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CITY OF VICTORIA | Sustainable Planning & Community Development

General Urban Design Guidelines

Multi-Unit Residential, Commercial and Industrial Development

Publishing Information

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Introduction

Overview and Intent

These guidelines are meant to guide form and character of multi-family residential, commercial and industrial developments and to support the evolution of neighbourhood villages and key transportation corridors. They provide clear direction for designers, architects and property owners who are actively planning or considering a new building, retrofit or addition to an existing building within these neighbourhoods. The guidelines are also an important evaluation tool for City staff and municipal decision-makers when reviewing new development applications to ensure that a proposed development is a 'good fit' within its context, demonstrates an appropriate design response and enhances the public realm.

The guidelines are intended to foster innovative, creative and unique design responses to individual site conditions, opportunities and constraints by applying the broader design principles and goals established in the Official Community Plan and local area plans.

How to Use the Guidelines

The guidelines include a combination of general guidelines, along with guidelines specific to certain land uses, locations, contexts and conditions:

- Sections 2-7 are generally applicable to all building types and locations, with design guidance provided for specific land uses where applicable (e.g.,, residential vs commercial and mixed-use buildings).
- Section 8 addresses special considerations related to industrial buildings and uses, heritage context, building energy performance and accessible design, in addition to other applicable sections.
- Section 9 includes additional guidelines that apply to development within urban villages, in addition to section 2-8.

The guidelines are structured around a set of key urban design topics, with a clear statement of design intent articulated for each topic. A set of design strategies are included under each statement of intent to be considered in the application of the guidelines. Each design topic is also supplemented with photographs, diagrams, and images to illustrate how the design strategies can be implemented to achieve the broad design intent.

It is important to note that the design strategies included under each statement of intent are not an exhaustive list, and that additional design strategies may be considered in response to specific site conditions, constraints, adjacencies and further, to advance emerging innovation with building design, energy efficiency and sustainability on a case-by-case basis. In this way, the design guidelines are not intended to be an absolute checklist for all developments. Rather they function as a benchmark and design framework to ensure that careful thought and consideration has been given to important design objectives while still supporting creativity, innovation, and design excellence. Where alternative design approaches are proposed by an applicant, they will be reviewed against the statements of design intent to ensure that key design objectives are still being achieved. Applicants may be required to provide additional diagrams and studies to support the proposed design solutions.

Greater discretion and a more broad interpretation of the design guidelines is envisioned when reviewing institutional, civic, religious and cultural buildings given the different programming and use requirements of these buildings.

Context

Victoria's neighbourhoods are diverse and unique. Many neighbourhoods are premised on a "15-minute" community: a place where a mix of housing types are located within walking distance of urban villages and amenities that provide goods, services and social opportunities for daily living. Victoria's neighbourhoods contain a mix of housing developed from the late 1800s to the present day, along with unique urban villages which have evolved over time. Within these areas are unique conditions related to lot and block size, topography, natural features and built environment, which will affect how these guidelines are applied in any location.

These areas are bisected by busy transportation corridors as well as quiet local streets. A defining feature of many residential areas is a pattern of "perimeter blocks", with primary residential buildings located near the front of the lot, and rear yards dedicated to open spaces, creating a unified open space at the interior of blocks. Another defining characteristic are the trees, front yards and front entries that line residential streets. These guidelines have been formulated to respond to these key features.

For additional context related to individual urban villages, see **Section 8.0 Urban Village Guidelines.**

Guiding Principles

These guidelines have been developed to:

- Guide new development that will enhance Victoria's character and create new benchmarks for the future.
- Address neighbourhood-specific contextual design needs that complement existing uses and scales.
- Foster human-scale environments that promote sociability and neighbourliness, provide adequate privacy, and allow for personalization.
- Support pedestrian comfort and safety in public open spaces.
- Achieve high-quality environments that promote livability and street activation; prioritize pedestrian and active transportation; and mitigate the effects of busy arterial streets.
- Promote innovation and eclecticism in architectural design.
- Encourage a more sustainable, accessible and resilient urban design that works with nature.

1.0 BUILDING FORM, SCALE AND ORIENTATION

Intent: To ensure new development complements existing neighbourhood development, considers positive relationships to potential future development on adjacent sites and contributes to a high quality, pedestrian-oriented public realm.

1.1 General Guidelines

a. Design buildings to orient towards and have a strong relationship with the fronting street and sidewalk or open space.

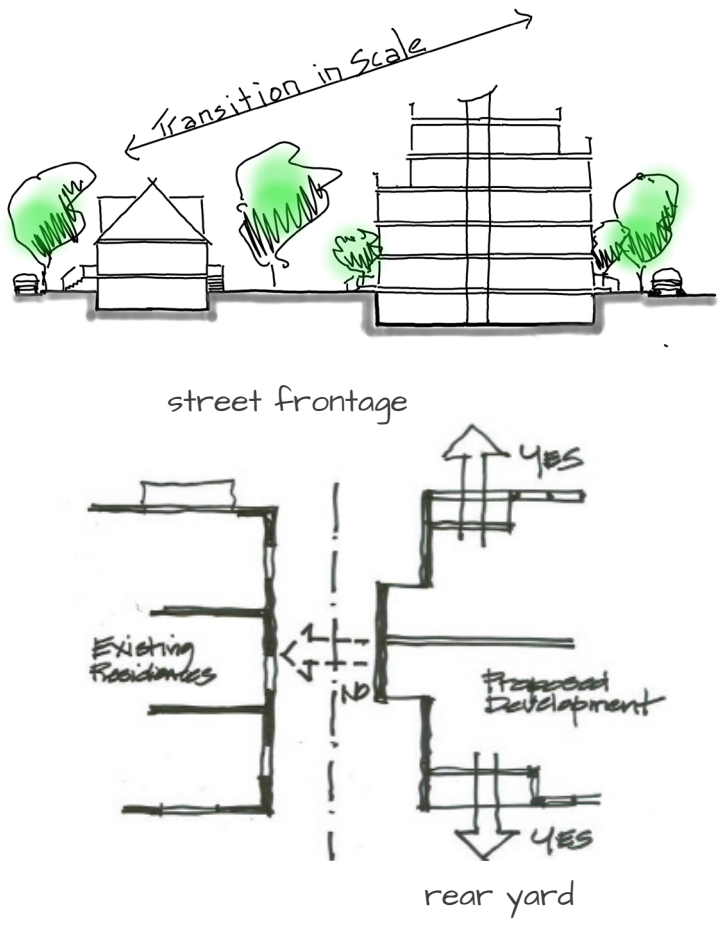
b. Design buildings to respond to the established orientation of buildings to fronting streets and rear yards. Generally, building massing should be oriented parallel to the street with primary facades facing front and rear yards.

c. Design buildings to sensitively transition in scale and provide sun access to adjacent open spaces by considering the following strategies:

- Reduce massing in upper storeys through upper storey step-backs.
- Use building setbacks and building separation to mitigate shadowing and overlook.
- Orient buildings to reduce privacy impacts, particularly for portions of the development abutting the side yards of adjacent residential uses and open spaces.

d. Attention should be paid to the length, proportions and architectural articulation that result from variations of use, material and aesthetic expression along facades that are continuous and relatively long. Consider integrating a substantial break in the facade of longer buildings at intervals of 30m or less, with a lobby or ground level entryways.

e. Buildings that extend along sloping sites should be designed to respond to the natural topography while maintaining a strong relationship with the street.



Orient primary facades and windows towards front and rear yards rather than side interior yards.

f. Punctuate highly visible sites, corner sites or buildings at terminated street corridors by considering distinctive massing, building articulation, roof features or architectural treatments.

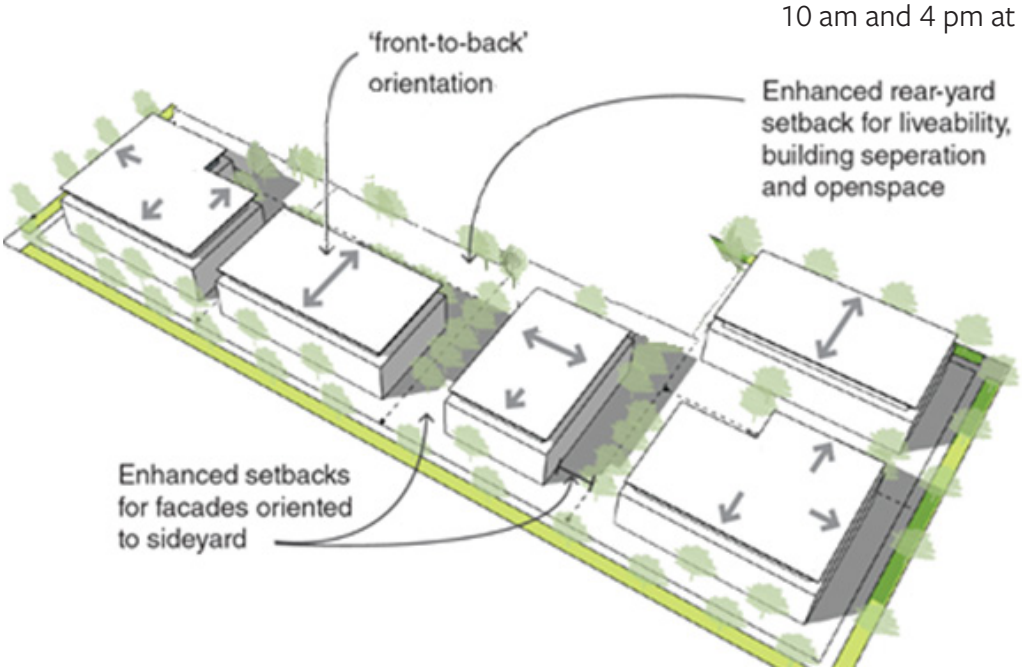
g. For buildings over 4 storeys, consider incorporating upper storey step-backs on the north, east and west facing facades of the base building to minimize shadowing of adjacent streets and open spaces.

h. On corner sites, develop both street facing facades as front elevations.

i. Buildings should be set back sufficiently from property lines to provide human scale spaces at the street, areas for landscaping and stormwater mitigation, and sun and air access for neighbouring buildings. The following setbacks are recommended:

- Generally, front yard setbacks should maintain an average 4m setback, and minimum 3m setback, along fronting public streets and open spaces, depending on adjacent context and ground floor use.
- Consider reduced front yard setbacks for areas where lot depths are constrained or where there is a choice of ground floor use (residential or commercial).
- Rear yard setbacks should be approximately 8m minimum.
- Side yard setbacks should be approximately 3m minimum at the ground floor with consideration of greater setbacks for north facing side yards to mitigate shadowing impacts.
- Where a building is oriented with a primary facade (i.e., single aspect units) facing a side yard, a setback average of approximately 6m is desired for the first three storeys, 7.5m for the fourth storey, and 10m for portions of the building above the fourth storey.
- Avoid projection of underground parking or other structures into setback area to maintain sufficient soil volumes for trees and landscaping.

j. Mitigate shadowing impacts on adjacent south, east and west facing sidewalks and public open spaces. Sun access and shadowing impacts should be demonstrated with a shadow study between 10 am and 4 pm at the equinoxes.



