

APPENDIX A

OF CITY OF VICTORIA BYLAW NO. 02-95

THE RAILYARDS
DEVELOPMENT INC.

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Development Guidelines

November 14, 2002

prepared for the City of Victoria

by LeFevre & Company

with the assistance of:
InSite, Landscape Architecture Inc.
Hotson Bakker Architects

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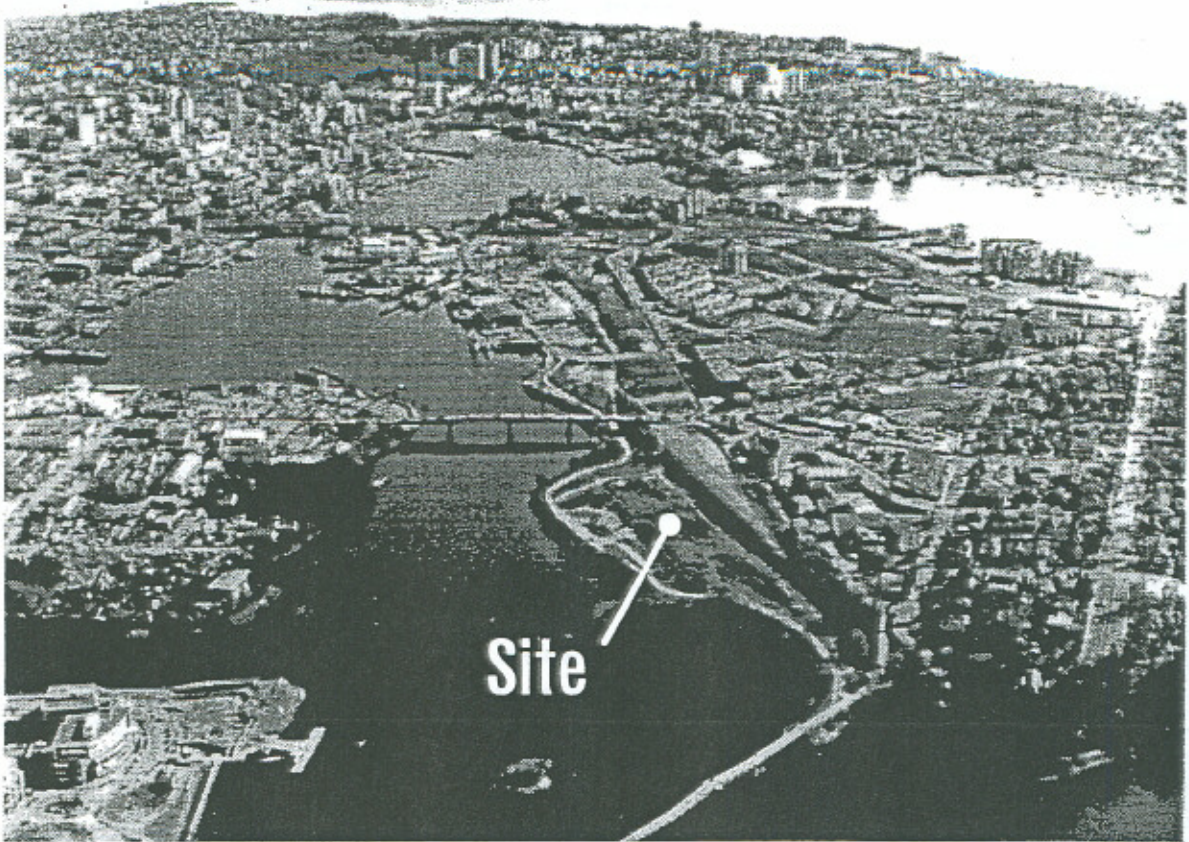


Figure-1 Oblique aerial photo, looking east

1.0 Project Context

1.1 Location

The Railyards project is strategically located in Victoria West on the picturesque shores of the Selkirk Waters; an extension of Victoria's Inner Harbour and the Gorge waterway. The site, a former CN Rail yard lies north of the Point Ellice Bridge (Bay Street) and south of the Selkirk Trestle, now part of the Galloping Goose Trail. The property is located in an exciting and diverse context of active industry, established community, dynamic recreation and evolving natural environment. The project proposal reinforces the extension of the Galloping Goose Trail into the City and establishes an affordable urban development which bridges the City to Victoria West and the Selkirk Waterfront Project.

The site comprises 51820m² (5.18 ha) of land area and is legally described as follows: *Lot 2 & Part of Lot 3, Plan VIP54427, District Lot 119, Esquimalt District.*

1.2 Planning

The majority of the subject property (4.74 ha) is currently zoned as Comprehensive Development (CD-3) through the Bayside Master Development Agreement, dated February 23rd 1995. At the encouragement of the City, the Railyards project now includes the former 10 metre wide Transit Corridor (0.44 ha), which bounded the west property line of the original parcel. The project site can now engage the Tyee Road frontage. Both parcels are to be consolidated

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1.4 History

From 1917, the date of the completion of the Selkirk Trestle, to 1988, the site was operated by the CNR as a rail yard with much of the waterfront utilized for log boom storage. No archeological or historical sites remain on the land from former uses.

