DESIGN GUIDELINES

FOR THE

DOCKSIDE AREA

PREPARED BY:

Dockside Working Group

Dockside Green Ltd. (Windmill Development Group Ltd & VanCity Enterprises Ltd.)

Busby Perkins + Will

Terence Williams Architect Inc.

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PROLOGUE

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

FIGURE 1: Aerial View of the Dockside Area and Surroundings

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1. THE DOCKSIDE VISION STATEMENT

FIGURE 2: Illustrative View into Dockside Plaza

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

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

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

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

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

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

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

2. HOW TO USE THESE DESIGN GUIDELINES

2.1 Introduction

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

2.2 Companion Document

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

2.3 Site Wide vs Development Area Design Guidelines

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

2.4 Figures and Illustrations

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

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

2.5 Must, Will and Shall

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

2.6 Topics Covered

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

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

Topics covered by these Design Guidelines:

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

3. SITE WIDE DESIGN GUIDELINES

3.1 Introduction

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

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

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

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

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

3.2 Massing and Street Fronts

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

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

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

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

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

3.3 Building Heights

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

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

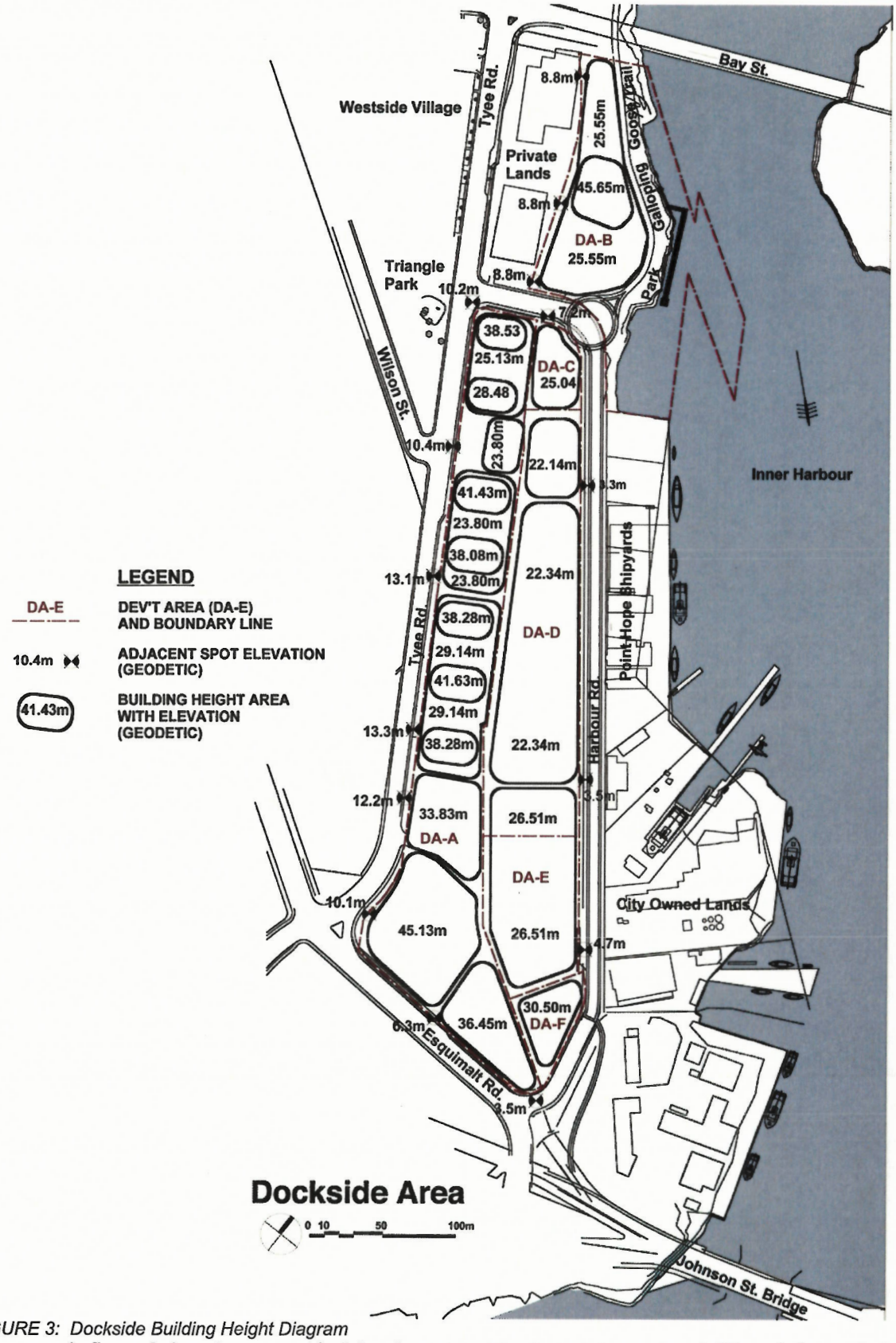

FIGURE 3: Dockside Building Height Diagram
*The areas in figure 3 do not represent building footprints. The footprints can be of different shapes but **must** stay within the area boundaries.*

3.4 Views

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

Four types of views have been identified:

View Type A: Pedestrian level views into and through site

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

View 2: From pedestrian level through site to Downtown

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

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

View Type B: Intermittent, narrow pedestrian views into site

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

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

View Type C: Views towards the site.

