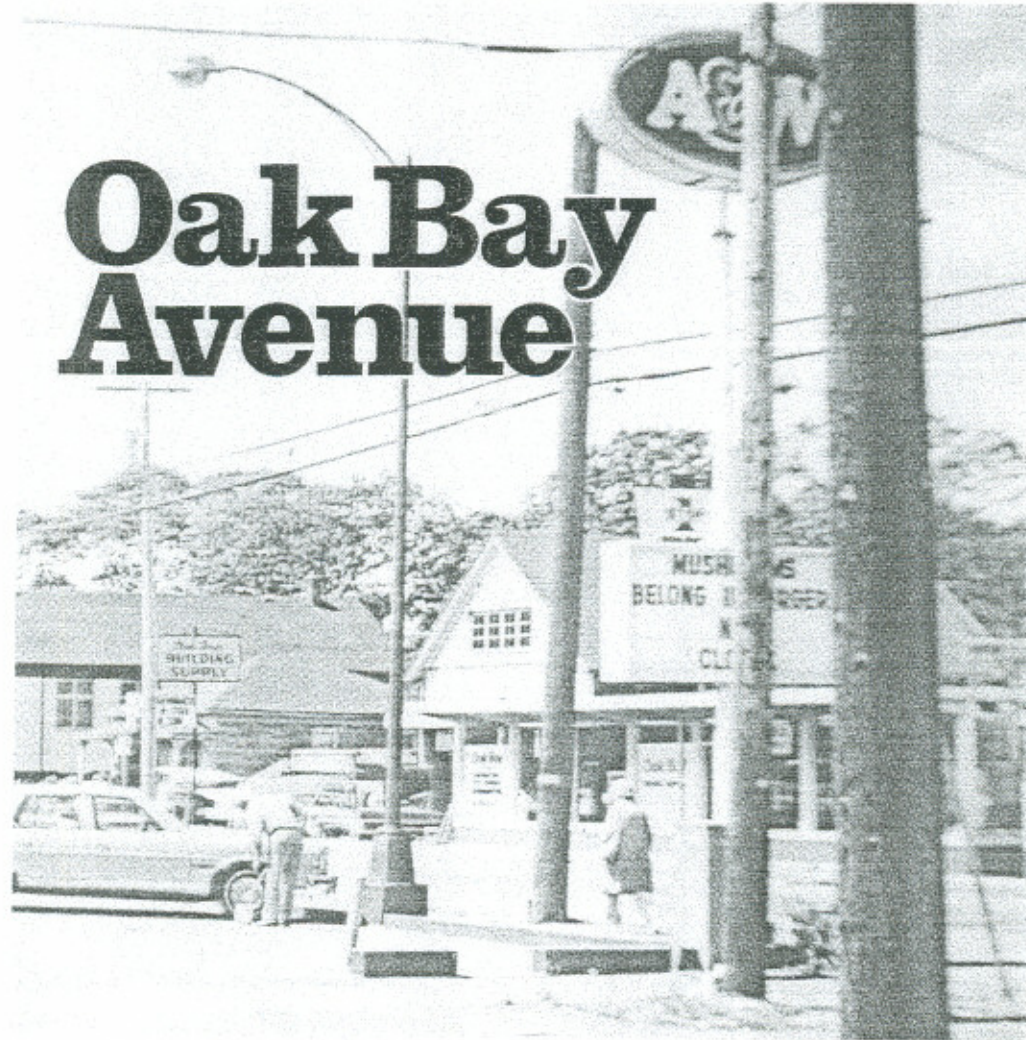


# OAK BAY AVENUE

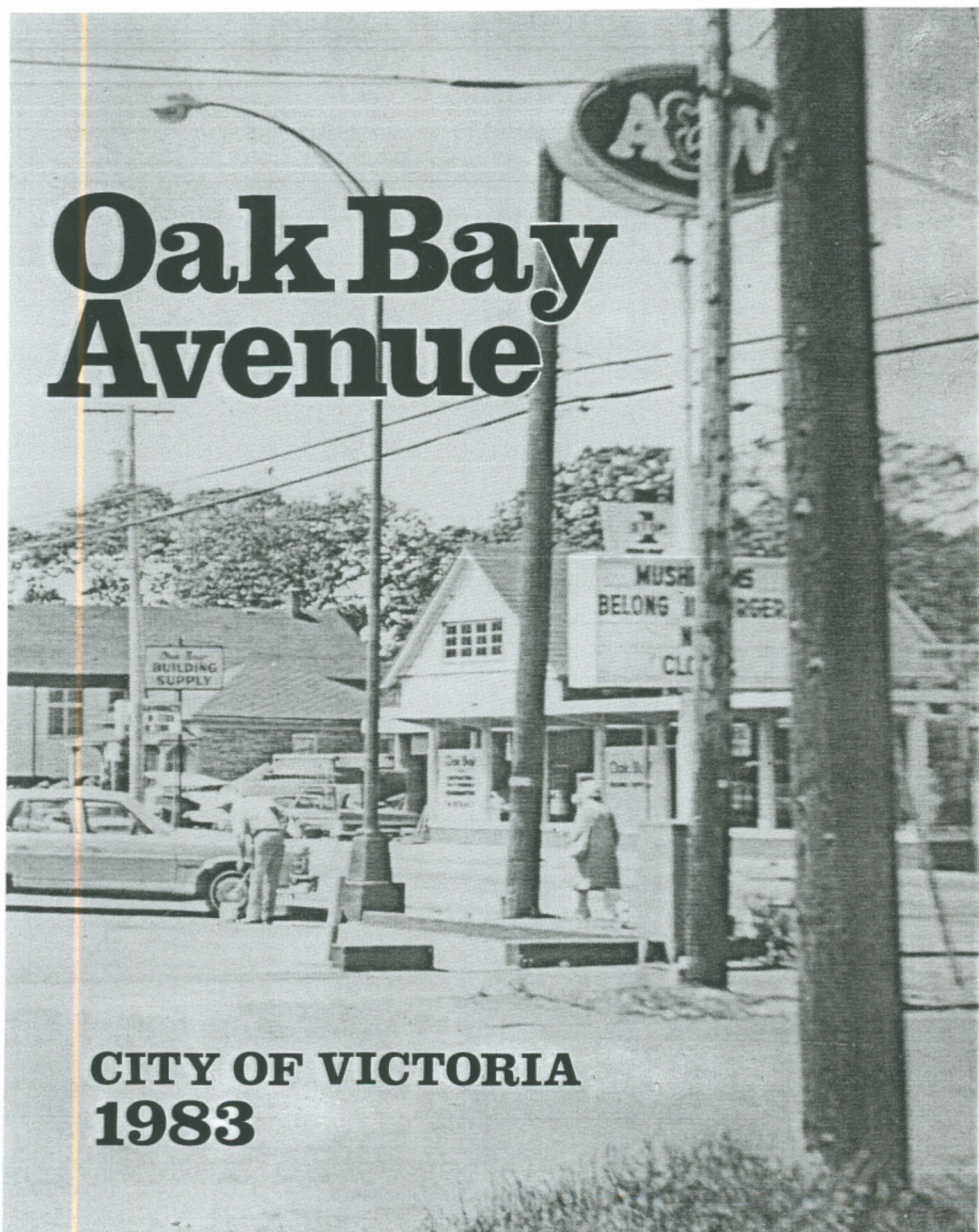
## LAND USE AND DESIGN GUIDELINES



**CITY OF VICTORIA**  
AMENDED OCTOBER 2001



# Oak Bay Avenue



**CITY OF VICTORIA  
1983**



## **OAK BAY AVENUE**

Council for the City of Victoria has reviewed land use and general design guidelines for Oak Bay Avenue from the Stadacona Centre to Foul Bay Road, with the objective of establishing a plan to improve this important residential / shopping streets.

New development has taken place in certain blocks close to Richmond Avenue but there are many opportunities for redevelopment which should occur in a manner which will result in an attractive streetscape sensitive to the adjoining neighbourhood.

Sketch plans included with this brochure are intended to illustrate intended zoning, streetscape and building form, treatment of sidewalks, plazas and parking areas.