1.5 Natural Environment

The former owner of the site, Canada Lands Corporation, undertook environmental remediation of the former rail yard and received a Certificate of Compliance from the Province in April 2002. The clean up of the former transit corridor is currently underway.

The majority of the post-industrial and post-remediation site is significantly altered and thus void of any significant natural environments with the exception of the waterfront. The water's edge has been altered and filled over the past century but has naturalized over the past twenty years of inactivity. A small knoll along the shoreline at the southern end of the site hosts a microcosm of a Garry Oak meadow environment. The intertidal zone has also made a significant recovery from its days as log boom moorage. Areas of eel grass and green algae growth have been mapped for protection and restoration.

The shoreline at "the Point" attracts a number of local anglers who boast of a rejuvenated ocean-run cutthroat population

A steep bank along the northwest boundary hosts a thicket of large trees (cottonwood alder and maple) which form a buffer between the existing heritage houses along Arthur Currie Lane and the project site.

The site slopes irregularly from the western edge at Tyee Road, at approximately 11.0m geodetic elevation to the shoreline top of bank at 4.0m. elevation.

1.6 Phasing

The project is proposed to be developed in eight phases over five to seven years. With favourable support and a successful rezoning, the first Phase (Stage-1), located at the most northerly extension is schedule to begin at the end of 2002. The site will develop north to south with some flexibility for market conditions. The small service commercial component will be developed when the market and community can support limited commercial activity. (See Appendix- Land Use Plan Sheet 4.0)

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2.0 Urban Design



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2.1 Planning Principles

The project is grounded on a set of seven principles:

1. Plan a realistic and economically viable project.
2. Integrate with the community by connecting with, and extending, Victoria West to the harbour.
3. Develop affordable and diverse housing opportunities.
4. Incorporate environmentally sustainable principles including:
 - Efficient use of land
 - Preservation and restoration of natural features and foreshore environments
 - Alternative transportation opportunities
 - On-site Stormwater Management
5. Create a quality public park system (not less than 10% of the site) including multi-use trails, a plaza, a pier, boardwalks and a children's play area.
6. Establish a contemporary industrial architectural vernacular.
7. Recognize the principles embodied in four plans:
 - Official Community Plan
 - Victoria West Neighbourhood Plan
 - Neighbourhood Transportation Plan
 - Harbour Plan

2.2 Uses and Built Form

2.2.1 Use and Activity

- The primary land use in the project is residential in the form of townhouses, apartments and live/work studios. The townhouses are located towards the site's eastern shoreline and the apartments are situated towards the western boundary of the site, along Tye Road.
- A small (1200m²) commercial component is included in a free-standing building on the extension of Raynor Road.
- Studio/workshop space is planned for the ground floor of those buildings fronting onto Tye Road. Retailing is permitted from these spaces as well. The intent of this use is to increase the animation along Tye Road with publicly accessible uses at grade.

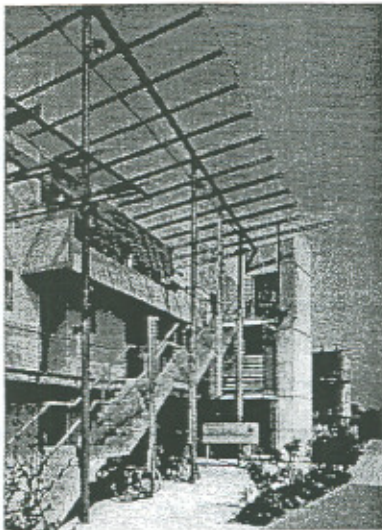


Figure-3 precedent image 'Apartment/live/work'

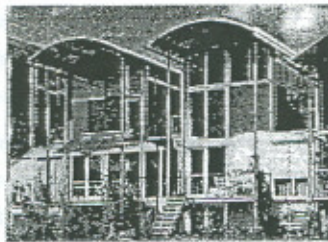


Figure-4 precedent image 'Townhouse'

2.2.3 Architectural Character



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Figure 7 - Corrugated steel and concrete block