2.0 BUILDING-TO-STREET INTERFACE

Intent: To support street vitality, pedestrian activity, visual interest and safety through building designs and site planning.

2.1 General Guidelines

a. Buildings and associated outdoor spaces should create "eyes on the street" and public spaces by orienting doorways, windows, patios and balconies to overlook sidewalks, walkways, parks and other open spaces.

b. The primary building entrance should have clear sight lines and be accessible from the public sidewalk.

c. Emphasize entrances to buildings with lighting, architectural detail or other design strategies so they are clearly visible and have direct access from public streets and sidewalks.

d. Buildings should be located to provide an effective street edge and streetscape rhythm.

e. 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, while accommodating desired spaces for pedestrians, residential or commercial patios, landscape transition zones and similar spaces.

f. In places with tight setbacks, a greater setback than exists may be desired to create display zones, patios for commercial buildings, a landscaped transition zone or patio for residential ground floors.

g. Buildings on corner sites should be designed to contribute to both facing streetscapes. Strategies to achieve this include but are not limited to a ground floor setback corner, a primary building entrance oriented to the corner, or features such as entries, windows, balconies, and storefronts (in commercial or mixed-use buildings) that address both fronting streets.

Residential buildings (above) and commercial mixed-use buildings (below) positively oriented towards public streets and open spaces.

2.2 Commercial and Mixed-Use Buildings

a. Locate publicly-oriented commercial uses at grade to enable street activity such as browsing, outdoor cafés and street entertainment, as well as to enable placement of outdoor seating, where appropriate.

b. Incorporate a high proportion of transparent glazing at the street level to enhance the visual presence of ground floor uses and increase the interactions between pedestrians and interior spaces. Incorporate bird-safe glazing or treatment to minimize bird collisions.

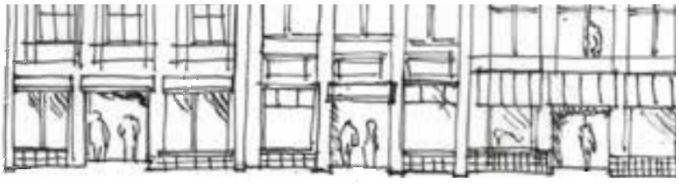
c. Incorporate frequent entrances along commercial frontages to create visual interest and support pedestrian activity.

d. Design ground floors that can be adapted into multiple configurations for future tenanting flexibility.

e. Consider facades with slightly recessed building entrances to enhance the building address and provide 'punctuation' along the street.

f. Smaller buildings, and portions of the front facade of larger buildings, may be set back from the front property line to accommodate features such as patios, courtyards or seating areas. Guidelines for individual urban villages may provide additional guidance.

g. Avoid at-grade blank walls over 5m in length.



Frequent entries create visual interest and activity.

Ground floor setbacks incorporating patios, cafés and displays help animate the streets and public spaces.

h. Mitigate blank walls where unavoidable, through screening, landscaping, public art, patios, special materials, or other solutions to make them more visually interesting.

i. Incorporate generous floor heights for ground floor commercial space with a minimum height of approximately 4.5m floor-to-floor to allow for access to natural light, spaciousness and greater flexibility for future changes of use.

j. A minimum depth of approximately 10m is recommended to accommodate a range of ground floor commercial uses.

k. Locate large format commercial uses on upper floors or below grade to minimize impacts on ground floor frontages. Where at grade locations are necessary, locate large format uses toward the building interior and incorporate frequent entries, shop windows and where possible, smaller retail units around the periphery.

l. Modulate commercial frontages based on the pattern of individual shopfronts, entryways and overall fenestration pattern of the building facade. This design strategy is encouraged even where the building has a single tenant or use.

m. Primary entrances on commercial buildings should have direct access from a public sidewalk or from pedestrian routes within sites.

n. In mixed-use buildings, residential and commercial entries should be differentiated.

o. Commercial buildings are encouraged to consider incorporating atria to expand and enhance the open space network.

Transparent shopfronts with displays and seating spilling out into the sidewalk, help animate and create visual interest along the street.

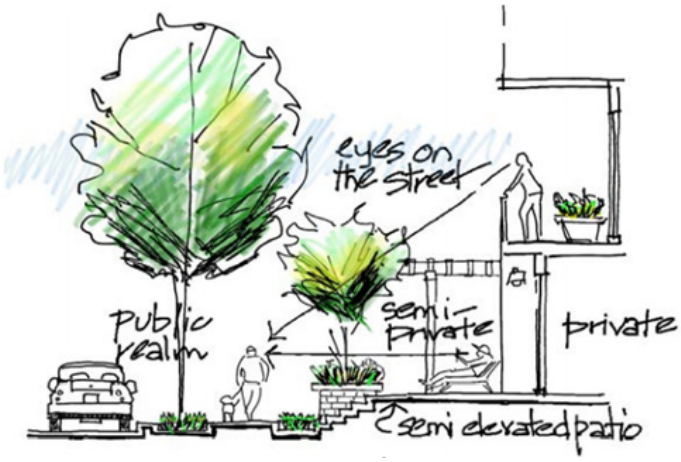
A large format commercial use incorporating smaller retail units and frequent entries around the periphery, and housing above.

2.3 Residential Buildings

a. Residential use at street level should have strong entry features and building designs that encourage interaction with the street while considering privacy and liveability for individual units.

- Locate ground floor residential units approximately 3m-6m from the fronting property line. This distance may be varied based on adjacent street conditions. Structures for outdoor occupancy such as raised semi-private patios are appropriate within this setback.
- Ground floor residential units whose primary frontage is onto a busy arterial street may call for a greater setback.
- A setback to the lower end of this range may be more appropriate where there is a full-width boulevard. Streets with attached sidewalks may call for greater setbacks.
- Setbacks towards the lower end of this range may be more appropriate if they facilitate the creation of a more generous rear yard.
- Where street-facing units also have exposure to an internal courtyard, front setback dimensions may be reduced to make a larger courtyard.

Individual entries to ground floor units incorporating patios and stoops creates "eyes on the street" and supports pedestrian activity.



- In appropriate locations, live-work units or units designed to be flex spaces with a commercial character, may be located closer to the back of the sidewalk edge.
- For ground floor units, incorporate individual entrances oriented towards and connecting to adjacent sidewalks, courtyards other open spaces.
- The area between the public sidewalk and the building should contain a landscape transition zone and semi-private or shared open spaces (e.g., patios, porches, yards).
- Elevate patios or stoops from the public sidewalk to create a semiprivate transition zone, balanced with provision of accessible entries.
- Porches, steps, alcoves, raised terraces, forecourts, landscaping or other design features are encouraged to make transitions from the public realm of the street and sidewalk, to the private realm of residences.

b. Building facades should be designed so that entrances for pedestrians are legible and prominent, and that vehicular entrances and doors are subordinate features.

c. Incorporate lobbies with multiple access points to enhance building access and connectivity with adjacent open spaces.

d. Locate and design common facilities such as bicycle storage rooms, lounges and other common rooms in a manner that does not result in 'non active' space along the street. Consider limiting the maximum length of the common area to 10m along building elevations adjacent to a street to mitigate this. The character of the street will inform the design response.

2.4 Weather Protection

a. Provide weather protection along all commercial streets and plazas. Retractable awnings are encouraged to respond to varying weather conditions.

b. Individual canopies or awnings of sufficient depth should be provided at building entrances and entries to bicycle parking areas to protect pedestrians from inclement weather.

c. The underside of canopies should be illuminated.

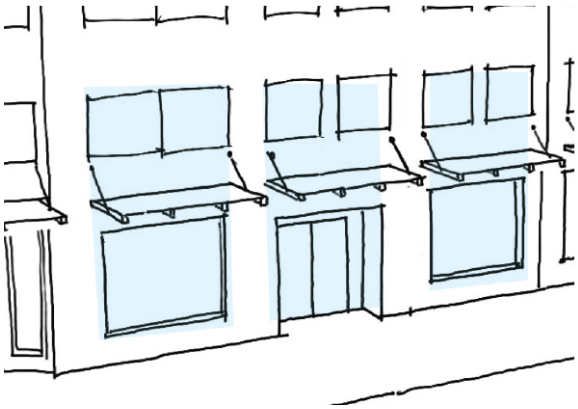
d. Consider placement of awnings and canopies to balance weather protection with daylight penetration. Canopies with translucent or frosted glazing are encouraged to maximize winter sunlight, particularly for north-facing facades. Avoid continuous opaque (solid) canopies that run the full length of facades. Use bird-friendly glass on canopies that incorporate glazing.

e. Consider architecturally distinctive weather protection at the entrances of major buildings, adjacent to bus zones and street corners where people wait for traffic lights, over storefronts and display windows, and any other areas where significant waiting or browsing by people occurs.

f. Integrate and design awnings, canopies, and overhangs as an extension of the building's architectural expression.

g. Consider locating canopies and awnings to correspond with the placement of windows in upper storeys of the facade.

h. New developments adjacent to transit stops, particularly on routes designated by local and regional transit plans (e.g., designated "Frequent Transit" routes) are encouraged to incorporate canopies, seating and lighting into their facades or street-fronting setbacks to create waiting areas for transit passengers.