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

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

View Type D: Upper level views through site

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

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

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

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

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

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

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

View 14: From Bay Street.

Views 15,16: From Skinner Street.

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

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

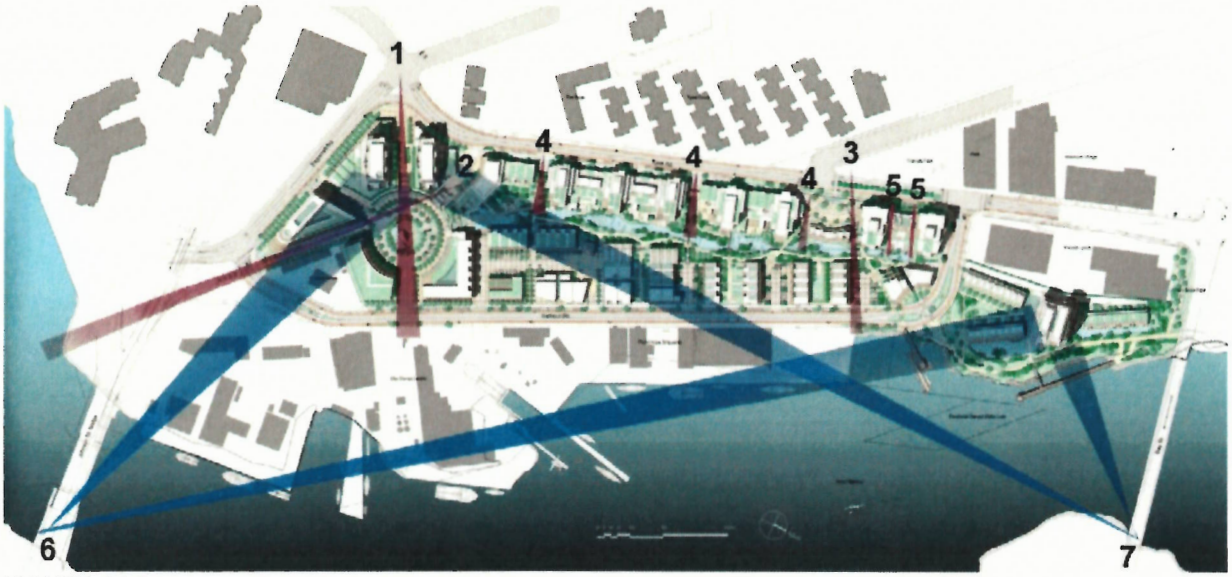

FIGURE 4: Views towards and through site. See description above for each view.

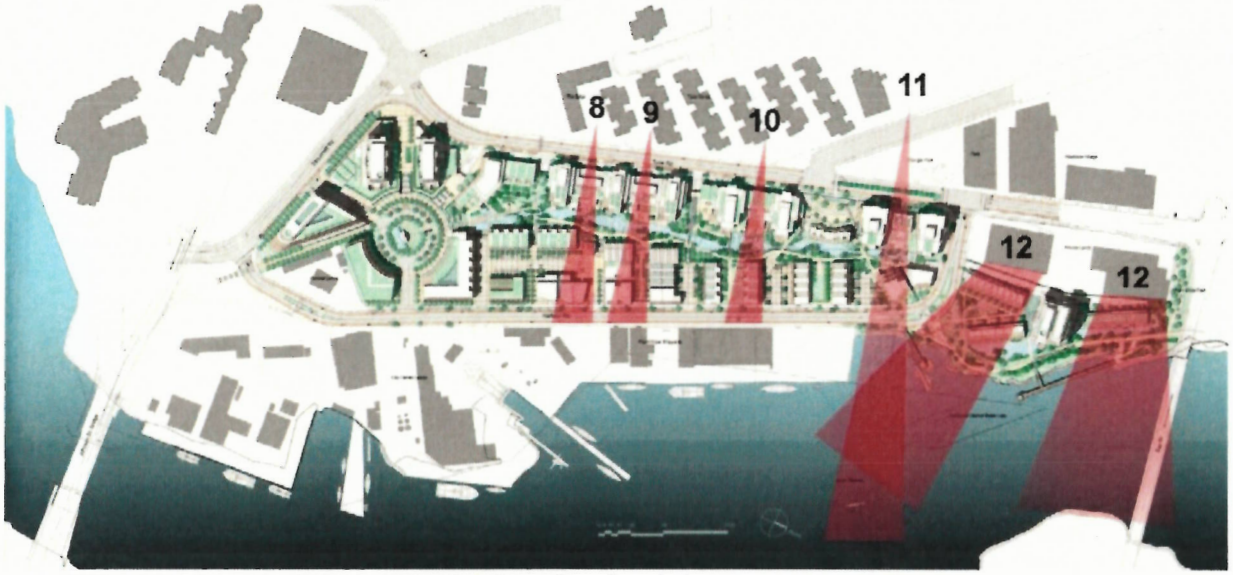

FIGURE 5: Views through site from upper elevations. See description above for each view.