Figure 8 - Large roof overhang and cement board



Figure 9 - Sawtooth roof and wood siding

- Buildings in the Railyards will exhibit an architectural expression that is reflective of the once industrial nature of this site. They will be sympathetic to the simple industrial structures located on Tyee Road while also referencing the residential character of adjacent neighbourhoods.
- Expressive roof forms are encouraged such as saw-tooth, curved, sloped or butterfly forms.
- Wall cladding materials should be selected based on properties of durability and low maintenance and may include one or more of the following:
 - corrugated steel
 - flat metal paneling
 - cement board
 - poured in place concrete
 - concrete block
 - brick
 - pre-cast concrete
 - vertical wood siding
 - plywood
- Wall materials that are not acceptable include:
 - vinyl
 - stucco
 - fiberglass
- The character of windows and doors greatly affects the end quality of a building's design and particular care should be exercised in the selection of types, finishes and detailing within the wall assembly. In the case of the Railyards, a variety of window types are possible, including wood, aluminum, vinyl and steel. Door types should include solid core wood, aluminum or steel. In the case of unit entry doors, the addition of glazing to the door and/or the inclusion of sidelights are recommended to increase the visual connection to the street. An overhead canopy should also be installed to add weather protection and streetscape interest at the front door of units.
- Multiple units often result in long buildings. Articulation should be applied utilizing bay windows, recesses, balconies, or staggered plans to add variety to facades.
- Commercial frontages should employ large glass areas, particularly at ground level, with high quality signage, lighting and storefront displays to add interest at street level.
- Large glass areas are encouraged in dwelling units arranged to take advantage of water and city views.
- Colour is encouraged in the exterior treatment of buildings. Strong colours for accents and middle tone colours for larger plains are encouraged, while any use of pastel colours are strongly discouraged.
- The impact of parking garage entrances should be minimized through the use of overhead doors trellis structures and landscaping. Exterior building finishes should wrap and extend into the parking entrance. Care should be taken to minimize over-spill of interior lighting into the street.

2.2.6 Affordability

- Dwelling size in both the Townhouses, the Mews and the Apartments shall provide a range of floor areas to address housing affordability in the respective market context. Apartments will range from 40m² to 70m². Live/work units will range from 70m² to 90m². Townhouses will range from 100m² to 130m². Given size, design and location, units are expected to represent an affordable price range and rental will be discretion of the owners.

2.2.7 Green Building Design

There are several strategies that can be applied to both the broader community and in the design and construction of individual buildings.

Site Strategies

Several site strategies can reduce the negative impact of development on the environment.

- Site planning which encourages non-vehicular modes of transportation
- Maintain natural vegetation where possible;
- Minimize construction disturbance by protecting natural areas, existing trees and plantings through protective fencing;
- Use naturalizing, non invasive drought tolerant plant species where possible;
- Implement greening strategies for site landscaping and roofs;
- Use of light-coloured, reflective roof materials to reduce "heat island" effects;
- Incorporate storm water management practices which reduce run-off, avoid volume concentration, filter pollutants and encourage groundwater recharge in order to reduce environmental impact and reduce infrastructure demands;
- Use permeable surfaces when ever possible.

Water Conservation

Designing buildings and landscaping to use water more efficiently assists in reducing the impact on the water infrastructure while saving money in reduced consumption fees.

- Installation of private water meters on-site on a per unit basis;
- Use of low flush toilets in bathrooms;
- Use of low volume washing machines.
- Installation of aerators for faucets and showerheads;
- Use of drought tolerant plants in landscaping;
- Rain water collection systems for run-off, directed to landscape irrigation;
- Rain water as a source for water/landscape features;
- Limit cultivated grass as a landscaping element when possible;
- Use of temporary irrigation until plant material is established.



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Waste Reduction

A further strategy is to reduce the extent of waste materials produced in the construction process and during the long term occupancy of a project.

- Adopt a construction waste recycling program;
- Provide a recycling area in all units, and in a central collection point within buildings;
- Minimize wasteful damage of materials by careful storage and handling;
- Request reduced packaging by suppliers;
- Compost or chip vegetative materials;
- Encourage community composting.

Healthy Indoor Air Quality

New buildings should be constructed such that they are healthy environments for their owners and occupants. This strategy is achieved by reducing the source of potentially harmful contaminants through material selection and the provision of adequate ventilation.

- Develop an indoor air quality management plan in the project specifications;
- Use of sealed combustion fireplaces and domestic hot water boilers;
- Exhaust fans in bathrooms and kitchens;
- Use of urea formaldehyde-free materials;
- Use of water-based finishes;
- Avoiding glued down carpet installations;
- Operable openings in all occupied rooms;
- Installation of carbon monoxide detectors in units;
- Use of low-volatile, organic compound paints;
- Use of pre-finished interior materials reducing the amount of off-gassing of volatile compounds;
- Sealing of exposed concrete with a non-toxic sealer;
- Use of hard surface flooring options instead of carpet;
- Non-toxic adhesives for construction applications;
- Filtration in ventilation systems.

Not all of the above strategies will necessarily be achievable in all projects. The objective is to develop a cost-effective approach that attains as many as possible and reduces the overall environmental impact of the development.

