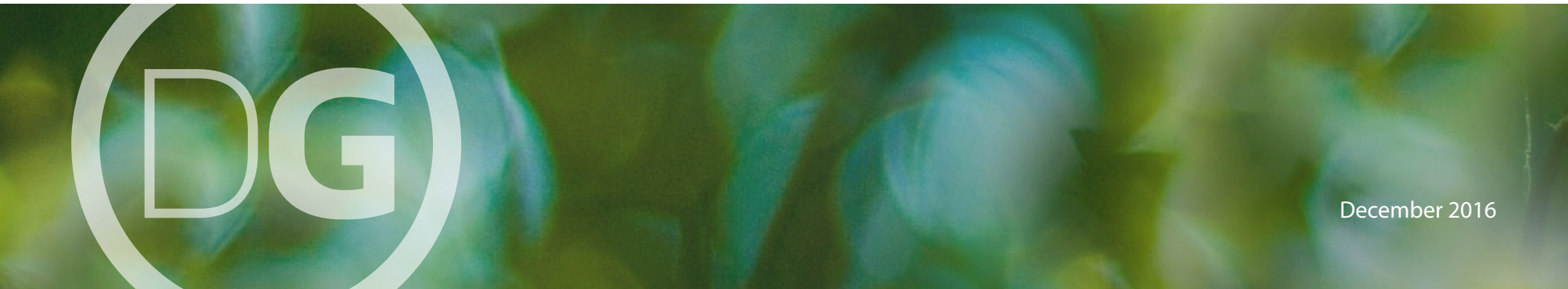
DOCKSIDE**GREEN**

URBAN DESIGN GUIDELINES



December 2016

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TABLE OF CONTENTS

INTRODUCTION

PRECINCT DESIGN GUIDELINES

SITE-WIDE DESIGN GUIDELINES

SUBDIVISION

GLOSSARY OF TERMS

APPENDIX A

LIST OF FIGURES

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1.1 PURPOSE

These Design Guidelines are part of the City of Victoria's Official Community Plan. The Guidelines assist the City in regulating the exterior design, finishes and landscaping of individual development sites and public spaces at Dockside Green. The Guidelines will inform future development proposals at Dockside Green and will be used by City Staff and the Advisory Design Panel in evaluating individual development applications.

1.2 APPLICATION

The Design Guidelines should be used in conjunction with:

- CD-9 Zone, Dockside District
- Dockside Green Master Development Agreement

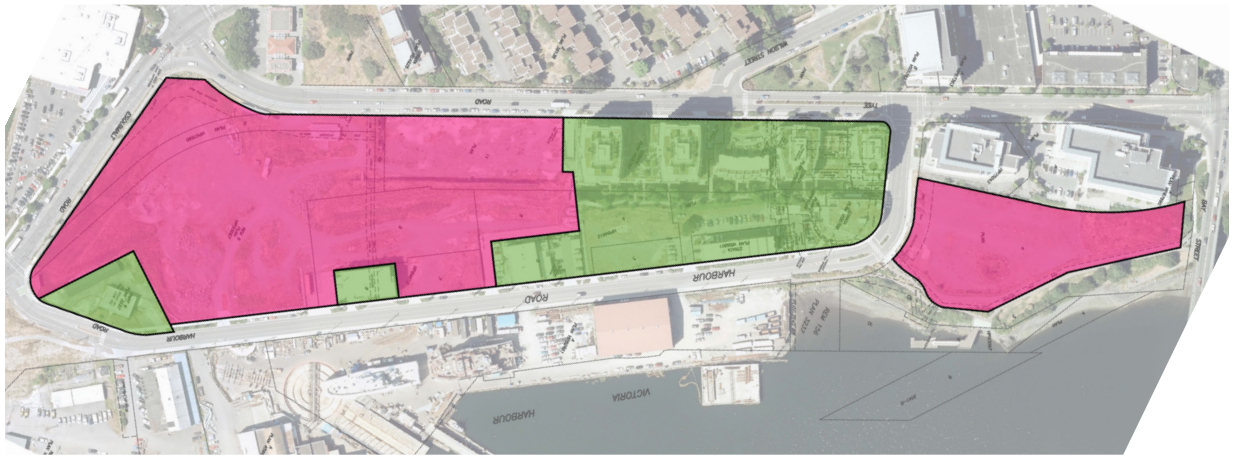
It is intended that a certain degree of flexibility be provided in the interpretation and application of these Guidelines where it can be clearly demonstrated that an alternative approach will result in a superior design solution in built form, landscape design or environmental sustainability. However, throughout this document the terms "must", "will" and "shall" are used to describe mandatory guidelines or provisions that must be met.

1.3 COMPANION DOCUMENTS

- City of Victoria Official Community Plan Bylaw
- City of Victoria Zoning Regulation Bylaw
- Crime Prevention through Environmental Design
- Dockside Green Master Development Agreement
- Dockside BETA Urban Design Guidelines

1.4 APPLICATION LANDS

The Guidelines apply to the lands identified in the adjacent graphic, which were subject to a Rezoning Application in 2015.



Dockside Green Urban Design Guidelines Subject Lands

Lands covered by the Design Guidelines for the Dockside Area (2005)*

Fig 1. Proposed Rezoning Boundary

*Current as of 2015, subject to change

2 PRECINCT DESIGN GUIDELINES

2.1 INTRODUCTION

The precinct Design Guidelines provide direction with respect to layout of public spaces, roads, pedestrian paths and development sites contained within it. The Guidelines included in this chapter put the Dockside Green vision into action by developing a cohesive design vocabulary and clarifying how various building site and landscape elements should relate to one another. The development of Dockside Green's urban form is also informed by the use, density, building height, setback and other Zoning Regulation Bylaw requirements, the commitments and requirements stipulated in the Master Development Agreement and other City bylaws (e.g. Highway Access Bylaw).

New development at Dockside Green will demonstrate a consideration for a cohesive design vocabulary and overall consistency with these Guidelines. The design vocabulary for both buildings and open spaces should be cohesive without being homogeneous.

The design of Dockside Green neighbourhood is shaped by two key elements: precincts and public open spaces. Precincts are sub-neighbourhood districts, each with its own specific character and urban context.

GUIDELINES:

1. Each of the Precincts illustrated in the Figure 2 should develop a specific character through particularities in architectural design, building materials, paving materials, open space design, landscaping, public furniture selection and lighting. Precinct character should also contribute to a cohesive architectural character representative of the overall Dockside Green neighbourhood.
2. Tyee, Harbour and Esquimalt Road Frontages will be connected physically by pedestrian walkways and visually by interconnecting private and semi-private plazas/courtyards.
3. The pedestrian connections will run east/west, connecting Tyee and Harbour Road and the waterfront.
4. Each of the places and connections will be located at Dockside Green in the approximate location illustrated in the Places and Connections diagrams.
5. For Development Permit applications that do not accommodate the Places and Connections as shown here, a viable alternative location must be demonstrated.
6. The design of all Connections at Dockside Green should prioritize pedestrians.
7. Connections that accommodate vehicles should be designed to allow and encourage pedestrian use of vehicle travel ways.

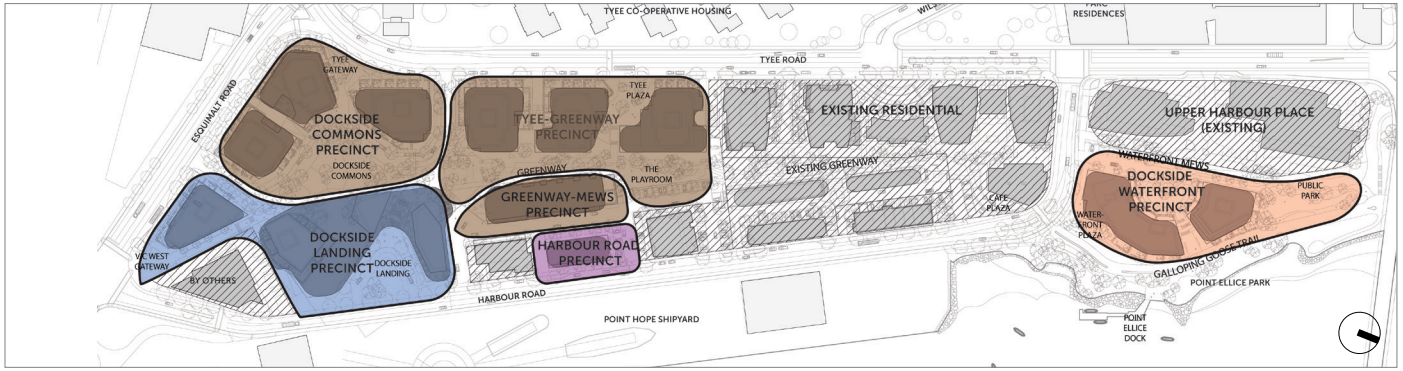


Fig 2. Focus Areas Within Precincts

NOTE: Boundaries of Precincts are approximate

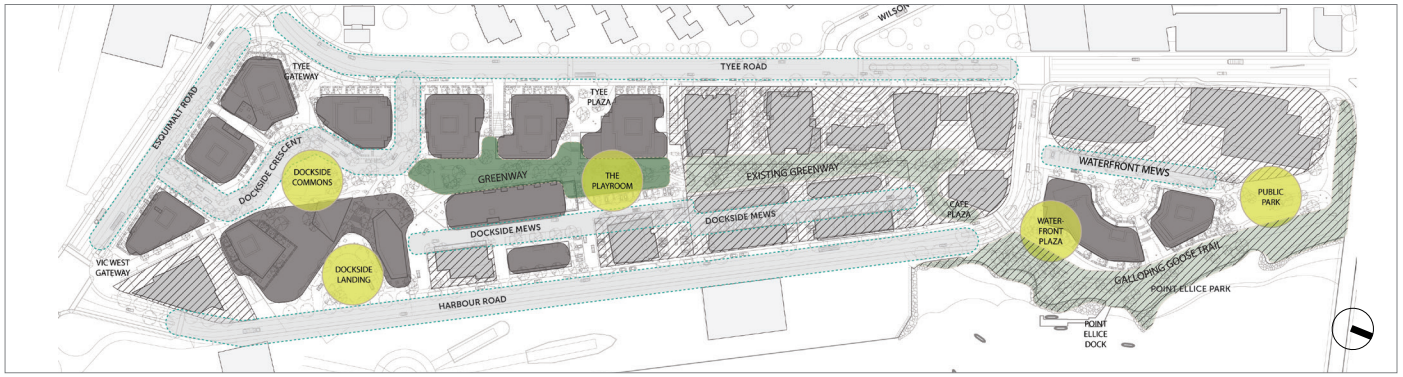


Fig 3. Open Space Diagram

NOTE: Location and size of Places are approximate.

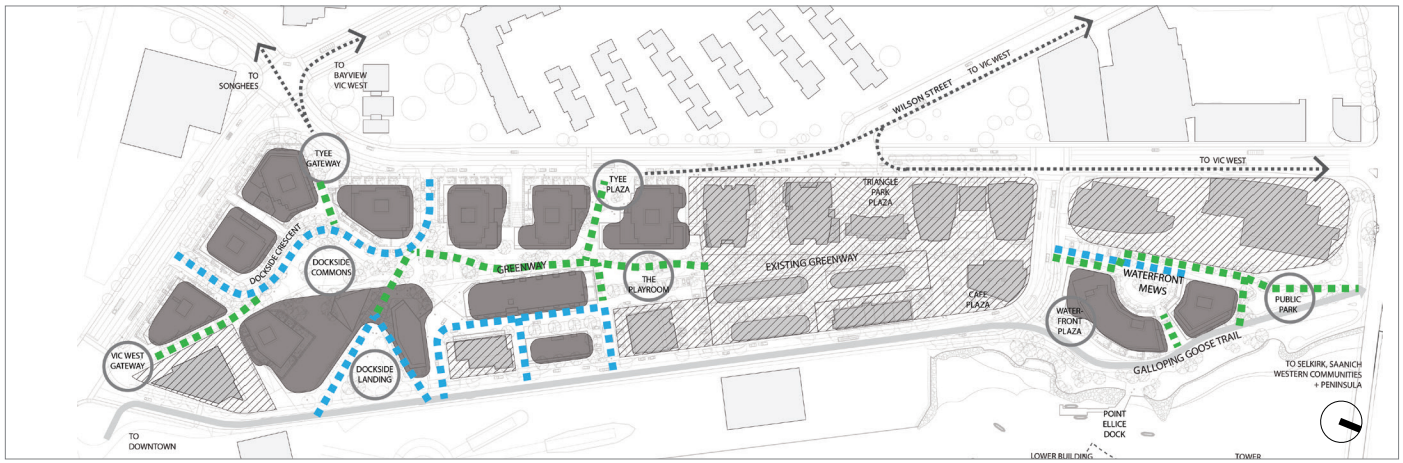


Fig 4. Circulation Diagram

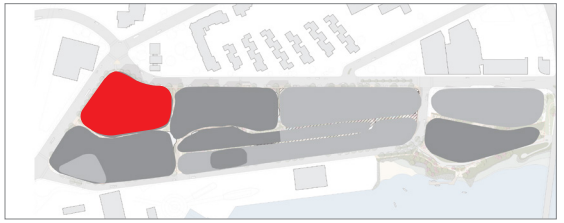
NOTE: Location and shape of Connections are approximate.

2.2 DOCKSIDE COMMONS PRECINCT

The Dockside Commons Precinct is at the south-west corner of the site and is comprised of several tower building forms and the following key open space: Dockside Commons and connected together via the Dockside Crescent, and the Tyee Gateway Connection.

GUIDELINES:

1. Buildings in this Precinct should increase in height towards the corner of Tyee and Esquimalt Roads, with the tallest building located at the corner of Tyee and Esquimalt Roads.
2. The design of the building on the corner should address the terminated vista looking south-east from along Tyee Road and north-west from along Esquimalt Road through massing, materials, details or other architectural articulation.
3. Buildings should have a strong street presence on Esquimalt and Tyee Roads, with strongly expressed secondary entrances that connect directly to sidewalks to access individual ground-level units and/or upper floors.
4. Building podiums should range from 3-4 storeys fronting Esquimalt and Tyee Roads; and 2-4 storeys fronting Dockside Crescent
5. New, tall building forms should contribute positively to the skyline of Victoria West.
6. A private road shall be established to provide vehicle and pedestrian access to new buildings (Dockside Crescent).
7. Building lobbies should open onto Dockside Crescent.
8. Buildings shall provide a human-scale backdrop to the Dockside Commons green space.



