



# West Bay Neighbourhood Design Guidelines



We would like to thank the following members of the West Bay Design Guidelines Stakeholders Group whose local insight and involvement in the process was of great benefit to the development of these design guidelines.

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# 1. Purpose & Overview

## Purpose and Overview

These design guidelines were developed through a collaborative, community-based process to ensure new development enhances rather than detracts from West Bay's unique and rich character and identity. These design guidelines focus on the interface between and integration of public and private lands towards the preservation and enhancement of the identity, social vitality and overall liveability that characterizes the West Bay neighbourhood. This includes integration with federal Department of National Defense (DND) lands, integration of local ecosystems, and connection to the harbourfront and the range of recreational and other activities associated with the working harbour.

This document includes:

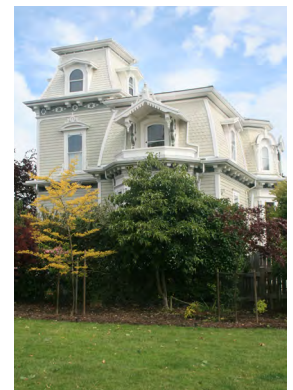
- An inventory and analysis of neighbourhood design characteristics;
- A vision statement and set of design principles as the rationale for the design guidelines;
- Development Permit Area design guidelines for Form and Character;
- A set of general design guidelines and recommendations for public realm design and improvements; and,
- Specific guidance on site planning and design for development opportunity sites along Head Street south adjacent to the harbourfront and including the "Triangle Lands", are also included.

## The Spirit of West Bay

During the West Bay Design Guidelines Stakeholder Workshop, we asked: "What words capture the spirit of West Bay?" The following is a summary of responses:



# Neighbourhood Characteristics: Photo Essay



# West Bay Ortho Photo and Study Area

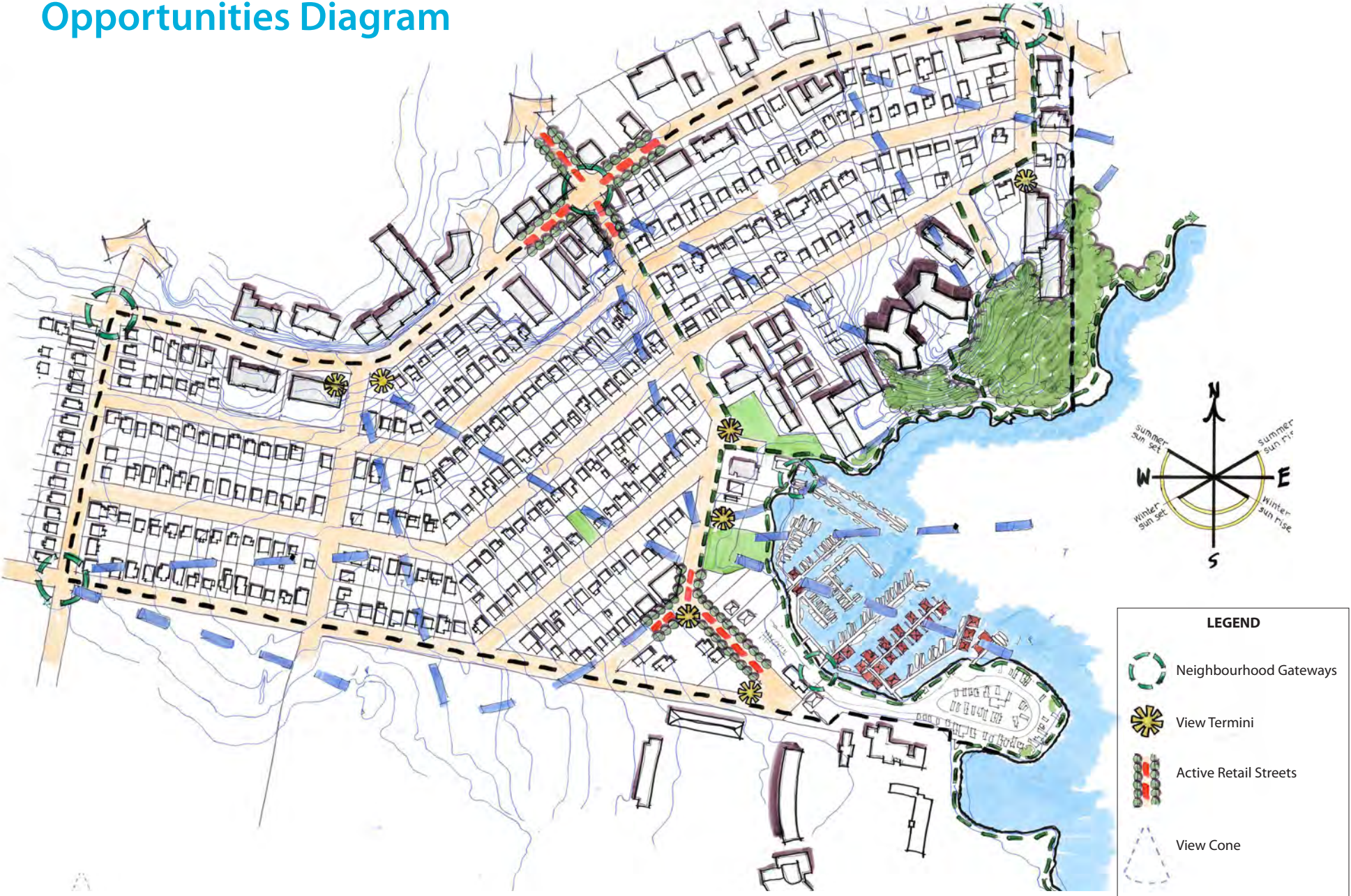


## Neighbourhood Characteristics: Topography and Building Massing (Existing)

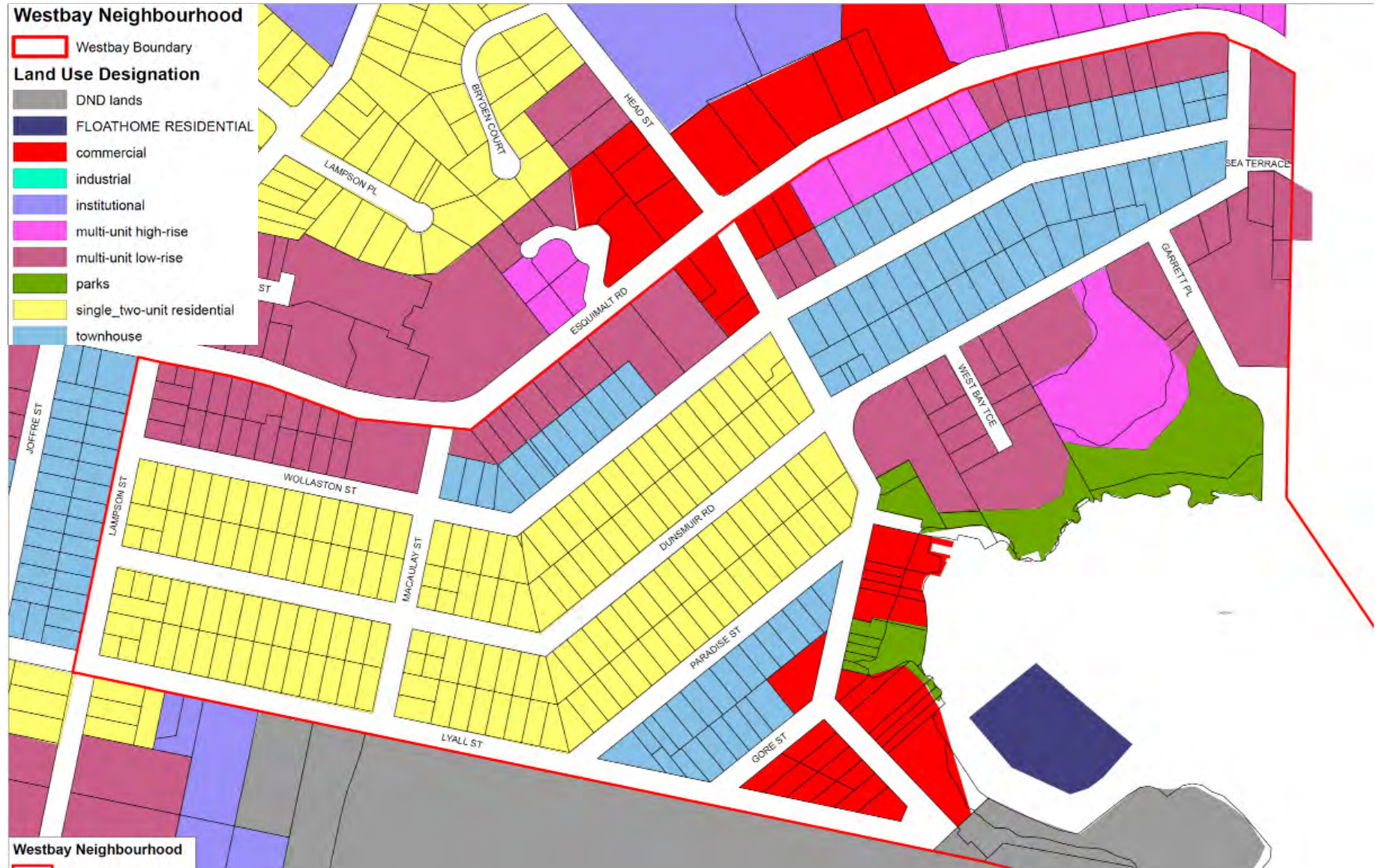




# Neighbourhood Characteristics: Opportunities Diagram



# West Bay Neighbourhood - OCP Land Use



## 2. Design Vision & Principles

### Vision

West Bay is a thriving, attractive and walkable harbourfront neighbourhood. Its unique identity and sense of place is shaped by the natural and human history of its marine environment. A diverse mix of local, pedestrian-oriented shops, businesses and housing, together with active and attractive streets, harbourfront recreation, and sunny open spaces with strong connections to the harbour, make this a truly liveable neighbourhood and a popular destination for locals and visitors. The built, historical and natural environments are sensitively integrated to ensure a healthy shoreline and upland ecology.



Photo courtesy: Josh McCulloch, PictureBC

### Design Principles

The following design directions for the public realm were identified through the workshop to help maintain and enhance the unique identity of West Bay:

- **Strong connection to the harbourfront:** Maintain and enhance visual and physical connections to the harbour and harbourfront trail network.
- **A walkable neighbourhood:** Publicly accessible buildings present a friendly face to streets and open spaces to make them active, attractive and inviting to pedestrians. Make connections within and to adjacent neighbourhoods to make walking easy.
- **Human scale:** Use architectural features, details, and site design elements that are of human proportion and clearly oriented for public, pedestrian activity. A building has good human scale if its details, elements, and materials allow people to feel comfortable using and approaching it on foot.
- **Marine ecology:** Enhance, restore and celebrate the unique marine and upland ecology. Layer and integrate mobility, recreation, stormwater, habitat and ecological systems in the context of the working harbour.
- **Harbourfront community & identity:** Ensure building and open space design that supports and enhances the unique sense of community and identity, including its architectural and marine heritage. More broadly, this includes the rich natural and human history of the area and associated expression of local culture, festivals, and gathering at and near the harbour front and water's edge.
- **Neighbourliness:** Ensure new development responds positively to the existing context by ensuring a sensitive transition in scale, by minimizing view and shadow impacts, and by responding to the positive design characteristics, if only subtly, of adjacent development.

# 3. Design Guidelines

## Overview

Urban design is the comprehensive and cohesive combination of buildings, streets, open spaces and the natural environment and has, as its objective, the creation of memorable public spaces.

The essence of good urbanism is determined by the relationship between:

- the built and natural environments, and
- the public and private realm - the areas between buildings and public open spaces - at street level.

Buildings, streets, and other public open spaces scaled for human comfort and use are essential to the creation of a functional, aesthetically rich and vibrant neighbourhood. Building fronts and their orientation to streets and public open spaces are therefore the strongest determinants of the character and quality of neighbourhoods.