Locate weather protection to reflect the pattern of windows, entryways and building architecture.

2.5 Signage and Lighting

a. Use lighting to highlight building features and illuminate the public realm, while avoiding over illumination that projects light into the sky or spills over on adjacent buildings.

b. Warm colour temperature lights are strongly encouraged.

c. Consideration should be given to lighting as a key element of design for the effect on building facades and any open spaces.

d. Use high quality, durable light fixtures.

e. Pedestrian scale lighting standards and fixtures, in addition to general area and street lighting, is encouraged for nighttime visibility, comfort and security.

f. Limit signage in number, location and size to reduce visual clutter and make individual signs easier to see.

g. Ensure signs on buildings are located in a manner that is easily identified and scaled to pedestrians.

h. Locate exterior signs within the first floor of buildings at the street level to ensure clear visibility. Signs located on upper storey facades are discouraged and should be avoided.

i. Visual or representational and iconic signs are encouraged to supplement conventional textual signs to help establish a special character.

j. The following are preferred or acceptable types of commercial signs:

- Projecting two-dimensional or 'blade' type signs suspended from canopies and awnings.
- Flush-mounted fascia signs.
- Externally lighted signs.
- Vertical banners.
- Individual cut-out or silhouette letter signs mounted on storefronts. Individual letters should not exceed 45cm (18") in any dimension.

k. Backlit plastic box signs and banner signs, are discouraged and should be avoided.

Lighting used to highlight building features and create safety while avoiding over-illumination of the public realm.

Integrated weather protection, signage and lighting scaled towards pedestrian activity.

3.0 BUILDING COMPOSITION

Intent: To ensure new development provides visual interest and human scale for pedestrians and building users.

3.1 Building Articulation, Features and Details

a. The design of new buildings and renovated existing buildings should express a unified architectural concept, while incorporating variation in facade treatments. For example, building facades may be articulated into a series of intervals.

b. Consider building articulation to create visual breaks in the massing of large and long buildings to achieve human-scaled proportions. Articulation can be achieved in a number of ways, including breaks in form, step-backs, projections, insets, balconies, bay windows, surface treatments, colours and textures, and building modulation.

c. New development should incorporate building elements that are complementary to the existing context, such as street wall, facade rhythm, structural bays, rooflines and cornice lines, window placement and proportions, entryways, and canopies.

d. The roof line of a building's facade should be distinguished from its walls through features like a cornice, projecting overhang, decorative motif or other terminating element or treatment.

e. Design balconies as integral parts of buildings. Consider using bird-friendly glazing or narrow metal spindle guardrails to maximize daylight penetration into dwellings.

f. Balconies and patios should be designed to contribute to a cohesive facade composition including building articulation.

g. Incorporate architectural features and design details into building facades to create variety and visual interest along the street. Examples of this include but are not limited to:

Examples showing different approaches to articulation and variation in facade treatment.

- Treatment of masonry (e.g., ceramic tile, paving stones, brick patterns).
- Treatment of siding (e.g., the use of score lines, textures, different materials or patterning to distinguish between different floors).
- Ornament or integrated art work.
- Integrated architectural lighting.
- Detailed grills and railing.
- Substantial trim details and moldings.
- Trellises and arbors.

3.2 Materials

a. Use high quality and durable materials to withstand a range of environmental conditions, and for building features and accents to provide visual interest, particularly on lower portions of buildings that are more visible 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 tile
- Glass and wood for window assemblies
- Standing seam metal roofing
- Metal siding

b. Higher quality materials used on the principal facade should be continued around any building corner or edge which is visible from the public realm. The use of quality, natural warm materials that complement the context is encouraged for developments adjacent to properties listed on the

Examples showing use of materials and architectural features and details.

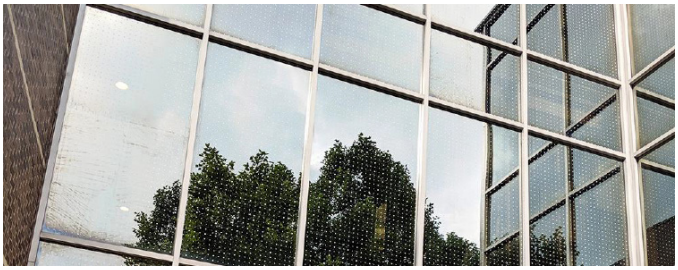
Heritage Register, Heritage Designated properties, properties of heritage merit, or in areas with a cluster of properties of heritage merit and/or streetscapes with a consistent or prominent historic character.

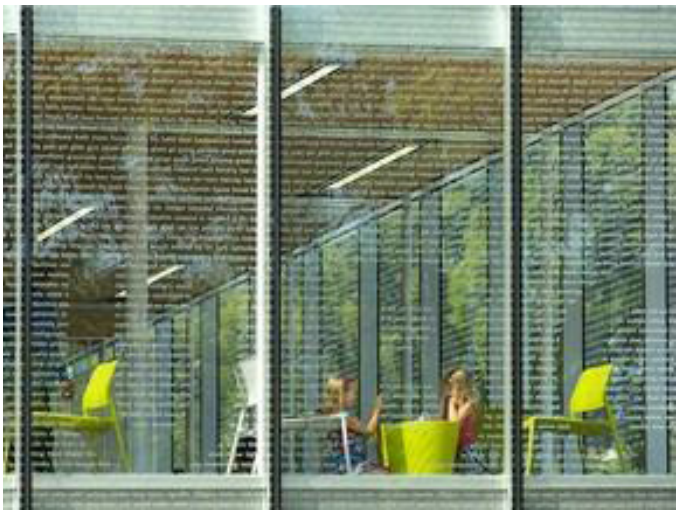
c. Large expanses of composite materials should be avoided.

d. Exposed party walls and blank side elevations, where necessary, should incorporate features such as texture, reveals, colours, plantings or other treatments to provide visual interest.

e. The exposed undersides of soffits, balconies and porches that are visible from a street or public walkway should be clad with exterior materials that result in a finished appearance, and which complement the palette of exterior materials used on the rest of the building.

f. Light-coloured or heat-reflective materials are encouraged for rooftops to reduce heat island effects.





Incorporate bird-friendly glass to help reduce bird collisions (above and left).

4.0 PARKING, CIRCULATION AND ACCESS

Intent: To ensure new development prioritizes pedestrian safety, promotes active transportation and mitigates service area noise and visual impacts.

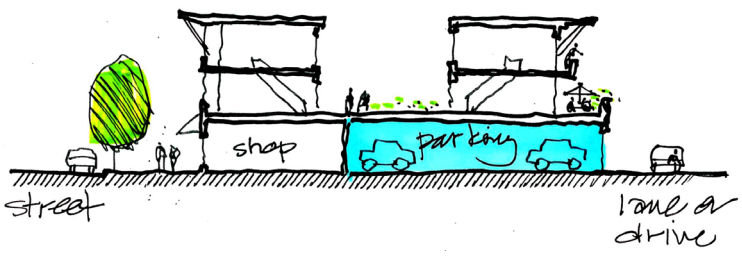
4.1 Access and Circulation

a. Design site access and internal circulation to emphasize public safety while ensuring efficient flow of travel for all modes. Safe movement of pedestrians should be prioritized above all other modes of transportation.

b. Minimize vehicle and pedestrian conflicts in site design. Strategies to achieve this include but are not limited to the following:

- Vehicle access should be designed to minimize the impact on streetscape appearance and disruption to pedestrian movement.
- Use surface treatment, trees, plantings and street furnishings to delineate and separate the pedestrian realm from vehicular movement.
- Pedestrian access to main and secondary entrances should be well marked, free of vehicles and emphasized in building and site design.
- Vehicular access and egress routes should be well defined.

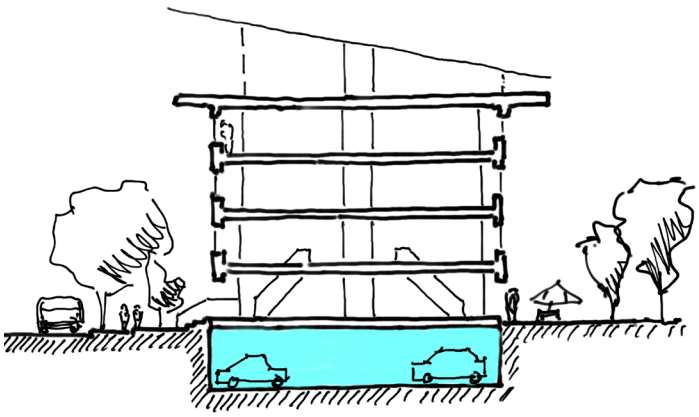
c. The use of gathering places for pedestrians is encouraged, such as courtyards, gardens, patios and other landscaped areas.



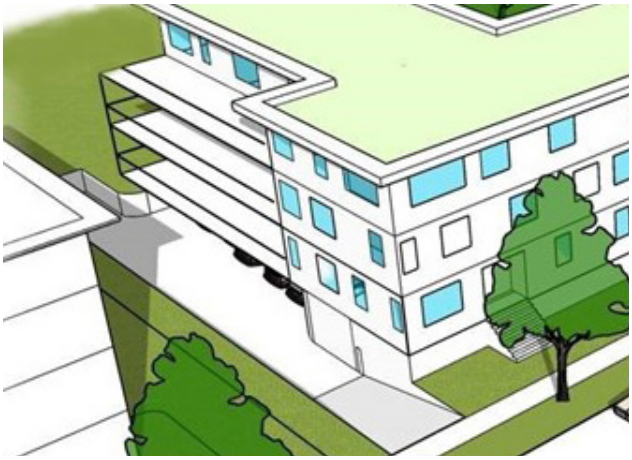
4.2 Parking

a. Parking should be located underground or tucked near the rear or side of buildings so as to minimize the impact on streetscape appearance, pedestrian circulation and to maximize ground level space for trees and landscaping.

b. Underground parking entrances and garage doors should be designed and situated to provide an appealing entrance from the public street.