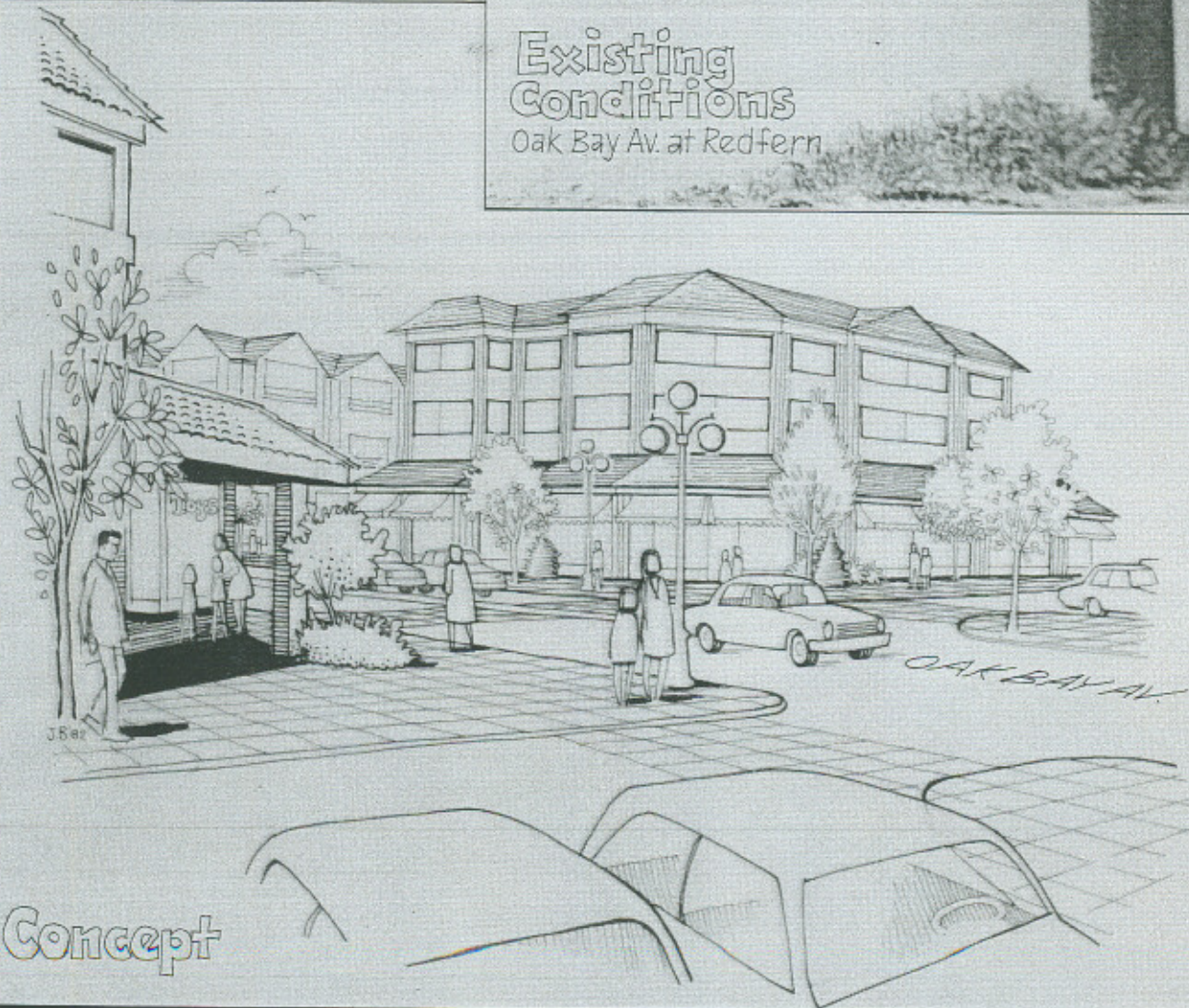
**\* PLEASE NOTE:**

**This plan should be read in conjunction with Jubilee