: DPA 6A: Small Urban Villages and replacing it with a new Map 48: DPA 6A: Small Urban Villages, attached to this Bylaw in Schedule 1.

e) By inserting, immediately after Map 48C:

- (i) a new map 48D: DPA 6A: Small Urban Villages – Moss Street Village, Five Points Village, and Fairfield Plaza Village, attached to this Bylaw in Schedule 1;

13 The OCP Bylaw is amended in Schedule A, Appendix A, DPA 7B (HC): Corridors Heritage, in section 5(a), by inserting the following subsection immediately after the text “The following guidelines apply to Fort Street Corridor”:

“➤ Buildings are encouraged to have 3 to 5 storey facades that define the streetwall, with the upper storey(s) set back.”

14 The OCP Bylaw is amended in Schedule A, Appendix A, DPA 14: Cathedral Hill Precinct:

a) In section 3(b), by inserting the words “High and” immediately before the words “medium density”.

b) By inserting the following subsection immediately after section 3(e):

“(f) The Cathedral Hill Precinct contains important public spaces, including Pioneer Square, which provide passive outdoor gathering and recreation space for residents, employees and visitors.”

c) In Section 5, by deleting the following text in 5(f):

“The following guidelines from the Cathedral Hill Precinct Plan (2004):”

and replacing with:

“The following additional guidelines for the Cathedral Hill Precinct:”

d) In section 5, by deleting the policy 5(f)(i).

e) In section 5, by inserting the following new subsections immediately after subsection (f)(iii):

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

› In locations that allow for taller buildings (over eight storeys), modest increases in envisioned building height of up to two additional storeys may be considered in order to achieve more slender, simpler, vertically proportioned building forms within the envisioned density. The following setbacks are encouraged for portions of the building over 10m in height: a minimum 6m side yard setback for portions of the building between 10m and 30 m in height; a minimum 9m setback for portions of the building above 30m; and a 10m rear yard setback. (See Fig. 23, 24)

(v) Site and design taller buildings to minimize wind tunnel impacts on the public realm.”

f) In Section 5, by inserting the following new subsection immediately after existing subsection (f)(x):

“(xi) With the exception of non-residential frontages along portions of Blanshard Street and Quadra Street falling within the Cathedral Hill Precinct, new development should incorporate setbacks, responsive to context, sufficient to accommodate a landscaped transition or amenity space, between the building and the public sidewalk. This is to establish a streetscape pattern which transitions from the more urban downtown to surrounding neighbourhoods.”

g) By renumbering existing subsections 5(i) through to 5(xvii) accordingly.

h) By inserting the following immediately after newly renumbered subsection (f)(xvii):

“(xvii) Building massing, siting and design should respond to Pioneer Square and the Provincial Law Court Green, in order to maintain sunlight access to this public space, as evaluated by a shadow assessment, while providing “eyes on the park” through the location of windows, balconies and storefronts.”

i) By inserting, after Section 5(f), a new Figure 23: Building Separation for Taller Buildings, Cathedral Hill Precinct attached to this Bylaw in Schedule 1.

j) By inserting, after Section 5(f), a new Figure 24: Building Orientation for Taller Buildings, Cathedral Hill Precinct attached to this Bylaw in Schedule 1.

15 The OCP Bylaw is amended in Schedule A, Appendix A, in DPA 15D: Intensive Residential – Duplex, by repealing Section 5. Guidelines, and replacing it with the following text:

“5. Guidelines

These Guidelines are to be considered and applied for Development Permits:

In Fairfield Neighbourhood (see Map 18):

› Design Guidelines for Attached Residential Development: Fairfield Neighbourhood (2019).

In other parts of the city:

- › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).
- › City of Victoria Neighbourliness Guidelines for Duplexes (1996).”

16 The OCP Bylaw is amended in Schedule A, Appendix A, in DPA 15F: Intensive Residential – Attached Residential Development, by:

- a) Repealing Map 72A: DPA 15F: Intensive Residential – Attached Residential Development, and replacing it with a new Map 73: Intensive Residential – Attached Residential Development (Vic West) attached to this Bylaw in Schedule 1.
- b) Immediately after the new Map 73, adding a new Map 74: DPA 15F: Intensive Residential – Attached Residential Development (Fairfield), attached to this bylaw in Schedule 1.
- c) In section 2.(c)(i)(2), by inserting the following text immediately after “residential single-family dwellings”:

“, including accessory dwelling units,”

- d) Repealing Section 5. Guidelines, and replacing with the following:

“5. Guidelines

These Guidelines are to be considered and applied for Development Permits:

In Victoria West:

- › Design Guidelines for Attached Residential Development: Victoria West (2018).
- › Advisory Design Guidelines for Buildings, Signs and Awnings (1981).

In Fairfield Neighbourhood:

- › Design Guidelines for Attached Residential Development: Fairfield Neighbourhood (2019).”

17 The OCP Bylaw is amended in Schedule A, Appendix B, Glossary as follows:

- a) by repealing the definition of Accessory Dwelling Unit and replacing it with the following definition:

“Accessory Dwelling Unit: A dwelling unit that is ancillary and subordinate to a primary dwelling unit. Examples include secondary suites, garden suites, accessory units within duplexes or townhouses, and lock-off suites in multi-unit housing.”

- b) by adding the following text to the end of the definition of Two Family Dwelling:

“In some cases, a two family dwelling may contain accessory dwelling units in addition to two primary dwelling units.”

Effective Date

18 This Bylaw comes into force on adoption.

READ A FIRST TIME the **11th** day of **July** 2019

READ A SECOND TIME the **11th** day of **July** 2019

Public hearing held on the day of 2019

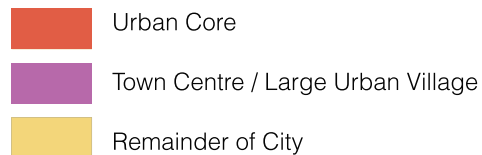
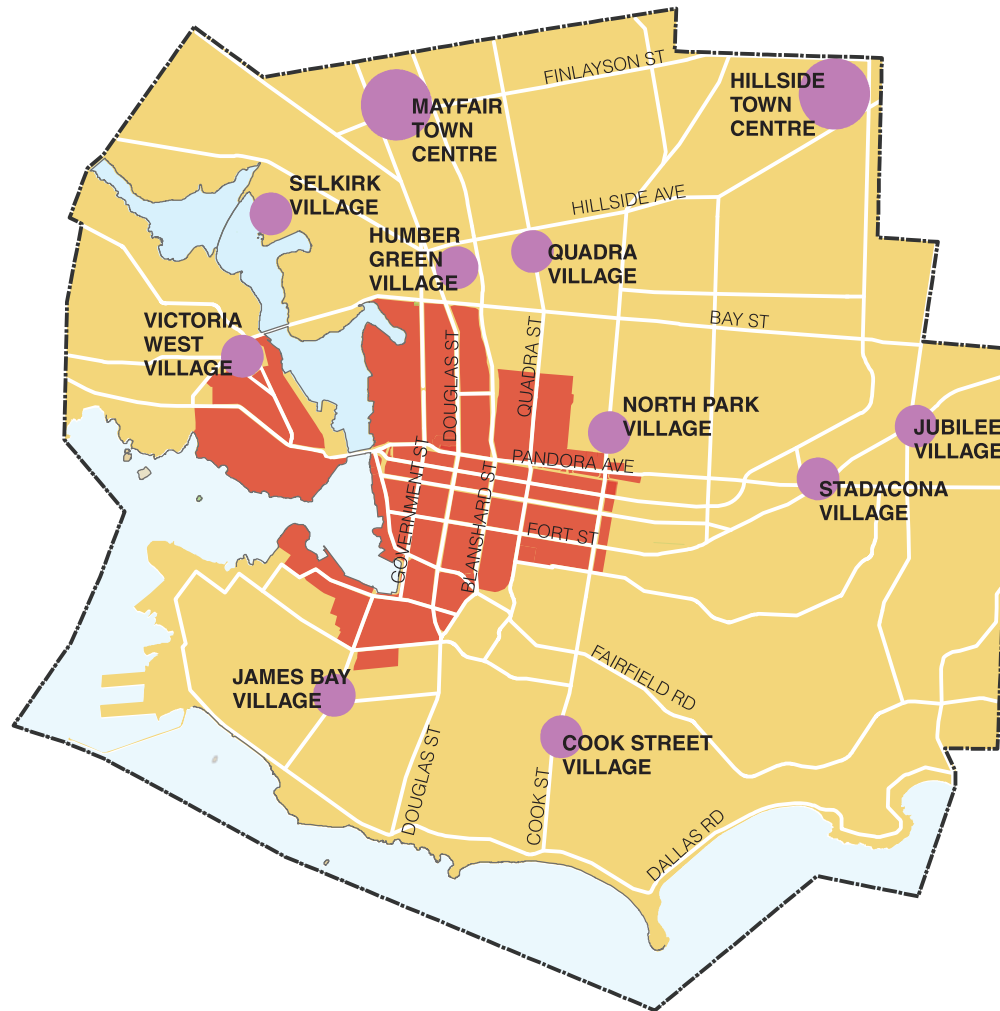
READ A THIRD TIME the day of 2019

ADOPTED on the day of 2019

CITY CLERK

MAYOR

Figure 3: Thirty Year Growth Management Concept



Urban Core

- > 50% of population growth
- > approximately 10,000 new people by 2041




Town Centres and Large Urban Villages
(including areas within close walking distance)

- > 40% of population growth
- > approximately 8,000 new people by 2041



Remainder of City

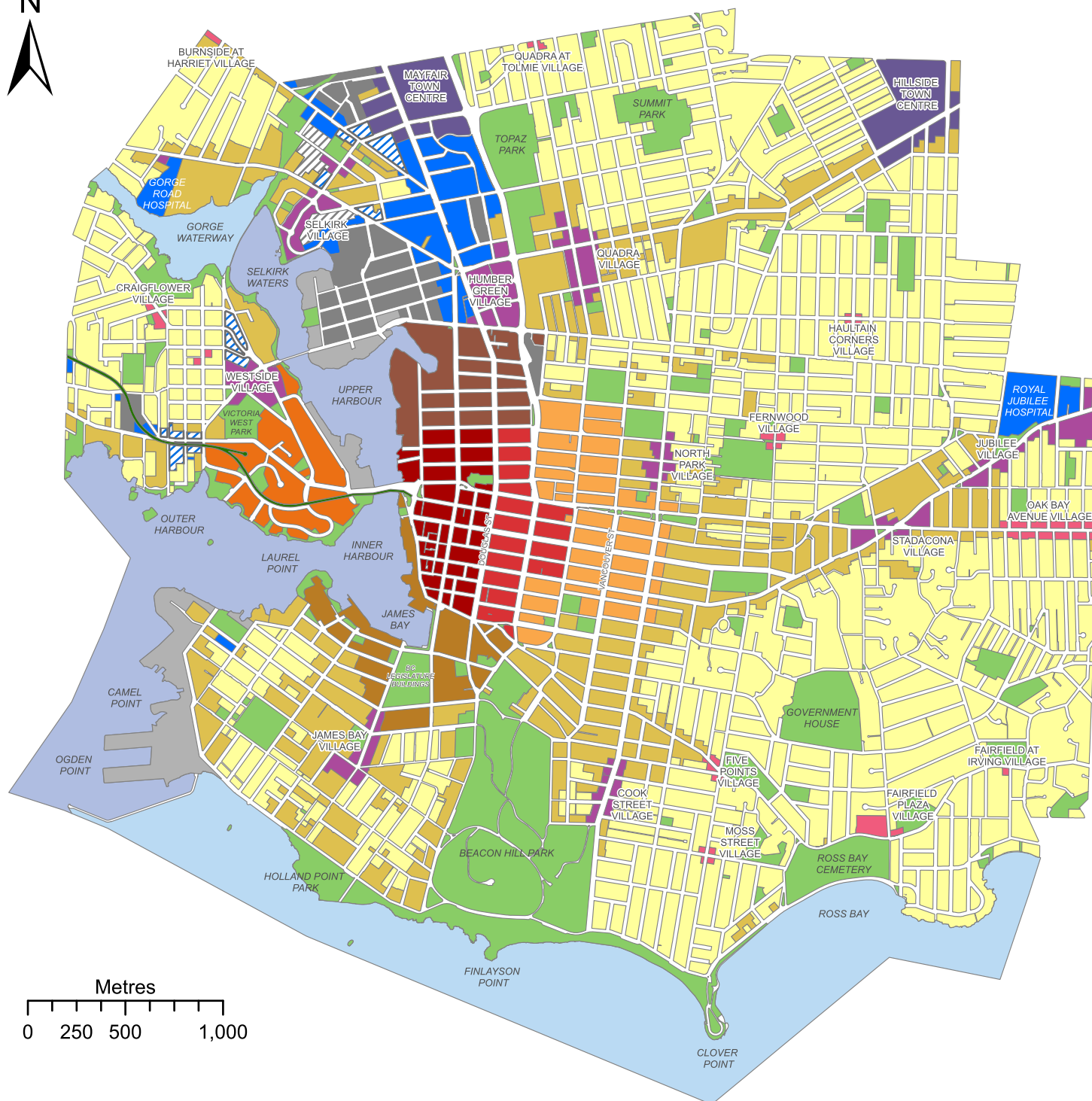
- > 10% of population growth
- > approximately 2,000 new people by 2041

 = 200 People



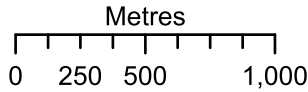
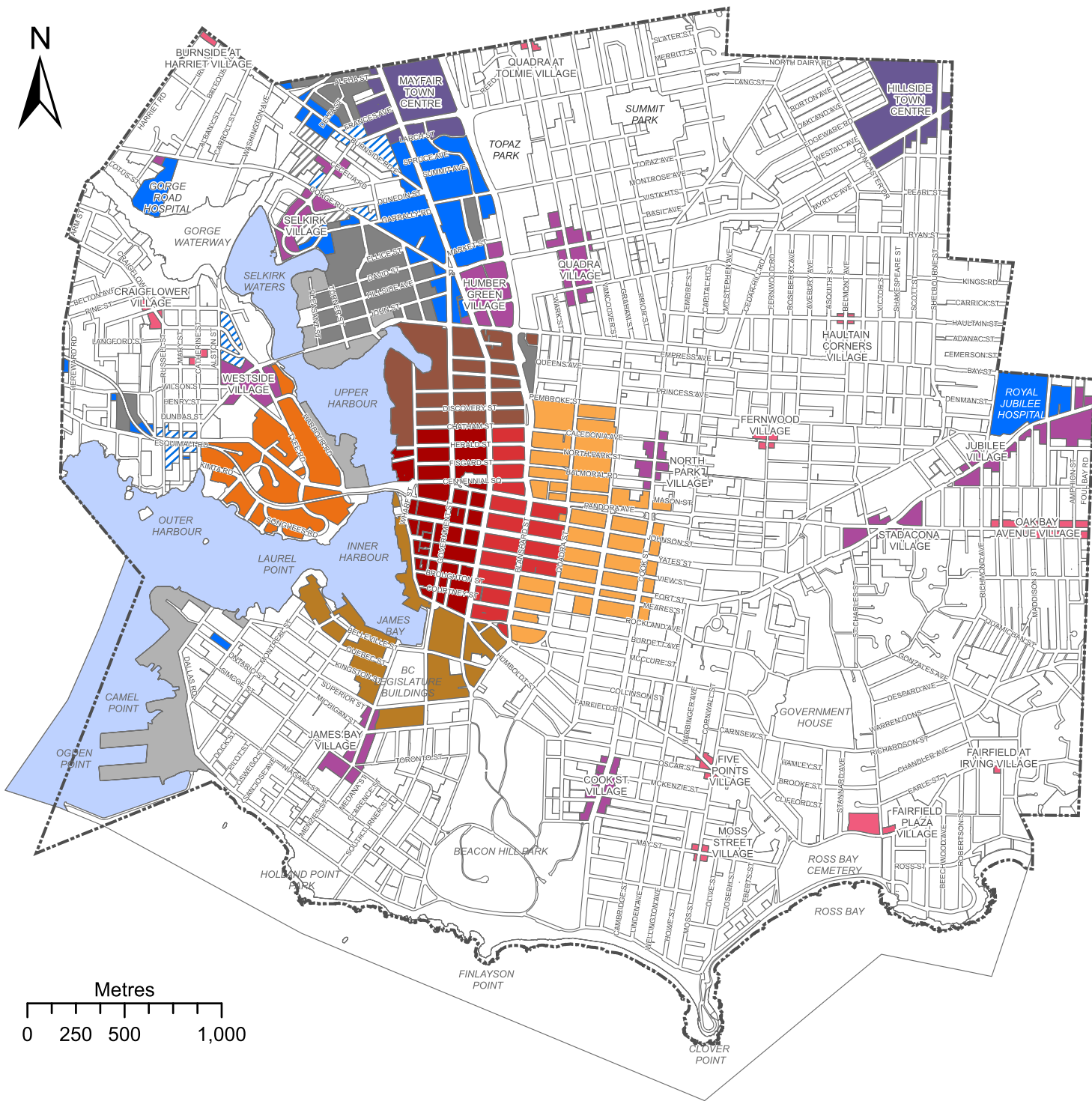
MAP 2

Urban Place Designations



- Core Historic
- Core Business
- Core Employment
- Core Inner Harbour/Legislative
- Core Songhees
- Core Residential
- General Employment
- Employment-Residential
- Industrial Employment
- Industrial Employment-Residential
- Marine Industrial
- Town Centre
- Large Urban Village
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Rail Corridor
- Working Harbour
- Marine

Urban Place Designations extend to the centerlines of adjacent streets.