Underground parking minimizes impacts on the public realm.



Tuck-under parking (above and left).

c. Where it is unavoidable to locate driveways and garage doors in building frontages, consideration should be given to design and landscape solutions that can minimize visual impacts, including recessing garage doors behind the main building line, and incorporating plantings to soften and frame driveways and garage entries.

d. Where surface parking is unavoidable, it should be located to minimize visual impacts on public spaces.

e. Landscape elements should be provided, such as planting, rain gardens, trellises, or fencing, to visually break up and screen surface parking from public streets and adjacent properties while still maintaining clear site lines to and from parking areas, avoiding creation of entrapment areas, and achieving other Crime Prevention Through Environmental Design (CPTED) principles.

f. Where there is an established pattern of a perimeter block, with primary building facades oriented towards the street and landscaped rear yards and interior courtyards, alternatives to rear yard parking are desired. These strategies may be supported by reduced provision of parking through transportation demand management. This may also include strategies such as:

- The inclusion of parking as tuck-under parking accessed from the side of a building.
- Inclusion of parking below-grade, or partially sunken.
- On lower-traffic streets, consider inclusion of a limited number of parking spaces in the front yard, especially to accommodate car share and accessible parking spaces in a building which does not otherwise provide parking on-site.

Examples showing design treatments to minimize visual impacts of parking entrances.

Surface parking screened and softened with trees and landscaping.

g. Short-term parking areas and drop-off pull-ins should be designed so that pedestrian areas are distinctly delineated from vehicular traffic areas. Paving materials that mark pedestrian areas, set aside parking areas, and make walkways distinct from traffic lanes are desirable.

h. Use of high quality, permeable and durable paving materials in parking and pedestrian areas is encouraged. Paved surfaces with visual interest should be provided, while ensuring they are accessible and comfortable to use for people using mobility aids. This may include elimination of curbs, use of bollards, stamped concrete, unit pavers or other solutions. Generally, asphalt should be minimized by integrating a variety of paving materials, or by use of alternate surface treatments. Asphalt may be acceptable for industrial development.

i. The use of alternative modes of transportation should be promoted in site design. This may include prominent bicycle racks for convenience and security, transit-supportive design features, or building entrances oriented to pedestrian areas.

j. Visible and secure parking or storage should be provided for bicycles. Short-term bicycle parking should be sheltered, in well-lit locations, and clearly visible from a main building entrance and/or public roads. Bicycle storage facilities should be well-lit, and placed in a location with high volumes of pedestrian traffic. Entries to interior bicycle parking areas should be protected from rain.

k. Consolidate driveway access points where possible, to minimize curb cuts and impacts on the pedestrian realm or common open spaces.

l. The provision of shared parking between adjacent buildings and uses is encouraged to minimize the number of driveways, access points and in some cases the overall amount of parking required.

m. Minimize the extent of site area dedicated to servicing, vehicular access and parking with shared infrastructure and efficient layouts.

n. Minimize the size of service openings and garage doors visible from public streets and open spaces.

o. Minimize negative impacts of parking ramps by using strategies such as, but not limited to incorporating a slight recess from the main building facade and through treatments such as enclosure, screening, high quality doors and finishes, sensitive lighting, and landscaping.

p. Provide pedestrian and cyclist access to and from parking areas that is clearly visible, well-lit, convenient, and easily accessible from the street.

q. Locate underground structures to minimize impacts on existing or future tree root health.

r. Provide soil cells underneath the sidewalk and other hard landscape surfaces to provide structural support as well as ample growing medium for healthy street trees and landscaping, particularly in cases where underground parking extends underneath areas with trees and plantings.

s. Ensure long-term viability of street trees and mobility objectives are not compromised by above ground and below-grade encroachments associated with the development.

4.3 Loading and Service Areas, Mechanical Equipment and Unenclosed Storage

a. Loading and service areas should be separate from sidewalks and other pedestrian areas to enhance safety. Clear lines of sight to loading and service areas should be provided to enable casual surveillance.

   - Avoid free-standing vehicle ramps, loading areas and garbage storage and collection areas or enclosures.

b. Vents, mechanical rooms and equipment (including any equipment associated with window cleaning) and elevator penthouses should be integrated with architectural treatment of the building, and screened with high quality, durable finishes compatible with building design.

c. Placement of rooftop mechanical units and associated architectural treatments should take into account proximity to windows of adjacent residential buildings.

d. Sound attenuation for rooftop mechanical units is strongly encouraged.

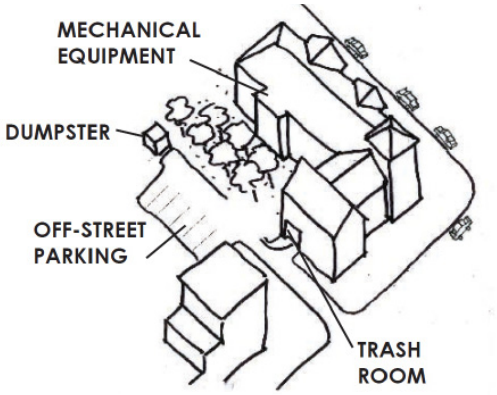
e. Location and installation of gas and electrical meters and their utility cabinets should be carefully integrated into building and site design.

f. Gas and electrical metres and utility cabinets on building frontages should be screened.

g. Location of utility cabinets in areas of significant pedestrian activity and character, or on open space at side of streets, should be avoided.

h. Ensure utility areas are clearly identified at the development permit stage and are located to not have negative impacts on public or common open spaces.

i. Minimize impacts of Pad Mounted Transformers (PMT) on public spaces, tree planting and landscaping by locating on private property and



integrating within development projects. Where possible, place transformers within the building envelope and locate external transformer room doors within the facade facing the service street.

j. Service functions such as fire exits, garbage and recycling receptacles and utility cabinets should be carefully located and designed to minimize visual and noise impacts.

k. Ventilation shafts, grates and other above-ground mechanical or site servicing equipment should be located away from the public sidewalk and open spaces. Access to on-site loading and service areas for all uses should be as unobtrusive from the public realm as possible, appropriately shielded and protected from public streets.

A combination of ornamental grill work and landscaping to screen mechanical equipment.

5.0 OPEN SPACE AND LANDSCAPING

Intent: To ensure new development provides a range of shared or common outdoor amenity spaces that encourage social interaction, play, urban food production, and supports the urban forest.

5.1 General Guidelines

a. Provide open space that is usable, attractive and well-integrated with the design of the building.

b. Public and semi-public spaces should be distinguished from private spaces through design elements, including, but not limited to:

- Changes in paving colour and texture where they do not create barriers to accessibility.
- Architectural features.
- Changes in landscape, raised planters or other landscaping features.

c. Consideration should be given to landscaped open space, accessible from the adjacent right-of-way, to soften the impact of larger and longer buildings. Possible locations include the corners of lots, at building entrances and walkway entrances.

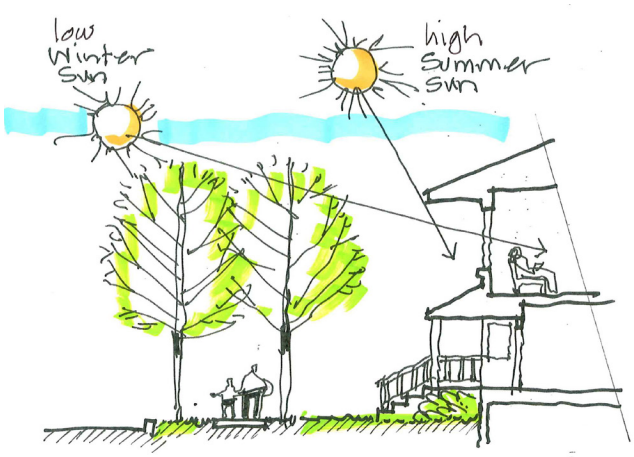
d. The scale and location of planting material should complement and be consistent with the scale and massing of buildings.

e. Landscape design should preserve existing native vegetation where possible.

f. Species selection should provide interest year-round. The inclusion of deciduous tree species in landscape plantings should be considered to permit light penetration in winter and shading in summer.

g. Tree plantings within or adjacent to streets, sidewalks and other pedestrian pathways should generally be continuous with a spacing distance of 8m to 12 m depending on species.

h. Landscape features should be designed and placed to allow clear, unobstructed views of surrounding areas.



Deciduous plantings provide shade in summer, and sunlight penetration in winter.

Landscape used to soften impact of long buildings.

5.0 Open Space and Landscaping (General Guidelines)

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

j. A minimum of 30% of the required common landscaped areas should include a diverse combination of plants and vegetation that are native to southern Vancouver Island, food-bearing (capable of being harvested for food and medicine) or that provide pollinator habitats.

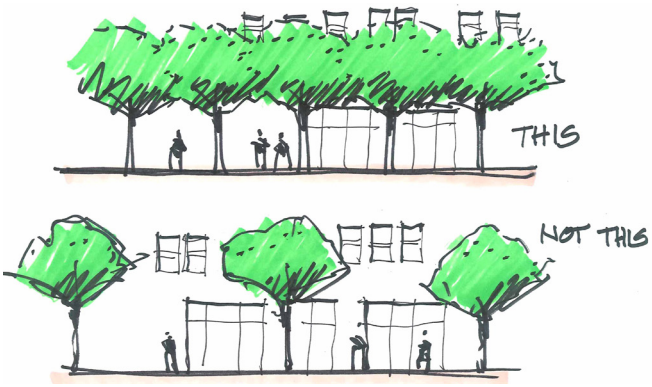
k. The design of landscaped areas should avoid the location of plants and trees immediately adjacent to air intakes on mechanical equipment and should also consider potential impacts from plant-based allergens within common outdoor gathering spaces.

l. The rear yard and, where possible, side yards of buildings adjacent to lower-scale residential development should provide landscaping and trees that mitigate the appearance of massing and contribute to a transition in scale.

