

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 in order to implement the future land use, urban form and character directions identified in the Gonzales Neighbourhood Plan.

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. 21)”.

Official Community Plan Bylaw

- 2 Bylaw No. 12-013, the Official Community Plan Bylaw, 2012, is amended in the Table of Contents, List of Maps as follows:
 - a) by replacing the text, “Map 23: Gonzales Strategic Directions” with the text “Map 23: Gonzales Neighbourhood”.
 - b) by inserting the following text immediately after the text “Map 48B: DPA 6A: Small Urban Villages – Burnside at Harriet”:

“Map 48C: Small Urban Villages: Fairfield at Lillian/Wildwood Village and Fairfield at Irving Village”
 - c) by inserting the following text immediately after the text “Map 56: DPA 7A: Corridors – Shelbourne Avenue”:

“Map 56B: DPA 7A: Corridors – Fairfield Road Corridor”
- 3 Bylaw No. 12-013, the Official Community Plan Bylaw, 2012, is amended in 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, which is attached to this Bylaw in Exhibit 1.
 - b) In Figure 8: Urban Place Guidelines, in the Designation “Traditional Residential,” under the category “Built Form,” by adding the following words immediately after the phrase “Multi-unit buildings up to three storeys, including attached residential and apartments on arterial and secondary arterial roads”:

“and on Fairfield Road between St. Charles Street and Foul Bay Road.”
- 4 Bylaw No. 12-013, the Official Community Plan Bylaw, 2012, is amended in Section 14: Economy, as follows:
 - a) By repealing Map 14: Employment Lands and replacing it with a new Map 14: Employment Lands, which is attached to this Bylaw in Exhibit 1.

- 5 Bylaw No. 12-013, the Official Community Plan Bylaw, 2012, is amended in Section 21: Neighbourhood Directions, as follows:
- a) By repealing Map 23: Gonzales Neighbourhood Directions and replacing it with a new Map 23: Gonzales Neighbourhood, which is attached to this Bylaw in Exhibit 1.
 - b) In section 21.10.6, by adding the words “and at Fairfield and Lillian Street/Wildwood Avenue.” immediately after the words “Fairfield Road and Irving Road”.
 - c) By adding the following section immediately after section 21.10.6.:
“21.10.7. Support small apartment buildings and townhouses along Fairfield Road, which is identified as a frequent transit route, between St. Charles Street and Foul Bay Road.”
- 5 Bylaw No. 12-013, the Official Community Plan Bylaw, 2012, is amended in Appendix A, Overview, as follows:
- a) In section 2(a)(v)(2), by deleting the word “or” and replacing it with a comma; and by adding the following text immediately after “DPA 13, Core Songhees”:
“DPA 15F, Intensive Residential – Townhouse and Attached Dwelling”
- 6 Bylaw No. 12-013, the Official Community Plan Bylaw, 2012, is amended in Appendix A: Development Permit Areas and Heritage Conservation Areas:
- a) By 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, which is attached to this Bylaw in Exhibit 1.
- 7 Bylaw No. 12-013, the Official Community Plan Bylaw, 2012, is amended in Appendix A, DPA 6A: Small Urban Villages, as follows:
- a) In section 1, by deleting the words “Maps 48A and 48B” and replacing them with the words “Maps 48A, 48B and 48C”.
 - b) By adding the following sections immediately after section 5(b)(ii):
“(iii) to Fairfield at Lillian/Wildwood Village and Fairfield at Irving Village:
 - Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
 - Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”
 - c) By repealing Map 48: DPA 6A: Small Urban Villages and replacing it with a new Map 48: DPA 6A: Small Urban Villages, which is attached to this Bylaw in Exhibit 1.
 - d) Immediately after Map 48B, by inserting a new map 48C: DPA 6A: Small Urban Villages – Fairfield at Lillian/Wildwood Village and Fairfield at Irving Village, which is attached to this Bylaw in Exhibit 1.
- 8 Bylaw No. 12-013, the Official Community Plan Bylaw, 2012, is amended in Appendix A, DPA 7A: Corridors, as follows:

- a) In Section 4(c), by adding the phrase “, Fairfield Road” immediately after the words “Oak Bay Avenue”.
 - b) By adding the following section immediately after Section 5(b)(iii) and renumbering the subsequent sections accordingly:
 - “(iv) Fairfield Road corridor:
 - › Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
 - › Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”
 - c) By repealing Map 50: DPA 7A: Corridors and replacing it with a new Map 48: DPA 7A: Corridors, which is attached to this Bylaw in Exhibit 1.
 - d) Immediately after Map 56, by inserting a new map 56B: DPA 7A: Corridors – Fairfield Road Corridor, which is attached to this Bylaw in Exhibit 1.
- 9** Bylaw No. 12-013, the Official Community Plan Bylaw, 2012, is amended in Appendix A, immediately after DPA 15E: Intensive Residential, by adding DPA 15F: INTENSIVE RESIDENTIAL – TOWNHOUSE AND ATTACHED DWELLING” which is attached to this bylaw as Exhibit 2.
- 10** Bylaw No. 12-013, the Official Community Plan Bylaw, 2012, is amended in Appendix A, DPA 16: General Form and Character, as follows:
- a) in section 2.(b)(i)((2)(B), adding the following text immediately after the text “DPA 15E, Intensive Residential – Garden Suites”:
- “DPA 15F, Intensive Residential – Townhouse and Attached Dwelling”
- 11** This Bylaw comes into force on adoption.