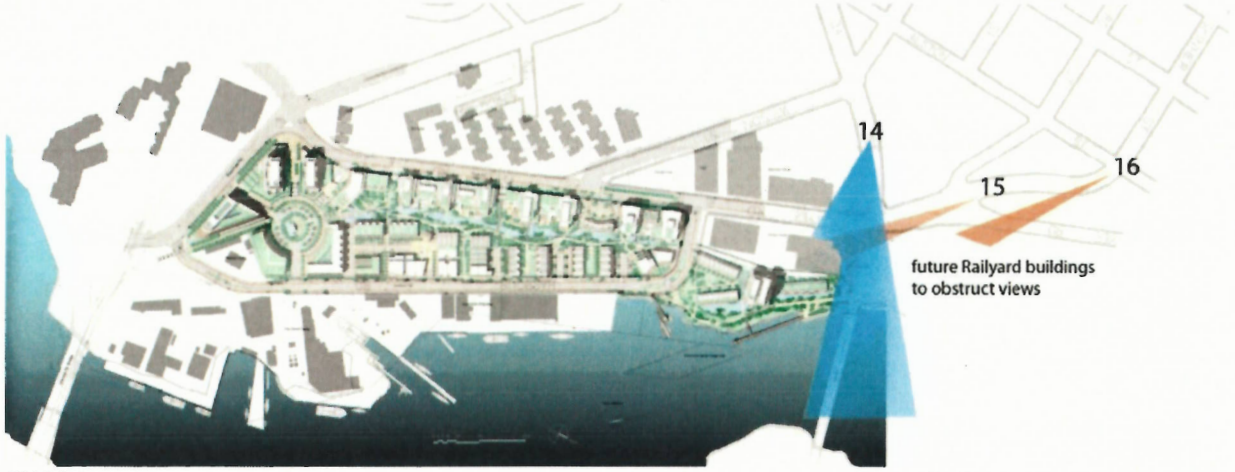

FIGURE 6: Views toward site from Bay and Skinner Streets. See description above for each view.

3.5 Exterior Building Materials

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

Preferred materials:

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

Materials that **must not** be used:

