

OFFICIAL COMMUNITY PLAN

District of Central Saanich
Bylaw #2100
Schedule A
Adopted: April 24, 2023



Schedule D: Development Permit Areas and Guidelines

1 Riparian and Sensitive Aquatic Ecosystem Development Permit Areas

1.1 Designation

Those lands within Central Saanich identified on Schedule F: *Riparian Development Permit Areas* as *Riparian Areas* or as *Sensitive Aquatic Ecosystems*, are designated as a development permit area pursuant to Section 919.1(1) (a) of the Local Government Act.

1.2 Justification

The natural environment is a significant feature of the District of Central Saanich. Both Riparian and Wetland Sensitive Aquatic Ecosystems identified in the *Sensitive Ecosystem Inventory of East Vancouver Island and Gulf Islands* have been found in the District. Section 919.1(1) (a) of the LGA authorizes local government to designate development permit areas for the protection of the natural environment, its ecosystems and biological diversity.

Aquatic ecosystems are wet ecosystems including and surrounding watercourses, lakes, streams, ponds, wetlands and in many cases, ditches. Some of these ecosystems may only be wet during the winter months, drying up in the summer. The geography and vegetation that surrounds, protects and interacts with the aquatic environment is called the riparian area. Together, the water and the riparian area form an aquatic ecosystem.

The importance of aquatic ecosystems is far reaching and is only briefly summarized here. Aquatic habitats are critical for the survival of fish and wildlife and form necessary travel corridors between habitats. Water is an important part of maintaining biodiversity and is essential for many species. Many rare species are associated with aquatic environments.

Central Saanich has a limited ground water supply and the quality of surface water and aquifers (both below ground and in surface recharge areas) is important.

Aquatic ecosystems are natural water purifiers and pollution filtration systems. Healthy aquatic ecosystems have a capacity to retain stormwater runoff, maintain water quality by reducing the levels of sediment, nutrients and toxic chemicals in outflow water, slow water flow and prevent erosion.

Aquatic ecosystems contribute to the livability and rural nature of Central Saanich through the provision additional greens space. The entire water system is highly interconnected and fragile. A change in one part of a stream or wetland can have downstream consequences on wildlife, people and property.

Unnecessarily disturbing these sensitive and important aquatic environments may harm their vitality and the ecological services they provide. A development permit is required for any proposed development within the Development Permit Area to ensure that the ecological value of sensitive riparian and wetland habitats have been considered prior to development, and that measures will be taken to limit or avoid damage to these ecosystems.

The province of British Columbia's Riparian Areas Regulation (RAR), under the *Fish Protection Act*, aims to protect riparian areas for the protection of fish habitat. This regulation requires all residential, commercial, or industrial development in a Riparian Assessment Area to be subject to an assessment by a Qualified Environmental Professional (QEP).

The purpose of this environmental review is to ensure the protection of the natural environment in accordance with the *Fish Protection Act* by protecting the features, functions, and conditions critical to support fish processes and ensuring appropriate measures are in place for the protection of the natural environment.

A Local Government must not approve or allow a development to proceed until the local government has been notified by the Ministry of Environment that the Ministry of Environment and Fisheries and Oceans Canada have been notified of the development proposal and have been provided with a copy of the assessment report prepared by a QEP or that the Minister of Fisheries and Oceans Canada has authorized the harmful alteration, disruption, or destruction of the natural features, functions, and conditions that support fish life process in a riparian assessment area.

1.3 General Objectives

- To plan and regulate new development in a manner that preserves and protects Fish Habitat and Sensitive Aquatic Ecosystems.
- To protect, restore and enhance Fish Habitat and Sensitive Aquatic Ecosystems in a relatively natural state while supporting adjacent land uses.
- To meet the requirements of the Riparian Areas Regulation.
- To protect water quality and quantity.

1.4 Application

The Development Permit Area applies to all of the District's lands including mapped and unmapped streams that provide fish habitat (Referred to as Riparian Areas). The Development Permit Area consists of the following Riparian Assessment Areas within and adjacent to all streams, which by definition includes wetlands and lakes:

- a) For a stream, a 30 metre strip on both sides of the stream measured from the natural boundary;
- b) For a ravine less than 60 metres wide, a strip on both sides of the stream measured from the high water mark to a point that is 30 metres beyond the top of the ravine bank; and
- c) For a ravine 60 metres wide or greater, a strip on both sides of the stream measured from the natural boundary to a point that is 10 metres beyond the top of the ravine bank.

The Development Permit Area also applies to those mapped watercourses, lakes, streams, ponds, and wetlands not identified as fish habitat (referred to as sensitive aquatic ecosystems). The development permit area consists of a 30 metre wide leave-strip or buffer area extending from the high water mark of all identified wetland and riparian aquatic ecosystems

A development permit is required for the following development activities except where such activities are specifically exempt:

- Removal, alteration, disruption, or destruction of vegetation;
- Disturbance of soils;
- Construction or erection of buildings and structures;
- Creation of non-structural impervious or semi-impervious surfaces;
- Flood protection works;
- Construction of roads, trails, docks, wharves, and bridges;
- Provision and maintenance of sewer and water services;
- Development of drainage systems; and
- Development of utility corridors;
- Subdivision as defined in section 872 of the *Local Government Act*.

1.5 Development Permit Exemptions

The following activities are exempt from the requirement for a development permit. Despite these exemption provisions, owners must meet any other applicable local, provincial or federal requirements:

- a) Development or alteration of land occurring outside of the Development Permit Area as determined by a BC Land Surveyor or another qualified person;
- b) Development, upon submission to the District of a written statement from a Qualified Environmental Professional with relevant experience confirming the absence of riparian habitat or an aquatic ecosystem within the area that would be affected by the proposed work (for example, due to mapping error);
- c) Repair, maintenance, alteration or reconstruction of existing legal or legal non-conforming buildings, structures or utilities provided there is no alteration of undisturbed land or vegetation (a building permit may still be required);
- d) Development on land where a Conservation Covenant under section 219 of the *Land Title Act* is registered against title, is granted to the District or a recognized conservation agency and includes provisions which protect riparian areas or sensitive aquatic ecosystems in a manner that is consistent with the applicable DPA guidelines;
- e) Repair and maintenance of existing roads, driveways, paths and trails, provided there is no expansion of the width or length of the road, driveway, path or trail, and no creation of additional impervious surfacing, including paving, asphaltting or similar surfacing;
- f) Removal of trees deemed hazardous by a qualified arborist that threaten the immediate safety of life and buildings;
- g) Normal farm practices protected by the *Farm Practices Protection (Right to Farm) Act* or other applicable provincial legislation or guidelines on properties assessed as a farm under the *BC Assessment Act*. A Farm Practices Guide is being developed that will address stream setbacks for farming activities. While the Development Permit Guidelines do not apply to normal farming practices, they do apply to non-farming activities on lands that might otherwise be used, designated or zoned for agriculture. For example the construction of a non-farm building, a residence or the development of a parking lot on land within the Agricultural Land Reserve would be regulated by District bylaws and therefore subject to the Development Permit Guidelines;
- h) Stream Enhancement and Fish and Wildlife habitat restoration works that have obtained the required Provincial and Federal approvals. Any activity within the stream channel that has or may have an impact on a stream requires compliance with Provincial and Federal legislation and notification to the District;
- i) The removal of invasive plants or noxious weeds within the Development Permit Area provided such works are conducted in accordance with a vegetation management plan prepared by a certified Arborist or Qualified Environmental Professional, and measures are taken to avoid sediment or debris being discharged into the watercourse or onto the foreshore and the area is replanted immediately in accordance with established best management practices.
- j) Construction of a fence so long as no native trees are removed and the disturbance of native vegetation is restricted to 0.5metres on either side of the fence.
- k) Municipal public works, undertaken or authorized by a District of Central Saanich.