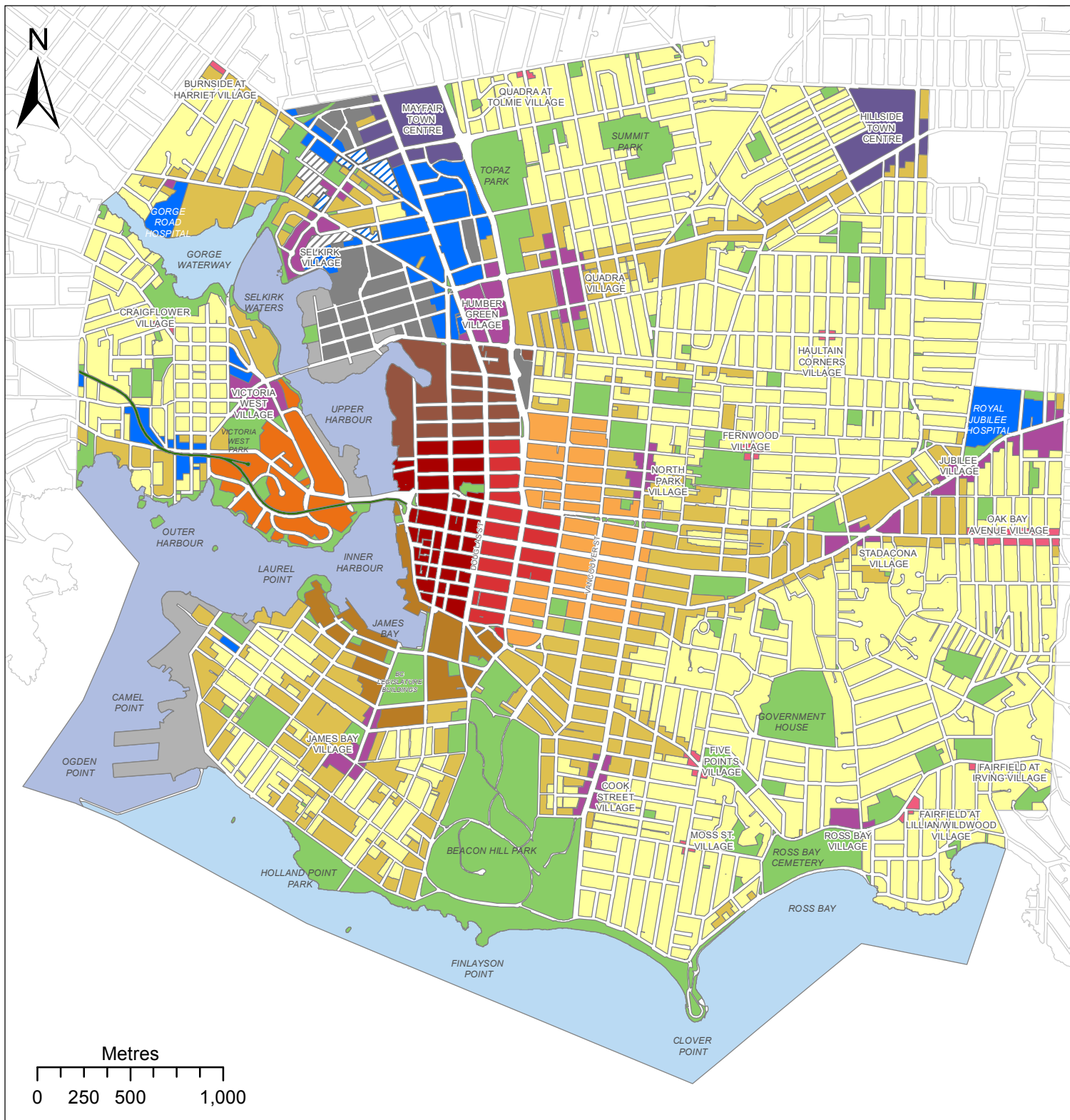
READ A FIRST TIME the	day of	2017
READ A SECOND TIME the	day of	2017
Public hearing held on the	day of	2018
READ A THIRD TIME the	day of	2018
ADOPTED on the	day of	2018

CITY CLERK

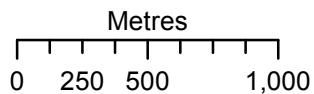
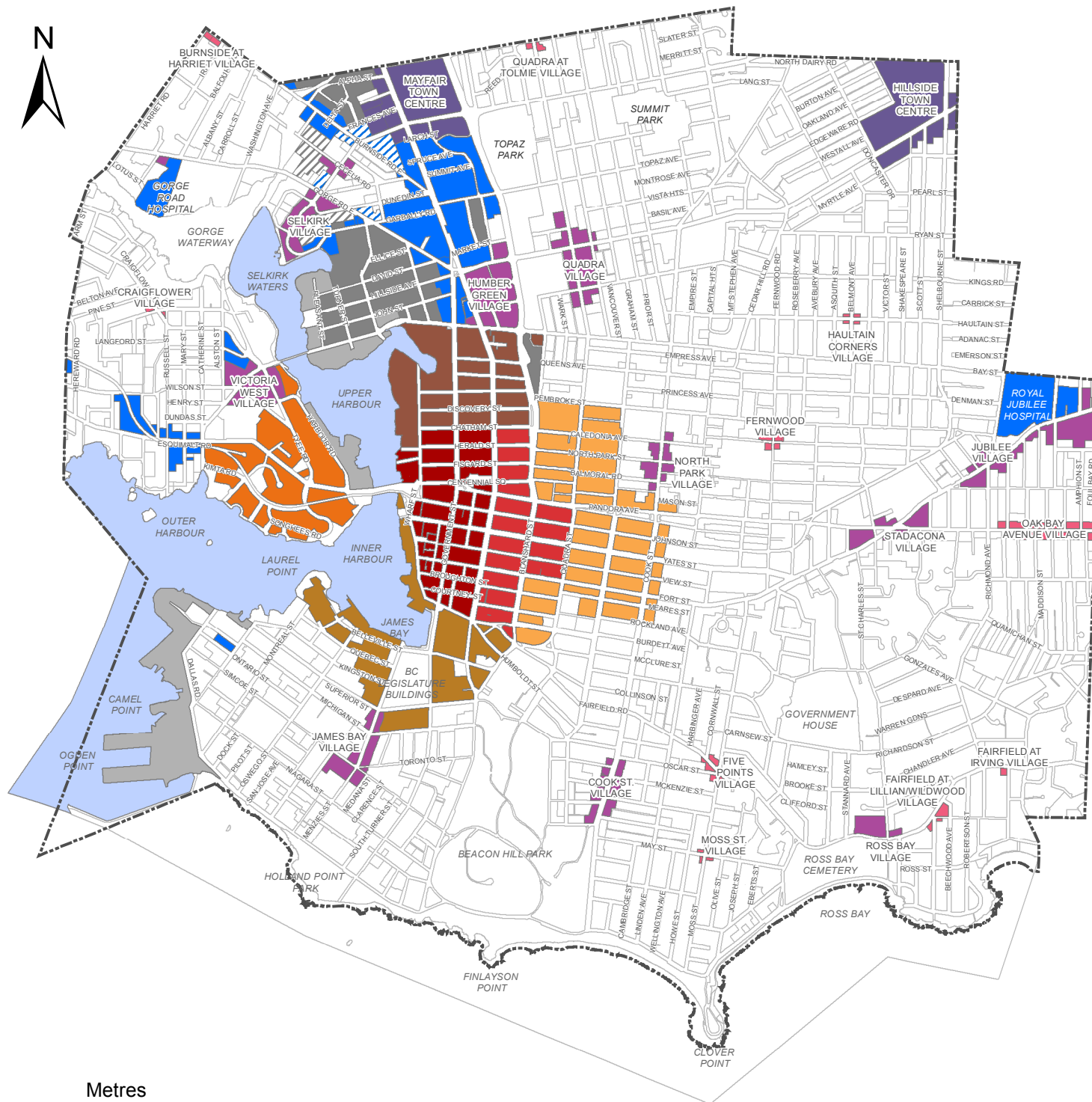
MAYOR