- Vinyl siding
- Mirrored glass

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

3.6 Mandatory Public Amenities

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

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

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

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

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

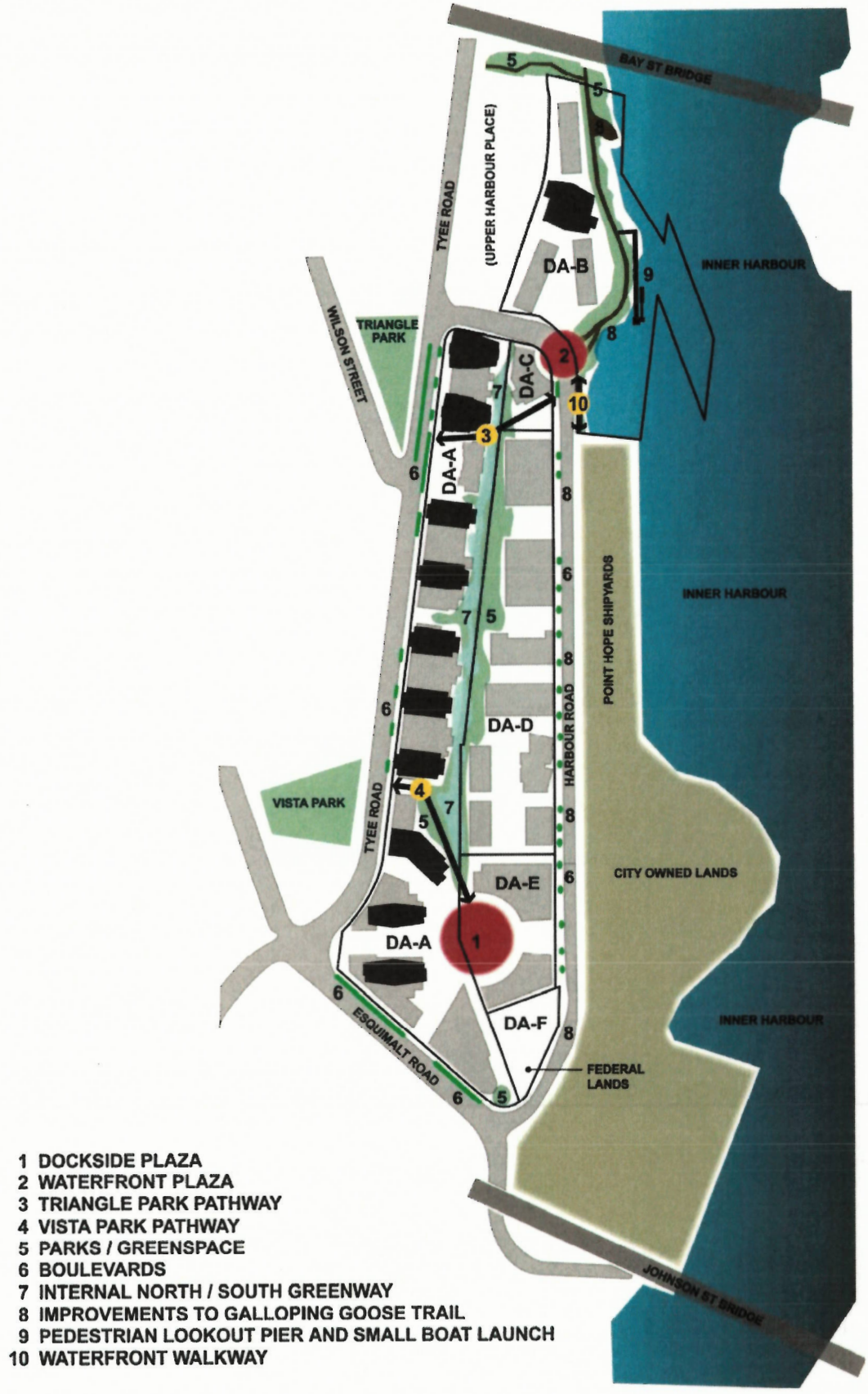

FIGURE 7 : Diagramatic Plan of the Dockside Area

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

Focal Points/Plazas

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

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

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

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

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

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

Pedestrian East/West Pathways

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

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

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

Parks/Green Spaces

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

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

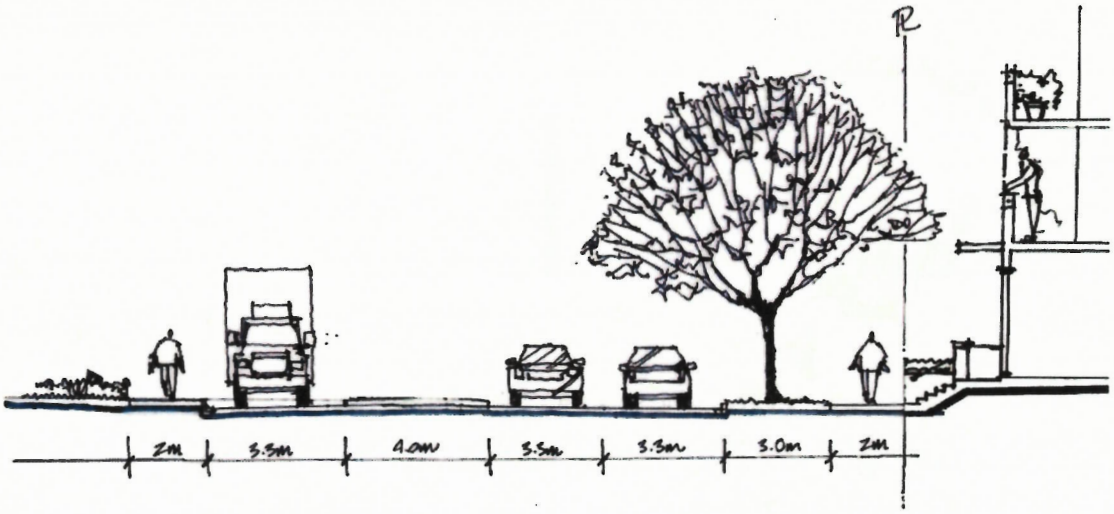

FIGURE 10: Illustrative Section across Esquimalt Road (Illustrating minimum streetscape widths)

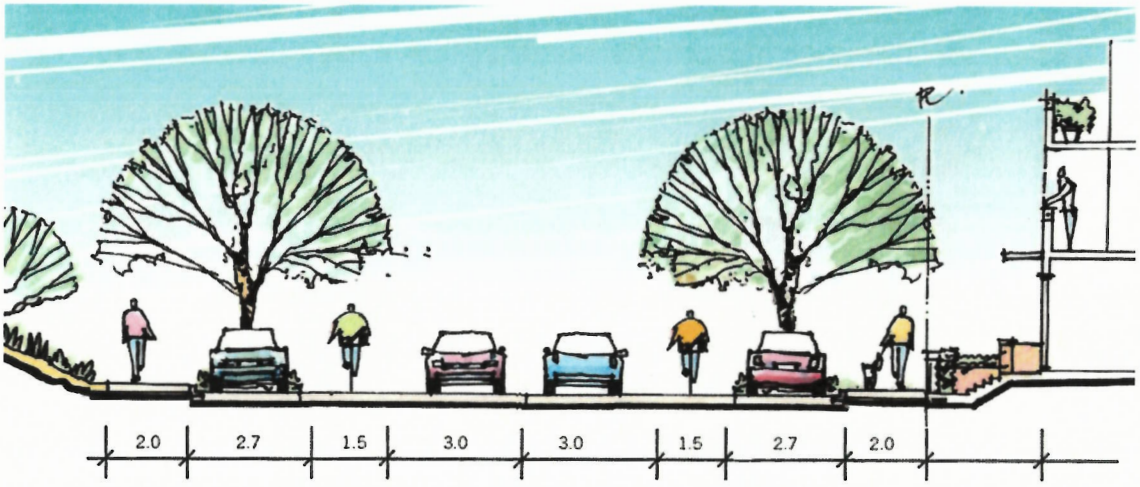

FIGURE11: Illustrative Section across Tyee Road (Illustrating minimum streetscape widths)

