
POLICY PLAN AND DESIGN GUIDELINES FOR THE SONGHEES AREA OF VICTORIA WEST – AS AMENDED 2008

City of Victoria

Notes:

The area referred to in the attached document as ‘Business Park’, refer to ‘Dockside’.

For the area referred to in the attached document as ‘Bayside’, a portion of this area is now included in the Railyards development.

For further policies relating to the Harbour area, please refer to the Victoria Harbour Plan, 2001.

For an update of transportation related issues, please refer to the Victoria West Transportation Study, 2005. The Transportation Plan outlining suggested actions is currently under development.

In 2008, Council adopted changes to the planning policies and bylaws for the Roundhouse Block (bounded by Esquimalt, Sitkum, Kimta and Catherine) and severed it from the Hillside Precinct. See: *Roundhouse Design Guidelines 2008*.

Approval Dates and Amendments:

- Original document adopted October 1986
- Amended January 1995
- Hillside Precinct amended December 1998, which is attached to this document as Songhees Hillside Urban Design Guidelines
- Hillside Precinct amendments approved by Council April 2005, with changes incorporated into the attached Songhees Hillside Urban Design Guidelines in October 2005
- Roundhouse Block severed from the Hillside Precinct April 2008



City Hall
Centennial Square
Victoria, B.C.
V8W 1P6
(604) 385-5711

City of **VICTORIA** *British Columbia*

The intent of this Policy Plan and Design Guidelines for the Songhees Area is to provide a cohesive pattern of development for this most important and visible area of the City of Victoria.

While certain aspects of the plan may change as it evolves over time, the goals and intents established provide the fundamental principles behind the overall scheme. The desire is to remain flexible and open to new ideas that developers and investors may bring forth that would improve the utility and quality of the project as well as the beauty of Victoria.

The general development pattern outlined in this document was approved by Council in October, 1986 and is being published by the City for the information of all those interested in the future of the Songhees Lands in Victoria West.

Gretchen Brewin, Mayor
City of Victoria

CONTENTS

POLICY PLAN

Introduction	6
Concept Objectives	6
The Songhees Lands and the City	7
Access	7
Open Space	7
Building Character	8
Places for Business	8
Places to Shop	8
Places to Live	9
Places for Visitors	9
Places for Recreation	9
Plan Content	9
<i>Figure 1</i> Neighbourhood Plan	9
Land Use	10
<i>Figure 2</i> Generalized Land Use	11
<i>Figure 3</i> Building Heights	12
<i>Figure 3A</i> Floor Space Ratios/Block Numbers	13
Subdivision	13
Circulation	13
<i>Figure 4</i> Subdivision Plan	14
<i>Figure 5</i> Vehicular Circulation	15
<i>Figure 6</i> Parking	16
<i>Figure 7</i> Transit Stops and Emergency Access	17
<i>Figure 8</i> Bicycle Circulation	18
<i>Figure 9</i> Pedestrian Circulation	19
Parks and Open Space/Community Facilities	20
<i>Figure 10</i> Park, Greens, Open Space and Community Facilities	21
Implementation	22

DESIGN GUIDELINES

Design Guidelines	24
Streets	24
Pedestrian Ways	25
Landscape Open Space	25
Buildings	26
Building Siting	28
Design Guidelines by Neighbourhood	29
Hillside	29
Lime Bay	30
Marina	30
Inner Harbour	32
Crossroads	33
Victoria West Park	34
Business Park	35



POLICY PLAN

INTRODUCTION

THIS REPORT IS A refinement of the concept plan, approved in principle by Victoria City Council in December, 1983, and printed in April, 1984. The previous lengthy public information process and the more recent planning study over the last year have produced additional detailed base information. Ideas originating in the concept plan have now been fully developed. The resulting policy plan is intended to guide development on the Songhees Lands.

The Songhees Lands plan for areas south of Bay Street is introduced in this report by a general description of activities and use. Six traditional planning headings follow with a detailed description of the plan: *Land Use, Subdivision, Circulation, Parks and Open Space/Community Facilities and Implementation.*



This report has been jointly prepared by the Province of British Columbia and the City of Victoria as a result of joint studies by both and the advice of the Advisory Planning Commission. This plan constitutes direction for the development of the Songhees Lands generally south of Bay Street.

CONCEPT OBJECTIVES

THE ORIGINAL CONCEPT plan of December, 1983, stated the following planning objectives which have guided this further refinement:

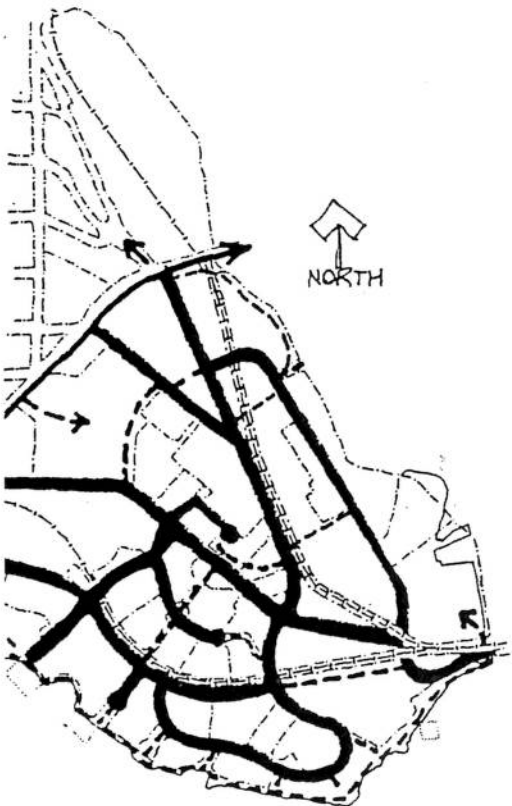
- Provision should be made for the establishment of a neighbourhood-village centre, accommodating shopping and services and acting as a focal point for community activities of existing and future residents.
- Waterfront development should incorporate continuous linear public space, provide access to the water's edge and provide centres for community activities and events.
- The waterfront should not become simply a sterile place which people visit, but should, in compatible fashion, incorporate business, commercial and residential uses which complement public and community needs.
- Land uses should not be arbitrarily separated into residential, business or commercial uses, but should be integrated in ways which provide variety and texture to the activities of this development.
- The scale, quality and character of development should complement the dignity and beauty of the Province's Capital City.

THE SONGHEES LANDS AND THE CITY

THE DEVELOPMENT OF THE Songhees Lands is directed by a conscious decision to blend with the existing city in important ways. The industrial and natural landscape that exists now has historically been isolated from the City. Through the redevelopment it will be connected visually, physically, functionally and emotionally to Victoria and its citizens. The Songhees Lands as they change in the future must strengthen the sense of belonging to the city.

ACCESS

ACCESS BY CAR, BOAT, bicycle, public transit, foot and water-taxis will give neighbourhood and city residents complete

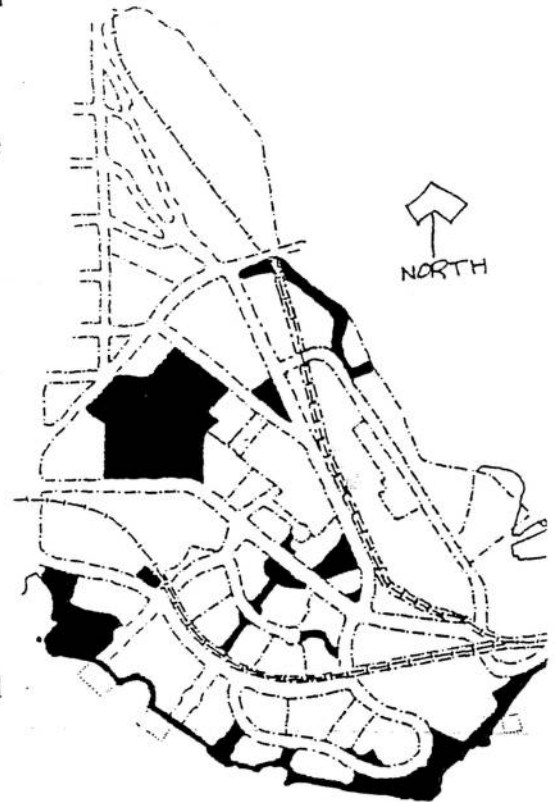


mobility throughout the Songhees Lands, its features and activities, public open spaces and waterfront areas. The roads and pathways are located to connect the Songhees area of Victoria West to the rest of the city. Adequate parking is provided underground and at grade.

OPEN SPACE

THE PROVISION OF OPEN space is a major planning criteria in the development of the Songhees Lands. The open space system providing a variety of connections and activities over extensive portions of the site equals or exceeds contemporary community open space standards. The amount of open space provided for in the Songhees Lands is consistent with the amount outlined in the Victoria West Plan (3.8 acres of open space per one thousand population).

The open space system includes pedestrian and bicycle routes to all parts of the site allowing access to colourful and active urban experiences as well as to the ever-changing scene along the rehabilitated shoreline. Two greens preserve examples of the native landscape and three dedicated parks provide choice and variety of experience. A place of contrasts, *Songhees Point Park* offers undulating open lawns and more formal walkway planting. *Lime Bay Park* at the extremity of the bright, active waterfront walkway, is a more rugged and dynamic landscape while *Victoria West Park* hosts both regional sports activities and small neighbourhood picnics. This total open space system provides for connections within the Songhees Lands and to the Johnson Street Bridge and surrounding neighbourhoods.



Please note that the plan and design guidelines for the Hillside Precinct in Songhees were amended by Council on December 17, 1998.

The amended plan and design guidelines for the Hillside are contained in a separate document entitled "Songhees Hillside Urban Design Guidelines", which is attached to this document for information.

BUILDING CHARACTER

THE SONGHEES LANDS development will relate strongly to the existing city through the character of its buildings. Building heights (two- to eight-storeys) and block sizes respect Victoria's historic waterfront. Densities on the Songhees Lands are consistent with established city patterns for areas adjoining the city's core. Victoria's notable reputation as a place to live, work, play and visit has been built on the variety and livability of its existing communities. This new community will further enhance the city's popularity among residents and visitors.

PLACES FOR BUSINESS

THE SONGHEES LANDS development creates sites for new and diversified business ventures which will benefit from a location close to downtown, while retaining existing businesses in the dockside area.

Employees and clients of businesses on the Songhees Lands will be influenced by spectacular view, high profile and easy access locations. The proximity to restaurants and shops — with facilities for an important business lunch or to pick up groceries on the way home — emphasizes the advantages of locating in a mixed-use area of the city.

PLACES TO SHOP

DISTINCT SHOPPING

on the Songhees lands:
A Village Centre at the corner of Tyee and Bay Streets.

The *Village Centre* will satisfy domestic shopping needs for the existing Victoria West community as well as for new residents. The *Hotel Area* features pedestrian-oriented specialty shops, restaurants, galleries and boutiques for both residents and visitors.



PLACES TO LIVE

VICTORIA HAS MANY advantages as a place to live; the Songhees Lands residential areas with a projected population of 4,000 to 4,500, highlight exceptional views, sunny southern exposure, outdoor livability and close contact with priceless natural surroundings.

The waterfront areas offer a low-rise residential environment with proximity to marina and the waterfront walkway. The medium-density hillside development offers a sunny exposure and panoramic views. Victoria West Park residences are medium-density and located to complement the present Victoria West community.

It is expected that the developing residential community will be diverse in character accommodating a full range of household types, age and income groups.

PLACES FOR VISITORS

VICTORIA ATTRACTS tourists with its diversity; no single attraction brings them. Visitors are attracted to the Victoria lifestyle. They need to become "residents" for a short time, to feel Victoria sun and wind and to experience a Victoria lifestyle. The city and its people are the attraction.

The Songhees development has provided for a major international hotel and a smaller international resort hotel, increasing Victoria's capacity to attract and accommodate visitors and business people. These hotels, with worldwide reservation and advertising systems, will add to the already

sophisticated services provided to visitors and destination clientele. Features and attractions for the visitor are the same as for Victoria and region residents. Marinas, restaurants, local pubs and bistros combine to create that special Victoria lifestyle.

PLACES FOR RECREATION

THE SONGHEES LANDS ARE located in a city rich in recreational, cultural and social activities. Business people and residents of the Lands may enjoy a variety of activities as part of the patterns of an expanded lifestyle.

Families can bicycle along the water's edge and other bicycle ways without worry of car traffic; the energetic can play a vigorous game of tennis or soccer; groups can hold festivals, plays and swap meets or organize a Saturday Songhees sketching group, community art or sculpture show. The elderly can stroll and observe harbour activities; families can picnic; birdwatchers can follow eagles in their flight and photographers can delight in contrasting sea and landscapes.

Public access to the water may take many forms. A variety of public water activities will be encouraged. (eg. promenade pier, temporary and long-term moorage, canoe launching, pebble beaches and fishing.)

PLAN CONTENT

THIS POLICY PLAN WILL ensure consistent development of the Songhees area of Victoria West. Exploring the Songhees Lands by access, open space, building character and use

provides a general introduction to the important concepts behind the development. This section on plan content is intended to explain specifics of the plan as a guide for the City, future developers and citizens, allowing comparison of stated policies to proposed developments. Plan content will be discussed using the following neighbourhood divisions:

HILLSIDE

Family-oriented, featuring outdoor livability, and an excellent orientation to sun and views.



Figure 1
NEIGHBOURHOOD PLAN

Please note that the Policy Plan and Design Guidelines for the Songhees Area of Victoria West have been amended by Council so that for:

- Hillside Precinct in Songhees refer to "Songhees Hillside Urban Design Guidelines".
- Business Park Precinct refer to the "Design Guidelines for the Dockside Area" and "Harbour Road Industrial Waterfront Design Guidelines".
- Roundhouse Precinct refer to the "Roundhouse Design Guidelines".

LIME BAY

Urban residential, with views to harbour entrance and adjoining park and contact with the sea.

MARINA

Activity-oriented, combines visitor and resident accommodation in a traditional atmosphere on the marina and harbour waterfronts.

INNER HARBOUR

Diverse and dynamic, combining urban uses complementary to Victoria's downtown, containing places of ceremony and variety.

CROSSROADS

Developing, enterprising businesses are housed in stepped buildings with traditional roof lines which are landmarks accenting a heavily landscaped Esquimalt Road connection to downtown.

VICTORIA WEST PARK

A residential community, relating closely to the needs of the residents and making daily chores of shopping a pleasant social activity.

BUSINESS PARK

The established marine industrial character is enhanced by improved access and an upgraded appearance. Land use policies are to support marine industrial activities.

BAYSIDE

Transitional area where current uses such as retail, distribution and rail activities will exist for some time. A gradual change to residential and marine oriented activities is anticipated.

The Bayside neighbourhood is included in the plan as a long-term transition to residential uses which would complement the adjacent neighbourhood areas by developing more recreation possibilities, public waterfront access and marine-based businesses.

The plan content section includes information on land use, subdivision, circulation, parks, open space/community facilities and implementation. The *Land Use* section cites the range of uses that will occur in any one development block as well as heights and floor space ratios which guide maximum amounts of new building space. *Subdivision* shows blocks defined by roads and public areas. *Circulation* is a specific use of public space and ranges from vehicular to bicycles to pedestrians. *Parks, Open Space/Community Facilities* includes a variety of public spaces, dedicated park areas, the waterfront walkway and offsite facilities such as the "Y" or community pools. *Design Guidelines* are presented in a separate working document as general directions for ensuring livable, quality environments with emphasis on character and details. *Implementation* includes mechanisms for development such as zoning and subdivision as well as phasing for the immediate future.

LAND USE

GENERALIZED LAND USE, shown in *Figure 2*, indicates the range of uses that will occur in any one development block. Primary and secondary land uses are cited. Primary uses represent the desired land use. Secondary uses are acceptable and are introduced to allow flexibility within the plan. Adjacent land uses shown are considered compatible with one another.

Figures 3 and 3A illustrate desired maximum heights and floor space ratios (F.S.R., the square footage of building allowed). The F.S.R.s indicated are desirable maximums for any one development block. The height restrictions are intended to protect view possibilities and are important parameters in determining building mass.

Figure 2

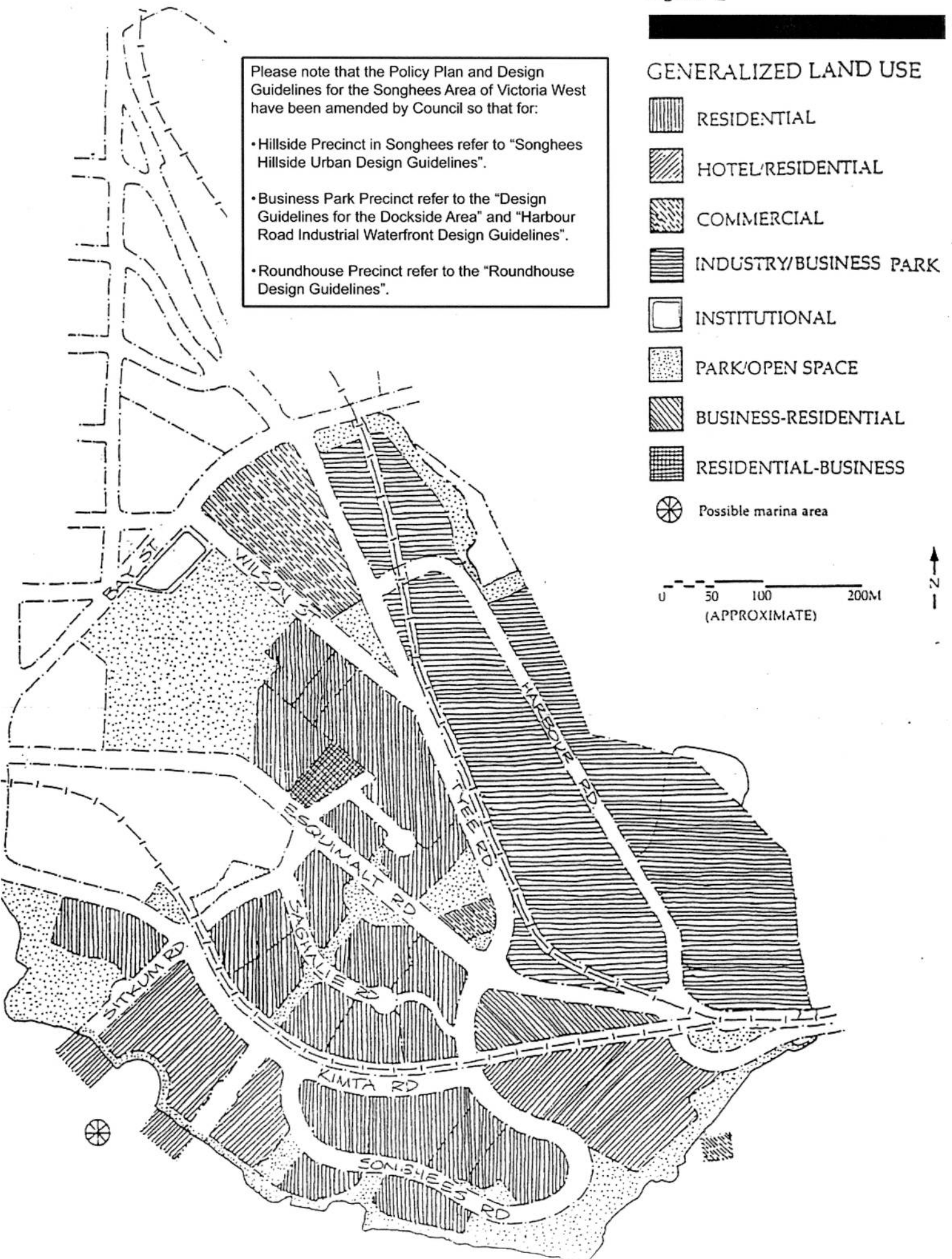





Figure 3

Please note that the Policy Plan and Design Guidelines for the Songhees Area of Victoria West have been amended by Council so that for:

- Hillside Precinct in Songhees refer to "Songhees Hillside Urban Design Guidelines".
- Business Park Precinct refer to the "Design Guidelines for the Dockside Area" and "Harbour Road Industrial Waterfront Design Guidelines".
- Roundhouse Precinct refer to the "Roundhouse Design Guidelines".