Neighbourhood Plan 1996.**



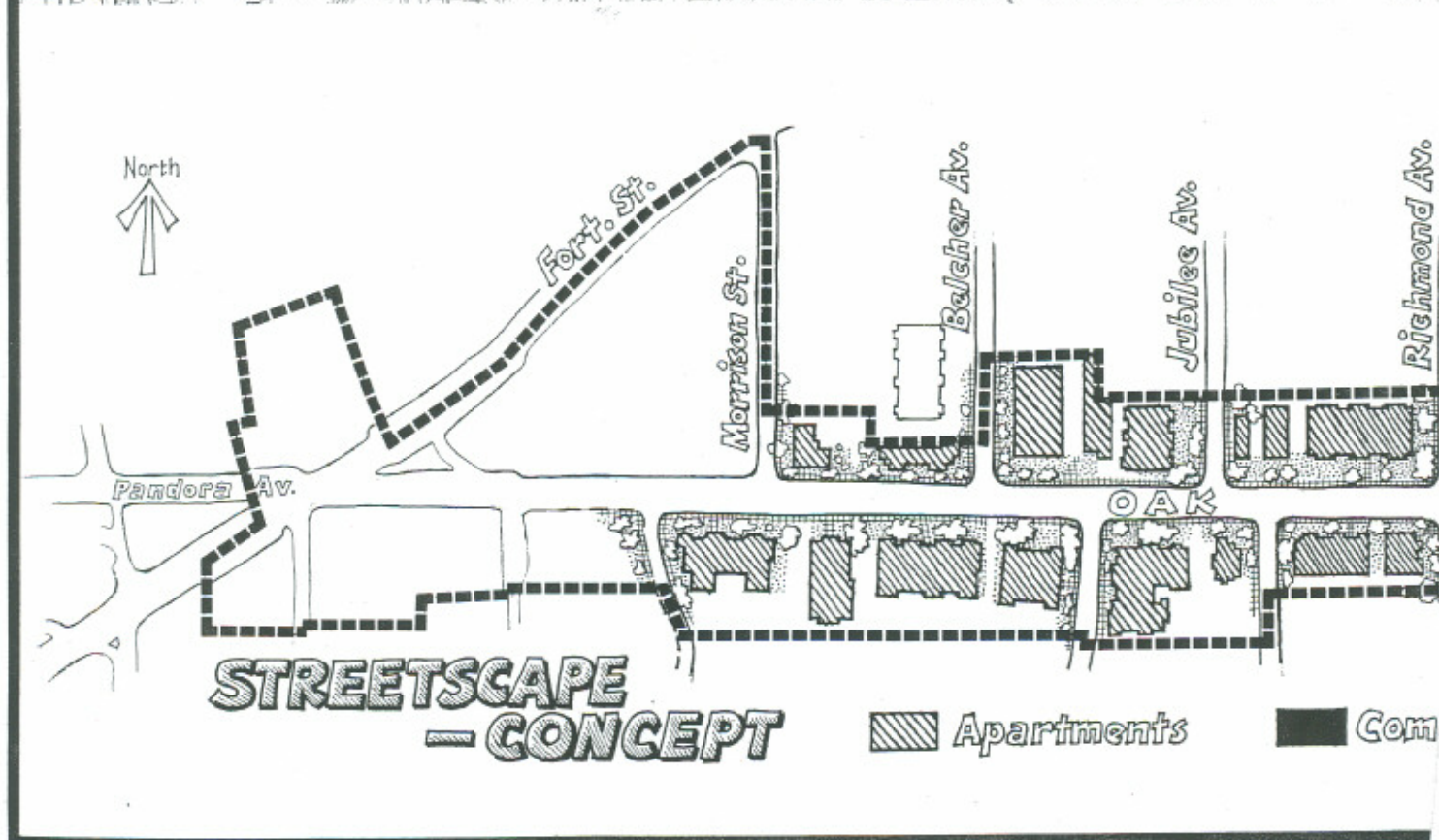
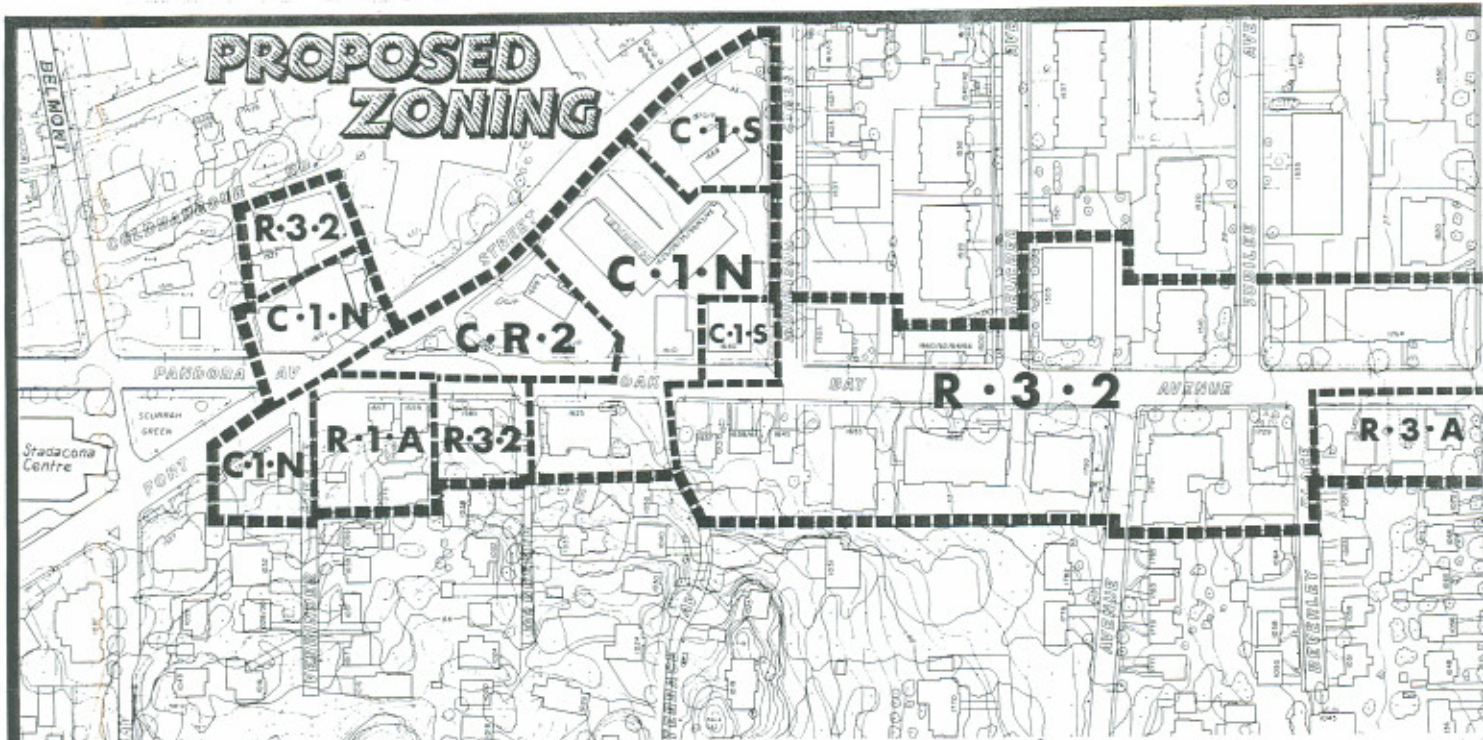