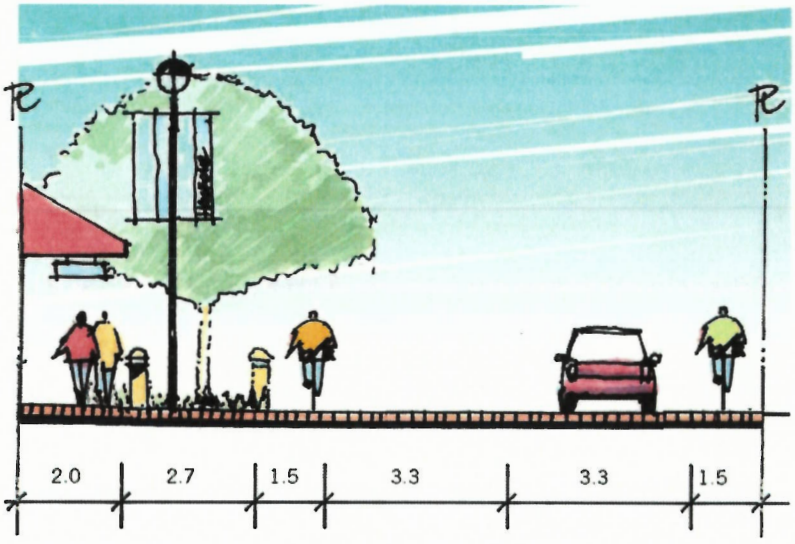

FIGURE 12: Illustrative Section across Harbour Road (Illustrating minimum streetscape widths)

Boulevard and Street Scapes

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

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

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

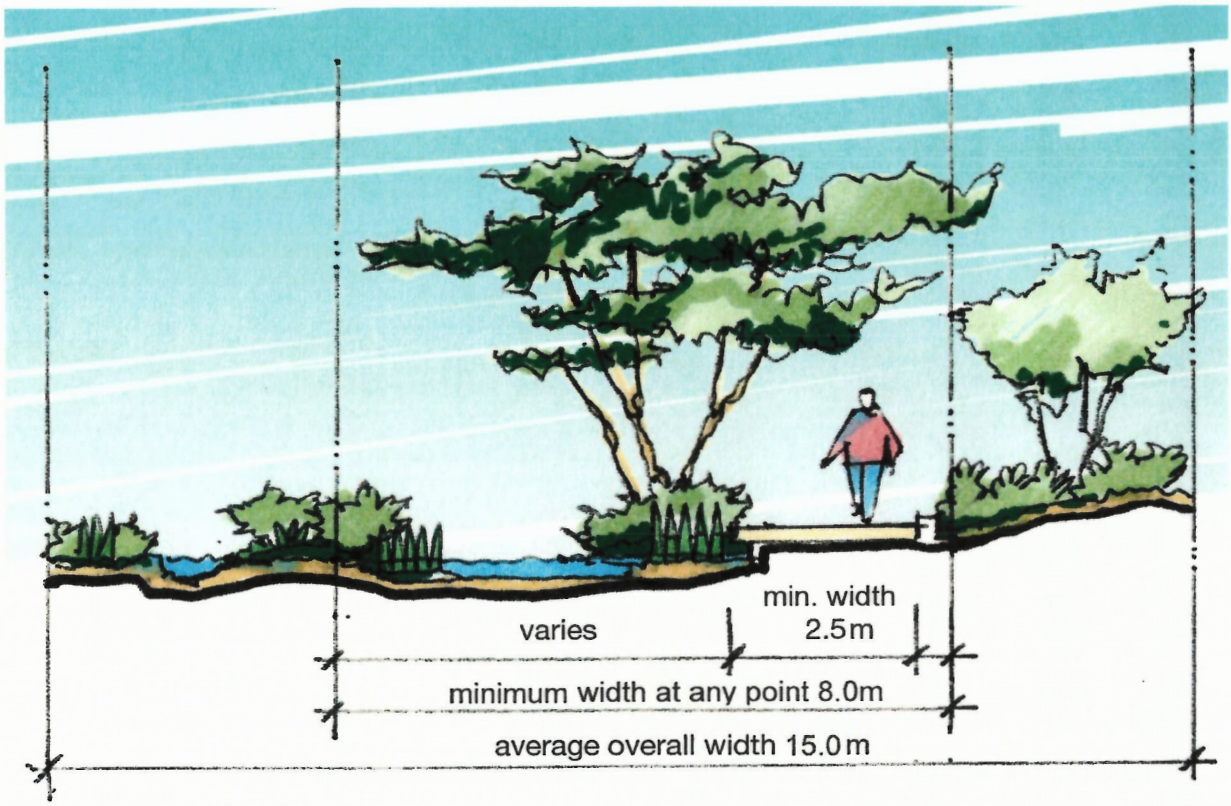

FIGURE 13: Illustrative Section across Internal Greenway (Illustrating key dimensions)