BUILDING HEIGHTS

-  1-3 STOREYS
-  3-5 STOREYS
-  5-8 STOREYS

0 50 100 200M
(APPROXIMATE)

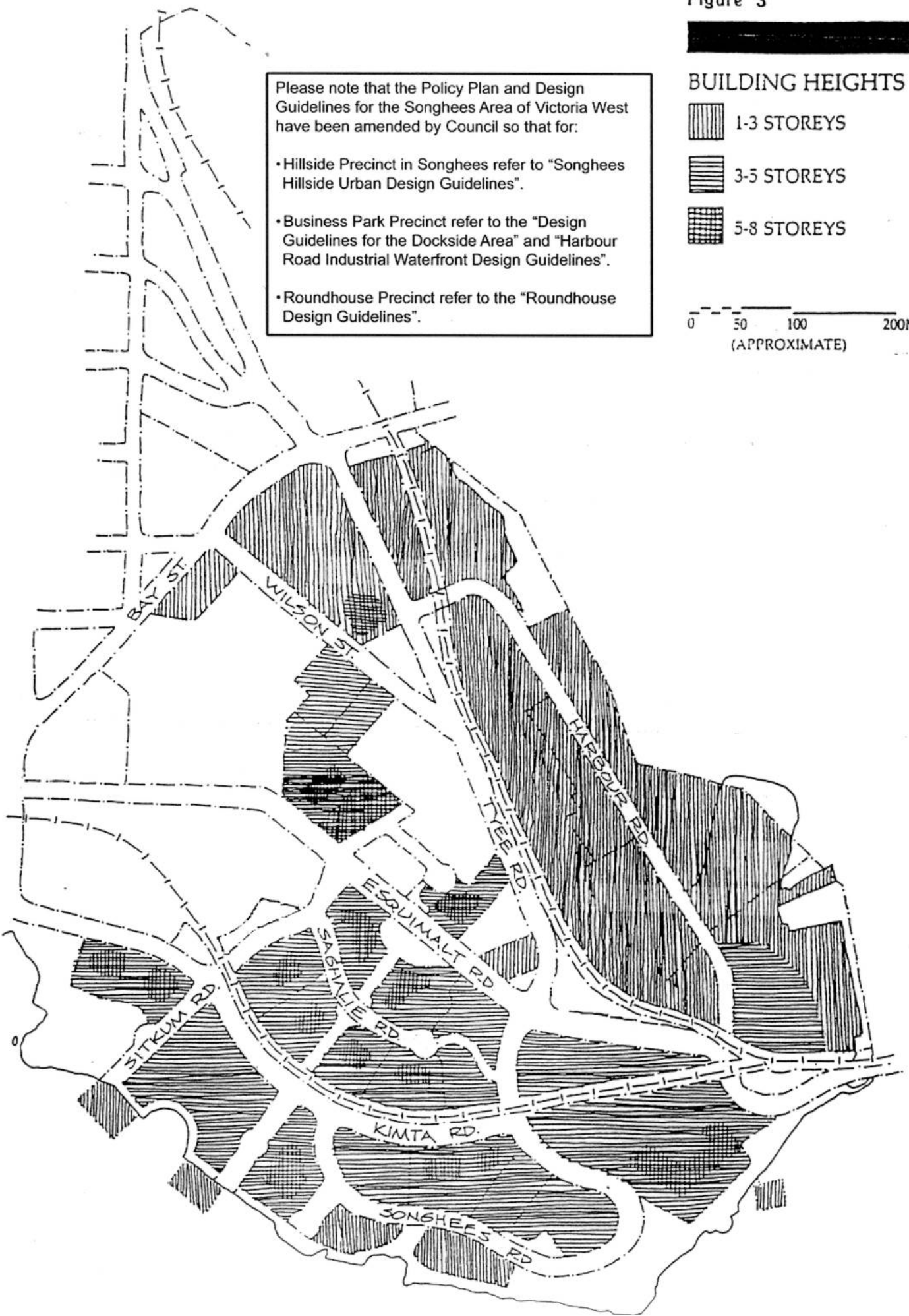


Figure 3A

FLOOR SPACE RATIOS/BLOCK NUMBERS

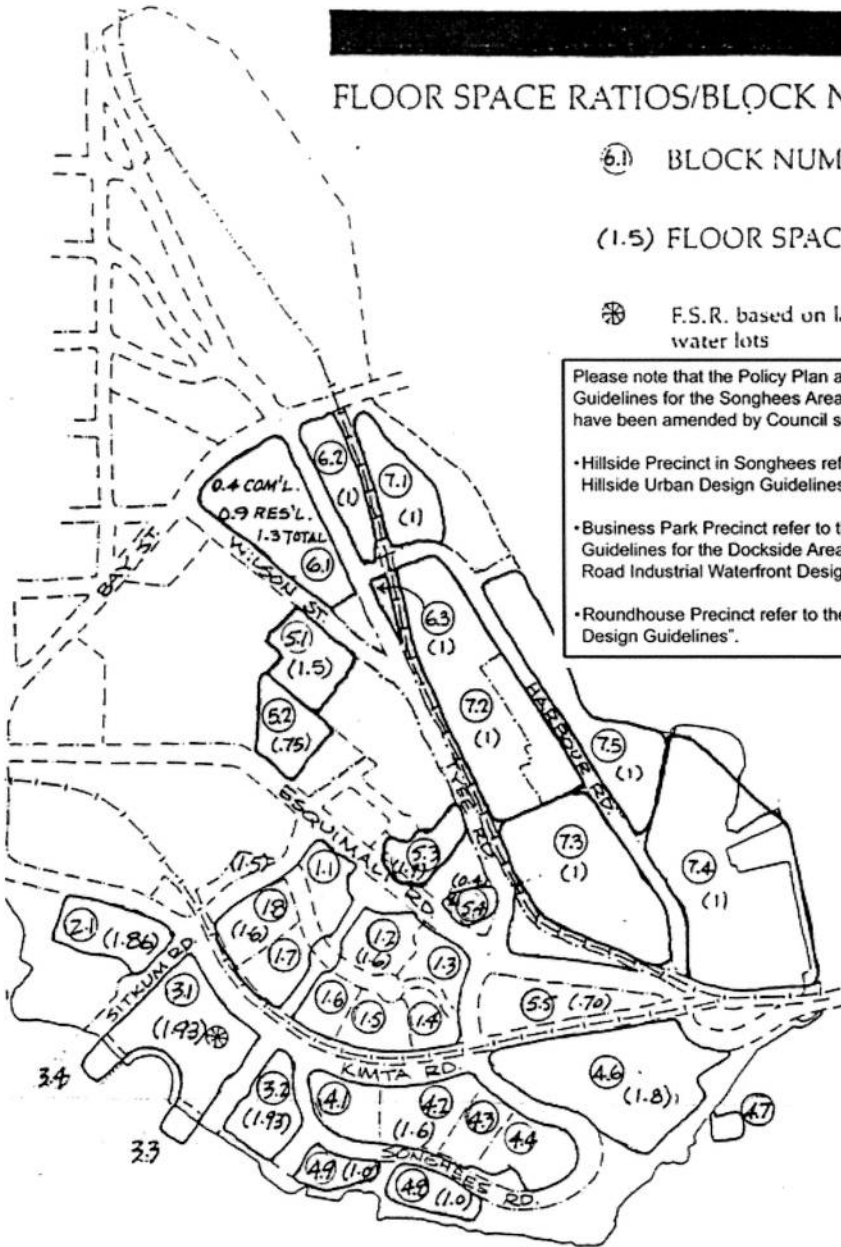
⊙ BLOCK NUMBER

(1.5) FLOOR SPACE RATIO

⊗ F.S.R. based on land and water lots

Please note that the Policy Plan and Design Guidelines for the Songhees Area of Victoria West have been amended by Council so that for:

- Hillside Precinct in Songhees refer to "Songhees Hillside Urban Design Guidelines".
- Business Park Precinct refer to the "Design Guidelines for the Dockside Area" and "Harbour Road Industrial Waterfront Design Guidelines".
- Roundhouse Precinct refer to the "Roundhouse Design Guidelines".



SUBDIVISION

DEVELOPMENT BLOCKS ARE designed as compatible entities. Their boundaries are derived from existing roads, geographic features and the concept of neighbourhood units. The waterfront edge and topography reinforce these boundaries which in the future will be described in precise legal terms. This section illustrates the basis for this legal description including the separation of public or private lands and different private developments (Figure 4).

Public works such as sewer, water, hydro, drainage and telephone will conform to City standards and requirements. In all new developments hydro and telephone will be underground.

CIRCULATION

VEHICULAR, BICYCLE AND pedestrian circulation systems are linked to existing routes. Road design conforms to City standards and integrates new Songhees roads into the City road system. A variety of roads on the Songhees

Lands allow for both efficient mobility through the district and for relaxed enjoyment of the shoreline amenities from a car in selected areas. Arterials, collectors and local roads provide for this variety. Arterials such as Bay Street and Esquimalt Road have widened rights-of-way to balance traffic carrying capacity with tree planting and beautification (Figure 5).

On-street parking occurs along most roads for the convenience of residents or visitors. Every development block will contain adequate parking for its intended use. This includes the public waterfront walkway which has several pockets of parking for visitors to the Songhees waterfront (Figure 6).

Transit, emergency and service access have all been considered. Transit stops will be appropriately located to serve all neighbourhoods. Adequate emergency access is provided to all development blocks. Service or truck access is limited to arterial and collector roads to keep local roads safe for residents (Figure 7).

Songhees waterfront lends itself to be served by water taxi connecting it to Inner Harbour and Laurel Point stops.

Primary bicycle routes occur on bicycle only paths or on roads with extra space for bicycle lanes. Secondary routes for local users occur on widened pedestrian pathways, generally close to the water (Figure 8).

Excellent pedestrian access exists. Major specific pedestrian ways occur from the hilltop to the boat basin, from under the Johnson Street Bridge along the waterfront to Lime Bay. All roads have sidewalks for ease of pedestrian movement (Figure 9).

Figure 4

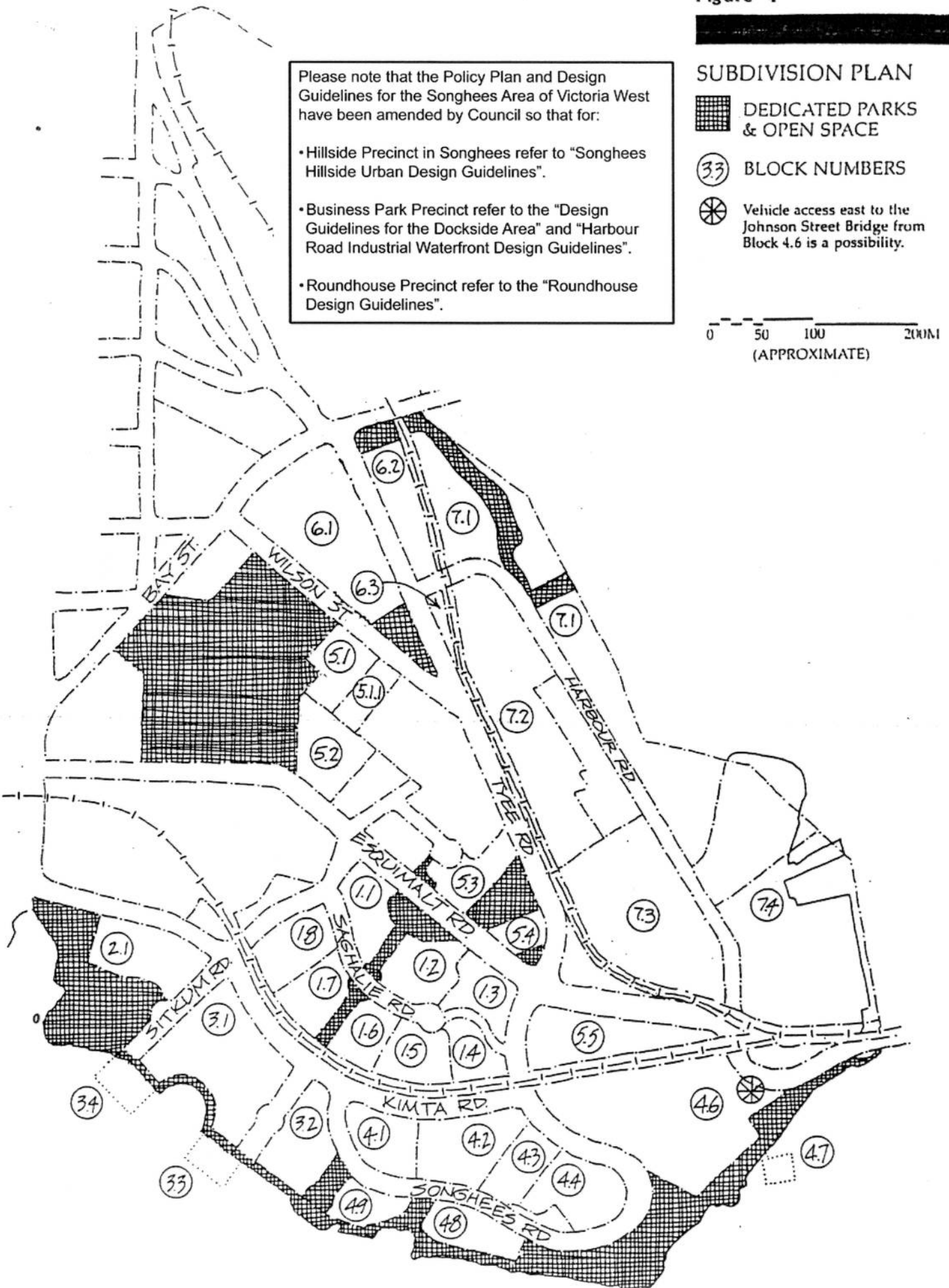


Figure 5

VEHICULAR CIRCULATION

ROAD CLASSIFICATION

ARTERIAL ROADS

- Esquimalt Road
- Bay Street

COLLECTOR ROADS

- Wilson Street/Tyee Road
- Kimta Road
- Sitkum Road
(Esquimalt Road to Kimta Road)

LOCAL ROADS

All Remaining

Please note that the Policy Plan and Design Guidelines for the Songhees Area of Victoria West have been amended by Council so that for:

- Hillside Precinct in Songhees refer to "Songhees Hillside Urban Design Guidelines".
- Business Park Precinct refer to the "Design Guidelines for the Dockside Area" and "Harbour Road Industrial Waterfront Design Guidelines".
- Roundhouse Precinct refer to the "Roundhouse Design Guidelines".

0 50 100 200M
(APPROXIMATE)

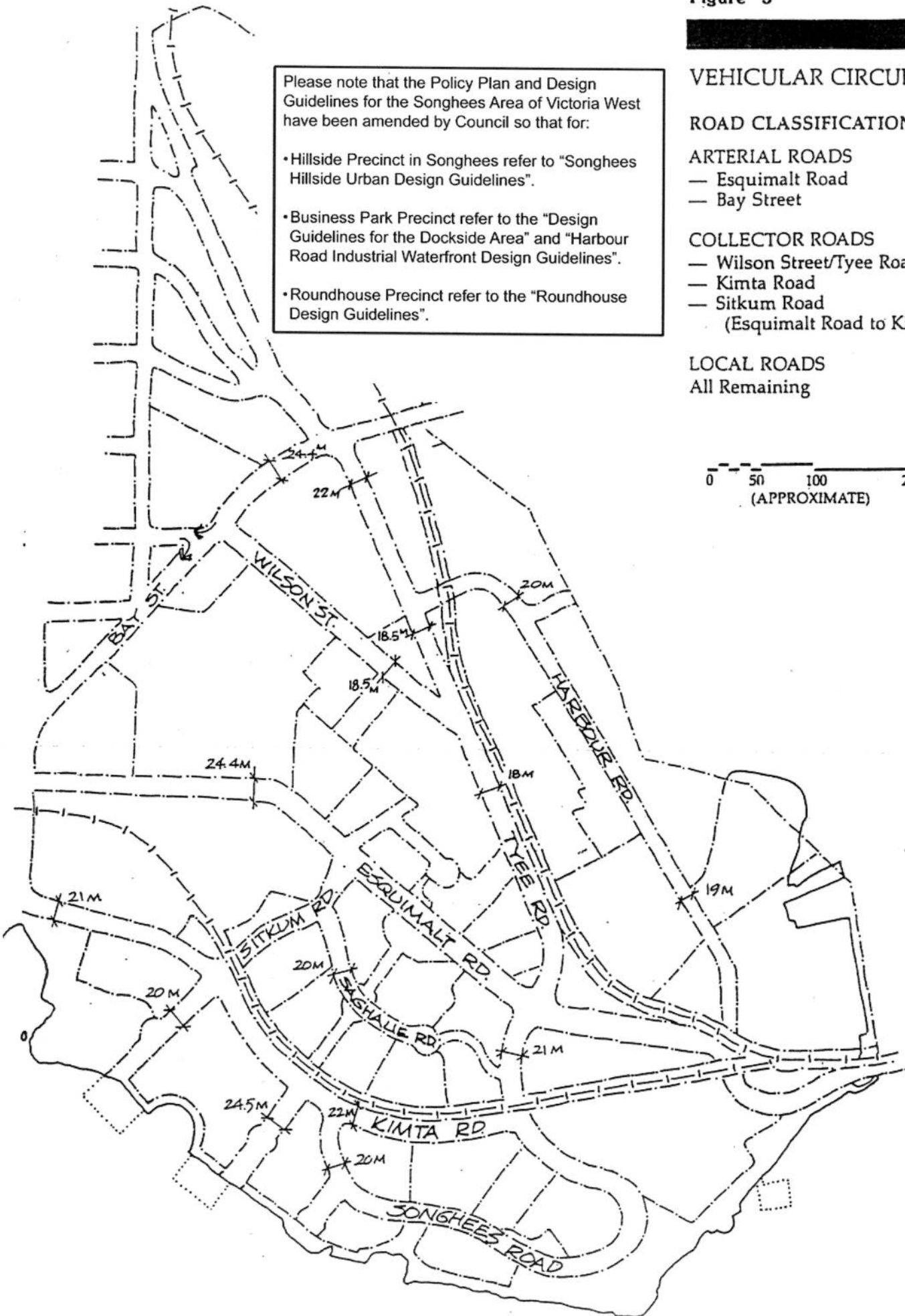


Figure 6

Please note that the Policy Plan and Design Guidelines for the Songhees Area of Victoria West have been amended by Council so that for:

- Hillside Precinct in Songhees refer to "Songhees Hillside Urban Design Guidelines".
- Business Park Precinct refer to the "Design Guidelines for the Dockside Area" and "Harbour Road Industrial Waterfront Design Guidelines".
- Roundhouse Precinct refer to the "Roundhouse Design Guidelines".

