

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to amend the Official Community Plan to make changes to Development Permit Area Boundaries and Designations in order to implement the directions identified in the Burnside Gorge Neighbourhood Plan.

Under its statutory powers, including section 472 of the *Local Government Act*, the Council of the Corporation of the City of Victoria, in an open meeting assembled, enacts the following provisions:

**Title**

- 1 This Bylaw may be cited as “OFFICIAL COMMUNITY PLAN BYLAW, 2012, AMENDMENT BYLAW (No. 20)”.

**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 inserting the text “Map 40A: DPA 5: Large Urban Villages – Cecelia” immediately after “Map 40: DPA 5: Large Urban Villages – Selkirk”.
  - b) By replacing the text “Map 46: DPA 5: Large Urban Villages – Humber Green Village” with the text “Map 46: DPA 5: Large Urban Villages – Gorge at Irma”.
  - c) By inserting the following text immediately after “Map 48: DPA 6A: Small Urban Villages”:

“Map 48A: DPA 6A: Small Urban Villages – Oak Bay Avenue Village  
Map 48B: DPA 6A: Small Urban Villages – Burnside at Harriet”.
- 3 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 Map 32: Composite Map of Development Permit Areas and Heritage Conservation Areas, which is attached to this Bylaw in Exhibit 2.
3. The Official Community Plan Bylaw, 2012, is amended in Appendix A: Development Permit Areas and Heritage Conservation Areas, DPA 4: Town Centres, as follows:
  - a) In section 5(b), by adding the following after section 5(b)(i)(1)(b):

“(ii) Mayfair Town Centre:

- (1) Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
  - (2) Revitalization Guidelines for Corridors, Villages and Town Centres (2017)."
- b) By repealing Map 36: DPA 4: Town Centres and replacing it with Map 36: DPA 4: Town Centres, which is attached to this Bylaw in Exhibit 2.
- c) By repealing Map 37: DPA 4: Town Centre - Mayfair and replacing it with Map 37: DPA 4: Town Centre - Mayfair, which is attached to this Bylaw in Exhibit 2.
- 4. The Official Community Plan Bylaw, 2012, is amended in Appendix A: Development Permit Areas and Heritage Conservation Areas, DPA 5: Large Urban Villages, as follows:
  - a) In section 1, by inserting "40A," immediately after "40,".
  - b) By repealing Map 39: DPA 5: Large Urban Villages, and replacing it with Map 39: DPA 5: Large Urban Villages, which is attached to this Bylaw in Exhibit 2.
  - c) By repealing section 3(d) and replacing it with the following:
 

"(d) Cecelia Village is a mixed commercial, light industrial and residential area proximate to the Galloping Goose regional trail and the Selkirk Waterfront. It includes unique opportunities for mingling future light industrial spaces with commercial and residential uses to define a unique place and a destination for the neighbourhood. Over time, this part of Jutland Road is envisioned to evolve into a high street supported by quality urban design and public spaces. Revitalization is needed to realize this vision."
  - d) By inserting a new section 3(e) immediately after section 3(d):
 

"(e) Gorge at Irma Village has been identified as a desired location for transformation from single detached homes into a mixed-use urban village serving the surrounding neighbourhood, adjacent to employment uses and at the convergence of existing and planned pedestrian routes."
  - e) By renumbering subsequent sections 3(e) through 3(j) as new sections 3(f) through 3(k).
  - f) By inserting the following new section 5(b)(i):
 

"(i) Cecelia Village:

    - Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
    - Revitalization Guidelines for Corridors, Villages and Town Centres (2017)."
  - g) By renumbering subsequent section 5(b)(i) as new section 5(b)(ii).
  - h) By adding the following new section 5(b)(iii) after new section 5(b)(ii):
 

"(iii) Gorge at Irma Village:

- › Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
    - › Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”
  - i) By renumbering subsequent sections 5(b)(iii) through 5(b)(vi) as new sections 5(b)(iv) through 5(b)(viii).
  - j) By repealing Map 40: DPA 5: Large Urban Villages – Selkirk and replacing it with Map 40: DPA 5: Large Urban Villages – Selkirk, which is attached to this Bylaw in Exhibit 2.
  - k) By adding Map 40A: DPA 5: Large Urban Villages – Cecelia, which is attached to this Bylaw in Exhibit 2, immediately after Map 40.
  - l) By repealing Map 46: DPA 5: Large Urban Villages – Humber Green Village and replacing it with Map 46: DPA 5: Large Urban Villages – Gorge at Irma, which is attached to this Bylaw in Exhibit 2.
5. The Official Community Plan Bylaw, 2012, is amended in Appendix A, DPA 6A: Small Urban Villages, as follows:
- a) In section 1, by deleting “Map 48” and replacing it with “Maps 48A and 48B”.
  - b) By adding the following subsection immediately after section 5(b)(i):
    - “(ii) to Burnside at Harriet Village:
      - › Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
      - › Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”
  - c) By deleting the name of Map 48, renaming it “Map 48A: DPA 6A: Small Urban Villages – Oak Bay Avenue Village”.
  - d) By moving Map 48A: DPA 6A: Small Urban Villages – Oak Bay Avenue Village from its current location to a new location immediately after section 5.
  - e) Immediately before section 1, by inserting a new Map 48: Small Urban Villages, which is attached to this Bylaw in Exhibit 2.
  - f) Immediately after Map 48A, by inserting a new map 48B: Small Urban Villages – Burnside at Harriet, which is attached to this Bylaw in Exhibit 2.
6. The Official Community Plan Bylaw, 2012, is amended in Appendix A, DPA 7A: Corridors, as follows:
- a) By repealing section 5(b)(i) and replacing it with the following:
    - “(i) Burnside Road East corridor:
      - › Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).
      - › Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”
  - b) by repealing section 5(b)(ii) and replacing it with the following:

“(ii) Douglas-Blanshard Street corridor:

(a) For areas within this DPA located south of Bay Street, the following guidelines from the Downtown Core Area Plan (2011) apply:

› Section Three: Districts – with special attention to the following policies:

›› 3.48 to 3.49;

›› 3.57;

›› 3.59;

›› 3.61;

›› 3.63.