Existing  
Conditions  
Oak Bay Av. at Redfern

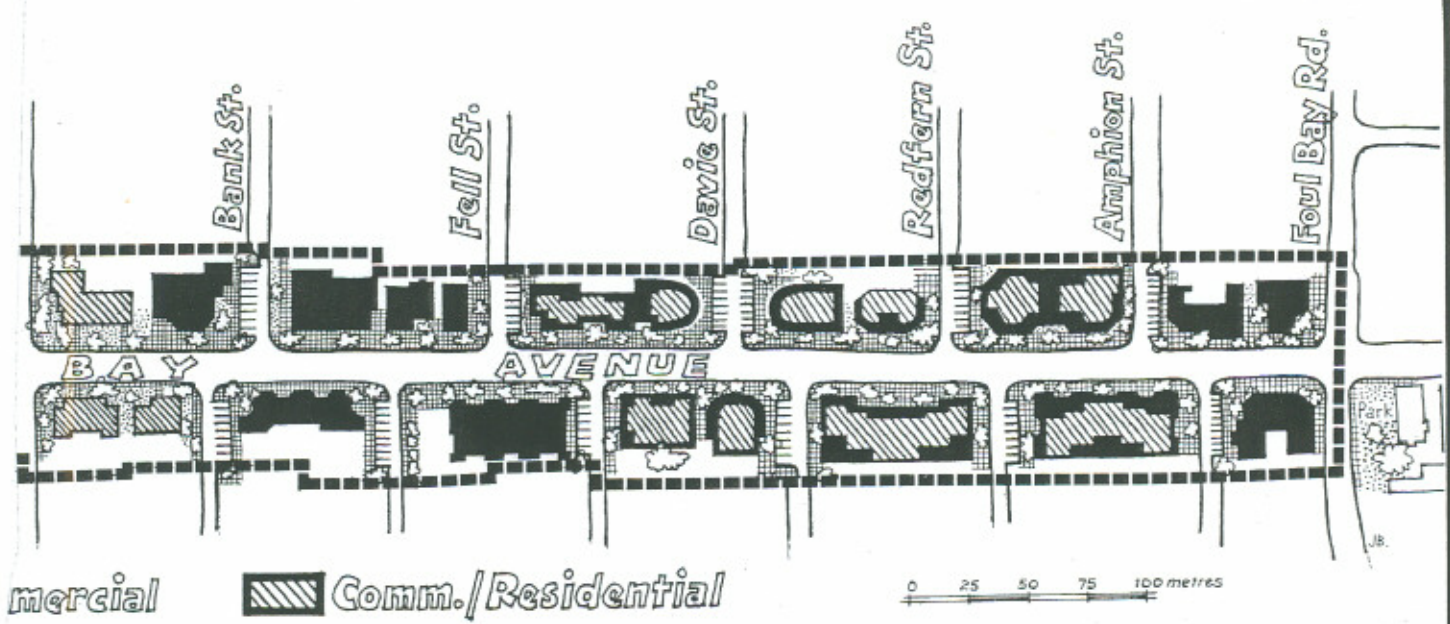
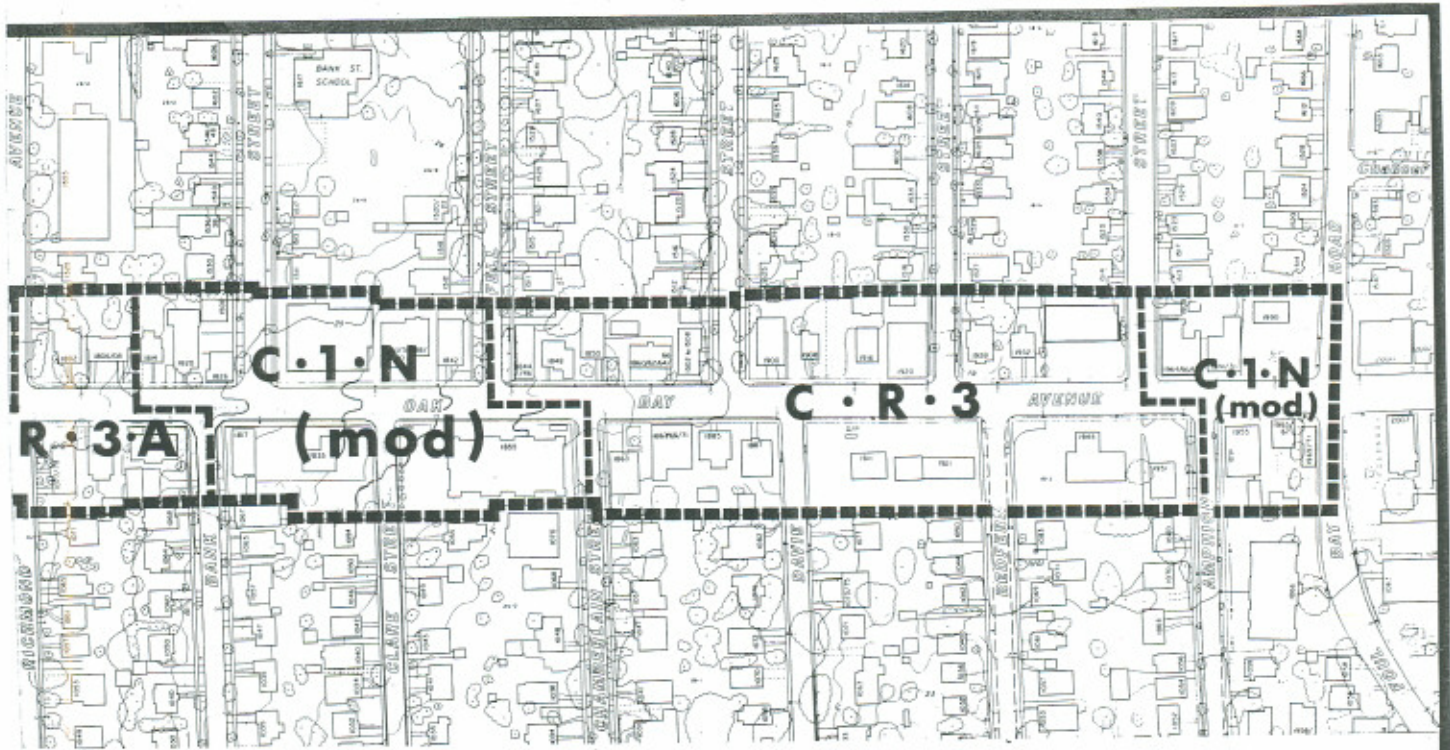