PARKING

STREET AND ASSOCIATED PARKING

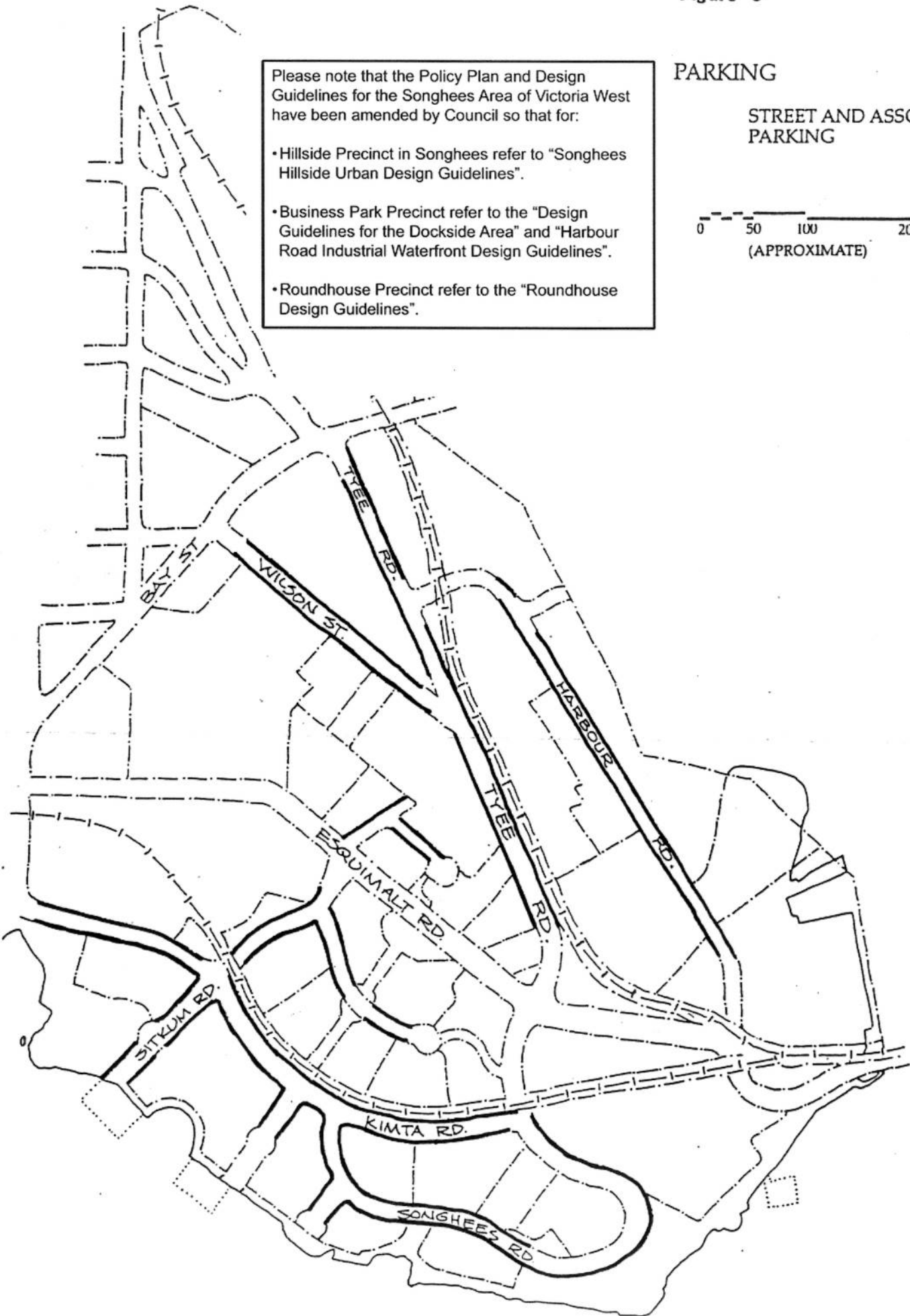
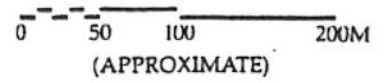


Figure 7

TRANSIT STOPS AND EMERGENCY ACCESS

● POSSIBLE TRANSIT STOPS

--- EMERGENCY ACCESS (OTHER THAN ROAD)

0 50 100 200M
(APPROXIMATE)



Please note that the Policy Plan and Design Guidelines for the Songhees Area of Victoria West have been amended by Council so that for:

- Hillside Precinct in Songhees refer to "Songhees Hillside Urban Design Guidelines".
- Business Park Precinct refer to the "Design Guidelines for the Dockside Area" and "Harbour Road Industrial Waterfront Design Guidelines".
- Roundhouse Precinct refer to the "Roundhouse Design Guidelines".

NOTE:
A FUTURE L.R.T. STATION
WILL BE NEEDED SOMEWHERE
IN BAYSIDE OR SONGHEES
BUSINESS PARK.

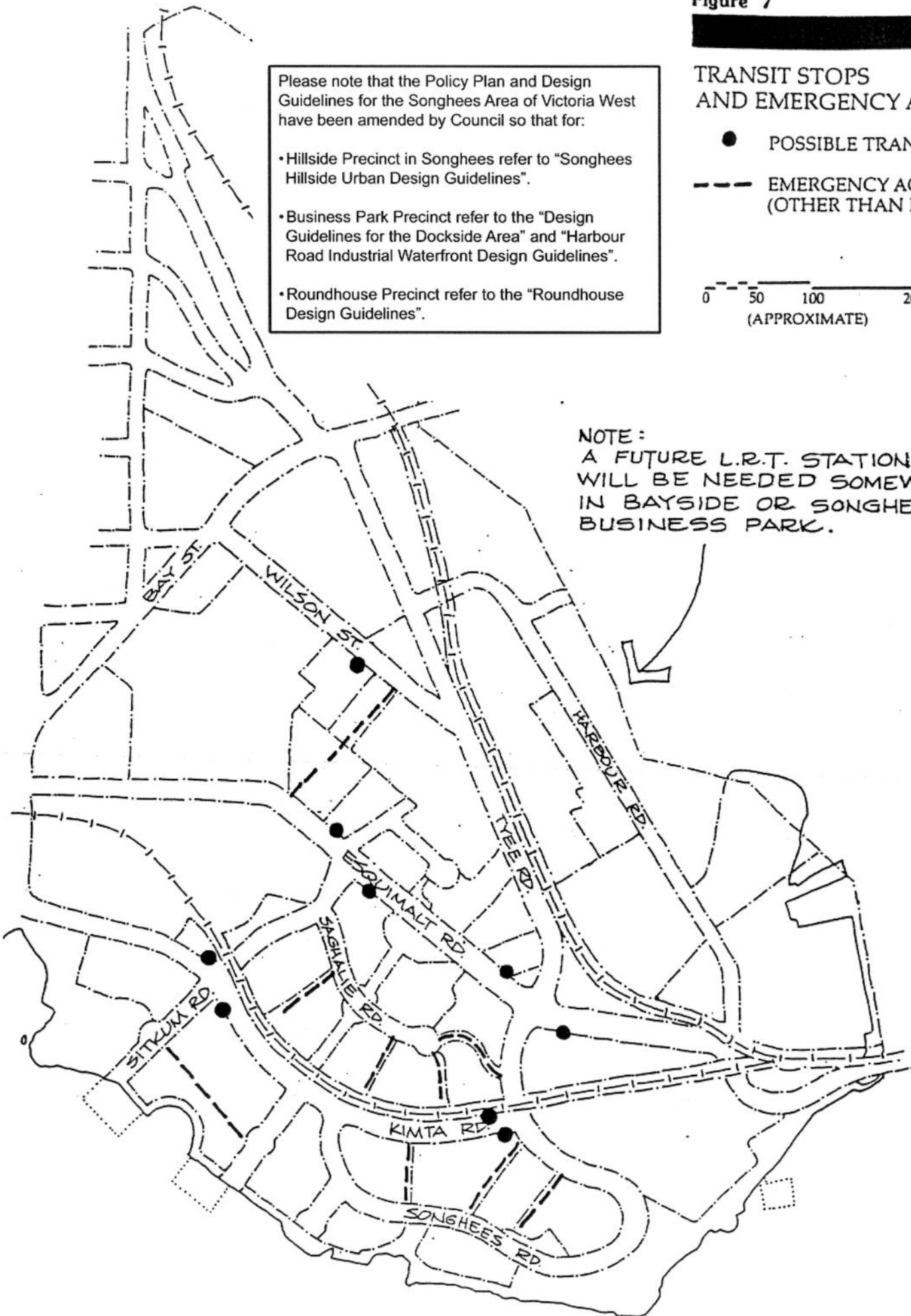


Figure 8

Please note that the Policy Plan and Design Guidelines for the Songhees Area of Victoria West have been amended by Council so that for:

- Hillside Precinct in Songhees refer to "Songhees Hillside Urban Design Guidelines".
- Business Park Precinct refer to the "Design Guidelines for the Dockside Area" and "Harbour Road Industrial Waterfront Design Guidelines".
- Roundhouse Precinct refer to the "Roundhouse Design Guidelines".

BICYCLE CIRCULATION

— PRIMARY

- - - SECONDARY



Possible future cycle path to bayside under the Point Ellice Street Bridge

0 50 100 200M
(APPROXIMATE)

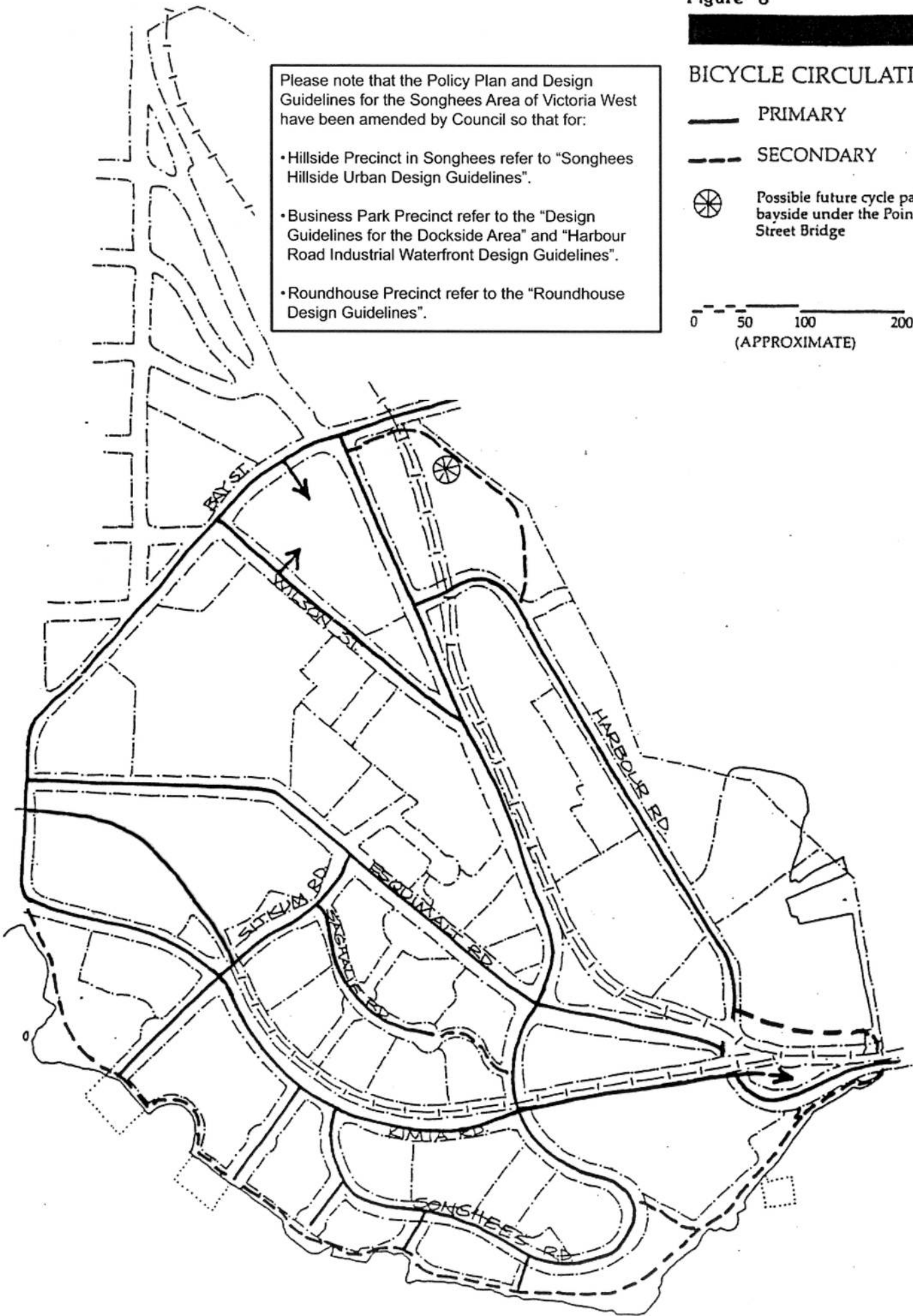


Figure 9

PEDESTRIAN CIRCULATION

— ON ROADS

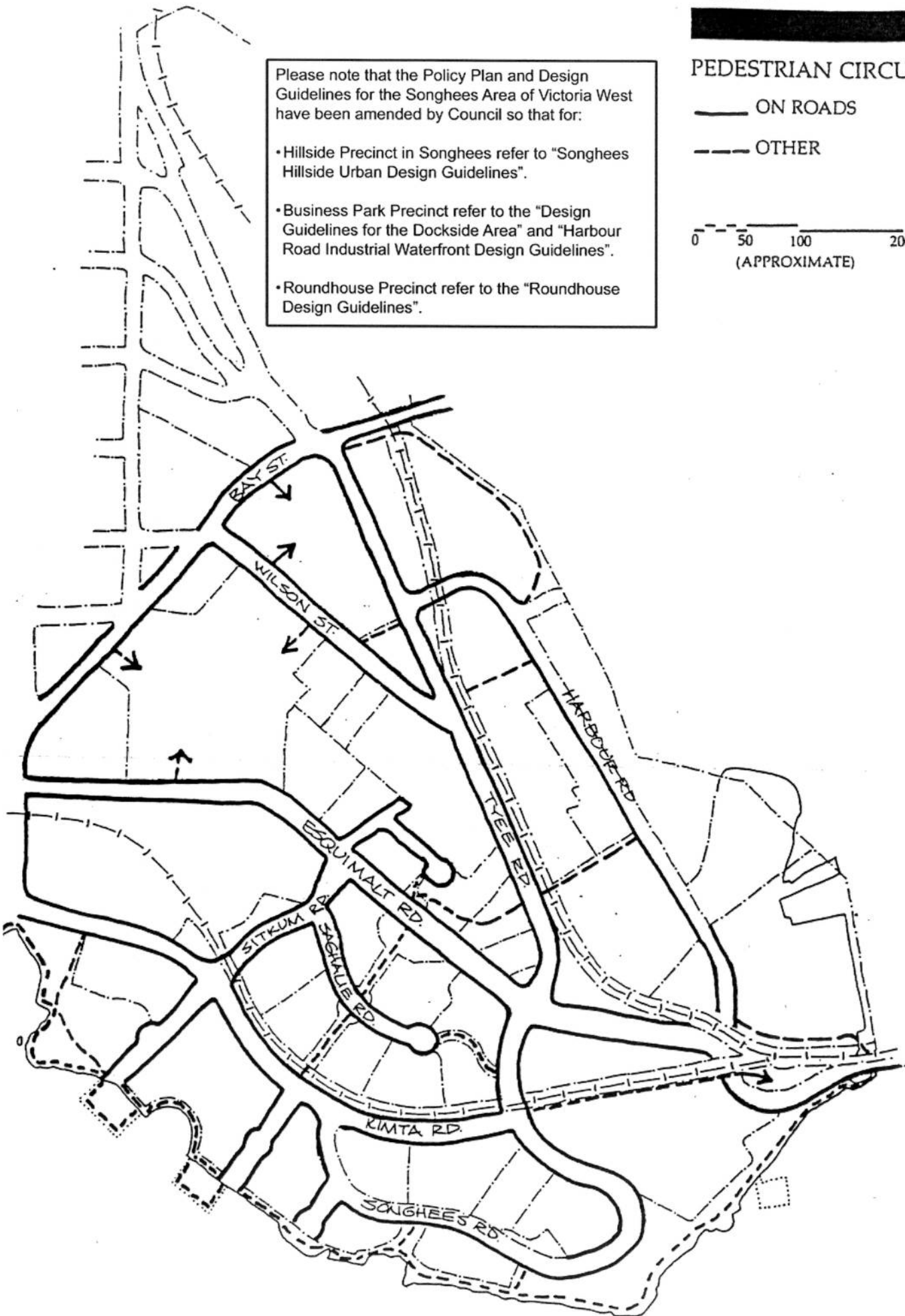
- - - OTHER

0 50 100 200M
(APPROXIMATE)



Please note that the Policy Plan and Design Guidelines for the Songhees Area of Victoria West have been amended by Council so that for:

- Hillside Precinct in Songhees refer to "Songhees Hillside Urban Design Guidelines".
- Business Park Precinct refer to the "Design Guidelines for the Dockside Area" and "Harbour Road Industrial Waterfront Design Guidelines".
- Roundhouse Precinct refer to the "Roundhouse Design Guidelines".