- l) Park and works services, undertaken or authorized by a District of Central Saanich, the Capital Regional District or the Province of BC.
- m) Gardening and yard maintenance activities within an existing landscaped area, such as lawn mowing, tree and shrub pruning, vegetation planting and minor soil disturbance that do not alter the general contours of the land.
- n) The construction of a small accessory building such as a pump house, gazebo, garden shed or play house if all the following apply:
 - The building is located within an existing landscaped area;
 - No native trees are removed;
 - The building is located a minimum of 10 metres from the high water mark of the stream; and
 - The total area of small accessory buildings is less than 10m².
- o) Emergency actions required to prevent, control or reduce an immediate threat to human life, the natural environment or public or private property including:
 - Forest fire, flood, and erosion protection works;
 - Protection, repair or replacement of public utilities;
 - Clearing of an obstruction from a bridge, culvert or stream;
 - Bridge repairs; and
 - Removal of hazardous trees.

1.6 Guidelines

The following guidelines apply to all development permit applications in Riparian Areas as designated in Section 11.1.1:

- a) A Qualified Environmental Professional (QEP) should be retained at the expense of the applicant for the purpose of preparing a report pursuant to Section 4(2) of the RAR and the RAR Assessment Methodology Guidebook. The report should be electronically submitted to the appropriate provincial and federal authorities and a hard copy must be provided to the District.
- b) A Development Permit should not be issued without notification from the appropriate provincial and federal agencies that they have been notified of the proposed development and provided with an acceptable copy of the QEP assessment report or having received evidence of the Minister of Fisheries and Oceans Canada approval under the authority of Section 4(3) of the Riparian Areas Regulation.
- c) Where the QEP report finds that the proposed development will result in a Harmful Alteration, Disruption, or Destruction (HADD) to fish habitat pursuant to Section 35(2) of the Canada *Fisheries Act*, the development permit shall not be issued unless approval under the authority of Section 4(3) of the RAR is received from the Department of Fisheries and Oceans (DFO). The District may consider providing comments to the DFO in regards to a proposed approval under the authority of Section 4(3) of the RAR.
- d) The District may, when considering comments to the DFO on a proposed approval under Section 4(3) of the RAR, require additional information from the QEP and other senior levels of government.
- e) The applicant should be requested to provide an explanatory plan of the SPEA.
- f) The owner should implement all measures necessary to maintain the integrity of the SPEA as specified in the QEP's report, and such measures may be included as conditions of the development permit.
- g) In addition to implementing the measures contained in the QEP report, in order to ensure future encroachment into the SPEA is reduced, the District, in consultation with the land owner, may consider the following:

- Dedicating back to the Province or District all or part of the SPEA;
 - Gifting to a nature preservation organization (tax receipts may be issued) all or part of the SPEA;
 - Registering restrictive covenant(s) or conservation covenant(s) securing the measures prescribed in the QEP assessment report.
- h) In the case of a proposed subdivision with portions of the land within this Development Permit Area, minimum parcel sizes should be met exclusive of the SPEA.
- i) In the case of a proposed subdivision within this Development Permit Area, subdivision of the SPEA should be avoided.
- j) Developers are encouraged to exceed the minimum standards set out in the RAR.
- k) Where a proposed development is subject to a building permit, the QEP should be required to provide confirmation to the District that the development has been developed in accordance with the QEP's recommendations prior to final inspection or occupancy as applicable.

In addition, the following guidelines apply to development permit applications in all Sensitive Aquatic Ecosystem Development Permit Areas:

- l) The leavestrip area for the protection of the aquatic ecosystem should remain undisturbed near watercourses. The intention is that the leavestrip should be untouched by development and left in its natural condition, or, if damaged by previous use or construction should be restored or enhanced.
- m) In the case of a DPA application the leavestrip should be evaluated, established and monitored by a professional engineer or biologist experienced in aquatic ecosystem assessment and design registered in the province of BC. The assessment should include (but is not limited to) the consideration of:
- The Sensitive Ecosystem Inventory of the District, and any other environmental information available from the District, Regional District or provincial environmental agencies;
 - Maintenance of sufficient leavestrip or buffer area to accommodate the dynamic nature of the hydrologic system, maintain water quality, base flows and natural drainage patterns. A report prepared by a professional hydrologist may be required in circumstances where the hydrological condition has been or may be significantly disturbed;
 - The drainage, sediment and erosion control measures and the District's stormwater management provisions;
 - Provincial Best Management Guidelines pertaining to aquatic habitats, groundwater management and drinking water protection; and
 - An indication of when the monitoring of important environmental conditions should occur.
- n) Adjustments to the width of the leavestrip area should be determined based on the following factors:
- Whether the watercourse has downstream water intakes;
 - What the intended land use is within the property (both within and outside of the Development Permit Area);
 - Whether the land use includes livestock storage, on site septic disposal, fuel storage, aggregate extraction, or other sources of potential surface or groundwater contamination;
 - The location of the natural wetland and riparian ecosystem communities;
 - The location of important denning or nesting habitat;

- Ecosystem continuity in the local area;
 - The extent of land clearing, berming, or removal of vegetation and topsoil;
 - The timing of site work and rehabilitation;
 - The natural slope of the land; and
 - In consideration of the guidelines of the development permit area.
- o) Where possible leavestrips and open spaces should be linked to develop a continuous network of ecosystems.
 - p) Networks of leavestrips, open spaces and foreshore may provide for public access where such access is designed in a way that is not detrimental to the natural environment.
 - q) Where impact on the leavestrip may be permitted during construction, provisions should be in place to rehabilitate the leavestrip using native species. Rehabilitation is intended to restore or enhance the ecosystem in the leavestrip.
 - r) All leavestrips should be identified and protected along their perimeter during all phases of construction through the placement of temporary fencing in order to prevent any accidental disturbance.
 - s) Active bird, raptor and heron nests whether occupied or not are protected under the provincial *Wildlife Act*. The Province has suggested minimum buffer distances. A QEP assessment should be submitted identifying nest locations and recommended buffer distances.
 - t) Avoid the location of road, driveways and utility corridors along, parallel to, or across aquatic ecosystems and their associated riparian areas in order to maintain natural connectivity. Where it can be demonstrated that alternatives are not possible, design crossings that are narrow and perpendicular to riparian areas and elevated in order to maintain connections.
 - u) Maintain hydrologic regimes. Changes to surface and ground water flow can negatively impact aquatic, riparian, wetland and broadleaf woodland ecosystems. Trails, roads, construction and development should be designed to maintain the hydrology of these ecosystems. Inflow and outflow streams should not be diked or dammed.
 - v) Maintain normal wetland and water processes such as flooding, seasonal drawdown, and groundwater recharge.
 - w) Maintain entire intact ecosystems wherever possible discouraging any disruptive uses that can adversely alter the ecosystem and the water quality of the aquifer such as use for ATV's, unplanned and unmaintained trails, mountain bikes and vehicles. Manage access actively with fencing and railings.
 - x) Riparian vegetation should be maintained where intact, or restored where disturbed or where invasive weeds have intruded.
 - y) In general, development design should reflect the "Develop with Care" objectives and guidelines produced by the province of BC.

2 Marine Shoreline Development Permit Area

2.1 Designation

That part of Central Saanich indicated as Marine Shoreline on Schedule E, Environmental Development Permit Areas, is designated as a development permit area pursuant to Section 919.1(1) (a) of the *Local Government Act*.

2.2 Justification

Section 919.1(1) (a) authorizes local government to designate development permits where protection of the natural environment, its ecosystems and biological diversity is desired and can be justified. Section 919.1(1) (b) authorizes local government to designate development permits for the protection of development from potentially hazardous conditions.

The District's shoreline areas have high ecological values. Due to their physical and biological characteristics and situation they need to be carefully managed to avoid potential negative impacts of development. Residential development, and associated shoreline improvements or protection measures can threaten the ecological and physical integrity of the foreshore and valuable upland.

In an effort to balance development opportunities with conservation of the ecological values of the shoreline a development permit is required for all new developments within 15 m of the natural boundary of the sea.