MAP 14

Employment Lands

- Core Historic
- Core Business
- Core Employment
- Core Inner Harbour/Legislative
- Core Songhees
- Core Residential
- General Employment
- Industrial Employment
- Marine Industrial
- Town Centre
- Large Urban Village
- Small Urban Village
- Marine - Harbour
- Employment-Residential
- Industrial Employment-Residential

Urban Place Designations are provided for information purposes only. Please refer to Map2 and Figure 8 for designation information.



MAP 21

Fairfield Neighbourhood

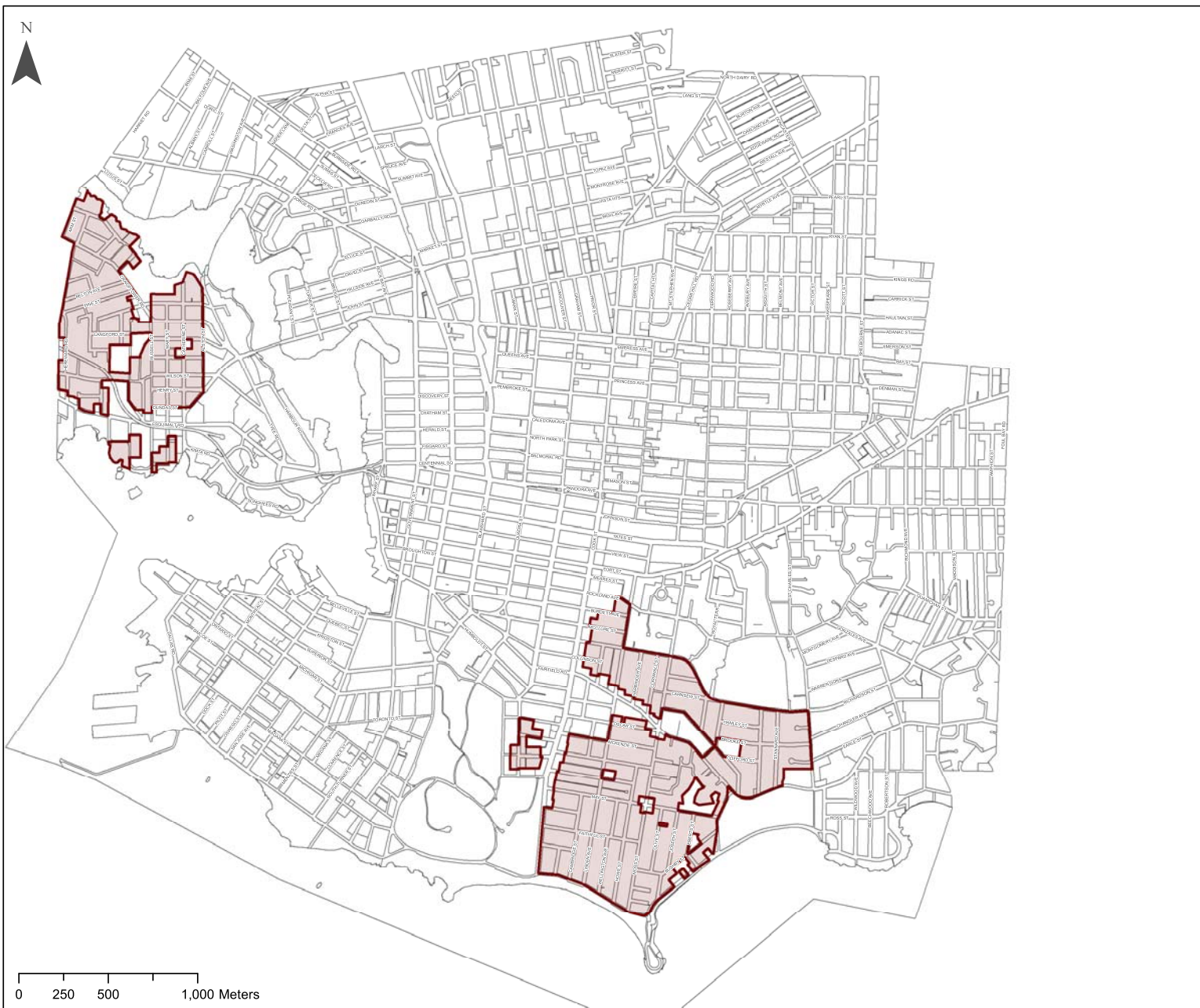
Urban Place Designations*

- Core Residential
- Large Urban Village
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Marine

Public Facilities

- Existing Public School
- Community Centre
- Seniors Centre

*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.



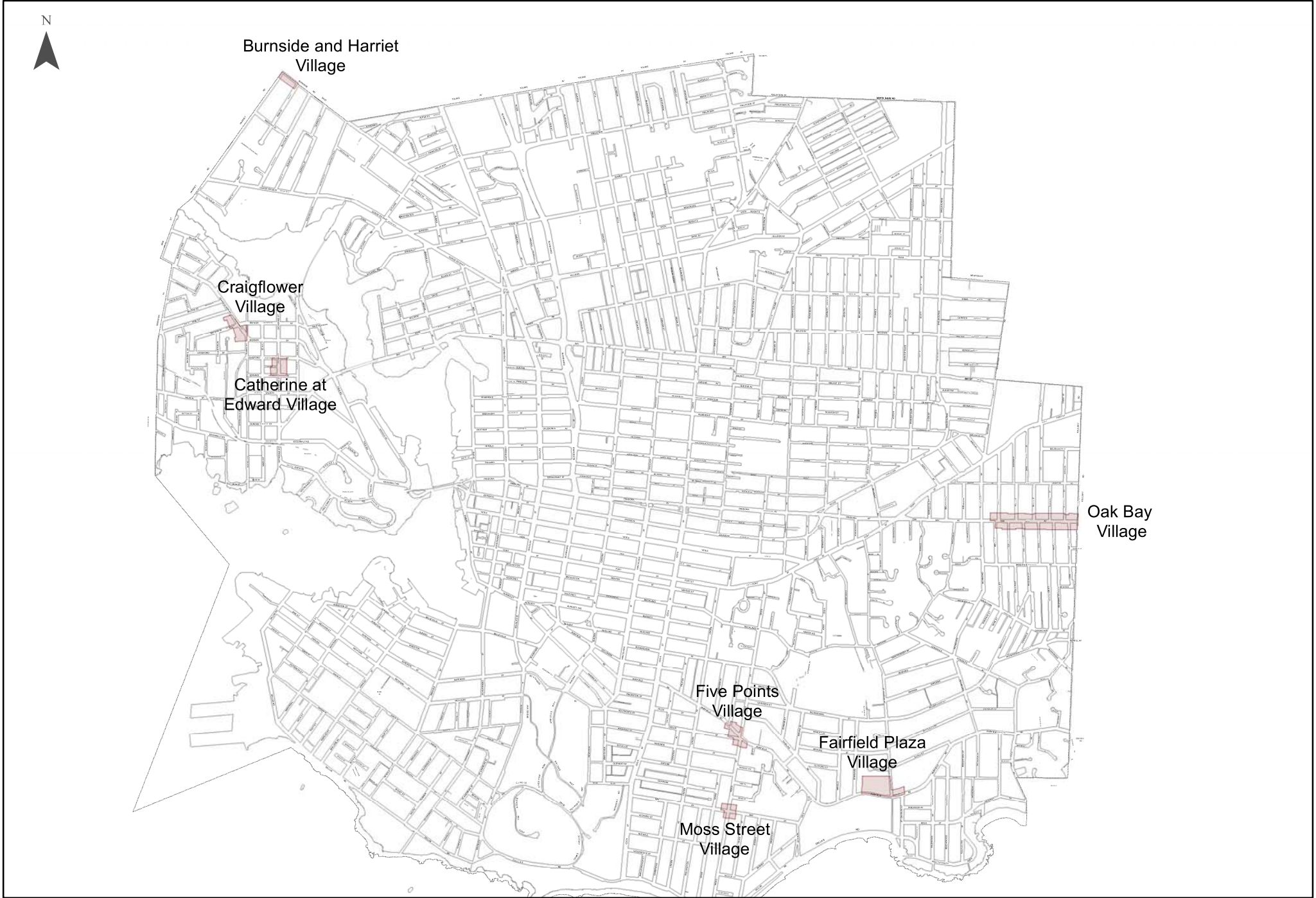
MAP 32A

COMPOSITE MAP OF ATTACHED RESIDENTIAL DEVELOPMENT PERMIT AREAS

DPA 15F: Intensive Residential -
Attached Residential Development

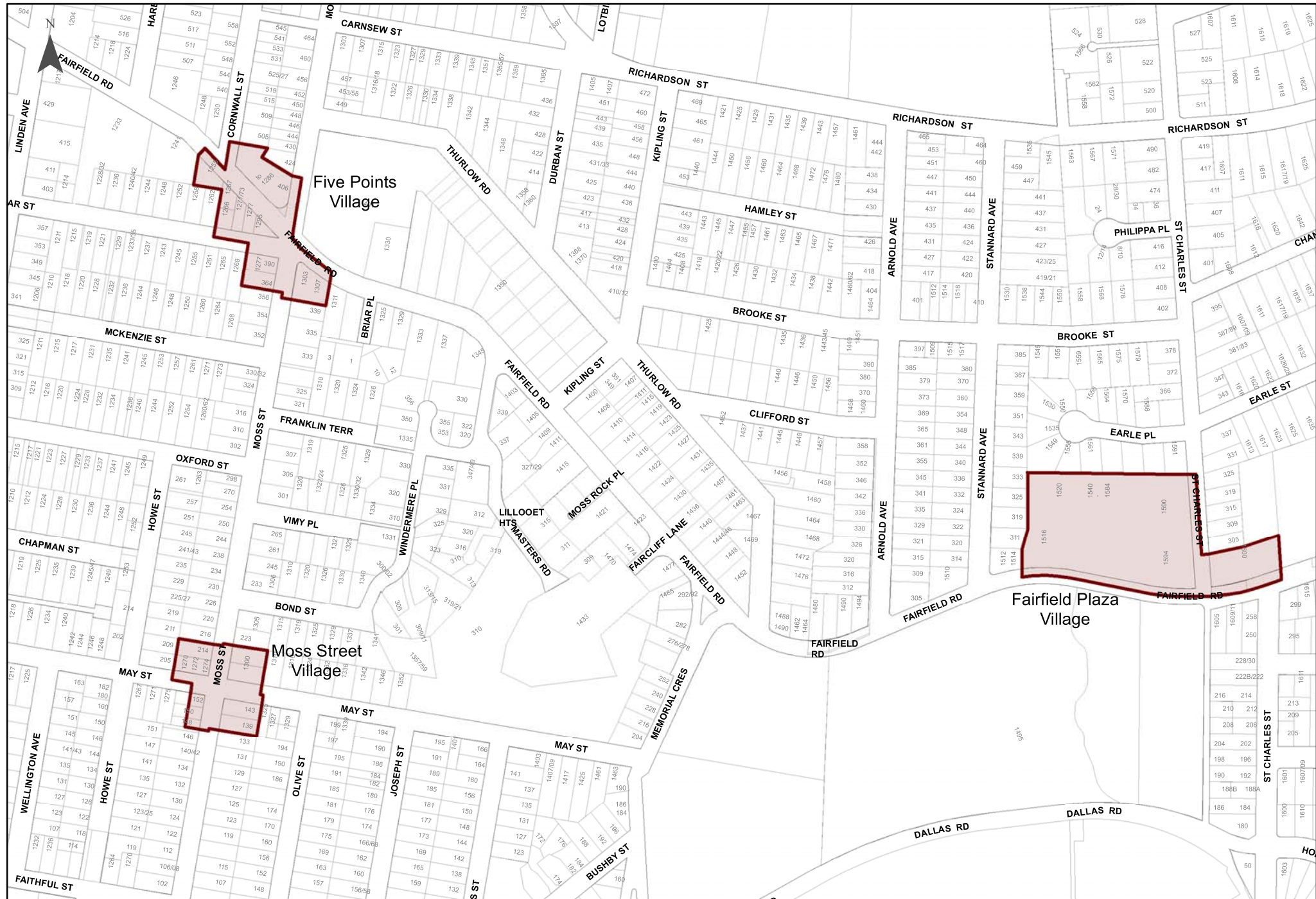
This composite map is provided for reference only.
Please see the detailed maps for legal information.

Map 48: DPA 6A: Small Urban Villages



This composite map is provided for reference only.
Please see the detailed maps for legal information.

Map 48D: DPA 6D: Small Urban Villages - Moss Street Village, Five Points Village, and Fairfield Plaza Village



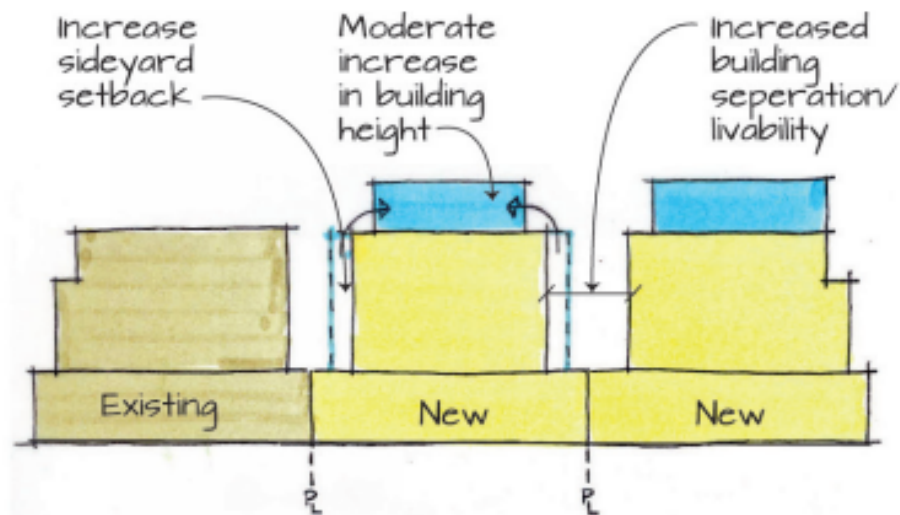


Fig. 23. Building Separation for Taller Buildings, Cathedral Hill: At a given density, modest increase in height can support greater building separation and more slender buildings, enhancing livability for current and planned future residences.