PARKS AND OPEN SPACE/ COMMUNITY FACILITIES

THE SONGHEES AREA OF Victoria West is well endowed with a variety of parks and open spaces which range from segments of restored natural shoreline with rock outcrops to the active sports areas of Victoria West Parks. The parks and open spaces have been located in specific areas because of existing natural landscape, topography, or special view, features or requirements for different activities. These activities include strolling down the hillside pedestrian way, bicycling along the water's edge or playing tennis in the north section of Victoria West Park (*Figure 10*).

The dedicated parks include:

SONGHEES POINT PARK
(0.99 HA, 2.4 acres), with spectacular city and harbour views, is a green natural landscape. A focal point to commemorate the city's heritage gives special meaning to the park.


LIME BAY PARK
(1.17 HA, 2.9 acres) a legacy for the future, is a natural landscape, recreated to complement the urban setting of the Songhees Lands.


VICTORIA WEST PARK
(4.0 HA, 9.6 acres) provides a green open space for active recreation and quiet places under a heritage grove of trees.

Open spaces and community facilities are noted on *Figure 10* and include the waterfront walkway, greens and the potential for a community school. Cultural and recreational facilities in Victoria are many and varied. The Songhees Lands supply additional opportunities for both.

Figure 10

PARK, GREENS, OPEN SPACE AND COMMUNITY FACILITIES

 DEDICATED PARKS & OPEN SPACE

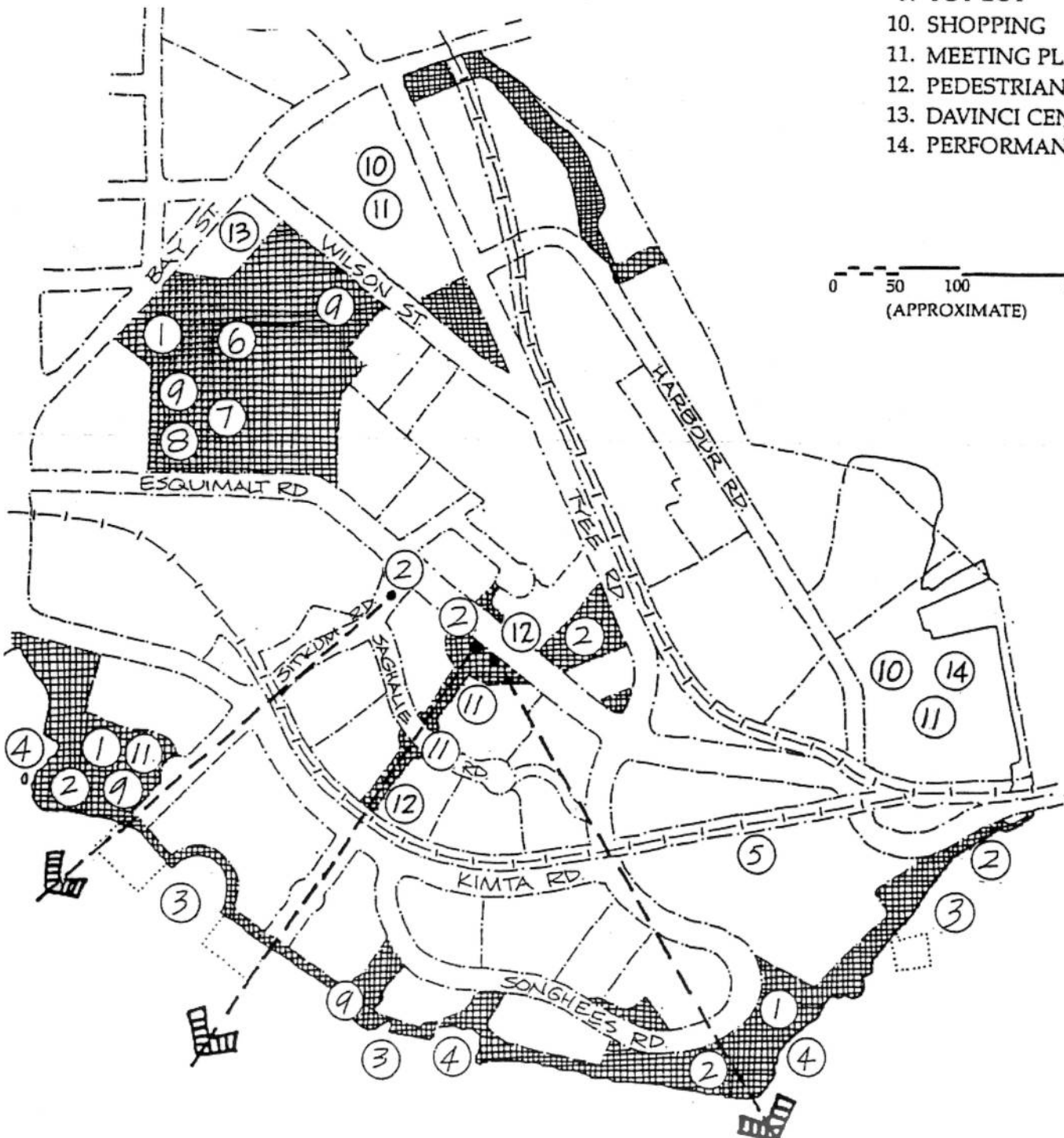
 VIEW CORRIDORS

COMMUNITY FACILITIES

1. PICNIC GREEN
2. VISTA POINT
3. MOORAGE
4. PEBBLE BEACH
5. BICYCLE WAY
6. SOCCER FIELD
7. TENNIS COURTS
8. LAWN BOWLING
9. TOT LOT
10. SHOPPING
11. MEETING PLACE
12. PEDESTRIAN BRIDGE
13. DAVINCI CENTRE
14. PERFORMANCE PLACE

Please note that the Policy Plan and Design Guidelines for the Songhees Area of Victoria West have been amended by Council so that for:

- Hillside Precinct in Songhees refer to "Songhees Hillside Urban Design Guidelines".
- Business Park Precinct refer to the "Design Guidelines for the Dockside Area" and "Harbour Road Industrial Waterfront Design Guidelines".
- Roundhouse Precinct refer to the "Roundhouse Design Guidelines".



IMPLEMENTATION

THIS POLICY PLAN

constitutes a long range direction for the development of these Lands.

Implementation of the plan will follow standard municipal processes of subdivision, zoning and building permits.

Guiding the development program is a set of principles as follows:

- Provision of focal areas for development to avoid a sporadic development pattern.
- An orderly progression of municipal services to individual development areas.
- Implementation of park and green space programs to ensure a balanced and livable community.
- Priority emphasis upon landscaping programs in conjunction with building approvals to achieve an attractive environment.
- Overall adherence to the policy and design guidelines of this plan to ensure a consistent and compatible development style which will provide the community and investors with a statement of identities and an assurance of integrity as development proceeds.

These principles will be fundamental to the evaluation of subdivision zoning and permit approvals as submitted for municipal endorsement.

The land developer is responsible for provision of on-site services attributable to the development program including streets, services, parks, landscaping and direct costs related to their connection to existing off-site services.

Municipal responsibilities include the review and approval of subdivision, zoning and building application and maintenance of dedicated parks, open space and walkways.



DESIGN GUIDELINES

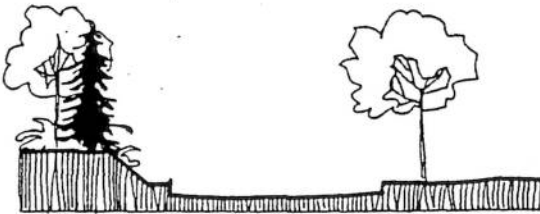
DESIGN GUIDELINES

DESIGN GUIDELINES complement the Songhees Area Policy Plan. They suggest ways to both maintain environmental integrity in new development on the Lands and to integrate new Songhees development into that of the existing city.

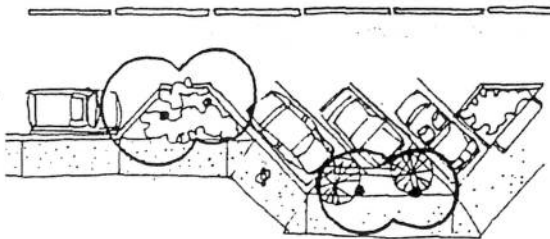


GATEWAYS

STREET TREES



PAVING MATERIALS



This working document will assist residents, decision-makers and investors in achieving a quality living and working environment.

STREETS

STREETS ARE MAJOR URBAN elements in determining the tone and livability of an area. They form continuity between development areas and bond them together. Streets within the Songhees Lands will offer ease of use for vehicular traffic and will be major recreational use areas for bicyclists and pedestrians. Street elements that form a desirable street environment area:

Street trees — should be used at every opportunity on every street. Use of different varieties of trees can add interest and distinguish streets from one another. Parking areas can be softened with trees and accent plantings, which can be introduced at select locations in the parking lane.

Paving materials — which mark pedestrian areas, set aside parking areas and make walkways more distinctive from traffic lanes are desirable. The impression of greater stability and quality can be increased with the use of a variety of paving materials on travel lanes, curbs and adjacent walls.

Gateways — Both architectural and botanical (trees and shrubs) can be used to mark entrances to areas, developments or residences. They can provide an area with a distinct identity, celebrate its entrance and add that special "note" through increased awareness and enjoyment.

PEDESTRIAN WAYS

VARIETY AND ACCESSIBILITY

in walkway environments is a hallmark of this development. Pedestrian accesses are more than travel ways from one area to another. They, like streets, form continuity and bond the areas together, only on a smaller scale. Personal comfort for the individuals using the walkway, as well as the residents along the walkways, is important. Elements that contribute to a successful pedestrian system include:

- Walkways that are wide enough for two couples to pass comfortably.
- Handicapped access should be recognized along with general access.
- Personal security for walkway users as well as privacy for residents along the public walkways are major design criteria for pedestrian use areas.
- Variety in environments along the walkway is important and can be achieved through the use of different paving materials, walkway widths, activity nodes, and by contrast in treed and planted areas along the way.
- Internal pedestrian circulation (on private lands) should complement the system of public walkways and streets for convenient access.

LANDSCAPE OPEN SPACE

THE ENVIRONMENTAL quality of the Songhees Lands is determined equally by buildings, public open space and open spaces between buildings themselves. Success in achieving the maximum benefit of these areas is largely determined through:

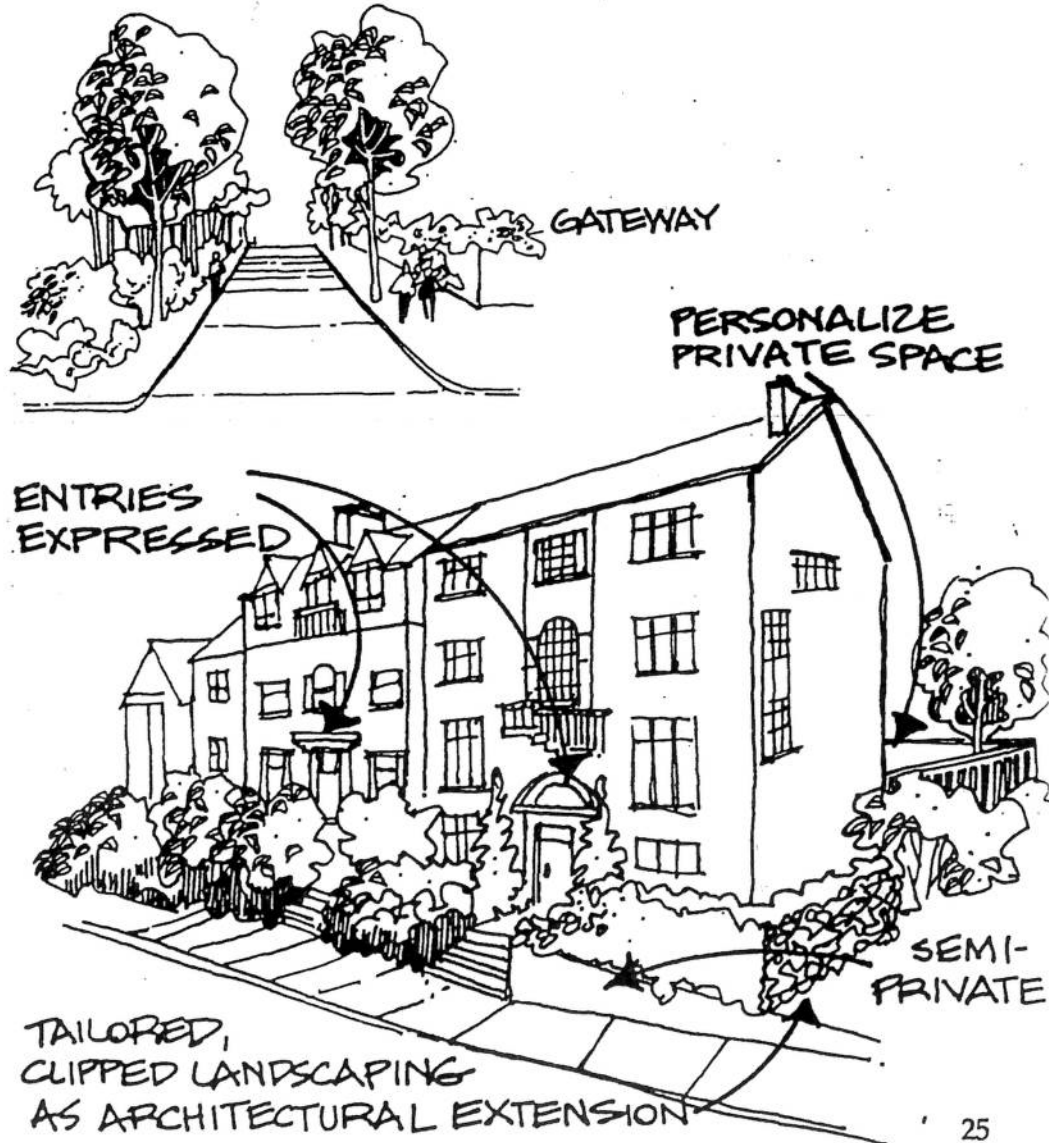
□ Providing a hierarchy of spaces from public to private, with each being thoughtfully designed to strongly relate to its function and scale of use.

□ Privacy for individual outdoor living areas.

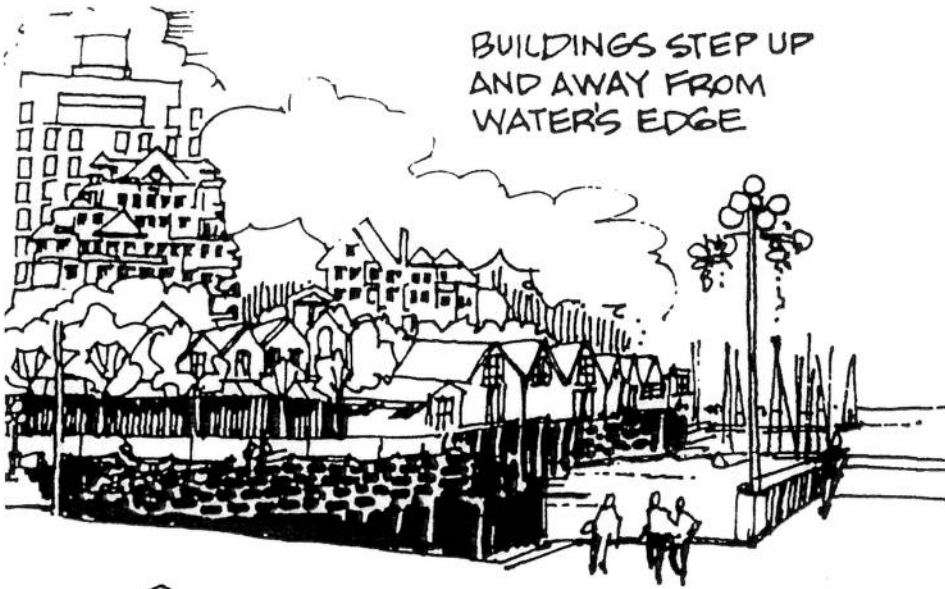
□ Making each segment of the walkway system distinct with the use of design features for local identity. These may include introduction of various tree species, paving definition, space modulation, sculptures, gateways and water features, etc.

□ Consideration of the post development effects of wind and weather in outdoor spaces is a design criteria.

□ Hydro Kiosk - conceal from public view, especially along streets, paths and waterfront area.



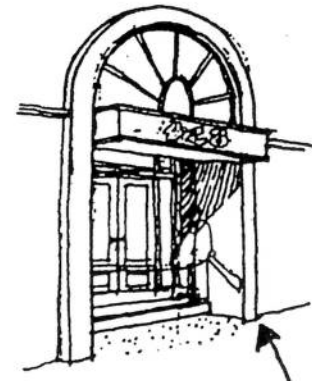
BUILDINGS STEP UP
AND AWAY FROM
WATER'S EDGE



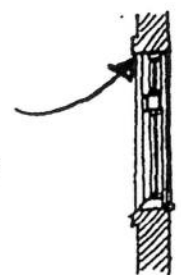
CELEBRATE
ENTRANCES



MULTILIGHT
WINDOWS
DISPLAY UNDER
CANOPY
SHELTERED
ENTRANCES



EXPRESS WALL
THICKNESS IN WINDOW
& DOOR OPENINGS



BUILDINGS

THE QUALITY AND FLAVOUR of the Songhees Lands is largely dependent on the quality, form and detailed design of its buildings.

Building forms that recall those of the existing city and step up and away from the water's edge and the street. (Within large buildings several steps and a variety of built forms may be necessary to add interest, diminish apparent building size and accent the skyline).

Roof mechanical elements that are screened from view.

A balance of vertical and horizontal window/door proportions with strong reveals, heads and sills are particularly important for a strong statement.

Facade areas where quality and detailing are particularly important at doors, windows, parapets, eaves, cornices, roofs, dormers, pediments and chimneys.

Entrances offer special design opportunities. The provision of weather shelter and interest through use of canopies, trellises, covered walkways and screening can mark an entrance and help modulate the building mass. Entrances from parking garages should be designed with special care.

□ *Parking garages*, a fact of contemporary life, require special attention. Raised one- and two-storey parking garages forming raised terraces should be covered with either a creative cascade of housing units or abundant landscape screening. Exposed parking structures will severely detract from the environment created on the Songhees Lands.