Concept





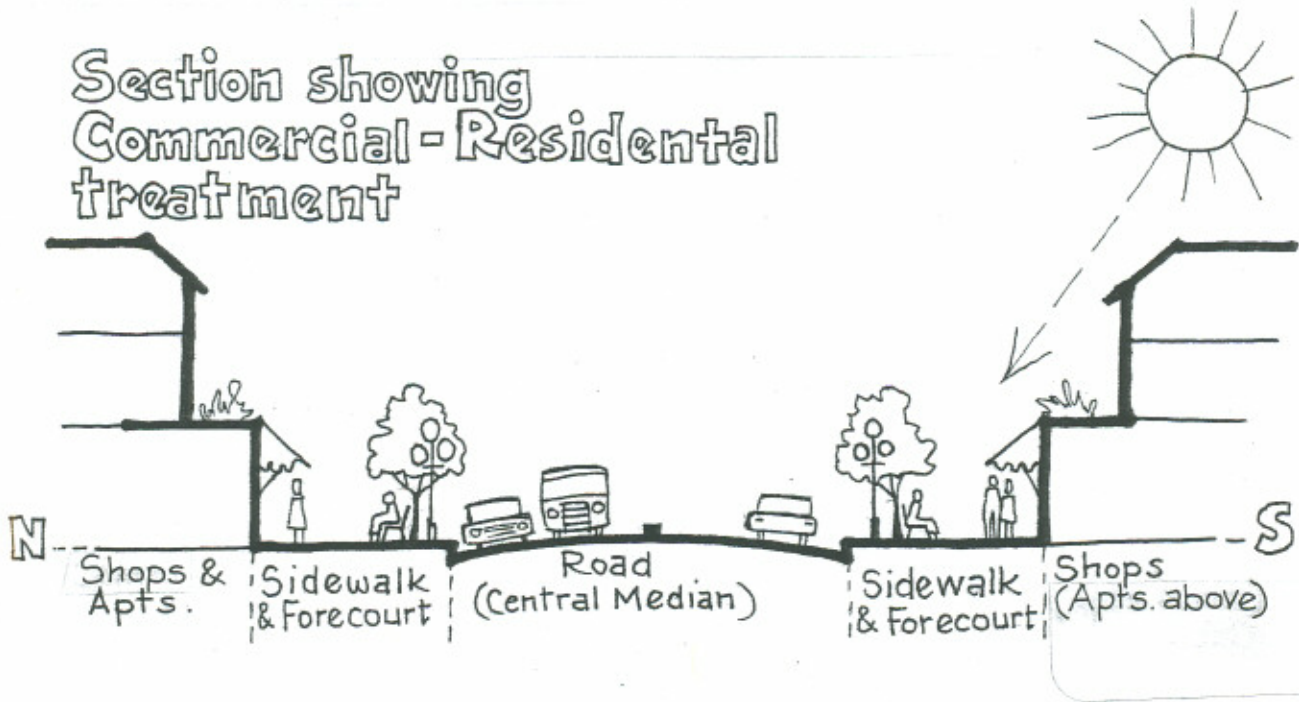