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2.3 Open Space

2.3.1 Landscape Character

The form and character of the landscape will reflect both its use and its site context. Landscapes adjacent to naturalized areas and adjacent to the shoreline will be treated as transition areas. These transition areas will incorporate natural materials (native plants and natural materials) in more structured landscape forms. The urban landscape character will be boldly contemporary to honour its industrial past and to compliment its new architectural context. Simple and abstract landscape forms and industrial details will be encouraged over gardenesque design and historical detailing. Landscape planning should encourage linkages between private and public spaces, but respect the need for personal privacy and safety. Emphasis will be placed on a functioning landscape. The urban landscape should support human activity, while reducing impact on the natural environment. It should minimize demands on limited resources (water during summer months) while playing a role in improving the surrounding environment (incorporation of storm water management and reduced use of chemical additives).

2.3.2 Public Parks and Open Space

The project principle of not less than 10% of the site to be designated as public park will be achieved with approximately 8200m² or approximately 15.5% currently proposed as parkland. These lands include more than one kilometre of multi-use trails, a significant neighbourhood park ("Regatta Point"), designated public parking and waterfront access at two locations, a Public Boardwalk & Pier, a Streethead Plaza, public washrooms, a small craft launch and a children's play area. In combination with pending provincial waterfront lands (Lot 1), the public park allocation totals close to 20% of the combined site area.

Park design principles will play on contrast and transitions between the urban and the natural, the industrial past and the contemporary present. The parks will present opportunities to acknowledge history and interpret existing natural and new environmental systems. Parks shall use environmentally sound design principles and Best Management Practices for construction and maintenance. These include but are not limited to stormwater management, permeable surfaces, native or drought tolerant plant species, controlled light use and water conservation measures. Where appropriate, irrigation will be provided for the establishment of plant material. Quality construction and durable materials will be used throughout the open space system. Public safety and enjoyment will be paramount by applying CPTED principles to design and operations of all parkland. Amenity and park improvements within the foreshore are subject to federal and provincial approvals. (See Appendix- Illustrative Site Plan Sheet 9.0).



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'Bridges' Park and Interpretive Area

A small park at the south end of the site incorporates the preservation of the small Garry Oak knoll and provides a sheltered basin for an open space to accommodate passive recreation and a children's play lot with direct access to the "Galloping Goose". Preservation of the Knoll environment is consistent with the City protection Bylaw. The events of the previous bridges at this site present the opportunity for historical interpretation integral to the parks design. The park will include waterfront access and six (6) parking spaces from the internal north/south road.

The shoreline at the Point Ellice Bridge, in poor condition due to foreign fill material and ongoing erosion, will include a restored edge environment to increase shoreline diversity and habitat and may include 'tidal terraces' for subtidal access and observation. This area may also include habitat compensation, for pier construction, further north on the site. All intertidal work proposed is subject to approval by senior levels of government. Opportunities exist, below the Point Ellice Bridge, to create a safe covered recreation space in consultation with the City, the Community and adjacent developments.