Within the garage natural light and ventilation should be used where possible. If mechanical ventilation is necessary, the resultant noise should not be allowed to detract from above grade or non-garage environments.

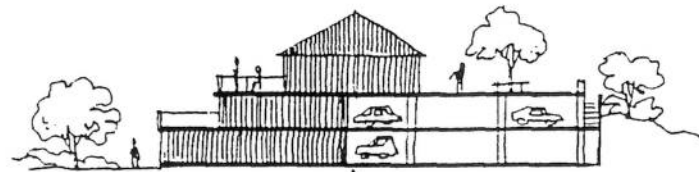
□ *Residential outdoor use areas* such as balconies and terraces for individual units should be considered as outdoor rooms and reflect this function in their location and especially in their size.

Weather protection at waterfront areas for these outdoor rooms will add to their utility and heighten the life-style advantages of the Songhees Lands.

□ *Building façade colour* can provide interest, delineate architectural details, and acknowledge a building's use. It should be coordinated with the building form.

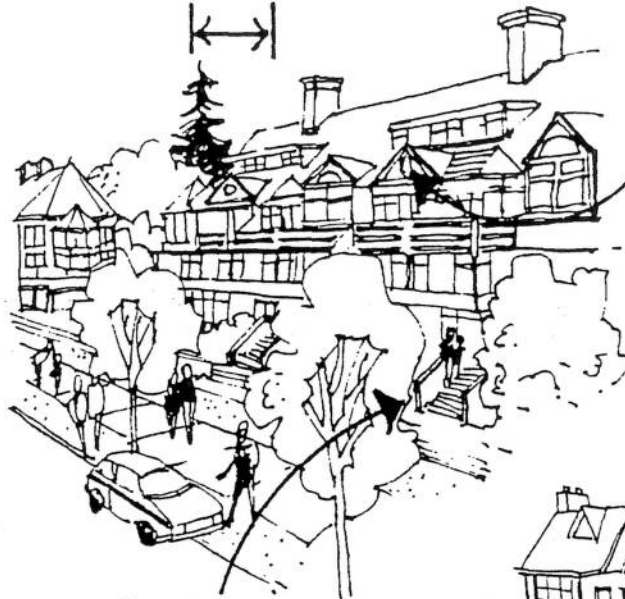
□ *Quality of materials* and design in buildings and landscape supports permanency and stability.

□ *Garbage* — design should minimize the impact of garbage collection by inclusion of innovative and alternate methods of garbage holding and collection.



UNIT IDENTITY EXPRESSED

CASCADE HOUSING UNITS TO CONCEAL PARKING GARAGES



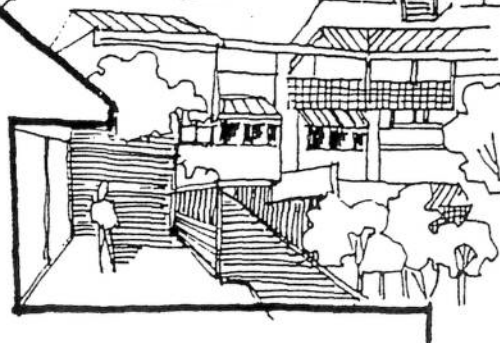
BUILDING SCALE DIMINISHED THROUGH ROOF LOFT LIVING SPACES

IDENTIFIABLE ENTRANCES

CANOPY AND SMALL-PANED DISPLAY WINDOW



OUTDOOR ROOMS



BUILDING SITING

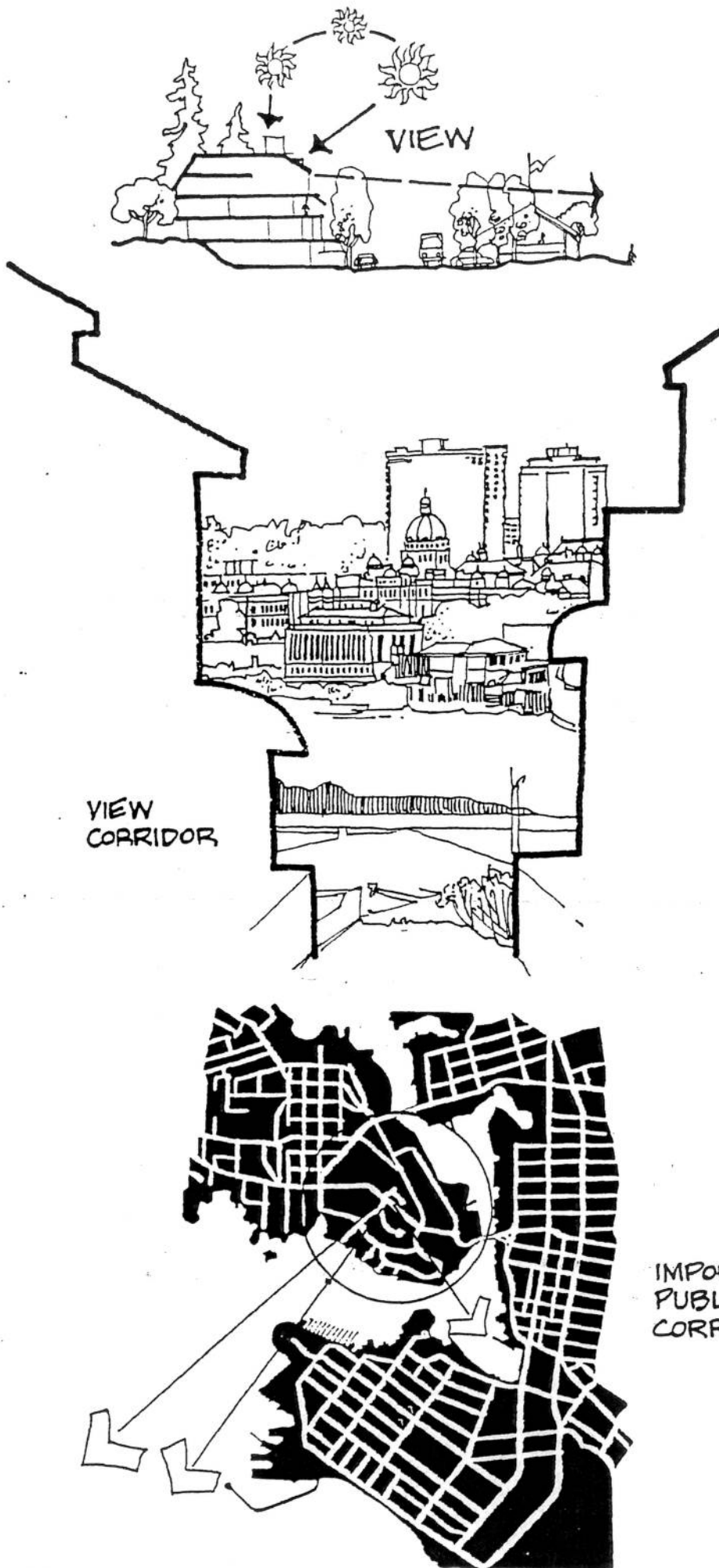
INDIVIDUAL BUILDING siting is important in establishing an overall pattern that maximizes the amenities that the Songhees Lands offer the individual resident. The siting of buildings should provide a variety of vistas from private windows and major entrances without compromising the privacy of neighbours. Siting should provide sunlight and ventilation for individual residences.

Public spaces can benefit from the siting of residential units adjacent to them to allow natural surveillance to take place. Privacy for these units should also be provided.

Immediate views as well as distant ones are important in the siting of individual units. Neighbourhood streets and public open spaces can provide interesting vistas.

There are three important public view corridors to preserve:

- Hilltop to Legislative Buildings.
- Hilltop to boat basin down the pedestrian way.
- Along Sitkum Road south of Esquimalt Road to the harbour and beyond to the harbour entrance.



DESIGN GUIDELINES BY NEIGHBOURHOOD

Hillside

RESIDENTIAL SCALE

Scale is important in the successful relationship of the resident to the dwelling unit. Details at entries and walks, in planting and paving and in both man-made or botanical sculptural features, should respond to the residential environment.

NORTH-SOUTH PEDESTRIAN WAY

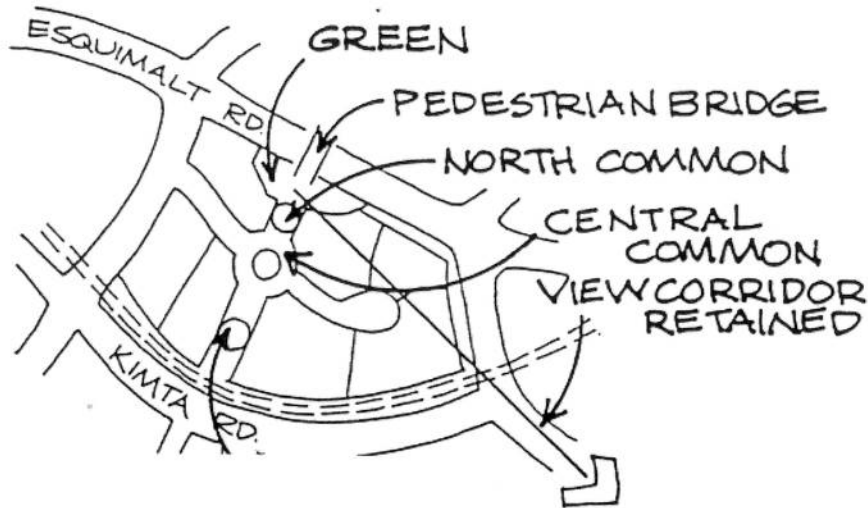
The north-south pedestrian way important for the Songhees area Victoria West and the city and region as a whole and is the heart of Hillside neighbourhood.

Three commons are located along this pedestrian way; North, Central and South, which provide areas for socialization and children's play. Hard and soft landscaping, seating and sculptural features characterize these spaces.

SCREENING

Audio and visual screening of the railway from the Hillside neighbourhood is recommended.

HILLSIDE PLAN

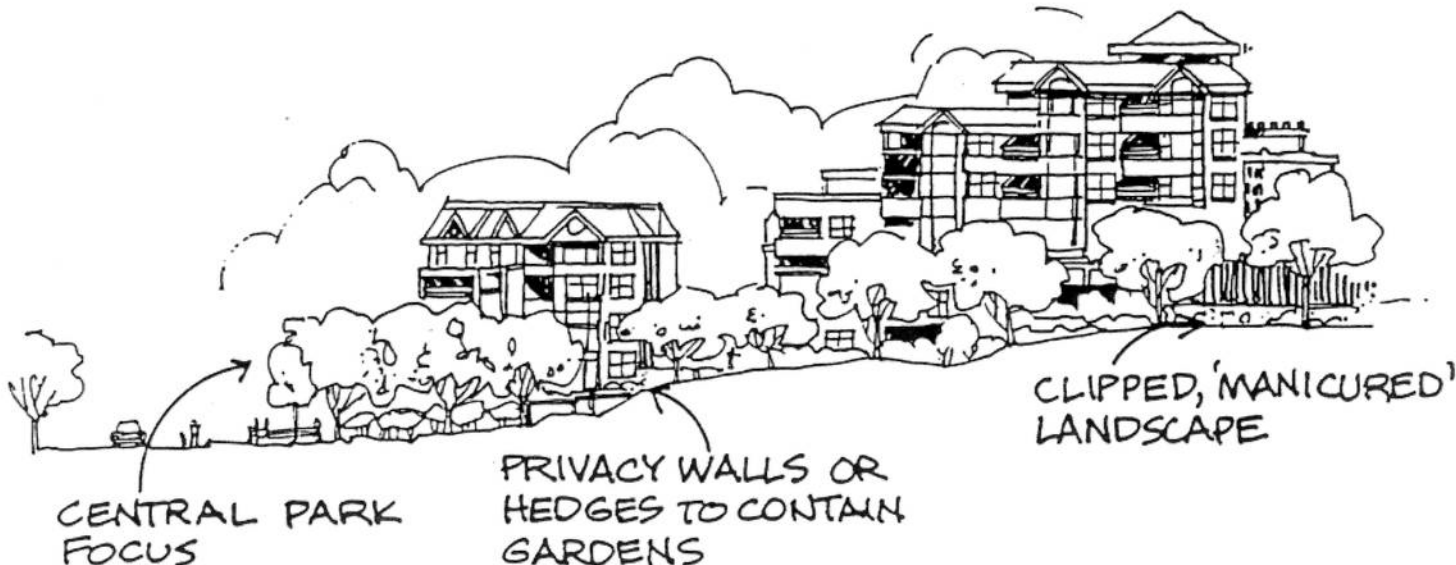


Please note that the Policy Plan and Design Guidelines for the Songhees Area of Victoria West have been amended by Council so that for:

- Hillside Precinct in Songhees refer to "Songhees Hillside Urban Design Guidelines".
- Business Park Precinct refer to the "Design Guidelines for the Dockside Area" and "Harbour Road Industrial Waterfront Design Guidelines".
- Roundhouse Precinct refer to the "Roundhouse Design Guidelines".



AUDIO SCREEN



Lime Bay

NATURAL LANDSCAPE

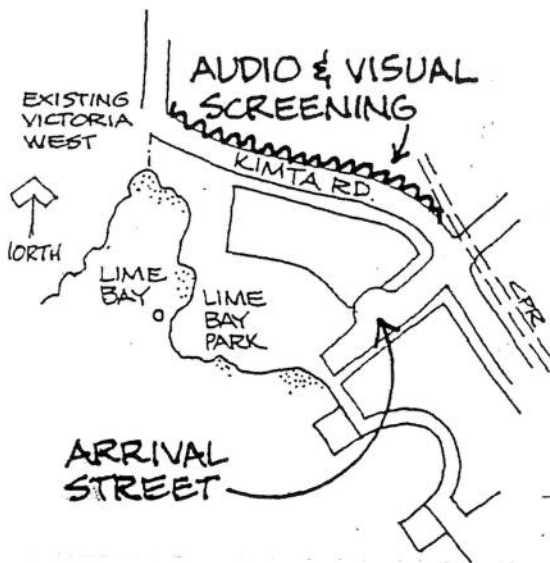
The character of the Lime Bay neighbourhood is derived from the park: a natural landscape with plantings of grasses, wildflowers, indigenous shrubs and trees. The neighbourhood, a residential transition and interface with the present Victoria West community, should be oriented to sun and views and to natural landscape features such as the rugged rocky headland and the shoreline with coves and pebble beaches. The windy, exposed site demands protection for open areas.

Formal tree plantings along the arrival route, Sitkum Road, are required to emphasize street edges and view corridors. This formality and alignment gives way to informal plantings of native trees and understorey in Lime Bay Park.

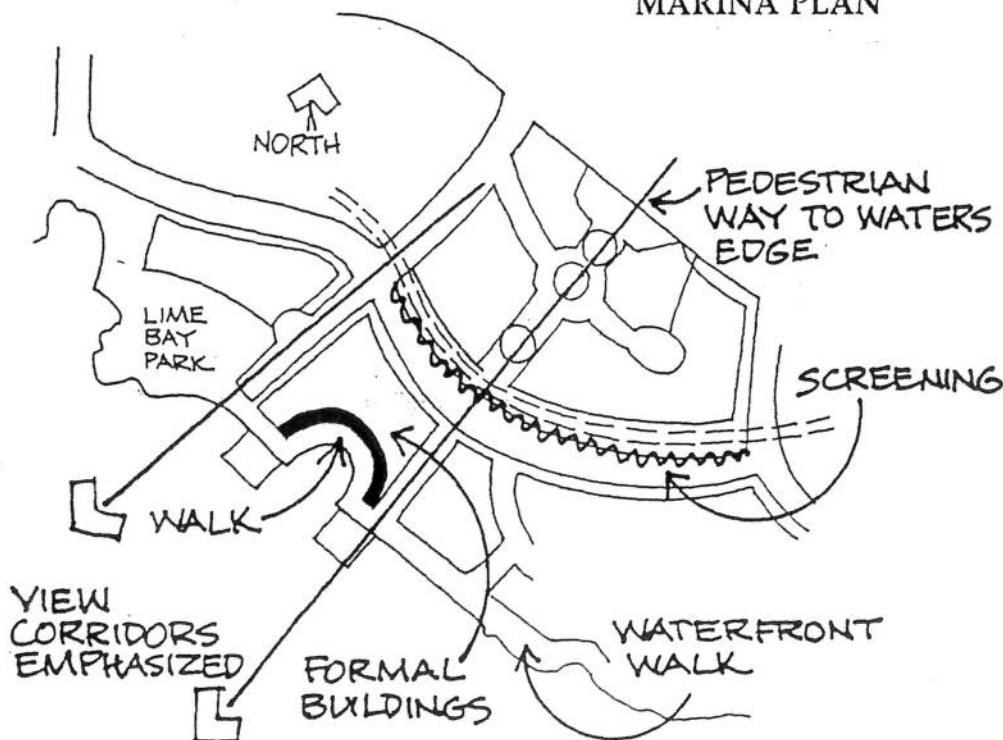
SCREENING

Audio and visual screening of adjacent industrial facilities is necessary in Lime Bay neighbourhood.

LIME BAY PLAN



MARINA PLAN



Marina

BUILDINGS

Repetitive modulation of formally proportioned facades is desirable for buildings facing the circular boat basin. A visual and architectural harmony should be sought for all areas of development. The hotel should be in scale and designed to strongly relate to adjacent residential development on the boat basin.

The pedestrian entrance to the water's edge should be celebrated and highlighted by an appropriate architectural statement.

WATERFRONT WALKWAY

The waterfront walkway will serve pedestrian emergency and bicycle uses. Sculptural focal points and plantings arranged to enhance views help to achieve a variety of spatial experiences along the walkway. Activity and use areas should be programmed and designed to respond to the sequence of movement along the waterfront, the recreation/water connections, the city and ocean views and the diversity of the marina neighbourhood.