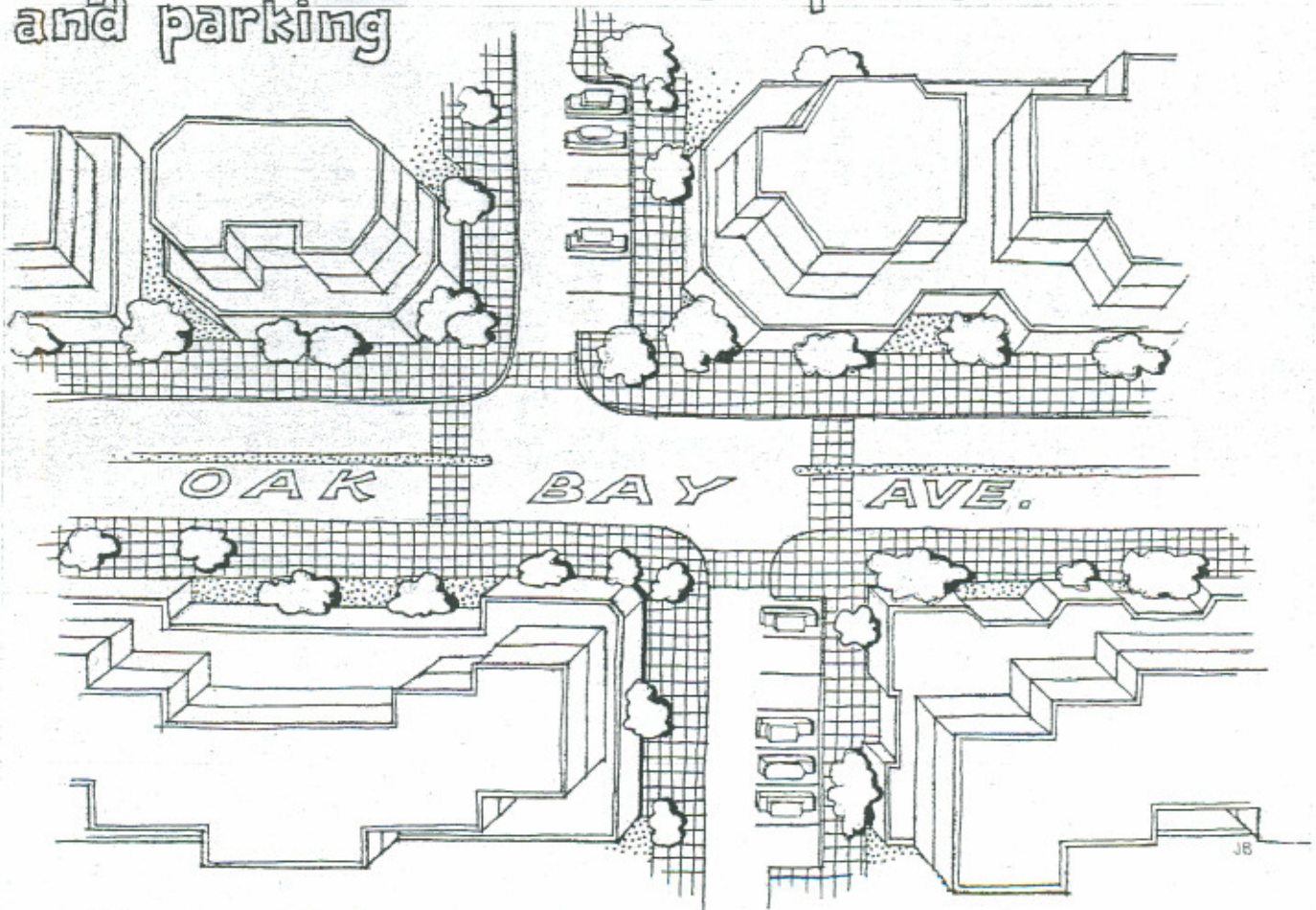
**Corrected map**  
 (Sept. 27, 1982)