› Section Five: Transportation and Mobility – with special attention to the following policies:

›› 5.27 to 5.30;

› Section Six: Urban Design – with special attention to the following policies:

›› 6.1 to 6.6;

›› 6.18 to 6.24;

›› 6.29;

›› 6.36 to 6.55.6;

›› 6.65 to 6.73;

›› 6.139 to 6.140;

›› 6.142 to 6.144;

›› 6.164 to 6.171;

›› 6.176 to 6.186.6.

› Section Seven: Heritage – with special attention to the following policies:

›› 7.22.

(b) For areas within this DPA located north of Bay Street, the following guidelines apply:

› Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).

› Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”

c) by repealing section 5(b)(iii) and replacing it with the following:

“(iii) Gorge Road East corridor:

› Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012).

› Revitalization Guidelines for Corridors, Villages and Town Centres (2017).”

d) By repealing Map 50: DPA 7A: Corridors, and replacing it with Map 50: DPA 7A: Corridors, which is attached to this Bylaw in Exhibit 2.

e) By repealing Map 53: DPA 7A: Corridors – Douglas Street and Blanshard Street, and replacing it with Map 53: DPA 7A: Corridors – Douglas Street and Blanshard Street, which is attached in Exhibit 2.

- f) By repealing Map 54: DPA 7A: Corridors – Gorge Road East and replacing it with Map 54: DPA 7A: Corridors – Gorge Road East, which is attached to this Bylaw in Exhibit 2.
- g) By repealing Map 55: DPA 7A: Corridors – Burnside Road and replacing it Map 55: DPA 7A: Corridors – Burnside Road, which is attached to this Bylaw in Exhibit 2.

**Effective Date**

**7** 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 \_\_\_\_\_ 2017.

READ A THIRD TIME the \_\_\_\_\_ day of \_\_\_\_\_ 2017.

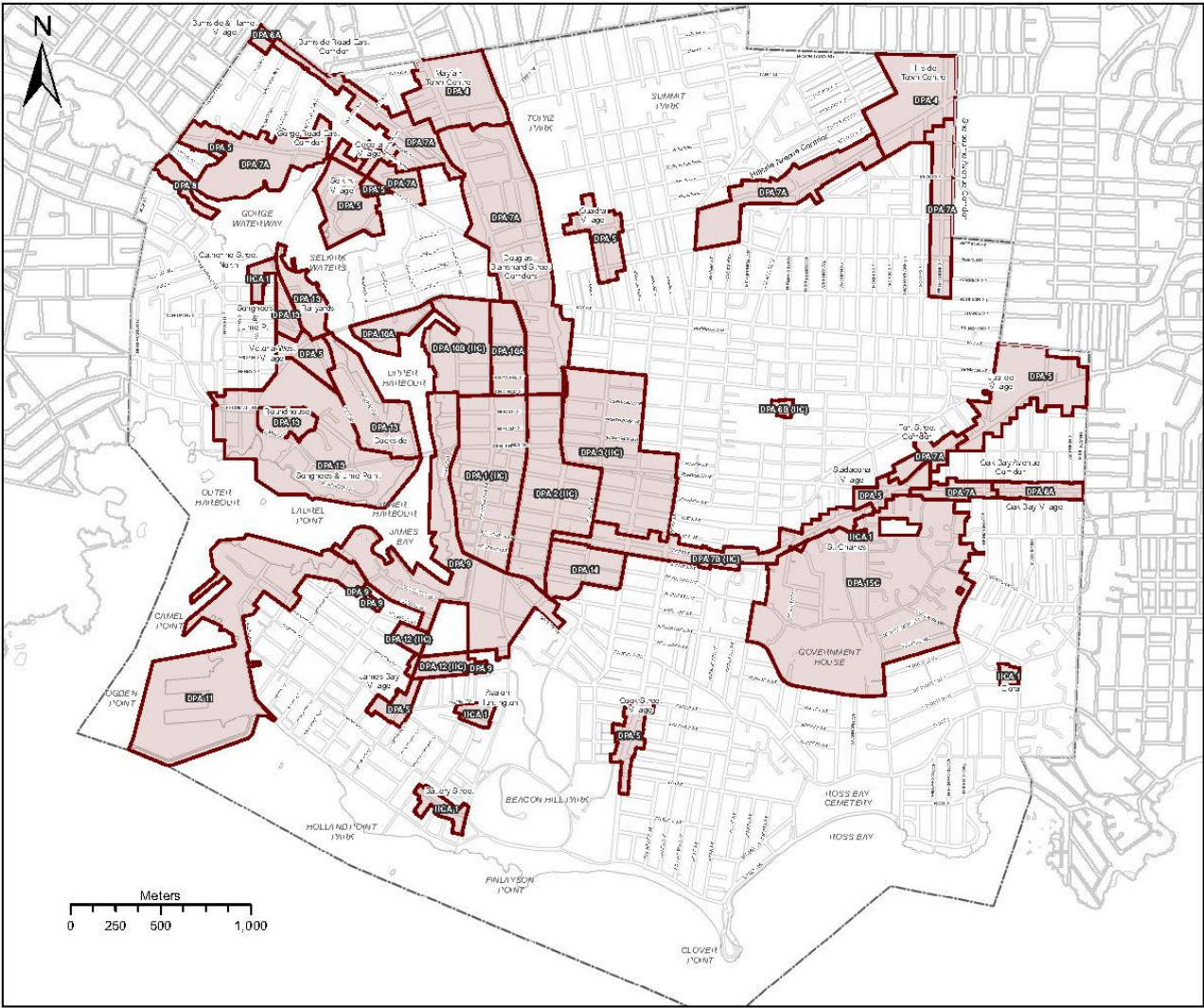
ADOPTED on the \_\_\_\_\_ day of \_\_\_\_\_ 2017.