2.3 General Objectives

- To plan and regulate new development in a manner that preserves and protects the long-term physical integrity and ecological values of Central Saanich's shoreline and associated foreshore and upland areas.
- To guard against erosion and avoid damage to public property.
- To ensure public safety.
- To balance development opportunities with the ecological conservation of the shoreline environment.
- To maintain the public's use and access to these important recreation areas in a manner that does not compromise the ecological integrity of the shoreline or put users at undue risk.

2.4 Application

The Shoreline Development Permit Area applies to all of those District lands within an area that extends 15m inland and seaward from the natural boundary of the ocean in the Plan Area.

This Development Permit Area applies to all development proposed within the Shoreline DPA. A development permit is required for the following development activities where such activities involve the subdivision of land, construction of, addition to, or alteration of a building or structure, or the alteration of land, except where such activities are specifically exempt:

- a. Removal, alteration, disruption, or destruction of vegetation;
- b. Disturbance of soils;
- c. Construction or erection of buildings and structures;
- d. Creation of non-structural impervious or semi-impervious surfaces;
- e. Flood protection works;
- f. Construction of roads, trails, docks, wharves, and bridges;
- g. Provision and maintenance of sewer and water services;
- h. Development of drainage systems;

- i. Development of utility corridors; and
- j. Subdivision as defined in section 872 of the *Local Government Act*.

2.5 Development Permit Exemptions

The following activities are exempt from the requirement for a development permit. Despite these exemption provisions, owners must meet any other applicable local, provincial or federal requirements:

- a) Development or alteration of land occurring outside of the Development Permit Area as determined by a BC Land Surveyor or another qualified person;
- b) Development, upon submission to the District of a written statement from a Qualified Environmental Professional with relevant experience confirming the absence of a sensitive ecosystem within the area that would be affected by the proposed work (for example, due to mapping error);
- c) The placement of impermanent structures, such as benches, tables and garden ornaments;
- d) Development on land where a conservation covenant under section 219 of the *Land Title Act* is registered against title, is granted to the District or a recognized conservancy and includes provisions which protect shoreline ecosystems in a manner consistent with the applicable DPA guidelines;
- e) Repair, maintenance, alteration or reconstruction of existing legal or legal non-conforming buildings, structures or utilities provided there is no alteration of undisturbed land or vegetation (a building permit may still be required);
- f) Repair and maintenance of existing roads, driveways, paths and trails, provided there is no expansion of the width or length of the road, driveway, path or trail, and no creation of additional impervious surfacing, including paving, asphaltting or similar surfacing.
- g) Removal of trees deemed hazardous by a qualified arborist that threaten the immediate safety of life and buildings;
- h) Removal of invasive plants or noxious weeds on a small scale within the Development Permit Area: and
- i) Normal farm practices protected by the *Farm Practices Protection (Right to Farm) Act* or other applicable provincial legislation or guidelines on properties assessed as a farm under the *BC Assessment Act*.
- j) The removal of invasive plants or noxious weeds within the Development Permit Area provided such works are conducted in accordance with a vegetation management plan prepared by a certified Arborist or Qualified Environmental Professional, and measures are taken to avoid sediment or debris being discharged into a watercourse or onto the foreshore and the area is replanted immediately in accordance with established best management practices.
- k) Construction of a fence so long as no native trees are removed and the disturbance of native vegetation is restricted to 0.5metres on either side of the fence.
- l) Municipal public works, undertaken or authorized by a District of Central Saanich.
- m) Park and works services, undertaken or authorized by a District of Central Saanich, the Capital Regional District or the Province of BC.
- n) Gardening and yard maintenance activities within an existing landscaped area, such as lawn mowing, tree and shrub pruning, vegetation planting and minor soil disturbance that do not alter the general contours of the land.
- o) The construction of a small accessory building such as a pump house, gazebo, garden shed or play house if all the following apply:
 - The building is located within an existing landscaped area;

- No native trees are removed;
 - The building is located a minimum of 10 metres from the natural boundary of the sea or, where the bank has a slope greater than 3 : 1 , 10m from the top of bank; and,
 - The total area of small accessory buildings is less than 10m².
- p) Emergency actions required to prevent, control or reduce an immediate threat to human life, the natural environment or public or private property including:
- Forest fire, flood, and erosion protection works;
 - Protection, repair or replacement of public utilities;
 - Clearing of an obstruction from a bridge, culvert, dock, wharf or stream;
 - Bridge repairs.

2.6 General Guidelines

1. Development of the shoreline area should be limited and not negatively impact the ecological health of the immediate area or impede public access.
2. Shoreline protection measures should be limited to that necessary:
 - a) To prevent damage to existing structures or established uses on adjacent upland; or
 - b) To prevent damage to a proposed public land use.
3. New upland or shoreline structures or additions should be located and designed to avoid the need for shore protection works. Only if all options to locate and design without the need for shore protection measures are exhausted should such works be considered.
4. When required:
 - a) Apply the 'softest' possible shore protection measure that will still provide satisfactory protection; and
 - b) Limit the size of shore protection measures to the minimum necessary.
5. All structural shore protection measures should be installed within the property line or upland of the natural boundary, whichever is further inland. "Soft" shoreline protection measures that provide restoration of previously damaged ecological functions may be permitted seaward of the natural boundary subject to obtaining necessary approvals from the provincial and federal governments.

2.7 Specific Shoreline Protection Guidelines

New Development/Subdivisions

1. Using geotechnical analysis of the site and shoreline characteristics, subdivision applications should ensure that the lots created will not require shore protection measures in order for useable, safe building sites to be created.
2. New development on steep slopes or bluffs shall be set back sufficiently from the top of the bluff to ensure that shore protection measures will not be necessary during the life of the structure, as demonstrated by a geotechnical analysis for the said structure.
3. Shore protection measures should not be allowed for the purpose of providing a sufficient setback to meet zoning requirements (i.e., where the setback could not be achieved without such measures).
4. Shore protection measures that will cause erosion or other physical damage to adjacent or down-current properties shall not be supported.
5. "Hard" structural shore protection measures (e.g. concrete walls, lock block, stacked rock, etc.) may be considered in support of new development only when a geotechnical and biophysical analysis provides conclusive evidence that:

- a) The erosion is not being caused by upland conditions, such as the loss of vegetation and drainage associated with the proposed development;
 - b) All possible on-site drainage solutions away from the shoreline edge have been exhausted;
 - c) Non-structural measures, planting vegetation, or installing on-site drainage improvements, are not feasible or not sufficient to address the stabilization issues; and
 - d) The shore protection measure will not result in a net loss of shoreline ecological functions (i.e. any unavoidable damage to shoreline habitat will be more than off-set by habitat compensation works).
6. New driveways and septic systems should not be located in the development permit area. If such a location cannot be avoided, the encroachment into the Development Permit Area must be minimized, and the design and construction of the road or septic system be supervised by a qualified coastal professional to ensure that the objectives and guidelines the development permit area are met to the satisfaction of the District and Vancouver Island Health Authority as applicable.
 7. Stormwater outflows shall have water quality and water quantity/erosion control features installed satisfactory to the District, so as to avoid impacts on slope stability and fish habitat and to comply with stormwater management guidelines and policies of the District.
 8. Where this development permit area includes native plant species or plant communities dependent on a marine shoreline habitat that are identified locally, provincially, or federally as sensitive, rare, threatened or endangered, or have been identified by a qualified environmental professional as worthy of particular protection, their habitat areas should be left undisturbed. If disturbance cannot be entirely avoided, development and mitigation/compensation measures shall be undertaken only under the supervision of the qualified environmental professional with advice from applicable senior environmental agencies.