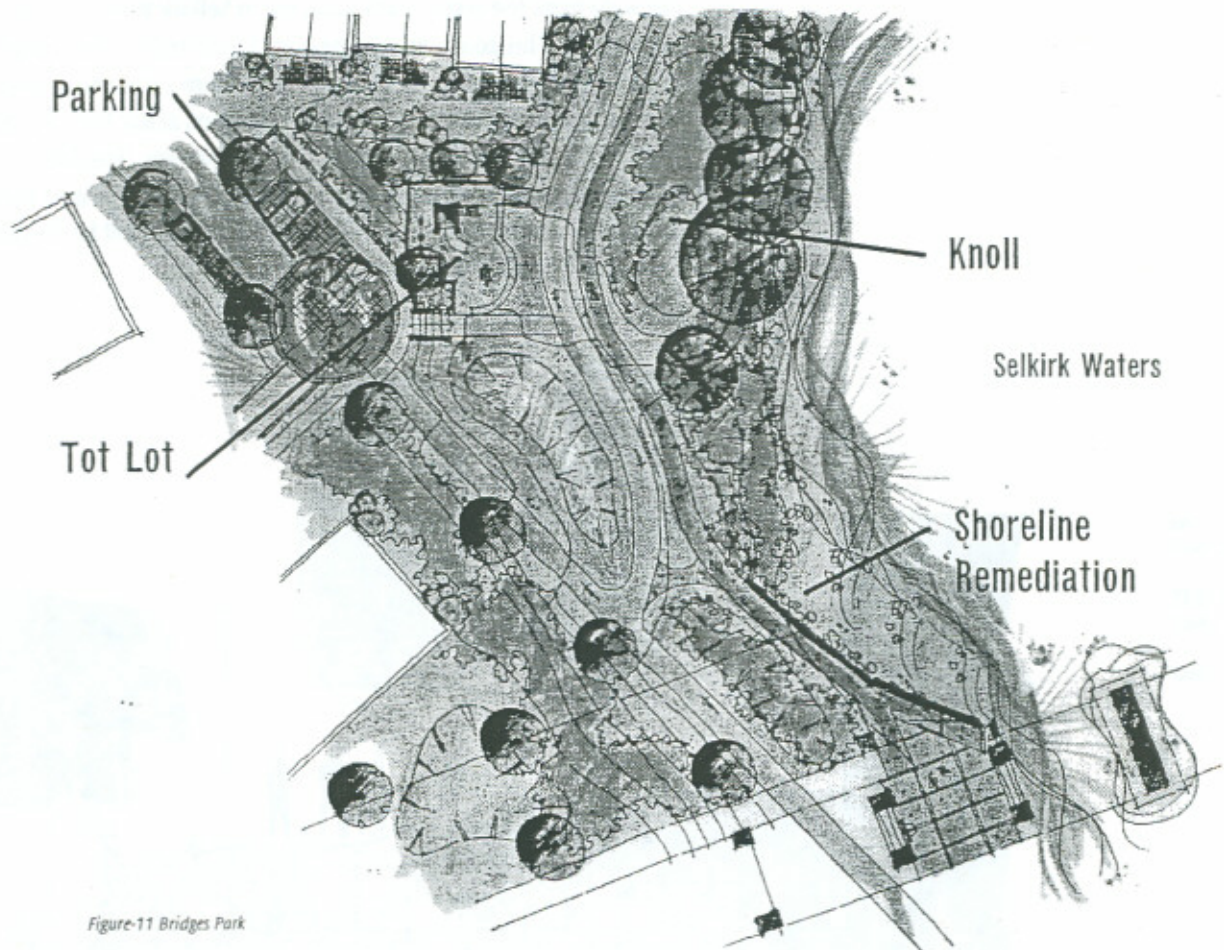


Figure-11 Bridges Park

2.3.5 Streetscape/ Site Furnishings & Lighting

A palette of site furnishings will be developed utilizing basic industrial materials for elements like benches, lighting standards, trash receptacles and bollards. If appropriate utilize City of Victoria fixtures and furnishings to simplify operations and inventory. Lighting should be limited to streets sidewalks and key park areas for both security and ambience. Care should be taken to avoid light pollution entering the harbour, the surrounding neighbourhood or the night sky. Furnishings and lighting will be developed in consultation with the City.

2.3.6 Private Open Space

Private open space will constitute private and semi-private landscape spaces. The private spaces are to be designed as extensions of the urban living environments, an effective way of increasing the living space of units. Semi-private spaces will function as communal strata spaces for group activities, residential entries, landscape buffers and stormwater infiltration areas.

2.4 Access & Circulation

The site's proximity to the City, access to services, integration with the Galloping Goose Trail and convenience to transit are the criteria for a community that will be less dependent on automobile travel. (See Appendix- Circulation Plan 11.0).

2.4.1 Pedestrian and Barrier-Free Access

Trails, paths, sidewalks and streets will be developed to provide barrier-free access throughout the site. The convenience and proximity to services and the quality of the pedestrian environment will establish walking as a rewarding and preferred alternative to driving. Consultation with the appropriate city departments (Transportation and Police) should be taken to ensure a positive and safe environment for non-vehicular circulation is achieved.

2.4.2 Cycling and Rolling

The popularity of the Galloping Goose Trail lies in its appeal, not only for recreation, but also as an alternative mode of transportation for commuters in and out of the City. The challenge in recent years for this regional trail has been to balance the needs of these uses while avoiding conflicts. The Railyards project recognizes these challenges by providing a number of options for cyclists and other rollers to move through and around the site. The waterfront trail provides a separate, meandering 3m roller trail, intended for slow and safe recreational use. The central residential street through the site (north to south) provides a direct, shared street route for commuter cyclists without traffic stops. A third route for cyclists is along the western boundary of the site on Tyee Road, a route that will provide access to Victoria West, the Point Ellice Bridge and beyond. A trail system that provides a variety of options will reduce the potential for use conflicts and foster a safer and more enjoyable park environment.



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finished with specialty surfaces and designs of unit paving or detailed concrete. Parking bays and driveways will be differentiated with unit paving. Streets in areas other than noted above will be asphaltic concrete. Sidewalks shall be visually appealing for pedestrian travel. Sidewalks may be constructed of concrete unit pavers or detailed concrete. Permeable surfaces or green/growing surfaces will be considered where practical.

New roadway cross-section designs are being explored with the City Engineering Department to allow for the implementation of Stormwater Management and

- Best Practices Design and future City Stormwater Bylaws.
- Traditional roadway design should be reconsidered to allow surface drainage to be distributed to infiltration systems and
- bio-remediation gardens where possible.

Private driveways and roads will integrate pedestrian, cycle and automobile travel.

Street trees will be selected to define the focus and form of streets. The extension of Raynor Road will be lined with columnar trees to frame the view to the pierhead, harbour and Point Ellice House. A similar treatment will be used for the south entry street. The internal north/south street will be aligned with a medium-height canopy tree to focus on the distant view to the trestle bridge in the north and the City in the south. Trees will be located in planting areas or boulevards where soil capacities are appropriate for mature

growth. Trees in hardscapes will be planted with structural growing medium and connected root trenching if appropriate.