MAP 2

Urban Place Designations



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 23

Gonzales Neighbourhood

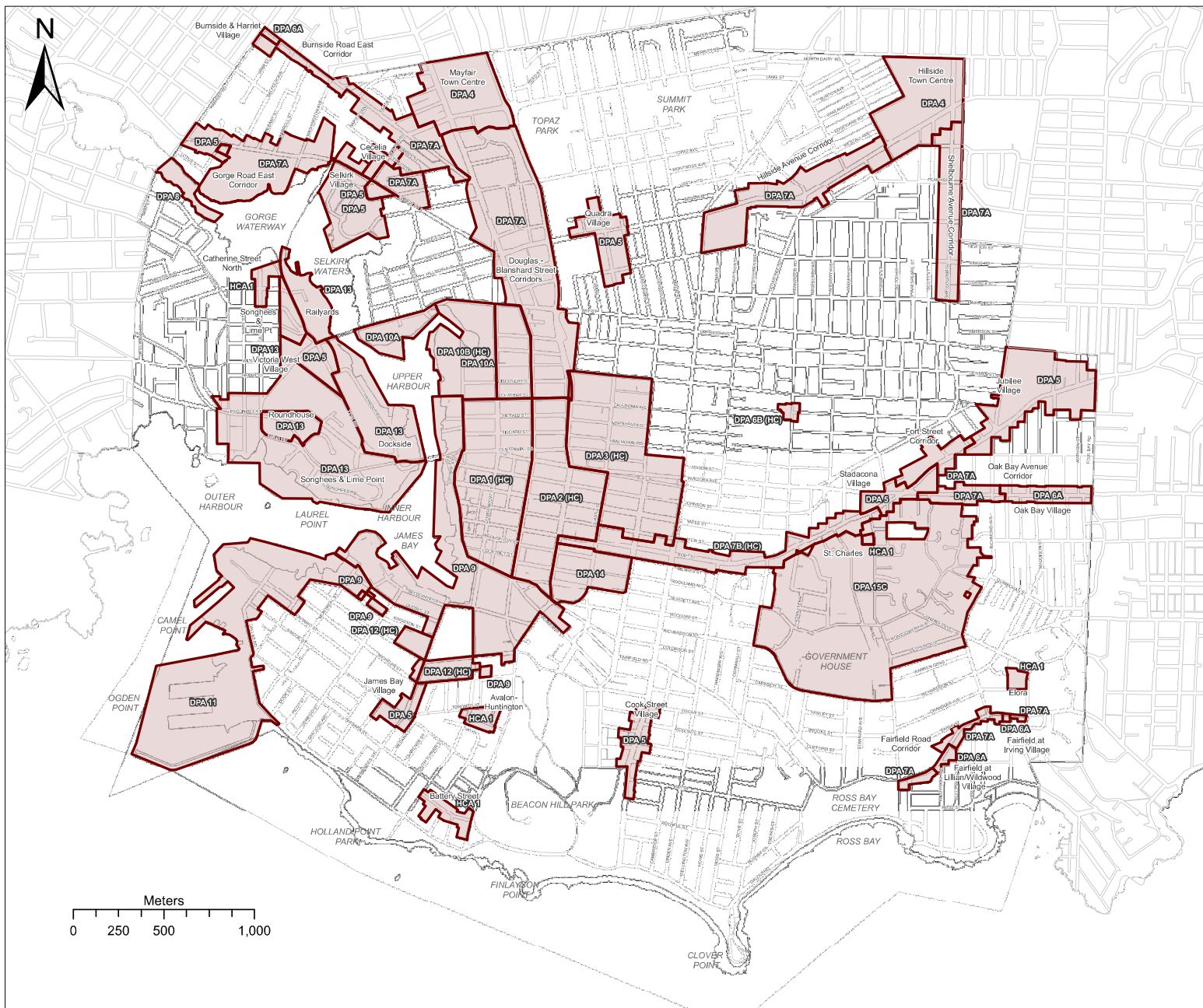
Urban Place Designations*

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

Public Facilities

- Existing Public School

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



MAP 32

COMPOSITE MAP OF DEVELOPMENT PERMIT AREAS AND HERITAGE CONSERVATION AREAS

- DPA 1 (HC): Core Historic
- DPA 2 (HC): Core Business
- DPA 3 (HC): Core Mixed-Use Residential
- DPA 4: Town Centres
- DPA 5: Large Urban Villages
- DPA 6A: Small Urban Villages
- DPA 6B (HC): Small Urban Villages Heritage
- DPA 7A: Corridors
- DPA 7B (HC): Corridors Heritage
- DPA 8: Victoria Arm Gorge Waterway
- DPA 9 (HC): Inner Harbour
- DPA 10A: Rock Bay
- DPA 10B (HC): Rock Bay Heritage