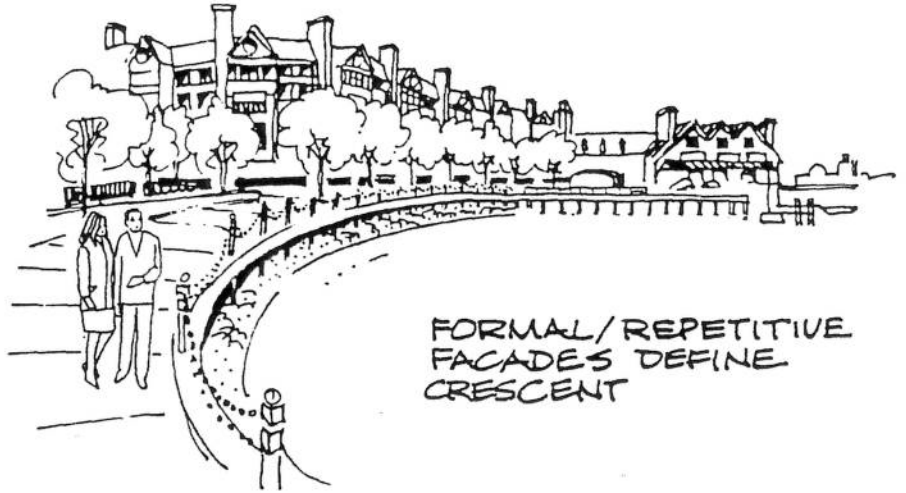
The public waterfront walkway will be separated from, and give security to, adjacent dwelling units.

CONNECTIONS

Close contact with harbour activities is provided at the water's edge. Short term parking will be provided to allow views of harbour activities from vehicles. A pedestrian walk will be located along the waterfront culminating at the entrance to Lime Bay Park.

SCREENING

Railway noise and unsightly areas should be screened from the Marina neighbourhood.



FORMAL/REPETITIVE
FACADES DEFINE
CRESCENT

VISUAL AND ARCHITECTURAL
HARMONY

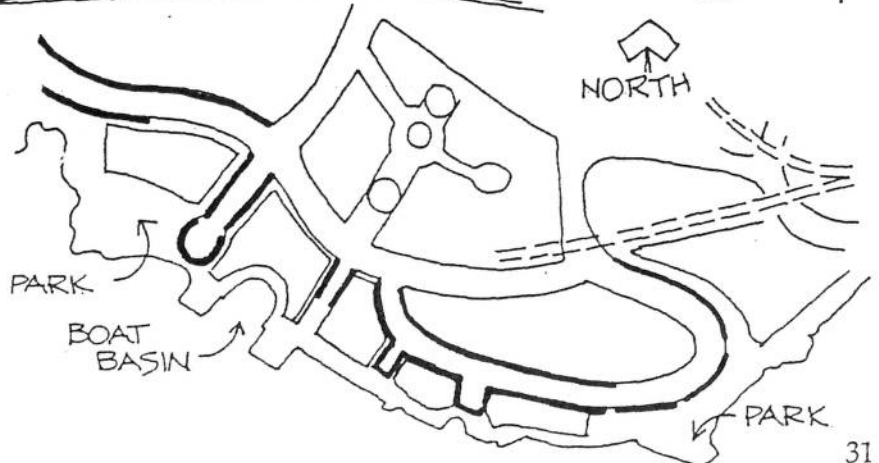


PEDESTRIAN
ENTRANCE
TO WATERS EDGE

REPETITION OF
BUILDING FORM



HARBOUR
FRONT
PARKING
AREAS



Inner Harbour

URBAN ENVIRONMENT

The Inner Harbour neighbourhood is an urban environment animated with a variety of uses and activities. Cars and people moving, marine activities, hotel, shopping, meeting and eating places require strong urban design concepts with bold detailing. These will contrast with the natural landscape of the Songhees Point Park. Viewing areas should be provided which capture this contrast.

HOTEL

The hotel should serve as a city landmark with richly detailed massing and texture establishing the building "language" for this urban area. The hotel is an entertainment and cultural centre for the Inner Harbour neighbourhood.

HOTEL AREA

The hotel area is a meeting place for business, visitors and residents. Specialty shops, a major focal element such as a grand terrace and formal stairs to the waterfront promenade and moorage areas should be provided.

Songhees Boulevard is the formal entry into this area and the waterfront. Boulevard trees throughout this neighbourhood are important for landscape continuity.

SONGHEES ROAD PROMONTORY

A unique natural rock face is preserved in this area. Topography, foreground park and low buildings at the water's edge combine to offer a special opportunity for views of the inner harbour. Buildings are sited to fulfill this opportunity and to provide for views of those in the Hillside precinct.

WATERFRONT HOUSING

Low scale housing abuts and defines the park environment at the water's edge. Landscaping will complement the "natural" treatment of this edge.

SONGHEES POINT PARK

Songhees Point Park will be treated as a natural landscape interrupted by urban greens for picnicking, etc. The water's edge should include public access, pebble beach and strong integration with the park. A viewing area is required on Songhees Point to take advantage of the Legislative Buildings and harbour area.

SCREENING

Screening of the railway in the Inner Harbour neighbourhood is recommended.

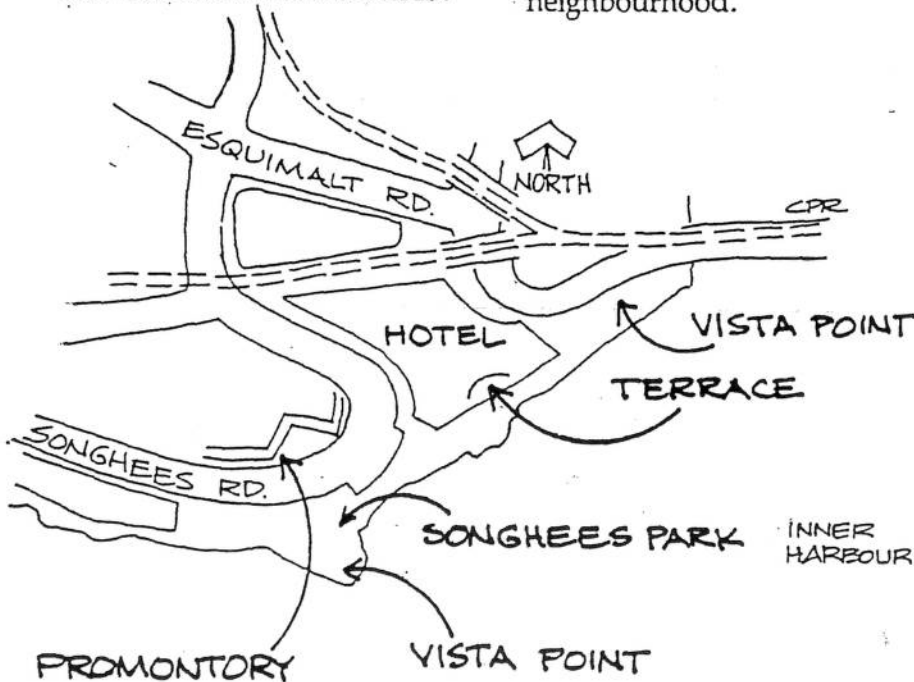
CONNECTIONS

Pedestrian access under the Johnson Street Bridge to continue the waterfront walkway is desirable.

Pedestrian ways west of the Johnson Street Bridge provide for either direct access along Esquimalt Road or down from the bridgehead to the waterfront walk.



INNER HARBOUR PLAN



Crossroads

LANDMARKS

Tyee and Esquimalt Roads meet at the Crossroads sub-neighbourhood creating business and residential sites.

These crossroads require a strong landscape treatment to emphasize boundaries and connect to downtown.

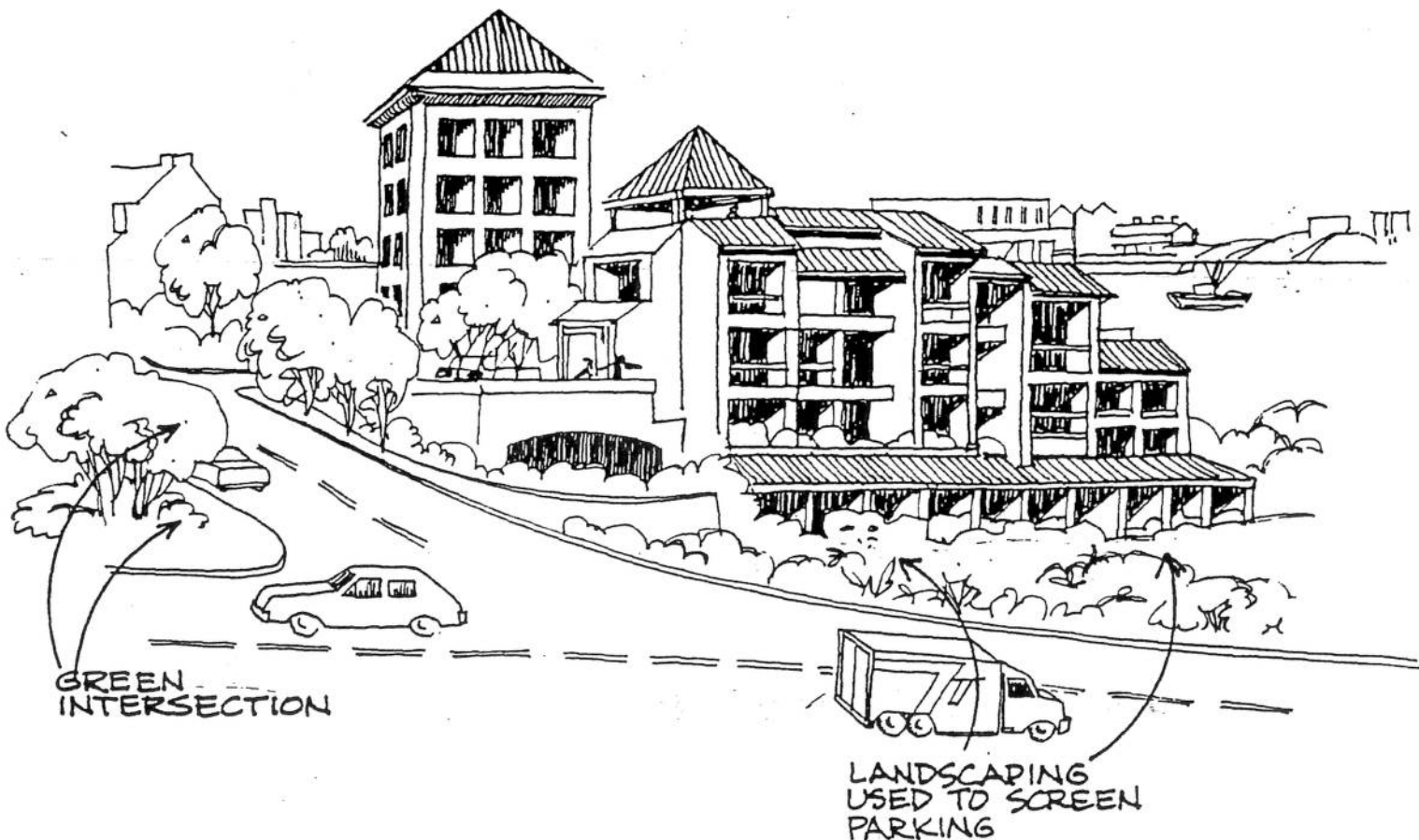
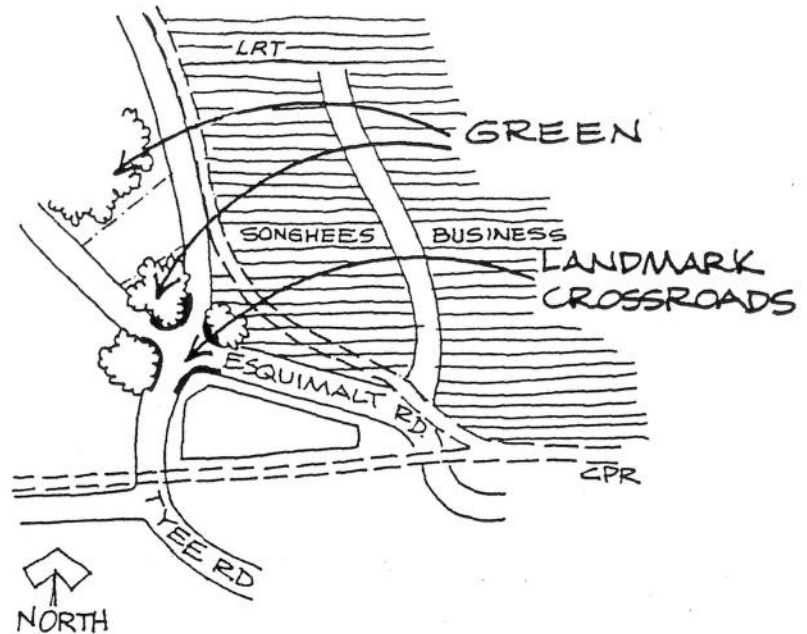
GREENS

The green is a natural landscape area preserved and enhanced as a remnant of the original Songhees landscape.

SCREENING

The railway requires screening from the Crossroads sub-neighbourhood.

CROSSROADS PLAN



Victoria West Park

DOMESTIC/RESIDENTIAL

This Songhees core neighbourhood with its shopping and park/school focus, is largely residential and is intended to have domestic qualities. Desirable attributes include contained private spaces, personalization opportunities, an architectural geometry which declares unit individuality (lofts,

roof gardens, balconies, entrance places, etc.)

All building types should incorporate "domestic" architectural elements.

VICTORIA WEST PARK

Victoria West Park is retained and augmented to the East by a new landscaped area abutting the residential development site.

COMMERCIAL CENTRE

The Commercial Centre of Victoria West Park neighbourhood serves all of the Victoria West district and beyond. Its atmosphere will be small-scale in nature with distinct pedestrian precincts, and parking that is separated and defined by landscape elements — mainly trees. Rain and wind protection of pedestrian areas is recommended.

Building forms will conform to those established for the whole of the Songhees Lands.

Roofscape of the centre should be attractive with mechanical elements out of view. Traditional pitched roof forms that follow the guidelines for the overall Songhees development are recommended.

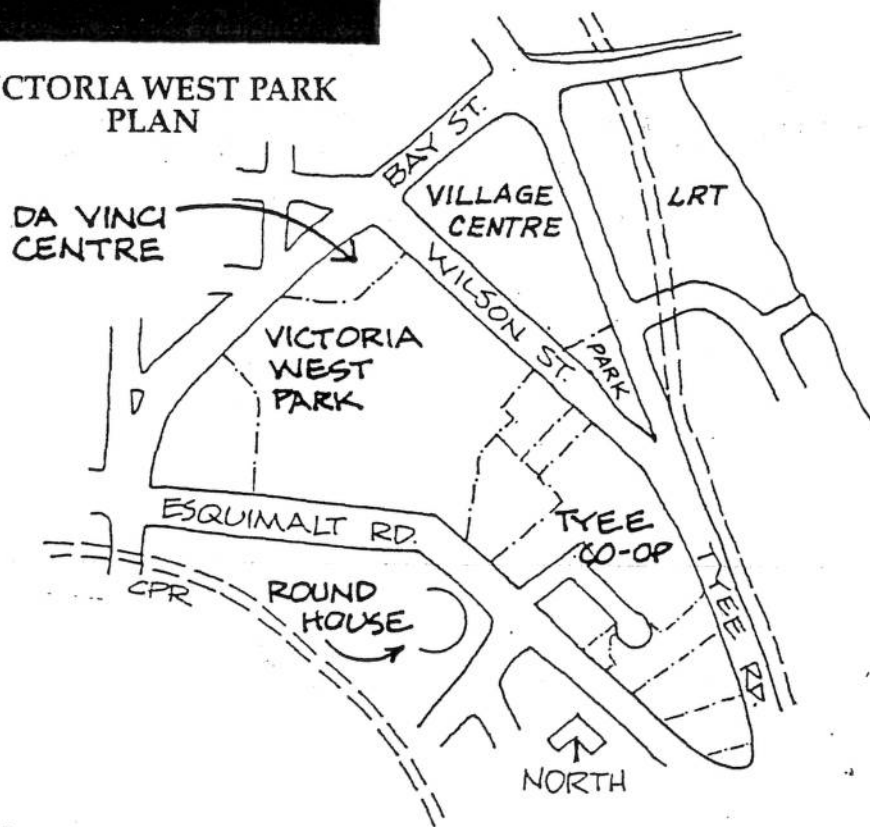
The commercial center should be planned so as to take advantage of the adjacent park to the East as an amenity for shoppers and an access area for pedestrians.

The overall Songhees development will emphasize neighbourhood commercial, and not regional commercial, characteristics.

CONNECTIONS

The various parts of this precinct are linked by a system of landscaped pedestrian routes, and the area as a whole is connected to the south via a pedestrian overpass across Esquimalt.

VICTORIA WEST PARK PLAN



Dockside

MARINE INDUSTRIAL

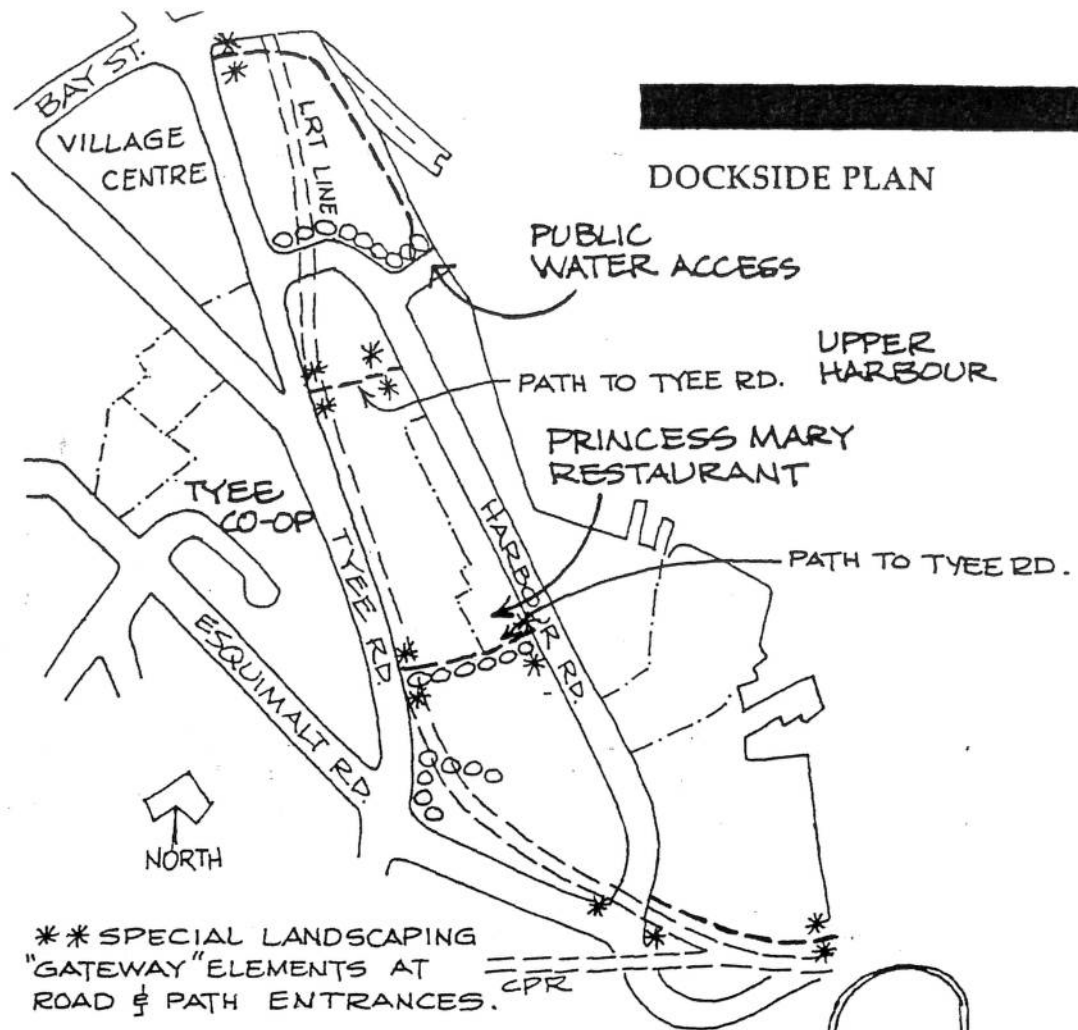
A building "language" has already been established in this neighbourhood. A marine industrial theme — metal roofs and siding, shed buildings, marine objects and equipment, chains and bollards, colourful trim and industrial windows, a random siting of buildings set hard to the street, and the beginnings of a landscape infrastructure — suggest retention and elaboration of these qualities in new development. Strong linear plantings along property lines continue the vegetation of the hillside down to the water's edge. A public vehicular access to the water's edge is provided.