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

n. Developments are encouraged to incorporate outdoor common spaces into upper storey terraces, roof tops and/or internal courtyards to support a variety of activities, social interaction and gathering for all ages.

o. Pedestrian walkways that connect the primary entrance of buildings with the adjacent public sidewalk should be a minimum of 2m wide and distinguishable from driving surfaces by using varied paving treatments.



Closely spaced street trees maximize urban forest and help create a sense of enclosure.

Landscaping used to reduce perceived building scale.

Residences fronting onto a green commons.

p. Locate and design shared outdoor spaces to:

- Maximize access to sunlight while providing areas of shade in the summer.
- Provide direct access from adjacent private patios and terraces where applicable.
- Provide clear access and visibility from circulation space to increase opportunities for social interaction and casual surveillance.
- Minimize views into adjacent or nearby residential units by using fencing, landscaping or architectural screening while encouraging socializing and passive supervision.
- Reduce the heat island effect by including planted and green roof areas with sufficient soil depths.
- Include appropriate soil volumes and infrastructure for different types of urban agriculture.

q. 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.

r. Where retaining walls are necessary, texture, planting, art or other strategies should be used to ensure a positive pedestrian experience.

s. Trees and natural vegetation that line streets, along with associated root zones and soil volumes, should be protected. This may be accomplished by strategies that include but are not limited to:

- Setting back of below-ground structures, including underground parking.
- Location of utility connections to protect existing root zones.
- Upper-floor setbacks where necessary to protect the health of current and future mature street trees where possible.

t. Where buildings are located adjacent to public parks, trails, natural areas, plazas or other public green spaces:

- The design and placement of buildings and landscape should establish a sensitive interface with adjacent parks, trails, open spaces, and natural areas; consider landscaped edges; respect the root zones of adjacent trees; and minimize impacts on ecologically sensitive areas and natural features.
- For new development adjacent to parks and larger public outdoor open spaces, design should clearly delineate private from public spaces, to avoid "privatizing" of public space. Strategies to achieve this may include location of a small pathway, low fence, hedge, similar landscape element, or arbor along the edge of a property adjacent to public open space.
- Blank walls or extensive parking areas adjacent to parks, trails and natural areas are strongly discouraged.
- Where blank walls are necessary, consider screening with a landscape trellis, planter or green wall.
- Private fences located adjacent to parks, trails and natural areas should be designed to be attractive, permeable and low in scale to promote safety and comfort and to avoid overly enclosing adjacent pathways and trails.

5.2 Privately Owned Public Spaces (POPS)

Intent: To encourage the provision of active and attractive publicly accessible open spaces, where practical and appropriate, as an extension of the pedestrian and open space network. The provision of compact forms of open space such as a patio, plaza, atrium or green space that are privately owned and maintained but designed to allow for public access are encouraged where they complement the adjacent public realm.

a. Ensure the usability of POPS by providing visibility and access from adjacent public streets, parks and other public spaces. Allow for at least one edge open to the public sidewalk.

b. Provide appropriate signage to identify POPS as open to the public, and to indicate their location when not fully visible from the street.

c. Design POPS to enhance views of special features, heritage sites and landmarks in the area, where possible.

d. Design POPS to complement character-defining elements of adjacent heritage buildings through use of materials and spatial proportions.

5.2.1 Small Plaza

Where a POP in the form of a plaza is proposed:

a. Locate the plaza adjacent to a public street and consider its orientation to maximize sunlight access throughout the day with uses that take advantage of the sunny location (e.g., cafés and patios).

b. Plazas should be of sufficient size to include tree plantings and seating areas.

c. Locate the plaza at the same grade level as the public sidewalk where possible. Where there are changes in grade, design the plaza to accommodate universal access.

d. Plazas should be of sufficient size to include tree plantings and seating areas.

e. Line the edges of plazas with active uses at-grade, including building entrances, to animate and support the open space.

f. Encourage spill-out spaces, such as patios and seating.

g. For larger plazas:

- Provide continuous weather protection in the form of canopies or arcades at the perimeter of the space.
- Define smaller sub-areas within the plaza for ample seating and gathering in the sun and shade.

h. Provide at least one primary building entrance facing the plaza, where possible.

i. Provide pedestrian-scale lighting at appropriate locations.

5.2.2 Through-Block Walkways

a. Consider providing a through-block walkway where identified in local area plans or where their provision improves or expands an existing pedestrian network.

b. Where a through-block walkway is provided:

- Design buildings facing through-block walkways to include ground floors with active edges oriented to the walkway, including entrances and windows facing the walkway to activate and provide casual surveillance of pedestrian areas.
- Provide clear sight lines at all access points and ensure adequate lighting, to increase public safety.
- Ensure that if gates are provided at walkway entry and exit points, that they are attractive and designed in a manner to be fully opened and do not impede access during public use hours.
- Use signage to identify connecting streets, adjacent buildings or open space.
- The width of a through-block walkway should relate to its expected level of pedestrian traffic, whether it accommodates seating, the height of adjacent buildings, needs for emergency access, and other factors. Generally, a minimum width of 3.6m is desired for pass-throughs that do not accommodate patio-style seating and do not expect heavy pedestrian traffic.

Residential (below) and commercial (above) through-block walkways improve amenity and connectivity.

6.0 LIVABILITY

Intent: To ensure building design supports livability for residents. To encourage design responses that mitigate the impacts of busy streets.

6.1 General Guidelines

a. Buildings that include residential units should provide private outdoor space in the form of balconies or porches, and shared open space in the form of courtyards, green spaces, terraces, yards, play areas or rooftop gardens.

b. Patios, balconies and similar private outdoor spaces are encouraged to be of sufficient dimension to facilitate varied use (e.g., sitting, dining, container gardening). A minimum depth of 1.8m, a minimum width of 2.4m, and a minimum overall size of 4.6m^2, is desired for balconies and patios.

c. Consider buildings with upper level step-backs to provide opportunities for balconies and rooftop terraces that take advantage of sunlight and views.

d. Design buildings to allow exposure to natural light to individual units and common areas while balancing solar gain and minimizing cooling loads.

e. Consider higher window-to-wall ratios on north facing facades than on south facing facades to achieve greater natural daylight access.

f. Buildings should be designed and positioned on their sites with careful consideration given to the experiential impacts on occupants and users of adjacent buildings and sites.

g. 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 minimum separation space of 6m should be provided for residential units with a dual aspect.

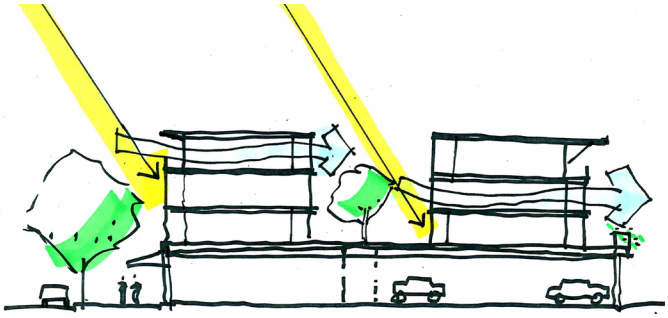
- A minimum separation space of 14m should be provided where units with a single aspect are facing each other.

h. Buildings should be designed to maximize the number of individual residential units that receive daylight and natural ventilation from at least two sides of the building, or from one side and a roof.

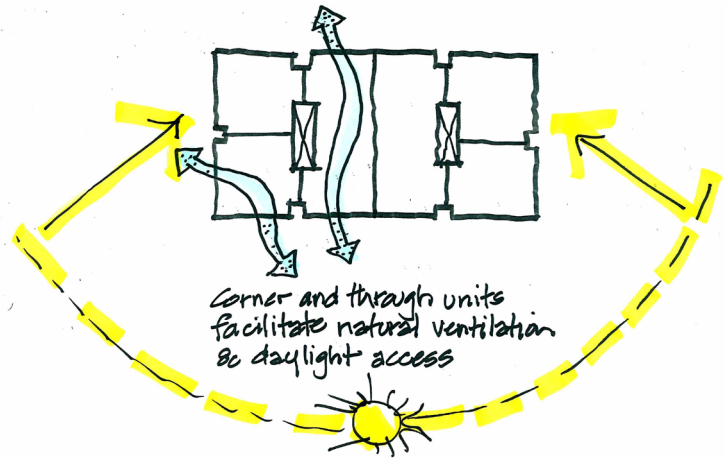
i. Where possible, provide dwelling units with a choice of aspect: front and back, or on two sides (for corner units).

j. On streets designated as major collectors or arterials and where street-facing units may be impacted by traffic noise and pollution:

- Consider increasing front setbacks to provide greater distances between traffic and dwelling units.
- Consider orienting a portion of units to the side and rear while ensuring adequate side and rear yard setbacks and while still maintaining strong street orientation and definition.
- Consider building plans that provide a mix of unit aspects (e.g., "C", "L" or "T"-shaped buildings or buildings with courtyards).
- Incorporate architectural features that reduce noise and pollution impacts (e.g., triple-pane glazing, building air intakes located away from the road, mechanical ventilation).



Courtyard building forms enable sunlight access, cross ventilation, and bedrooms located off of busy corridors.



Generous residential building setback along a corridor.

7.0 SPECIAL CONSIDERATIONS

7.1 Buildings with Industrial Uses

Intent: To ensure mixed-use neighbourhoods with light industrial uses provide a positive environment for users and to minimize impacts on adjacent non-industrial development.