- DPA 11: James Bay and Outer Harbour
- DPA 12 (HC): Legislative Precinct
- DPA 13: Core Songhees
- DPA 14: Cathedral Hill Precinct
- HCA 1: Traditional Residential
- DPA 15C: Intensive Residential Rockland

The following designations apply to all areas within the City of Victoria and are not shown on this map:

- DPA 15A: Intensive Residential Small Lot
- DPA 15B: Intensive Residential Panhandle Lot
- DPA 15D: Intensive Residential Duplex
- DPA 15E: Intensive Residential Garden Suites
- DPA 16: General Form and Character

This composite map is provided for reference only. Please see the map and provisions for each designated DPA and HCA for legal information.

Map 48: DPA 6A: Small Urban Villages

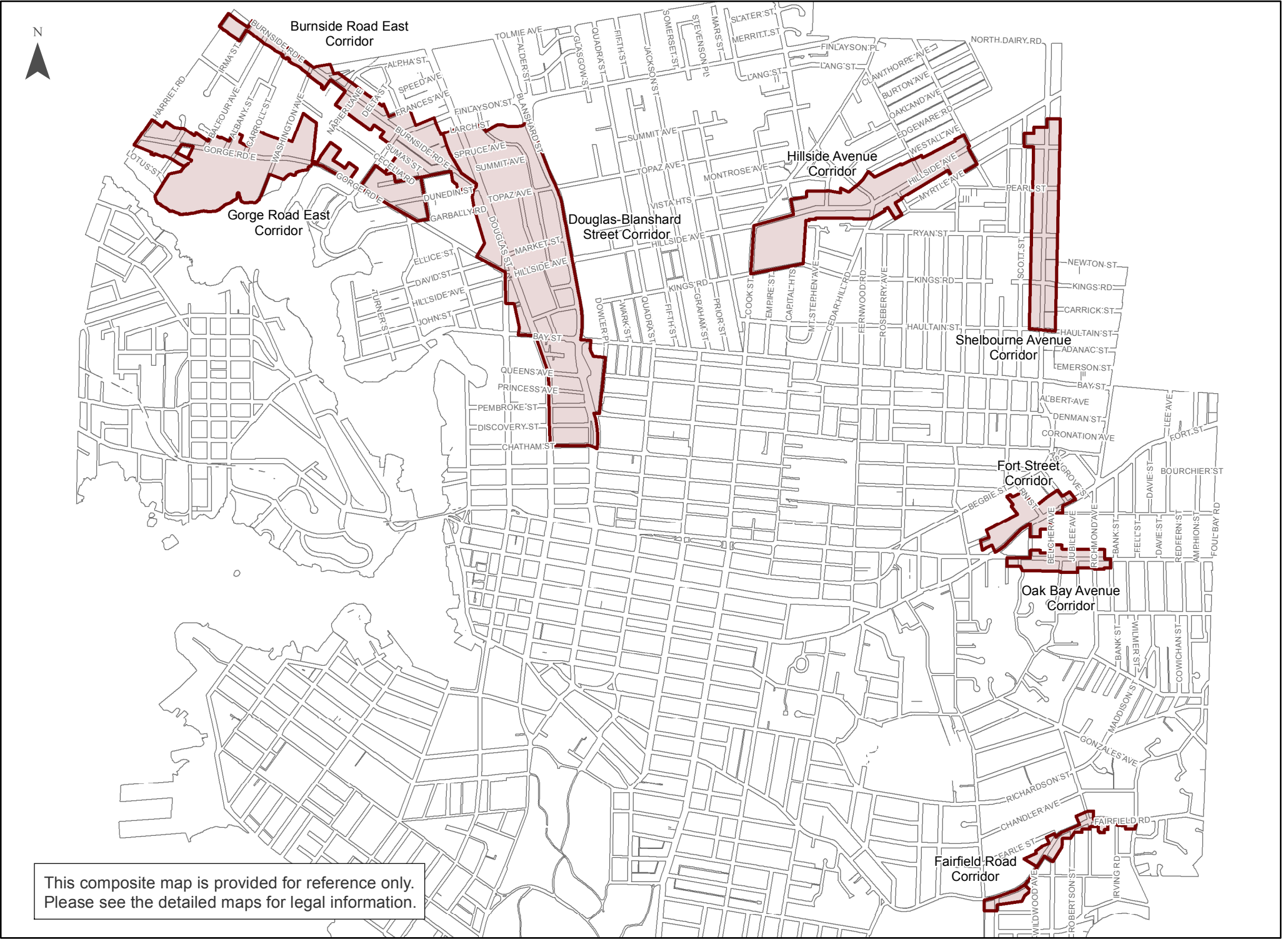


This composite map is provided for reference only.
Please see the detailed maps for legal information.