OPEN SPACE

Open space is limited to those areas provided by land owners or within entry courtyards. Owners are encouraged to provide viewing platforms and areas for greater public appreciation of these maritime industries.

A spartan, bold scattering of wooden warehouse and service buildings on a large wharf add to this neighbourhood's exciting setting. New buildings should be located to create a series of sunny parking and pedestrian places, protected from the prevailing winds.

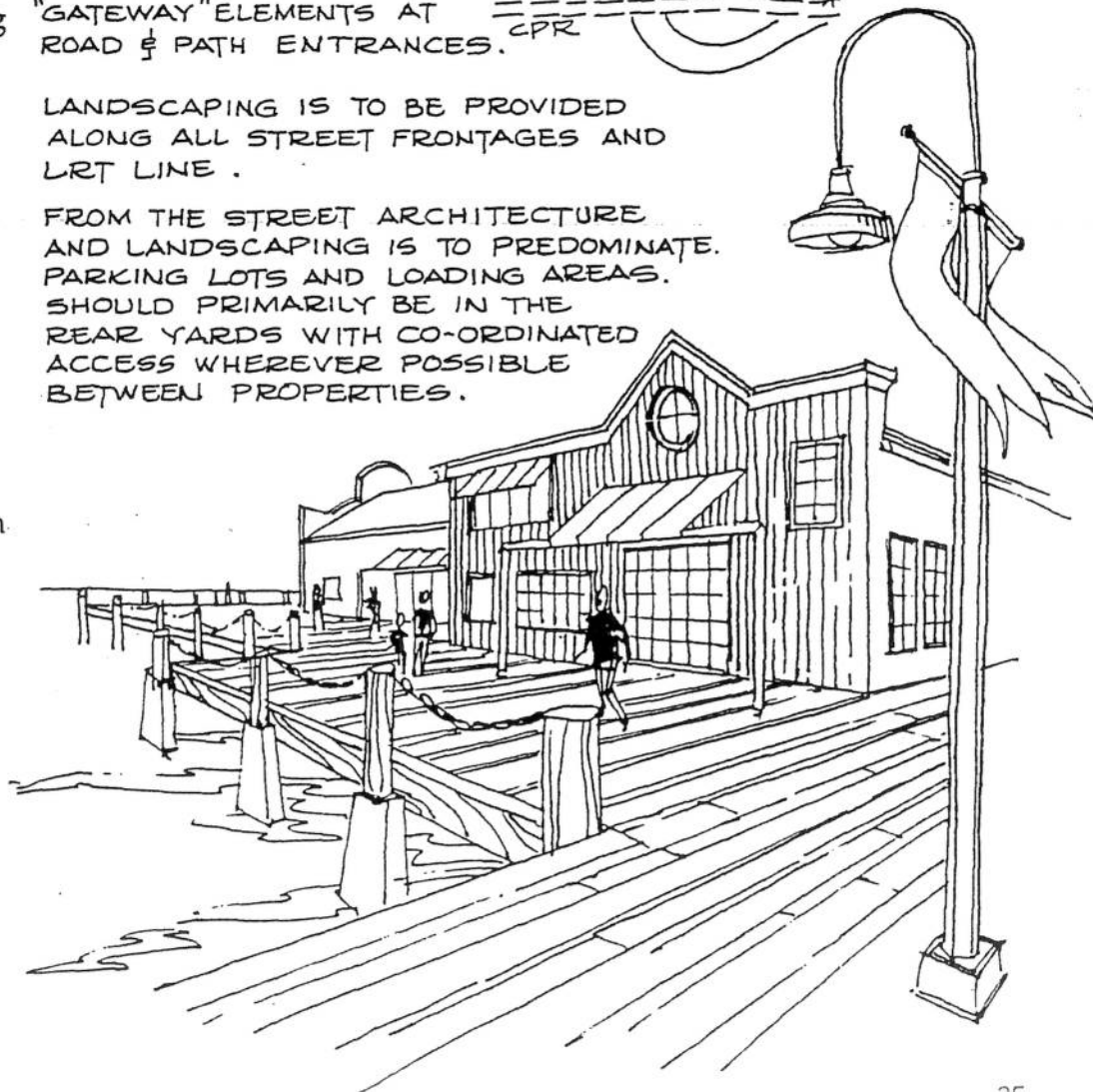
Encourage the coming and going of various vessels, the sale of fresh fish products, small seafood outlets and related working-boat industrial services. Boat sales, repair and associated marine industries establish a serious business side to this maritime mixed-use area.



** SPECIAL LANDSCAPING "GATEWAY" ELEMENTS AT ROAD & PATH ENTRANCES.

LANDSCAPING IS TO BE PROVIDED ALONG ALL STREET FRONTAGES AND LRT LINE.

FROM THE STREET ARCHITECTURE AND LANDSCAPING IS TO PREDOMINATE. PARKING LOTS AND LOADING AREAS SHOULD PRIMARILY BE IN THE REAR YARDS WITH CO-ORDINATED ACCESS WHEREVER POSSIBLE BETWEEN PROPERTIES.





**CITY OF
VICTORIA**

PLANNING & DEVELOPMENT DEPARTMENT
PLANNING DIVISION
VICTORIA, BRITISH COLUMBIA

Songhees Hillside Urban Design Guidelines, 2005

Adopted by Council December 17, 1998

**Amendments approved by Council
April 14, 2005**

**Official Community Plan amended to update
reference to revised Guidelines Oct. 27, 2005.**

1. Preamble

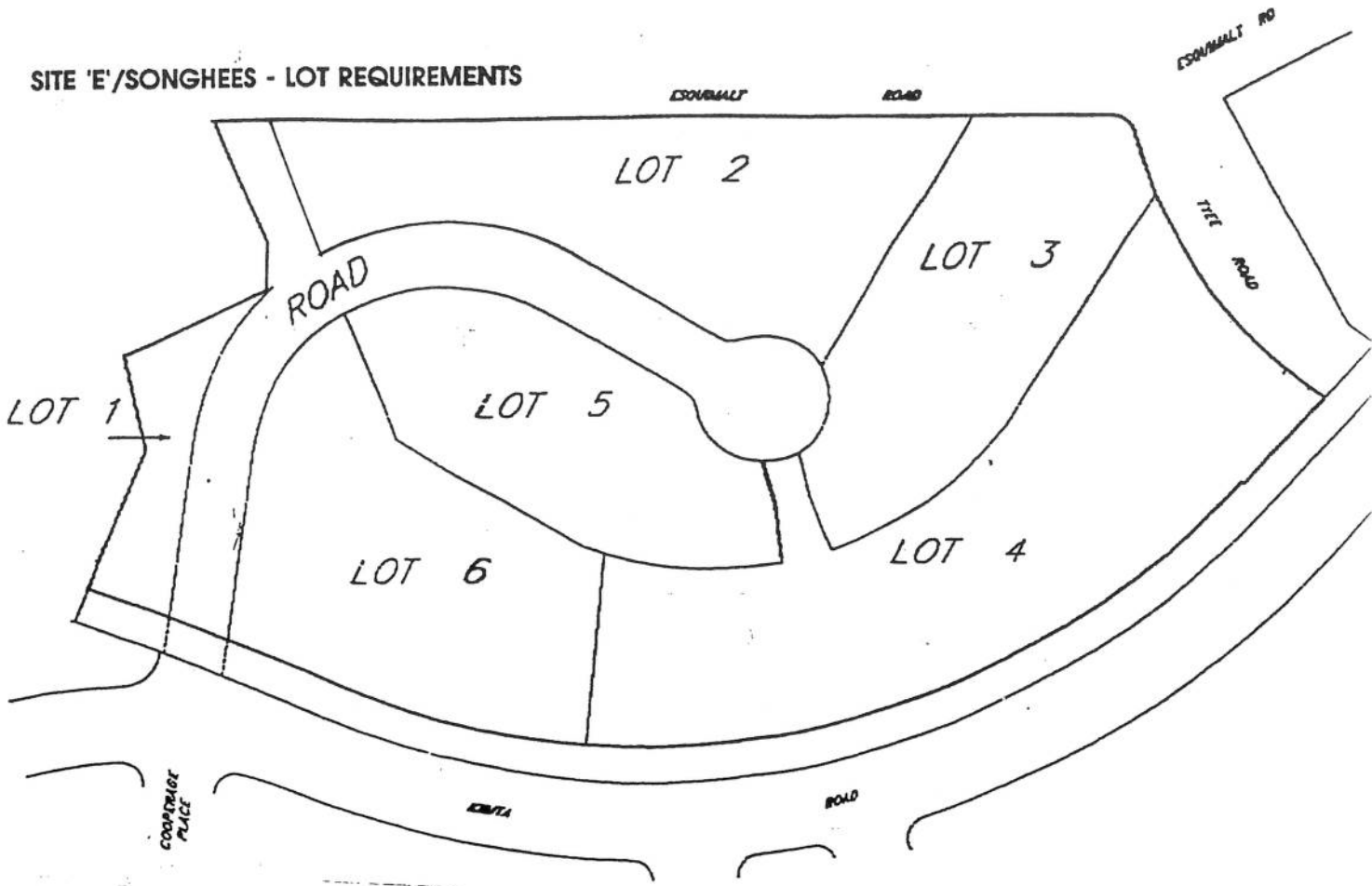
The purpose of Urban Design Guidelines is to supplement the Zoning Requirements to produce a park and a residential development with a variety of multiple dwelling unit types and building massing, sited sensitively to natural features and views, and employing urban design principles based on the cohesive formation of quality public open space to enrich the pedestrian experience within and around Site 'E'. Buildings are required to create a strong street edge and must maximize individual unit entrances at grade to animate the streetscape. In recognition of the impact to the skyline of the taller buildings, both vertical and horizontal articulation to upper floors and roofs are required; a skyline context study will be required for each development.

2. Public Open Space Formation by Building Types and Massing

Public open spaces shall be formed primarily by the edges of buildings and, collectively, by groupings of buildings. At more particular level, public open spaces shall be reinforced by the edges of walled patios, planters and boulevard trees. The following describes the intent for each Lot on Site 'E':

- 2.1 **Lot 2** permits a tower and a low-rise building. The tower should be situated on the southeastern portion of the site as defined on Illustrative Site Plan as Development Zone 2 to minimize view impact to the existing residential tower immediately across Esquimalt Road and to the proposed towers of Lots 3 and 5. In order for the maximum height to be achieved, site development must include a low-rise building component. The edges of buildings fronting Saghalie Road should form a consistent street edge. The top floor of the low-rise building and the top two residential floors (at least) of the tower should be stepped back a minimum of 2.4m from the main building facades to create massing interest. In addition, the floor plate of the tower should be articulated to further create massing interest. The parking shall be below grade. The existing rock knoll and the rocky edge along Esquimalt Road shall be left intact as a natural amenity.

SITE 'E'/SONGHEES - LOT REQUIREMENTS



Lot Layout

1. RESERVED (Future Development/Single Family Zoning)
2. RESIDENTIAL
3. RESIDENTIAL
4. RESIDENTIAL
5. RESIDENTIAL
6. PARK

- 2.2 **Lot 3** permits a tower and low-rise buildings. The tower should be situated on the site as indicated on the Illustrative Site Plan to limit view impact to the proposed towers on Lots 2 and 5 as illustrated. In order for the maximum height to be achieved, site development must include a low-rise building component. The edges of the buildings fronting Saghalie Road should form a consistent street edge. The top floor of the low-rise buildings and the top two residential floors (at least) of the tower should be stepped back a minimum of 2.4m from the main building facades to create massing interest. In addition, the floor plate of the tower should be articulated to further create massing interest. The roofs of the low-rise buildings should be generally flat to minimize impacting view opportunities from Lots 2 and 5. The parking shall be below grade. The rocky edge along Esquimalt and Tyee Roads shall be left intact as a natural amenity.
- 2.3 **Lot 4** permits low-rise buildings situated to form a consistent edge to the E&N property and to Tyee Road. The buildings should be articulated opposite Songhees Road to provide and accent a street head vista from Songhees Road to the cul-de-sac at Saghalie Road. The buildings should be further articulated to provide massing accents at the south end of Lot 6 and at the intersection of Kimta and Tyee Roads. In addition, the buildings should be terraced back in a minimum of 2.4m increments along the Kimta and Tyee Roads frontages to soften massing impact. Parking shall be primarily underground, except that up to 40% of required parking may be at grade on the north side of and concealed from above by the buildings. All roofs should be generally flat, except for occasional accents at strategic locations.
- 2.4 **Lot 5** permits a tower and low-rise buildings. The tower should be situated on the northern portion of the site as defined on Illustrative Site Plan on Development Zone 5 to minimize view impact to the proposed towers on Lots 2 and 3. In order for the maximum height to be achieved, site development must include a low-rise building component. The edges of the buildings fronting Saghalie Road and Lot 6 should form a consistent street and park edge respectively. The top floor of the low-rise buildings and the top two residential floors (at least) of the tower should be stepped back a minimum of 2.4m from the main building facades to create massing interest. In addition, the floor plate of the tower should be articulated to further create massing interest. The roofs of the low-rise buildings should be generally flat to minimize impacting view opportunities from Lots 2 and 3. The parking shall be below grade.

2.5 **Lot 6** shall consist of a public park which incorporates north/south pedestrian access and circulation and is intended as a passive recreational amenity. View lookout points shall be located to view corridors at Cooperage Place and Paul Kane Place. Hard landscaped features shall accent an urban edge parallel to streets, comparable to the existing Tyee Road treatment.

3. Public Open Space Enhancement by Surfaces

The building materials – colours, textures, reflectivity and patterns – cumulatively contribute to the quality of the public spaces they surround. To enrich the pedestrian experience requires attention to and appropriate choice of exterior finish materials for buildings, accessory structures and the spaces themselves. The following describes the intent for the general treatment of public open spaces on Site 'E'.

3.1 Ground Plane

The pedestrian and vehicular paving shall be a variety of patterns, textures and colours and shall be utilized to distinguish pedestrian from vehicular areas as well as their interface.

3.2 Walls and Edges

Accessory structures (such as planters and patio surrounds) shall be finished in quality solid materials. The intent is that such elements define edges to a transition space between public sidewalk and residential unit; as such, a solid wall and/or step-up from sidewalk level is desirable.

3.3 Buildings

The exterior of the buildings and accessory structure shall be finished in quality materials with natural textured and coloured materials, such as brick or stone for at least the first two floors from grade; above the first two floors, materials which are light are recommended to minimize massing impact; extensive use of glazing is encouraged; use of stucco is discouraged. In particular, stucco should not be used to replicate details best achieved by other materials.

3.4 Details

To promote contextual richness for the pedestrian, it is important that the architectural design incorporate fine-scale elements and features at and around the lower floors of each building.

4. Landscaping

Refer to overall Songhees Design Guidelines.

5. Lighting

Street lighting shall be compatible with overall Songhees lighting. Building and grounds lighting shall be indirect and located at or near grade.

6. Signage

Residential signage must be located at or near grade and be subtle and integral with the design of the building; signage lighting shall be indirect. Commercial signage should be used as a colour accent to enliven the pedestrian experience.