Internal north/south Greenway

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

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

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

Provides safe passage for pedestrians and wheelchairs

Limits storm water run-off

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

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

Improvements to the Galloping Goose Trail

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

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

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

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

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

Waterfront walkway

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

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

3.7 Additional Public Amenities

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

3.8 Public Art

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

3.9 Site Works/ Landscaping

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

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

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

3.10 Circulation

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

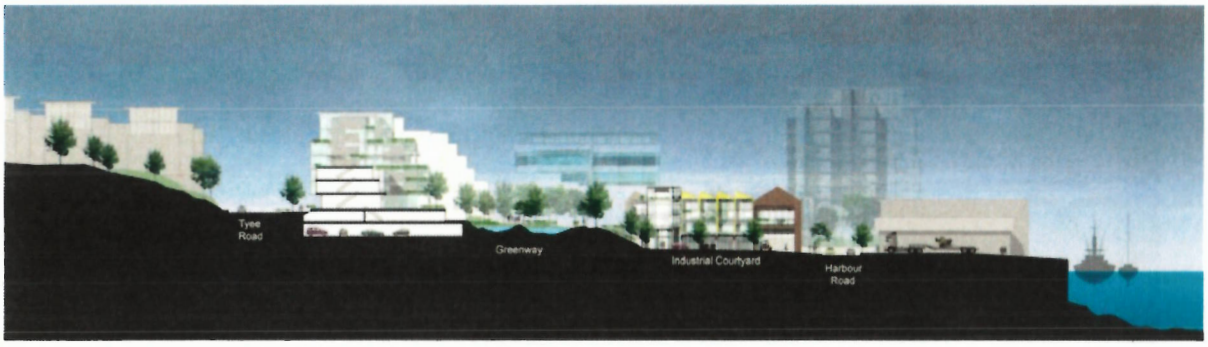

FIGURE 14: Illustrative View of East/West Terraced Walkway (Illustrating strategy for terraces and steps)

Pedestrian

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

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

Barrier Free Access

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

Cyclists

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

Public Transit

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

Streets/Traffic

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

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

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

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

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

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

Parking

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

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

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

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

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

3.11 Environmental Considerations

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

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

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

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

3.12 Noise Abatement

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

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

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

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

3.13 (CPTED) Crime Prevention Through Environmental Design

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

Refer to CPTED guidelines adopted by the City of Victoria.