The design elements and approaches on the following pages provide a starting point and preliminary framework in maintaining and enhancing what is special, unique and wonderful about West Bay. They also provide a foundation to ensure new development and public realm improvements contribute to a vibrant, safe and accessible neighbourhood environment that encourages walking and street life while creating a unique social and physical environment that celebrates the beautiful natural setting of West Bay.



Photo: Joaquin Karakas



Photo: Joaquin Karakas

# A Friendly Face to the Street

## INTENT

- To define residential and commercial streets with active and attractive building fronts that have a positive orientation to streets and other public open spaces.
- To ensure buildings are sited and designed to be welcoming, and to encourage street vitality, visual interest, and safety.

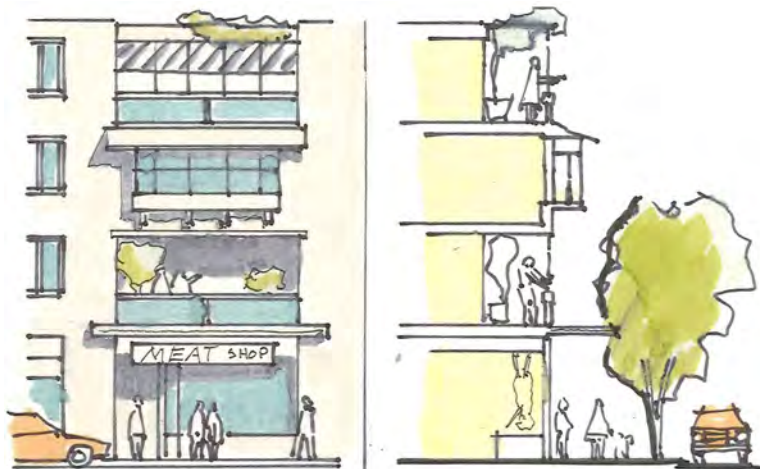
## GUIDELINES: COMMERCIAL AND MIXED-USE BUILDINGS

- Locate publicly oriented active uses at grade and at or near the sidewalk edge.
- Incorporate transparent shop-front windows, frequent entrances, weather protection and pedestrian oriented signage into ground floor facades;
- A signage and lighting program for any commercial development should be designed as a totality, with signs, lighting, and weather protection architecturally integrated from the outset.

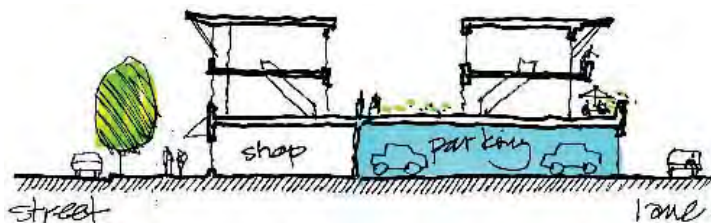


*Active uses oriented to public streets and openspaces creates vibrant and attractive neighbourhoods (above, below and below left)*





*Frequent entrances along the street and upper storey balconies overlooking public open spaces adds to street vitality.*



*A shop front buffers public space from above ground structured parking.*



*Orient active frontages towards streets.*

- Provide pedestrian access to storefronts and businesses from the adjacent public street, and orient upper-storey windows and balconies to overlook adjoining public open spaces.
- On corner sites, develop street-facing façades for both streets. Design front elevations with pronounced entrances oriented to the corner and/or primary streets.
- Locate on-street parking at the curb in front of shops.
- Avoid locating off-street surface or structured parking adjacent to active public streets and open spaces. Locate off-street parking behind or underneath buildings. Laminate or wrap any above ground structured parking with active (residential or commercial) uses to buffer structured parking from public open spaces.
- Achieve a minimum glazing area of 75% for frontages at grade along all commercial streets. Clear site lines from inside buildings to open public spaces should allow for casual surveillance of the street and sidewalk, and store interiors should be visible from the street.



*Photo: Joaquin Karakas*

*On corner sites, develop street-facing façades for both streets. .*

- Incorporate frequent entrances into commercial frontages facing public streets with a desired maximum spacing of 10 m.
- Recessed entrances to buildings from the sidewalk or property line are encouraged in order to provide for door swings, to protect the entrance from rain or snow, and to emphasize building entrances.
- Incorporate plantings, attractive lighting, signage, paving details, furnishings, street trees and other landscape details to create a comfortable, attractive, unique and well defined public realm.



Photo: Joaquin Karakas

*Transparent shop fronts with lots of glazing and frequent entrances help create a welcoming and attractive streetscape (above and right)*



Photo: Joaquin Karakas

*Paving details, pedestrian oriented signage, furnishings and other landscape details add character.*

Photo: Dan Burden



*Incorporate plantings and other landscape details such as banners.*

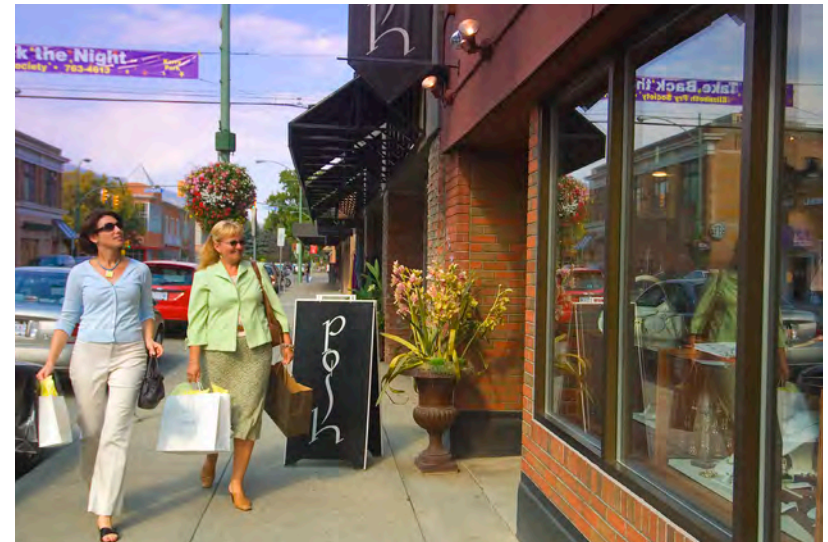


*Screen*



*When unavoidable, blank walls should be screened with landscaping or through incorporate of a patio cafe or special materials to make it visually more interesting.*

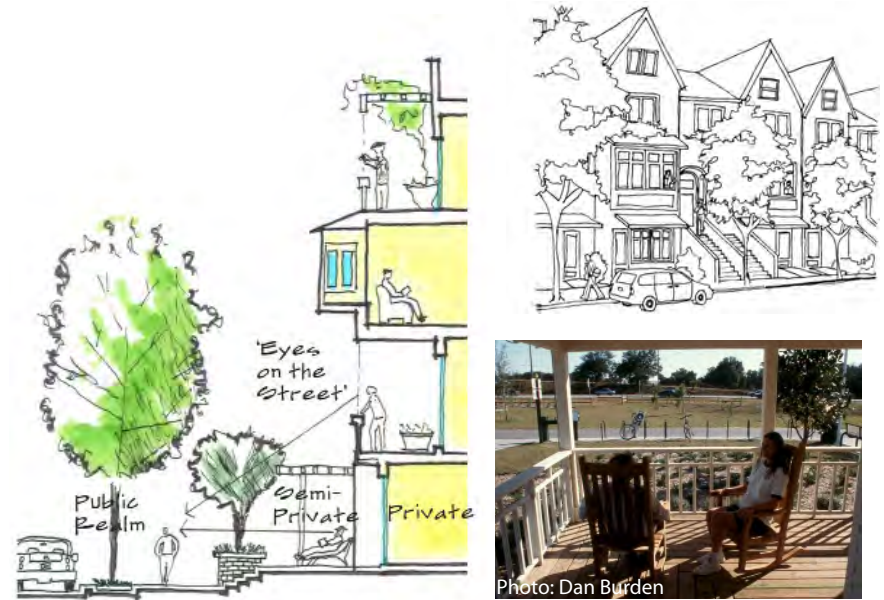
- Avoid expansive blank walls (over 5 m in length) and retaining walls adjacent to public streets. When blank walls and retaining walls are unavoidable, use an appropriate design treatment, such as the following:
  - » Install a vertical trellis in front of the wall with climbing vines or other plant material
  - » Set the wall back slightly to provide room for evergreens and conifers to provide year-round screening
  - » Provide art (a mosaic, mural, relief, etc.) over a substantial portion of the wall surface
  - » Employ quality materials of different textures and colours to make the wall more interesting visually
  - » Provide special lighting, canopies, awnings, horizontal trellises or other human-scale features that break up the size of the blank wall surface and add visual interest
  - » Incorporate walls into a patio or sidewalk café space
  - » Terrace (step down) retaining walls





## GUIDELINES: RESIDENTIAL BUILDINGS

- Site and orient multi-plex, townhouse and apartment buildings to overlook public streets, parks, walkways, and communal spaces, while ensuring the security and privacy of residents.
- incorporate individual entrances to ground floor units in residential buildings that are accessible from the fronting street. This provides easy pedestrian connections to buildings, encourages street activity and walking, and enhances safety.
- Residential entries should be clearly visible and identifiable from the fronting public street to make the project more approachable and create a sense of association amongst neighbours.
- Emphasize front doors by incorporating a front patio or stoop and orienting front entryways prominently towards public streets and open spaces.
- Incorporation of a semi-elevated front entry way (1 m - 1.5 m) is encouraged to create a semi-private entry or transition zone to individual ground floor units. For these units, ensure an alternate access point that is accessible by wheelchair.



*Incorporate a front patio or stoop to create street activity and association among neighbours (above, below and below left)*



Photo: Dan Burden



Photo: Joaquin Karakas



Photo: Joaquin Karakas



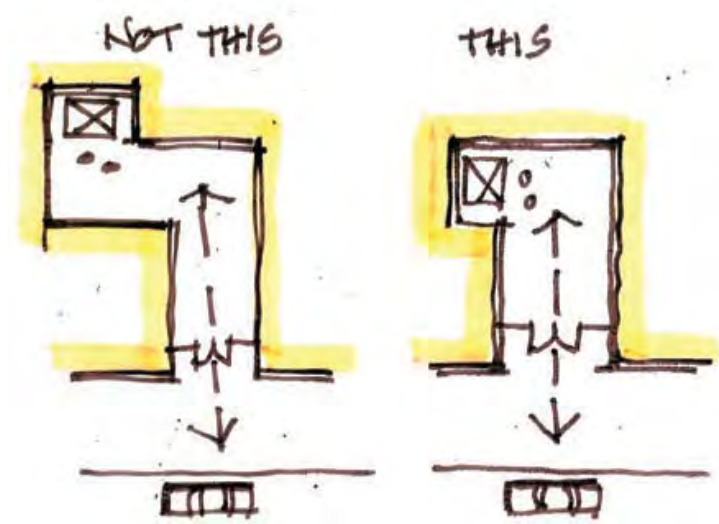
Locate off-street parking behind or underneath buildings, but never between the front face of a building and the fronting public street. .



Photo: Joaquin Karakas

Consider using a landscape transition zone between entryways and public sidewalks.

- Locating off-street surface parking behind or underneath buildings. Off-street surface parking located between the front of the building and the public sidewalk or adjacent to other public openspaces is strongly discouraged and should be avoided. When parking is accessed from the fronting public street, recess parking garages and entrances from the front face of buildings.
- A landscaped transition zone in between the entryway and public sidewalk should be considered on streets with high traffic volumes.
- Apartment lobbies and main building entries should be clearly visible from the fronting street with direct sight lines into them. Where possible, apartment lobbies should have multiple access points to enhance building access and connectivity with adjacent open spaces.