Changes to Existing Development

1. Shore protection measures should not be allowed for the purpose of extending lawns or gardens, or to provide space for additions to existing structures or new outbuildings.
2. New structural shore protection measures along the shoreline may be considered for the protection of existing structures or to protect habitat restoration projects or hazardous substance remediation projects, if the following criteria are met:
 - a) A report provided by a qualified coastal professional (QCP) provides conclusive evidence that the structure is at risk from shoreline erosion caused by tidal action, currents, or waves. Evidence of normal sloughing, erosion of steep bluffs, or shoreline erosion itself, without a scientific or geotechnical analysis, is not sufficient demonstration of need;
 - b) The erosion is not being caused by upland conditions, such as the loss of vegetation and drainage. The geotechnical analysis should evaluate on-site drainage issues and address drainage problems away from the shoreline edge before considering structural shoreline stabilization;
 - c) Non-structural measures, such as locating new buildings and structures further from the shoreline, planting vegetation, or installing on-site drainage improvements, are not feasible or not sufficient; and
 - d) The shore protection works will not result in a net loss of shoreline ecological functions.
3. An existing shore protection measure may be replaced if the existing works can no longer adequately serve its purpose provided that:
 - a) The replacement shore protection measures should be of the same size and footprint as the existing works, unless required to prevent shoreline erosion as determined by a qualified coastal professional;

- b) The replacement shore protection measures should be designed, located, sized, and constructed to assure no net loss of ecological functions;
- c) Replacement walls or bulkheads should not encroach seaward of the natural boundary or an existing shore protection measures unless there are significant safety or environmental concerns that could only be addressed via such an encroachment. In such cases, the replacement shore protection measures should utilize the 'softest' approach possible and abut the existing shore protection works; and
- d) Where impacts to critical marine habitats would occur by leaving the existing works, it can be removed as part of the replacement measure.

2.8 Guidelines for Specific Shoreline Types

Rocky Shores consist primarily of rock platform, and may include steep cliffs or shelves overlain with beach veneer of boulders, gravel or rubble. While shore protection measures are generally not required on rocky shores as the bedrock provides adequate protection from erosion the following guidelines apply:

1. Ensure that a minimum 15m setback for new buildings and structures, additions to existing buildings and structures or the placement and removal of fill is maintained.
2. A setback of less than 15m may be considered if it is supported by a report by a qualified coastal professional (for geotechnical and coastal process considerations) and a QEP (for biological/environmental considerations) and satisfies all of the guidelines associated with this development permit area.
3. Due to the inherently stable nature of this type of shoreline, applications for shore protection measures will generally not be accepted unless evidence is provided by a qualified coastal professional that there is a substantial risk of damage or loss of structures.
4. Retain or restore an average 15m (with a 5m minimum) wide shoreline zone (i.e., shoreline vegetation) over a minimum 50% of shore length, with recognition that the type and extent of vegetation on rocky shores may be less than that found on beach or stream delta shores.

Beach Shores may consist of broad silty /sandy beaches or gravely/blocky rubble beaches or mixed rock with beach sediment, and may be classified as either a drift-sector or pocket beach of Class 1, 2, or 3 rating. With this type of shoreline, the following guidelines apply:

1. Ensure that a minimum 15m setback for new buildings and structures, additions to existing buildings and structures, or the placement and removal of fill is maintained.
2. Where shore protection measures are necessary, make use of "beach nourishment" designs, which add appropriately sized material to the upper beach, creating a natural beach slope and beach armour.
3. Use of seawalls and rip rap embankments are generally not acceptable except when no alternative shore protection design is possible (e.g. on existing narrow lots at the base of the marine scarp).
4. Retain or restore an average 15m (with a 5m minimum) wide shoreline zone (i.e., shoreline vegetation) over a minimum 50% of shore length.
5. Where marine scarp areas are under other development permit area designations for geotechnical hazards (slope stability), these areas should be reviewed with respect to protection from shoreline erosion as well.

Marsh Shores include both mudflat and delta areas, and are generally highly sensitive and productive natural areas. The intertidal (foreshore) zone in this area is typically dynamic, changing in response to large stream flows and storm events. Though dynamic, the shore zone

in these areas is generally accreting rather than eroding. It is important to allow sufficient space to allow these natural sediment processes to occur. With this type of shoreline, the following guidelines apply:

1. Provide a property-specific assessment with respect to building setbacks and shore protection designs, as stream sediment processes are important and will vary from site to site.
2. Dredging or filling of marsh shore should not be permitted.
3. Use of marsh shore areas should be limited to park or conservation uses that do not require structural intrusions.
4. Where shore protection measures are necessary, make use of “beach nourishment” designs, which add appropriately sized material to the upper beach, creating a natural beach slope and beach armour.
5. Sea walls and rip rap embankments should not be used to protect these shoreline areas.
6. Retain or restore an average 15m wide (with a 5m minimum) shoreline zone (i.e., shoreline vegetation) over at least 50% of shore length.

2.9 Construction Practices

Erosion control

All development within this development permit area should be undertaken and completed in such a manner as to prevent the release of sediment to the shore or to any watercourse or storm sewer that flows to the marine shore. An erosion and sediment control plan, including actions to be taken prior to land clearing and site preparation and the proposed timing of development activities to reduce the risk of erosion, may be required as part of the development permit application.

Monitoring

The implementation of required environmental mitigation, restoration or enhancement planting or measures approved under a development permit should be monitored by a qualified environmental professional until all such measures have been completed and the Professional has provided a report confirming completion to a standard acceptable to the District.

2.10 Vegetation Management, Restoration and Enhancement Guidelines

- a) Existing, native vegetation should be retained wherever possible to minimize disruption to habitat and to protect against erosion and slope failure.
- b) Existing trees and shrubs to be retained should be clearly marked prior to development, and temporary fencing installed at the drip line to protect them during clearing, grading and other development activities.
- c) If the area has been previously cleared of native vegetation, or is cleared during the process of development, replanting should be required in accordance with these guidelines or requirements specified in the development permit. Areas of undisturbed bedrock exposed to the surface or natural sparsely vegetated areas should not require planting.
- d) Vegetation species used in replanting, restoration or enhancement should be selected to suit the soil, light and groundwater conditions of the site, should preferably be native to the area, and be selected for erosion control and/or fish and habitat wildlife habitat values as needed. Suitably adapted, non-invasive, non-native vegetation may also be considered acceptable.
- e) Replanting requirements should be set out in plans developed as part of the development permit application and should form part of the development permit.
- f) All replanting should be maintained by the property owner for a minimum of 2 years

from the date of completion of the planting. This may require removal of invasive, non-native weeds (e.g., Himalayan blackberry, Scotch broom, English ivy) and irrigation. Unhealthy, dying or dead stock should be replaced at the owner's expense within that time in the next regular planting season.

2.11 Shore Protection Measures Design Guidelines

Shore Protection Measures are the range of modification measures to the shoreline, or adjacent seaward or landward areas, for the purpose of protection against erosion. Structural protection methods are often referred to as "hard" and "soft." "Hard" measures refer to those with solid, hard surfaces, such as concrete bulkheads, while "soft" structural measures rely on less rigid materials, such as biotechnical vegetation measures or beach enhancement. There is a range of measures varying from soft to hard that include:

- Vegetation enhancement
 - Upland drainage control
 - Biotechnical measures
 - Beach enhancement
 - Anchor trees
 - Gravel placement
 - Rock (rip rap) revetments
 - Gabions
 - Concrete groins
 - Retaining walls or bulkheads
 - Seawalls.
- SOFT**
↓
HARD

In general, *the harder the construction measure, the greater the impact on shoreline processes, including sediment transport, geomorphology, and biological functions.*

1. Materials used for shoreline stabilization should consist of inert materials. Stabilization materials should not consist of debris or contaminated material that could result in pollution of tidal waters.
2. Revetments (rip rap slopes) and bulkheads (retaining walls) should only be constructed if no other alternative exists.
3. Where revetments are proposed:
 - a) They should not result in the loss of shoreline vegetation or fish habitat;
 - b) The size and quantity of materials used should be limited to that necessary to withstand the estimated energy of the location's hydraulic action and prevent collapse; and
 - c) Filter cloth should be used to aid drainage.
4. Where bulkheads are proposed:
 - a) They should not to be located where geo-hydraulic processes are critical to shoreline conservation. Feeder bluffs, marshes, wetlands, spits or hooks should be avoided;
 - b) They should be located parallel to and landward of the natural boundary of the sea, as close to any natural bank as possible;
 - c) They should allow the passage of surface or groundwater without causing ponding or saturation; and
 - d) They should be constructed of stable, non-erodible materials that preserve natural shoreline characteristics. Adequate toe protection including proper footings and retention mesh should be included. Beach materials should not be used for fill behind bulkheads.