The following guidelines are specific to industrial and industrial mixed-use development and building additions, and are supplemental to other applicable guidelines in this document.

a. Production, showroom, and display areas are encouraged to be located at the ground floor and visible from the sidewalk to create visual interest along the street.

b. Ensure appropriate floor to ceiling heights, and incorporation of loading bays, garage doors and other elements appropriate to support ground floor industrial uses.

c. Industrial buildings are encouraged to incorporate atria as shared open space, where appropriate.

d. Mitigate impacts of industrial uses on nearby residential development by:

- Screening any outdoor storage areas, work areas or loading areas.
- Incorporating generous landscape areas.
- Providing walls, triple-pane windows or other noise mitigation measures where noise issues are likely.
- Locating outdoor loading, work and storage areas away from adjacent residential uses.
- Providing sufficient building separation from residential uses.
- Locating and screening mechanical and other equipment to minimize noise and visual impacts on residential uses.

e. Mitigate impacts of industrial uses on non-industrial uses in developments which mix these uses (including commercial and residential 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 the following:

- Avoid residential overlook of loading areas or outdoor storage areas, through organization of building massing and orientation of windows and balconies.
- Incorporate methods for noise mitigation (e.g., triple-glazed windows, organization of building massing).
- Locate air intakes and exhausts away from loading, circulation or work areas.

f. Where a lane does not exist and vehicle access, servicing and loading is required from the fronting street, the integration of pedestrian areas and where appropriate, landscaping, with commercial loading areas is encouraged provided pedestrian areas are clearly delineated and commercial loading does not interfere with the safe, convenient movement of pedestrians.

g. Areas on site that are permitted to be used for seasonal unenclosed storage should be identified and not interfere with sight lines for pedestrians, cyclists, or vehicular traffic.

h. Unenclosed storage should be located to the rear of buildings and screened from adjacent open spaces and residential properties through fencing or landscaping.

i. The location of unenclosed storage is discouraged within any landscape area, unless integrated with landscaping in a visually discrete manner that does not damage or destroy plants, and does not interfere with sight lines.

7.2 Heritage Building Context and Skyline

Intent: To ensure that the design of new buildings and additions to existing buildings complement adjacent heritage buildings.

a. Ensure the design of new developments adjacent to heritage assets complements the character-defining elements of these assets, and mitigates negative impacts such as obscuring heritage buildings from public view. Heritage assets may include Heritage Designated properties, properties listed on the Heritage Register, properties with heritage merit, or properties within an area that has consistent or prominent historic character, evident in the clustering of properties or streetscape features. New buildings should respect the skyline prominence of heritage and other landmarks as identified in the Official Community Plan and Local Area Plans.

Buildings sited and designed to respect adjacent heritage context and landmarks.

7.3 Universal Accessible Design and Safety

Intent: To ensure that developments are safe and universally accessible to people of all abilities.

a. A high standard of accessibility in site, building and landscape design is encouraged to address the needs of all users, including people who have disabilities.

b. Disabled access should be appropriately designed and clearly visible from the main entrance, not relegated to a secondary building frontage for the sake of architectural convenience.

c. When provided, access ramps and related elements should be visually integrated with the overall building design and site plan so as to not appear disjointed from the building facade.

d. Smooth routes should be provided. Vertical disruptions along pedestrian routes should be avoided for ease of use by people with wheeled mobility devices, strollers, and bicycles.

e. Landscaping should be accessible for people with varying levels of ability and mobility.

f. Ensure accessible paths of travel between public sidewalks and pedestrian areas to common building entries.

g. Exterior accessible paths of travel should:

- Have a minimum clear width of 1.5m to allow room for mobility devices and service animals going both ways along a path.
- Have minimum head room clearances of 2.1m to ensure paths are free of obstacles overhead that white canes cannot detect.
- Have firm, stable, and slip-resistant surfaces that canes, crutches, or the wheels of mobility devices will not sink into.
- Be free of stairs or other barriers to mobility aids.

h. Smooth walking surfaces are preferred. Where interlocking pavers are used, they should be laid on a firm, well-compacted backing (e.g., concrete base) be level, and with joints no greater than 6mm wide.

i. Gratings or grills should generally be located to one side of accessible paths of travel.

j. Any change in the level of a path should have a slope or ramp. Similarly, sidewalks with steep or depressed curbs should have curb ramps.

k. Accessible paths of travel should have a minimum number of curb cuts to keep the accessible path of travel as level as possible.

l. Where steeply sloping landscaped areas are located adjacent to pedestrian routes and where slope exceeds 3:1 (horizontal to vertical), a clear boundary edge, such as an up-stand curb or retaining wall (minimum 150mm high), is desirable as a locational aid for persons who have visual limitations.

m. Common building entryways should be clearly lit and be fully accessible.

n. Benches, bike racks, bins and other furnishings should be located to one side of accessible entryways and pathways, and maintain a minimum pathway clear zone of 1.5m.

o. Benches should be mounted on a firm and level base with space made available beside the bench for at least one person using a wheelchair or scooter with a minimum hard surface clearance area of 1.0m by 1.2m.

p. Signage should generally be designed using highly visible and contrasting colours.

q. Gratings or grills should generally be located to one side of pedestrian walkways.

r. Accessible entrances should provide basic protection from the weather and include doors and vestibules that are usable autonomously by persons with varying abilities.

s. Main entrance doors and other accessible entrance and exit doors should be a minimum of 915mm wide to allow safe passage of persons who use mobility aids.

t. Entryways should be well-light and clearly visible.

u. In buildings where there is a significant amount of glazing at grade, it is recommended that door frames be clearly colour-differentiated to aid in locating the entrance.

v. Provide common spaces that are accessible to users of different abilities (e.g., areas for seating, gardening)

w. Incorporate the following Crime Prevention through Environmental Design (CPTED) principles in site planning and landscape design for increased safety:

- Design for visibility by others (seeing and being seen).
- Avoid entrapment spots (small areas shielded on three sides).
- Provide lighting (others' faces should be visible and blinding glare avoided).
- Maintain sightlines (ability to see the route ahead and open spaces from buildings).

7.4 Sustainability

Intent: To design buildings that result in reduced energy demand while ensuring visual interest and a pleasing architectural composition.

Note: The BC Energy Step Code establishes measurable energy efficiency requirements for new construction, up to net-zero energy ready performance by the year 2032. The City of Victoria intends to incrementally raise minimum energy performance to the highest levels of the Step Code by 2025. Victoria's climate is also anticipated to change, with increased need for space cooling expected. Within this context, these guidelines are intended to highlight alignment between high performance buildings, high quality design and liveability.

a. Consider building designs with a simplified form and massing, and fewer complex junctions to minimize building envelope heat loss, while also considering massing step backs to support liveability (based on relevant sections in this document).

b. For simplified forms, consider other strategies to achieve architectural interest, including but not limited to:
   - Simple shifts in massing
   - Facade articulation
   - Balcony placement and design
   - Varied materials and textures
   - Other architectural details

c. Consider a lower window-to-wall ratio on upper storeys to reduce heat gain and loss through the building envelope by increasing the area of insulated wall.

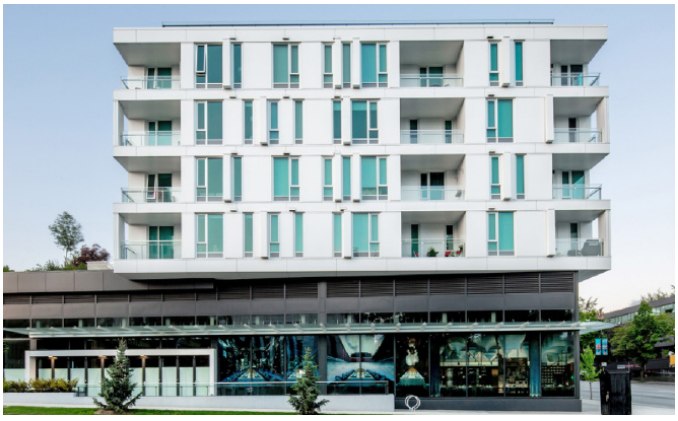
d. Incorporate light coloured materials and/or planting to reduce heat island effect.

e. Design and orientation of roofs and surfaces to accommodate solar energy and collection devices are encouraged.

f. Consider the design and articulation of each building facade to respond to changes in solar orientation and increase opportunities for natural ventilation.

g. Include operable windows, where possible, to provide natural ventilation and help reduce mechanical heating and cooling requirements.

h. Consider passive heating, cooling, and lighting design principles in landscape and building designs, including, but not limited to:
   - Orienting for maximum solar-gain potential to reduce heating demand in colder months.
   - Using deciduous trees to provide natural shading to reduce over-heating in warmer months.



7.5 Bird Friendly

Intent: To reduce threats to birds in the urban built environment and reduce bird deaths caused by collisions with buildings. To reduce light pollution. To encourage opportunities to protect and create bird habitat through provision and design of landscape.