3.14 Adaptable Housing

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

3.15 Operations and Safety

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

3.16 Phased Development

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

4. Development Areas Design Guidelines

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

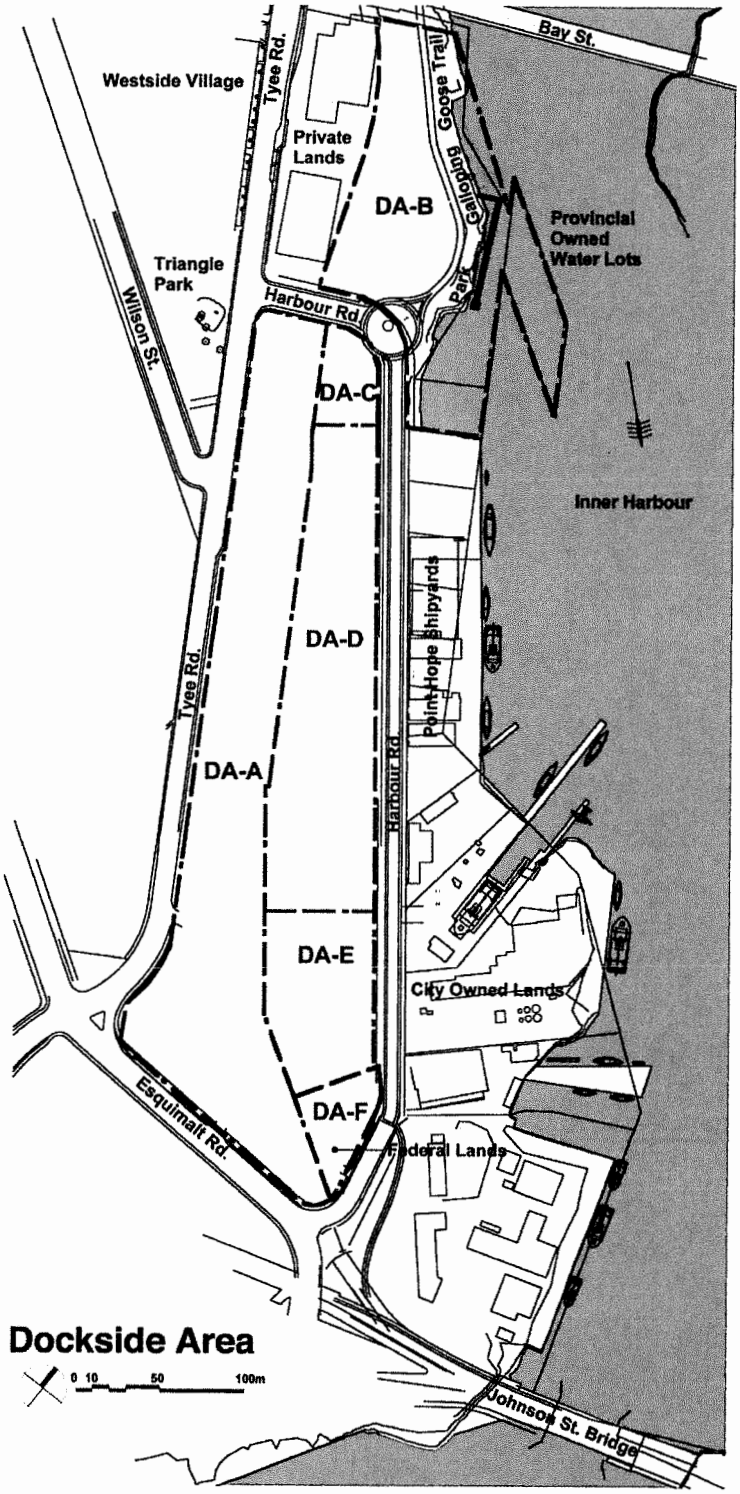

FIGURE 15: Dockside Area – Development Area information

4.1 Development Area–A (DA-A)

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

Use and Character

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

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

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

Massing and Street-fronts

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

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

Building Set-backs and Viewscapes

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

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

Exterior Building Materials

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

Building Rooflines

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

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

Site Works

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

4.2 Development Area-B (DA-B)

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

Use and Character

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

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

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

Massing and Street-fronts

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

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

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

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

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

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

Building Set-backs and Viewscapes

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

Exterior Building Materials

See DA-A for information guiding Exterior Building Materials.