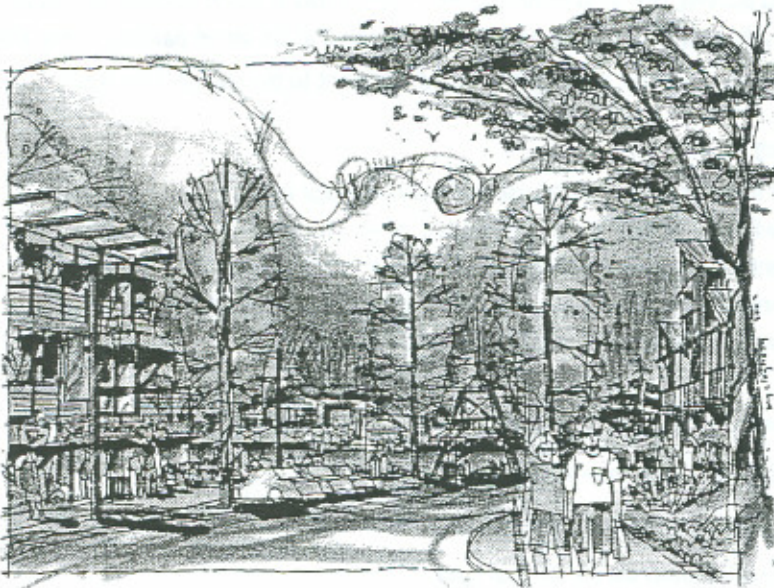


Figure-13 Regatta Landing Illustrative Sketch (Road 'A'). Looking toward Pierhead

2.4.6 Parking

All parking for residential units will be provided within individual development sites. Parking for multi-unit apartment projects will be located underground, accessed by ramps located perpendicular to the street. Security gates will be provided and parking structures will consider personal safety and CPTED principles. Parking for townhouse units will be either enclosed in garages within

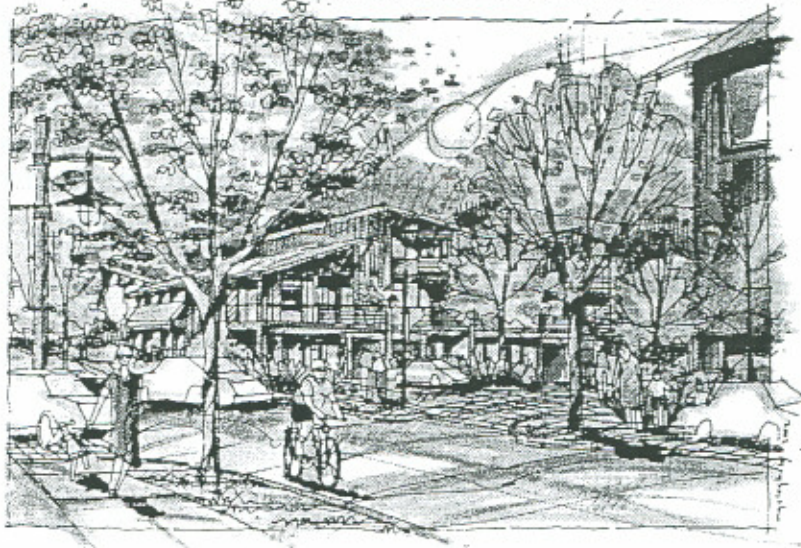


Figure-14 Central Spur Streetscape Sketch (Road 'C'). Looking at Townhouses

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2.5.2 Stormwater Management

New stormwater systems are being explored with the City Engineering Department to allow for the implementation of Stormwater Management and Best Practices Design in anticipation of upcoming City Stormwater Bylaws. Storm water from roads parking areas and building surfaces should be directed to infiltration and bio-remediation gardens where possible.

2.6 Public Safety

Design of the site and buildings on public and private land shall consider public safety. Design will utilize Crime Prevention Through Environmental Design (CPTED) principles to reduce opportunities for crime. Review of designs by a qualified City of Victoria CPTED Officer will be conducted. Safety audits by the developer and residents should be encouraged after construction.

2.7 Public Art

Public art may form part of the urban landscape. Dynamic, integrated or ecologically based art should be encouraged over traditional, "bolt down" installations. Commissions should be consistent with the City Policy for Public Art. Art for private property will be at the discretion of the developer.

2.8 Maintenance and Durability

2.8.1 Public Parks, Amenities and Streets

Public parks, amenities and streets will be designed and constructed of durable, vandal resistant materials and tested systems to ensure longevity and minimal operational demands. All public spaces will be designed in consultation with the City. The City of Victoria will be responsible for maintenance of all public spaces and amenities following dedication and/or acceptance.

2.8.2 Private Lands and Streets

Private property including private and common space will be built of durable materials and tested systems to ensure longevity and minimal operational demands. Material choices should consider wear and weather compatibility.