Key Plan

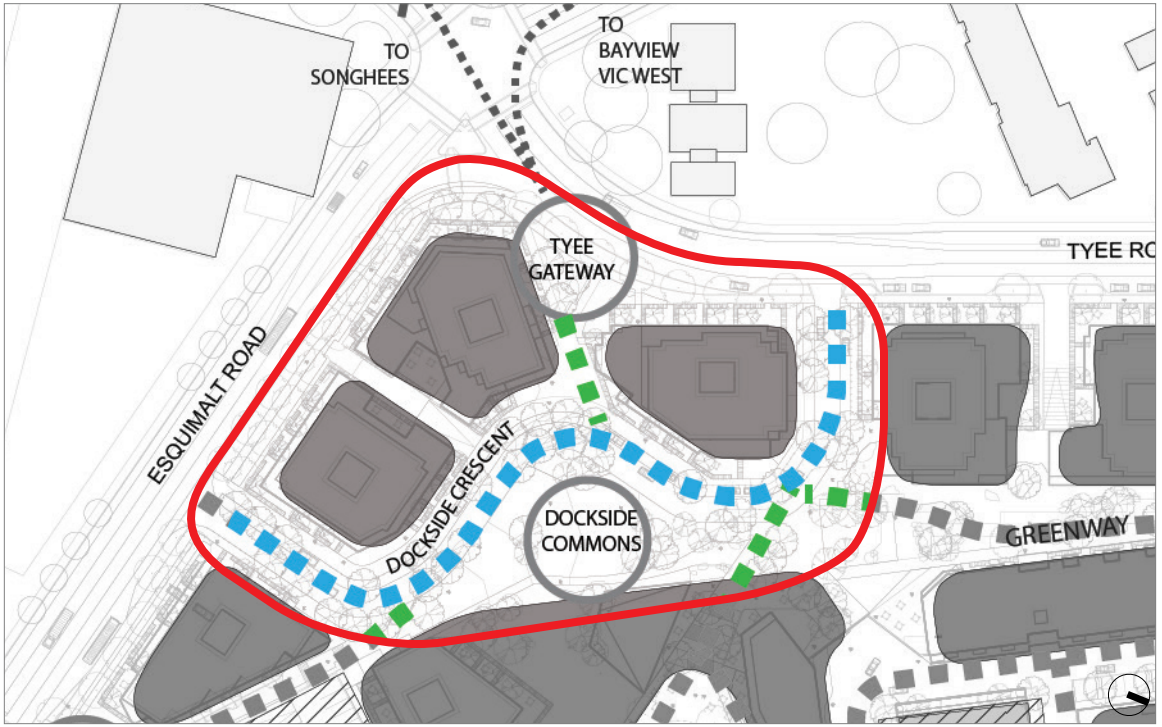


Fig 5. Dockside Commons Precinct

2.2.1 DOCKSIDE COMMONS PARK

GUIDELINES:

1. Dockside Commons will be a publicly accessible park located on the southern termination of the Greenway and should include the following elements:

    - A large, primarily open lawn area
    - Shade trees, and decorative grass, perennial, and shrub plantings wherever possible
    - Formal seating (benches) and informal seating (sloped and / or stepped areas)
    - A formal pathway to guide pedestrians crossing the park (linking the southern edge of the Greenway with the Victoria West Gateway)
    - Rain gardens and street trees that provide a transition from Dockside Commons with Dockside Crescent and adjacent private spaces.

2.2.2 TYEE GATEWAY CONNECTION

GUIDELINES:

1. Tyee Gateway Connection will be a pedestrian pathway connecting the Tyee Road / Esquimalt Road intersection to Dockside Crescent, and should be composed of the following elements:

    - A pedestrian pathway with a minimum width of 2.5m that opens up into a small plaza framed by private patios and entry lobbies immediately adjacent to Dockside Crescent
    - Raingardens prioritized for landscape planting
    - Adjacent building lobbies that are oriented towards one other
    - Integrated directional and building signage and seating in association with landscaping features.

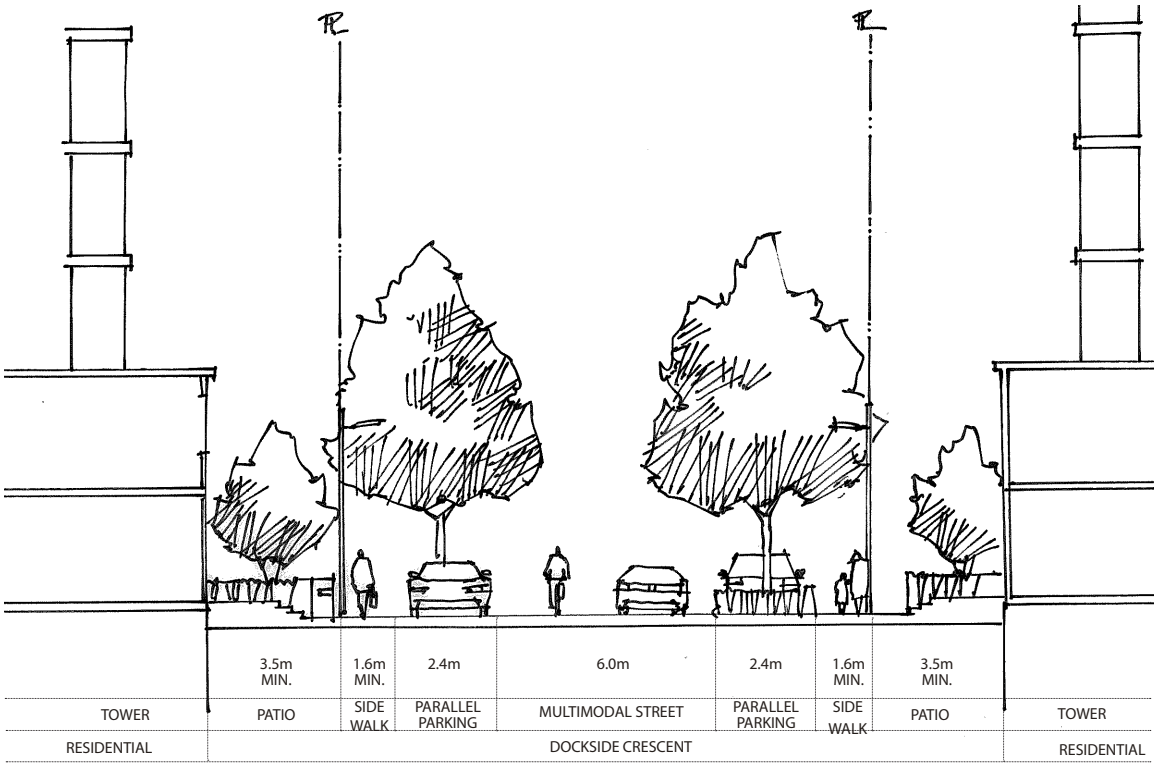


Fig 6. Dockside Crescent Section

2.2.3 DOCKSIDE CRESCENT

GUIDELINES:

1. Dockside Crescent will be a private street that provides pedestrian and vehicular access into the Dockside Green neighbourhood and individual building parkade entrances. It should be composed of the following elements:

    - A width that varies as the adjacent sidewalk increases in width from 1.6m at the entries off Tyee and Esquimalt Roads to 3.5m further inward.
    - Space for on-street parking and raingardens
    - Raingardens should incorporate street trees and help to frame pedestrian desire lines
    - A sidewalk that flanks one edge of the shared street and Dockside Commons
    - Parkade entrances that incorporate high quality architectural treatments and landscaping to mitigate the appearance of blank walls and dark voids
    - Landscape design that is compatible with easily identifiable building entrances
    - Bollards and surface treatments that slow vehicular traffic and delineate pedestrian only areas.

RECOMMENDED TREE SPECIES:

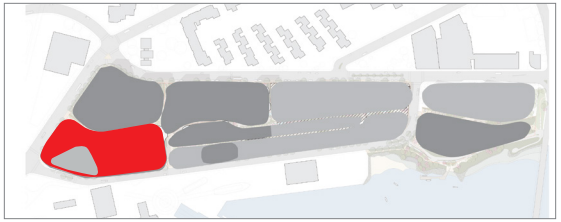
- Carpinus caroliniana (American Hornbeam)
- Zelkova serrata 'Green Vase' (Japanese Zelkova)
- Amelanchier canadensis (Canadian Serviceberry)
- Acer rubrum 'Armstrong' (Red Maple)

2.3 DOCKSIDE LANDING PRECINCT

The Dockside Landing Precinct is located in the southeast area of the site and is primarily defined by the main urban plaza and non-residential uses.

GUIDELINES:

1. Buildings in this Precinct shall frame Dockside Landing and visually link to Dockside Commons.
2. Buildings along Esquimalt Road must have a strong street presence on Esquimalt Road with strongly expressed secondary entrances for upper floor access and/or individual ground-level unit entrances that connect directly to the sidewalks.
3. The green roof atop the adjacent parcel site should be designed to visually connect to Dockside Commons.



Key Plan

Fig 7. Dockside Landing Precinct

2.3.1 DOCKSIDE LANDING PLAZA

GUIDELINES:

1. Dockside Landing will be the main plaza at Dockside Green that should be composed of the following elements:
    - An opening onto Harbour Road that creates a strong relationship with the street and harbourfront area.

- First Nations interpretive signage
- A site for food kiosks
- Provision for bike and carshare parking
- A consistent 3 meter min. pedestrian zone (building to road's edge) along the retail edges to encourage activation of storefronts
- Outdoor seating areas or exterior product displays
- Curbless paving treatment
- Street trees and public seating to frame view corridors and support circulation
- A private one-way road that provides for vehicle access and allows for on-street parking and loading
- Bollards, planters and surface treatments that clearly delineate pedestrian-only areas.

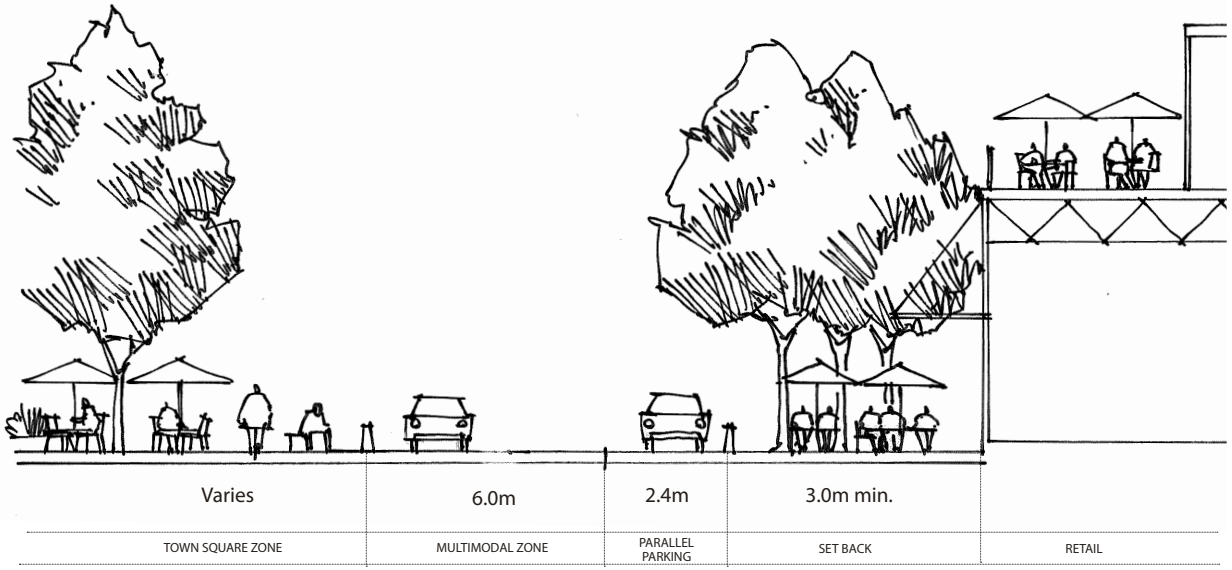


Fig 8. Dockside Landing Section

2.3.2 VICTORIA WEST GATEWAY CONNECTION

GUIDELINES:

1. The Victoria West Gateway Connection will provide a pedestrian pathway linking the Harbour Road / Esquimalt Road intersection to Dockside Commons and should be composed of the following elements and design features:

    - A pedestrian pathway with an average width of 3m and a minimum width of 2m
    - Landscape screening of the private patios flanking the pedestrian corridor
    - Landscaping that strategically screens parkade entrances of adjacent buildings by providing plantings, green wall or decorative fencing
    - A small plaza at the intersection of Harbour Road / Esquimalt Road
        - The plaza should provide wayfinding signage, public seating and lighting to demarcate this important pedestrian entrance to the site
        - The plaza may act as a potential location for public art at Dockside Green as well as integration of a Victoria West Community welcome sign.

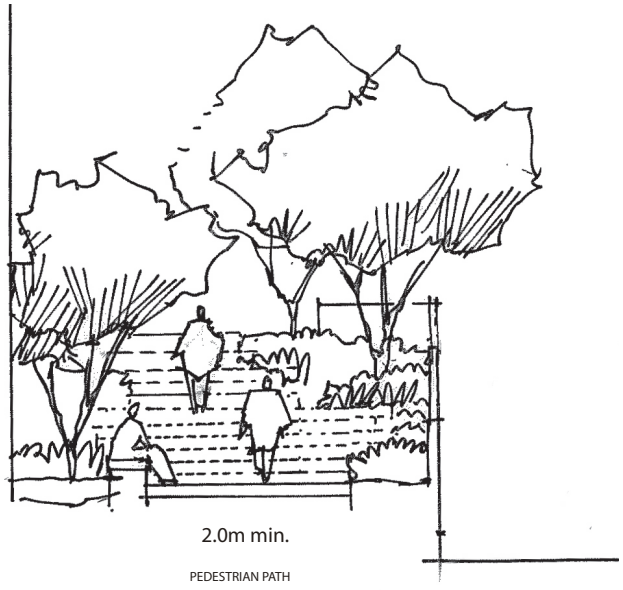
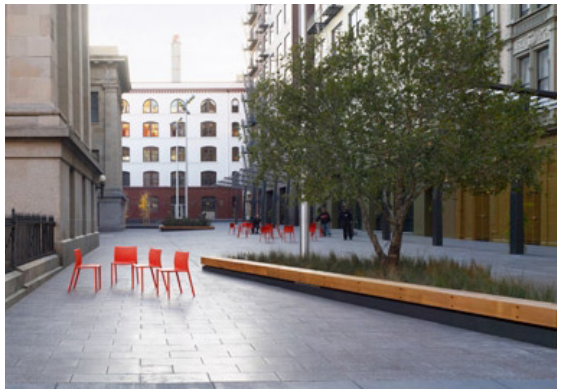


Fig 9. Victoria West Gateway Connection Section

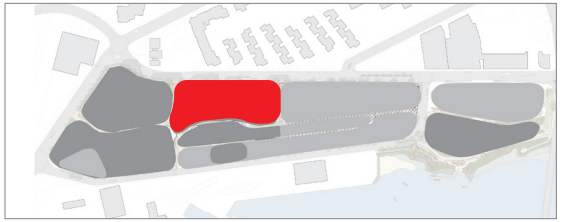


2.4 TYEE GREENWAY PRECINCT

The Tyee Greenway Precinct is comprised of several tower building forms located within the mid-block of Tyee Road. The Precinct both physically and socially connects Dockside Green and includes, the Greenway, the Tyee Plaza Connection and the Playroom.

GUIDELINES:

1. Buildings in this Precinct will increase in height from north to south.
2. Building form should consider the angle of Wilson Street and frame pedestrian desire lines to Dockside Commons / Dockside Landing.
3. Building lobbies are intended to be visible and open onto Tyee Road or Tyee Plaza.
4. Buildings along Tyee Road must have a strong street presence with strongly expressed secondary entrances for upper floor access and/or individual ground-level unit entrances that connect directly to the sidewalks.
5. Residential units fronting the Greenway should provide secondary, external entry doors with a direct connection to the Greenway.