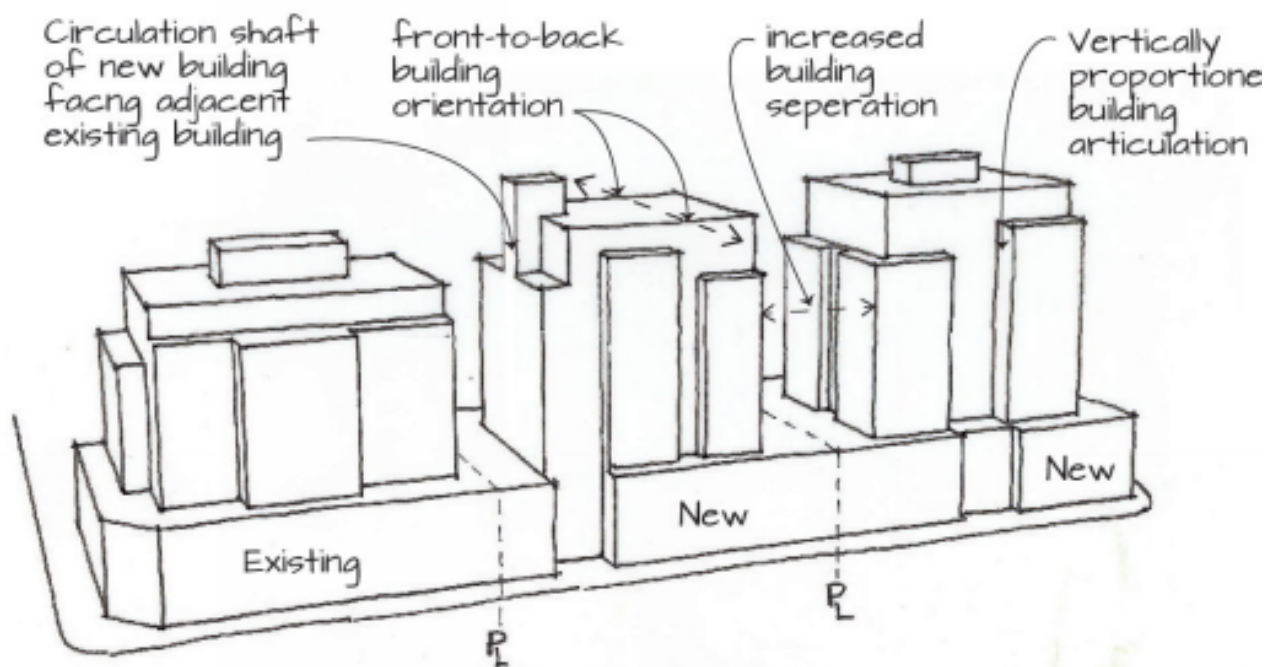
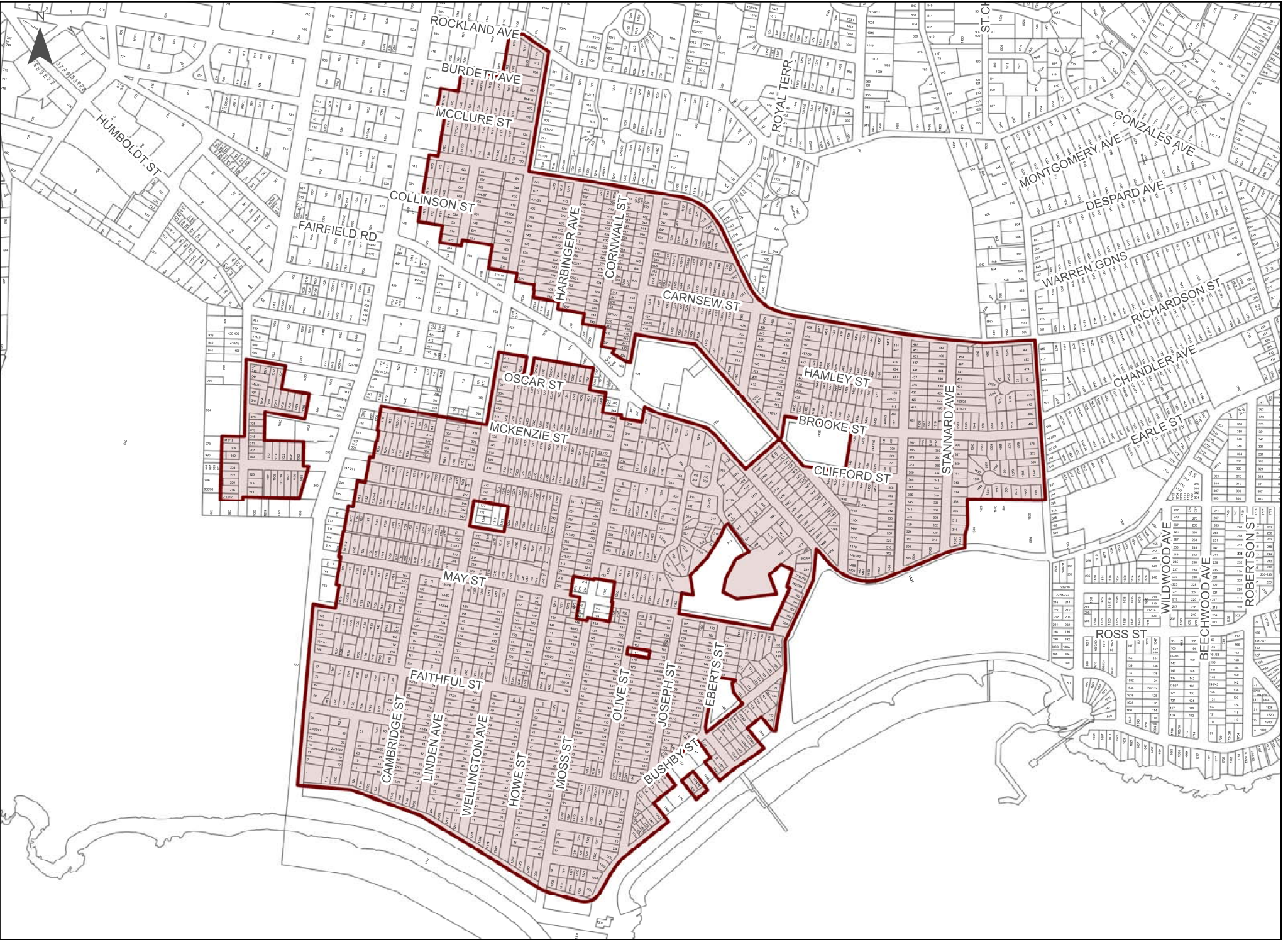


Fig 24. Building Orientation for Taller Buildings: Examples of strategies for building orientation which encourage livability

Map 74: DPA 15F: Intensive Residential - Attached Residential Development (Fairfield)





Cook Street Village Design Guidelines

Publishing Information

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Printing Date:	July 2019
Contact details:	The City of Victoria Sustainable Planning and Community Development Department 1 Centennial Square Victoria, BC V8W 1P6 E: planning@victoria.ca T: 250.361.0382
Cover photo credit:	Jo-Ann Loro

Cook Street Village Design Guidelines

Preamble

These guidelines apply to properties that are located within the Cook Street Large Urban Village. They are intended to supplement the *Design Guidelines For: Multi-Unit Residential, Commercial and Industrial, July 2012* which address form and character of developments across the city.

It is intended that both guideline documents will be considered together in conjunction with other applicable guidelines noted in each designated development permit area as detailed in the Official Community Plan. Collectively, the guidelines are intended to guide applicants in achieving new development and additions to existing buildings that result in design excellence, livability, and high-quality pedestrian environments. This is intended to contribute to sense of place and urbanism that is responsive to Victoria's context, while enabling flexibility and fostering creativity.

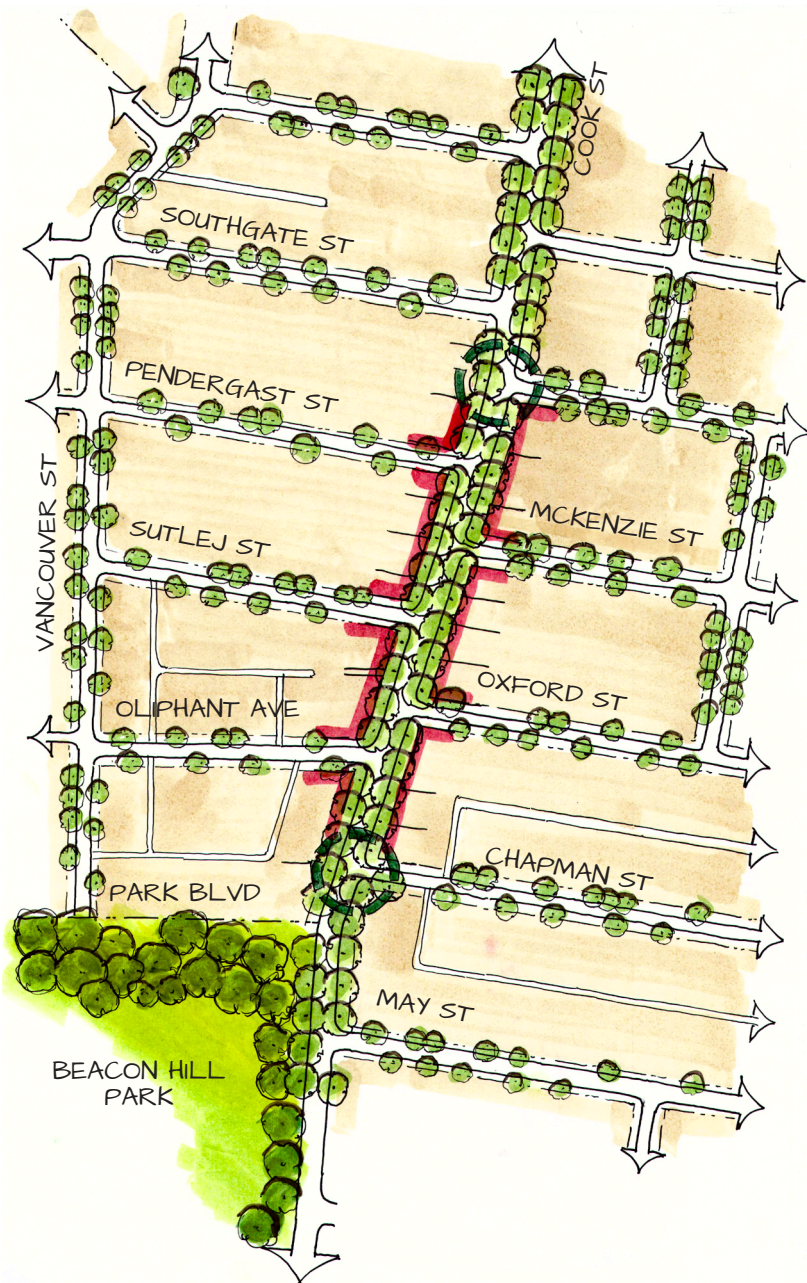
All visuals in this document are provided for illustrative purposes only to support description of the guidelines.



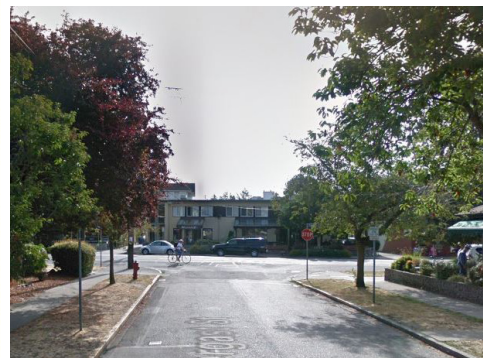
Cook Street Village area

Context and Character Defining Features

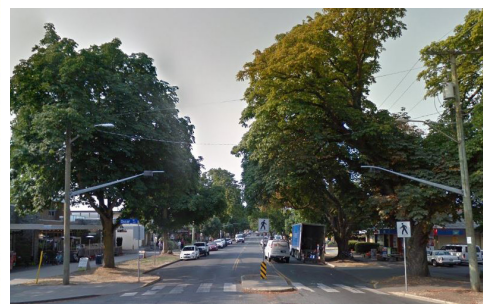
Cook Street Village is a beloved destination for Fairfield residents and many others across the region, due to its unique collection of shops, cafes, services and proximity to parks and waterfront. The unique and highly cherished character and identity of Cook Street Village is defined principally by the mature horse chestnut trees with their large and lush canopies and the generous boulevard they are planted within; the diverse mix of pedestrian oriented shops, restaurants and cafes that line and spill out onto the sidewalk/boulevard and the vibrant street life that results. The street network and block structure in the village are also unique physical characteristics of the Village: The T-intersections provide opportunities for terminating vistas and sunlight penetration, and the slight curves in the street (chicanes) at either end of the village create natural gateways. Additionally, there is a desire to ensure a slow safe, comfortable and convenient environment for all modes of travel within and through the village to maintain and enhance its pedestrian orientation and character.



Mature boulevard trees and pedestrian vitality define the character and identity of the village



T-intersections are a unique characteristic of the village



Village gateways are defined by tree canopy, pedestrian crossings with medians, and slight deflection in street alignment at either end of the village

Design Principles

It is the intent of these guidelines that new buildings respond to the positive aspects of the existing and planned future context of Cook Street Village and support the following principles:

- Protect and renew the street tree canopy
- Maintain the sunny and open feeling of the streets
- Encourage a fine-grained expression of building frontages at the street level and upper storeys
- Encourage front patios, display areas, seating and other semi-private space in front of businesses
- Keep the eclectic, unique feel of the village
- Create a series of diverse and welcoming public spaces

General Guidelines

1. Context and Streetscapes

Intent: Achieve a sense of human-scale building façades which front Cook Street and which support the future healthy, lush and mature boulevard trees; provide space for patio dining and display areas; and allow for the penetration of sunlight.

- a. For new buildings fronting onto Cook Street, development proposals are required to assess and demonstrate incorporation of measures to support existing and future large canopy boulevard trees, and support other livability and built form objectives, through incorporation of a combination of ground floor setbacks and upper storey step-backs, as follows:
 - i. An average 2 metre setback (from the fronting property line) for the first storey
 - ii. An average 5 metre setback (from the fronting property line) after the second storey



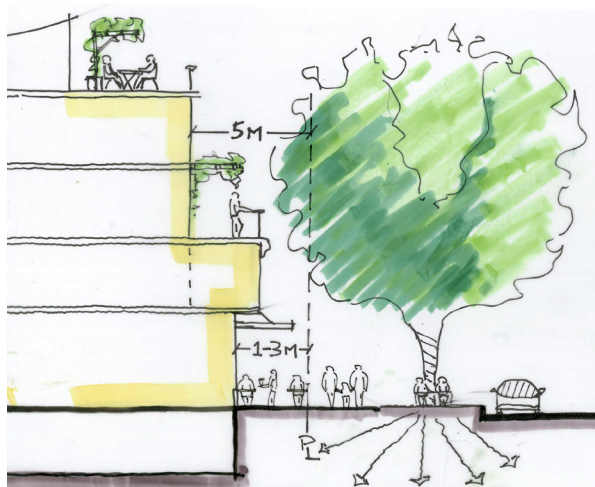
Shops and cafes spill out onto the sidewalk to create a vibrant streetscape environment



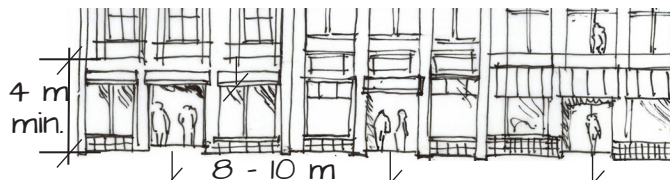
Street performance supported by generous sidewalk and boulevards.



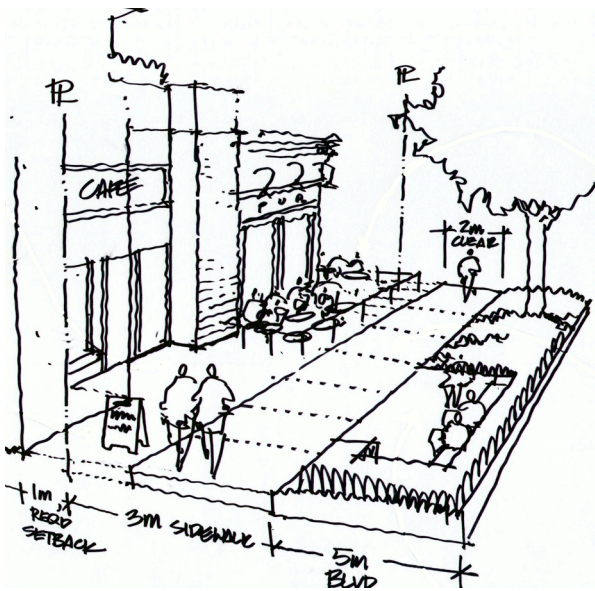
Development proposals are required to assess and demonstrate incorporation of measures to support existing and future boulevard trees in the village.



Site and design buildings to support healthy tree canopy and root growth



A maximum 8-10 m commercial entry spacing and 4 m minimum ground floor to ceiling height is desired.



Incorporate patio cafes, seating and other pedestrian oriented features

- iii. Setbacks from the property line for underground parking structures to support existing and future tree root growth to the satisfaction of the City Arborist
- iv. Development applications should include an arborist's report addressing any impacts on existing or future mature street trees, to the satisfaction of the City Arborist.
- v. A maximum building height of 4 storeys at 13.5 metres
- b. On flanking streets, incorporate a minimum 1 metre setback from the property line, and an additional upper level setback of 3 metres (from the property line) above the 3rd storey.
- c. Buildings should create "eyes on the street" and public spaces by orienting doorways, windows and balconies to overlook public streets, sidewalks, walkways, parks or plazas, and other open spaces.