3.0 Development Permit Guidelines



Specific criteria have been established for each development parcel in the Railyards according to three building and occupancy types:

- townhouse parcels
- apartment parcels
- commercial parcels.

3.1 Townhouse Parcels

The design intent of the townhouse parcels is to create an urban, row house form, with integrated parking garages at their ground floor.

- Architecturally, the units will be designed to create varied and articulated plans and elevations.
- The disposition of doors, windows, cladding materials and roof shapes will be such that diversity and variety is achieved.
- End units will be designed such that they front to their end orientation, either an open space or public walkway, rather than simply being the party wall of a standard in-line unit.
- Each townhouse will be identified by a distinct main entry door.
- Units will be expressed with individual roofs rather than a long, single roof form.
- Private outdoor spaces will be adequately screened where they are adjacent to each other. Patios and terraces will be elevated a minimum of 600mm above adjacent public space.
- Landscaping screening should be developed between townhouse units where possible.
- Communal outdoor spaces will be linked to the waterfront trail system for residential access.
- Semi-private outdoor spaces will be separated from fully public areas with an appropriate separation of fencing, plantings or changes in level.

3.2 Apartment Parcels

The design strategy for apartments is to recognize, to the greatest extent possible, the individuality of units. To this end, articulation will occur in wall surfaces and roof forms to break up the bulk of the predominately, four storey, frame buildings.

- Main entries to apartment buildings are to be clearly identified through the use of an entrance canopy, or other device, and related to their fronting street.
- Lobbies, interior courtyards and other common areas are to be finished in a manner that makes them attractive, highly accessible and a pleasure to occupy.
- Variations in wall materials will be employed to break up wall planes and establish the individuality of units.

4.0 Reference Material



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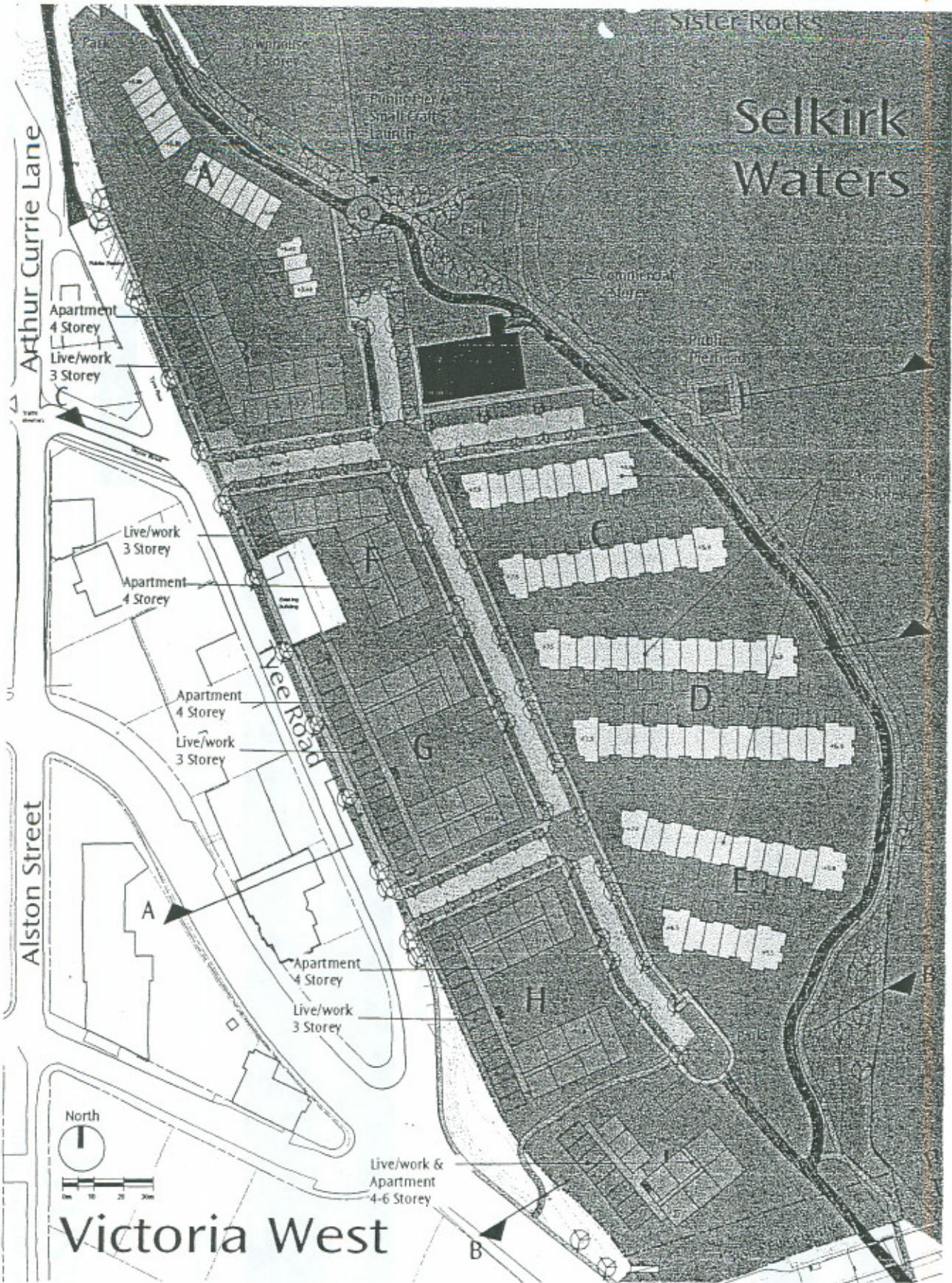
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Selkirk Waters