CITY CLERK

MAYOR

MAP 32

COMPOSITE MAP OF  
DEVELOPMENT PERMIT  
AREAS AND HERITAGE  
CONSERVATION AREAS



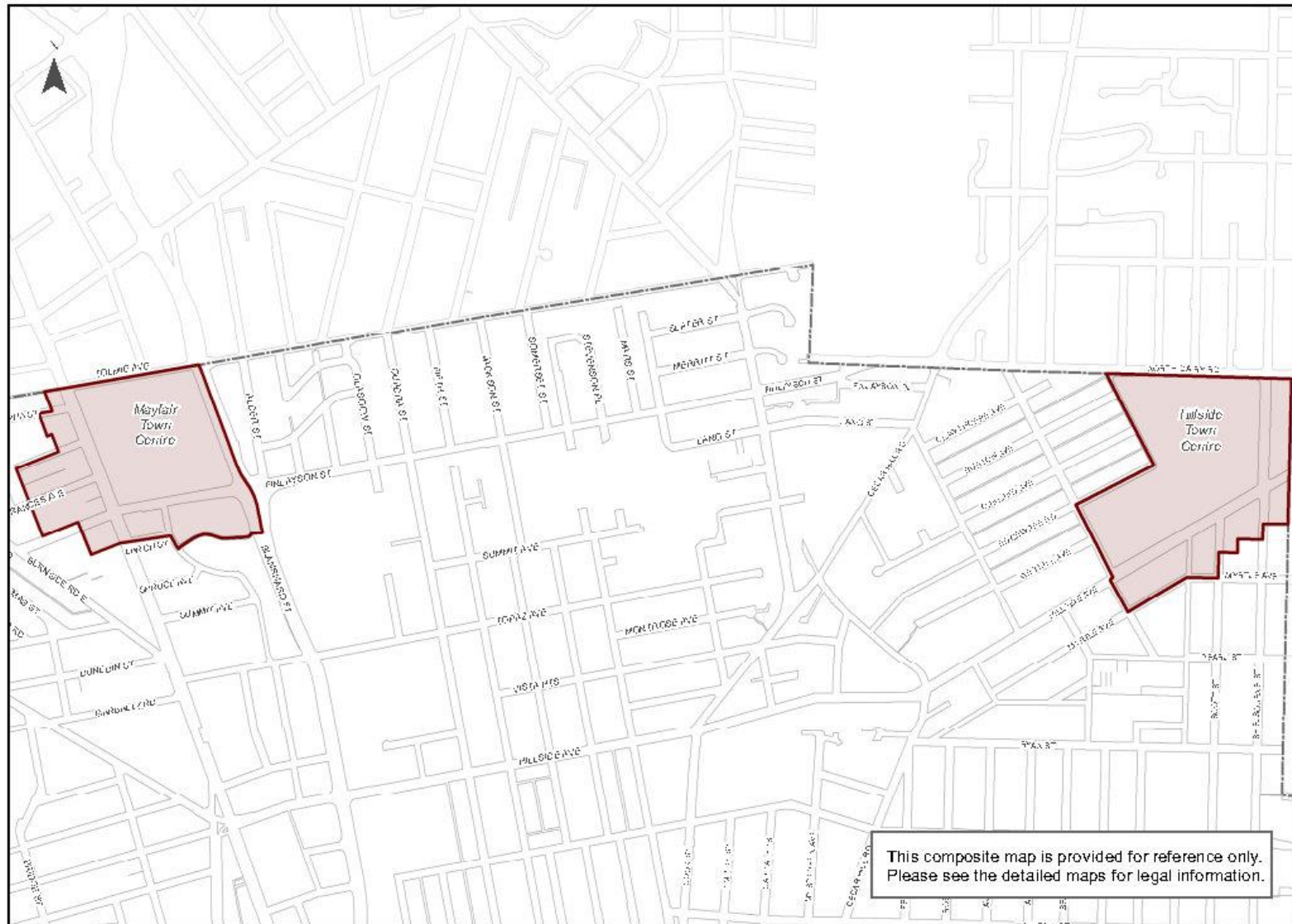
- DPA 1 (HC): Core Historic
- DPA 2 (HC): Core Business
- DPA 3 (HC): Core Mixed-Use Residential
- DPA 4: Town Centres
- DPA 5: Large Urban Villages
- DPA 6A: Small Urban Villages
- DPA 6B (HC): Small Urban Villages Heritage
- DPA 7A: Corridors
- DPA 7B (HC): Corridors Heritage
- DPA 8: Victoria Arm 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