Key Plan

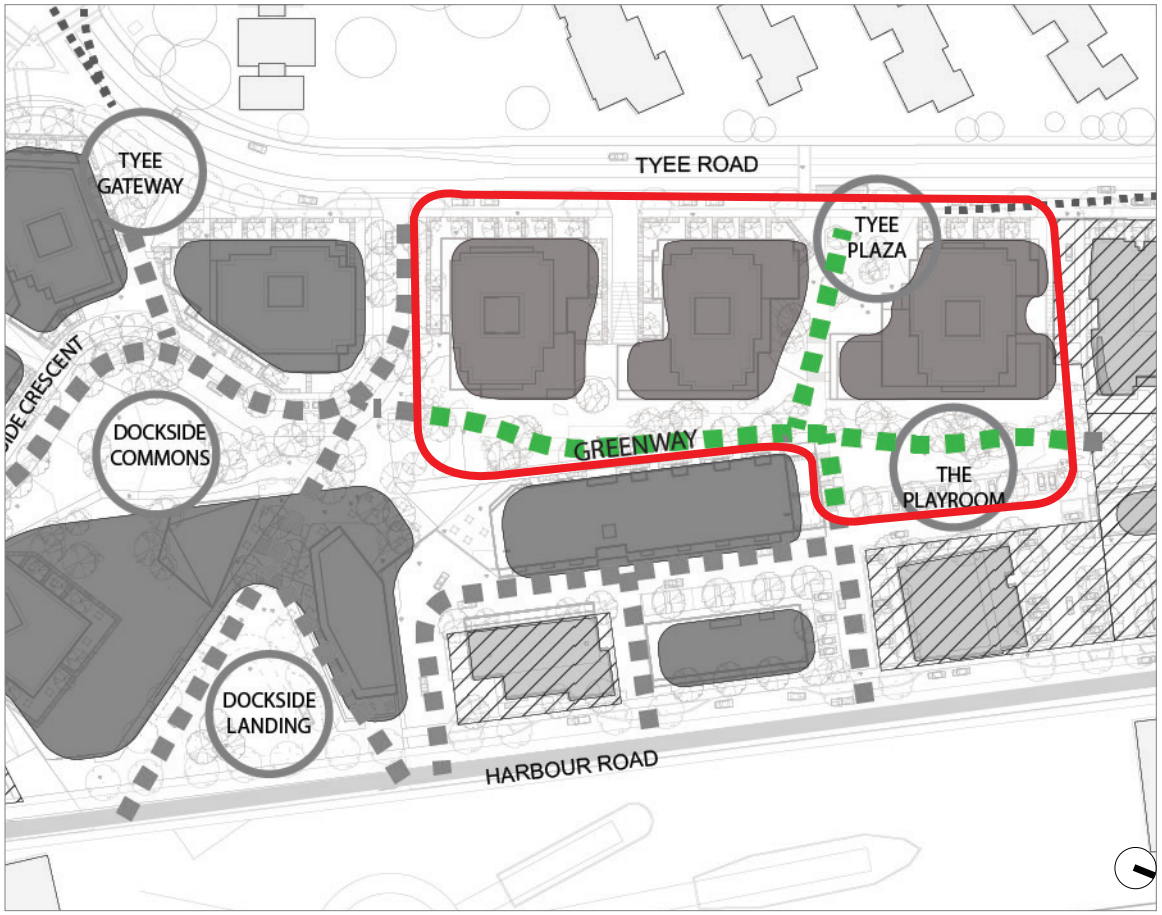


Fig 10. Greenway Mews Precinct

2.4.1 GREENWAY

GUIDELINES:

1. The Greenway will provide uninterrupted universal access from Dockside Crescent to Harbour Road at the north end and should be composed of the following elements and design features:
    - Edges characterized by wetland and naturalized habitat plantings.
    - Generous landscape plantings as a buffer between public and private realms
    - Integration of sustainability signage to contribute to the identity of the place
    - Seating opportunities and appropriate lighting
2. The Greenway will include a pedestrian pathway with a minimum width of 2.5m and must be constructed of a durable material that provides safe passage for pedestrians and wheelchairs and also limits stormwater run-off
3. A linear water feature will run parallel to the greenway path, and should be varied in width, flow and character and will serve to limit storm-water runoff.

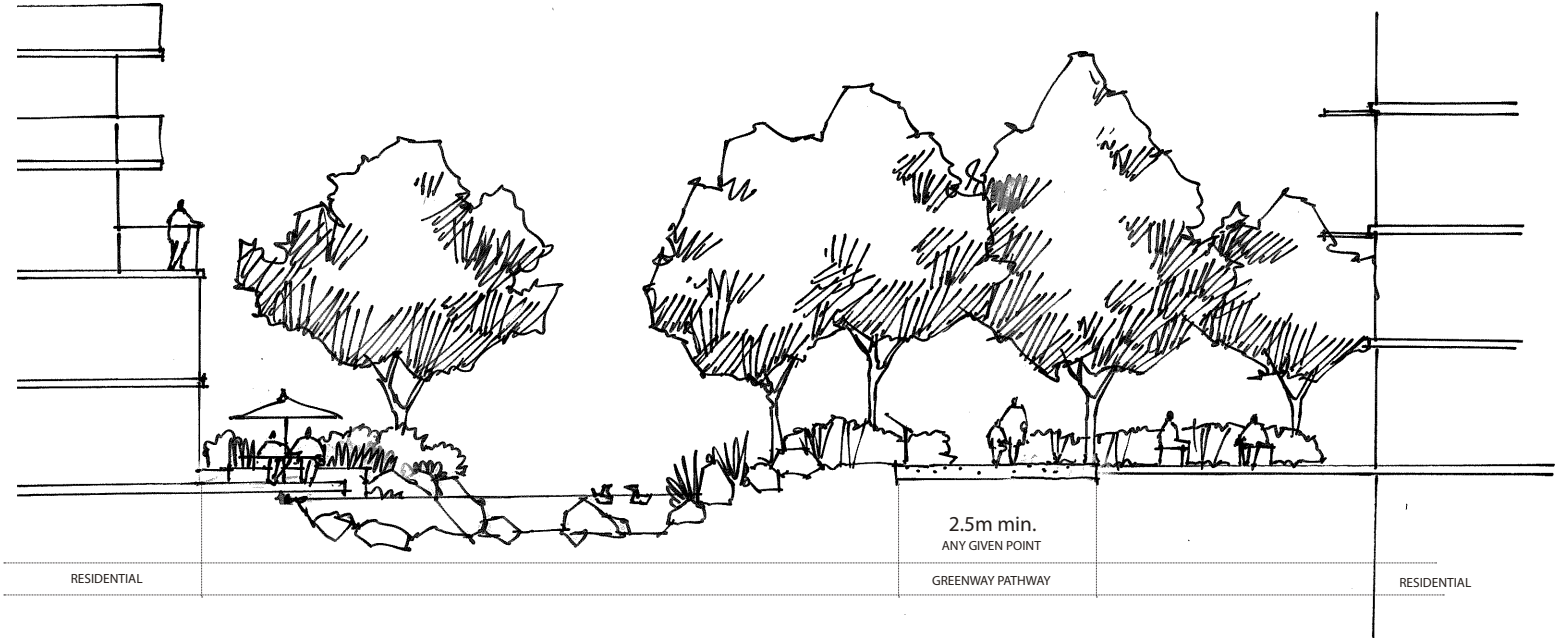
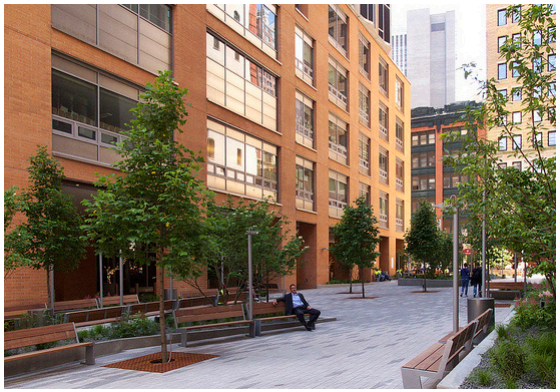


Fig 11. Greenway Section

2.4.2 THE TYEE PLAZA CONNECTION

GUIDELINES:

1. The Tyee Plaza Connection will provide a min. 2m wide pedestrian pathway linking Tyee Road and the Greenway and should be composed of the following elements:
    - A small plaza along Tyee Road
    - Private patios and entry lobbies framing the plaza
    - Raingardens for landscape planting
    - Minimal obstructions within the plaza to maintain view corridors and ease pedestrian circulation
    - Use of exposed storm water features to highlight the narrative of water in descending staircases locations
    - Adjacent building lobbies oriented towards one other
    - A Tyee Road bus shelter, bike racks and multi-modal transportation signage.



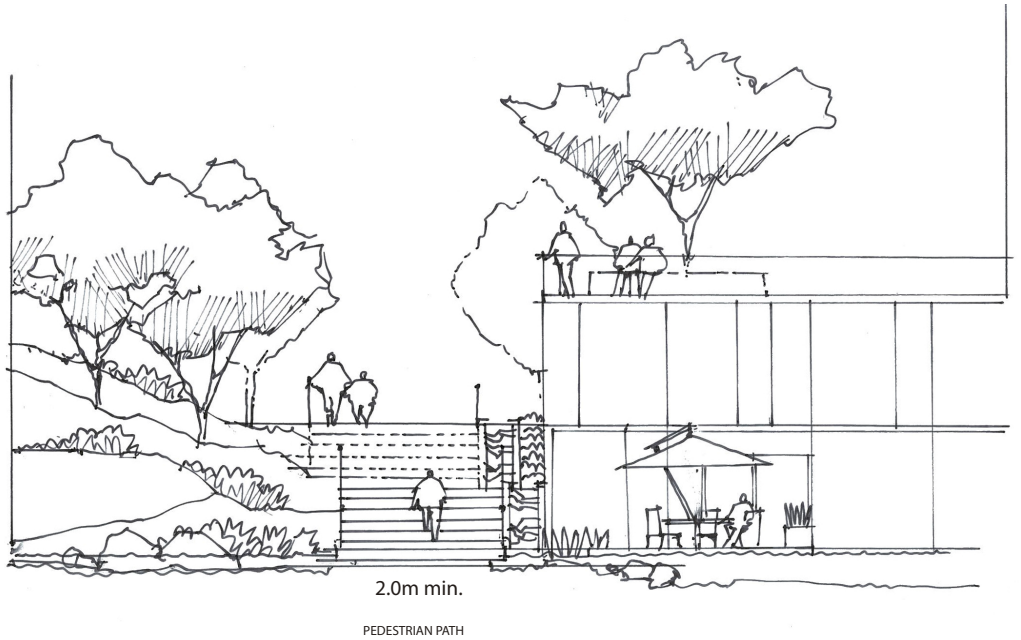


Fig 12. The Tyee Plaza Connection

2.4.3 THE PLAYROOM

GUIDELINES:

1. The Playroom will be the primary children's playground space at Dockside Green and should be composed of the following elements and design features:
    - Sloped landscape features for climbing, sand play, and meandering pathways for diversity of play options
    - Plantings and mounding
    - Open lawn areas, low walls and site furnishings provided for seating and passive enjoyment, such as sunning and lounging
    - Naturalized play elements such as logs and boulders
    - Integrated with the greenway linear water feature and pathway.

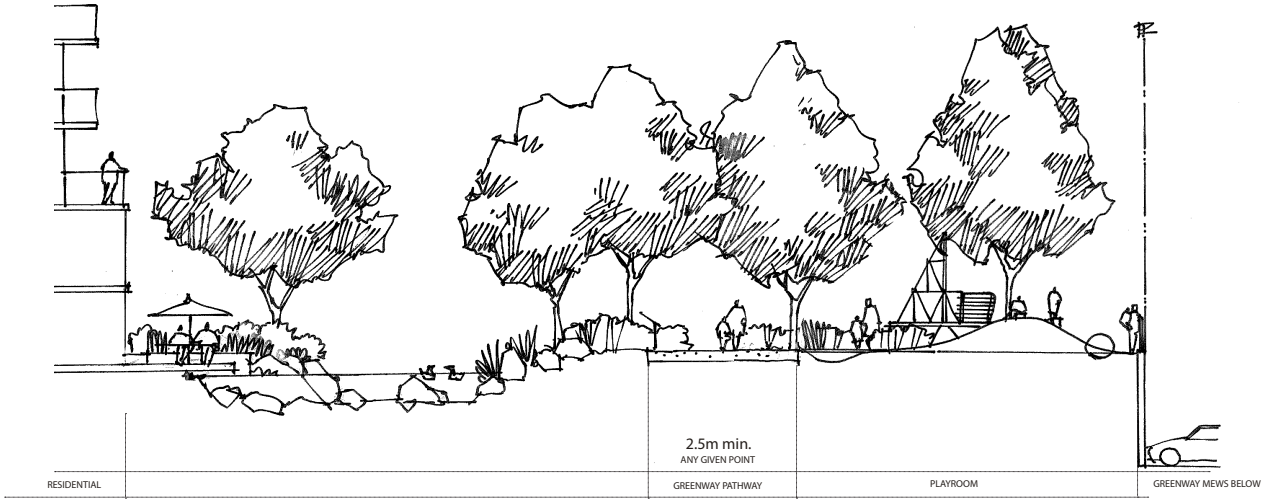
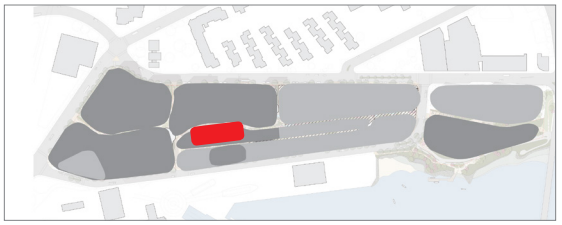


Fig 13. Playroom Section

2.5 GREENWAY MEWS PRECINCT

The Greenway-Mews Precinct is located between Dockside Mews and the Greenway and includes low-rise residential buildings.



Key Plan

GUIDELINES:

1. Buildings in this Precinct should have complementary residential character on the Greenway side and complementary marine industrial character on the Harbour Road side.
2. New developments should contribute to the continuity of pedestrian activity and movement along the Greenway.
3. Residential units that meet the Greenway at grade should include a secondary, exterior entrance that fronts the Greenway.
4. Buildings should include entrances to either main lobbies or individual residential units that connect to the either the Greenway and/or to Dockside Mews.