Map 48C: Small Urban Villages -- Fairfield at Lillian/Wildwood Village and Fairfield at Irving Village



Map 50: DPA 7A: Corridors



Map 56B: DPA 7A: Corridors -- Fairfield Road Corridor



DPA 15F: INTENSIVE RESIDENTIAL – TOWNHOUSE AND ATTACHED DWELLING

1. Pursuant to Section 488 (1) (e) of the Local Government Act, the following area is designated as Development Permit Area DPA 15F, Intensive Residential – Townhouse and Attached Dwelling, for the purpose of establishment of objectives for the form and character of intensive residential development:
 - (a) Areas designated as Traditional Residential Urban Place Designation, as shown on Map 2 of the Official Community Plan (2012), as amended, within the boundaries of Gonzales Neighbourhood, as identified in Map 18 of the Official Community Plan (2012), as amended.
2. Application and Exemptions:
 - (a) In this area, “Intensive Residential – Townhouse” means:
 - (i) construction of, addition to or alteration of buildings on a site which contains three or more dwelling units, at least some of which are attached or semi-attached dwellings; or,
 - (ii) construction of, addition to or alteration of buildings on a site within a Townhouse Zone.
 - (b) For the purposes of this section, “Townhouse Zone” means any of the following:
 - (i) Any zone which begins with “R-J”, “R-H,” “R-K”, or “RT”; or
 - (ii) Any zone which has the word “Townhouse” or “Rowhouse” in its name.
 - (c) Development Permits are required for Intensive Residential – Townhouse and Attached Dwelling in accordance with the Local Government Act, subject only to the General Exemptions identified in the “Overview” section of this Appendix and the following exemptions.
 - (d) Specific Exemptions for DPA 15F, Intensive Residential – Townhouse and Attached Dwelling:
 - (i) A Development Permit is not required for:
 - (1) development that is not Intensive Residential – Townhouse;
 - (2) a house conversion as defined in the *Zoning Bylaw* as amended from time to time;
 - (3) multi-unit residential development, other than Intensive Residential – Townhouse;
 - (4) commercial or industrial development;
 - (5) alterations to soft landscaped areas which replace existing vegetation with other forms of vegetation, but which neither expand

the extent of paved or impervious areas nor remove trees or shrubs which are shown in a previously approved Development Permit;

- (6) subdivision of land that is not located within the Queen Anne Heights/ Foul Bay Road/ Gonzales Hill area as identified in the Design Guidelines for Intensive Residential – Townhouse and Attached Dwelling.

3. The special conditions that justify this designation include:

- (a) Victoria's Traditional Residential areas are primarily characterized by low density, ground-oriented dwellings with many detached houses.
- (b) These neighbourhoods each have a unique sense of place, traditional scale and character.
- (c) The Traditional Residential areas permit attached and semi-attached dwelling units that may result in a higher density or lot coverage than surrounding context. This results in a more intensive form of residential development that may impact the character of Traditional Residential Areas.
- (d) The Queen Anne Heights/Gonzales Hill/Foul Bay Road Area has a unique sense of place due to the collection of significant heritage buildings, large lots, urban design that relates to the area's rocky topography and the presence of Gary Oak trees and meadows.

4. The objectives that justify this designation are:

- (a) To accommodate 40% of growth within close walking distance of Town Centres and Large Urban Villages;
- (b) To accommodate 10% of Victoria's anticipated population growth and associated housing growth in Small Urban Villages, and residential areas, to encourage and support future and existing commercial and community services;
- (c) To integrate more intensive residential development in the form of townhouses, attached and semi-attached dwellings within Traditional Residential Areas in a manner that preserves architectural integrity and established neighbourhood character;
- (d) To achieve a high quality of architecture in the design of new townhouses and attached dwellings, as well as a high quality of landscape and urban design to enhance the neighbourhood;
- (e) To consider townhouse and attached housing forms and siting in the Queen Anne Heights/ Foul Bay Road/ Gonzales Hill areas in such a way as to protect

natural areas and the tree canopy. Maintain the historic, green, large lot character of these areas. Support heritage conservation.

5. Guidelines:

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

- (a) Design Guidelines for Intensive Residential – Townhouse and Attached Dwelling.



Revitalization Guidelines for Corridors, Villages and Town Centres

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.

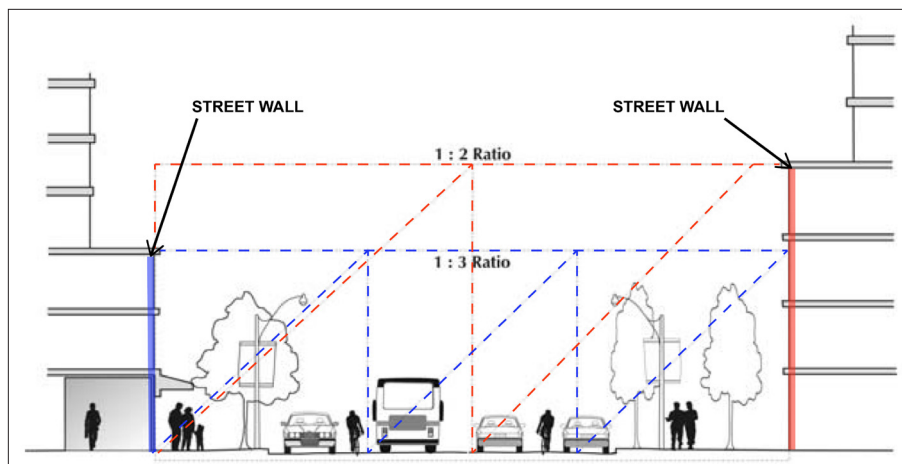


Figure 1: A building height-to-street-width ratio of between approximately 1:3 and 1:2 is recommended to frame streets and provide human scale. Portions of buildings above the street wall are encouraged to step back.

- 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.



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

- 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.

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.