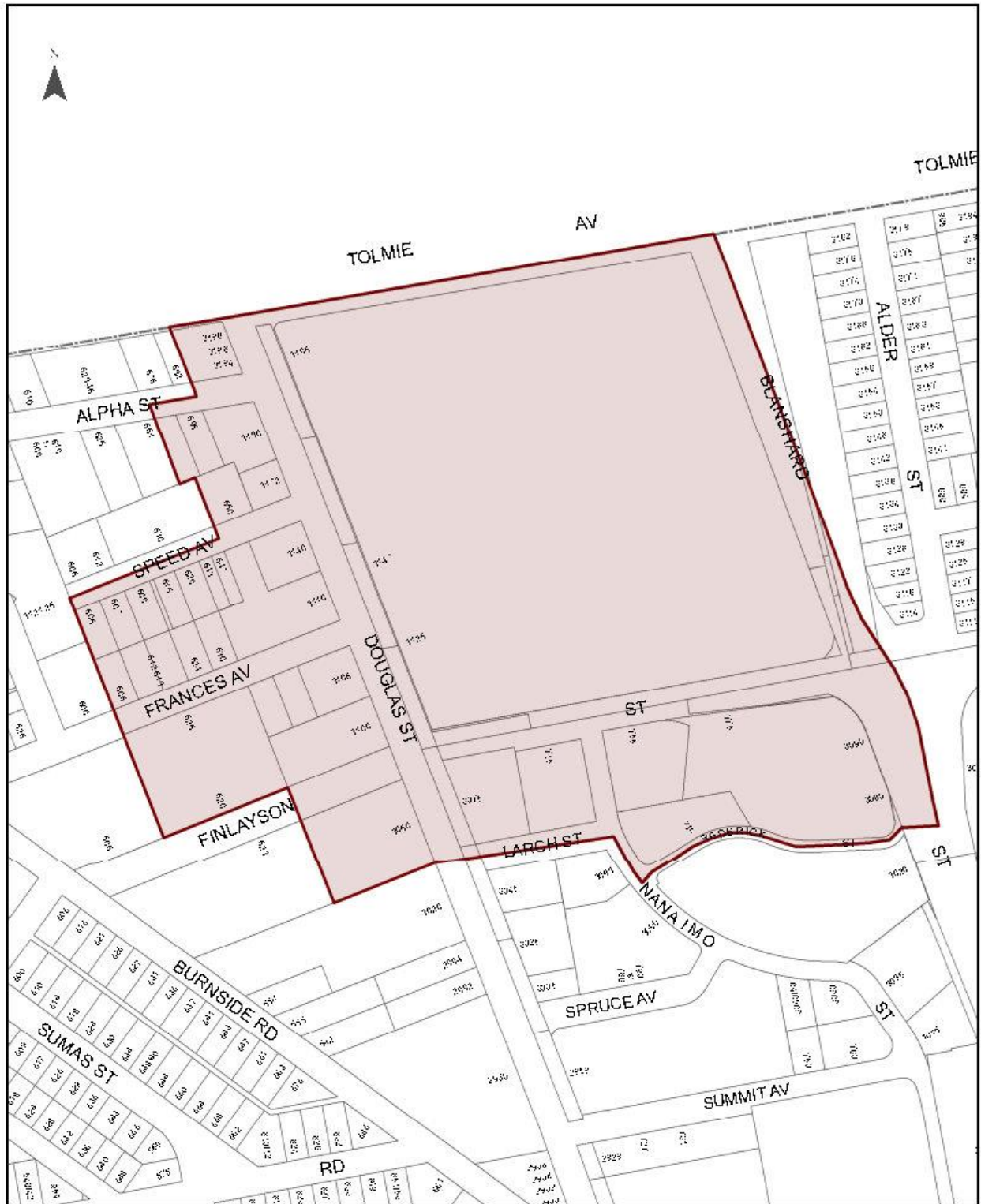
This composite map is provided for reference only. Please see the map and provisions for each designated DPA and HCA for legal information.