# Section showing Commercial-Residential treatment



# Major elements of street improvement and parking



## POLICY RECOMMENDATIONS

### 1. **Building Design Guidelines**

- New buildings limited to a maximum of 3 storeys in height.
- Use of "traditional" building materials, e.g. brick, glass, cedar.
- Design features to include pitched, gabled and hipped roofs, with main ridge lines parallel to the street.
- Faces of buildings to have varied setbacks to provide interest and human scale.
- Coordinated canopies and signage schemes.

### 2. **Street Design Guidelines**

- Comprehensive sidewalk designs, combined with commercial forecourt setbacks and textured pedestrian crosswalks.
- Expansion of sidewalk width where practical.
- Removal of overhead wiring.
- Street lighting program.
- Boulevard planting program.
- Street furniture design.
- Improvements to street signs.

### 3. **Parking**

On-street parking to be gradually relocated to the side streets adjoining Oak Bay Avenue (see illustrations) to provide easily-accessible, convenient and visible "drop-off" parking as a substitute for the current parallel parking lanes which reduce the efficiency and safety of traffic movement. Provision of parking on the side streets increases and improves the commercial building frontage to those streets.

- ### 4. **Land Use Controls** (In order to protect the special character of Oak Bay Avenue both frontages have been designated Development Permit Areas which provides Council with design control).

The street frontages are divided into six sections:

- **The established District Centre at Fort / Pandora and Oak Bay Avenue.** Future comprehensive redevelopment of the Post Office block is anticipated.



Under development area design guidelines Council will have the opportunity to review the form of that redevelopment. The critical corner site at Fort / Oak Bay Avenue has been rezoned to a commercial / residential category with special provisions for landscaped setbacks, height and density. No further change in zoning is proposed at this time.

- **Apartment frontage – Morrison to Richmond (see plan).**

Four storey apartments predominate and are likely to remain. No change in zoning is proposed.

- **Apartment frontage - Beverley to Clare (see plan).**

This area has substantial opportunity for redevelopment. The scale of buildings for this section is to be maintained at a maximum of 3 storeys in height with incentives for under-building parking. The appropriate zoning is 'R-3A' district.

- **Commercial frontages – Bank to Chamberlain**

The two most recent commercial buildings constructed on this frontage are 3 storey retail / office structures. The height and use appears appropriate to Oak Bay Avenue and provides a commercial focus. Any new development should be at the same scale. The appropriate zoning is 'C-1N (Modified) Neighbourhood Shopping District' with height of buildings limited to a maximum of 3 storeys.

For parking details see plan and section 3.

- **Commercial / residential frontages – Fell to Amphion**

This declining area has the greatest potential for major redevelopment. The appropriate uses are commercial (main floor) with residential on the second and third floors. Special setbacks and forecourt treatments are proposed with the special side street parking arrangement repeated. The zoning proposed is 'CR-3 Commercial Residential District'.

- **Commercial frontages – Amphion to Foul Bay Road**

These two blocks are an extension of the commercial centre in the Municipality of Oak Bay. Three storey buildings with commercial on the main floor and residential on the second and third floors would closely relate to the scale of buildings in Oak Bay. Again, C-1N (Modified) zoning is considered appropriate (3 storeys).



## General Provisions of New Zones

### 1. C-1N (Modified) Special Neighbourhood Shopping District zone

Permitted Uses:	Commercial (retail and office). Residential above ground floor.
Maximum Height of Buildings:	3 storeys or 12 m.
Maximum Floorspace Ratio: (i.e. ratio of floorspace to site area)	1:1
Front setback:	3 m (10') to be landscaped with sidewalk.
Parking:	In accordance with general bylaw standards.

### 2. CR-3 Commercial Residential District zone

Permitted Uses:	Multiple dwellings. Commercial (main floor only). Residential above main floor.
Maximum Height of Buildings:	3 storeys or 10.7m.
Maximum Floorspace Ratio: (i.e. ratio of floorspace to site area)	1:1
Front setback:	3 m for commercial. 6 m (20') for residential.
Parking:	In accordance with general bylaw standards.

### 3. R-3A Limited Multiple Dwelling District zone

Permitted Uses:	Multiple Dwellings
Height:	3 storeys or 10.7 m.
Site Coverage:	33 1/3% to 40%. (Bonus for under-building parking)
Floorspace Ratio:	1:1 or 1.2:1 (bonus for under-building parking).  Bonus applicable where at least 70% of required parking is located under building.
Parking:	As for general apartment development with special provisions for screened parking.