2.12 Beach Nourishment and Upland Fill Guidelines

1. Fill upland of the natural boundary greater than 10 cubic meters in volume should be considered only when necessary to assist in the enhancement of the natural shoreline's stability and ecological function.
2. Such fills should be located, designed, and constructed to protect shoreline ecological functions and ecosystem-wide processes, including channel migration.
3. Fill below (seaward of) the natural boundary should be considered only when necessary to assist in the enhancement of the natural shoreline's stability and ecological function, typically as part of a beach nourishment design.
4. All upland fill and beach nourishment materials should be clean and free of debris and contaminated material. All fill and beach nourishment proposals are subject to review and approval by the appropriate provincial and/or federal authorities.

2.13 Guidelines for Public Shore Access, Roads and Pathways

1. Ensure that shore protection measures do not restrict appropriate public access along the shoreline except where such access is determined to be infeasible because of incompatible uses, safety, security, or harm to ecological functions.
2. Where feasible, incorporate ecological restoration and public access improvements into the project.
3. Public road or pathways should not result in a net loss of shoreline ecological functions.
4. Public access development in extremely sensitive areas should be restricted or prohibited.
5. Fill should not be placed at or below the natural boundary for the purposes of providing a trail or walkway.
6. Parking areas should be placed away from the shore, buffered or landscaped, and constructed so as to minimize erosion and water pollution by controlling storm runoff. Structural measures such as catch basins, oil separators, filtration trenches or swales, unpaved or permeable all weather surfaces should be considered for this purpose.

2.14 Guidelines for the Construction and Replacement of Existing Docks and Boat Launch Facilities

1. Docks and wharves should ensure that public access along the shore is maintained, and should serve multiple users rather than one dock per property.
2. Docks and wharves should be sited to avoid impacts on sensitive ecosystems such as eelgrass beds, fish habitat, and natural processes such as currents and littoral drift.
3. Docks should be constructed in a manner that permits the free flow of water beneath. Supports should be located on a hard substrate.
4. Floating docks should not rest on the bottom at any time and a minimal, moveable ramp should be utilized to connect the dock with the shore rather than a fixed wharf or pier.
5. Piers and pilings and floating docks are preferred over solid-core piers.
6. Docks should not use unenclosed plastic foam or other non-biodegradable materials that have the potential to degrade over time. Docks should be constructed of stable materials that will not degrade water quality. The use of creosote-treated pilings is discouraged.

3 Sensitive Terrestrial Ecosystems Development Permit Area

3.1 Designation

Those lands within Central Saanich indicated as Sensitive Terrestrial Ecosystems on Schedule E, Environmental Development Permit Areas, are designated as a development permit area pursuant to Section 919.1(1) (a) of the *Local Government Act*.

3.2 Justification

Section 919.1(1) (a) authorizes local government to designate development permits where protection of the natural environment, its ecosystems and biological diversity is desired and can be justified.

The natural environment is a significant feature of the District of Central Saanich. Three of the five rare and ecologically fragile terrestrial Ecosystems shown on the Sensitive Ecosystem Inventory of East Vancouver Island and Gulf Islands Map have been found in the District. These three areas include Older Forest, Woodland, and Terrestrial Herbaceous, Ecosystems.

These areas are home to a variety of rare and endangered plants, animals and plant communities. They benefit the overall landscape and benefit the community in a number of ways ranging from aesthetic to practical. There is a growing understanding that these areas are an important part of a healthy economy and add to the social well being of a community.

Because of the sensitivity of these ecosystems and their gradual erosion by human activities, the District is taking measures to protect these areas from land clearing, construction of buildings or roads or other site alteration activities that have the potential to degrade the ecological value of these areas.

3.3 General Objectives

- a) To plan and regulate new development in a manner that preserves and protects these Environmentally Sensitive Terrestrial Ecosystems.
- b) To protect, restore and enhance Sensitive Terrestrial Ecosystems in a relatively natural state while supporting adjacent land uses.
- c) To protect, restore and enhance the associated fish and wildlife functions and values.

3.4 Application

The Development Permit Area applies to areas of sensitive ecosystems identified in the Sensitive Ecosystems Inventory (SEI) of East Vancouver Island and Gulf Islands. Portions of all nine sensitive ecosystems mapped in the SEI occur within Central Saanich. The sensitive ecosystem mapping is based on aerial mapping completed by the province during 1993-1997, and updated to 2004.

This Development Permit Area applies to all development proposed within the Sensitive Terrestrial Ecosystem DPA. A development permit is required for the following development activities where such activities involve the subdivision of land, construction of, addition to, or alteration of a building or structure, or the alteration of land, except where such activities are specifically exempt:

- a) Removal, alteration, disruption, or destruction of vegetation;
- b) Disturbance of soils;
- c) Construction or erection of buildings and structures;
- d) Creation of non-structural impervious or semi-impervious surfaces;
- e) Flood protection works;
- f) Construction of roads, trails, docks, wharves, and bridges;

- g) Provision and maintenance of sewer and water services;
- h) Development of drainage systems;
- i) Development of utility corridors; and
- j) Subdivision as defined in section 872 of the *Local Government Act*.

3.5 Development Permit Exemptions

The following activities are exempt from any requirement for a development permit. Despite these exemption provisions, owners must satisfy themselves that they meet any other applicable local, provincial or federal requirements:

- a) Development or alteration of land occurring outside of the Development Permit Area as determined by a BC Land Surveyor or another qualified person;
- b) Development, upon submission to the District of a written statement from a Qualified Environmental Professional with relevant experience confirming the absence of a sensitive ecosystem within the area that would be affected by the proposed work (for example, due to mapping error);
- c) The placement of impermanent structures, such as benches, tables and garden ornaments;
- d) Development on land where a conservation covenant under section 219 of the *Land Title Act* is registered against title, is granted to the District or a recognized conservancy and includes provisions which protect ecosystems in a manner consistent with the applicable DPA guidelines;
- e) Repair, maintenance, alteration or reconstruction of existing legal or legal non-conforming buildings, structures or utilities provided there is no alteration of undisturbed land or vegetation (a building permit may still be required);
- f) Repair and maintenance of existing roads, driveways, paths and trails, provided there is no expansion of the width or length of the road, driveway, path or trail, and no creation of additional impervious surfacing, including paving, asphaltting or similar surfacing.
- g) Removal of trees deemed hazardous by a qualified arborist that threaten the immediate safety of life and buildings;
- h) Removal of invasive plants or noxious weeds on a small scale within the Development Permit Area: and
- i) Normal farm practices protected by the *Farm Practices Protection (Right to Farm) Act* or other applicable provincial legislation or guidelines on properties assessed as a farm under the *BC Assessment Act*.
- j) The removal of invasive plants or noxious weeds within the Development Permit Area provided such works are conducted in accordance with a vegetation management plan prepared by a certified Arborist or Qualified Environmental Professional, and measures are taken to avoid sediment or debris being discharged into a watercourse or onto the foreshore and the area is replanted immediately in accordance with established best management practices.
- k) Construction of a fence so long as no native trees are removed and the disturbance of native vegetation is restricted to 0.5metres on either side of the fence.
- l) Municipal public works, undertaken or authorized by District of Central Saanich.
- m) Park and works services, undertaken or authorized by District of Central Saanich, the Capital Regional District or the Province of BC.
- n) Gardening and yard maintenance activities within an existing landscaped area, such as lawn mowing, tree and shrub pruning, vegetation planting and minor soil disturbance that do not alter the general contours of the land.
- o) The construction of a small accessory building such as a pump house, gazebo, garden shed or play house if all the following apply:

- The building is located within an existing landscaped area;
 - No native trees are removed;
 - The building is located a minimum of 15 metres from the high water mark of a stream, or, where the stream bank has a slope greater than 3:1 , 10m from the top of bank; and
 - The total area of small accessory buildings is less than 10m².
- p) Emergency actions required to prevent, control or reduce an immediate threat to human life, the natural environment or public or private property including:
- Forest fire, flood, and erosion protection works;
 - Protection, repair or replacement of public utilities;
 - Clearing of an obstruction from a bridge, culvert or stream;
 - Bridge repairs.