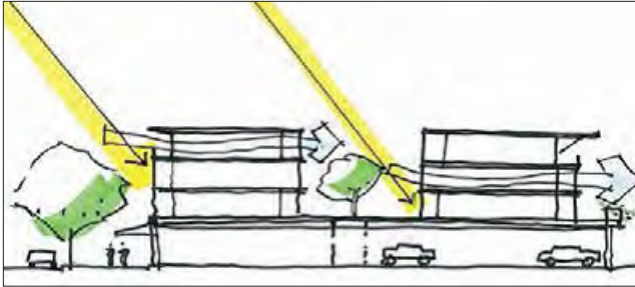


Figure 3: Comfortable separation space allows for sunlight access to individual units and outdoor spaces.

- 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 2m wide and distinguishable from driving surfaces by using varied paving treatments.

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) Mayfair Town Centre:

- a. Taller buildings should generally be focused in the western part of the site, near Douglas Street.
- b. Design taller buildings to have a clear architectural distinction between the base (podium or street wall portion), middle and upper portion of the building.
- c. The podium base or street wall portion of buildings are encouraged to be three to five storeys (approximately 10–15m) in height.
- d. 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.

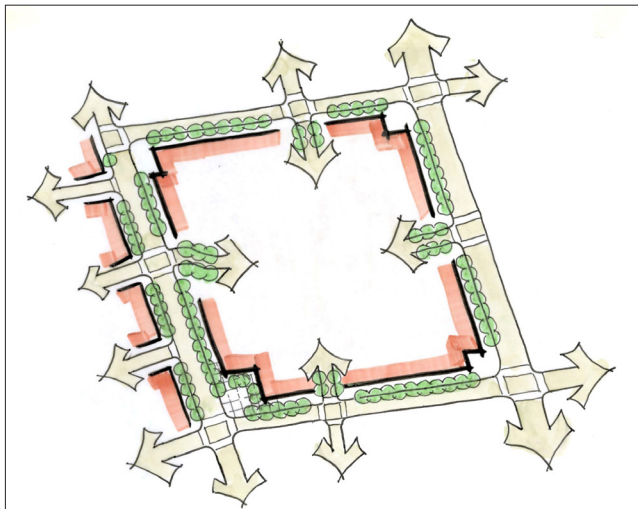


Figure 5: Major redevelopment of the Mayfair Shopping Centre site should establish an internal block structure connecting to adjacent streets.

- e. 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).
- f. Building design that results in a landmark expression is encouraged at the intersection of Douglas and Finlayson Streets.
- g. 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.

2) Gorge at Irma Village:

- a. 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.

3) Douglas-Blanshard Corridor:

- a. 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).

4) Gorge Road East Corridor

- a. 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.

5) Fairfield Road Corridor

- a. Multi-unit buildings along Fairfield Road should be designed to be compatible with the scale and rhythm of existing development along the street. For new building facades that appear longer than others within the established context, design strategies should be employed to mitigate the appearance of building length, such as:
 - modulation of massing
 - variations in rooflines
 - composition of architectural features, materials and colours
 - other architectural solutions.
- b. The Fairfield Road corridor is envisioned to be a tree-lined street, supporting the urban forest and contributing to its character. When site planning and landscape design is considered, the following should be addressed:
 - 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. A minimum of one planting space per 15 metres of frontage is recommended.
 - Where there is no boulevard, or it is of insufficient width to support trees, canopy trees are encouraged within front yards adjacent to the right-of-way.

Design Guidelines for Intensive Residential Development - Townhouse and Attached Dwelling



Design Guidelines for Intensive Residential Development - Townhouse and Attached Dwelling

1) Introduction

Townhouse and Attached Dwelling Building Typologies

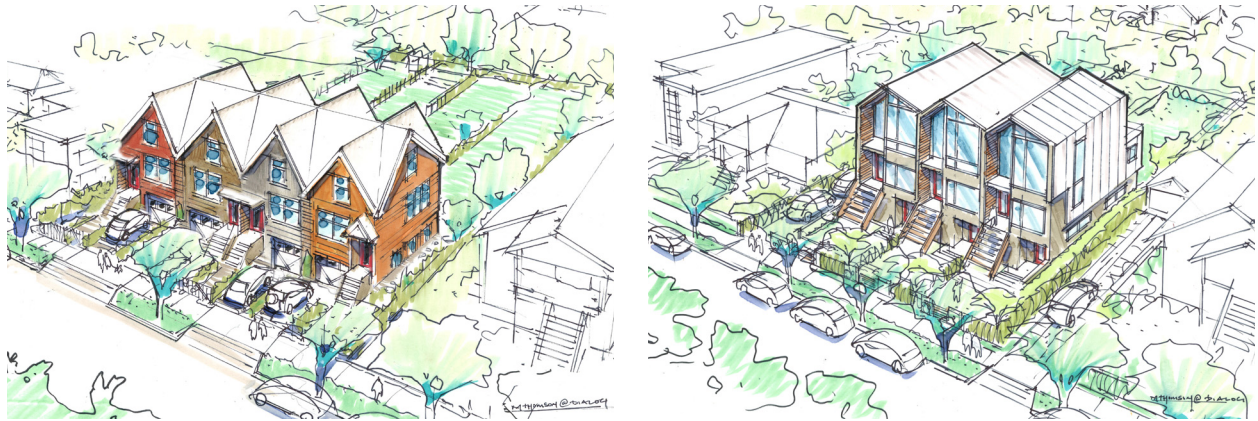
These guidelines apply to residential developments of three or more units on a site, consisting of self-contained units, each having direct access to the outside at grade level, at least some of which share common walls. Townhouses and Attached Dwellings can be designed in different configurations, and may involve more than one building complex on a site which may be organized in more than one row where appropriate and permitted by zoning.