Direct sight lines into elevator lobbies are safer

## VISUAL & PHYSICAL CONNECTIONS TO THE HARBOUR

- Physical and visual connections to landmark buildings, landscape features, the harbour, seascape, and other surrounding natural features are important components of West Bay's character and identity and therefore should be preserved and enhanced.
- New development and landscaping should frame rather than block public views of parks and openspaces, natural features, prominent buildings, public art, and the harbour.
- Locate and design buildings to preserve public street-end views (and where possible private views) to the harbour
- Where possible, create new public connections to harbourfront uses and activities at the waters edge, specifically Sailor's Cove, Hidden Harbour, and West Bay Marina's
- Mark/celebrate corners and street-end views through building and open space design.
- Water access and views to the West Bay harbourfront and upland neighbourhood from the water are equally important elements of West Bay's identity. Therefore future development must consider visual and physical connections to the neighbourhood from the water in considering future development.

- New development adjacent or near to the harbourfront should respond to relevant sections of the The Province of B.C. "Flood Hazard Area Land Use Management Guidelines" (2004) ([http://www.env.gov.bc.ca/wsd/public\\_safety/flood/pdfs\\_word/guidelines-2011.pdf](http://www.env.gov.bc.ca/wsd/public_safety/flood/pdfs_word/guidelines-2011.pdf)).



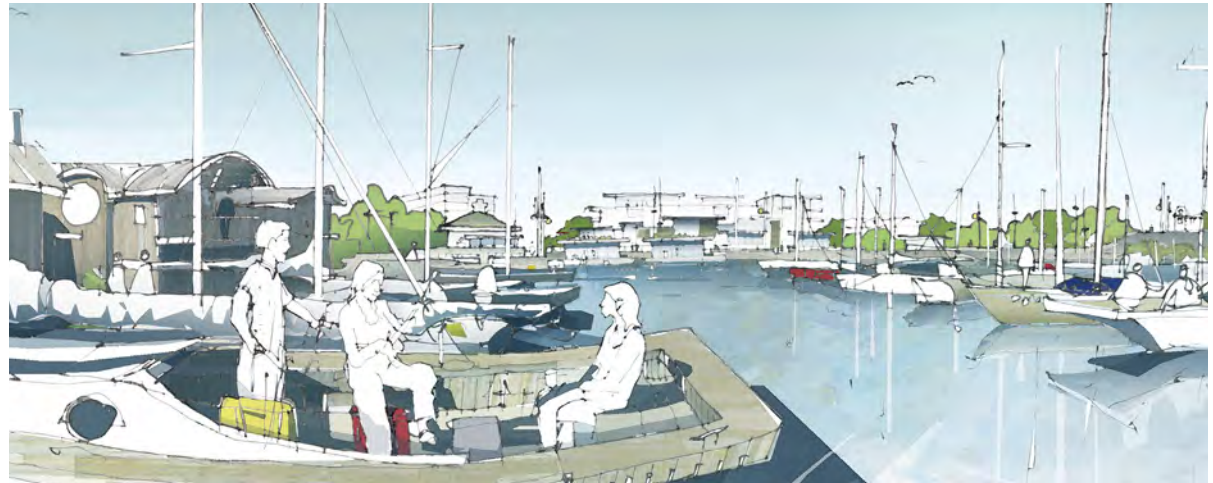
Photo: Bill Brown

*Maintain street-end views to the harbour-front*



Photo: Franc D'Ambrosio Architecture and Urbanism

*Create new public connections to harbourfront uses and activities.*

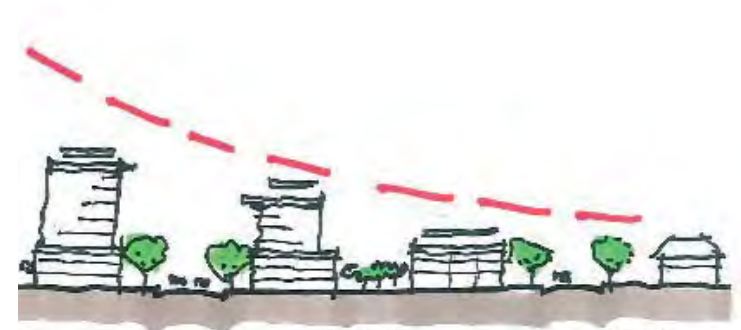


# Neighbourliness

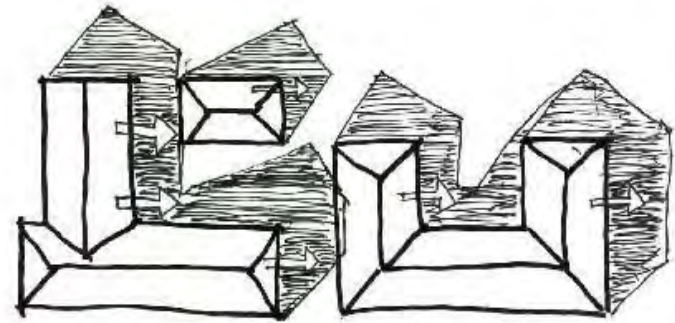
Buildings should respect adjacent properties by siting and designing new development to minimize disruption of the privacy and out-door activities of residents in adjacent buildings, and by ensuring buildings are sited to compliment the type, scale, and use of adjacent buildings.

## GUIDELINES

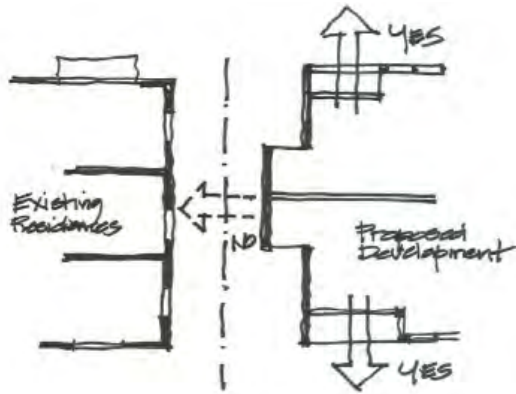
- New projects should provide a sensitive transition to near-by, less-intensive zones or areas with different uses. Projects on zone edges should be developed in a manner that creates a step in actual or perceived height, bulk, and scale between the anticipated development potential of adjacent zones.
- Buildings and groups of buildings should step down to be similar in height to adjacent buildings. This allows for an effective transition in scale and adequate sunlight penetration into open spaces and adjacent properties.
- In a mixed use project adjacent to a less intensive zone, the more compatible use and building type should be sited near the zone edge.
- Face similar uses across the street and at compatible scales; avoid building scale differences of more than 2 storeys across streets.
- Locate development to minimize view impacts on existing and planned future development.
- Buildings should be positioned and scaled to minimize the impact of shadows on adjacent open spaces, buildings, and within the project.
- Sun shade diagrams for the Winter Solstice will be required only when significant impacts are expected such as shading solar panels
  - » Winter Solstice: 9 a.m., 12 noon, 3 p.m.



*Transition in scale to existing context*



*Sun shade analysis and diagrams help determine the siting of buildings to minimize overshadowing of adjacent open spaces and buildings*



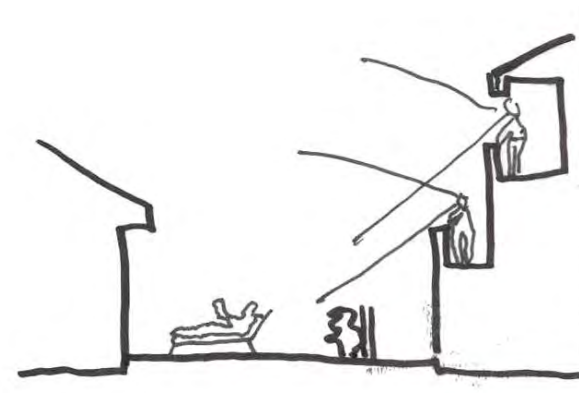
*Protect privacy by placing primary (view) windows towards front and rear yards rather than interior side yards.*

Photo: Joaquin Karakas



*This building steps down to the slope to reduce the visual impact from it's massing*

- Locate open space (plazas, parks, patios, cafes, etc.) south of permanently shading structures.
- Locating off-street surface parking in front of buildings, at prominent corners or intersections, immediately adjacent to public sidewalks and open spaces, and other public oriented active openspaces is strongly discouraged and should be avoided.
- Minimize impacts from sloping sites on neighbouring development. Examples of treatments to minimize impacts include using terraced retaining walls of natural materials, or stepping a building to respond to the slope.
- Views from upper stories of new buildings should minimize overlook into adjacent private yards, especially in less intensive areas. Following are some strategies which can be used to achieve this guideline:
  - » Increase building separation so that the face of the building and hence the windows are setback farther from the property line.
  - » Take advantage of site design that reduces impacts by using, for example, an adjacent ground floor area for an entry court.
  - » Stagger windows to not align with adjacent, facing windows.
  - » Primary windows into habitable spaces should not face interior side-yards



*Minimize overlook into adjacent private yards*

# Architectural Concept: Achieving a Human Scale

## OVERVIEW AND INTENT

These general guidelines for architectural are not intended to be prescriptive, but rather to encourage flexibility and innovation in building design and character. The overall intent is to create buildings and other structural elements that are scaled to the pedestrian, encourage pedestrian activity and welcome users.

### *Human Scale*

Achieving human scale refers to the use of architectural features, details, and site design elements that are of human proportion and clearly oriented for pedestrian activity. A building has good human scale if its details, elements, and materials allow people to feel comfortable using and approaching it.

### *Building Articulation*

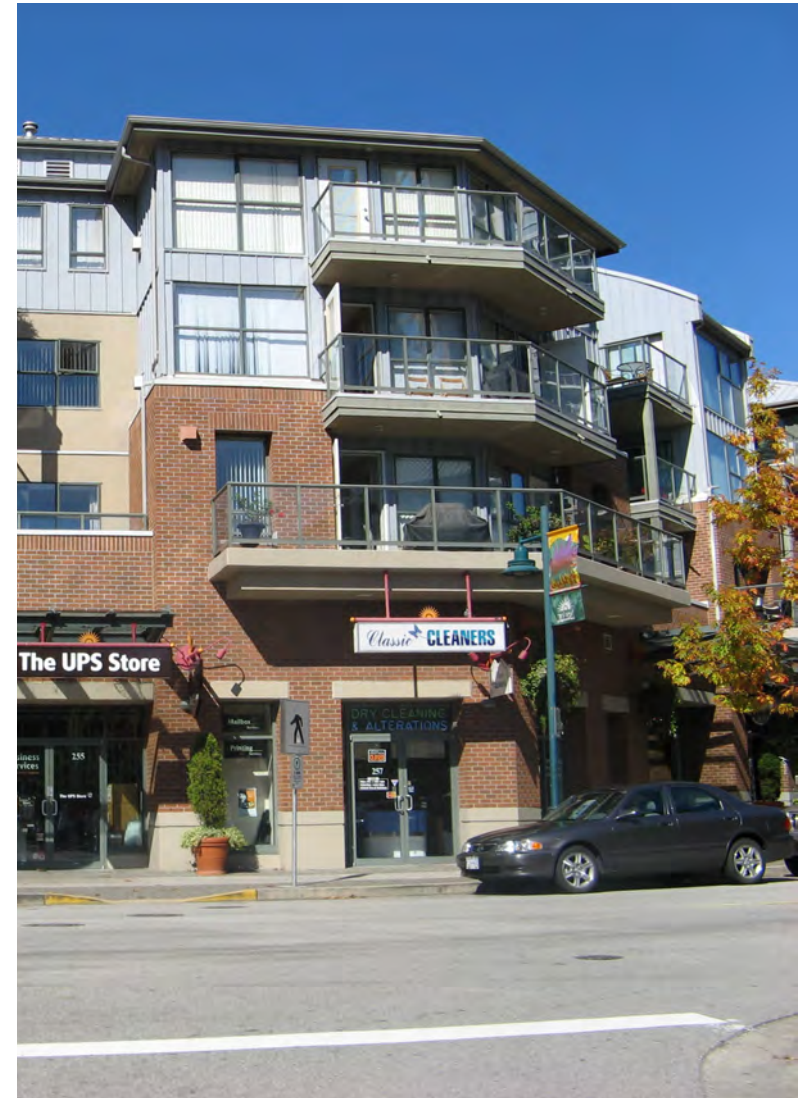
Many street frontage design elements, both horizontal and vertical, help to create an interesting and welcoming streetscape. These include building materials, special ground floor design treatments, façade modulation, corner treatments, building step-backs for upper storeys, and façade elements such as window treatments, building entries, and other architectural details. All of these help define the public realm as a welcoming place.