3.6 General Guidelines

The following guidelines apply to all development permit applications in all Sensitive Terrestrial Ecosystem Development Permit Areas:

- a) Identify critical areas containing important, rare or fragile sensitive ecosystems or habitat.
- b) Avoid locating development in areas containing important, rare or fragile sensitive ecosystems or habitat where reasonable alternative sites exist.
- c) The area cleared and disturbed for development should be minimized.
- d) Fewer, but larger, undisturbed areas should be retained, rather than small or isolated undisturbed areas.
- e) Buildings and associated infrastructure should be sited with sufficient undisturbed space around significant mature or established trees to protect root systems.
- f) Undeveloped buffer areas should be retained around sensitive ecosystems, features or habitat where feasible. Buffer areas should be of sufficient width to limit access by invasive plants.
- g) Natural features should be retained through incorporation into the design of the development. In particular, unique or special natural features such as native grasses, rare plants, unique land forms, rock outcroppings, mature trees, spits and dunes should be protected.
- h) Connections and corridors should be maintained to provide continuity between sensitive ecosystems and important habitat.
- i) Use of drought resistant and native plants in landscaping is encouraged.
- j) The planting or introduction of non-native plants should be avoided.
- k) Avoid the introduction of invasive species.
- l) Soil removal or deposit within or adjacent to a sensitive ecosystems or habitat should be avoided.
- m) Alteration of natural drainage systems in ways that increase or decrease the amount of water available to a sensitive ecosystem should be avoided.
- n) Septic fields should be located in such a manner to avoid the possibility of polluting sensitive ecosystems or habitat.
- o) Driveways and other accesses should be limited to the number required for safe access, with shared driveway access where feasible. Driveway lengths and widths should be limited to the minimum necessary. If possible, the use of impervious surfaces should be discouraged.
- p) The permit conditions may include:

- Construction of permanent or temporary fencing around sensitive features;
 - Fencing, flagging and posting of notices during construction;
 - Limits on blasting in sensitive areas;
 - Limits on construction timing;
 - Provision of works to maintain or restore the quantity or quality of water reaching environmentally sensitive areas or habitat;
 - Restoration or enhancement of disturbed sensitive ecosystems and habitat;
- q) The District may consider variances to siting or size regulations where the variance could result in enhanced protection of an environmentally sensitive area.

4 Light Industrial/Arterial Commercial Development Permit Area

4.1 Designation

The lands identified on Schedule D, Development Permit Area as Light Industrial/Service Commercial Development Permit Area are designated under Section 919(1)(f) of the *Local Government Act* which allows regulation of the form and character of commercial, industrial or multi-family residential development. In addition, all lands zoned for Light Industrial uses or service commercial uses are subject to these Development Permit Area Regulations.

4.2 Purpose

The main objective of the Development Permit Area is to encourage a high standard of site design, building form and landscaping to improve the appearance of development within the Keating Industrial Area and Business District and arterial commercial lands.

4.3 Justification

The District would like to improve the image and attractiveness of the Light Industrial and Arterial Commercial areas within Central Saanich in order to enhance the community and to attract new businesses and visitors to the community.

4.4 Development Permit Exemptions

A development permit is not required for the following:

- Internal alterations to a building;
- External alterations to a building or alterations to a site, not exceeding an estimated construction value of \$30,000, which are as similar in their effect on the form and character of development as to not warrant an application in the opinion of the District.

4.5 Guidelines

Development Permits issued in this area should be in accordance with the guidelines set out below:

4.5.1 Access and Egress

Access and egress to Keating Cross Road and other public roadways should be provided in a safe manner, and should not impede traffic flows.

4.5.2 Building Form and Character

The following guidelines respecting building form and character shall apply:

- a) Monolithic structures and long expanses of blank walls facing the roadway should be avoided.
- b) Walls facing roadways should incorporate elements that add variety and vertical definition such as windows, entrances, and sloped roofs and articulation of the wall system.
- c) Larger buildings should be designed in a way that creates the impression of smaller blocks.
- d) Buildings should generally be finished in painted metal, wood, or textured concrete. Bare untreated concrete or concrete block is generally not acceptable.

- e) Buildings and structures should be appear durable and permanent in nature, and should not appear to be temporary structures or trailers.

4.5.3 Screening and Landscaping

The following guidelines respecting screening and landscaping shall apply:

- a) The site should be provided with a landscaped strip composed of grass, earth berms, shrubs, trees, other vegetation, or a combination of these in the following areas:
 - along the property edge next to roadways;
 - between parking areas, roadways and buildings;
 - between different parking areas; and
 - between buildings and parking areas.
- b) The landscaping should consist of a mix of coniferous and deciduous vegetation, with low plantings and taller tree species at intervals. Large areas of bark mulch, gravel or other similar materials are not suitable.
- c) Native plants and plants that have low irrigation and maintenance requirements are encouraged.
- d) Support service structures and facilities such as loading bays, refuse containers and storage areas, should be located to minimize visibility from public areas and screened with walls, fencing, hedging, planting, other screening materials or a combination of these materials.
- e) Outdoor and rooftop service installations, including mechanical, electrical and other service equipment, should be enclosed in a screening structure that complements the building design.

4.5.4 Outdoor Lighting

The following guidelines respecting outdoor lighting shall apply:

- a) In order to avoid impacts on the Dominion Astrophysical Observatory, minimize impacts on adjacent uses and avoid unnecessary impacts on nocturnal wildlife, outdoor lighting should be shielded so that all light is directed below the horizontal plane towards the ground.
- b) Efforts should be taken to avoid light encroachment on neighbouring properties.
- c) Energy efficient lighting is encouraged.
- d) Applicants will be required to demonstrate that their lighting design conforms to the requirements set out by the Dominion Astrophysical Observatory.

4.5.5 Signs

The following guidelines respecting signs shall apply:

- a) All signs should be architecturally coordinated with the overall design of buildings and landscaping. Multi-unit buildings should have unit signs of compatible size, arrangement and character.
- b) Fascia type signs (on building surfaces) are encouraged.
- c) Signs with temporary and changeable lettering are not supported, except where clearly required due to the nature of the business activity.
- d) Signage should be unobtrusive and should not detract from the form and character of the site or adjacent properties.

- e) All site signage shall conform to the comprehensive sign plan approved for the site.

4.5.6 Transitions

The following guidelines respecting transitions shall apply:

- a) Transitions between the Light Industrial/Service Commercial area and adjacent residential properties should ensure privacy and avoid the impacts of noise, glare and shadows.
- b) Commercial buildings should be sited to afford maximum privacy to adjacent residential and rural properties.
- c) Effective transitions should be provided by a combination of the following methods:
 - Fencing, combined with dense naturalized shrubbery or hedges;
 - Landscaped earth berms;
 - Dense shrubbery or hedges capable of screening adjacent properties; and
 - Trees that can grow to sufficient height to screen the commercial use from a three-storey multiple family dwelling.