2) Site Planning

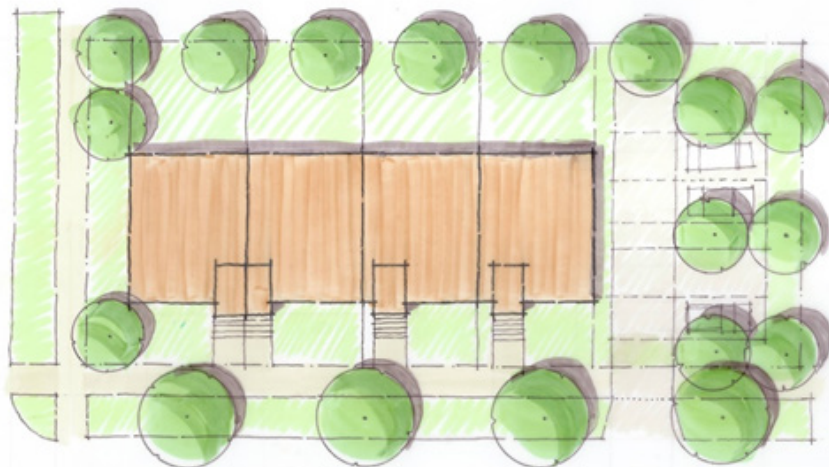
Objectives: To site buildings in a manner that considers and maintains the pattern of landscaped front and back yards, that makes a positive contribution to the streetscape and achieves a more compact residential building form while maintaining livability.

a. Building Placement

- i. Townhouse buildings should be designed parallel to the street with unit entrances oriented to and directly accessed from the fronting street. Both front and rear yards should be provided:



Illustrative example of how townhouses along a street might be arranged.



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

- ii. Some locations and lot sizes may permit townhouse developments sited in more than one building complex on a site (i.e. more than one row). For these developments, the following should be achieved:
 1. Site planning should ensure that townhouse units face the street;
 2. Townhouse 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 2.c. for further guidance.
- iii. For properties in the Queen Anne Heights/Foul Bay Road/Gonzales Hill area, site planning and buildings should strive to have minimal disturbance on the tree canopy and natural areas. While developments are encouraged to be oriented to streets, alternative siting of townhouses may be considered to facilitate retention of the tree canopy, open space or landscape features. See Section 6 for additional guidelines.

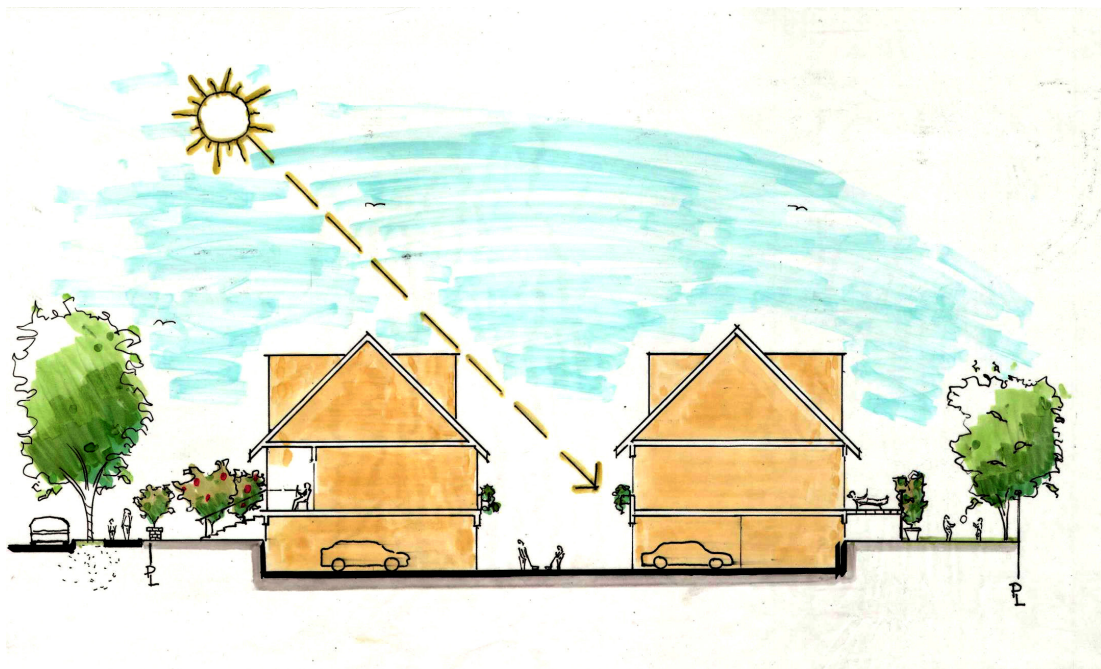


Illustrative example of how a townhouse complex might be organized into two parallel rows (where permitted) around a parking court



Illustrative example of individual townhome units oriented to landscape and pedestrian spaces, with parking clustered to the side of the lot.

- iv. “Galley-style” townhouses 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 insufficient separation between buildings.
 - v. For properties that include buildings of heritage value (Heritage Designated or listed on the City’s Heritage Register) that may be integrated into townhouse or rowhouse developments, alternative siting of new buildings or additions may be considered to facilitate heritage conservation.
 - vi. 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 5.d.) Where retaining walls are unavoidable, they are encouraged to incorporate material responsive to the natural landscape and be stepped as appropriate.
- b. Building Separation for Townhouses sited in more than one row
- i. Where more than one row of townhouses are proposed on one site, a sufficient building separation should be provided between buildings to maximize daylight and minimize shadowing and overlook for indoor and outdoor living areas.
 - ii. Where more than one row of townhouses are proposed on a site, 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 provide space for landscaping.



c. Vehicular Access, Parking, and Circulation

- i. Vehicular access, circulation, garage doors and parking should not be the dominant aspect of developments. 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 landscaped areas in rear yards;
 2. Consider grouping driveway access points to minimize the number of driveway cuts and maximize space for landscaping and on-street parking;
 3. 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 5 Open Space Design for further guidance;
 4. 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 maintain front yard landscape, tree planting spaces, and to establish a pedestrian-friendly building façade.
 5. Consider ways to minimize the appearance of garage doors through recessing, architectural materials, design which emphasizes residential unit entries, or other design strategies;
 6. Use high quality and, where appropriate, permeable paving materials for driveways;
 7. Use attractive, high quality materials and consider incorporating glazing in garage doors;
 8. See Section 5, Open Space Design for additional design guidelines related to landscaping and screening.