*Human scale elements and building articulation arranged in a modern composition.*

## GENERAL GUIDELINES

- The design of new buildings and renovated existing buildings should express a unified architectural concept that incorporates both variation and consistency in façade treatments (for example, by articulating façades into a series of intervals).
- Design buildings to express their internal function and use.
- Incorporate into building façades a range of architectural features and design details that are rich and varied to create visual interest when approached by pedestrians.
- Examples of architectural features include:
  - » Building height, massing, articulation and modulation
  - » Bay windows and balconies
  - » Corner features accent, such as turrets or cupolas
  - » Decorative rooflines and cornices
  - » Building entries
  - » Canopies and overhangs
- Examples of architectural details include:
  - » Treatment of masonry (ceramic tile, paving stones, brick patterns, etc.)
  - » Treatment of siding (for example, the use of score lines, textures, and different materials or patterning to distinguish between different floors)
  - » Articulation of columns and pilasters
  - » Ornament or integrated artwork
  - » Integrated architectural lighting
  - » Detailed grilles and railings
  - » Substantial trim details and moldings
  - » Trellises and arbors



*Incorporation of a range of architectural details and features make this mixed-use building attractive when approached by pedestrians*



Photo: Franc D'Ambrosio Architecture and Urbanism

*Design entrances to distinguish between individual commercial and residential.*

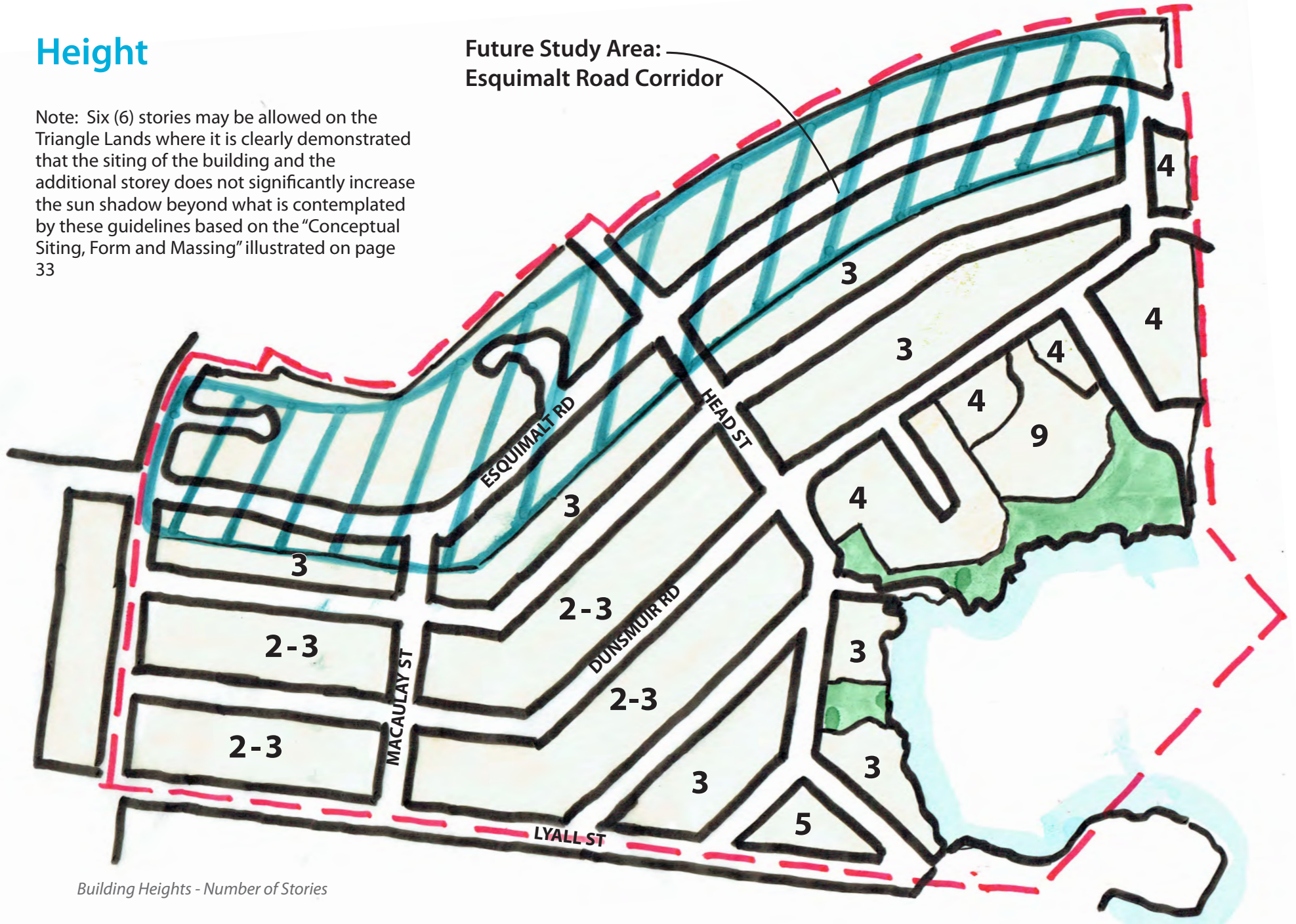
- Locate and design entrances to create building identity and to distinguish between individual commercial and/or residential ground floor units. Use a high level of architectural detail and, where appropriate, landscape treatment to emphasize primary entrances and to provide “punctuation” in the overall streetscape treatment.
- Design balconies as integral parts of buildings and to maximize daylight access into dwellings through the use of glazed or narrow metal spindle guardrails.
- Clearly distinguish the roofline from the walls of buildings (for example, through the use of a cornice, overhang, or decorative motif).
- Windows can be used to reinforce the human scale of architecture by incorporating individual windows in upper storeys that:
  - » Are vertically proportioned and approximately the size and proportion of a traditional window
  - » Include substantial trim or molding
  - » Are separated from adjacent windows by a vertical element
  - » Are made up of small panes of glass
  - » Are separated with moldings or jambs but grouped together to form larger areas of glazing
- The use of figured or frosted glass or tinted glazing is discouraged for windows facing the street except for compatible use of stained glass or where figured or frosted glass comprises a maximum 20% of the glazing. This creates a welcoming, visually interesting and transparent street frontage.
- In general, new buildings should incorporate natural building materials into façades to avoid a “thin veneer” look and feel, and combined with more modern treatments, such as glass, concrete, and steel.
- Vinyl siding, large expanses of stucco, swirl type stucco, and vinyl for window frames are generally discouraged.



# Height

Note: Six (6) stories may be allowed on the Triangle Lands where it is clearly demonstrated that the siting of the building and the additional storey does not significantly increase the sun shadow beyond what is contemplated by these guidelines based on the "Conceptual Siting, Form and Massing" illustrated on page 33

Future Study Area:  
Esquimalt Road Corridor



Building Heights - Number of Stories

# Green Healthy Buildings & Open Spaces

- Building design and site planning should reduce the overall “ecological footprint” (energy use, waste, and pollution) of new development while also maximizing liveability. This can be achieved by maximizing passive lighting, heating and cooling, providing usable outdoor amenity spaces, and being responsive to the existing ecosystems and natural context.
- Design residential buildings to receive daylight and natural ventilation from at least two sides of the building, or from one side and a roof. Where possible, dwellings should have a choice of aspect: front and back, or on two sides (for corner units).
- Dwelling units with exterior access on only one side should always face a good view or the direction of the sun (ideally both) and are most suitable as wide frontages with shallow floor plans to allow adequate penetration of daylight.

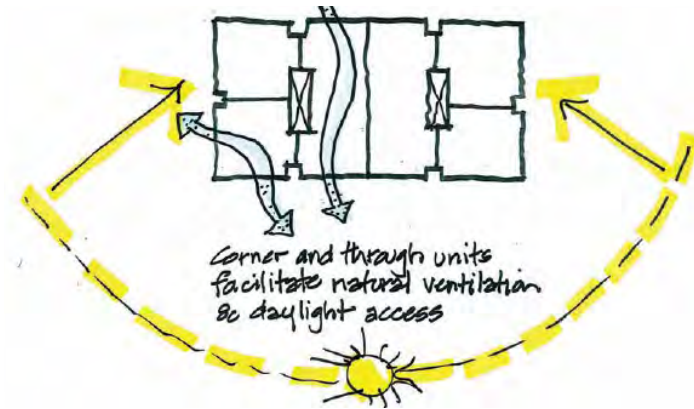
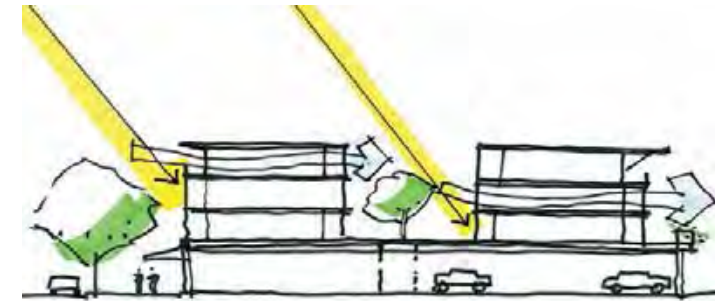
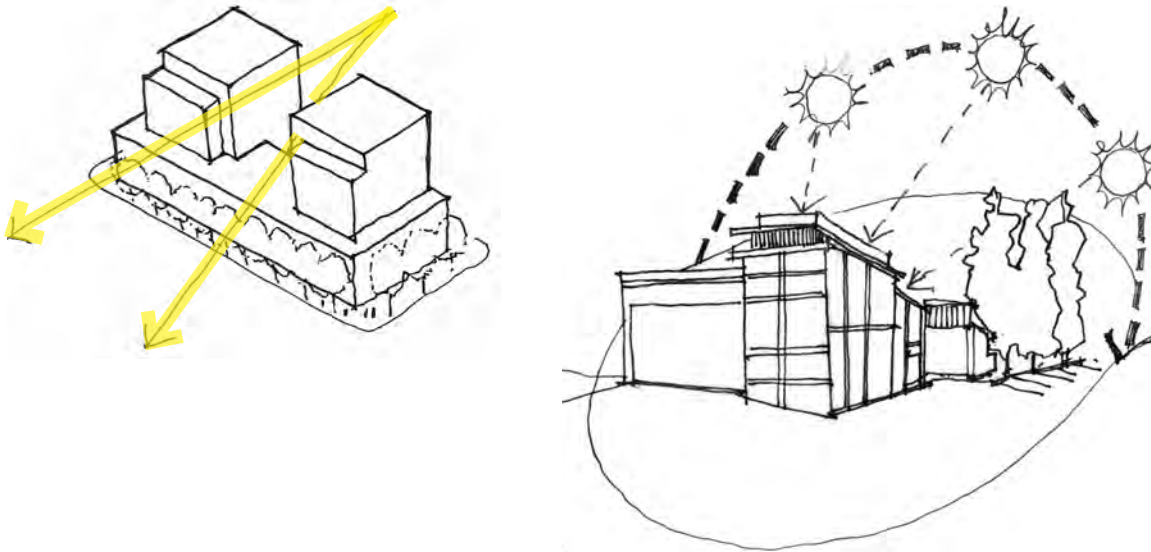


Photo: Joaquin Karakas

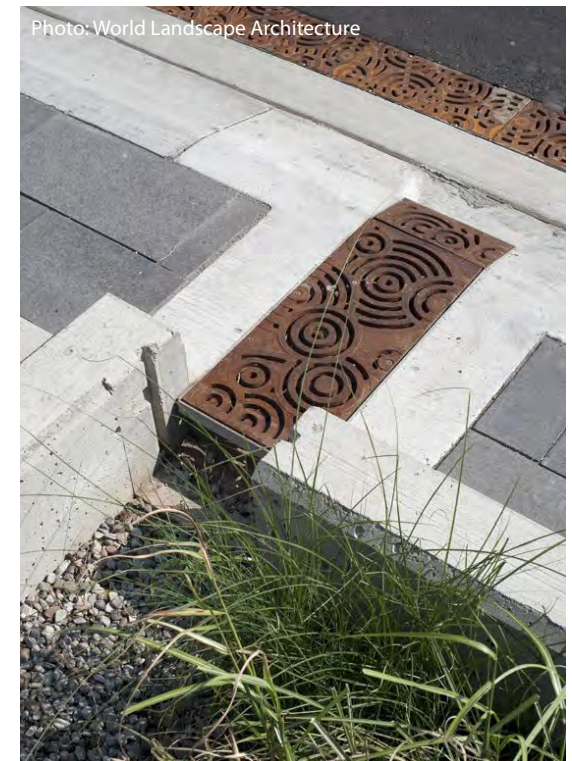
*Incorporate common areas as defining elements of projects.*



*A landscaped pathway located adjacent to this residential building partially screens the lower floor units from the park (foreground) while also softening the building's appearance, helping to integrate it into the landscape.*



- New buildings should not block significant views or solar access to adjacent buildings and open spaces.
- Incorporate courtyards, greenways, gardens and other common areas as defining elements of projects.
- Where at-grade space is limited, rooftop patios, gardens and courtyards are encouraged.
- Retention and infiltration best management practices for rainwater should be used as appropriate.
- Residential buildings should incorporate direct access to a usable private outdoor space such as a patio, balcony, or upper level terrace.