2. Active Street Frontages

- a. The first storey of a mixed-use or commercial building should be designed with a minimum floor-to-ceiling height of at least 4m and a minimum depth of approximately 10 metres to accommodate a range of commercial uses.
- b. Buildings with commercial uses at grade should be designed with a series of modulated storefronts and entrances, with transparent glazing. This strategy should be used even where a building contains a larger commercial space. Maintain a pattern of shop front modules and entry spacing of generally 8-10 metres
- c. Buildings are encouraged to incorporate varying setbacks, with portions of the front façade set back further, up to 3m from the property line, to accommodate features such as patios, seating or courtyard areas.

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

e. Commercial patio spaces should be designed to be welcoming and accessible to people with diverse abilities

f. Built elements of commercial patios should be compatible in material and design with the overall building as well as the streetscape context.

g. For patio and display areas, consider use of pavement patterns and/or textures which distinguish these areas from the public sidewalk.



Incorporate active and attractive building fronts and streetscape elements into building design

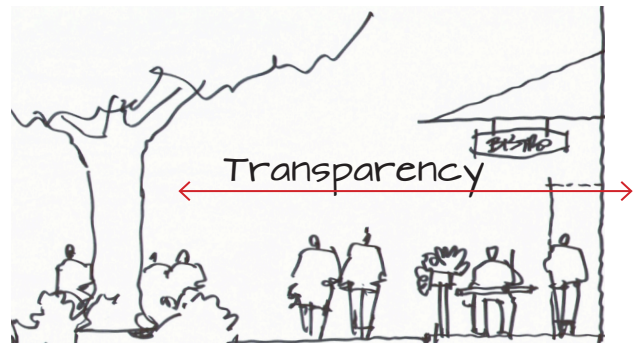
3. Building Design

Building façades, especially those facing streets, should be well-designed and articulated with human-scale architectural features that create visual interest for pedestrians. Facade designs should consider the rhythm and pattern of existing building façades and architectural elements in the surrounding context, such as building articulation, roof-lines, window placement, entryways, canopies and cornice lines, while creating a diversity of design to enhance the eclectic look and feel of the village.

a. Large expanses of blank walls should be avoided. Where this is not possible, design treatments such as vertical plant materials, landscaping, art (e.g. mosaic, mural or relief) or the use of other building materials and building elements are encouraged to add visual interest.

b. Weather protection for pedestrians should be provided in the following manner:

- i. Individual canopies or awnings of sufficient depth should be provided to protect pedestrians from inclement weather, especially at building entrances.
- ii. The underside of canopies should be illuminated.



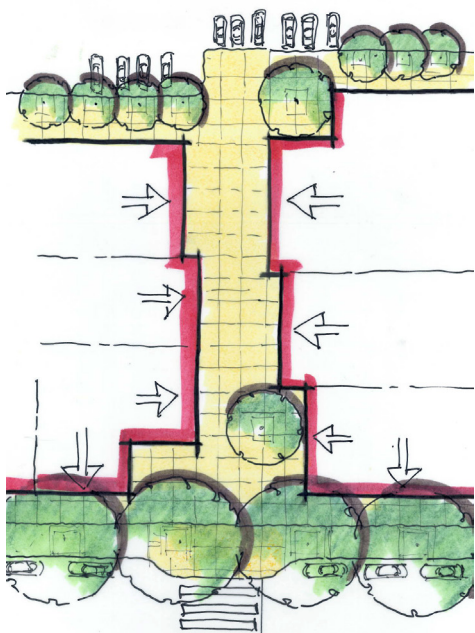
Incorporate transparent shop fronts with weather protection and pedestrian oriented signage and lighting to support pedestrian activity



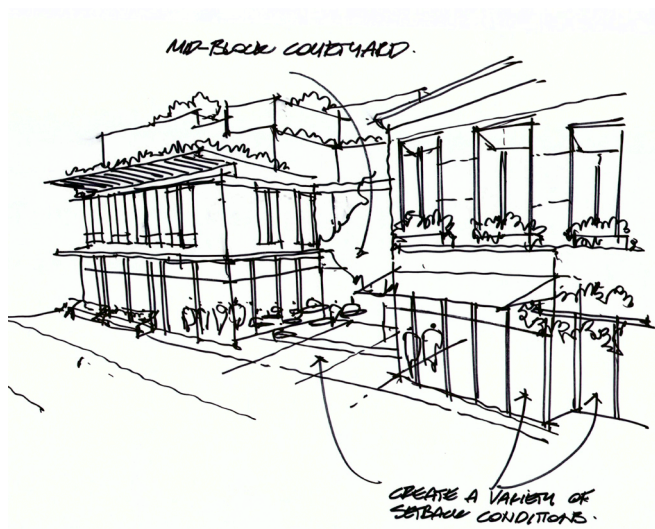
Large areas of glazing, canopies and sidewalk cafes, and upper storey balconies over looking the street help support village vitality.



Incorporate courtyards, pedestrian pass-throughs and architectural features at terminating vistas created by t-intersections.



Mid-block courtyards and pedestrian pass-throughs enhance the pedestrian amenity and connectivity of the village (above and below).

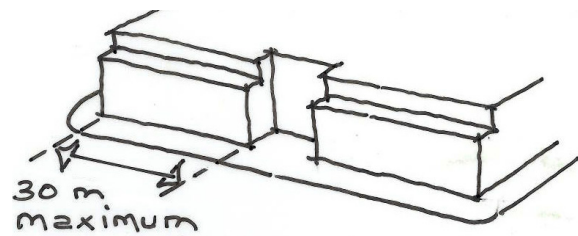


- iii. Canopies with translucent or frosted glazing are encouraged to maximize winter sunlight, particularly for north-facing façades.
- iv. Incorporate pedestrian-oriented signage and lighting
- c. Building design should respond to corner sites and terminating vistas at T-intersections
 - i. For buildings located on a corner, the corner design should include an architectural feature that addresses and emphasizes the corner. Strategies to achieve this include but are not limited to a chamfered or setback corner, prominent glazing, or a primary building entrance oriented to the corner.
 - ii. Building design should emphasize and positively respond to terminating vistas created by T-intersections by incorporating pedestrian oriented features such as entryways, seating areas, court yards and patio cafes, and architectural features such as projecting bays and balconies, building modulation, and distinct roof lines.
 - iii. Consider unique roof-lines for taller buildings that have a visually prominent location (e.g. at corners, or at terminating vistas of streets, or at gateways) in order to create a distinct landmark.
- d. A diversity of building forms and designs are encouraged along Cook Street to celebrate and enhance the eclectic look and feel of the street and create a diverse expression and visual interest along the street.
- i. Incorporate façade modulation and articulation, and encourage varied heights and massing between buildings, to create visual interest and avoid uniformity of buildings within the village
- e. Incorporate mid block pedestrian pass-throughs and courtyards where appropriate with active frontages to help break up the mass of larger buildings, provide increased retail frontage and enhanced east-west pedestrian connectivity.

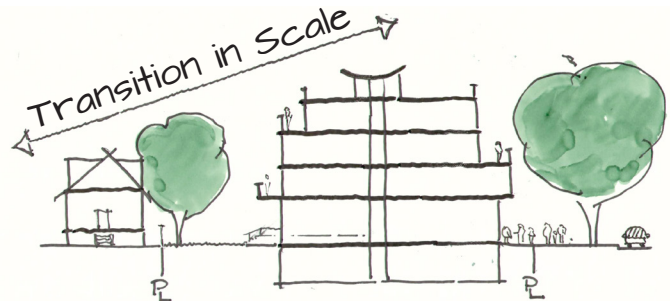
f. For larger buildings, break up the mass through articulation, changes in plane, and changes in material that correspond to changes in plane.

i. Incorporate a substantial break in the façade of buildings with frontages over 30m in length

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



Incorporate a substantial break in the façade for frontages over 30m in length.



Design for sensitive transition in scale to adjacent, less intensive buildings.

4. Parking

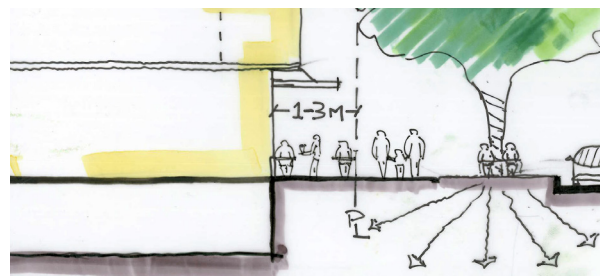
a. Parking should be located underground or to the rear of buildings to provide human scale pedestrian environments. Where rear yard surface parking is proposed, building designs and landscaping interventions should be employed so that parking is integrated into sites in a manner that results in an attractive and safe environment.

b. To improve the continuity of the Cook Street Village streetscape, driveway access to rear parking and loading areas should be accessed from side streets or laneways where possible.

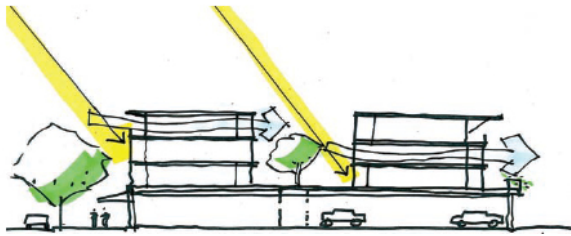
c. Parking and underground structures should be set back from the property line to allow for healthy root zones to support current and future mature street trees.



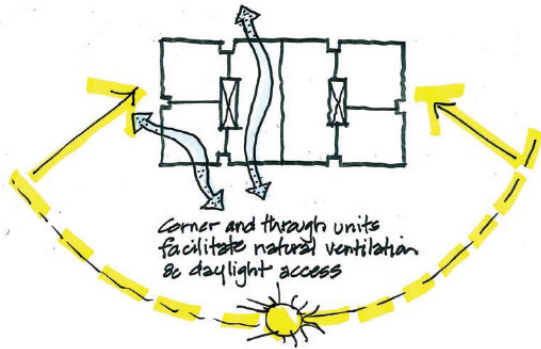
Plantings and special pavers soften the look of this rear yard parking area.



Locate underground parking structures to support healthy root zones.



Courtyard type buildings create opportunities for incorporating outdoor amenity spaces and residential units with daylight and natural ventilation on at least two sides.



Roof top patios increase amenity and livability for both residential uses (above) and commercial uses (below).



5. Livability

a. Where two or more buildings are located on a single site, or where a single structure contains two or more building elements above a common base or podium, a comfortable separation space should be provided for residential units, with consideration for window placement, sunlight penetration to residential units, and adequate spaces for landscaping.

b. Residential building designs are strongly encouraged to include common outdoor space such as landscaped courtyards, rooftops, or upper-storey terraces, where possible.

c. Buildings with residential use should be designed so that units receive daylight and natural ventilation from at least two sides of the building, or from one side and a roof. Where possible, provide dwelling units with a choice of aspect: front and back, or on two sides (for corner units).

d. As a means to improve privacy between adjacent buildings, consider design solutions such as window size, window height, window placement and orientation, exterior landscaping, privacy screens or the use of frosted glazing on balconies.

e. Pedestrian walkways that connect the primary entrance of multi-unit residential or commercial buildings with the adjacent public sidewalk should be a minimum of 2 m wide and distinguishable from driving surfaces by using varied paving treatments.

f. Mitigate noise impacts on residential uses and adjacent properties from commercial uses, loading, vents and mechanical equipment through sensitive location of loading areas, vents and mechanical equipment, landscape screening and sound barriers where necessary.

6. Materials and Finishes

a. Exterior materials that are high quality, durable, natural and capable of withstanding a range of environmental conditions throughout the year are required, particularly on lower portions of buildings that are more closely experienced by pedestrians. High quality building materials include but are not limited to:

- Natural wood
- Composite materials
- Brick masonry
- Glazed tile
- Stone
- Concrete
- Flat profile “slate” concrete tiles
- Glass and wood for window assemblies
- Standing seam metal roofing

b. Light-coloured, heat reflective and permeable paving materials are encouraged for hard surfaces such as parking areas, walkways, patios and courtyards as a means to reduce storm water run-off and reduce heat-island effects. Light-coloured or heat reflective materials are also encouraged for rooftops to reduce heat island effects.

c. Landscape design should consider the local climate and water efficiency through species selection, including selection of drought-tolerant species, efficient irrigation systems or design of unirrigated landscapes, use of run-off for irrigation, presence of rain gardens and other approaches.

d. The location of driveways and drive aisles should strive to preserve existing canopy trees or provide opportunities for new canopy trees within the boulevard by maintaining sufficient planting spaces.

e. Site design should integrate features to mitigate surface runoff of stormwater, and stormwater impacts on neighbouring sites. This may include a variety of treatments (e.g. permeable paving, landscape features designed for rainwater management, cisterns or green roofs, and/or other approaches) which are consistent with approved engineering practices and other city policies.

f. Consider features in landscaping or open space that add to sociability, such as shared areas to sit, garden plots, play areas, balconies fronting courts, etc.

7. Landscaping and Open Space

a. Buildings that include residential units should include private open space (e.g. balconies, porches) and/or easily accessed shared open space in the form of courtyards, green spaces, terraces, yards, play areas or rooftop gardens.

b. The rear yard of multi-unit or mixed-use buildings adjacent to lower scale residential development should provide landscaping and trees that mitigate the appearance of massing and contribute to a transition in scale.



Revitalization Guidelines for Corridors, Villages and Town Centres

2019

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Revitalization Guidelines for Corridors, Villages and Town Centres

Preamble:

These guidelines apply to designated Corridors, Villages and Town Centres and are intended to supplement the *Design Guidelines For: Multi-Unit Residential, Commercial and Industrial, July 2012* which address form and character of developments across the city.

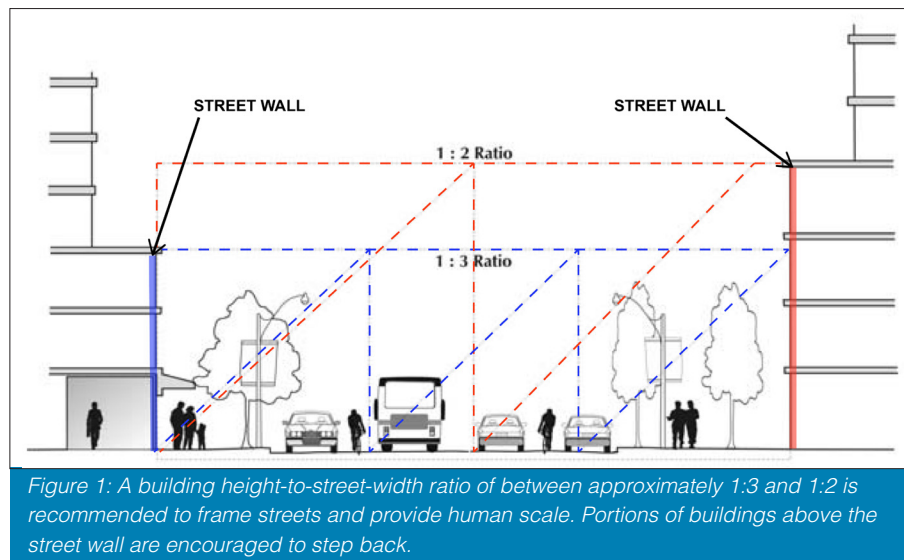
It is intended that both guideline documents will be considered together in conjunction with other applicable guidelines noted in each designated development permit area as detailed in the *Official Community Plan*. Collectively, the guidelines are intended to guide applicants in achieving new development and additions to existing buildings that result in design excellence, livability, and high-quality pedestrian environments. This is intended to contribute to sense of place and urbanism that is responsive to Victoria's context, while enabling flexibility and fostering creativity.

All visuals in this document are provided for illustrative purposes only to support description of the guidelines.

General Guidelines

1) Context and Streetscapes:

- a. Buildings flanking streets should create a sense of enclosure and human scale. To achieve this, buildings fronting streets should provide a “street wall” that is at a height approximately 1/2 to 1/3 the width of the flanking street. This can be expressed as a street-wall-to-street-width ratio range of approximately 1:2 to 1:3. For buildings located on corner sites, this principle should be applied to the facades facing both streets where possible.