Building Rooflines

See DA-A for information guiding Building Rooflines

Site Works

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

4.3 Development Area-C (DA-C)

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

Use and Character

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

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

Massing and Street-fronts

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

Building Set-backs and Viewscapes

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

Exterior Building Materials

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

Building Rooflines

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

Site Works

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

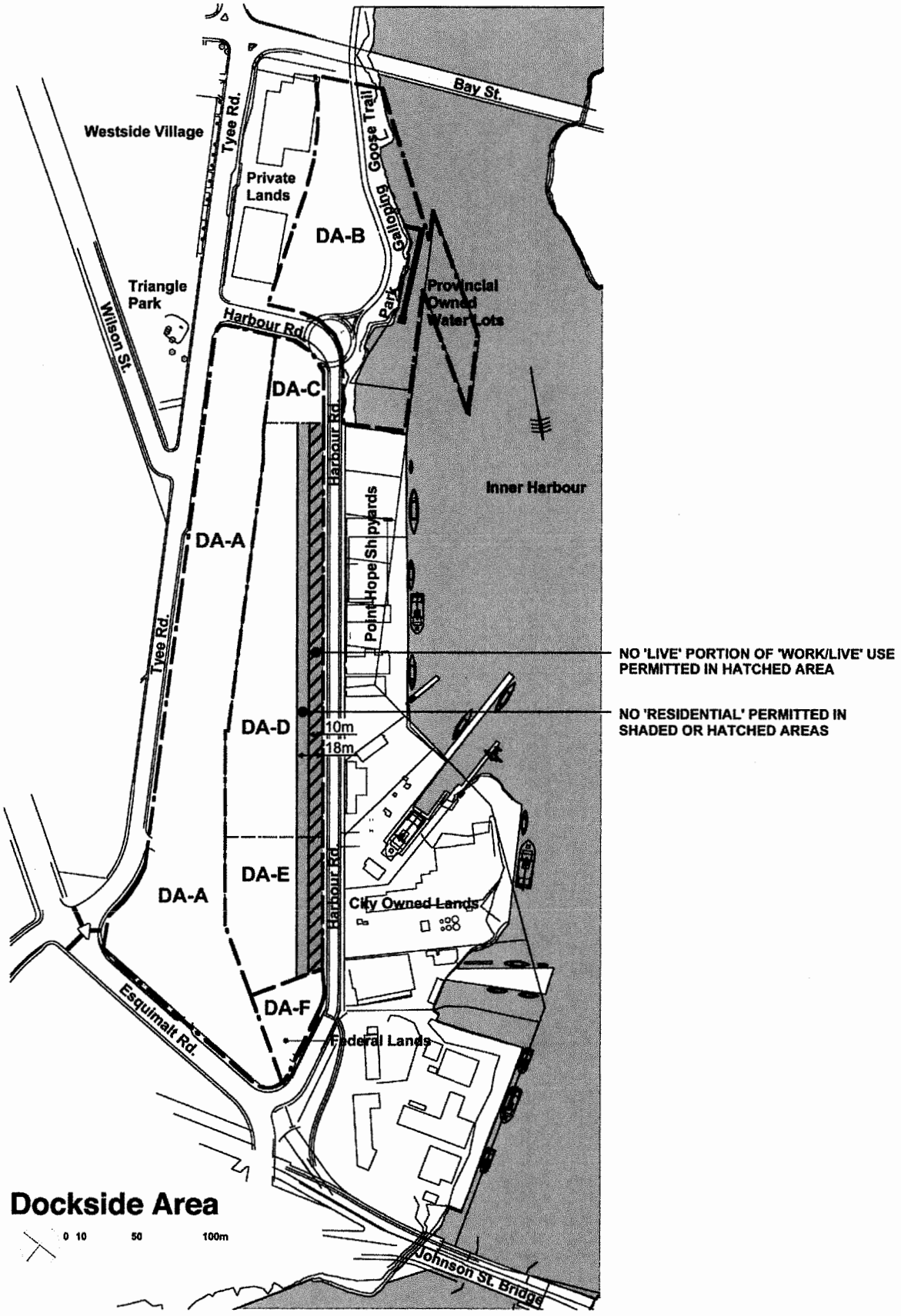

FIGURE 16: Dockside Area – Use Distribution in Industrial Areas

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

4.4 Development Areas-D (DA-D)

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

Massing and Street-fronts

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

Building Set-backs and Viewscapes

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

Exterior Building Materials

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

Building Rooflines

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

Site Works

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

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

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

4.5 Development Area-E (DA-E)

Use and Character

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

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

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

Massing and Street-fronts

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

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

Building Set-backs and Viewscapes

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

Exterior Building Materials

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

Building Rooflines

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

Site Works

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

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

4.6 Development Area-F (DA-F)

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

Use and Character

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

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

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

Massing and Street-fronts

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

Building Set-backs and Viewscapes

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

Exterior Building Materials

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

Building Rooflines

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

Site Works

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

5.0 List of Companion Documents

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

Master Development Agreement

Purchase of Sale Agreement

Zoning Bylaw

Reference Material from Development Concept

City of Victoria Noise Bylaw

Crime Prevention Through Environmental Design Guidelines

Traffic Study, Victoria West Neighbourhood

Royal Astronomical Society of Canada Light Pollution Abatement Program

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

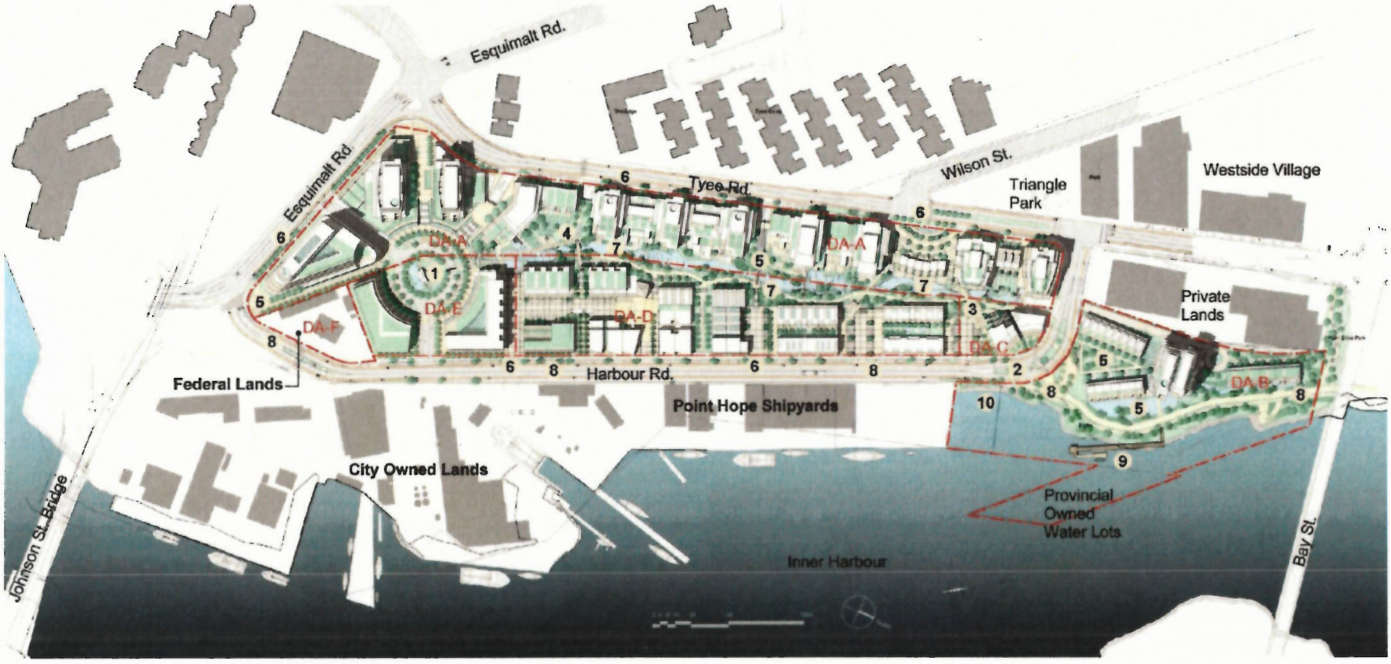

Figure 19: Illustrative Master Plan of the Dockside Area (Building footprints and locations may vary)
Note that base plan is same as that shown in MDA, however number sequence of features is not the same.