*Use best management practices for rainwater where appropriate.*

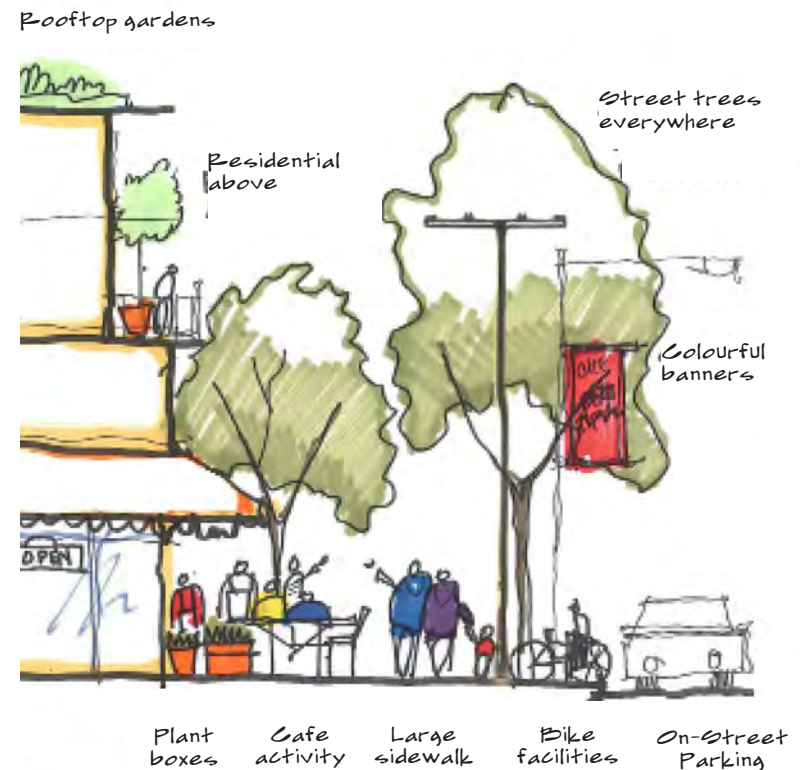
# Public Realm Design: Pedestrian Comfort & Safety

## INTENT

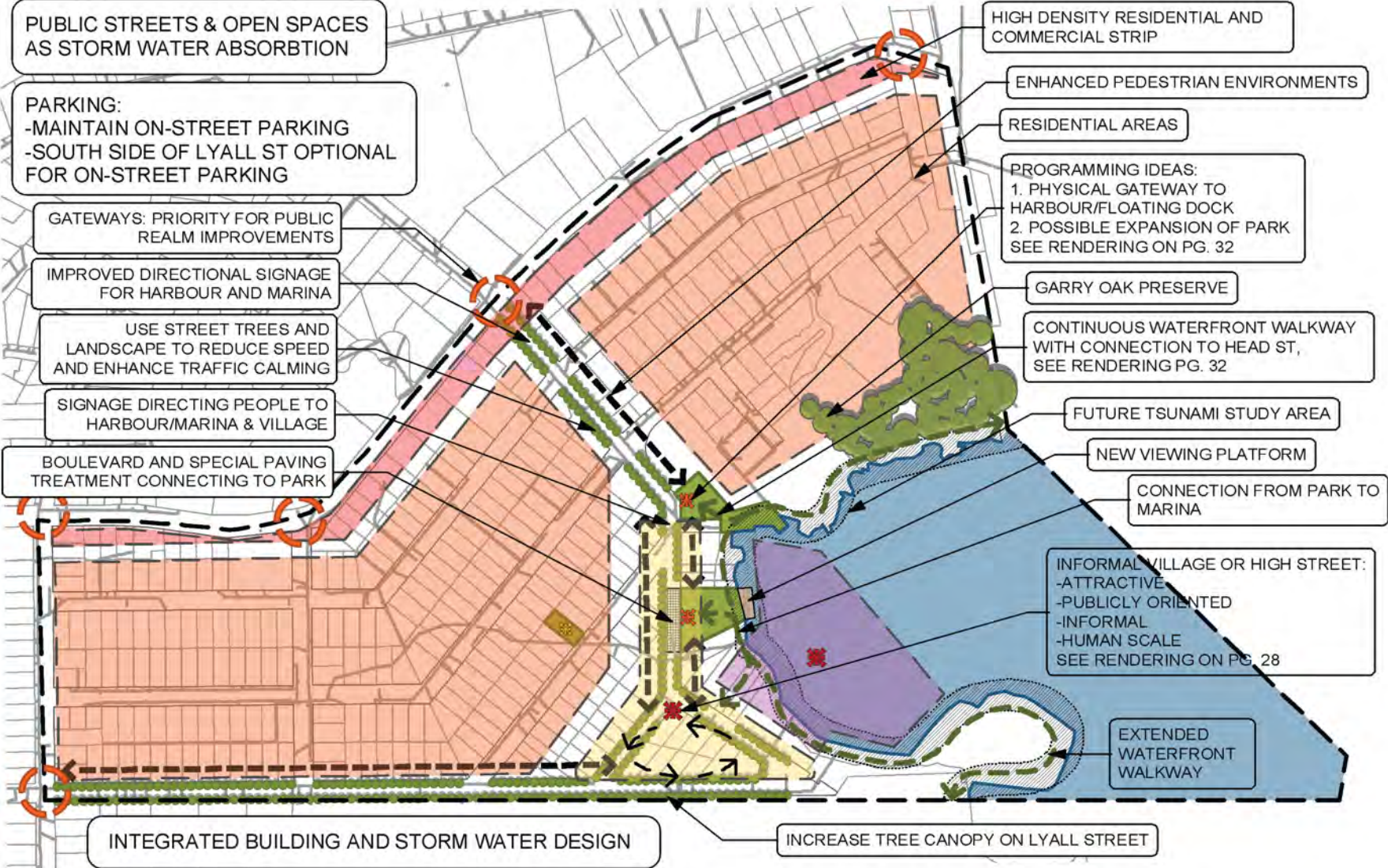
To ensure that the design of streets and open spaces creates visual interest, comfort, and safety for pedestrians and contributes to a unique local identity and sense of place for West Bay.

## GUIDELINES

- Provide a continuous planting of street trees along both sides of neighbourhood streets, with priority for the Head Street South Village High Street and Esquimalt Road as indicated in the Recommended Public Realm Improvements map on page 25.
- Provide zebra- or ladder-painted crosswalks, or crosswalks made of special paving materials, at all key pedestrian crossings to increase driver awareness.
- Incorporate corner bulges into streetscape design in key pedestrian areas to enhance pedestrian crossings and provide space for landscaping, seating, rain gardens and public art.
- Provide adequate public streetscape amenities including benches, planters, garbage receptacles, bike racks, and distinctive bus shelters in areas with high pedestrian activity.
- Café tables are permitted and encouraged on public sidewalks in retail areas
- Pedestrian-oriented lighting should be provided with priority for high-activity pedestrian areas such as along Head Street and Esquimalt Road.
- Small plazas and squares should be incorporated in prominent locations with good solar gain, such as at Lyall and Head Street.
- Public art should be incorporated into parks, plazas and other key activity areas, especially at gateways and entry points, to enhance the sense of identity and entry into the neighbourhood.



# Recommended Public Realm Improvements



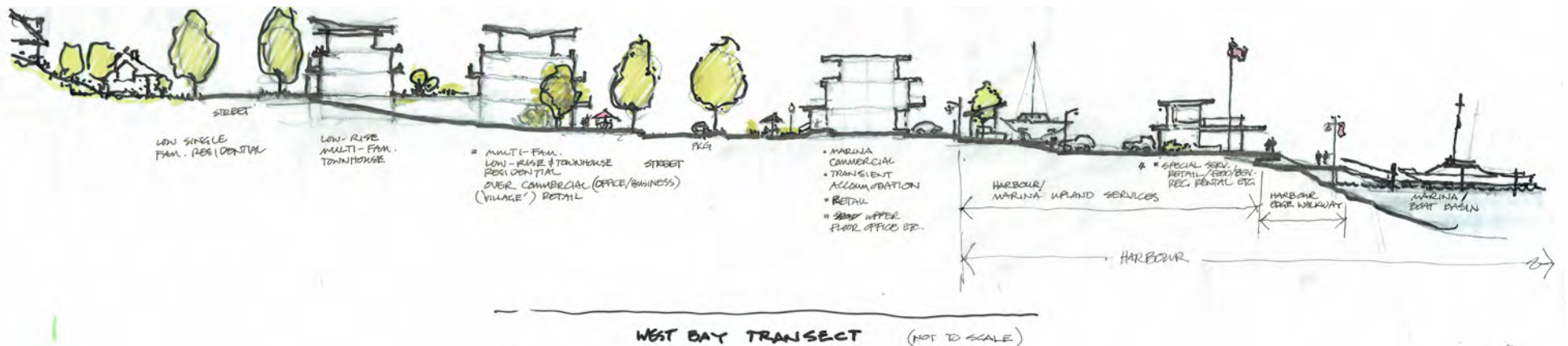
# 4. Site Specific Guidelines: Harbourfront Urban Village High Street

An important objective in the development of the design guidelines to address local concerns about density, height and massing, shadowing and view impacts, as well as the interface between federal lands and local ecosystems, specifically, in the harbourfront urban village area centred on Head Street South between Lyall and Paradise Streets. To this end, these guidelines were developed with input and feedback from neighbourhood stakeholders. This included an integrated design workshop (charrette) where design concepts and approaches for both public and private realms were developed. The sketch examples on this page were produced during this charrette.

This section is intended to provide site planning and design guidance and recommendations for this part of the West Bay Neighbourhood, based on stakeholder input. It is important to note that the concepts and illustrations on the following pages do not represent a development proposal, but rather a conceptual implementation of the preceding West Bay Neighbourhood Design Vision, Principles and Guidelines.



Sketches from the West Bay Design Workshop (above and below)



# URBAN VILLAGE HIGH STREET LOOKING NORTH-WEST AT CORNER OF HEAD AND LYALL STREET

Maximum 5 storey building height



Urban Village high street defined by low scale buildings with active fronts and lush street tree canopy

Harbourfront retail, food and beverage uses

New public connection to harbourfront and Hidden Harbour Marina

Landmark corner plaza located at south gateway to urban village with views to harbourfront

# URBAN VILLAGE HIGH STREET (HEAD STREET SOUTH) LOOKING SOUTH

Street trees, pedestrian oriented lighting and banners line either side of the street.