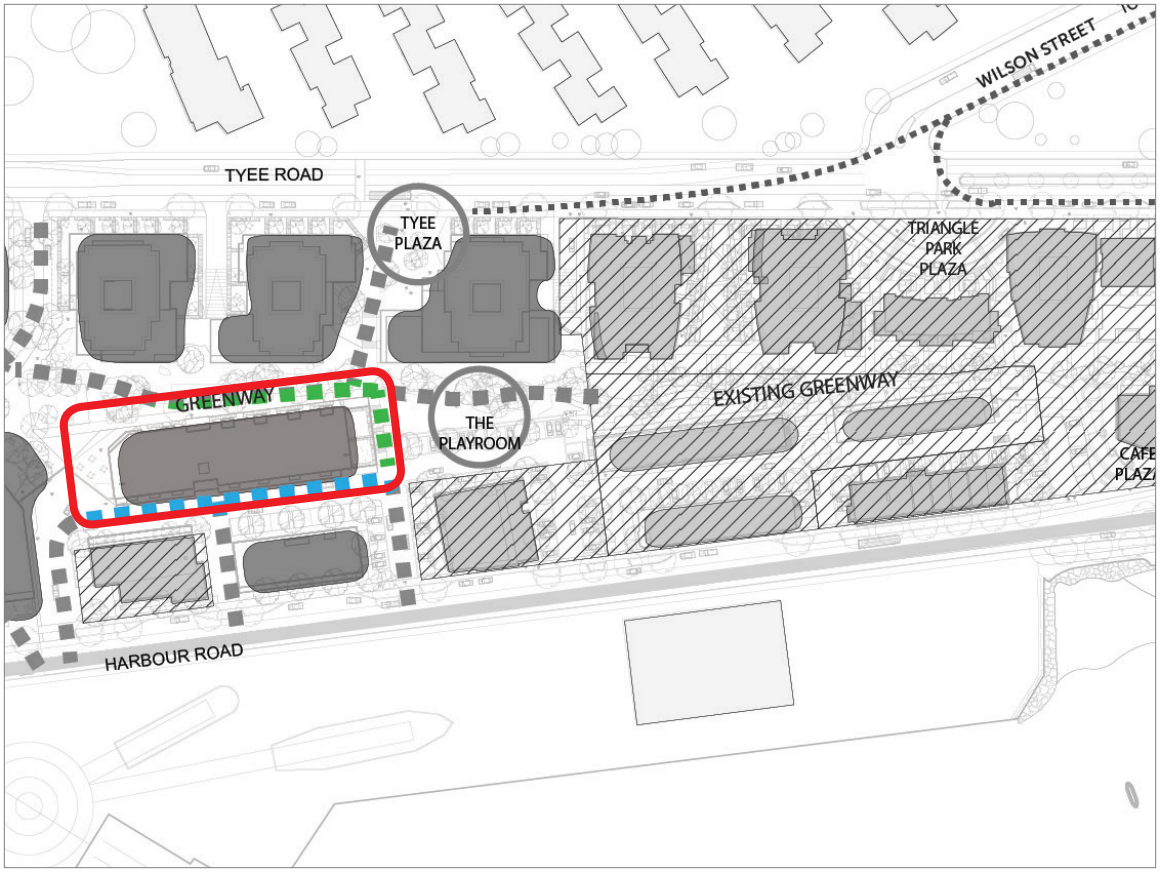


Fig 14. Greenway Mews Precinct

2.5.1 DOCKSIDE MEWS

GUIDELINES:

1. Dockside Mews will be a slow-traffic private road that provides access to buildings and parking and should be composed of the following elements:
    - Curbless paving treatment
    - Concrete unit pavers as the predominant paving treatment
    - Bollards, planters and surface treatments that clearly delineate pedestrian only areas
    - Multiple rain gardens along the length of the road to mitigate storm water runoff
    - Street trees placed wherever the space allows within and around parking
    - Multiple pedestrian access points to Harbour Road and the Greenway.

RECOMMENDED TREE SPECIES:

- Amelanchier canadensis (Canadian Serviceberry)
- Cornus florida (Flowering Dogwood)

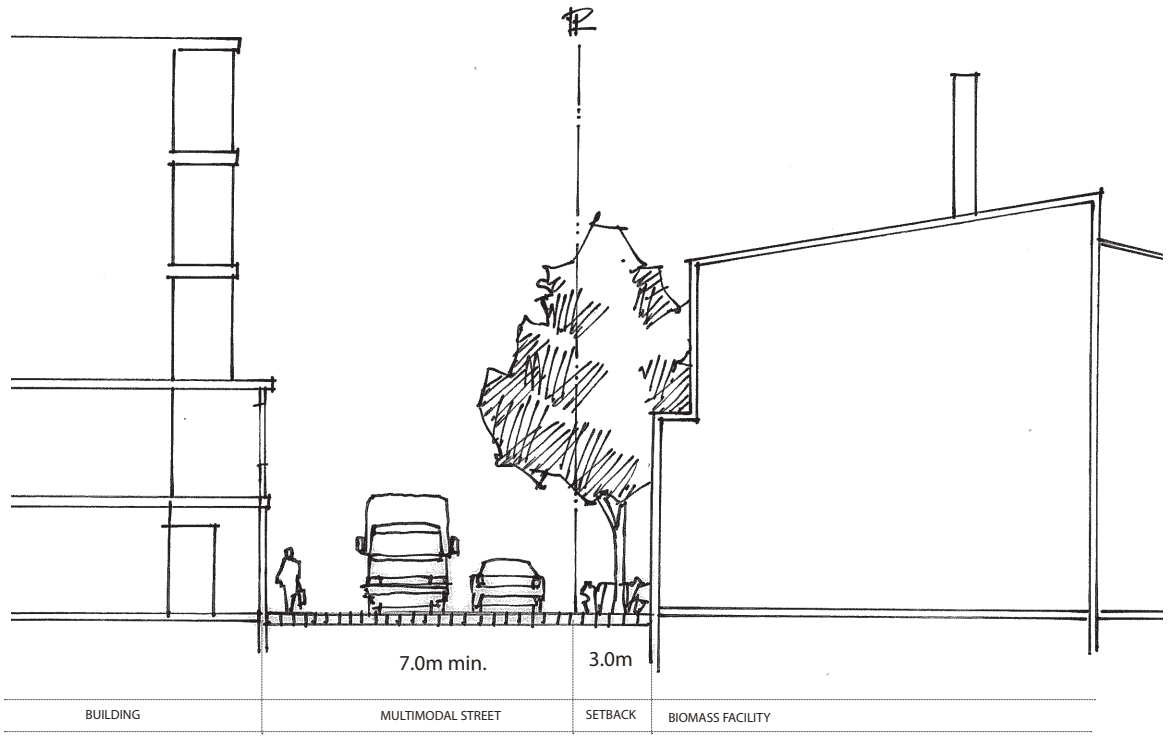


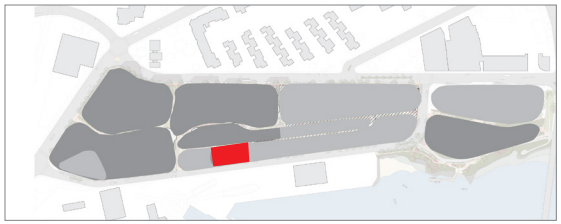
Fig 15. Mews Section

2.6 HARBOUR ROAD PRECINCT

The Harbour Road Precinct is located at the eastern boundary of Dockside Green along Harbour Road, and includes low-rise commercial or light industrial buildings.

GUIDELINES:

1. Buildings in this precinct should have a marine industrial character, detailing and materials.
2. Buildings should be minimally set back from the Harbour Road sidewalk.
3. Building should generally have a simple massing form, reflective of industrial buildings.
4. Entrances should be enhanced through the use of elements such as low walls, steps, special paving, special planting features, and architecturally integrated canopies projecting from the building and lighting.



Key Plan

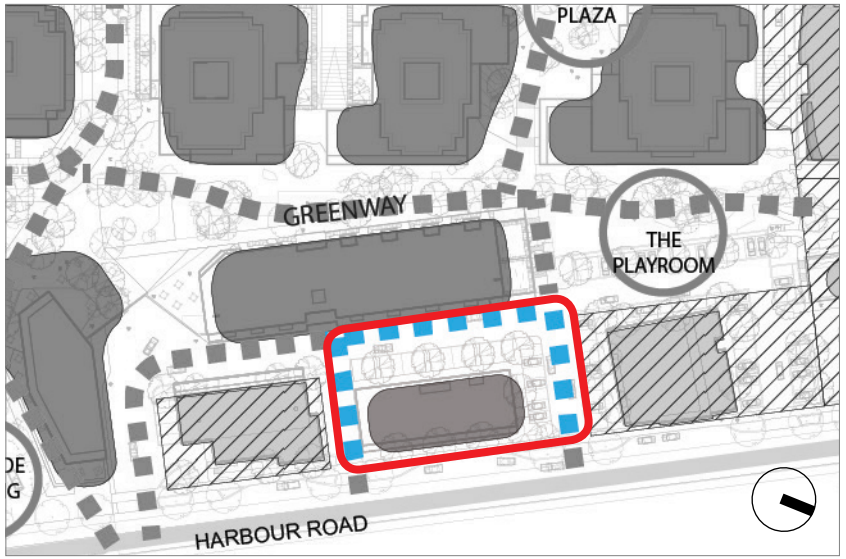


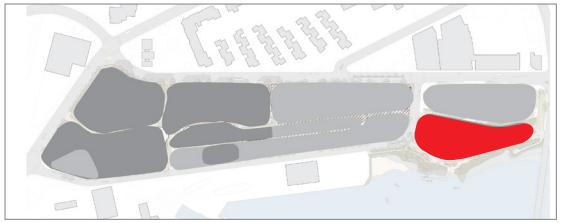
Fig 16. Harbour Road Precinct

2.7 DOCKSIDE WATERFRONT PRECINCT

The Dockside Waterfront Precinct anchors the north end of Dockside Green and includes the Waterfront Mews, Public Park, and mixed-use mid-rise and residential tower buildings.

GUIDELINES:

1. Buildings in this precinct should have building design, character, detailing and materials that is consistent with those in the Dockside Commons Precinct.
2. A tower building should anchor the north end of the precinct, and should be sited in the location described in Figure 17.
3. Buildings should generally follow the curvature of the Galloping Goose trail.
4. Building design should address the terminating vista (looking north along Harbour Road) through massing, materials, details, or other architectural articulation.
5. A generous pedestrian connection from Waterfront Mews to the Galloping Goose Trail must be provided that increases in width from the Mews to the Galloping Goose Trail outward at the Trail connection.
6. Parking will be beneath buildings with access from Harbour Road.
7. Limited surface parking may be located adjacent to the Waterfront Mews that will be accessible to the general public
8. Surface parking shall be screened from Harbour Road.



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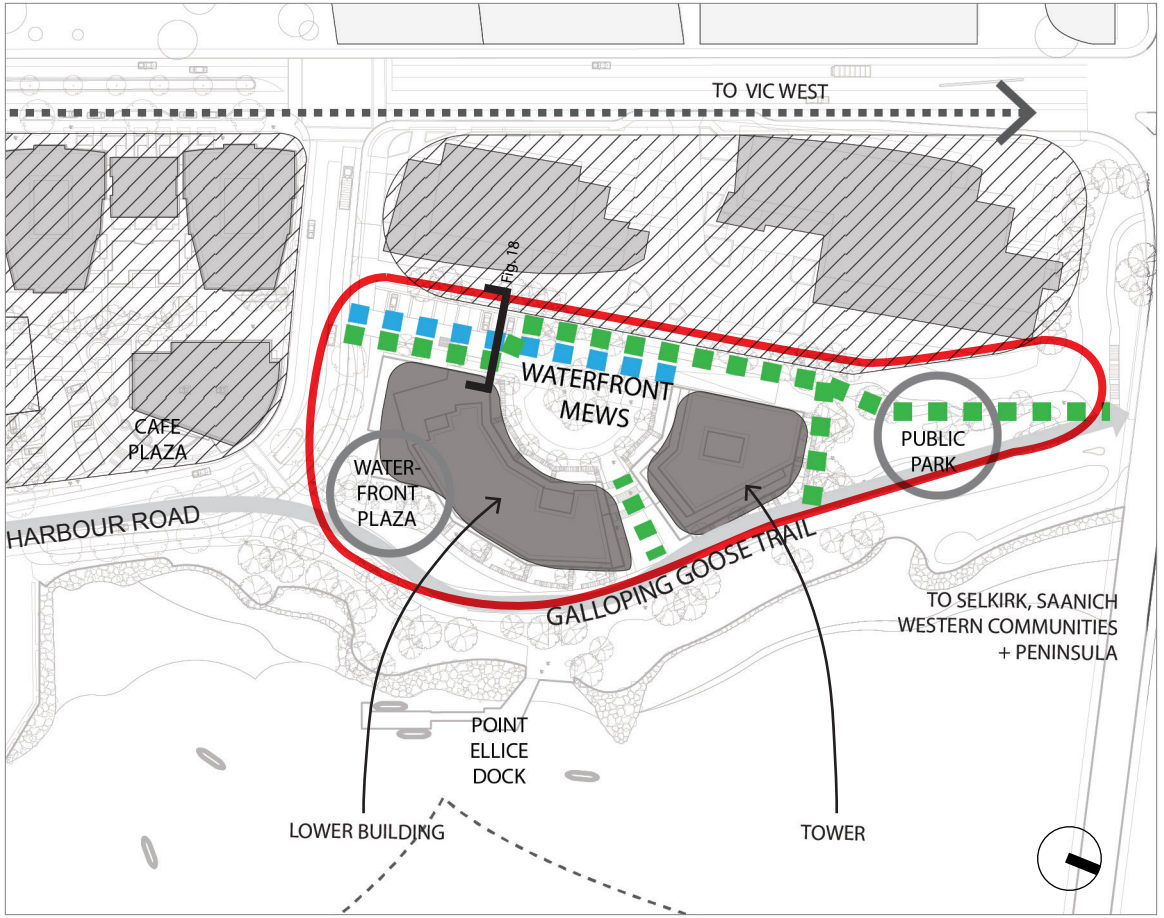


Fig 17. Dockside Waterfront Precinct

2.7.1 WATERFRONT MEWS

GUIDELINES:

1. Waterfront Mews will be a slow-traffic private road that provides access to buildings and parking and should be composed of the following elements:
    - Concrete unit pavers as the predominant paving treatment
    - Bollards, planters and surface treatments that clearly delineate pedestrian-only areas
    - Multiple rain gardens along the length of the road to mitigate storm water runoff
    - Street trees placed wherever the space allows within and around parking
    - Dedicated pedestrian access from the publicly accessible parking spaces to the public park
    - A pedestrian crossing that will be delineated by signage and paving treatments to connect the south sidewalk to the dedicated pedestrian pathway that connects to the public park

- Pedestrian access from the City sidewalk on Harbour Road to the publicly accessible parking stalls should be provided by a pathway constructed of a concrete or concrete unit pavers.