- b. To mitigate the visual impact of building height and to maximize sunlight exposure to the street, the upper portions of buildings above the street wall should be set back by at least two metres.
- c. Where an established pedestrian-friendly street wall exists, the front facade of new buildings should be generally aligned with adjacent buildings to create visual continuity along the streetscape.
- d. Buildings with commercial uses at grade should generally be built up to the sidewalk. Portions of the front facade may be set back from the front property line to accommodate features such as patios, courtyards or seating areas.
- e. Buildings should create “eyes on the street” and public spaces by orienting doorways, windows and balconies to overlook sidewalks, walkways, parks and other open spaces.
- f. Consider unique rooflines for taller buildings that have a visually prominent location (e.g. at corners, or at terminating vistas of streets) in order to create a distinct landmark.

2) Building Design:

- a. Building facades, especially those facing streets, should be well-designed and articulated with human-scale architectural features that create visual interest for pedestrians. Facade designs should consider the rhythm and pattern of existing building facades and architectural elements in the surrounding context, such as building articulation, rooflines, window placement, entryways, canopies and cornice lines.
- b. Large expanses of blank walls should be avoided. Where this is not possible, design treatments such as vertical plant materials, landscaping, art (e.g. mosaic, mural or relief) or the use of other building materials and building elements are encouraged to add visual interest.
- c. Weather protection for pedestrians should be provided in the following manner:
 - a) Individual canopies or awnings of sufficient depth should be provided to protect pedestrians from inclement weather, especially at building entrances.
 - b) The underside of canopies should be illuminated.
 - c) Canopies with translucent or frosted glazing are encouraged to maximize winter sunlight, particularly for north-facing facades.
- d. For buildings located on a corner, the corner design should include an architectural feature that addresses and emphasizes the corner. Strategies to achieve this include but are not limited to a chamfered or setback corner, prominent glazing, or a primary building entrance oriented to the corner.
- e. The first storey of a mixed-use or commercial building should be designed with a minimum floor-to-ceiling height of at least 4m and a minimum depth of approximately 10 metres to accommodate a range of commercial uses.
- f. Buildings with commercial uses at grade should be designed with a series of modulated storefronts and entrances, with transparent glazing. This design strategy is encouraged even where the building has a single tenant or use.
- g. Buildings that extend along sloping sites should be designed to follow and respond to the natural topography while maintaining a strong relationship of facades and building entrances to the street. Where retaining walls are unavoidable, they should be designed to ensure that they do not negatively impact the pedestrian experience along adjacent sidewalks.



Figure 2: Modulated, transparent storefronts create interest for pedestrians and encourage activity along the street.

3) Parking:

- a. Parking should be located underground or to the rear of buildings to provide human scale pedestrian environments. Where rear yard surface parking is proposed, building designs and landscaping interventions should be employed so that parking is integrated into sites in a manner that results in an attractive and safe environment.

4) Livability:

- a. Where two or more buildings are located on a single site, or where a single structure contains two or more building elements above a common base or podium, a comfortable separation space should be provided for residential units, with consideration for window placement, sunlight penetration to residential units, and adequate spaces for landscaping.
- b. Multi-unit buildings should be designed to provide a sensitive transition in scale to adjacent, smaller developments through considerations for massing and other design features. Strategies to achieve this may include but are not limited to setting upper storeys back, varying roof lines, siting or scaling buildings to reduce shading, etc.
- c. Residential building designs are strongly encouraged to include common outdoor space such as landscaped courtyards or rooftops, where possible.
- d. Buildings with residential use should be designed so that units receive daylight and natural ventilation from at least two sides of the building, or from one side and a roof. Where possible, provide dwelling units with a choice of aspect: front and back, or on two sides (for corner units).
- e. Residential buildings located along busy arterial streets should incorporate design features that minimize noise and pollution impacts (e.g. triple-pane glazing, residential units oriented towards courtyards, design of residential units with multiple orientations or side orientations, and building air intakes located away from the road).
- f. As a means to improve privacy between adjacent buildings, consider design solutions such as window size, window height, window placement and orientation, exterior landscaping, privacy screens or the use of frosted glazing on balconies.
- g. Pedestrian walkways that connect the primary entrance of multi-unit residential or commercial buildings with the adjacent public sidewalk should be a minimum of 2 m wide and distinguishable from driving surfaces by using varied paving treatments.

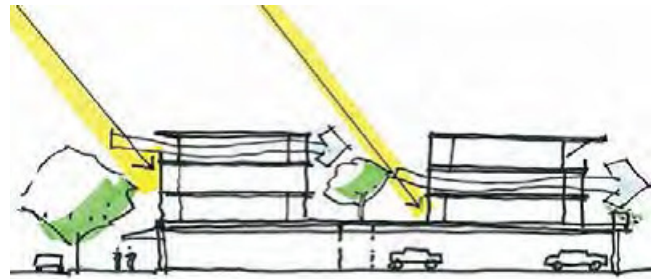


Figure 3: Comfortable separation space allows for sunlight access to individual units and outdoor spaces.

5) Materials and Finishes:

- a. Exterior materials that are high quality, durable and capable of withstanding a range of environmental conditions throughout the year are strongly encouraged, particularly on lower portions of buildings that are more closely experienced by pedestrians. High quality building materials include but are not limited to:
 - Natural wood
 - Composite materials
 - Brick masonry
 - Glazed tile
 - Stone
 - Concrete
 - Flat profile “slate” concrete tiles
 - Glass and wood for window assemblies
 - Standing seam metal roofing
- b. Light-coloured, heat reflective and permeable paving materials are encouraged for hard surfaces such as parking areas, walkways, patios and courtyards as a means to reduce storm water run-off and reduce heat-island effects. Light-coloured or heat reflective materials are also encouraged for rooftops to reduce heat island effects.

6) Landscaping and Open Space:

- a. Buildings that include residential units should include private open space (e.g. balconies, porches) or easily accessed shared open space in the form of courtyards, green spaces, terraces, yards, play areas or rooftop gardens.
- b. The rear yard of multi-unit or mixed-use buildings adjacent to lower scale residential development should provide landscaping and trees that mitigate the appearance of massing and contribute to a transition in scale.
- c. Landscape design should consider the local climate and water efficiency through species selection, including selection of draught-tolerant species, efficient irrigation systems or design of unirrigated landscapes, use of run-off for irrigation, presence of rain gardens and other approaches.
- d. Consider features in landscaping or open space that add to sociability, such as shared areas to sit, garden plots, play areas, balconies fronting courts, etc.

Area-Specific Guidelines

In addition to the General Guidelines, the following guidelines apply to each specific designated area.

1) Town Centres

a. Mayfair Town Centre

- i. Taller buildings should generally be focused in the western part of the site, near Douglas Street.
- ii. Design taller buildings to have a clear architectural distinction between the base (podium or street wall portion), middle and upper portion of the building.
- iii. The podium base or street wall portion of buildings are encouraged to be three to five storeys (approximately 10–15 m) in height.
- iv. Major redevelopment of the Mayfair Shopping Centre should incorporate an internal network of pedestrian-friendly streets and connections between Speed Street, Nanaimo Street and Oak Street in order to create a structure of city blocks and to support permeability for pedestrians, cyclists and vehicles.
- v. Building design should emphasize Douglas Street as the primary retail street of the Mayfair Town Centre. However, building designs should not “turn their back” on adjacent streets. Instead, provide facades that address all street frontages and are consistent with the General Guidelines for Building Designs (SECTION 2).
- vi. Building design that results in a landmark expression is encouraged at the intersection of Douglas and Finlayson Streets.
- vii. The tower portions of buildings above six storeys in height should generally be sited and designed to maintain access to sunlight, with a sufficient face-to-face separation distance between towers on the same site, and a sufficient clear distance to lot lines abutting other developable parcels. A desired face-to-face separation distance for towers at the Mayfair Shopping Centre site (the area bounded by Douglas Street, Nanaimo Street, Blanshard Street and Tolmie Avenue) is 25 metres.

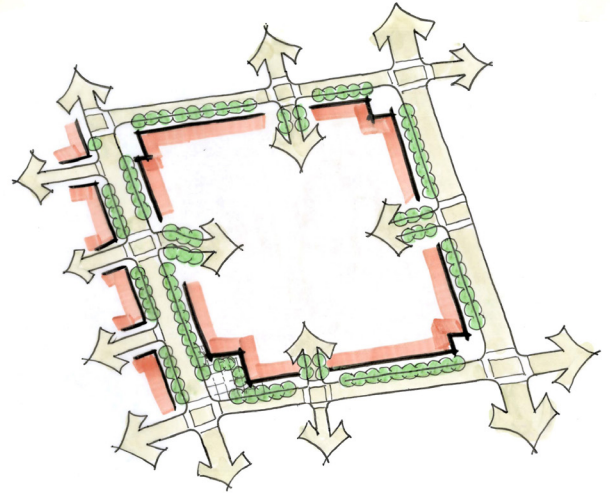


Figure 5: Major redevelopment of the Mayfair Shopping Centre site should establish an internal block structure connecting to adjacent streets.

2) Villages

a. Gorge at Irma Village

- i. Development within this village should create multiple smaller storefronts facing Gorge Road and turning the corner onto Irma Street to support a variety of neighbourhood-oriented commercial uses.

b. Craigflower Village

- i. Craigflower Village is envisioned as a neighbourhood-serving area with smaller storefronts, facades activating street or park edges regardless of use, and with scale transitioning to the adjacent neighbourhood. To achieve this:
 1. Buildings with commercial uses at grade should feature frequent entries and smaller storefront modules. A maximum distance of 10 metres for each module should be maintained.
 2. Between Raynor Street and Russell Street, new buildings should be sited close to the sidewalk's edge, regardless of use. Greater setbacks are encouraged where they accommodate residential or commercial patios or porches.

c. Catherine at Edward Village

- i. Buildings fronting along Catherine Street between Edward Street and Langford Street are encouraged to establish a consistent streetwall close to the sidewalk's edge, regardless of use, with individual entries on the ground floor. Greater setbacks are encouraged where they accommodate residential or commercial patios or porches.
- ii. Features which activate the frontage (e.g. glazing along the ground floor, entries, patios or porches, and windows or balconies providing for surveillance of the public realm) should wrap around the corner to activate the laneway (Bella Street) as a pedestrian or gathering space and provide for surveillance.
- iii. Establish sensitive transitions to adjacent lower-scale residential development, considering building massing, access to sunlight, privacy, and landscape.

d. Westside Village

- i. The section of Wilson Street stretching from its intersection at Bay Street and running east along the edge of Vic West Park is envisioned as an important gathering area. In addition to the General Guidelines, development in this area should provide frequent entries and be set back to provide sufficient space for pedestrian circulation, patio dining and street furniture along the Wilson Street frontage.

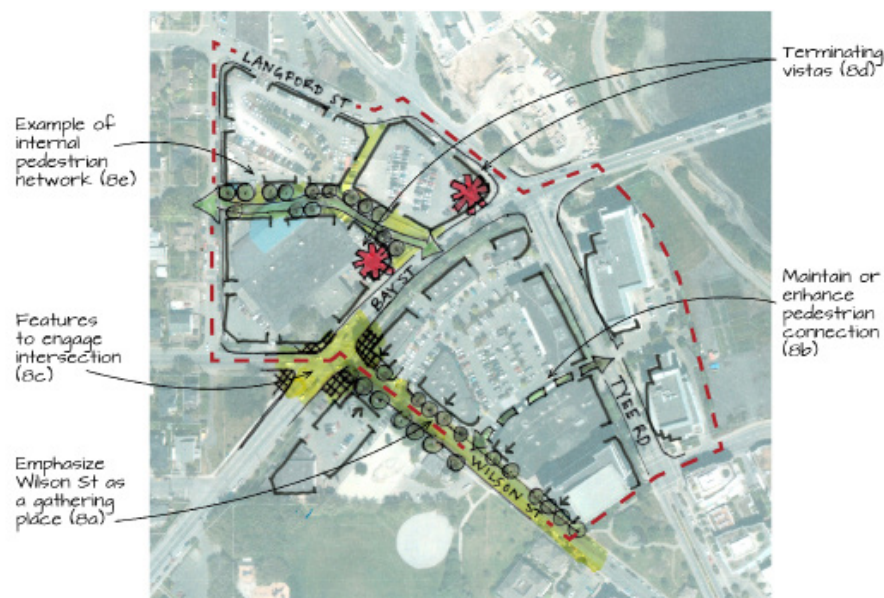


Figure 6: Conceptual illustration for Westside Large Urban Village.

- ii. With new development, maintain or enhance the pedestrian connection that links Tyee Road to Wilson Street through the site as illustrated conceptually in Figure 6.
- iii. Buildings fronting on the Wilson Street – Bay Street intersection should engage the intersection with corner entries, enhanced pedestrian treatments or small plazas.
- iv. Buildings at the two identified terminating vistas on the west side of Bay Street, identified in Figure 6, should create a distinct landmark consistent with the General Guidelines.
- v. With redevelopment of the block west of Bay Street, new development is encouraged to create an internal pedestrian and/or road network linking the neighbourhood to the west, Bay Street, and Langford Street. (See, for example, conceptual illustration in Figure 6.)
- vi. In order to transition sensitively to the neighbourhood to the west, buildings fronting Alston Street should establish a streetwall of no more than 3 storeys as viewed from Alston Street, with modest landscape setbacks, architectural design and features (such as windows and doors) which activate the public realm.
- vii. Langford Street between Alston Street and Tyee Road is envisioned as an opportunity to establish a physical environment accommodating a mix of employment uses, possibilities for artisan, production, and similar uses mixed with pedestrian activity. Buildings fronting Langford Street are encouraged to be designed with frequent entries, individual storefront modules, and features such as roll-up doors or loading bays which can accommodate a variety of uses.
- viii. See also Supplementary Guidelines for Light Industrial Uses in Victoria West Corridors and Villages (section 11 of these Guidelines), if such uses are anticipated.

e. **Fairfield Plaza**

Key Principles for site layout

- i. Transitions to the surrounding lower-scale residential neighbourhood should occur on site. Strategies to achieve this include: a landscaped setback space; tree planting and other vertical landscape elements; building setbacks, massing and/or stepbacks that result in sensitive transitions from existing development and avoid shading adjacent yards; the location of windows and balconies to avoid overlook and respect privacy; and screening of any mechanical equipment.
- ii. The site should include a public plaza is intended to be a focal point of the village and neighbourhood to support community gathering. This will be accomplished through the appropriate provision and placement of publicly-accessible seating, large canopy trees, a combination of hard and soft landscaping, use of high quality materials, and other elements that foster rest, play, shade and social activity, (e.g. a play structure for children, water feature, etc.). The plaza space should integrate well with adjacent storefronts and patio seating, provide clear visual and pedestrian connections to the surrounding street and open space network, and consider access to sunlight, especially during colder months.

Blue text is the proposed additional content for Design Guidelines



Fig 8. Example of a public gathering space and pedestrian-oriented buildings supporting small business.

iii. The site should incorporate a publicly accessible internal [circulation](#) network with clear visual and pedestrian connections to the surrounding street and open space network. [Internal automobile circulation](#) should be designed as a publicly accessible, pedestrian-friendly street network with sidewalks and street trees. [Back-of-house](#) uses such as truck access and loading should be located to the rear of buildings. The internal circulation network should provide safe and comfortable access for people arriving by bicycle, mobility device, or active transportation, from the entry of the site to parking and shopping destinations.

iv. New buildings should be located and designed to minimize shadowing impacts on adjacent buildings.

1. To this end, taller building forms should be located to the south and east portion of the site and be articulated to break up their massing.
2. Shadow studies will be required at the time of development permit application showing shadow impacts of proposed development at the following times:
 - fall equinox: 9:00 am; 12:00 pm and 5:00 pm
 - spring equinox: 9:00 am; 12:00 pm and 5:00 pm
 - summer solstice at 9:00 am; 12:00 pm and 5:00 pm

v. Buildings should be located along and oriented to internal and external streets, [pedestrian network](#), and public spaces.

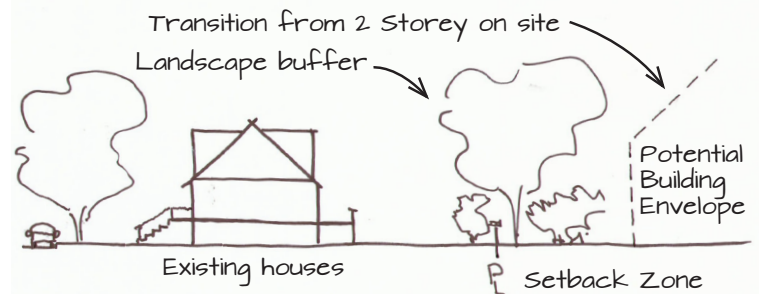


Figure 7. Strategies to achieve a sensitive transition include a setback, landscape transition, and building envelope.