Continuous planting of street trees along south-west side of Head Street

Maximum 3 storey street wall along Head Street south

A rhythm of pedestrian oriented shop fronts and entryways line the street with sidewalk cafes and other uses spilling out onto the sidewalk

Landscaped bulb-outs and parking bays on north-east side of Head Street



Marked (zebra striped) pedestrian crossings at Gore and Lyall Streets



# LOOKING NORTH TO HARBOUR AND URBAN VILLAGE HIGH STREET

*Publicly oriented active uses  
activate the harbourfront*



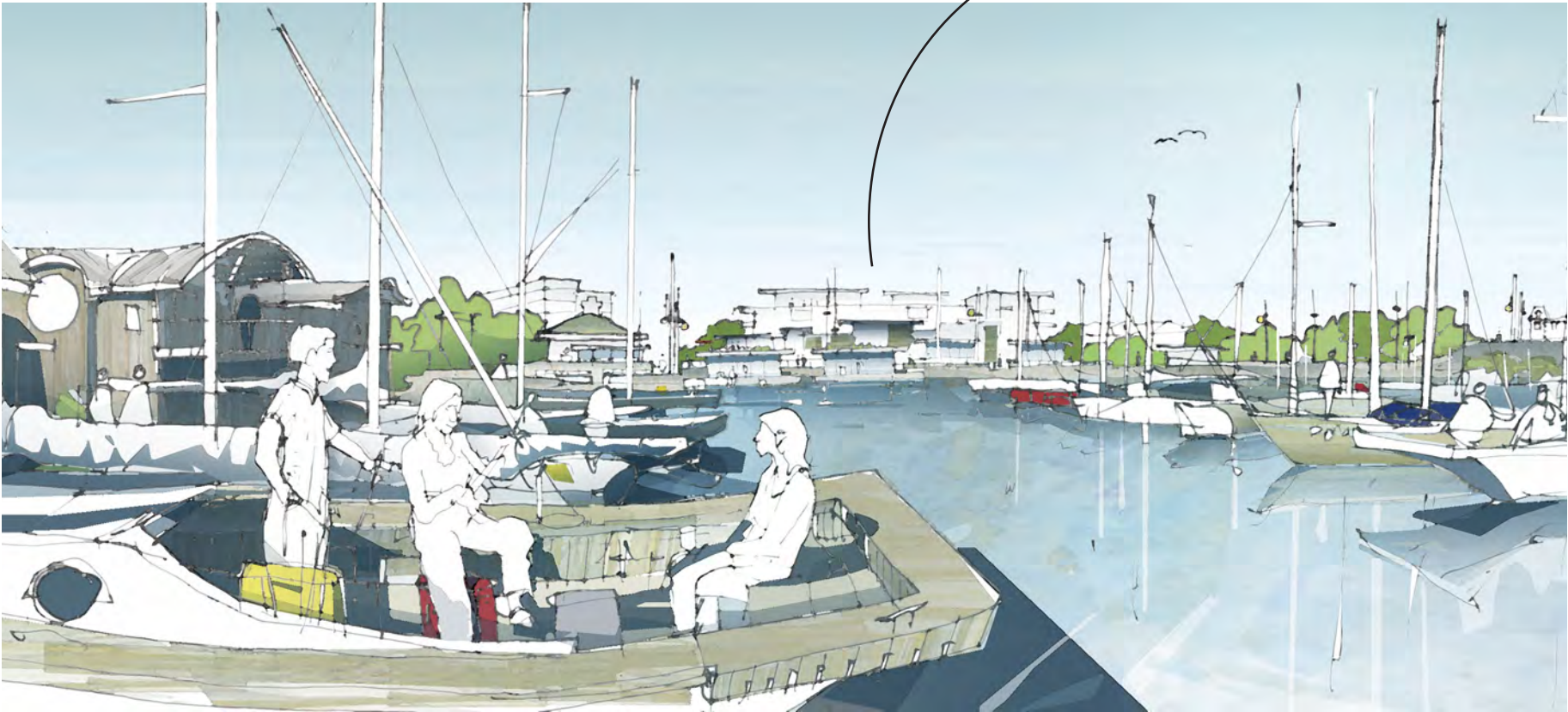
*Parking areas along the  
harbourfront represent great  
redevelopment opportunities where  
appropriate*

*Continuous walking connecting  
Songhees to West Bay Urban  
village/marina and beyond*

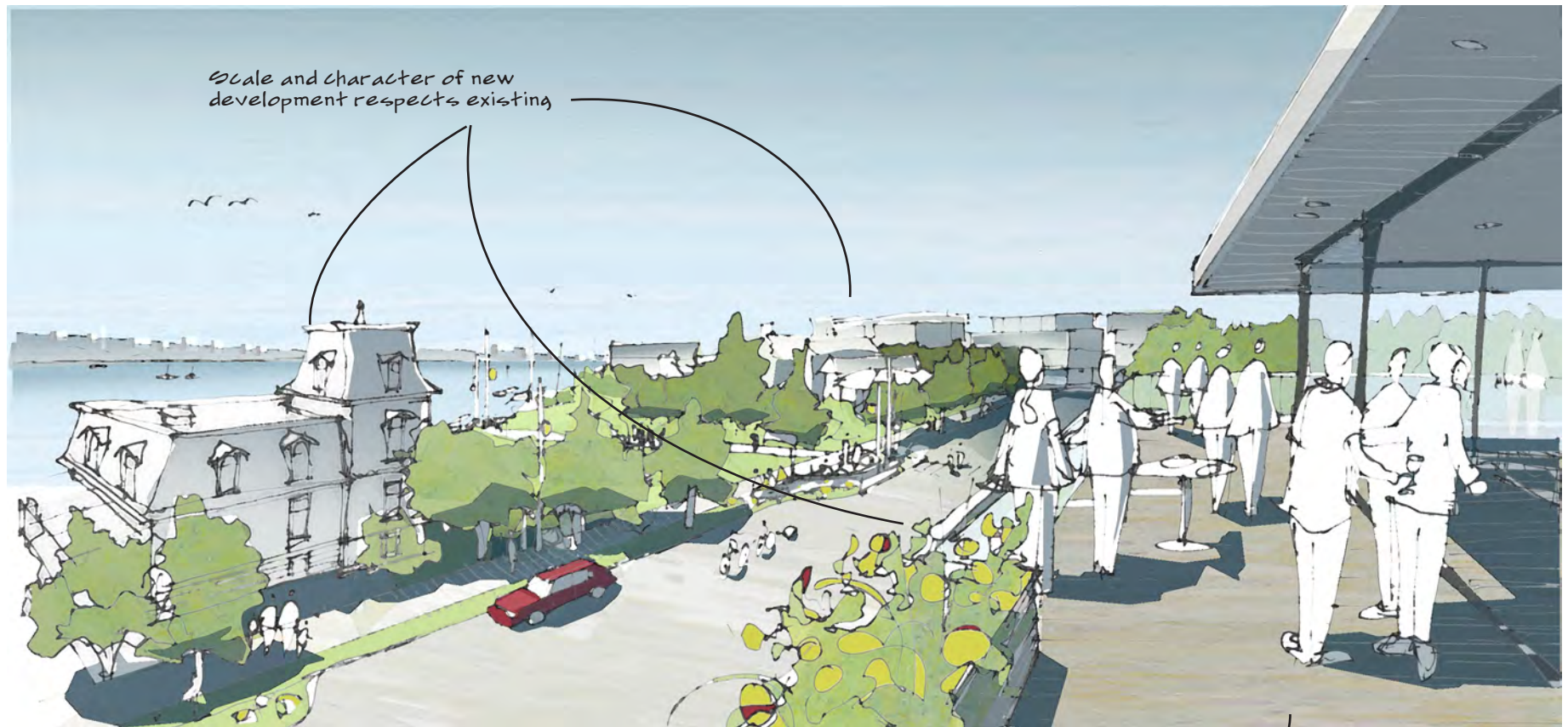
# VIEW TO TOWARDS URBAN VILLAGE HIGH STREET FROM THE HARBOUR LOOKING WEST

Water access and views to the West Bay harbourfront and upland neighbourhood from the water are equally important elements of West Bay's identity.

New development scaled to be compatible with, and not overwhelm, harbourfront character and identity. Also exhibits the transition massing from existing 7 storey on DND land.



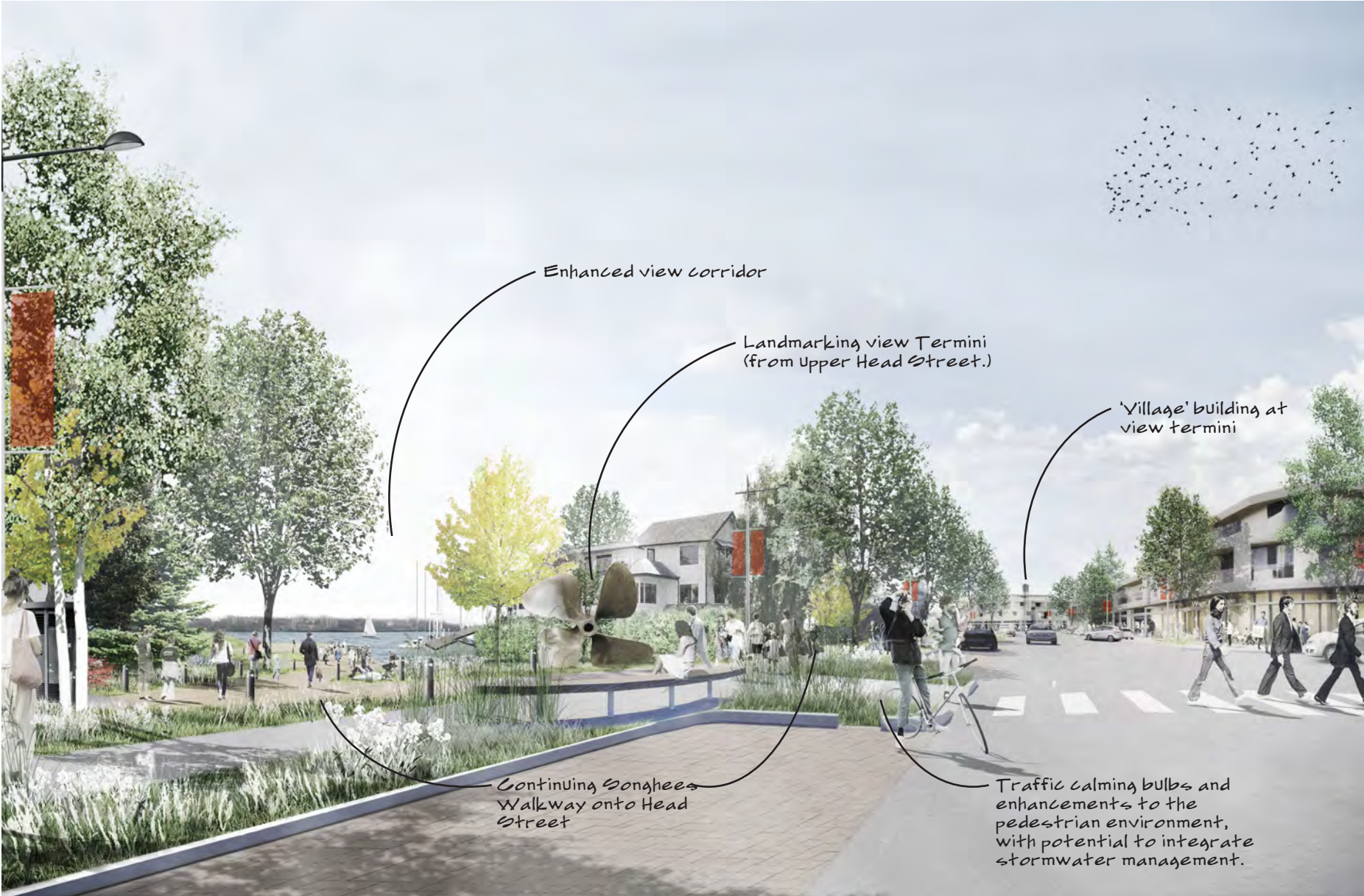
## VIEW FROM FUTURE BUILDING LOOKING SOUTH-EAST TO HARBOUR ACROSS URBAN VILLAGE HIGH STREET AND CAPTAIN JACOBSON PARK