RECOMMENDED TREE SPECIES:

- Zelkova serrata 'Green Vase' (Japanese Zelkova)
- Amelanchier canadensis (Canadian Serviceberry)
- Acer rubrum ('Armstrong' Red Maple)
- Cornus florida (Flowering Dogwood)

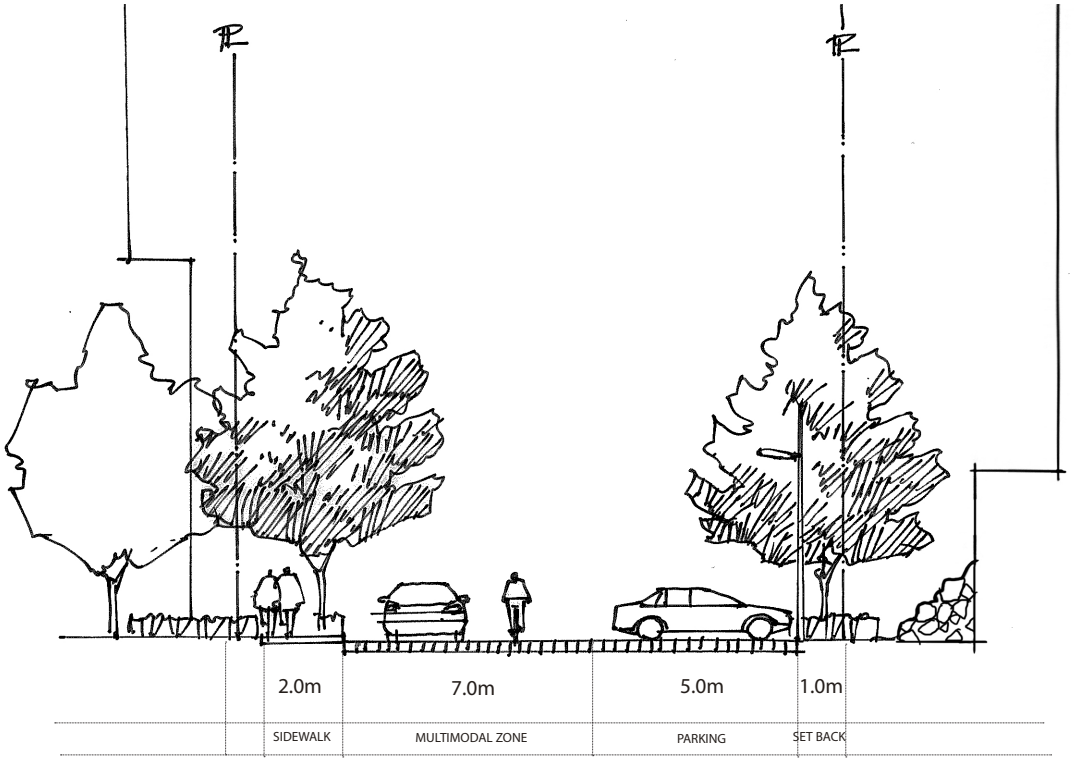


Fig 18. Waterfront mews Section

2.7.2 WATERFRONT PLAZA

GUIDELINES:

1. Waterfront Plaza will be a small plaza adjacent to Harbour Road and the Galloping Goose Trail and should be composed of the following elements:
    - A primarily hardscaped plaza with limited opportunities for planters and trees
    - Public seating in the form of benches, low walls or landscape features
    - Private seating areas should also be provided to serve adjacent commercial uses
    - Bicycle parking facilities.

3 SITE-WIDE DESIGN GUIDELINES

3.1 BUILDING DESIGN

3.1.1 GENERAL MASSING & DESIGN

GUIDELINES:

1. All buildings should create a consistent street wall, and tower forms are encouraged to utilize building massing to define the street wall, and to articulate clearly-expressed building bases by using architectural massing elements such as projecting bays, recesses and edge treatments.

2. Street walls should generally be the following heights:
   - Tyee Road: 2-3 stories in the Tyee-Greenway Precinct transitioning to 4 stories at the south end of this Precinct into the Dockside Commons Precinct
   - Esquimalt Road: 2-3 stories in the Dockside Landing Precinct transitioning to up to 4 stories in the Dockside Commons Precinct
   - Harbour Road: 2-3 stories
   - Dockside Crescent: 2-4 stories depending on street wall fronting Esquimalt and/or Tyee Road
   - Greenway: 2-3 stories
   - Galloping Goose: 3-4 stories
   - Major Pedestrian Connections: To match the Tyee or Esquimalt Road frontage, transition to match the Greenway / Dockside Crescent frontage.

3. Street wall height should consider the height of street walls on adjacent parcels and foster a massing that matches and / or facilitates an appropriate transition and/or stepping of the street wall height.

4. Building bases are encouraged to be located adjacent to public sidewalks and internal pedestrian pathways.

5. Due to the nature of the site and the inclusion of public open scapes and pathways, careful consideration should be given to all elevations.

6. Larger buildings with longer building frontages should be visually broken using architectural design elements to modulate the scale of the building's frontage. Long, continuous blank walls should be avoided. Individual functional elements should be expressed to create identity, rhythm and variety, and to help reduce apparent bulk and visual scale.

7. Building massing should be enhanced through the opportunities for projections and recesses into the building envelope, and include balcony projections into the setbacks as established in the zoning.

8. Shallow articulation of building surface elements and materials is generally ineffective in achieving adequate variation in massing, and bolder manipulations of the building form should prevail.

9. Finer grain of architectural detailing - fenestration, recessed balconies, bays, materiality, etc., is also encouraged to help reinforce a human scale along public street frontages, including the Greenway and public connections.

10. Roofs should be designed to be attractive as seen from above as well as from the ground level. Large, monotonous expanses of roof should be avoided.

11. Where roofscapes are visible from adjacent high-rise towers, they should be designed to be visually attractive. Rooftop mechanical rooms, units and equipment, elevator penthouses, vents and other rooftop devices should be integrated into the building massing and roof architectural treatment, or should be grouped and screened with materials and finishes compatible with the building.

12. Design of buildings is intended to reflect a simple geometry, contrasting large glazed areas with solid wall planes and clearly defined outdoor spaces.

    - Overhangs, canopies and rooftop terraces are encouraged.

13. Building design should support sustainable design initiatives by providing some or all of the following:

    - Balcony areas and overhangs that offer effective shade;
    - Solid and punched walls providing increased thermal value; and
    - Selected areas of glazed wall, overheight spaces, and clerestories providing generous access to daylight and views.
    - Exterior sun-shading devices may be considered.

3.1.2 SKYLINE & VIEWS

GUIDELINES:

1. The preservation of public views will be an important consideration during design and development.
2. Buildings on Tyee and Esquimalt Road shall increase in height towards the corner of Tyee and Esquimalt Roads, in order to cluster the highest buildings at the corner intersection.
3. Buildings within the Tyee Greenway Precinct should provide a minimum of 3m difference in height between buildings.
4. Buildings within the Dockside Commons Precinct should provide a minimum of 6m difference in height between buildings.
5. The massing and design of the tallest buildings at either end of the site should be designed to address views from either the Bay Street or Johnson Street Bridge respectively.
6. Public viewpoints developed within the Dockside Lands should be reinforced by the placement of seating, open spaces, circulation routes and the massing of buildings.
7. Views 1, 2, 4, 6 and 7 must be maintained (see Views Diagram & Views Table).
8. View 8 and 9 are intended to provide views above low-profile buildings and between the taller towers along Tyee Road, and are permitted to vary in a north-south direction (i.e. parallel to Tyee Road) from that shown in the Views Diagram.

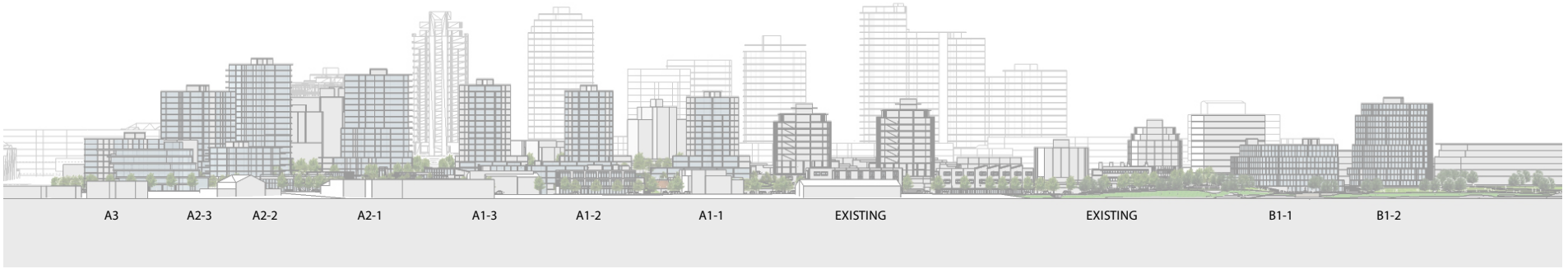
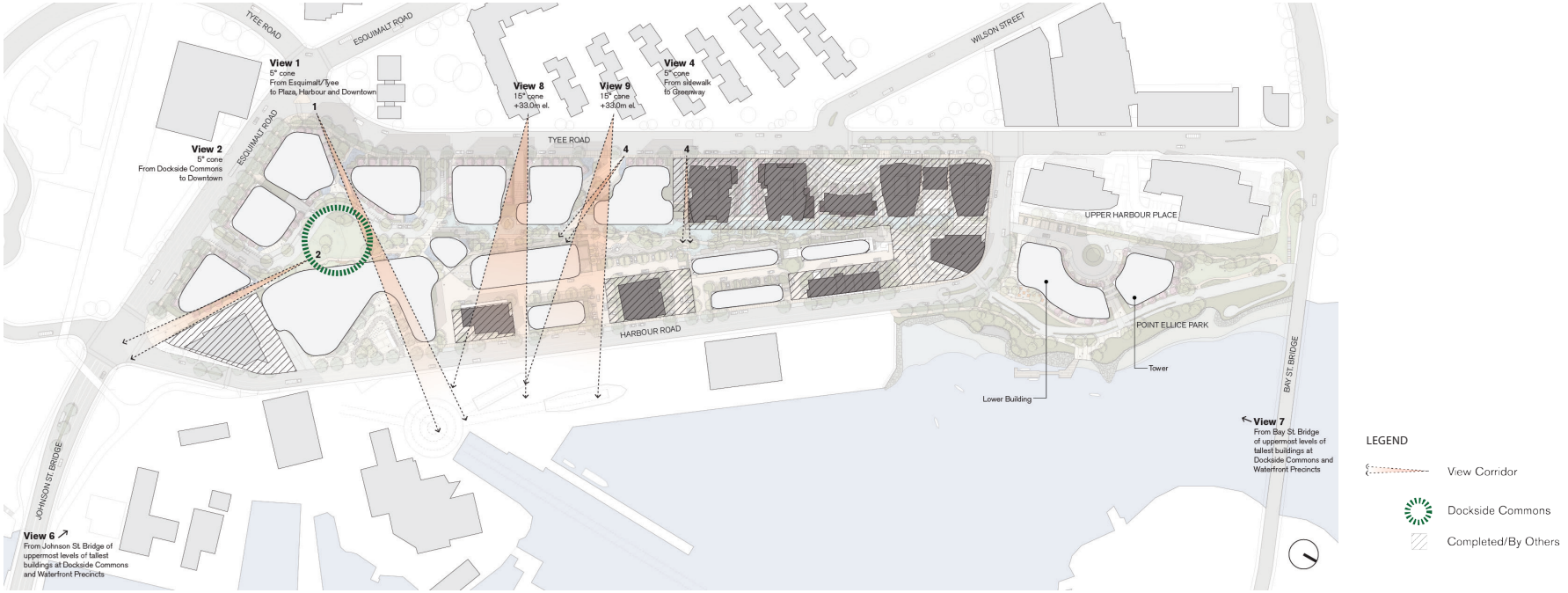


Fig 19. Skyline Diagram

SKYLINE CONCEPT:
Building heights gradually increase towards the corner of Esquimalt + Tyee, with additional height at the north end of the site to reinforce the "bridge-to-bridge" concept



NOTE: Views 3 and 5 covered in Design Guidelines for the Dockside Area (2005)

Fig 20. Views Diagram

View	From	To	Height	Minimum View Cone	Notes
Pedestrian-level views into and through site					
View 1	Esquimalt/Tyee intersection	Dockside Landing, Harbour Road, Downtown	1.5m above grade	5°	
View 2	Dockside Commons	Esquimalt/Harbour Intersection, Downtown	1.5m above grade	5°	
View 4	Centreline of easterly sidewalk on Tyee Road	Site, Greenway	1.5m above grade	5°	
Views towards site					
View 6	Johnson Street Bridge	Upper Levels of tallest buildings at the Dockside Commons and Dockside Waterfront Precincts	1.5m above grade	N/A	View from traversing bridge
View 7	Bay Street Bridge	Upper Levels of tallest buildings at the Dockside Commons and Dockside Waterfront Precincts	1.5m above grade	N/A	View from traversing bridge
Upper-level views through site					
View 8 & 9	Upper levels of buildings on the west side of Tyee Road. Maximum 15m from western edge of Tyee Road ROW.	City skyline	33.0m above datum	15°	Location may vary parallel to Tyee Road

Fig 21. Views Table

3.1.3 RESIDENTIAL BUILDINGS

GUIDELINES:

TOWER BASE AND LOW/ MID-RISE MASSING

1. Residential frontages should have single-storey or multi-storey units at grade similar in scale and character to townhouse units. Designs may include distinguishing individual units both in plan and elevation with elements such as projecting bays, recesses, vertical "framing" treatments, individual roofs and entry canopies.

2. For low and mid-rise buildings:
   - Setting back the frontage above the "townhouse" level is encouraged.
   - At the uppermost floor, where a higher degree of architectural articulation is encouraged, higher floor-to-floor ceiling heights are appropriate.
3. Where residential use is located on the first floor, individual unit entries should be located on the street to emphasize the residential nature of the area.
4. Entrances should be enhanced through the use of elements such as low walls, steps, special paving, special planting features, architecturally integrated canopies projecting from the building, and special lighting.
5. Entrances should be seen as "punctuations" in the overall streetscape treatment.

TOWER MASSING

1. A minimum of 22m separation should be maintained between towers, measured horizontally from the perpendicular face of the buildings primary elevations.
2. A minimum of 20m should be maintained between balconies, measured from the outermost edge of the balcony.
3. Towers should be setback a minimum 2m from their streetwall base.
4. To encourage articulation of massing and to preserve natural light to street-level, a setback plane should be applied to tower forms along Tyee and Esquimalt Roads:
5. A 1:5 setback plane shall be measured starting from a base point taken 15m above the highest point of the parcel along the property line along either Tyee or Esquimalt Roads.
6. Building mass should not intrude into this setback.

7. Portions of towers (such as at corners or lobbies) may extend uninterrupted to grade, providing visual relief to the streetwall and highlighting entry points.
8. The typical tower floorplate gross area is envisioned to be a maximum of 725sq.m gross (including elevator cores, storage, stairs, enclosed balconies, etc., but excluding open balconies).
9. Tower forms should express a combination of solid planes, punched windows and larger glazed areas to mitigate the scale of the towers and provide visual interest.
10. Vertical architectural elements linking base, middle and top components are encouraged to develop a more interesting architectural expression and to create varied building façades.