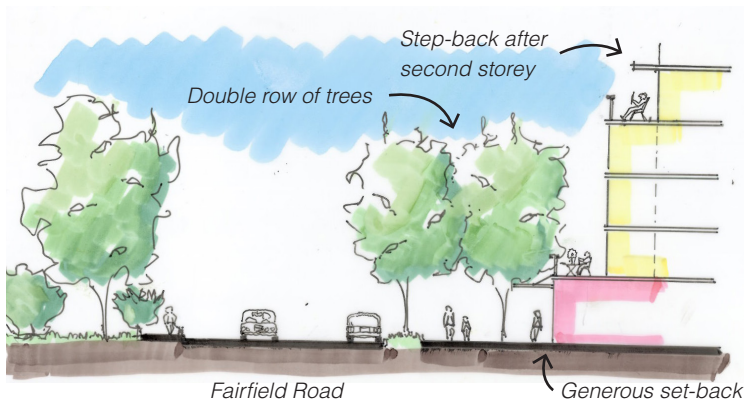


Fig 9. Strategies to establish a friendly face to Fairfield Road and a sensitive transition to the heritage-designated Ross Bay cemetery include generous pedestrian spaces, buildings with smaller modulated shopfronts with extensive glazing and frequent entries, an upper-floor step-back, and a double row of trees relating to the greenspace across the street.

vi. Ensure a sensitive transition/interface with Fairfield Road and the heritage-designated Ross Bay Cemetery. Strategies to achieve this include:

1. Building setbacks and step-backs which create a lower-scale interface with the public sidewalk, provide for generous pedestrian spaces, and provide above-ground and below-ground spaces for mature canopy trees and their root zones.
2. Incorporate canopy street trees and other landscape features which present a soft, green interface when viewed from the street and Ross Bay Cemetery. In particular, a double row of street trees is encouraged to create a green transition zone between new buildings and the cultural landscape of Ross Bay Cemetery.

vii. Open spaces associated with development are not envisioned to include large areas of surface parking. Therefore, off-street surface parking lots are discouraged and should be avoided. Provision of accessible parking and [limited](#) convenience parking for customers is encouraged at grade, integrated with internal street network as on-street parking. Longer-term and residential parking is encouraged to be wholly or partly underground.

viii. The design and placement of buildings and landscape should establish a sensitive transition to adjacent parks and natural open spaces. Strategies to achieve this include setbacks, establishing a landscaped edge, respecting the root zones of adjacent trees, and minimizing other identified impacts on ecologically sensitive areas and natural features.

ix. Mitigate noise impacts on [residential uses and](#) adjacent properties from commercial uses, loading, [vents and mechanical equipment](#) through sensitive location of loading areas, [vents and mechanical equipment](#), landscape screening and sound barriers where necessary.

Guidelines for Design of Buildings and Public Realm

x. Ensure a lively pedestrian environment along Fairfield Road, along internal streets, and fronting onto plaza and public spaces, with specific considerations for the following objectives:

1. Create a series of smaller storefront modules oriented to streets and public spaces, including the plaza space, with frequent entries, generous amounts of transparent glazing, and spaces for pedestrians, displays or patio seating. [A maximum entry spacing of 10 metres is desired.](#)
2. Create generous pedestrian spaces along Fairfield Road.
3. Incorporate seating, furnishings and landscape features that create comfort for visitors
4. Use durable, natural materials for hardscape features.
5. Support on-street parking along both public and internal streets to provide a buffer between traffic and pedestrians, slows traffic, and supports business.

xi. Support urban tree canopy by incorporating tree planting into open spaces, including the plaza space, along the [internal circulation network](#), as well as within setback areas adjacent to existing lower-scale residential areas.

xii. Integrate features to mitigate surface runoff of stormwater and stormwater impacts on neighbouring sites. This may include a variety of treatments (e.g. permeable paving, landscape features designed for rainwater management, cisterns or green roofs, and/or other approaches) which are consistent with approved engineering practices and other city policies and appropriate to soil conditions.



Fig 10. Example of development oriented towards an internal street using quality built and landscape materials.

f. Five Points Village

- i. Site and set back buildings in order to create a minimum 3.6 metres between building façade and curb, in order to accommodate space for street tree planting, in conjunction with a publicly accessible sidewalk having a minimum clear zone of 2m. The ground floors of buildings are encouraged to be set back further, up to an additional 3m, along portions of their façade to incorporate patios, seating and display areas.

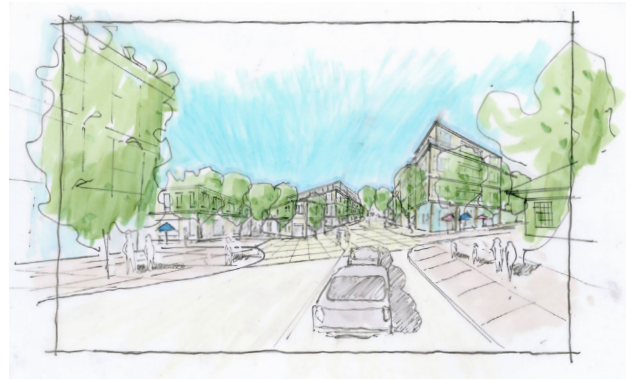


Fig 11. Conceptual illustration of Five Points Village

3) Corridors

a. Douglas-Blanshard Corridor

- i. In the Humber Green area between Douglas and Blanshard Streets, residential units are encouraged to be oriented to inner courtyards or quieter interior streets to mitigate noise impacts from adjacent arterial traffic. However, building designs should not “turn their backs” to Douglas and Blanshard Streets. Instead, provide facades that address all street frontages and are consistent with the General Guidelines for Building Designs (SECTION 2).

b. Gorge Road East Corridor

- i. Redevelopment along Gorge Road East should consider site planning and building massing to preserve and enhance view corridors looking south from Balfour Street and Carroll Street toward the Olympic Mountains.

c. Core Songhees Employment Corridors

The following guidelines apply to the area bounded by Alston Street, Tyee Road, and Langford Street, as well as lands fronting directly onto Langford Street between Alston Street and Tyee Road. These areas contain existing employment uses and are intended to accommodate future employment uses mixed with, or transitioning to, residential uses.

- i. In order to sensitively transition to the lower-scale residential areas to the west, buildings fronting Alston Street should establish a streetwall of no more than 3 storeys as viewed from Alston Street, with modest landscape setbacks, architectural design and features (such as windows and doors) which activate the public realm.
- ii. The design of buildings fronting onto the south side of Tyee Road should mitigate impacts on residential development across the street, considering massing and access to sunlight, given changes in elevation on these sites.
- iii. Langford Street between Alston Street and Tyee Road is envisioned as an opportunity to establish a physical environment accommodating a mix of employment uses, possibilities for artisan, production, and similar uses mixed with pedestrian activity. Buildings fronting Langford Street are encouraged to be designed with frequent entries, individual storefront modules, and features such as roll-up doors or loading bays which can accommodate a variety of uses.
- iv. See also Supplementary Guidelines for Light Industrial Uses in Victoria West Corridors and Villages (section 11 of these Guidelines), if such uses are included.

d. Esquimalt Road Corridor

- i. New development within the corridor and located between Mary Street and Victoria West Park should be designed to respect the public view corridors identified from Catherine Street at Edward Street, and from Mary Street at Henry Street, looking south to the Olympic Mountains, by considering the location, siting, massing and design of new development.
- ii. Uses along the south side of Esquimalt Road which are adjacent to the (future) E&N Rail Trail should provide for active frontages facing the trail, with entries, transparent glazing, and upper floor windows or balconies which provide for “eyes on the trail.” Pedestrian areas with a mix of hard and soft landscaping should be provided adjacent to the trail and delineated from the portion of the trail which is for active movement.
- iii. Development adjacent to the intersection of Esquimalt Road and Dominion Road should help create a gateway recognizing the transition between Esquimalt and Victoria.
- iv. Buildings fronting onto Dundas Street, or other streets where they are located across from Traditional Residential development, should transition sensitively across the street. Strategies to achieve this include emphasizing front yard landscaping, individual unit entries, and streetwall height.
- v. Buildings located adjacent to lower-scale residential development should transition sensitively to that development, considering building massing, access to sunlight, privacy, and landscape.

4) Supplementary Guidelines:

a. Light Industrial Development in Victoria West Corridors and Villages

Context and Intent: The Victoria West neighbourhood is a mixed neighbourhood of largely residential, commercial and mixed uses with pockets of light industrial uses in specific corridors. These light industrial areas accommodate employees and customers, interface with public spaces such as streets and trails, are found adjacent to or across the street from residential or commercial areas, and may contain a mix of uses. Therefore, it is important that care be taken in designing light industrial development to provide a positive environment for users, to minimize impacts on adjacent non-industrial development, and to support the pedestrian environment and public realm.

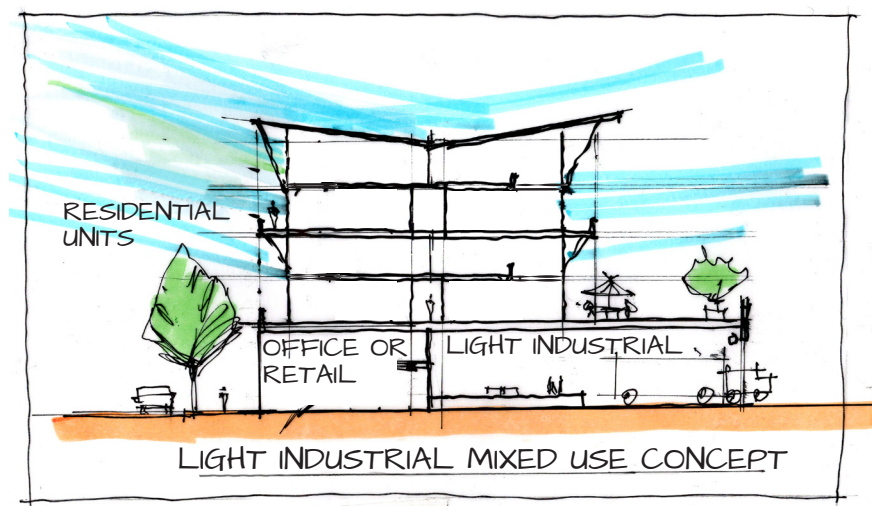


Figure 12: Example of a light industrial and residential mixed use building, showing how residential units might be set back from the loading areas.

In addition to the General Guidelines, the following additional guidelines apply to any development which permits a light industrial use:

- i. Where development with an industrial use is located adjacent to or across the street from residential development, ensure a sensitive transition by:
 1. Screening any outdoor storage areas, work areas or loading areas, incorporating generous landscape where adjacent to residential uses. Where light industrial uses or loading are likely to generate noise, screening may include more substantial features (e.g. walls) which provide noise attenuation.
 2. Locating outdoor loading, work and storage areas away from adjacent residential uses.
 3. Providing sufficient building separation between light industrial uses and adjacent residential uses.
 4. Locating and screening ventilation and other equipment so as to minimize noise and visual impacts on residential uses.
- ii. In development which mixes light industrial uses with other uses (including commercial and residential uses), design should mitigate impacts of industrial uses on non-industrial uses. These impacts include but are not limited to noise, odours, glare and visual impacts of outdoor storage and activity. Strategies to achieve this include but are not limited to:
 1. Avoid residential overlook of loading areas or outdoor storage areas, through organization of building massing and orientation of windows and balconies.
 2. Incorporate methods for noise attenuation (e.g. triple-glazed windows; organization of building massing).
 3. Locate air intakes away from loading, circulation or work areas.



Design Guidelines for Attached Residential Development: Fairfield Neighbourhood

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Duplexes consist of two units, which may be organized side-by-side, front to back, or up-down. Depending on zoning, each unit may have a suite.



Houseplexes consist of multiple residences within a single structure, designed to be compatible with the surrounding neighbourhood and appearing similar in form to a large house.



Townhouses can be expressed in many forms. The ownership format may be stratified, rental, or fee simple. The photos above are examples of townhouses oriented to the street.



Stacked townhouses (above, left) allow for up-down units within a townhouse-style building. Each unit typically has its own access at grade, and ground-level units may provide accessible living. Some townhouse developments, where supported by zoning and city policy, may be organized in more than one row around a common courtyard (example above, right).

Design Guidelines for Attached Residential Development

Purpose

The purpose of these guidelines is to encourage high quality design that enhances neighbourliness and social vitality and creates a good fit with the existing neighbourhood.

Application

Attached Residential Developments can be designed in different forms (e.g. duplexes, townhouses or rowhouses which occur side-by-side; smaller multiplexes/houseplexes.) They can also be designed in different configurations, and may involve stacked units or more than one building on a site, which may be organized in more than one row where supported in plan policies and permitted by zoning. Units located at grade generally have direct access to outdoor space, while upper units may have direct access or shared entries.



Context

Victoria's Traditional Residential areas contain a variety of housing types, including single-detached houses as well as a mix of duplexes, multiplexes and townhouse style developments. Some areas have distinctive styles, having been built during a specific period often before World War 2 (particularly during a building boom in the early part of the 1900s), while others reflect a post-World War 2 character. Many areas display a variety of styles as lots infilled over the years, and houses range from simple bungalows and ranchers to larger mansions.

Most of Victoria's Traditional Residential areas are characterized by the presence of front and back yards, with tree-lined streets. An important proportion of Victoria's urban forest and tree canopy is found in Traditional Residential areas, both as street trees and on private property. These areas also display a diversity of topography which may include varied soil types and rock outcrops. Some fall within important ecosystems, such as Gary Oak meadow.

Another common element of Victoria's Traditional Residential neighbourhoods is that most (though not all) lots lack laneways, unlike other cities of a similar age in North America.

Victoria has embraced diversity within this context, with policies endorsing secondary suites, garden suites, the conversion of existing houses to multiple residences, and infill housing in the form of duplexes, townhouses and multiplexes. Many larger character houses have been successfully converted into multiple rental or strata residences.

Objectives

Site Planning: To site buildings in a manner that considers and maintains the pattern of landscaped front and back yards, that makes a positive contribution to the streetscape and that achieves a more compact residential building through increased "eyes on the street."

Orientation and Interface: A friendly face: To ensure new development is oriented and designed to enhance public streets and open spaces and encourage street vitality and safety

Building Form and Design: To achieve buildings of high architectural quality and interest with human-scale building proportions that are oriented towards and are compatible with the established streetscape character and pattern. Human scale refers to the use of architectural features, details and site design elements that are human proportioned and clearly oriented towards pedestrian activity.

Neighbourliness/Compatibility: To respond to the established form and architectural characteristics of surrounding buildings in order to achieve new buildings which are compatible with their context and minimize impacts on neighbours.

Mechanical Equipment and Service Areas: To site and screen mechanical equipment and service areas to minimize impacts on neighbours and the public realm.

Materials: To use materials which are high quality, weather gracefully, and contribute to the overall neighbourhood image.

Open Space Design: To enhance the quality of open space, support the urban forest, provide privacy where needed, emphasize unit entrances and pedestrian accesses, provide amenity space for residents, reduce storm water runoff, and to ensure that front and rear yards are not dominated by parking.

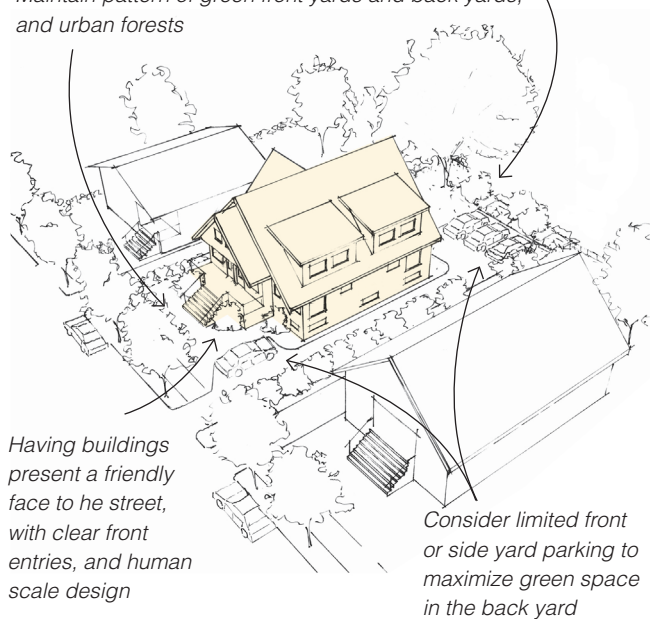
1) Site Planning

Objectives: To site buildings in a manner that considers and maintains the pattern of landscaped front and back yards, that makes a positive contribution to the streetscape and that achieves a more compact residential building form, while maintaining livability.

a. Building Placement

- i. Attached residential buildings should be designed parallel to the street with unit entrances oriented to, and directly accessed from the street. Both front and rear yards should be provided.
- ii. For properties that include buildings of heritage value (Heritage Designated or listed on the City's Heritage Register) alternative siting of new buildings or additions may be considered to facilitate heritage conservation.
- iii. For properties that include significant natural features (e.g. significant trees, topography, rocky outcrops), buildings and landscape should be sited and designed to respond to natural topography and protect significant natural features wherever possible. Strategies to achieve this include but are not limited to alternative siting or clustering of buildings to avoid disturbance of natural features, and clustering of parking to reduce pavement on the site. (See also Section 4)
- iv. Where townhouses are located on a corner lot, townhouses may be organized to face the flanking street. In this case, buildings should be sited and parking oriented to minimize the amount of the site dedicated to automobile circulation and parking, to support on-site soft landscape, and to support sensitive transitions to adjacent development. These developments may be designed with modest setbacks along the flanking street in order to maximize open space to the rear of units.