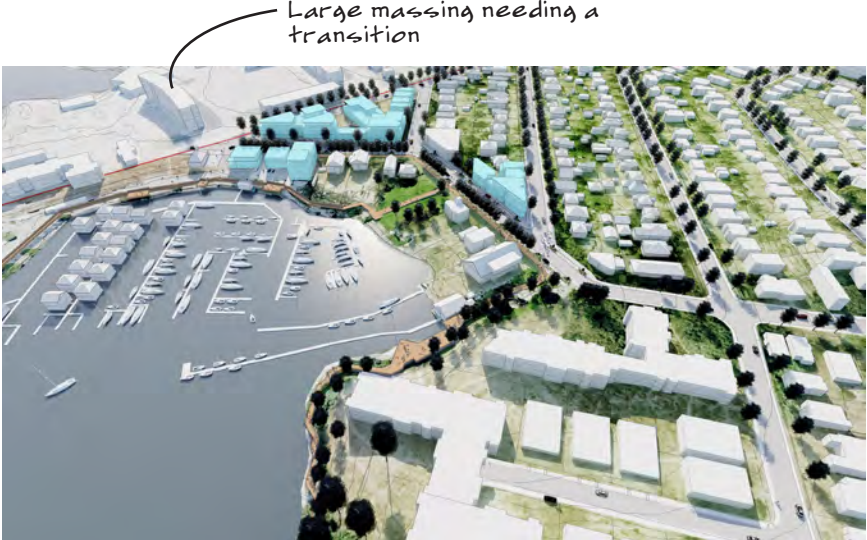
Scale and character of new development respects existing

Upper storeys step back to let sun onto urban village high street

# HEAD STREET LOOKING SOUTH TOWARDS GORE AND LYALL

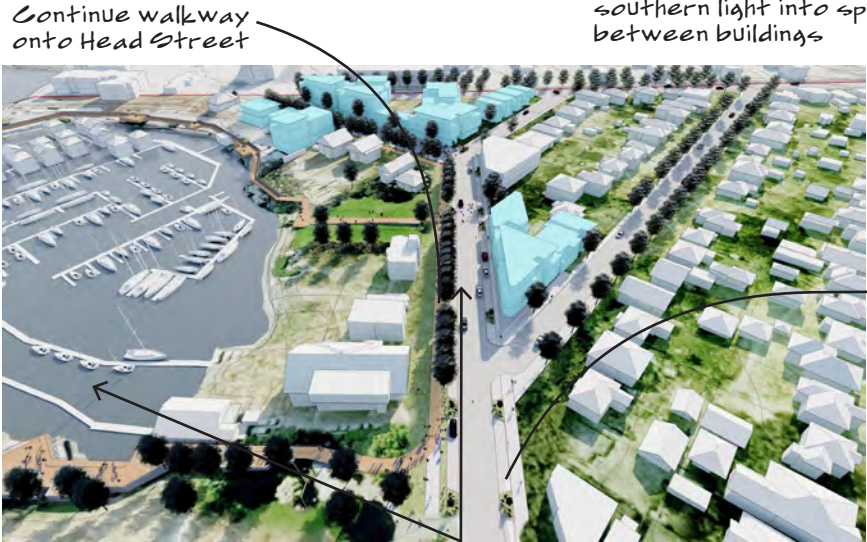


# URBAN VILLAGE HIGH STREET: CONCEPTUAL SITING, FORM AND MASSING



Large massing needing a transition

- Legend**
- Conceptual massing
  - Continuous Boardwalk/Walkway



Continue walkway onto Head Street

Masses oriented to let southern light into spaces between buildings



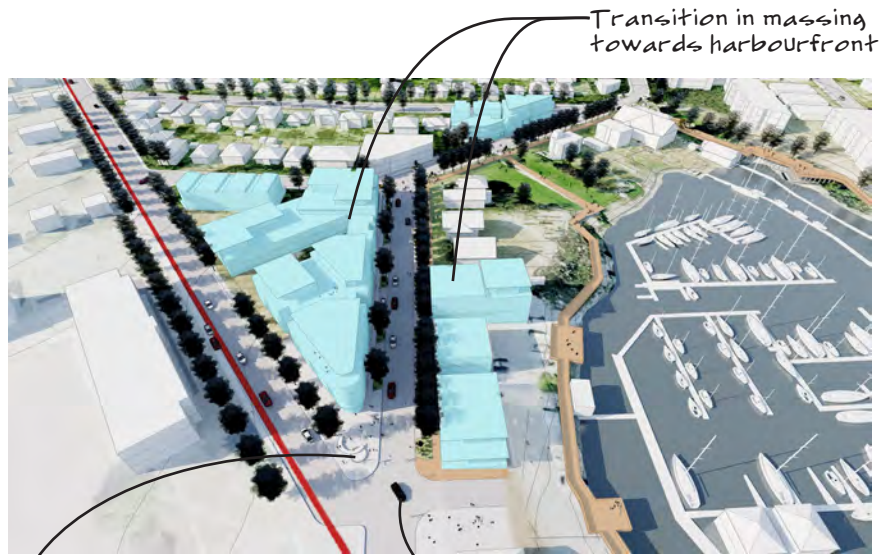
Continuous walkway

Public realm enhancements opportunity areas

New intersection

Improved view corridor

View on page 32.



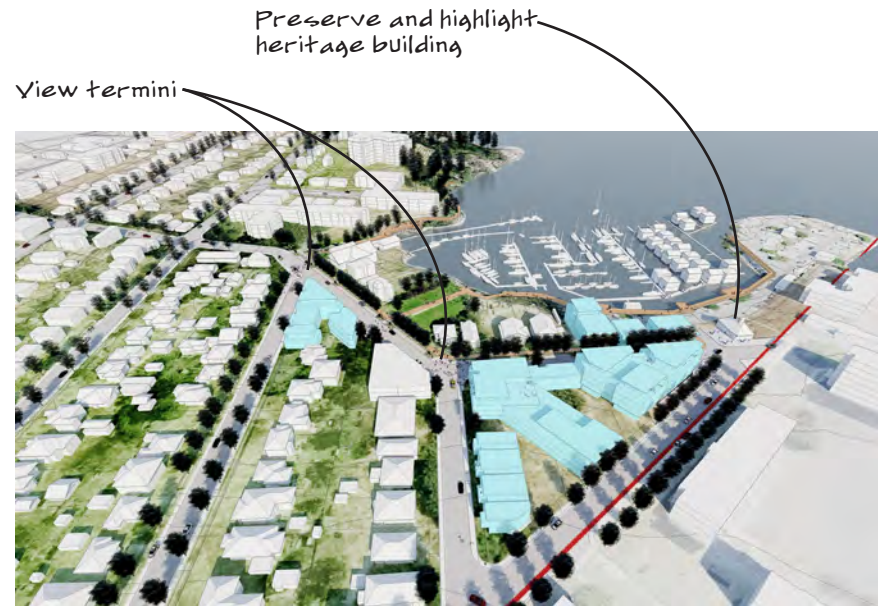
Transition in massing towards harbourfront

Landmark corner plaza located at South gateway to urban village, with views to harbourfront. See sketch on page 27.

New intersection



View on page 28



Preserve and highlight heritage building

View termini

# Streetscape Guidelines

## OVERVIEW

The design, construction and maintenance of streetscapes in the West Bay Neighbourhood should serve to reinforce its unique identity by incorporating:

1. Strong connection to the harbourfront;
2. A walkable neighbourhood;
3. Human scale;
4. Harbourfront ecology;
5. Harbourfront community & identity, and
6. Neighbourliness.

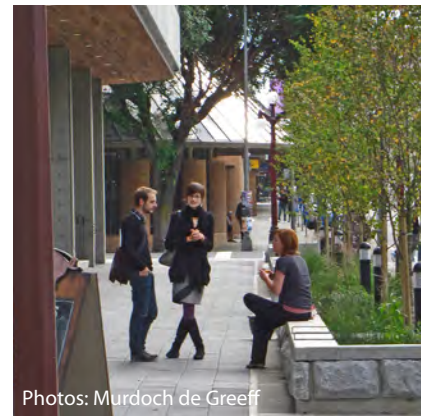
To illustrate the integration of these principles four typical streetscape sections and plans are presented below. These include Head Street North, Head Street South, Lyall Street West, and Lyall Street East. The sections focus on Public Realm improvements within two distinct areas of the West Bay Neighbourhood; West Bay Urban Village Gateways and West Bay Urban Village.

## WEST BAY URBAN VILLAGE GATEWAY

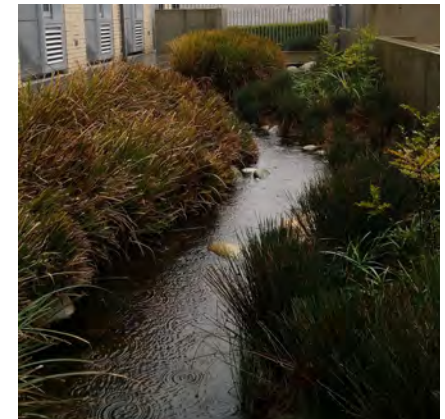
West Bay Urban Village is accessible by Lyall Street and Head Street. Both streets currently have 18m wide Right of Ways (R.O.W) and accommodate two way traffic in standard 4.25m wide lanes. Objectives for the Lyall Street and Head Street Gateways include: improving the pedestrian environment, maintaining on-street parking, improved wayfinding, increased tree canopy, and integrated stormwater management. The Lyall Street West section shows a typical treatment through an existing residential lot on Lyall across from the Department of Defense (DND) lands. The Head Street North section shows a typical treatment near the intersection of Head and Esquimalt.

## WEST BAY URBAN VILLAGE

West Bay Urban Village is located on the harbour front adjacent to the Marina. The area is identified for potential future development with a primary focus on the 'Triangle Property'. Some of the objectives for the Urban Village include: increased density, creation of places to gather, an inviting and active public realm, and reduced speed/traffic calming. Both the Lyall Street East section and Head Street South section show typical treatments at the triangle property and suggest a 'Skinny Streets' approach with reduce travel lane widths (3.0m)



*Integrated Storm Water Management, The Atrium building, Victoria BC*



*Integrated Storm Water Management, Reliable Controls building, Victoria BC*

# Integrated Storm Water Management

Integrate rain gardens, swales, tree planting, and other suitable BMP's to capture, slow, and treat storm water before it enters the harbour.