4.5.7 Parking and Outdoor Storage

The following guidelines respecting parking and outdoor storage shall apply:

- a) Parking and outdoor storage should be at the side or rear of a building and screened from well used streets and public spaces where possible.
- b) Shared parking and shared storage facilities are encouraged.
- c) Parking areas in excess of 10 spaces should be broken into smaller groups, divided by landscaping strips (see landscaping above).
- d) Access to parking areas should be landscaped and sited, wherever possible, on secondary roads.

5 Residential Multi-family and Commercial/Mixed-use Development Permit Areas

5.1 Designation

The lands identified on Schedule D, Development Permit Area as Residential Multi-family and Commercial Mixed-use Development Permit Areas are designated under Section 919(1) (f) of the *Local Government Act* which allows regulation of the form and character of commercial, industrial or multi-family residential development. In addition, all lands zoned for Light Industrial uses or service commercial uses are subject to these Development Permit Area Regulations

5.2 Purpose

- 5.2.1 The overall purpose of the Residential Multi-family and Commercial Mixed-use Development Permit Areas and associated guidelines is to ensure a high quality public realm that contributes to a unique sense of place and identity and enhances pedestrian activity, safety and comfort. Additionally, the guidelines are intended to encourage energy efficiency and environmental sustainability in new development through site, building, and landscape design, and to ensure a high standard of overall liveability for residential and mixed-use projects.

5.3 Justification

As it is District policy for the majority of new Residential Multi-family and Commercial Mixed-use growth to be accommodated through infill and intensification in existing built areas, the community would like to ensure that new construction responds positively to existing development while fostering:

- a high quality, walkable, and safe public realm;
- energy efficiency in new developments to the extent that it can be addressed by building form and character; and
- overall a high degree of residential liveability.

5.4 Development Permit Exemptions

A development permit is **not** required for the following:

- Multi-family residential development containing eight dwelling units or less, which are subject of the Intensive Residential Development Permit Area. (*Bylaw 2036*)
- Internal alterations to a building; and,
- External alterations to a building or alterations to a site, not exceeding an estimated construction value of \$30,000, which are as similar in their effect on the form and character of development as to not warrant an application in the opinion of the District.

5.5 Guidelines

Development Permits issued in this area should be in accordance with the guidelines set out below:

- Responding to Site Characteristics
- Integration with the Existing Context
- Pedestrian Orientation and Building Address
- Scale and Massing
- Architectural Character
- Solar Access, Views, and Shadowing
- Private Open Spaces and Amenity Areas

- Site Servicing, Parking and Access
- Public Realm and Pedestrian Environment
- Landscaping
- Energy Efficiency, Building Form, and Character

5.6 Responding to Site Characteristics

The siting and orientation of buildings should respond to specific site conditions and opportunities such as oddly shaped lots, location on prominent intersections, corner lots, unusual topography, significant vegetation, views and other natural features according to the following guidelines:

- a) New development should reflect, rather than obscure, significant natural topographic features. For example, buildings should be designed to step up hill sides using terraces that connect with the sidewalk and street.
- b) Where neighbouring buildings have responded positively and consistently to similar topographic conditions on their site, new development should consider similar treatments.
- c) Site design should incorporate design elements to protect and enhance remnant riparian zones, watercourses, and urban forests within the community. Buildings should be sited to retain and preserve significant trees and/or vegetation (cross reference Section 7).
- d) At prominent intersections within Village Centres buildings are encouraged to serve as visually prominent landmarks at the terminus of views, incorporating pocket parks with distinctive landscape features, and using distinctive roof shapes and building forms.

5.7 Integration with Existing Context

New development should respond sensitively to existing or planned adjacent development and be well integrated within the neighbourhood and local context according to the following guidelines:

- a) New Multi family and mixed use projects should reflect the character of existing development and the prevailing “streetscape” by incorporating the use of details such as roof lines and pitches, building proportions, façade fenestration and materials, and landscaping and public realm treatments that derive from existing adjacent development.
- b) New development should be similar in height to adjacent development. Where new development is taller than existing adjacent development, buildings and groups of buildings should step down to be similar in height to adjacent buildings to allow for an effective transition in scale.
- c) 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.
- d) Creative use of landscaping or other screening should be used to reduce the perceived scale of adjacent development.

5.8 Pedestrian Orientation and Building Address

New development should be positively oriented towards public streets and open spaces to encourage pedestrian activity, street vitality and safety, and to generally enhance the visual quality and character of development, according to the following guidelines:

- a) Buildings and street trees should be sited and oriented to positively frame and define streets, pathways, and other public open spaces and give continuity.

- b) New development should address streets, squares, courtyards, and other open spaces using entrances, windows, patios and balconies that are clearly visible from and where appropriate, overlook public open spaces.
- c) Entrances to buildings should be visible and have direct access from public streets and sidewalks to enhance building address and create street vitality.
- d) Building setbacks from the public sidewalk should ensure that clear sight lines and accessible grades are maintained from the public sidewalk to the primary building entrance.
- e) Buildings should be well connected to and integrated with pedestrian-oriented open space such as streets, courtyards, gardens, patios, and other landscaped areas.

Commercial/Mixed-Use Buildings

- a) Publicly oriented, active uses should be located at grade and at the sidewalk edge. Retail continuity is encouraged on the ground floor, with office or residential uses located above.
- b) Shop fronts should have frequent entrances, narrow frontages, and transparent store fronts whose uses are visible from the street, and where appropriate, can extend onto the public sidewalk.
- c) On commercial retail streets, buildings should be set back to ensure a minimum sidewalk width of 3.0 metres where possible to ensure space for pedestrians, street trees and other streetscape elements.
- d) Residential and commercial entrances should be differentiated architecturally in mixed-use buildings. Commercial entries tend to be public, and residential entries tend to be private, and should therefore be designed accordingly.
- e) Entry-ways to buildings should be recessed slightly from the sidewalk or property line to emphasize the building entrance, enhance building address, and to provide “punctuation” in the overall streetscape architectural concept for the building.

Residential Buildings

- a) Residential buildings or residential uses within mixed-use buildings should be sited and oriented to overlook public streets, parks, and walkways and private communal spaces while ensuring the security and privacy of its residents.
- b) Residential buildings should have individual entrances to ground floor units that are clearly visible and identifiable from the fronting public street, square, or thoroughfare to provide easy pedestrian connections to buildings and create a sense of association amongst neighbours.
- c) Dwelling units located at grade in multi-family buildings should be set back between 3 to 7 metres from the sidewalk edge and elevated slightly (approx. 1.2 metres) to allow for a semi-private transition area that allows clear views to the street or public thoroughfare while reducing views into residential units.
- d) When considering access, the needs of all users, including the disabled and elderly, should be addressed to allow the flexible use of buildings.
- e) Incorporate lobbies with multiple access points where appropriate to enhance building access and connectivity with adjacent open spaces.
- f) Dwelling units should be “clustered” in smaller groups to create more resident interaction and neighbourly surveillance.
- g) Multi-family residential projects on roads and arterials with significant vehicle traffic may have private rear yards facing the street, but should have access to the rear yard from the street and should create a streetscape of entrances within the private roadway or courtyard area.

5.9 Scale and Massing

The scale and visual mass of buildings should be broken up to reduce the visual impact of buildings and to create variation and visual interest according to the following guidelines:

- a) Larger residential developments should be separated into smaller groups or clusters of units to promote a sense of belonging and neighbourliness and to maintain a residential scale and image.
- b) Townhomes should be designed in clusters of 25 units or less based on a single entry point.
- c) Apartments developments based on a single entry should have 40 units or less.
- d) Very large single buildings more than 60m in length, or townhomes with more than six joined units, are not supported and are to be avoided.
- e) Variation in building facades should be achieved through façade articulation using vertical and horizontal setbacks and step backs.
- f) Facades should be limited to lengths of approximately 40 m or less by incorporating a substantial setback from the main building face.
- g) More minor visual breaks in the façade of at least 1 metre and at intervals of 10 metres or less should be used to further break up building mass, to accentuate individual entrances and units, and to create variation and enhance visual interest from public and private open spaces.
- h) Buildings taller than three storeys should be set back by a minimum of 1.5 metres at the fourth storey.
- i) Exclusively residential buildings should have a minimum 5 m side yard setback to provide a landscaped pedestrian corridor to the rear of the building.