Maintain pattern of green front yards and back yards, and urban forests



Example of how townhouses might be organized on a corner lot to minimize curb cuts and provide for on-site open space.



Example of corner lot townhouse frontage incorporating landscape and amenity space (i.e. porch), achieving a friendly face to the street with limited setback.

- v. Some locations and lot sizes, as noted in local area or neighbourhood plans or other city policies, may permit developments sited in more than one building on a site (i.e. more than one row). This may include “courtyard townhouses” (townhouses which incorporate a central courtyard providing shared or private outdoor amenity space) or a main building at the front of the lot and a smaller building such as a coach house to the rear. For these developments, the following should be achieved:

1. Site planning should ensure that public streets are faced with dwelling units that have direct access to the ground and the public sidewalk;
2. Units located in the interior of lots should be designed with adequate separation from other buildings and have access to open space;
3. Vehicle access, parking and circulation should be integrated sensitively so it is not the dominant aspect of the development. See Section 1, vii for further guidance.
4. Dwelling units located in the interior of a site should have rear yard and side yard setbacks sufficient to support landscape and sensitive transitions to adjacent existing development and open spaces.
5. Sufficient building separation should be provided between buildings to maximize daylight and minimize shadowing and overlook.

Entrances to individual units clearly visible and accessible from adjacent public street or open space

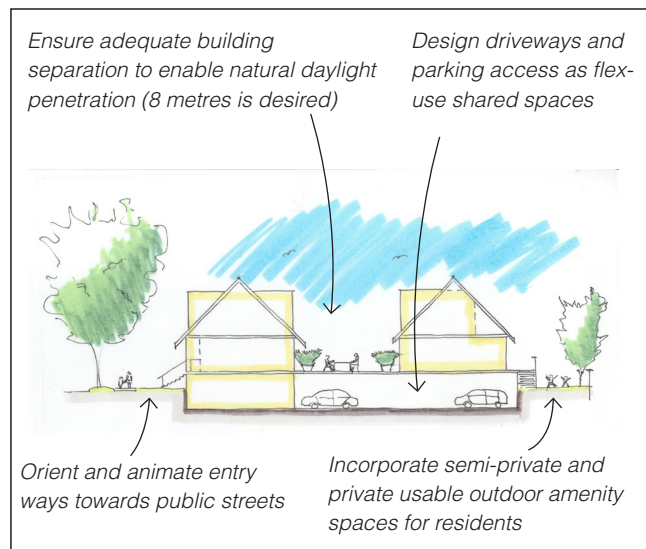
Orient both rows facing the street

Screen driveways and parking areas



Create an attractive pedestrian environment through landscaping, quality pavement, surveillance from windows, balconies and unit entries that are legible and welcoming

Ensure clear pedestrian access to rear units

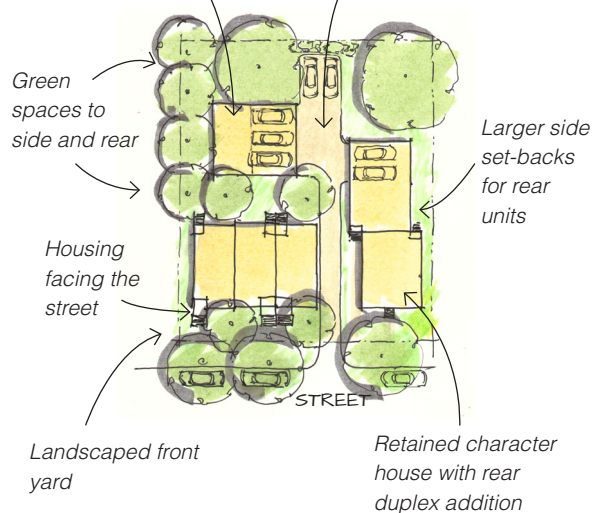


Illustrative examples of possible approaches to courtyard townhouse layout (illustration above and photo below)



Coach house above parking

Parking located to not overwhelm site

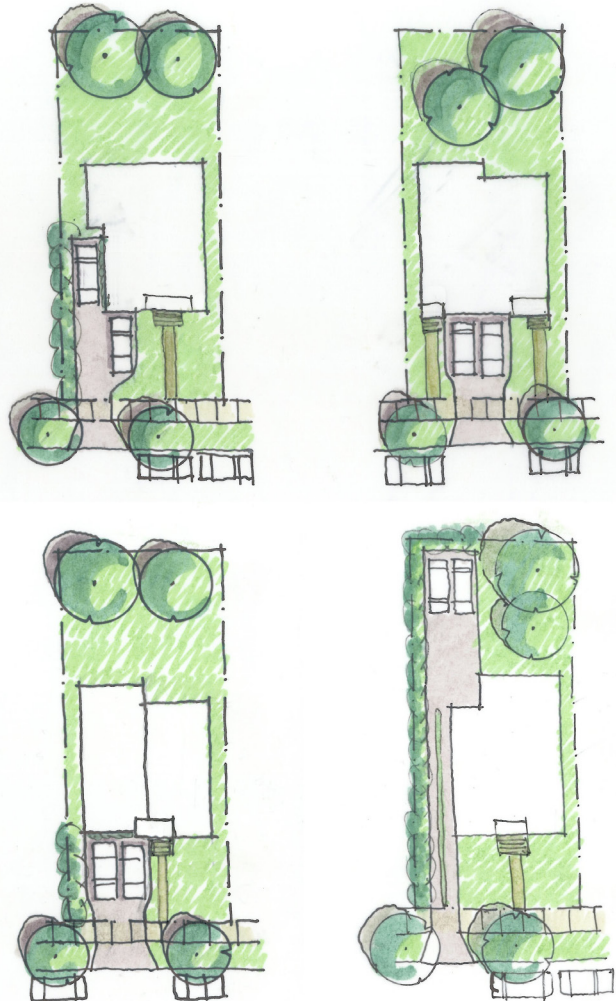


Development fronting the street may in some cases be complemented by limited development to the rear of the lot, retaining backyard open space.

6. Buildings which do not front onto the public street should be sited to provide sufficient separation from shared property lines and adjacent development in order to reduce overlook and shading, protect privacy for residents and neighbours, and provide space for landscaping.
7. Consider lower height and massing of buildings located to the rear of a site, compared to the front, where this would mitigate impacts on neighbouring properties.
8. Where parking [access](#) courts are included in a development, these areas should be integrated into the overall development to create a welcoming space. Integrate landscape into these areas [and provide features such as legible entries, windows or balconies to provide casual surveillance](#). Wherever possible, integrate one or more trees within or directly adjacent to a parking court or rear yard parking area.
9. Consider varying garage and parking orientations (e.g. a mix of garages oriented to the street, to a parking court, or units with parking separated from the unit) to avoid drive aisles dominated entirely by garage doors. A mix of entries, patios, windows and landscape create a more livable and inviting space.
- vi. “Galley-style” developments, where building complexes are sited perpendicular to streets with residential unit entries oriented internally, are strongly discouraged. This layout is discouraged because it does not orient as many residential units towards the street, typically provides less landscaped open space, and can create poor transitions to adjacent backyards or future development on neighbouring lots.



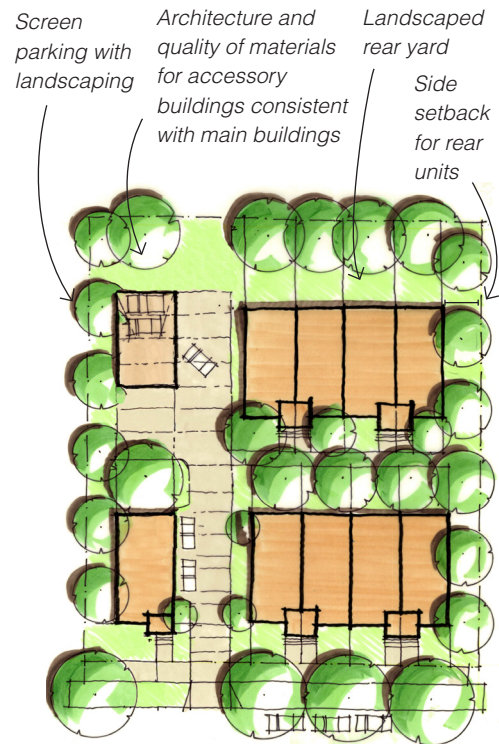
A mix of landscape, fenestration and parking create a more interesting space.



Examples of site layouts for duplexes which support the pattern of landscaped front and back yards, urban forest, buildings which presents a friendly face to the street and considers livability.

vii. Vehicular access, circulation, garage doors and parking should not be the dominant aspect of developments and should be integrated to minimize impacts on fronting streets and adjacent public and private open spaces. Design strategies should be employed to minimize the impact of accommodating vehicles on site, including but not limited to the following:

1. Integrate parking in a manner that provides substantial landscaped areas in rear yards;
2. Locate and consolidate off-street parking areas to reduce the overall site area dedicated to parking and circulation, and/or create a better relationship of individual units to open spaces.
This strategy may be particularly effective when combined with Transportation Demand Management measures;
3. Consider grouping driveway access points to minimize the number of driveway cuts and maximize space for landscaping and on-street parking;
4. Location of driveway access should strive to preserve existing canopy trees or provide opportunities for new canopy trees within the boulevard by providing enough planting space. See Section 4 Open Space Design for further guidance;
5. Front-accessed parking may be appropriate in some areas in order to avoid excessive pavement in rear yard areas. In these cases, attention to design is required to emphasize front yard landscape, provide tree planting space, and ensure a pedestrian-friendly building façade.
6. Minimize the impact of garage doors and vehicular entries by recessing them from the facade to emphasize residential unit entries.
7. Use high quality and, where appropriate, permeable paving materials for driveways;
8. Use attractive, high quality materials and consider incorporating glazing in garage doors;
9. See Section 4, Open Space Design for additional design guidelines related to landscaping and screening.

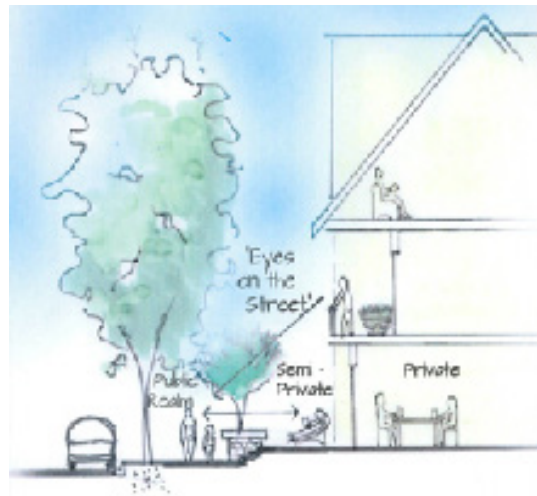


Example of a site layout which clusters parking in order to minimize the area of the site dedicated to vehicle circulation, and enhances the relationship of individual units to open spaces.

2) Orientation and Interface - A Friendly Face

Objectives: *To ensure new development is oriented and designed to enhance public streets and open spaces and encourage street vitality and safety through increased “eyes on the street.”*

- a. Residential buildings should be sited and oriented to overlook public streets, parks, walkways and open spaces balanced with privacy considerations.
- b. Developments should maintain a street-fronting orientation, parallel to the street.
- c. All residential units facing streets should have entries oriented towards, and be clearly accessible and visible, from the street.
- d. Where some units do not front onto a public street, a clear, legible and welcoming pedestrian pathway from the public street should be established.
- e. For developments that have interior-facing units, ensure unit entries are legible. This is important for welcoming visitors, for emergency responders and as a principle for CPTED (Crime Prevention through Environmental Design). Strategies to achieve this include:
 - i. Visible addressing to help visitors navigate to the entry. Where an entry is shared, include addressing at the shared entry.
 - ii. Defining features such as a roof overhang or other features to help identify the entry.
 - iii. Provide low-glare outdoor lighting beside or above entry doors as well as walkways, to enhance security and to help identify the entrance.
 - iv. Entries to at-grade or basement units should be accessible wherever possible.
 - v. If the entrance is immediately adjacent to a parking area, delineate the entrance with planters or other landscape features to provide visual relief and a clear separation from the parking area
- f. Consider design strategies to delineate private front yard spaces, porches or patios from the public realm, while maintaining visibility of unit entrances. Design strategies may include but are not limited to:
 - i. elevating the front entryway or patio slightly above the fronting sidewalk level; or



Example of interface with street.



Example of townhouse units with friendly interface.



A houseplex with visible entries establishing friendly relationships to the street, landscaped front yards, porch or semi-private transition spaces, legible doors and windows.

- ii. where a change in grade is not desired to provide accessibility, delineate the space through other means such as landscaping features, low fencing or planters.
- g. The design and placement of buildings and landscape should establish a sensitive transition to adjacent parks, trails, open spaces, and natural areas, considering a landscaped edge; respect the root zones of adjacent trees; and minimize impacts on ecologically sensitive areas and natural features.
- h. For new development adjacent to parks and larger public outdoor open spaces, design should clearly delineating private from public spaces, to avoid “privatizing” of public space.
- i. The location of blank walls or extensive parking areas adjacent to parks, trails and natural areas is strongly discouraged.



Where unit entries do not directly face the street, design features including pathways, gates, signage, lighting, and visibility make it clear where unit entries are located.



Where zoning permits, townhouses may be built close to the street (left). This example shows how a front porch or patio and landscape can create a friendly face, transition from the public to the private realm with landscape, and result in a comfortable and usable space. In other areas (right), setbacks and green front yards establish a pattern.

3) Building Form, Features and Context

1. Building Form and Design

Objectives: To achieve buildings of high architectural quality and interest with human-scale building proportions that are oriented towards and are compatible with the established streetscape character and pattern. Human scale refers to the use of architectural features, details and site design elements that are human proportioned and clearly oriented towards pedestrian activity. Building articulation refers to the many street frontage design elements, both horizontal and vertical, that help create an interesting and welcoming streetscape.

- a. Building design elements, details, and materials should create a well-proportioned and cohesive building design and exhibit an overall architectural concept.
- b. Incorporate a range of architectural features and design details into building facades that are rich and varied in detail to create visual interest when approached by pedestrians. Examples of architectural features include:
 - i. building height, massing, articulation and modulation
 - ii. bay windows and balconies
 - iii. fenestration pattern (proportions and placement of windows and entry ways)
- c. For townhouse type development: modulation in facades and roof forms are encouraged to break up building mass, differentiate individual units within attached residential developments, and to provide architectural interest and variation along the street.
 - i. Individual units should include distinct design elements while being compatible with neighbouring units as part of an overall architectural concept.
 - ii. Longer rows of townhouses (exceeding approximately 4 units) should generally be broken up.
- d. Houseplexes and multiplexes may be designed to appear as a single building with a shared roof form. In these cases, design features should make clear that the building comprises different units through legible front entries (see Part 2 Orientation and Interface). Duplex buildings may choose either of these strategies.



Development which exhibits a cohesive architectural expression, with variation in units, clear front entries, and architectural interest for pedestrians.



Historic traditional townhouses (left) demonstrate human scale architecture, relationship to the public street, and cohesiveness of architectural expression. These same principles should guide the design of more modern developments which may be expressed in varied architectural styles (example at right).