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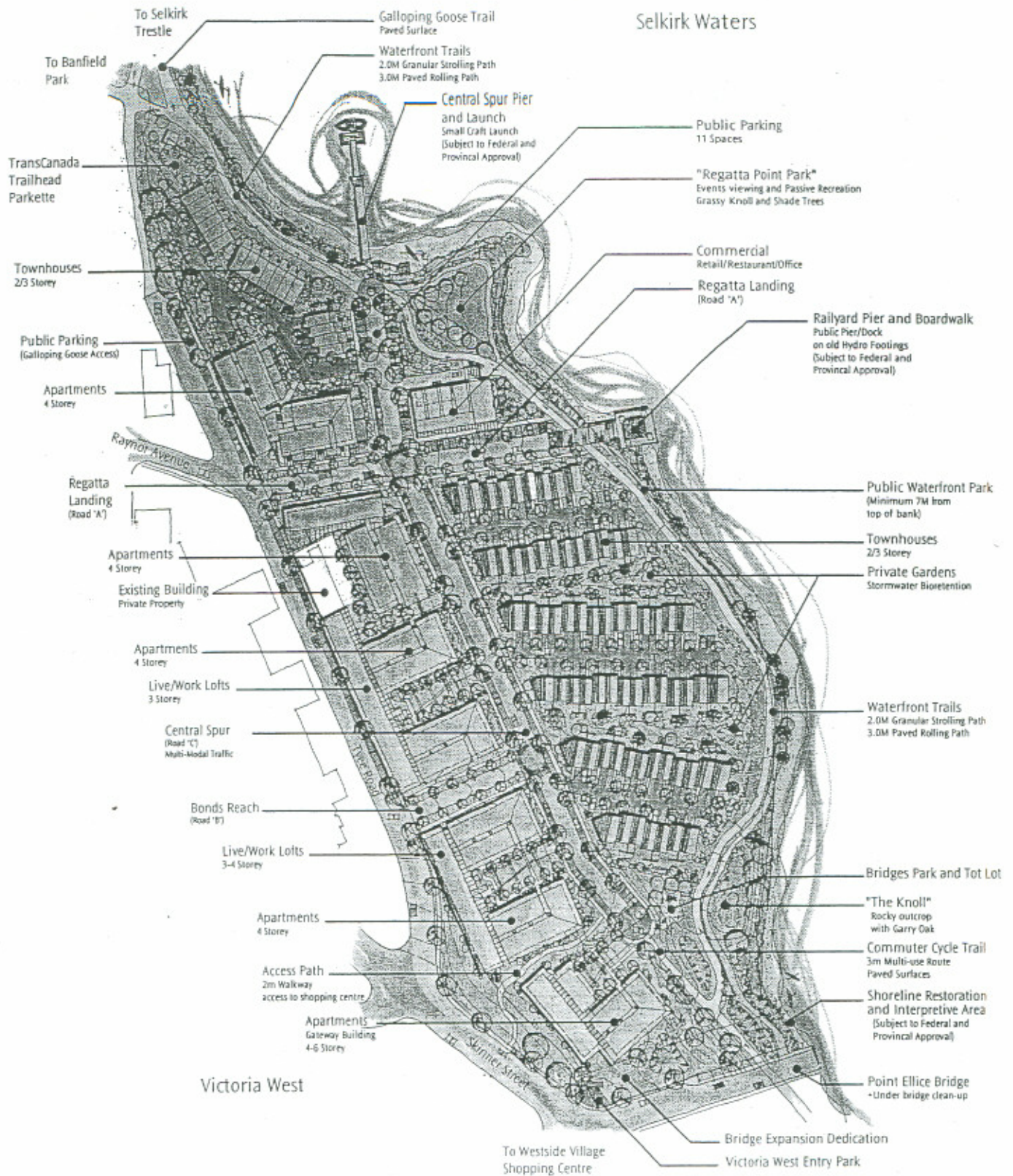
Site Plan

for:
Le Fevre & Company

October 4, 2002



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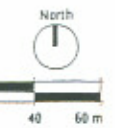


Illustrative Site Plan

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Sheet 9.0