**Map 36: DPA 4: Town Centres**





Map 37: DPA 4: Town Centre - Mayfair





Map 39: DPA 5: Large Urban Villages





**Map 40A: DPA 5: Large Urban Villages - Cecelia**

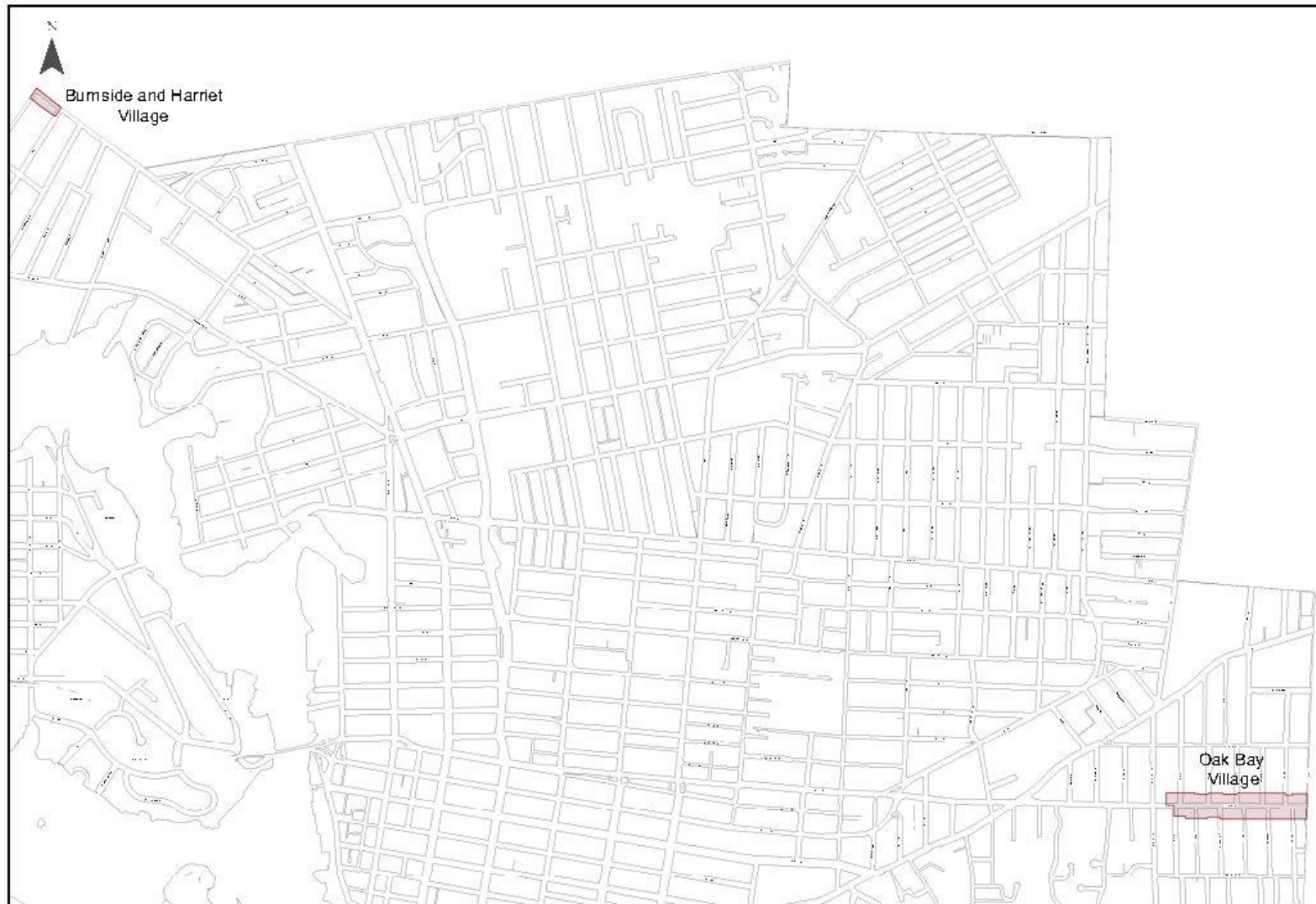




**Map 46: DPA 5: Large Urban Villages - Gorge at Irma**



**Map 48: DPA 6A: Small Urban Villages**

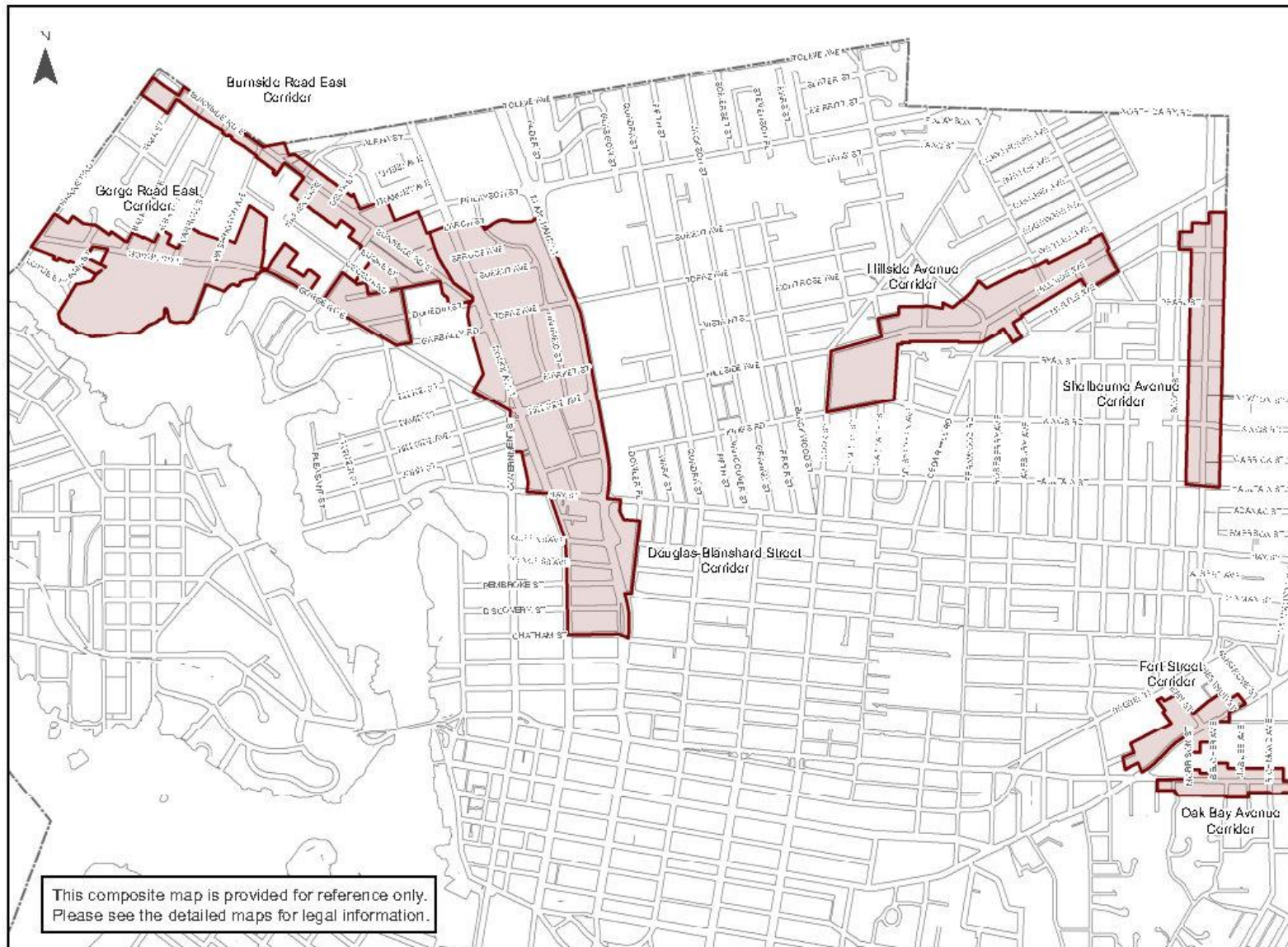


This composite map is provided for reference only.  
Please see the detailed maps for legal information.