Photos: Murdoch de Greeff

Storm Water Plaza,  
Cecelia Road, Victoria BC



Photo: Paul de Greeff

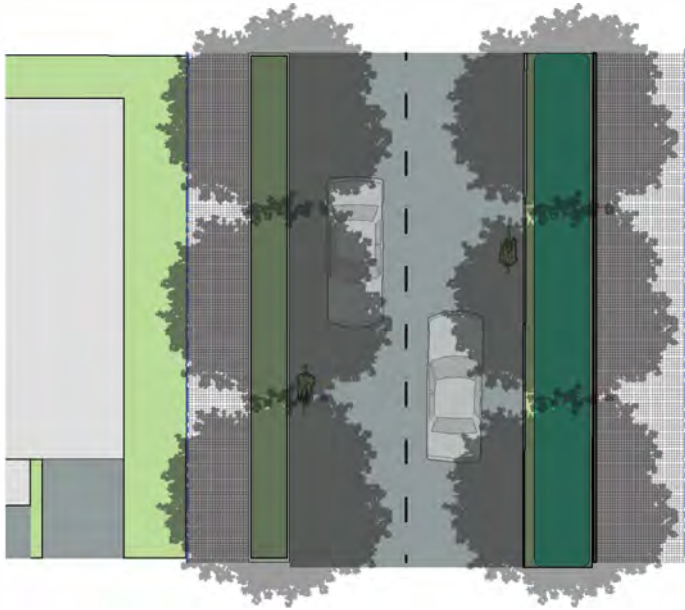
Storm Water Streetscape,  
Portland, Oregon



Photo: Murdoch de Greeff

Storm Water Traffic Bulge,  
Trent St., Victoria BC

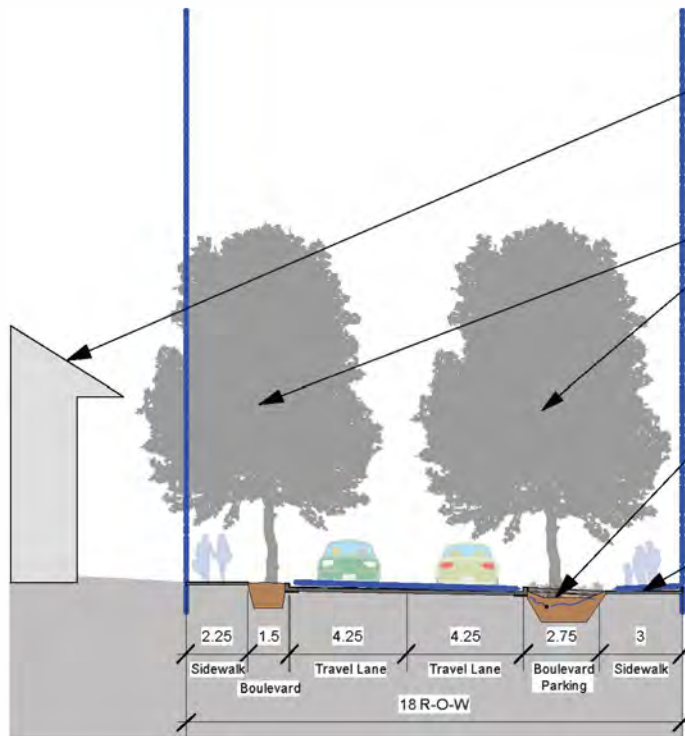




## Head Street North

Head street North, near the intersection of Head and Esquimalt Road, is intended to act as a Gateway to the Village, Harbour, and Marina. The intent on this section of Head is to increase the appeal of the pedestrian environment, employ clear wayfinding strategies to direct traffic towards the Village and/or Harbour/Marina.

**Strategies to achieve this include:** Increased sidewalk width to encourage walking, a double row of trees to accentuate Head as a linear corridor to the harbour/village, source controls such as onstreet rain gardens to treat stormwater, and similar building scales to reinforce the street end/harbour as a focal point. Development fronting onto the east side of this section of Head street should maintain physical and visual permeability to the waterfront by integrating paseos and achieving a minimal building separation of 6 metres



### Neighbourliness-

Transition building heights from shoreline to upland areas to minimize shadow and view impacts.

### Human Scale-

Utilize a double row of trees to accentuate the linearity of Head Street as a Gateway and the Village as a destination at the terminus.

### Upland Ecology-

Install onstreet rain gardens to capture, treat and slow street run off before it enters the harbour downstream.

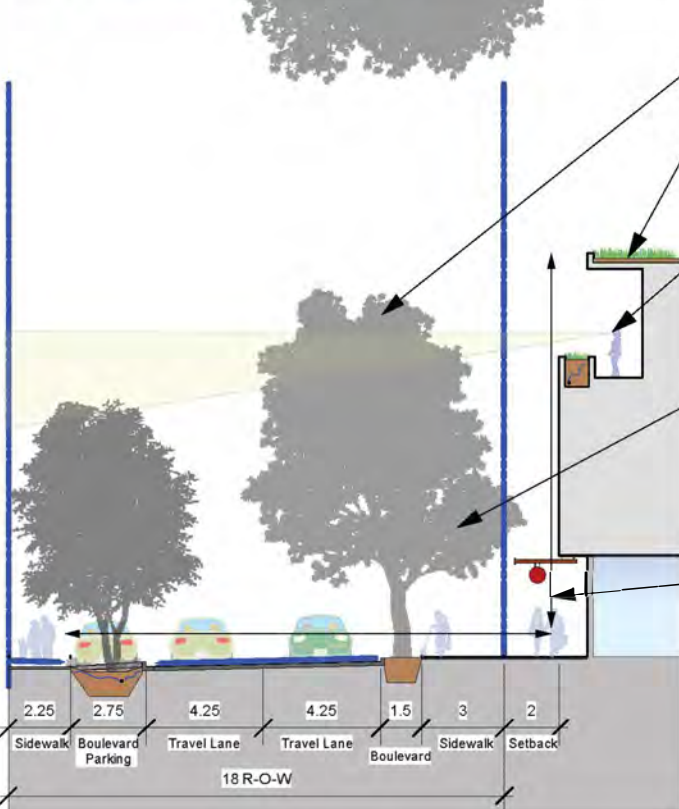
### Walkable Neighbourhood-

Utilise vegetated boulevard strips to provide separation from vehicular traffic and increase sidewalk widths on gateway streets to promote wayfinding while contributing to attractive and inviting pedestrian environments.

# Head Street South

Head street South, is intended to act as the communities Village or High Street. The intent on this section of Head is to provide public open spaces that contribute to a sense of being on the waterfront while supporting the commercial viability of the area. The *West Bay Village* public space should include but is not limited to waterfront access, space for gathering and festivals, and an attractive pedestrian oriented environment.

Strategies to achieve this include: *Distance to Building Height Ratios* of between 1:1 and 3:1, use of green building techniques to preserve the health and visual aesthetic of the shoreline, and transitions in scale to perserve upslope and adjacent views.

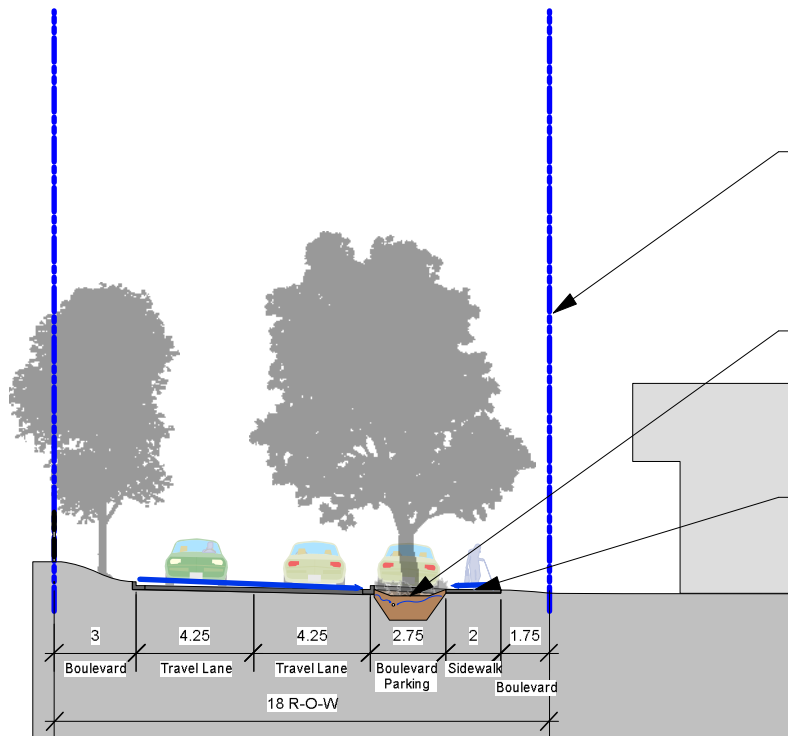


Head Street South  
Scale: 1:200



## Lyall Street West- Existing Residential

West Lyall Street acts as an important connection from the harbour to the surrounding residences, Esquimalt village, and the Esquimalt Rec. Center. Future developments along this corridor should focus on improving the pedestrian environment to increase the walkability of the neighbourhood. Strategies to achieve this include: Tree planting to reduce the visual scale of the street and provide shade, green infrastructure such as rain gardens to intercept stormwater flows before they enter the harbour downstream, and separated boulevards to increase the attractiveness of the pedestrian environment.



### Human Scale-

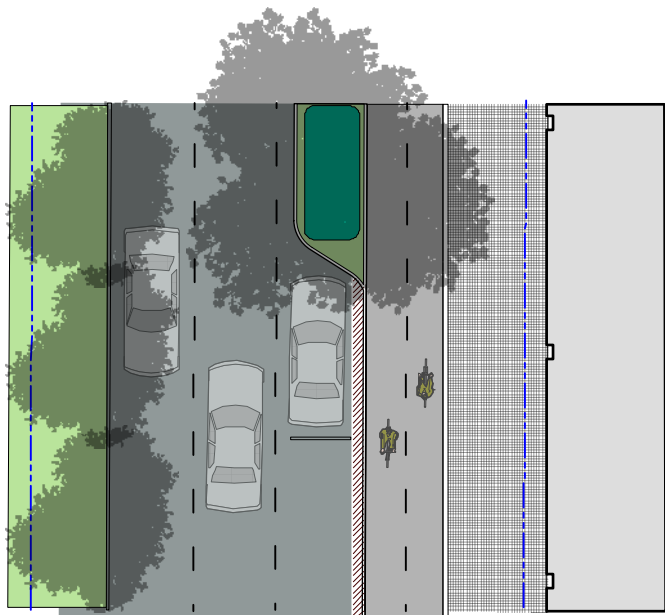
Tree planting can reduce the visual scale of the street while offering summer shade for the street and sidewalk.

### Waterfront Ecology-

Integrated rain gardens to treat stormwater and provide habitat for birds and pollinators.

### A Walkable Neighbourhood-

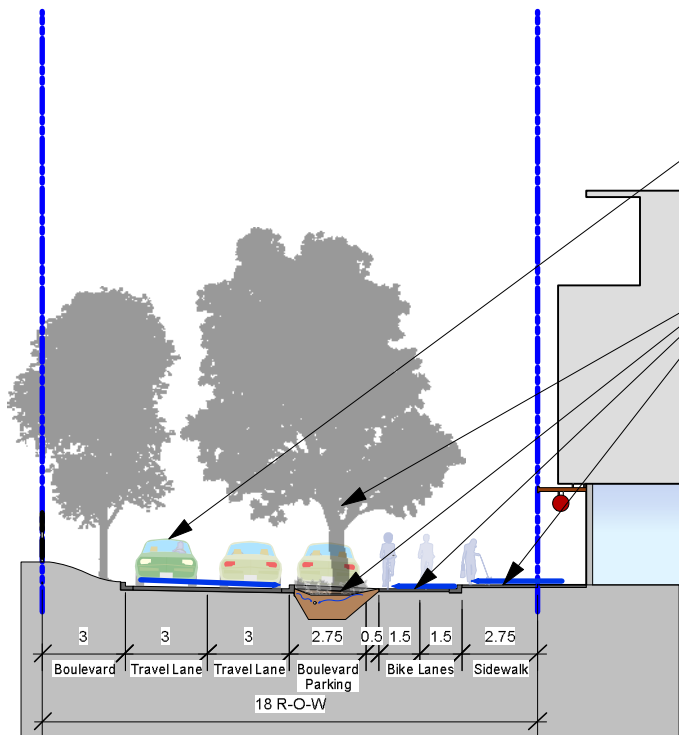
Use separated boulevards to remove sidewalks from vehicular traffic and increase the attractiveness of the pedestrian environment.



## Lyall Street East- West Bay Village

East Lyall Street at the harbour interface is meant to act as part of the *West Bay Village*. The intent here is to contribute to the sense of a waterfront village while providing an attractive pedestrian environment with places for festivals and gatherings. Located adjacent to the DND lands Lyall street, in general, should focus on pedestrian improvements on the North side which is more heavily used by the public.

Strategies to achieve this include: Tree planting to reduce the visual scale of the street, vehicular travel lane reductions to provide space for bike lanes and encourage alternative modes of transportation, green infrastructure such as rain gardens to intercept stormwater flows before they enter the harbour, and seperated boulevards to increase the attractiveness of the pedestrian environment.



### Walkable Neighbourhood

*Skinny Streets* help to maximize pedestrian oriented space and allow for increased sidewalk widths as well as seperated bike lanes.

### Waterfront Ecology-

Significant tree planting, green infrastructure, bike lanes, access corridors to waterfront recreation, clear wayfinding, and attractive pedestrian spaces should be layered and integrated to create a vibrant community, ecologically healthy shoreline, and healthy upland ecology.

3b

Lyall Street- West Bay Village  
Scale: 1:200