ENTRANCES AND LOBBIES

1. Entrances should be articulated at the building base level, through but not limited to the use of extensive glazing, low walls, steps, special paving, special planting features, architecturally integrated canopies projecting from the building, and special lighting.
2. Residential lobbies should be at grade and are encouraged to be prominent, and located for activity consideration and be clearly identifiable, visible transparent and accessible from the public realm. Consider over-height spaces and glazing to emphasize the lobby as an important semi-private space.
    - Entrances and lobbies of different buildings are encouraged to be grouped together.
    - Consideration should be given to providing inter-relationships between interior and exterior spaces in lobbies. Usable semi-private spaces should be located as direct edges to public spaces to demarcate and amenable transition from public to private property.
    - Where main tower lobbies face interior streets, pathways to tower lobbies should be prominent and strongly expressed Secondary entrances and / or individual ground-level unit entrances should connect directly to the sidewalks.
    - Locate lobbies to take advantage of axial relationships and deflected views.
3. Raised entry areas at ground-level suites should provide semi-private space for a garden and patio.
4. CPTED principles should be considered when locating entrances to enhance their safety and visibility. Preference should be given to direct street access. However, access from pathways is also acceptable provided entrances are clearly visible.

TOWER TOPS

5. The following design guidelines apply to the upper floors of towers in order to limit apparent massing, to create architectural interest and to contribute to the skyline:
    - Set-backs at the penthouse and/or sub-penthouse levels, together with material change
    - Reduction in floorplates to accommodate terraces and to enable sculpting
    - Accessible rooftop amenity areas are encouraged. Roofscapes may include a combination of usable areas, green roof and urban agriculture
    - Rooftop mechanical rooms, units and equipment, elevator penthouses, vents and other rooftop devices should be integrated into the building massing and roof architectural treatment, or should be grouped and screened with materials and finishes compatible with the building.

3.1.4 COMMERCIAL/ RETAIL AND LIGHT INDUSTRIAL BUILDINGS

GUIDELINES:

MASSING

1. Buildings should be expressed as simple volumes.
2. A streetwall massing treatment for the lower commercial/retail floor should help to differentiate and express the base building form the upper floors.
3. At retail building frontages, attention should be given to articulation, signage, canopies merchandise displays, and seating areas to enhance the adjacent public realm and pedestrian experience.
4. Building articulation is encouraged at the uppermost floor and at the roof, by using architectural elements such as manipulations in massing, materials and edge treatments.

RETAIL FRONTAGES

1. Retail frontages should be primarily glazed and avoid expanses of unactivated façades. Ground-level retail spaces that face a public space should have clear glass on a minimum 60% of their facades.
2. For facades along a sidewalk, no more than 30% of its length (or 15m, whichever is less) should be blank (i.e. without doors or glazing).
3. Entrances to businesses should be directly accessible from a sidewalk along the circulation network or public space, such as a square, park or plaza - but not a parking lot.
4. Retail frontages should provide pedestrian weather protection in the form of fabric awnings, glazed canopies or building overhangs.
5. Retail frontages should provide durable materials as outlined in Section 3.3.4, and architectural detailing consistent with the overall Dockside Green building design palette to animate and articulate the façade.
6. Frontages should extend around corners to reinforce the continuity of the retail frontage. Opportunities to articulate the façade to provide transition zones and architectural variety by using architectural detailing and a variety of durable materials consistent with Section 3.3.4 is encouraged.
7. Providing glazing with views to the building interior from the street and/or public space is highly encouraged.
8. Openable storefronts that engage pedestrians and animate the street or public space are encouraged.
9. Security gates or grilles designed to protect glazed openings are highly discouraged. If required for building protection, they shall allow for visual permeability to the interior of the retail space, with at least 50% open area.

LIGHT INDUSTRIAL FRONTAGES

10. Light industrial frontages should provide a pedestrian-friendly interface with the public realm. No more than 40% of the frontage length (or 15m, whichever is less) should be blank (i.e. without doors or glazing).
11. The use of building materials consistent with Section 3.3.4, and architectural articulation at ground level, should provide visual interest to pedestrians.
12. Providing glazing with views to the building interior from the street is encouraged.
13. Operable facades (i.e. movable walls, garage doors, or similar) that help activate the interface between the street and the building are encouraged.
14. Security gates or grilles designed to protect glazed openings are highly discouraged. If required for building protection, they should allow for visual permeability to the interior of the retail space, with at least 50% open area.

PROTECTION FROM THE ELEMENTS

15. Canopies and awnings should be provided to protect pedestrians from the elements. Canopies and awnings are to be continuous and designed to provide architectural interest and articulation. Canopies and awnings should be built of durable materials, and consideration given to lightness and translucency. These elements also provide opportunities for retailers to spread their wares outside the store, or to have a covered seating area in the case of a restaurant or café.

3.1.5 BUILDING MATERIALS

GUIDELINES:

1. Materials should be selected that are appropriate to the building face orientation (sun, wind, noise, views) as well as building use and street frontage.
2. Natural colours are preferred and should be derived from the materials used for the primary surfaces of the buildings.
3. Colour choices may also be derived from marine industrial buildings and equipment, as well as existing buildings at Dockside Green.
   - Accent and/or secondary finish material colours should be selected to harmonize with the primary materials.
   - For durability and consistency, custom colours should be factory applied to all materials and finishes whenever possible.
4. In developing an architectural character, the following materials - whether alone or in combination - should be considered within the context of the Precinct character to which the building belongs:
   - The materiality within each Precinct should respect a distinctive theme while contributing to overall cohesiveness throughout Dockside Green.
   - In general, all buildings should be grounded in a West Coast Contemporary expression (see below).
   - Industrial and marine character elements should be considered along Harbour Road at the Dockside Landing and Harbour Road Precincts, the Harbour Road side of the Greenway Mews Precinct and at the Dockside Waterfront Precinct.
   - Marine Character elements should have priority over Industrial Character elements.

WEST COAST CONTEMPORARY:

- Simple structures in wood, concrete or steel
- Generous clear glazing, especially in connection with outdoor space
- Concrete or stone walls, stairs, and platforms
- Wood, metal and cementitious wall panels
- Wood windows and doors
- Metal doors
- Metal or vinyl windows
- Latticed wood or metal screens
- Wood and metal railings

INDUSTRIAL CHARACTER ELEMENTS:

- Industrial structural systems - steel and heavy timber
- Large expanses of clear glazing with mullion grids reminiscent of industrial steel windows
- Metal panel or siding
- Wood siding
- Large shingled or metal roof planes
- Industrial grating, stairs and similar components
- Galvanized or stainless steel
- Building services as aesthetically expressed elements

MARINE CHARACTER ELEMENTS:

- Robust structures, including wood piles, steel and wood trusses
- Large glazed doors and windows
- Wood decking
- Wood siding
- Nautical - especially evocative of working boats
- Cable railings

MATERIALS THAT MUST NOT BE USED:

- Vinyl siding
- Mirrored or heavily tinted glass

3.1.6 BUILDING LIGHTING

GUIDELINES:

1. Exterior lighting within each Precinct should develop a distinctive theme while contributing to overall cohesiveness throughout Dockside Green.
2. Avoid overlighting through careful integration of building and landscape lighting design.
3. Building lighting should create a subdued night-lit landscape that, in combination with lighting for security within landscape areas, contributes to a safe and pleasant character.
    - White light sources (metal halide, fluorescent, LED) are encouraged
    - Lighting fixtures should be of contemporary design, and placed to enhance the definition of buildings and surrounding landscape.
    - Lighting may be considered to help activate facades to create visual interest. However, outlining of building edges with decorative or linear lighting systems is discouraged.
    - Building lighting that is glare-producing or flood-distributing is prohibited.
4. Residential lobbies should be well lit ("glow like a lantern") to express an attractive and welcoming presence to the street.
5. Lighting should provide higher levels of illumination at ground oriented units and building entries for safety, wayfinding, and clear identification of each entrance.
6. Where roofs are developed into usable green spaces, lighting should provide low level lighting which casts subtle lighting to the ground plane.
7. Appropriate lighting with building signage should be provided at building entries and retail frontages.

3.1.7 GREEN ROOFS

GUIDELINES:

1. Green roofs shall incorporate one of two types of structures: intensive or extensive systems.
2. Intensive green roofs shall be constructed as rooftop gardens or parks over structure, where soil makeup and depths are great enough to accommodate plants as large as various modestly-sized tree species.
3. Intensive green roofs shall be constructed to permit access by people and accommodate such uses as urban agriculture and gathering space and to improve micro-climate sun/shade conditions.
4. Extensive green roofs shall be separated from human traffic to protect the integrity of the soil and plants.
5. Green roofs shall integrate habitat for pollinators and birds.
6. Where green roofs are not feasible, decorative roof treatments should be provided (e.g. decorative rock ballast)

3.2 PUBLIC ART

GUIDELINES:

1. Art installations on the site may be in the form of, amongst other options:
    - A piece integrated into a building's exterior form or cladding
    - Water features
    - Seasonal displays
    - Rotating exhibits
    - Permanent sculpture pieces
    - Landscape art
    - Street furniture
    - Light displays
    - Large format digital media displays
    - Performance art and street theatre.

2. All public art shall increase public awareness of the sites' environment, history and sustainable processes at work.

3.3 WAYFINDING AND SIGNAGE

3.3.1 WAYFINDING, INTERPRETIVE AND TRANSPORTATION RELATED SIGNAGE

GUIDELINES:

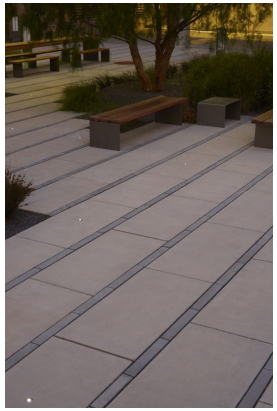
1. Signage should contribute to the development of a coherent wayfinding strategy that achieves the following objectives:
    - A cohesive system of signage that would be expressed as a family of elements that reinforce the unique identity of Dockside.
    - Providing opportunities for interpretation of sustainable initiatives that foster awareness and on-site education such as urban ecology, green building technology, rainwater management, on-site energy production, and community building initiatives.
    - Providing a neighbourhood wide system of mapping and directional signage that identifies access points, circulation routes and key destinations

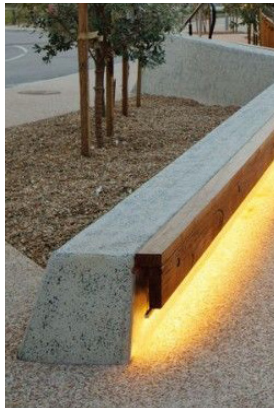
2. Wayfinding should prioritize site features without need of sign panels with regulatory messaging affixed to posts.
3. Where signage is necessary, it should be integrated within architectural and landscape features.
4. Address, naming, and regulatory signage shall be unobtrusive and exist as subtle visual cues for navigation and as embellishments of architecture and landscape.
5. Signage should be constructed using robust materials such as wood and metal that reflect the industrial marine character of the Dockside neighbourhood.
6. All signage should be designed using high quality graphic design and typography to build a strong and identifiable 'brand' for the neighbourhood.
7. The signage strategy should Identify alternative ways to integrate signage into landscape and building elements in order to minimize visual clutter.

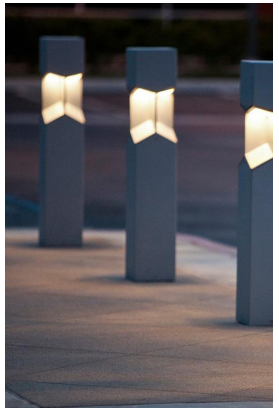
3.3.2 COMMERCIAL SIGNS

GUIDELINES:

1. Signs shall not be constructed or situated so that it conceals any significant architectural feature.
2. The overall design of a sign, including its size, shape, material, texture, colour and method of lighting should be compatible with the building's architecture
3. Comprehensive signage plans shall be provided at the Development Permit stage for buildings with multiple commercial tenants.
4. Sign types may include fascia or wall mounted signs, signs projecting from the wall, signs suspended beneath canopies or soffits, and window signs.
5. Sign panels with backlighting must not be used.
6. Indirect lighting and the back-lit individual channel letters are encouraged.
7. Signs shall be made of:
   - Enamelled metal, painted metal or painted wood; and
   - Metal or wooden letters.
8. To support sustainability, the use of local and/or repurposed materials is encouraged.







3.4 LANDSCAPE DESIGN

3.4.1 PAVING MATERIALS

GUIDELINES:

1. Pre-cast concrete pavers or coloured saw-cut concrete should be used within road surfaces and parking areas.
2. Paving materials for parks, plazas, pathways, and public open spaces may include range of materials including cast concrete, stone, concrete pavers, gravel. If gravel is employed, it must be accessible to wheelchairs and walkers.
   - Material selections are to directly relate to the detailed design of each space.
3. East-west walkways will be a hard, pervious surface.
4. Design of hard and soft landscaping must limit amount of storm water run-off entering storm sewers.
5. The selection of paving materials should consider:
   - Projects goals for rain water capture and infiltration
   - Solar reflective values required to support LEED ND heat island reduction objectives.

3.4.2 SITE LIGHTING & PUBLIC FURNITURE

GUIDELINES:

1. Selection of lighting and public furniture should lead to a cohesive and complementary character throughout Dockside Green, while

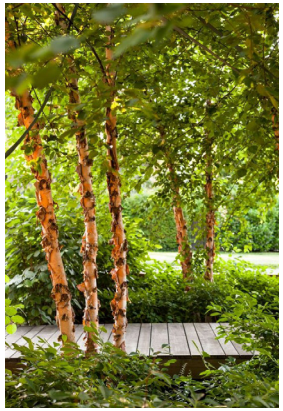
being unique. This can be achieved by selecting a common family of furnishings and lighting to be utilized throughout the site that complements and/ or builds upon existing character of Dockside Green Development.

2. Outdoor lighting elements shall function seamlessly within the surroundings.
    - Fixtures are required to be both energy efficient and durable with forms and finishes that do not detract from adjacent architecture and public open space.
    - A combination of such components as dark sky compliant pole fixtures and illuminated bollards should be considered to enable proper illumination of structures and pathways, while supporting a welcoming ambiance.
    - Outdoor lighting should minimize outdoor light pollution.
3. Public furniture - seating elements (benches, chairs, transit seating, etc.), trash receptacles, bike racks, and miscellaneous hardscape elements such as railings and bollards - should complement building architecture

3.4.3 LANDSCAPE PLANTING

GUIDELINES:

1. Native and adaptive species must be prominent in the planting design at Dockside Green.
    - Extensive use of native plants such as kinnikinnick, roses, evergreen huckleberry and salal, where appropriate, should be used to reflect the regional landscape.
2. Natural systems should weave their way through the site, but shall be most evident along the Greenway.



    - Specific focus should be given to such plants as those that support and/or create habitat for bird, small mammal, and insect species occupying biological niches within local ecosystems.
3. A variety of planting forms (high, medium, and low as well as dense and open) of both evergreen and deciduous planting should be included to help promote biodiversity.
    - Hedges can be used to provide evergreen or deciduous walls within the design.
    - Climbing plants may be used with screens and trellises to offer overhead screening and provide a foil between uses.
    - Herbaceous plants should be used to provide seasonal variation and are to be incorporated with shrub planting.
4. A wide range of food-producing edible plants is encouraged.
5. Design of hard and soft landscaping must limit amount of storm water run-off entering storm sewers.
6. Drought- tolerant plant materials should be used in all cases to minimize irrigation needs.
7. Appropriately choose tree species to support their character and function as street trees, shade trees, buffers, privacy screens, food trees and habitat trees while considering:
    - Aesthetic qualities (colour, shape, seasonal changes) and contribution to landscape compositions.
    - Suitability to growing, sun exposure and microclimate conditions.
    - Longevity and ability to be pruned
    - Adaptability to climate change
    - Resiliency to pests.
8. Native and adaptive non-invasive species shall be prioritized, as they better provide habitat and biodiversity and do not require irrigation or fertilizers to flourish.