Windows are considered one of the largest sources of direct human-caused mortality for birds in North America. Birds collide with windows because they are trying to fly into the habitats they see beyond or reflected by the glass. Untreated glass is responsible for virtually all bird collisions with buildings. The relative threat posed by individual buildings depends significantly on the amount, location, type, and design treatment of exterior glass within a facade. At the same time, light emanating from urban areas obscures natural navigation cues, which disorients and confuses migrating birds. In addition, habitat loss, in part due to human settlement and industry, has caused a decline in a representative sample of bird species in the Pacific Coast Region of Canada since 1970.

a. Design buildings with a low window to wall ratio. Less then 40% window surface area relative to the entire facade is desired.

b. Avoid large areas of glazing and fly-through conditions such as glass bridges and walkways, outdoor railings, free-standing glass architectural elements and building corners where glass walls or windows are perpendicular or other conditions where birds can see through them to the sky or habitat on the other side.

c. Use of mirrored glass and glass with high reflectivity is strongly discouraged and should be avoided.

d. Incorporate design treatments that increase the visibility of glass by integrating visual cues for birds to avoid, reduce and dampen glass reflection, and minimize light pollution.

e. Apply visual markers with high contrast to the exterior of glass surfaces (markers on the interior surface of glass are less effective):

- Examples of visual markers include etched glass, ceramic frit, sandblasted glass, and textured glass.
- Incorporate patterns with high contrast into the exterior surface of glazing. Visual markers should be at least 5mm in diameter. Gaps between markers should be no greater than 5cm vertically or 10cm horizontally.
- A simple, repeating pattern such as dots or lines that are less obvious to the human eye, are encouraged.

f. Where applied visual markers are not an optimal solution, interrupt reflective glass by increasing the density of external visual markers including spandrel panels, mullions, screen shutters, or ornamental grills. Other strategies can include adapted fenestration patterns, external blinds, shutters, sunshades, grilles, louvres, or artwork.

g. Design corner windows, glass walkways, glass railings, and other similar features to reduce the appearance of clear passage to sky or vegetation, including through incorporation of visible markers (see above).

h. Application of visual markers should apply as follows:
   - A minimum of 85% of all exterior glazing within the first 12m of the building above grade or to the height of the surrounding tree canopy at maturity, whichever is greater.
   - All glass balcony railings within the first 12m of the building.
   - Fly through or parallel glass conditions (see description above) at all heights.
   - To the first 4m of glazing above vegetation located on rooftops.

i. Reduce the dangers of attractants and landscape reflections by ensuring:
   - Outdoor landscaping and features (e.g., trees, shrubs, fountains, ponds, storm water retention basins, wetlands swales) are located at appropriate distance from glass to reduce reflections.
   - Measures should be taken to make glass visible (see strategies above).

j. Avoid interior landscaping near windows.

k. Reduce unnecessary light-spill through shielding, targeted lighting, and reduction of vanity lighting.

l. Use Dark Sky compliant, full cut off exterior fixtures and targeted lighting to reduce unnecessary light-spill/light trespass.

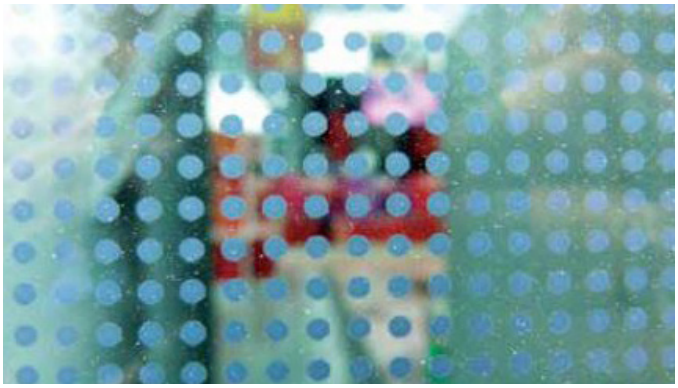
m. Down lighting should be selected over up lighting and floodlighting should be avoided.

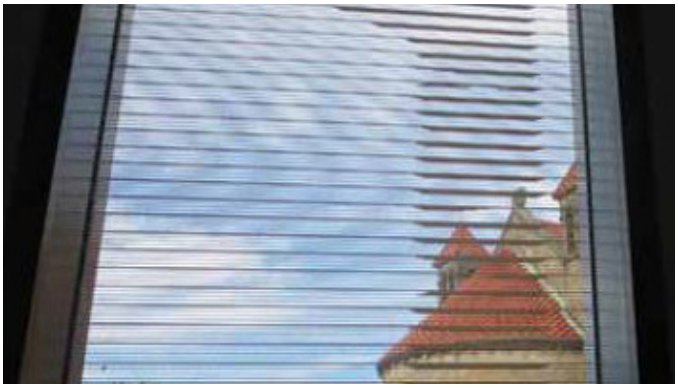
n. Ventilation grates and drains should have openings no larger than 2cm x 2cm or 1cm x 4cm to ensure that birds cannot be trapped within.

o. The ends of all open pipes should be capped so that birds do not become entrapped when investigating these openings for nesting opportunities.

p. Consider landscape design that provides opportunities for food, shelter, and nesting sites.

q. Maintain existing or create new bird habitat where possible, by, for example:
   - Retaining existing and/or introducing new areas for large tree canopy and landscaping.
   - Incorporation of storm water management infrastructure into landscaping to mimic hydrological systems.
   - Increase vertical vegetation structure by planting and maintaining native trees and shrubs.
   - Incorporating some areas within the landscape that minimizes direct disturbance from humans.
   - Minimizing lawn areas.
   - Incorporating snags and downed wood where possible and appropriate.





8.0 VILLAGE SPECIFIC GUIDELINES

8.1 Overview

The following supplemental guidelines apply to Victoria's neighbourhood villages. These guidelines are intended to be used in combination with other relevant guidelines in this document.

Each neighbourhood village has a unique context and associated form and character. The villages are envisioned to become more complete over time, providing places for shopping, gathering and social interactions. They are an important part of "15-minute communities" where goods, services and social opportunities for daily living can be found within walking distance of homes. These guidelines are meant to guide future development within these special places.

While each village has its unique sense of place, there are common design principles that direct architects and designers to pick up on cues in the built, natural and cultural environment and respond appropriately. It's the application of good design principles to the specific context that is character-defining. In this way, the guidelines seek to guide physical change in a way that accommodates and builds on these unique characteristics.

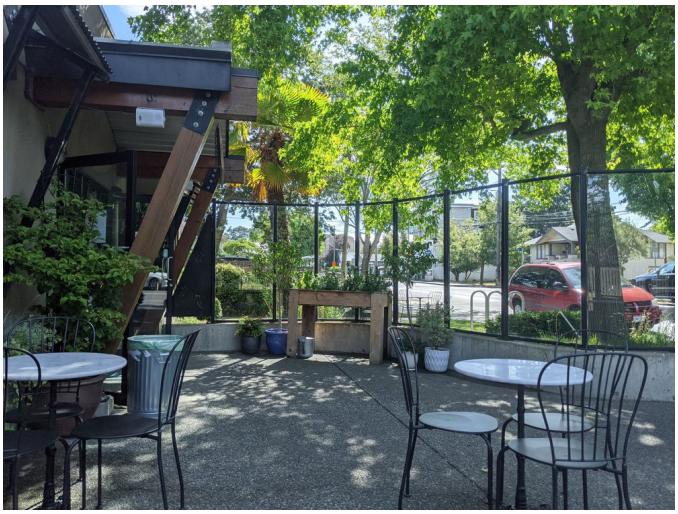
8.2 Context and Defining Features of Urban Villages

8.2.1 Bay Street Villages

Bay Street is a designated Frequent Transit route that intersects with additional public transit routes and pedestrian corridors. The two designated villages along here represent emerging areas for retail, services and gathering.

The envisioned village at Bay Street and Fernwood Road has the potential to create a lively local High Street with storefronts and patio seating complementing, but separate from, the nearby Fernwood Village.

Further east, the emerging Bay Street Village is intended to serve as a focal point for the surrounding neighbourhoods. Bay Street is an east-west street with relatively constrained (shallow) lots in some areas. Therefore, areas of public seating or private patios may be focused on corners where Bay Street meets side streets, taking advantage of opportunities for a quieter environment and opportunities for access to sunlight. New buildings on Bay Street can accommodate transitions to the surrounding residential areas, as well as accommodating sunlight access to the north side of the street. Cross-streets here tend to be offset, creating T-intersections which provide opportunities for terminating vistas and sunlight access.



8.2.2 North Park Village

North Park Village, while close to Downtown, maintains a unique identity and will play a strong role for local gathering, shopping and services for the diversity of people who call the area home. The mix of small and medium storefronts allow for a diversity of shops, eateries and services along Cook Street. There are also quieter side streets, including North Park Street, that draw pedestrians with shopfronts and outdoor seating, providing a venue for neighbourhood gathering.

North Park Village is envisioned to evolve with wider sidewalks and space for pedestrians, patio dining and street trees. New mixed-use development is envisioned to maintain a mix of micro-, small- and medium-sized shopfronts to maintain diversity. Future development is expected to support the creation of a formal laneway parallel to Cook Street to the east, thereby formalizing opportunities for the flow of pedestrians and providing access to shops. A plaza space for community celebration and everyday enjoyment is a key desired amenity which may be supported through future development. To the west, the village intersects with North Park Street, envisioned as an area supporting "makers", artisans and light industrial uses that are compatible within the residential context of North Park.

Cook Street itself currently serves as a local but important transit route, and there is a desire to maintain and enhance a strong sense of pedestrian comfort along the street.

8.2.3 Quadra Village

With its diverse mix of small shops and larger retailers providing for goods, services and social gathering, Quadra Village has emerged as a vibrant and multicultural village beloved by area residents and others across the region. Quadra Village's unique atmosphere is owed in part to the rich diversity of businesses and series of small storefronts throughout much of the village along both Quadra Street and Hillside Avenue. While these buildings do not have a particular architectural style, they are defined by their positive orientation to the street. They are characterized by frequent entries, large shopfront windows and patio cafés, creating diversity and interest along the street.

Quadra Village is also defined by its major streets that are regionally-designated Frequent Transit routes and carry significant auto traffic. As development has occurred in more recent years, buildings have been set back to allow for patio seating areas and display zones, creating opportunities for more vibrant life along Quadra Street in particular. There is a desire to ensure that the village maintains and enhances its pedestrian character, while accommodating all modes of travel.

The rhythm of small shops is punctuated by two larger shopping centres, which accommodate larger-format anchors such as a full-service grocery, with larger areas of surface parking. Any future redevelopment brings the opportunity for new building forms and public spaces that can provide a respite from busy streets, new pedestrian connections, and better relationships to Quadra Street, Kings Road or Hillside Avenue to complement the rest of the village.

The laneway directly west of Quadra Street, from Kings Road to Hillside Avenue, is envisioned as "Quadra Mews", a unique shared street environment. It is envisioned to allow a mix of mobility and activities, with buildings creating a lively laneway that mixes shopfronts, pedestrian and seating areas, with needed vehicular access and loading to create a unique place.

8.2.4 Tolmie Village

Quadra at Tolmie Village is strongly influenced by its location along Quadra Street, a major bus transit route with higher levels of auto traffic. There is significant nearby population, especially to the north and west in Saanich, with few nearby walkable retail locations. Designated bicycle routes and pedestrian-oriented "greenways" on Tolmie Avenue and Dowler and Fifth Streets are expected to create more pedestrian activity in the future.