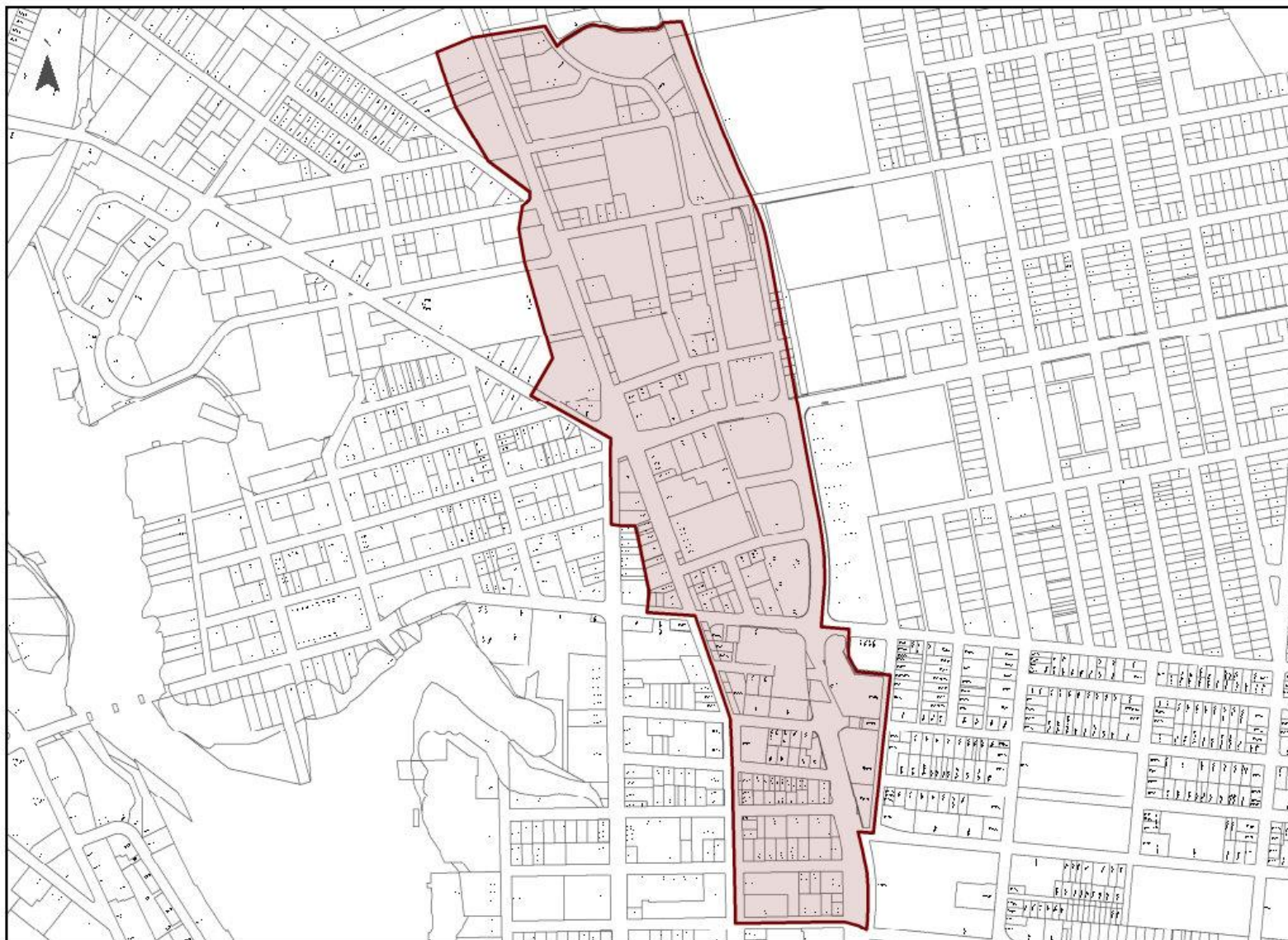




Map 50: DPA 7A: Corridors

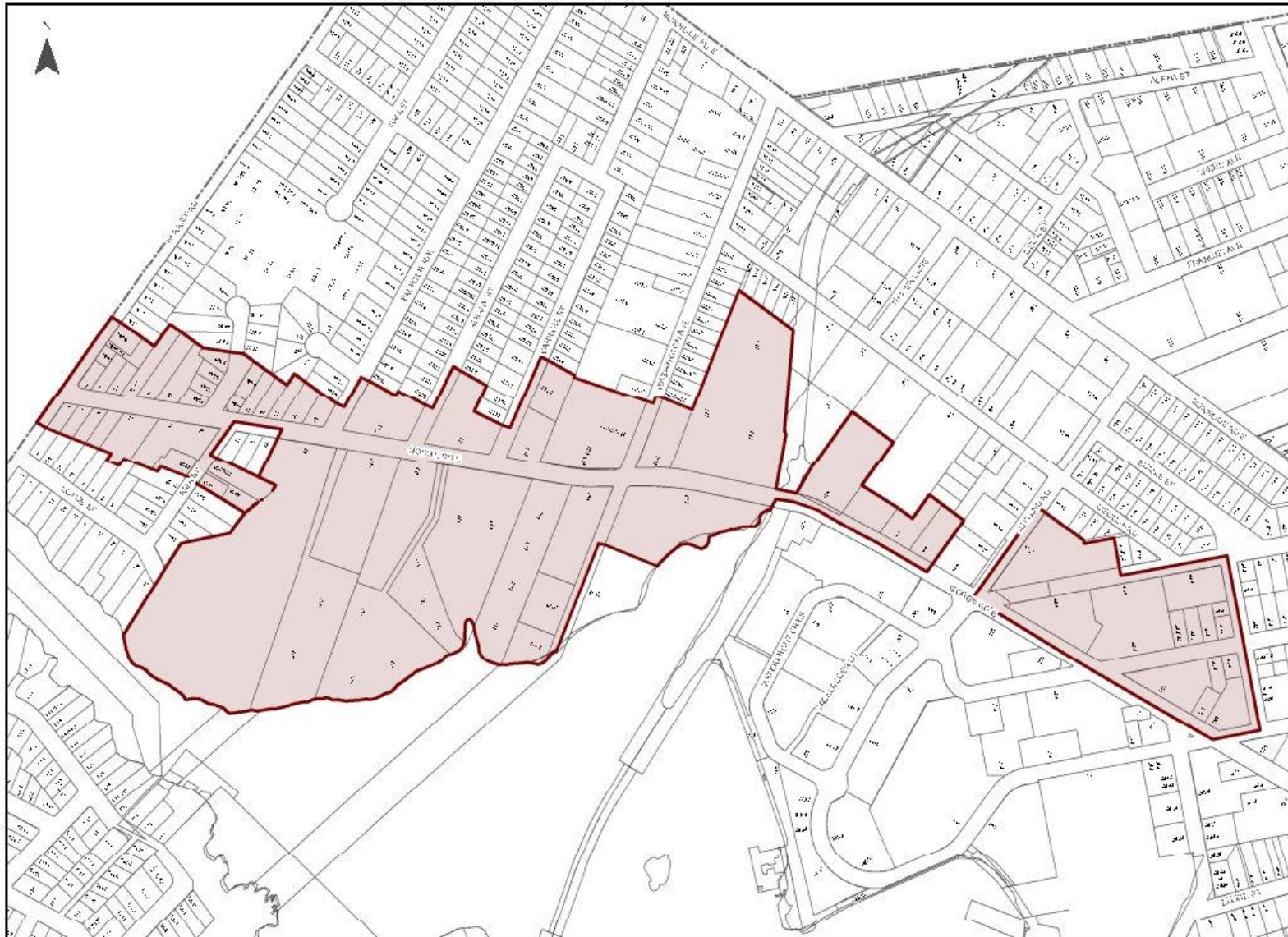


**Map 53: DPA 7A: Corridors - Douglas Street and Blanshard Street**

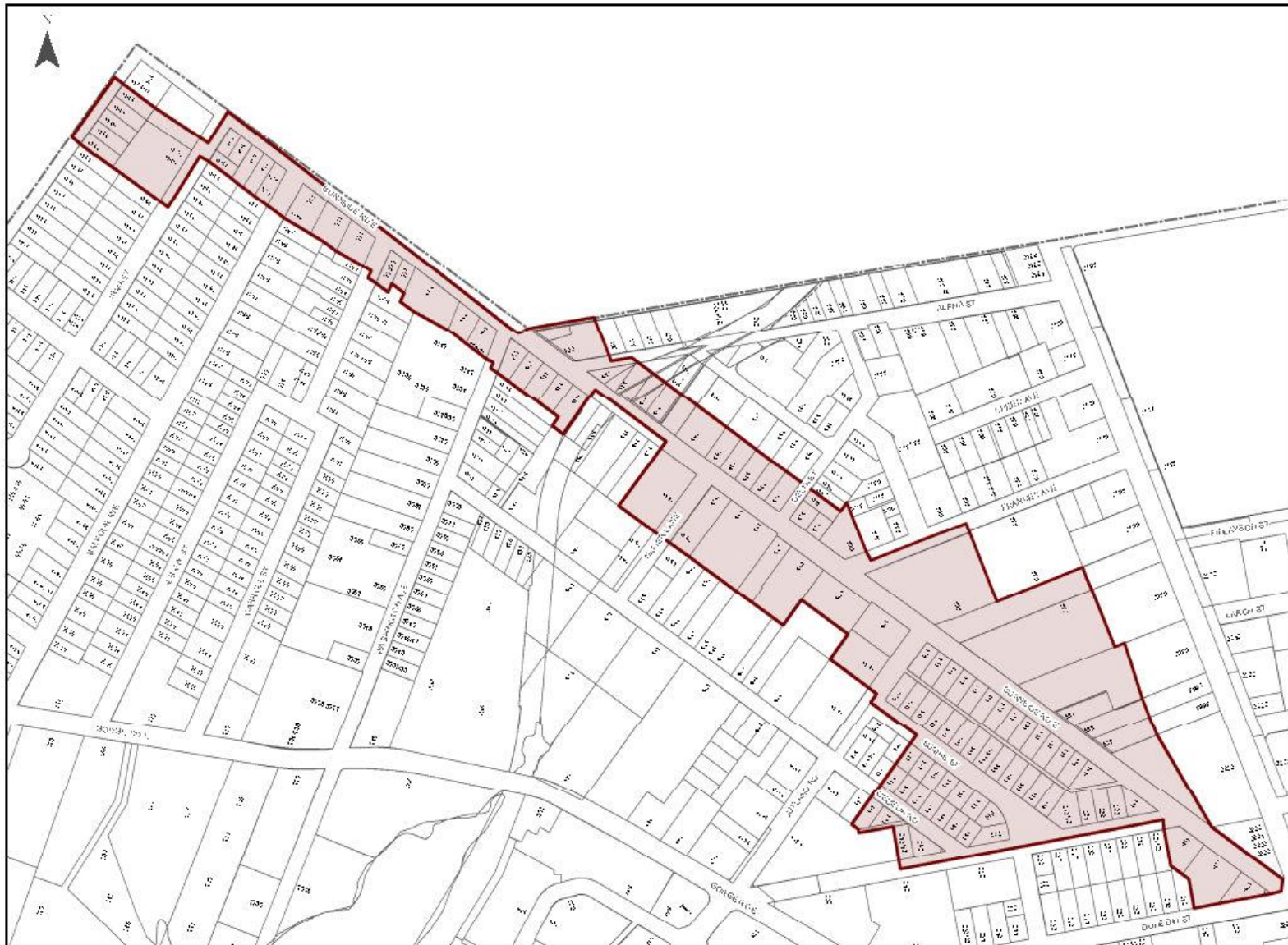




Map 54: DPA 7A: Corridors - Gorge Road East



Map 55: DPA 7A: Corridors - Burnside Road







# 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.

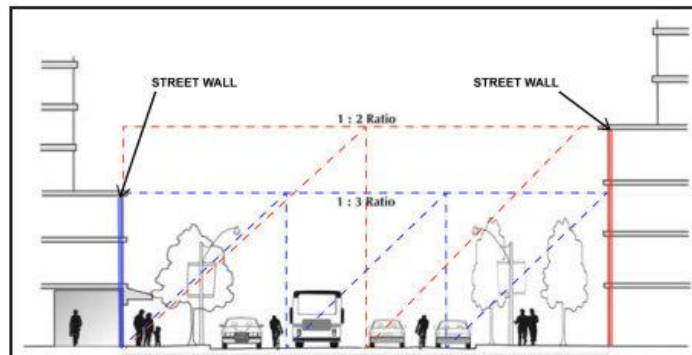