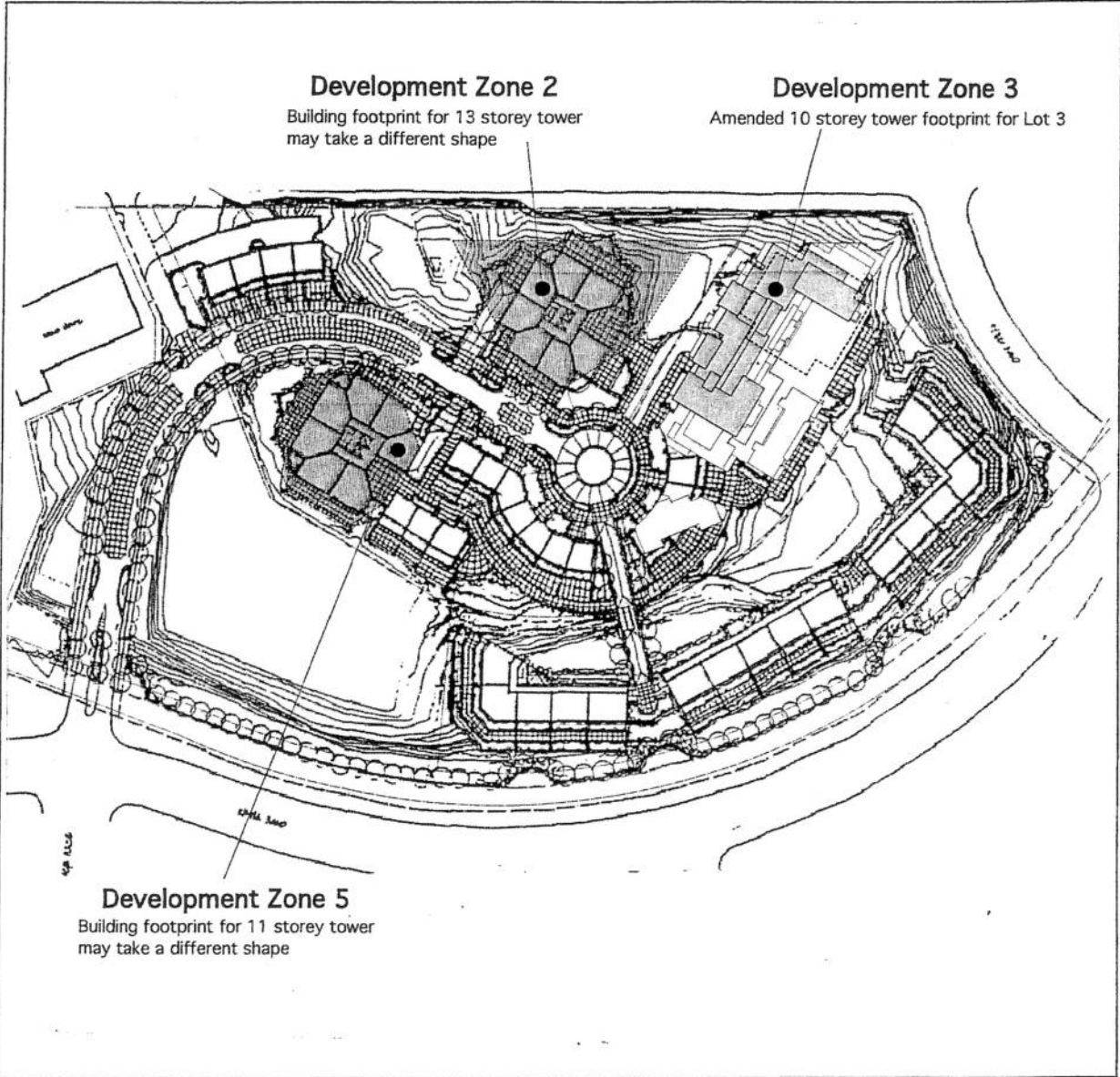
7. Street Furniture

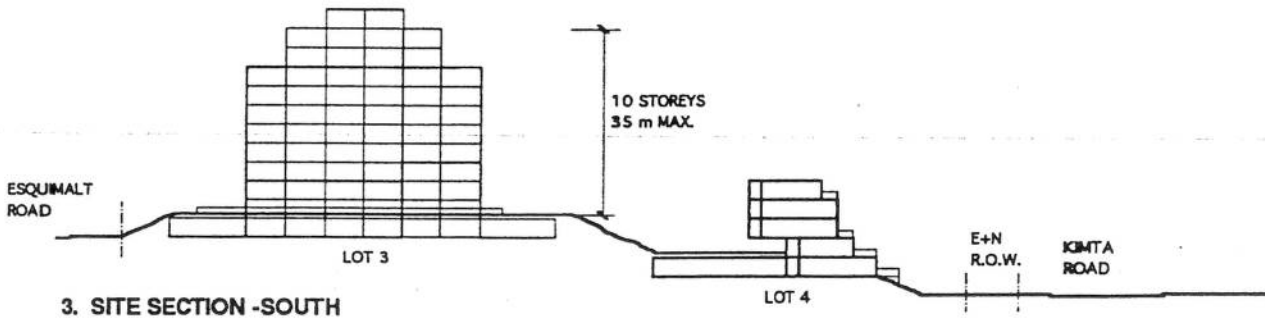
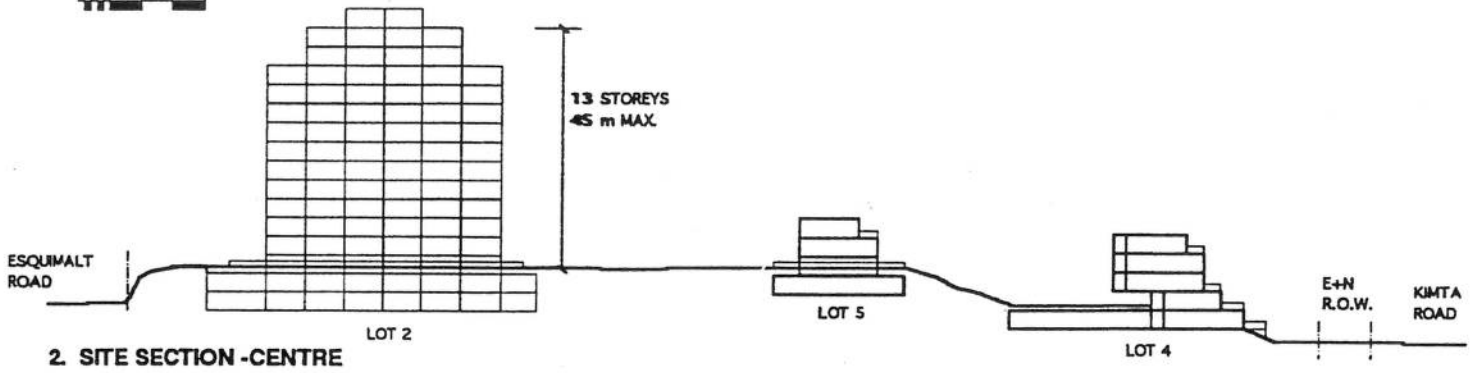
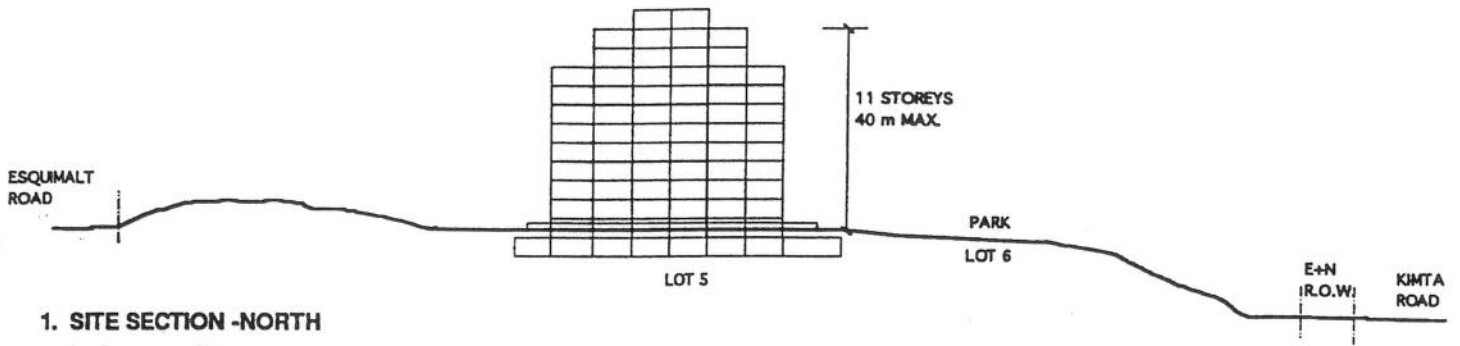
Benches, receptacles and other accessory elements are considered important components, which contribute to the detail and richness of the pedestrian experience, and should be integrated and compatible with their adjacent building design.

8. Storefronts

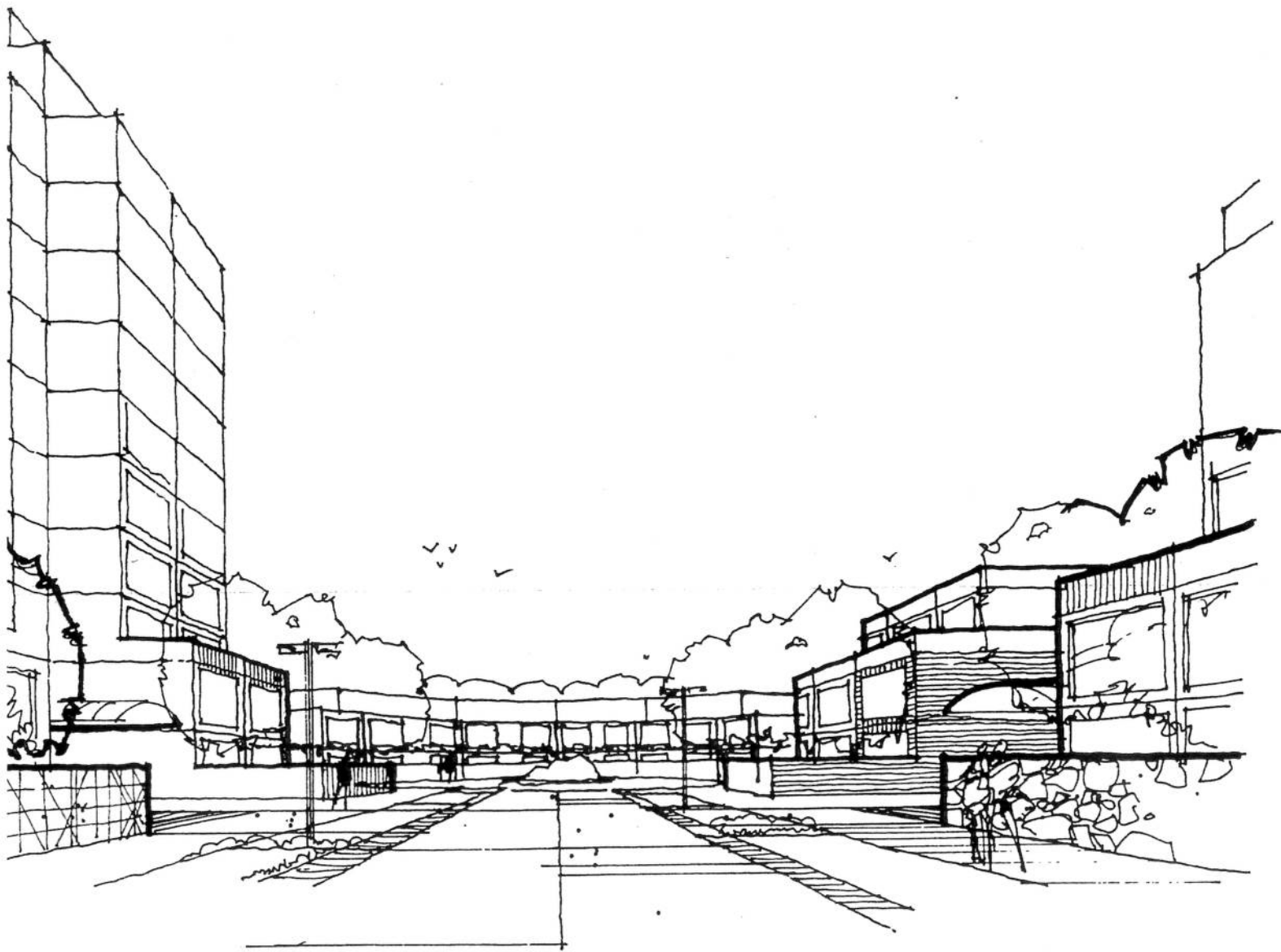
Commercial spaces should be designed to add detail, colour and vitality to their adjacent pedestrian areas; the use of adjacent outdoor space is encouraged where appropriate.

Illustrative Site Plan

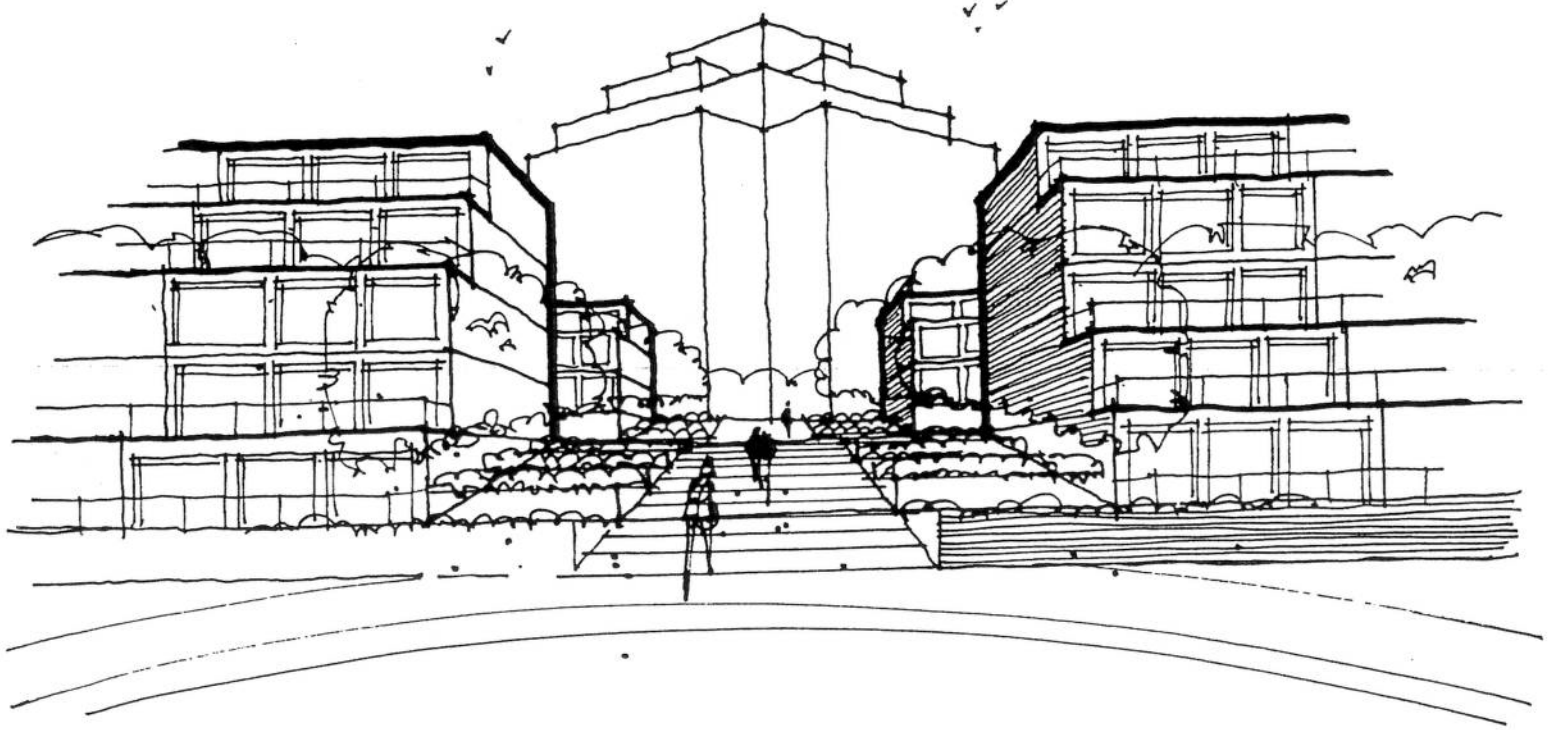




Illustrative Site Sections



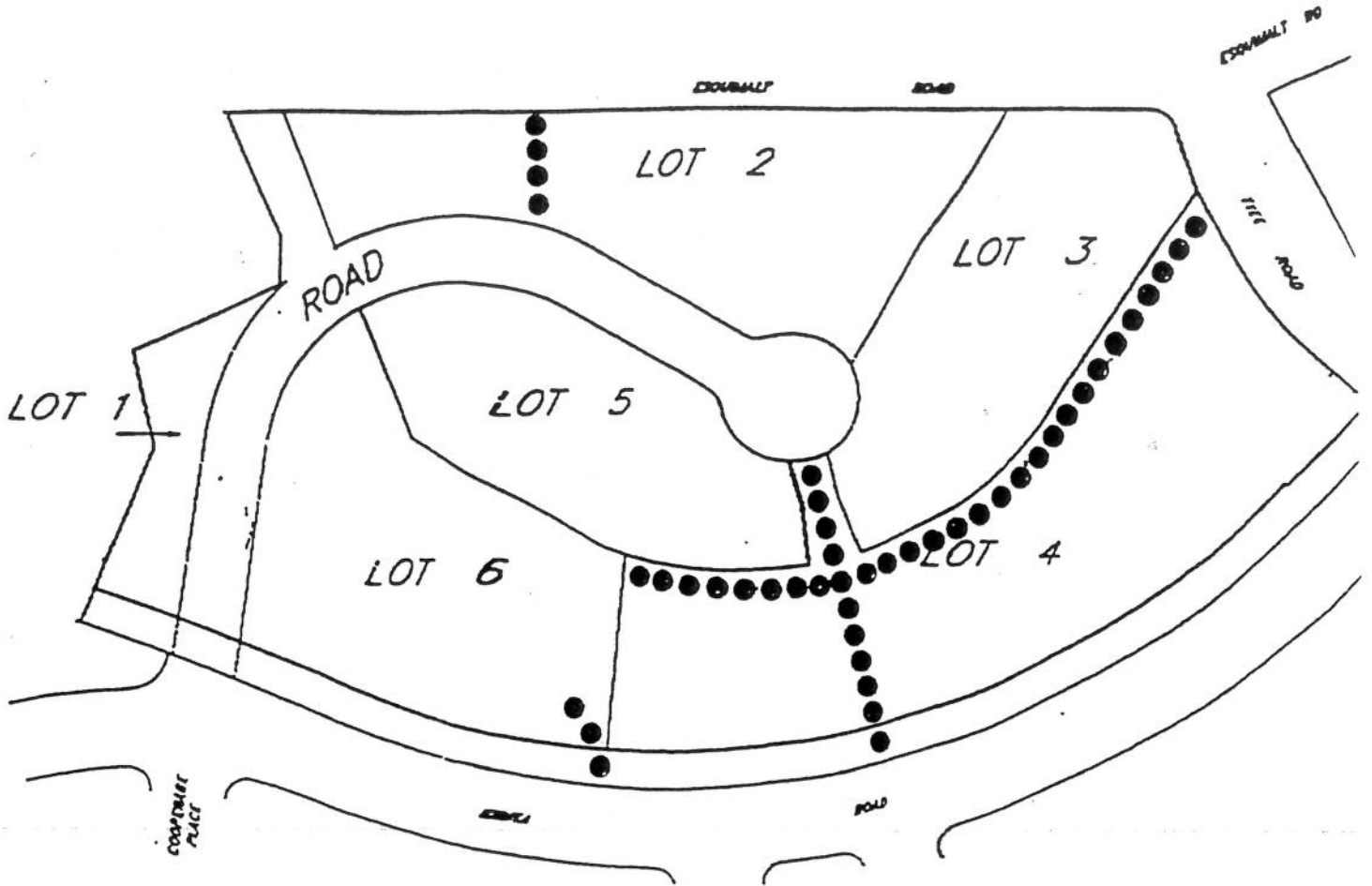
CHARACTER SKETCH - Saghalie Road facing southeast
- Illustrative of massing and urban design only



CHARACTER SKETCH - Kimfa Road facing north
- Illustrative of massing and urban design only

PROBARIAN NETWORKS

• SITE



PEDESTRIAN NETWORKS
• COMMUNITY