There is a desire to create more "sense of place" along Quadra Street, signaling to passers-by that there is a destination and reason to slow down.

Turning the corner onto Tolmie Avenue presents the opportunity to create a neighbourhood High Street with additional shops and seating areas oriented to this quieter street.

8.2.5 Finlayson and Highview Village

A small village is envisioned in this area, providing a gathering place (including outdoor public spaces) for a part of the neighbourhood which in 2022 lacks villages, shops and services within a short walk.

Finlayson street is a pleasant tree-lined street. Despite heavy through traffic volumes during peak times (owing to its function as one of few east-west corridors in this area), it maintains a sense of pedestrian comfort along the street with tree-lined boulevards, centre medians and slower traffic. Highview Street is designated as a north-south Greenway connecting Lang Street and Summit Park to a number of parks to the north and northeast and will become an important crossing. Not far away, Cook Street is envisioned by the City as a potential future corridor for enhanced bus service.

The intersection has long been anchored on the northeast corner by a historic shopfront building that over time has housed a grocer, brewing shop, and carpentry shop among others. The proximity of Summit Park provides context, as the park lies one block south of Finlayson and may provide a backdrop to the village and future public spaces. The area is characterized by the presence of Gary Oak ecosystems which may impact siting and development.

8.3 Supplementary Design Guidelines for Urban Villages

8.3.1 General Guidelines

a. Buildings should be set back approximately 0.5m to 2m from property lines to accommodate space for merchandise display or areas of patio seating.

b. Additional setbacks are encouraged in locations of high pedestrian activity (e.g., near bus stops, main building entryways, areas where patrons may be gathering).

c. Building setbacks at key pedestrian nodes are encouraged to accommodate patio seating. These nodes may include:

- Locations adjacent to the entry to mid-block pedestrian walkways.
- Street corners where a main street meets a side street, especially along busy corridors where traffic noise is a concern.

d. A 3 to 4 storey street wall is generally desired in Villages, to help achieve sunlight access to the street and to create comfortable street enclosure. Upper storey step backs are encouraged to incorporate a landscaped terrace overlooking the street.

e. A maximum spacing distance of 10m between individual commercial storefront entries is recommended. Exceptions may be considered for developments incorporating large format commercial use (see guideline 3.2).

f. Building designs 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 cafés, and architectural features such as projecting bays and balconies, building modulation, and distinct roof lines.

g. Consider unique rooflines for taller buildings that have a visually prominent location (e.g., at corners, gateways, or at terminating vistas of streets) in order to create a distinct landmark.

8.3.2 Additional Guidelines Specific to Bay at Fernwood Village

a. Setbacks are encouraged to accommodate patio seating spaces fronting onto Fernwood Road to create a lively pedestrian-oriented atmosphere and interest.

b. Building massing is encouraged to maintain views towards the Belfry Theatre steeple from the public realm.

8.3.3 Additional Guidelines Specific to East Bay Street Village

a. Increased building setbacks are encouraged to accommodate patio seating spaces fronting onto street corners and side streets. This is in recognition of constrained widths along Bay Street, to take advantage of locations further away from traffic noise, and create opportunities for sunlight exposure.

8.3.4 Additional Guidelines Specific to North Park Village

a. Building setbacks at key pedestrian nodes are encouraged to accommodate patio seating. These nodes may include corners, planned plaza locations, key side streets like North Park Street, and locations where pedestrian pass-throughs meet the main street.

Buildings set back to accommodate patios.

New building incorporating plaza space.

8.3.5 Additional Guidelines Specific to Quadra Village

a. Incorporate mid-block pedestrian pass-throughs and courtyards off of Quadra Street, where appropriate, with active frontages to help break up the mass of larger buildings, provide increased retail frontage and enhanced east-west pedestrian connectivity.

b. For buildings located on the west side of Quadra Street adjacent to Quadra Mews:

- Incorporate an active and attractive residential or commercial edge facing the mews, and integrate with servicing, loading and vehicle access to underground parking where provided.
- Ground floor setbacks of 3.5m or greater are encouraged to enable incorporation of a pedestrian zone, along with patio seating, and landscaping to activate and soften the mews.
- Consider incorporation of a generous step back after the first storey to create a commercial or residential terrace overlooking Quadra Mews, especially where a building does not achieve a strong presence of active frontages on the ground level.

c. Where surface parking is incorporated adjacent to the mews, the edge of the parking area should be set back a minimum 3.5m from the property line to incorporate a 1m wide landscaped buffer and 2.5m pedestrian/seating zone.

Pedestrian oriented streets and plazas.

Mid-block pedestrian walkway.

Quadra Mews

8.3.6 Additional Guidelines specific to Tolmie Village

a. Building setbacks are encouraged to accommodate patio seating along both Quadra Street and Tolmie Street.

8.3.7 Additional Guidelines specific to Finlayson Street Village

a. Building setbacks are encouraged to accommodate patio seating along Finlayson Street and/or Highview Street.

b. Buildings should be massed to maintain views, where they exist, towards Summit Park treetops from the public right-of-way on the north side of the Finlayson-Highview intersection.

A walkable village at Tolmie and Quadra.

9.0 Tall Buildings and Large Sites

Overview

In order to meet principles and objectives in the Official Community Plan, proposals for Large Sites and sites with Tall Buildings should include a comprehensive development plan.

- **Large sites** are defined as sites of sufficient size to accommodate multiple multi-unit and/or mixed-use buildings and that merit internal pedestrian networks and significant on-site open space amenities (approximately 5000 square metres or greater).
- **Tall buildings** are defined buildings taller than 21m or 6 storeys in height.

In addition to relevant guidelines in sections 1 through 8 of this document, proposals for Tall Buildings and/or Large Sites, comprehensive development will need to demonstrate response to the following site planning and building design elements and considerations:

9.1 Large Sites

Proposals for sites that are approximately 5000 square metres or greater.

Intent: To ensure large sites are planned in a comprehensive manner that achieves multiple objectives, including those related to pedestrian networks, urban ecology, urban forest and liveability.

a. Integrate pedestrian paths and open spaces that connect to and extend the adjacent existing public open space network.
b. Maintain visual connections from key public spaces to prominent views and landmarks.
c. Ensure sufficient building separation through the siting, orientation and design of buildings to minimize shadowing impacts and achieve livability and privacy for individual residential units.
d. Respond to existing natural site or topographical features through siting, setbacks, landscaping and other strategies that retain and incorporate natural site and topographical features.
e. Consider a greater number of smaller footprint buildings versus fewer larger footprint buildings.
f. Protect, enhance or restore environmental and ecological features.
g. Incorporate common open spaces and other community-oriented features, such as indoor gathering spaces or facilities for residential or community use.

9.2 Tall Buildings

Proposals that include buildings that are greater than 6 storeys, or 21m in height.

Intent: To preserve sunlight access and quality of public spaces that are adjacent to tall buildings, and ensure livability and privacy for individual residential units.

Minimize massing and shadowing impacts of tall buildings though strategies that provide a sensitive transition in scale, including but not limited to:

a. Set tall buildings back from streets, parks, open space, and neighbouring properties to reduce visual and physical impacts of tall buildings.
b. Locate and design tall buildings to sensitively transition to adjacent, less intensive uses and building forms.
c. Tall buildings should incorporate a building base to be the primary defining element for the site and adjacent public realm.

d. Site and scale the building base to complement adjacent buildings and to create comfortable street edge definition:
   - The building base should be a maximum height of 12m.
   - Set tall buildings back a minimum of 5m from the established building base.

e. Achieve minimum rear and side yard setbacks of 15m for portions of the building above 18 m in height.

f. Incorporate slender floor plate sizes, and orient buildings in a north-south direction, to minimize shadowing and massing impacts.

g. Maintain sufficient separation of tall buildings to ensure adequate light, air, access and views for residents.

h. Where a parcel contains more than one tall building, provide a minimum 30m separation distance between the closest points of the tall buildings.

i. Demonstrate through a sun and shadow study how the proposed tall building maintains as much access to sunlight as possible and adequately limits shadowing of neighbouring streets and open spaces:
   - Where unshaded by existing off-site conditions, a minimum of approximately 4 hours of cumulative sunlight provided on at least 60% of the length of the sidewalk located across the street from the development should be achieved between 10 am and 4 pm on the equinoxes.

j. Mitigate the bulk and scale of tall buildings by using vertical and horizontal articulation by, for example, incorporating changes of plane, stepped terraces or modulated plane and facade forms.

k. Locate, orient and design tall buildings to minimize adverse wind tunnel impacts on adjacent streets, parks and open spaces, at building entrances, and in public and private outdoor amenity areas. Strategies to achieve this include but are not limited to:
   - Step back the tower from the building base to dissipate down drafts.
   - Incorporate landscaping into roof areas of building bases and terraces to further reduce wind speeds.
   - Incorporate architectural elements such as projecting cornices, screens, terraces, overhangs, permanent canopies, and colonnades to reduce effects of wind around the building base and within roof top areas.
   - Integrate and locate permanent site features such as walls, landscaping, and where feasible, berming to help reduce wind speed or to create sheltered areas.
   - Where a proposed development is likely to result in significant wind tunnel effects on the pedestrian realm, a wind tunnel study may be required at the discretion and to the satisfaction of the Director of Planning.

l. Provide visual interest through variation in the design and articulation of tall building facades, and respond to differing facing conditions within the adjacent context.

m. Incorporate a distinctive roof top including creative screening of mechanical equipment and Incorporating roof top landscaping and green roof features.

n. Design, place and pattern balconies to contribute to a cohesive tower composition and expression while minimizing increases to perceived bulk and mass of buildings.

o. Integrate a combination of indoor and outdoor private and common amenity space, where appropriate, into the design and massing of the upper floors and terraces of tall buildings, while minimizing increases to perceived bulk and mass of buildings.

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