3.4.4 RAINGARDENS

GUIDELINES:

1. Raingardens shall be designed to slow runoff and filter rainwater while hosting families of plants that thrive in periodically flooded soils.
    - Species shall be chosen by their attributes to be deep rooted, allowing them to survive periodic drought.
    - Species shall be chosen by their ability to attract a range of pollinators to the site and encourage ecosystem health.
    - Species shall be chosen by their ability to assimilate pollutants, such as heavy metals and hydrocarbons.
2. Native species are integral to raingarden planting, and shall include such species as ninebark, sedges, and willow (along the centres of the raingardens) currants, mock orange, and huckleberry (within the intermediate zones) and yarrow, goldenrod, and salal (near the upper edges).

3.4.5 LANDSCAPE ALONG BUILDING FRONTAGES & COMMON OUTDOOR AREAS

GUIDELINES:

1. The design and detailing of each frontage should offer opportunities for uniqueness of expression.
    - Materials should match or complement architectural building materials.
    - The design of frontages should consider seasonal views and the presence/absence of foliage as screening.

2. Layout of space shall consider adjoining structures and adjacent uses to encourage use and social interaction, while considering need for privacy
    - For residential buildings where there are instances of floor to ceiling glazing facing public sidewalks consider strategic plantings to offer the necessary privacy screening.
    - Elements such as arbors, trellises, paving materials and texture, low walls elements, bollards and planting can be used to create transitions between public, semi-private, and private pedestrian realms.
    - Small trees and shrubbery are encouraged to signal a separation of one residence from another.
3. Articulation is encouraged for grade changes, orientation and detailing of walls, stairs, and designs of railings and hedges to contribute to the character of the street edge.
    - Concrete or stone should be used as the primary hard materials for walls and stairs.
    - Metalwork, glass, and timber should be used for screens, fences, gates, and overhead structures.
    - Climbing and trailing plants are encouraged to be utilized to soften and enhance walls, privacy screens, and fences.
    - Walls, fencing, and hedging that are imposing, monotonous, and/or not pedestrian-scale should not be used.
4. Where possible, seating opportunities, including elements such as benches, walls, or moveable chairs should be considered for retail commercial frontages and residential outdoor common areas
    - Siting of daycare play areas should:
        - Be located near or integrated with indoor amenity areas, seating areas, and areas with high levels of visual overlook for guardians.
        - Offer sunny southern and western exposures.
        - Offer opportunities for play within the landscape, including (but not limited to) sensory gardens, mounded lawns, sand and/or gravel, work tables, climbing elements such as boulders.

3.5 TRANSPORTATION

3.5.1 CIRCULATION

GUIDELINES:

1. Parking access points should be consolidated to minimize potential impacts to traffic flow and the pedestrian environment.
2. The impact of activities, such as deliveries, materials handling and storage and refuse collection, should be carefully considered during design of streets, mews, driveway and parking areas (Refer also to Section 3.5.2)

3.5.2 PARKING, LOADING & SERVICE

GUIDELINES:

1. Site-wide, the majority of required vehicle parking must be located underneath buildings, especially in higher density areas fronting Tyee and Esquimalt Roads.
    - Building foundation walls should not protrude more than 1.6m above street level.
    - Parking entrances should be architecturally treated and should incorporate landscaping to mitigate the appearance of blank walls and dark openings with long ramps.
2. Where vehicle parking is provided at grade, it should be located behind or beside buildings and include the following design considerations to minimize its visual impact:
    - Incorporate tree planting and lighting.
    - Use raingardens where feasible to help clean and regulate surface stormwater.
    - Include screening devices, such as hedges and walls.
    - Use bollards for vehicle control, traffic separation and tree protection.
    - Changes in colour, pattern and material of the paving may be an appropriate supplement or alternative to bollards.
3. Car share parking locations should be easily identifiable through the use of signage, paving materials, or road markings.
4. Bicycle parking should be located near main entrances and include the following design considerations:
    - Be visible to the public
    - Be sited to avoid conflicts with pedestrians
    - Be sited in well-lit areas
5. Where a multi-modal transportation node - which may include two or more of the following: bicycle parking, information kiosk/ signage, carshare parking, transit stop, and bike repair station - is specified by the MDA for a public place or development parcel, these elements should be clustered in close proximity.
6. Loading areas shall be carefully sited to minimize conflicts with adjoining uses and impacts on circulation and views and should include:
    - Vertical screens with climbing plants where possible
    - Paving materials are integrated with adjacent areas.
7. Direct adjacency of residential spaces to loading areas, parking areas, parkade ramps etc. should be mitigated with appropriate buffering such as trellises, arbours and planting.
8. Areas for storage, waste and recycling must be appropriately screened with trellises, arbours, fences or landscaping

3.5.3 UNIVERSAL ACCESSIBILITY

GUIDELINES:

1. Secondary site access should be provided where ramping and auxiliary pedestrian pathways are possible.
2. Barrier free design will be employed for public areas accessed directly from the public right-of-way.
3. All main building entries shall provide wheelchair accessible routes to public streets.
4. Secondary entrances may not be wheelchair accessible.
5. All pedestrian pathways will allow for an unobstructed path for blind or visually impaired pedestrians.
6. Wheelchair ramps and designated parking spaces will be provided where appropriate.

3.6 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

GUIDELINES:

1. The City of Victoria has adopted CPTED guidelines that must be considered by all developments.

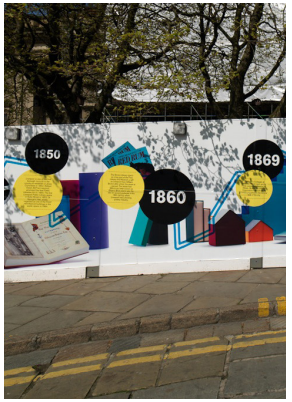
3.7 INTERIM CONDITIONS

Areas of the Dockside Lands that may receive interim condition landscape finishes have been identified in Schedule B of the Dockside Green Master Development Agreement.

Interim site conditions will be required to facilitate phasing of buildings and public amenities at Dockside Green. The intention is to encourage a designed approach to these areas that goes beyond minimum safety requirements and enables these spaces to be consistent with the cohesive design vocabulary of completed phases, as expressed in this document, while providing benefits for both the development and the public.

GUIDELINES:

1. Signage should be provided in these areas for wayfinding and public information. Signage should inform the public of the future public amenity or transportation connection to be provided in the interim condition area and to further educate the public about the development. Wayfinding and information signage must be consistent with the guidelines set out in Section 3.3 of this document.
2. Landscape finishes must be consistent with the guidelines set out in Section 3.4 of this document.
3. Lighting should be provided to ensure public safety and shall be consistent with the guidelines set out in Section 3.4.2 of this document.
4. Any incomplete structures, street works or landscaping shall be physically safe. Construction hoarding may be provided in these areas to protect the public from potential hazards. Hoarding is encouraged to be enhanced with project-related, historical, or wayfinding images at a large scale.
5. Interim condition areas shall not be used for storage of building materials, sand, gravel, soil, refuse or motor vehicles. Construction trailers and buildings shall not be located in interim condition areas.



4.0 SUBDIVISION

The plan illustrates the anticipated subdivision of lands, based on interpretation of these Design Guidelines and consideration of other City of Victoria bylaws and the Master Development Agreement.

Subdivision Applications that are consistent with the Subdivision plan are exempt from requiring Development Permit approval.

Final lot lines may be located within the identified "Variable Property Line" areas.

See Appendix A on page 42 for detailed subdivision maps.

PROPOSED LAND USE	
DEVELOPMENT PARCEL	
DOCKSIDE GREEN VICTORIA SOCIETY	
PARK DEDICATION	
VARIABLE PROPERTY LINE	
GROSS SITE AREA	4.09 ha

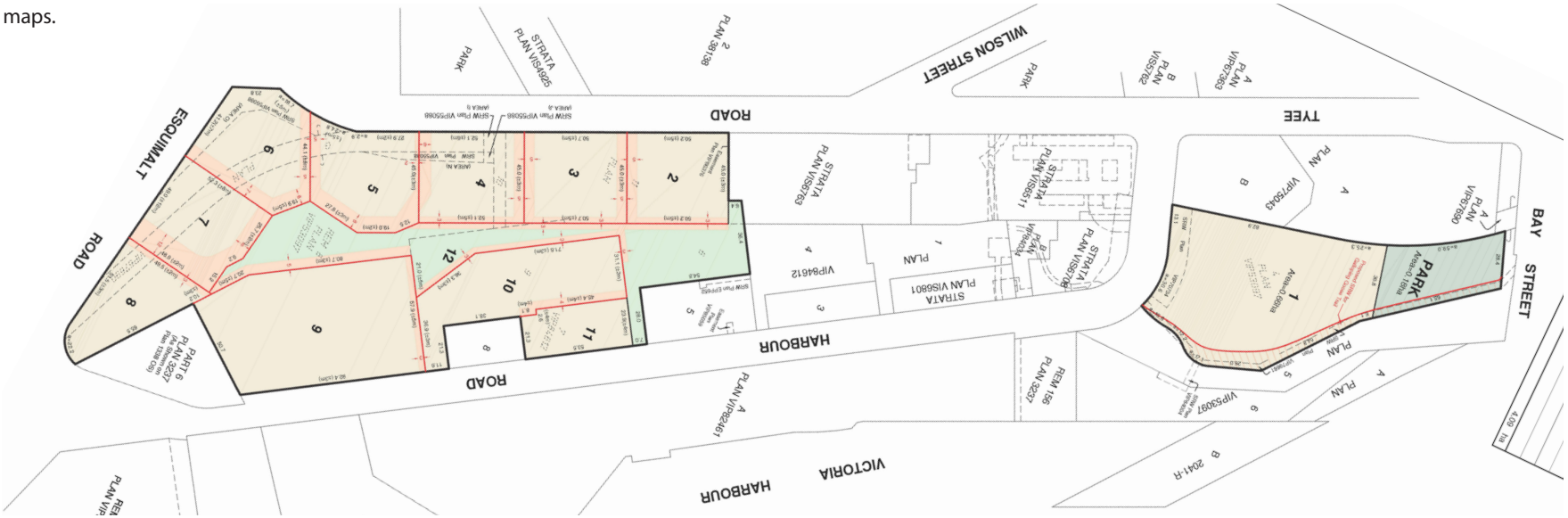


Fig 22. Subdivision Plan

5 GLOSSARY OF TERMS

5.0 GLOSSARY

"Adaptive Species" refers to plant or tree species that are not native but also are not invasive to local ecologies, provide habitat and biodiversity, and which do not require irrigation or fertilizers to flourish.

"Architectural Character" refers to qualities of a building's general appearance and design that work together to create a specific architectural expression.

"City" means the Corporation of the City of Victoria.

"Connection" refers to the link between places or elements within a place, whereas one shares a commonality with another.

"CPTED" means crime prevention through environmental design. CPTED refers to the methods by which the design of the public realm can provide:

- Natural Access Control
- Natural Surveillance, and
- Territorial Enforcement.

"Gateway" refers to the threshold between two places, such as neighbourhoods, and commonly is a device by which the character of a place is first established.

"Intensive Green Roofs" refers to a green roof typology that uses planting mediums that have greater depth to accommodate large plants and dramatic plant groupings. Intensive green roofs require more maintenance because of the plant varieties they are intended to support, ranging from food gardens to groupings of shrubs and trees.

"LEED ND" refers to LEED for Neighborhood Development, where "LEED" stands for Leadership in Energy and Environmental Design, a North American-based rating system integrating the principles of smart growth, urbanism and green building into a national system for neighborhood design.
"Massing" refers to the general shape and size of a building.

"Objective" means a specific quality or outcome intended to be achieved through the implementation of the detailed urban design objectives and guidelines outlined in this document.

"Official Community Plan" means the July 2012 City of Victoria Official Community Plan (Schedule "A" to Bylaw No. 12-0123).

"Place" refers to the relationship a defined geography has with the elements within and around it. The relationship is commonly embodied by the natural and/or human-made character of that place which in turn makes it unique or identifiable.

"Precinct" refers to a defined area within the Dockside Green development, intended to be of a consistent and coherent architectural and urban design character.

"Public Furniture" refers to elements situated within the public realm that are intended for accommodating rest and convenience for the general public. Elements include, but are not limited to, benches, bicycle racks, tables, and trash receptacles.

"Raingardens" are shallow vegetated basins that collect and absorb stormwater from impervious surfaces such as streets, sidewalks, and roofs with the intent of mimicking natural hydrologic processes to manage the runoff.

"Transportation Demand Management" (TDM) is a general term for various strategies that increase transportation system efficiency. TDM is a set of measures to influence travel behaviour in order to reduce or redistribute travel demand.

"Urban Design" refers to the human-made environment. It is a discipline dedicated to the relationships among the fields of urban planning, architecture and landscape architecture. The concerns of urban design range from the broad level, such as the layout of entire cities, to particular aspects of designed environments such as architectural detailing, landscaping and street furniture.

"Urban Design Principle" means an overarching theme which speaks to the aspirations of the Project and which informs the more detailed urban design objectives and guidelines outlined in this document.

"Universal Accessibility" refers to a broad-spectrum of ideas meant to produce buildings, products and environments that are inherently accessible to older people, people without disabilities, and people with disabilities.

"Vision Statement" means the forward-looking statement describing what the Project hopes to achieve and accomplish in the long term.

"Wayfinding" refers to a system of signage, distinctive physical features and/or information that aid in the navigation of urban areas, primarily but not limited to pedestrians.