- e. Entrances should be located and designed to create building identity, to distinguish between individual units, and generally create visual interest for pedestrians. Well-considered use of architectural detail and, where appropriate, landscape treatment, should be used to emphasize primary entrances, and to provide “punctuation” in the overall street-scape treatment.
- f. Upper floor areas should be integrated into roof forms to help further mitigate the scale of new developments.
- g. Balconies should be designed as integral to the building. Overly enclosed balconies should be avoided, as these limit views and sunlight access.
- h. Building sidewalls should be designed to be attractive and interesting when viewed from adjacent buildings, street, and sidewalks through the use of materials, colours, textures, articulation, fenestration, and/or plant material.
- i. Creative use of landscaping or other screening should be used to reduce the perceived scale of adjacent development without compromising surveillance of public areas.
- j. Accessory structures should be compatible in architectural expression and quality of materials to main structures.



Example of a well designed balcony.

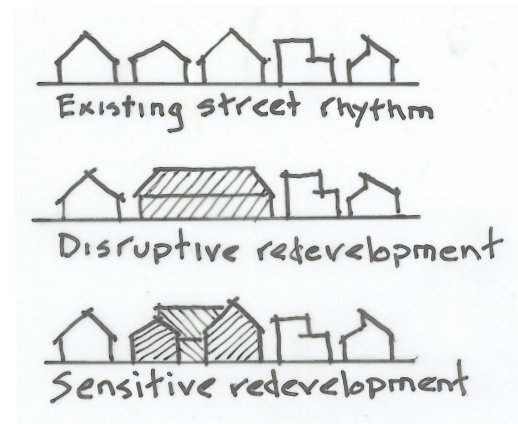
2. Neighbourliness/Compatibility

Objectives: *To respond to the established form and architectural characteristics of surrounding buildings in order to achieve new buildings which are compatible with their context and minimize impacts on neighbours..*

- a. New development should ensure a good fit with existing development by incorporating architectural features, details and building proportions that complement and respond to the existing architectural context, and by referring to distinctive and desirable architectural qualities of existing adjacent buildings in new development. Consideration should be given to the following aspects of development:
 - i. building articulation, scale and proportions
 - ii. similar or complementary roof forms
 - iii. building details and fenestration patterns
 - iv. materials and colour
- b. In some cases where a contextual architectural form and pattern does not exist, architectural character may be created rather than reflecting contextual precedent. In such cases, a well designed, new project can become a contribution to the context that may inform future development considerations.
- c. New townhouse development should transition in scale to existing residential buildings. Strategies to achieve this include but are not limited to the following:



Examples of a duplex (above) and houseplex (below) responding to existing scale, proportions, and architectural context.

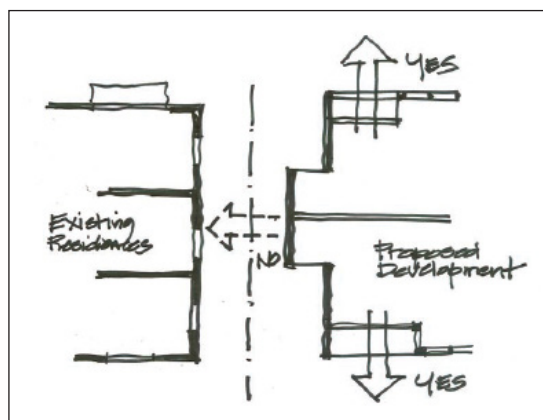
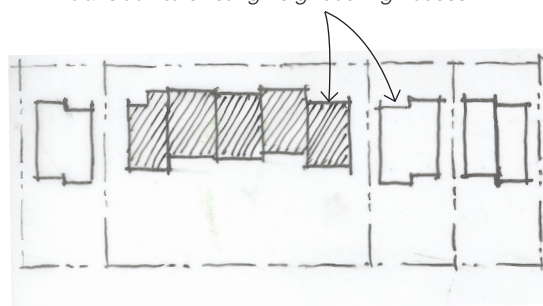


- i. A maximum one storey height difference between the end units of new street fronting developments and adjacent existing development should be achieved.
- ii. The end units of new street fronting townhouse developments should be sited to match or transition to the front yard set back of adjacent existing residential buildings.
- d. The views from upper stories of new buildings should minimize overlook into adjacent private yards, especially in less intensive areas. Strategies to achieve this include but are not limited to the following:
 - i. Increased setback.
 - ii. Stagger windows to not align with adjacent, facing windows.
 - iii. Primary windows into habitable spaces, and also decks and balconies, should not face or be oriented to interior side-yards
 - iv. Locate and screen upper level windows, decks, and balconies to minimize overlook.
 - v. Use of skylights, translucent windows and clerestory windows are encouraged to minimize overlook of side yards.
 - vi. Landscape screening.
- e. Site, orient and design buildings to minimize shadowing impacts on adjacent properties.

New developments should transition in height to existing adjacent residential buildings



End units should be set back to match or transition to existing neighbouring houses



Orientation and placement of windows, balconies and porches to respect privacy of adjacent development

3. Mechanical equipment and service areas

Objective: *To site and screen mechanical equipment and service areas to minimize impacts on neighbours and the public realm.*

- a. Mechanical equipment, vents and service areas (e.g. for the collection of garbage or recycling) should be integrated with architectural treatment of the building, and screened with high quality, durable finishes compatible with building design.
- b. Mechanical equipment, vents and service areas should be located to minimize impacts on adjacent development by avoiding proximity to windows, doors and usable outdoor spaces.
- c. Location and installation of gas and electrical meters and their utility cabinets, as well as other mechanical or service apparatus should be carefully integrated into building and site design. Gas and electrical metres and utility cabinets on building frontages should be screened.

4. Materials

Objective: To use materials which are high quality, weather gracefully, and contribute to the overall neighbourhood image.

- a. An integrated, consistent range of materials and colours should be used, and variety between buildings and building frontages should be provided that is consistent with the overall streetscape.
- b. In general, new buildings should incorporate substantial, durable and natural materials into their facade to avoid a 'thin veneer' look and encourage graceful weathering of materials over time. Materials such as masonry, stone, natural wood, etc. are encouraged. Vinyl siding, large areas of stucco, and imitation stone/rock are discouraged and should generally be avoided.

4) Open Space Design

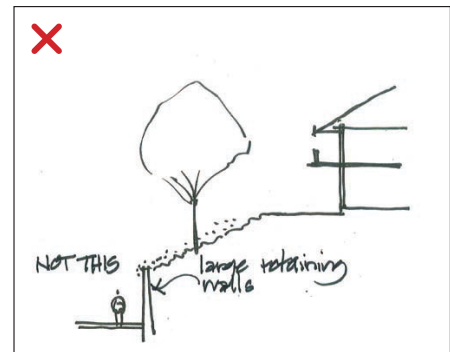
Objective: To enhance the quality of open space, support the urban forest, provide privacy where needed, emphasize unit entrances and pedestrian accesses, provide amenity space for residents, reduce storm water runoff, and to ensure that front and rear yards are not dominated by parking.

1. Landscaping and site design

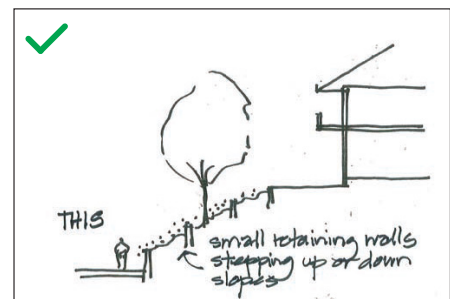
- a. Landscape treatments including use of front patios, accented paving treatments, fence and gate details, and other approaches are encouraged to help call out a residential entry and add interest along the street and sidewalk
- b. Areas within setbacks should incorporate plantings to create a green interface between buildings and streets
- c. Topographic conditions should be treated to minimize impacts on neighbouring development, for example by using terraced retaining walls of natural materials or by stepping a project to match the slope.
- d. Development should avoid significant reworking of existing natural grade.
- e. Where a building's ground floor is elevated above a pedestrian's eye level when on the sidewalk, landscaping should be used to help make the transition between grades. Some techniques for achieving this guideline include:
 - i. rockeries with floral displays, live ground cover or shrubs.
 - ii. terraces with floral displays, live ground cover or shrubs.
 - iii. low retaining walls with raised planting strips
 - iv. stone or brick masonry walls with vines or shrubs.
- f. Accessibility should be provided, where possible, in open space design.
- g. Landscape areas are encouraged to include a mixture of tree sizes and types
- h. Landscape on sites with significant natural features (e.g. significant trees, topography, rocky outcrops) should be located and designed to be sympathetic to the natural landscape.
- i. Consider planting tree species and other landscape plants that will tolerate a degree of drought and will survive the summer water restrictions and dry conditions of southern Vancouver Island.



Examples of high quality materials in buildings and landscape elements



Avoid large retaining walls and significant reworking of natural grade.

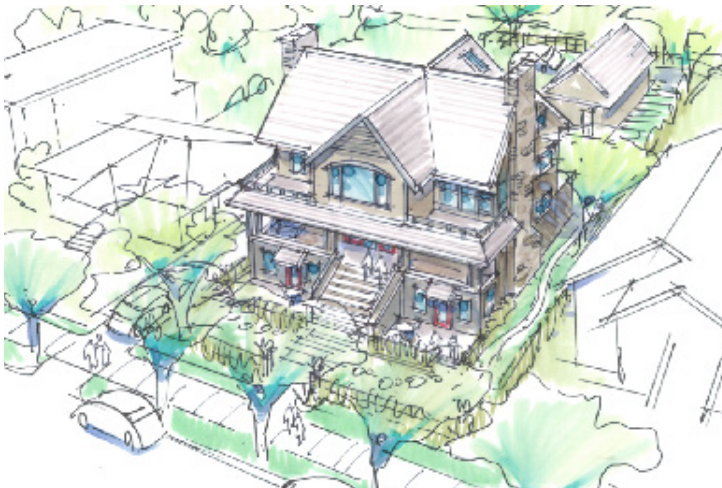


Transition sensitively between grades.

- j. In considering tree placement along boulevards or in the front yard setback adjacent to street rights-of-way, consider tree sizes and spacing indicated by the City's specifications and policies for street trees.
- k. Landscaped screening along circulation and parking areas which abut lot lines is strongly encouraged, while maintaining site lines and enabling casual surveillance. Other surface parking areas should be screened with landscaping.
- l. Integration of landscaping to soften hardscape areas associated with vehicle circulation and parking is encouraged.
- m. Site design should integrate features to mitigate surface runoff of stormwater. This may include a variety of treatments (e.g. permeable paving for driveways and parking areas, landscape features designed for rainwater management, cisterns or green roofs, and/or other approaches) which are consistent with approved engineering practices and other city policies.
- n. Non-glare lighting should be provided at residential unit entrances, along pedestrian paths and common areas to contribute to safety. Lighting strategies that mitigate undue spill-over for adjacent residential units are strongly encouraged.

2. Provide Outdoor Amenity Space for Residential Units

- a. Residential units, including suites, are strongly encouraged to have direct access to usable outdoor amenity space. This may include a patio, porch, balcony, deck, or similar feature of sufficient size and dimensions to be usable, attractive and comfortable. At a minimum, access to a shared yard or amenity space should be provided.
- b. Consider factors such as privacy and access to sunlight in locating and designing amenity spaces.



Example of a multiplex (houseplex) showing individual units with usable outdoor amenity spaces for each unit.



Example of upper-storey balcony designed with consideration for usable dimensions, access to sunlight, and balancing outward views with privacy concerns.



Examples (two photos above) of usable outdoor amenity space for ground-oriented units, with screening for privacy and sufficient dimensions for usability.

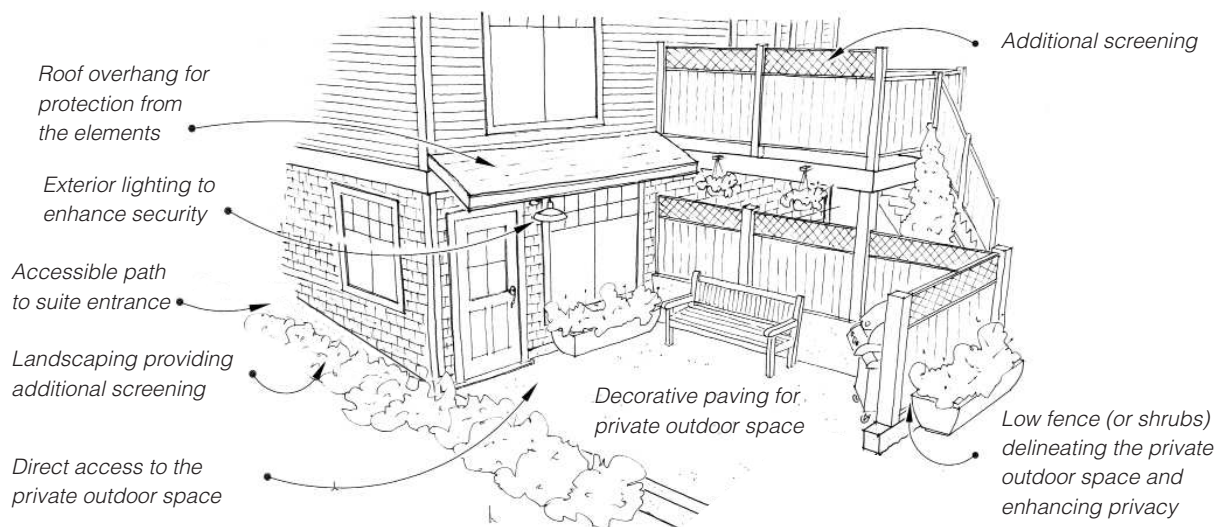


Illustration of strategies for effective design of usable outdoor amenity space for a suite.

5) Additional Livability Guidelines for Suites

Some forms of housing may have suites (e.g. lock-off suites). In addition to the guidelines elsewhere, the following guidelines apply:

1. Design for Livability

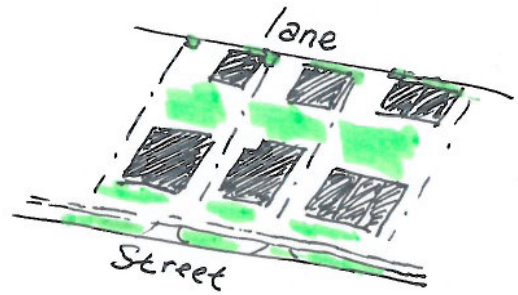
- a. Suites should be provided with windows of sufficient size and orientation to provide for sunlight and outward views.
- b. Where a suite is located in a basement, smaller windows or light wells with obstructed views should not be the primary window orientation.
- c. Avoid locating at-grade windows directly adjacent to parking spaces. Windows in these locations should generally contain landscape separation from the parking space.
- d. Where topography and basement suite location do not allow for outward looking windows and entry, consider the creation of a sunken patio, generally located at the rear or side of a building (also see part 4), section 2, of these guidelines regarding outdoor amenity space).
- e. Exterior pathways and entries leading to basement-level or at-grade suites should be designed to be accessible wherever possible.
- f. Taking advantage of grade changes on a site can help locate suites in a way which provides for access to sunlight, amenity space, and accessible entry.
- g. Provide adequate storage space including bicycle storage for suites.

6) Additional Guidance for dwelling units adjacent to laneways

Some infill housing types may include dwelling units which are located adjacent to a laneway. While laneways are typically seen as service areas which access parking, they also provide a unique character to blocks where they are found. While few in number, many of Victoria's laneways are bordered by landscaping and serve as areas where pedestrians and slow car traffic mix. While allowing for access and parking, housing units located adjacent to laneways are encouraged to create a welcoming laneway frontage, provide for casual surveillance, and retain or enhance landscape along the laneway.

- a. Development of housing adjacent to a laneway should:
 - i. create a welcoming frontage through the inclusion of legible entries, gates or pathways, and fenestration oriented to the laneway

- ii. provide for casual surveillance of the laneway through the location of windows or balconies
- iii. include a modest setback from the laneway's edge to accommodate landscape or pedestrian areas between the edge of the lane (or parking) and the building
- iv. be sited to preserve mature trees and provide tree planting spaces which enhance the appearance of the laneway
- v. provide low-glare, downward facing lighting at entries and to enhance a sense of safety
- vi. minimize stormwater runoff onto the laneway
- b. Massing and location of windows, porches and decks should limit overlook and shadowing of adjacent back yards.
- c. Green spaces should be provided to the centre of the lot as compatible with existing patterns.
- d. Sites with laneway housing should provide a legible, accessible pathway from the front (street) to laneway housing units.
- e. Consider pedestrian safety in siting of gates and entries along the laneway by providing visibility for pedestrians and drivers.



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