Figure 1: A building height-to-street-width ratio of between approximately 1:3 and 1:2 is recommended to frame streets and provide human scale. Portions of buildings above the street wall are encouraged to step back.

- 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.

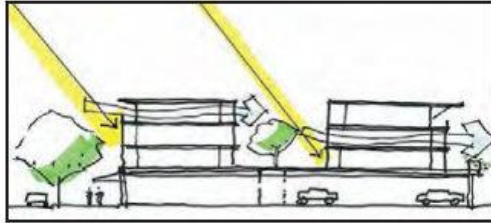


Figure 3: Comfortable separation space allows for sunlight access to individual units and outdoor spaces.

- 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.

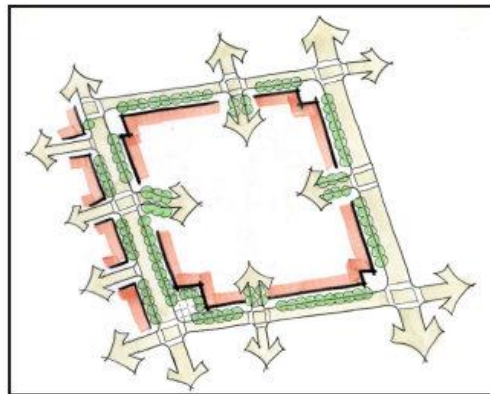


Figure 5: Major redevelopment of the Mayfair Shopping Centre site should establish an internal block structure connecting to adjacent streets.

- 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.