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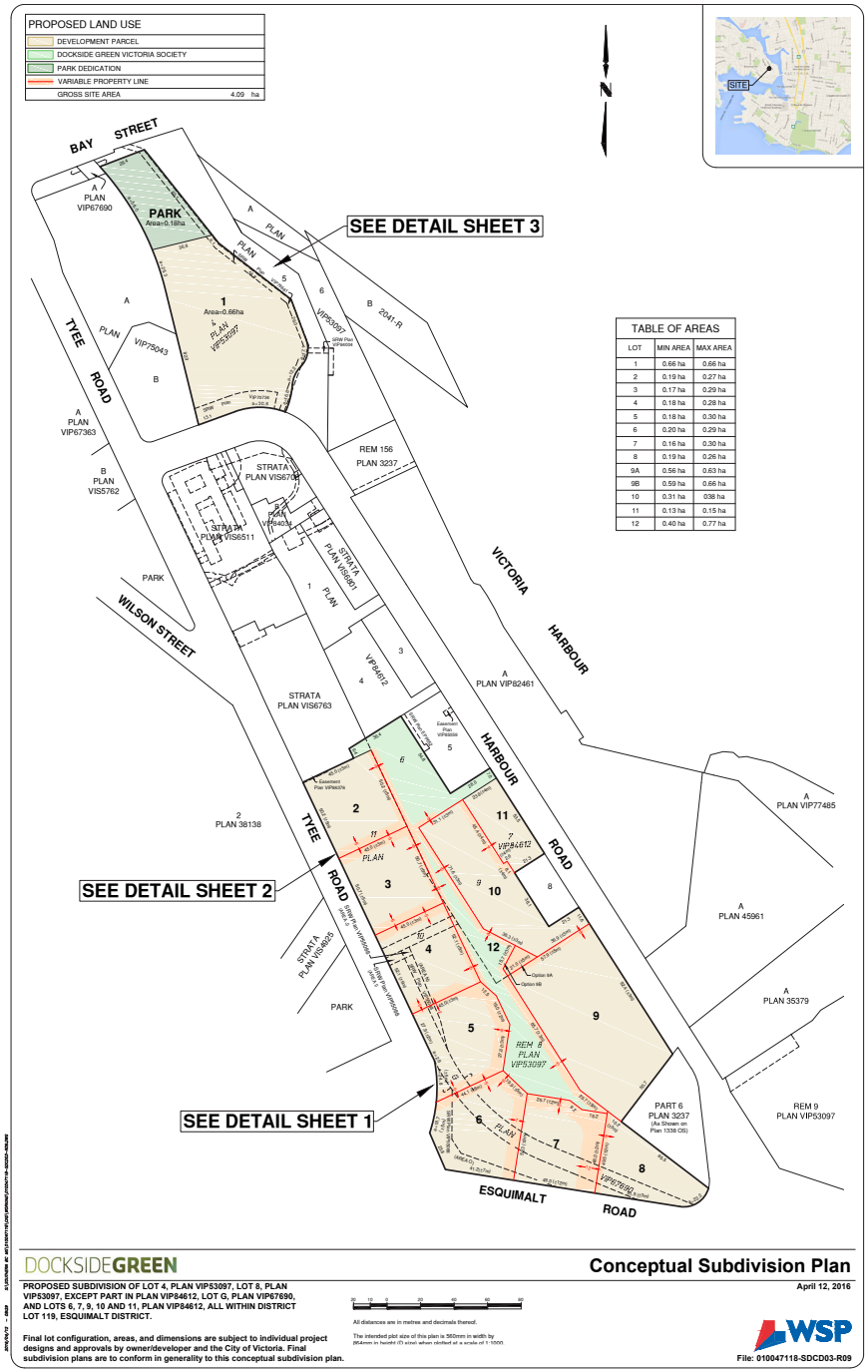
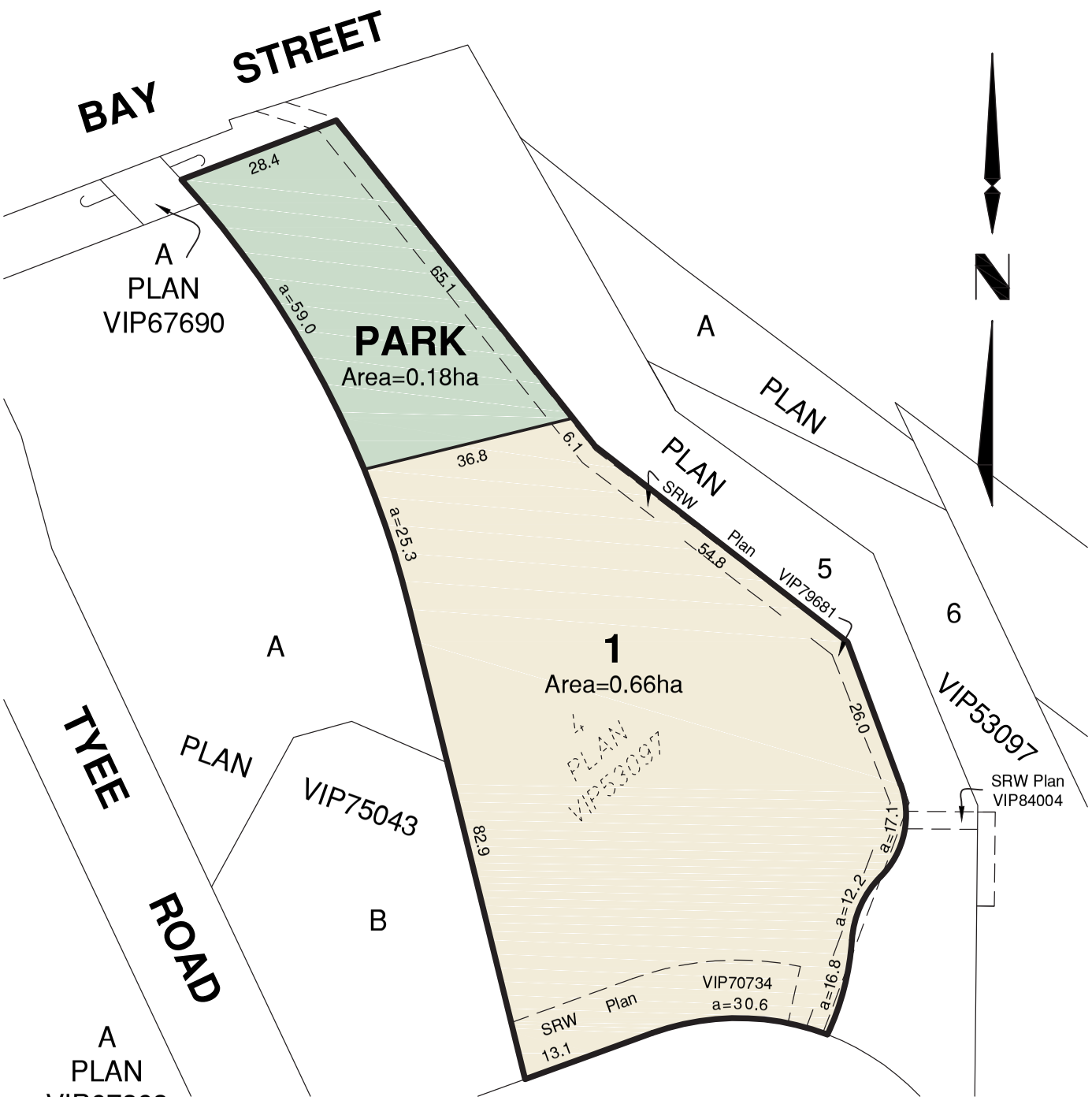
APPENDIX A

SUBDIVISION PLANS





DOCKSIDEGREEN

CONCEPTUAL SUBDIVISION PLAN

PROPOSED SUBDIVISION OF LOT 4, PLAN VIP53097, LOT 8, PLAN VIP53097, EXCEPT PART IN PLAN VIP84612, LOT G, PLAN VIP67690, AND LOTS 6, 7, 9, 10 AND 11, PLAN VIP84612, ALL WITHIN DISTRICT LOT 119, ESQUIMALT DISTRICT.

April 12, 2016

DETAIL SHEET 3 OF 3

20 10 0 20 40 60 80

The intended plot size of this plan is 560mm in width by 432mm in height (C size) when plotted at a scale of 1:1000.

All distances are in metres and decimals thereof.

Final lot configuration, areas, and dimensions are subject to individual project designs and approvals by owner/developer and the City of Victoria. Final subdivision plans are to conform in generality to this conceptual subdivision plan.

WSP

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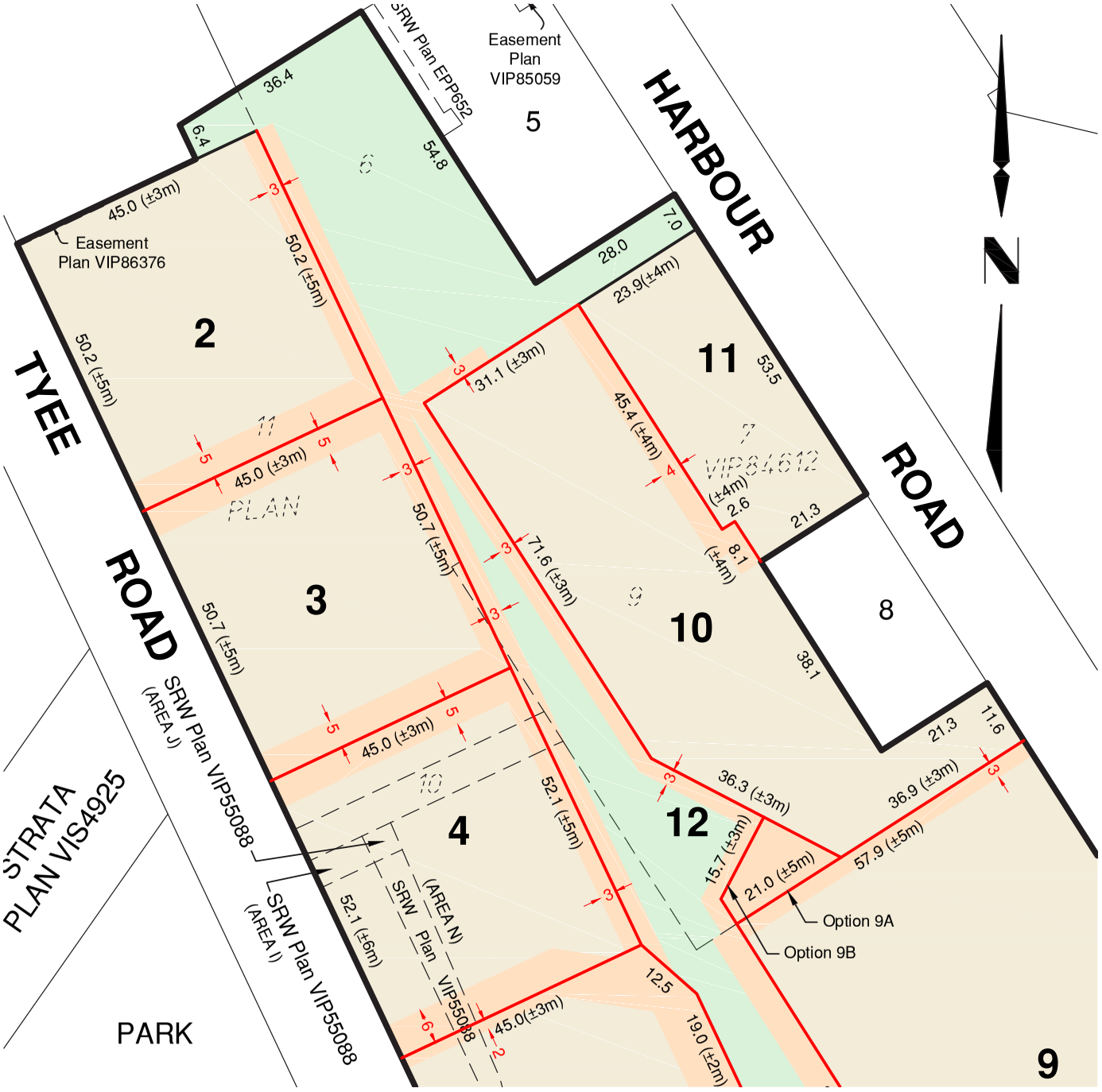

DOCKSIDEGREEN

CONCEPTUAL SUBDIVISION PLAN

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April 12, 2016
DETAIL SHEET 2 OF 3

20 10 0 20 40 60 80

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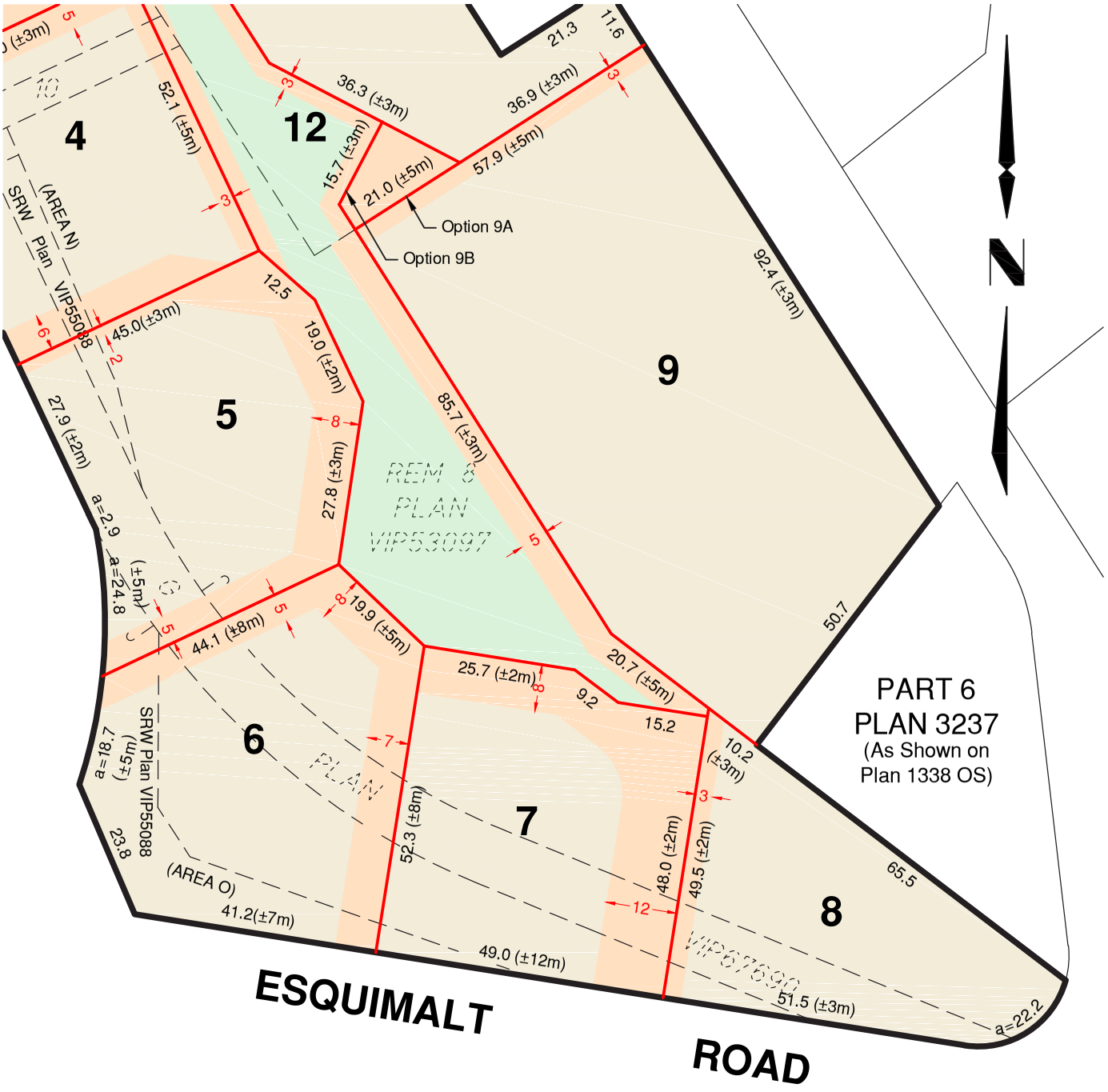

DOCKSIDEGREEN

CONCEPTUAL SUBDIVISION PLAN

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April 12, 2016

DETAIL SHEET 1 OF 3

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WSP

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DOCKSIDE**GREEN**

URBAN DESIGN GUIDELINES