3) Building Form and Features

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.*

a. Building Massing and Roof Forms

- i. Townhouse buildings should be designed parallel to the street with unit entrances oriented to and directly accessed from the fronting street. Both front and rear yards should be provided:

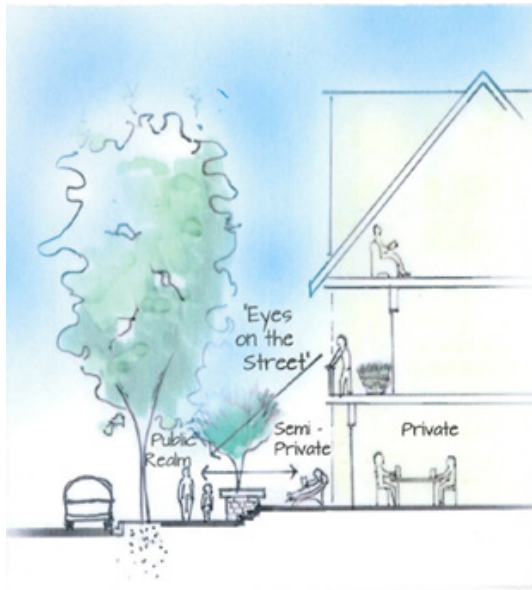
b. Building Materials and Finishes

- i. Exterior building materials are encouraged to contribute to high-quality architecture by achieving the following:
 1. provide interest to facades by incorporating a range of architectural features and details;
 2. articulate different building features;
 3. use substantive, natural materials that are durable and weather gracefully over time;
 4. help mitigate the impact of blank walls, where necessary;
 5. visually reduce the perception of building massing, where necessary; and
 6. wrap around the corner of buildings, where appropriate.
- ii. Consider exterior building materials, finishes and colours that are compatible with other developments along the streetscape so new development integrates with existing architectural character.

4) Building Entrances and Windows

Objective: To enhance livability by locating windows and entrances to encourage sociability and eyes on the street while minimizing privacy impacts on neighbouring homes.

- a. Townhouse and rowhouse developments should maintain a street-fronting “front-to-back” orientation to the street.
- b. All residential units in townhouse and rowhouse building complexes facing streets should have entries oriented towards, and be clearly accessible and visible, from the street.
- c. For townhouse complexes that have interior-facing units, ensure unit entries are legible and emphasized through design features.
- d. Consider design strategies to delineate private front yard spaces, porches or patios from the public realm, while maintaining visibility of unit entrances. Design strategies may include but are not limited to:



- i. elevating the front entryway or patio slightly above the fronting sidewalk level; or
- ii. where a change in grade is not desired to provide accessibility, delineate the space through other means such as landscaping features, low fencing or planters.

- e. Window placement along shared property lines should consider locations of windows of adjacent properties and be off-set where possible to mitigate privacy impacts.

5) Open Space Design

Objective: To enhance the quality of open space, provide privacy where needed, delineate unit entrances and pedestrian circulation, reduce storm water runoff, and to ensure that rear yards are not dominated by parking.

- a. Accessibility should be provided, where possible, in open space design.
- b. Areas within setbacks should consist primarily of landscaped space, but may include paved pedestrian paths.
- c. Landscape areas are encouraged to include a mixture of tree sizes and types, considering exotic and native species.
- d. 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.
- e. 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.
- f. In considering tree placement adjacent to street rights-of-way or along boulevards, a minimum of one planting space per 15 metres of frontage is recommended.
- g. Landscaped screening along circulation and parking areas which abut lot lines is strongly encouraged, while maintaining site lines and enabling casual surveillance. Where possible, other surface parking areas should be screened with landscaping.

- h. Integration of landscaping to soften hardscape areas associated with vehicle circulation and parking is encouraged.
- i. 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.
- j. 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 encouraged.

6) Additional Guidelines for the Queen Anne Heights/Foul Bay Road/Gonzales Hill area

Objectives: to support housing forms and siting that protect natural areas and the tree canopy, maintain the historic, green, large lot character of these areas, and support heritage conservation.



Map 1: Queen Anne Heights / Foul Bay Road / Gonzales Hill Area.

- a. These guidelines apply to developments in the Queen Anne Heights/Foul Bay Road/Gonzales Hill area, shown shaded in brown on Map 1.
- b. Where guidelines in this section conflict with guidelines in other sections of this document, the protection of natural areas and tree canopy should be prioritized.
- c. Development in this area should be sited to minimize disturbance to natural areas and the tree canopy. Strategies to achieve this may include, but are not limited to, conversion of an existing building with careful additions; the development of new buildings generally within the footprint of an existing building or previously disturbed area (e.g. an existing parking lot, tennis court, etc.); shared access and/or parking for units in order to minimize pavement on the site; and clustering development in a way which respects existing trees, understory, topography and rock outcroppings.
- d. The character of new buildings, including siting, massing, exterior finish and design should be sympathetic to surrounding buildings especially those with heritage significance.
- e. Where prominent views of houses of heritage significance exist from the street, new development should be sited to accommodate these views.

- f. Any subdivision of land in this area that is subject to the *Guidelines for Intensive Residential Development – Townhouse and Attached Dwelling* should demonstrate that development of such land will meet these guidelines. In meeting these guidelines, a comprehensive development which allows for the clustering or careful location of development may be preferred to subdivision.
- g. Panhandle lot subdivision is not supported in this area.