5.10 Architectural Character

Building design elements, details, and materials should create a well-proportioned, human-scaled, and unified building form and exhibit an overall architectural concept that responds to the established architectural concept according to the following guidelines:

- a) Buildings should incorporate a range of architectural features and design details into their facades that respond to the internal function and use of the building while being rich and varied in detail to create human scale and visual interest.
 - i. Examples of architectural features include:
 - Building articulation and modulation
 - Bay windows
 - A corner accent, such as a turret or protruding balcony
 - Roof lines and cornices
 - Building Entries
 - Balconies
 - Canopies and overhangs
 - ii. Examples of architectural details include:
 - Treatment of Masonry (such as ceramic tile inlay, paving stones, alternating brick patterns, etc.)
 - Treatment of siding - for example the use of different materials or patterning to distinguish between different floors
 - Articulation of columns,
 - Ornaments, sculpture and art work

- Architectural lighting
 - Detailed grills and railings
 - Substantial trim details and mouldings that help define doors and windows in a building
 - A trellis or arbour
- b) Buildings should express a unified architectural concept that incorporates both variation and consistency in façade treatments by, for example, articulating facades into a series of intervals.
- c) In general, new buildings should incorporate substantial and natural building materials into their facade to avoid a ‘thin veneer’ look and feel. Substantial, natural materials local to Central Saanich such as masonry, stone, and wood are strongly encouraged, as are colours that harmonize with these materials.
- d) Vinyl siding should generally be avoided.
- e) Any new development or redevelopment within areas designated as Commercial Mixed-use within Saanichton Keating Ridge should use building materials and design which is compatible with the established "pioneer theme".
- f) Commercial retail frontages should incorporate large shop front windows with substantive wood or metal frames.
- g) Metal cladding may be appropriate for some situations, for example, some mixed-use and live/work buildings outside of the two Village Centres.
- h) Entrances should be located and designed to create building identity and to distinguish between individual ground floor units.
- i) A high level of architectural detail and, where appropriate, landscape treatment, should be used to emphasize primary entrances, and to provide “punctuation” in the overall streetscape treatment and architectural concept of the building. Some examples of how to achieve this include but are not limited to the following:
- Accented paving which helps to call out a residential entry and adds interest to the sidewalk or courtyard;
 - Distinctive signage for residential entries or addresses which helps to define residential uses and facilitates way-finding.
- j) Individual ground floor entries for both residential and commercial buildings should be weather protected to provide comfort for pedestrians and strengthen building identity.
- k) Building sidewalls should be designed to be attractive and interesting when viewed from adjacent buildings, street, and sidewalks through the use of materials, colours, textures, articulation, and fenestration, in combination with growing and or mature plant material.
- l) Balconies should be designed as integral parts of buildings. Overly enclosed balconies should be avoided, as these limit views and sunlight access. Guard rails should use materials (e.g., glass, metal railings) that allow sun penetration into the building.
- m) In general, the roof line or top of the building structure should be clearly distinguished from its façade walls.
- n) New developments should use architectural features, details and site design elements that are human proportioned and clearly oriented towards human pedestrian activity

to help achieve human scale. Strategies that can be used to achieve a human scale in new development includes but is not limited to the following:

- Incorporating individual windows in upper stories that are approximately the size and proportion of a traditional window, include a trim or moulding that appears substantial from the sidewalk, are separated from adjacent windows by a vertical element, and are made up of small pains of glass
- Separating windows that are grouped together to form larger areas of glazing with mouldings or jambs
- Incorporating porches or covered entries for residential projects.
- Incorporating pedestrian weather protection for commercial projects in the form of canopies, awnings, arcades or other elements wide enough to protect at least one person.

5.11 Solar Access, Views, and Shadowing

Buildings should be sited and oriented to maximize views, reduce overshadowing effects on surrounding buildings and open spaces, and to increase overall energy efficiency through natural cooling, lighting, and heating, according to the following guidelines:

- a) New development projects should be oriented so that a majority of primary living spaces receive direct sunlight for the day light hours at equinox.
- b) Buildings should be designed to receive daylight from at least two sides of a building, or from one side and a roof. Where possible, dwellings should have a choice of aspect, either front and back, or on two sides for corner units.
- c) Single aspect dwellings (dwelling units with exterior access on one side) should always face a good view, good sun, or ideally both, and are more suitable as wide frontages with shallow floor plans to allow adequate penetration of daylight. Dual aspect buildings are usually suitable with narrow frontages and deep plans.
- d) Landscaping and building design should ensure penetration of sunlight in winter, and shading of afternoon sun in summer (see figure 30).
- e) Corner and dual aspect units (units with exterior access on two sides) are strongly encouraged to facilitate daylight access.
- f) New projects should ensure that their siting, form, and scale does not block significant views and solar access from existing or anticipated development, and that shadowing impacts on adjacent buildings and useable open spaces are minimized.
- g) Proposals for new projects should include sun/shade diagrams of the subject development and the surrounding properties at the following times:
 - Equinox: 8 a.m., 12 noon, 4 p.m.
 - Winter Solstice: 9 a.m., 12 noon, 3 p.m.
 - Buildings should be located to preserve public street-end views and, where possible, private views. Opportunities for framing buildings and architectural features are encouraged.
 - New development should be sited and designed to minimize disruption of the privacy and out-door activities of residents in adjacent buildings and private open spaces.

5.12 Private Open Spaces and Amenity Areas

Residential projects should be sited to maximize opportunities for creating usable, attractive, and well integrated open spaces and networks including play areas for children according to the following guidelines:

- a) Residential and mixed-use projects should incorporate courtyards and green-ways as defining elements of the project while providing a common garden area, play space, gathering place, walkway, or other use located to maximize the amount of direct sunlight received.
- b) Residential and mixed-use projects should incorporate direct access to a private outdoor space, patio or balcony, or upper level terrace for each dwelling unit. These should be of adequate size and be covered where appropriate to ensure quality, comfort and usability.
- c) Residential projects should incorporate play areas for children and amenity spaces for all residents that have surveillance from ground oriented as well as upper storey units.
- d) Roof top open spaces including play areas are encouraged, particularly for buildings where the site coverage is over 50%. Upper story terraces are encouraged to open onto roof top gardens where possible to increase access to semi-private outdoor amenity space.

5.13 Site Servicing, Parking and Access

Site servicing and utilities, and car parking and access, should be located and designed to maximize pedestrian safety and minimize impacts on the attractiveness of the pedestrian environment and adjacent properties according to the following guidelines:

- a) “Back of house” activities should not be located at the front of buildings. “Back of house” activities include but are not limited to the following:
 - Off-street surface parking and access.
 - Access to covered, underground or structured parking and areas for garbage and recycling storage and collection.
 - Loading areas, vents, meters and transformers.
- b) Safety, physical, visual and noise impacts of “back of house” functions (see above) on the street and adjacent properties should be carefully considered in their location and treatment.
- c) Screen, to the maximum extent possible, “back of house” uses from public view.
- d) Screen parking areas from sidewalks and other active open spaces using materials that provide a visual buffer while still allowing clear visibility into the parking areas to promote personal safety. Screening could include landscaping, a trellis, or grillwork with climbing vines.
- e) Clear lines of site should be provided at access points to parking, site servicing, and utility areas to enable casual surveillance and safety.
- f) The size of service openings and garage doors visible from public streets and open spaces should be minimized.
- g) Use shared service areas where possible between developments, including public and private lanes, driveways and service courts.
- h) Where possible, off-street surface parking should be avoided.

- i) Off street surface parking should be eliminated between the front face of a building and the public sidewalk, and should be located to the rear of the building, with parking access from the lane or side-street.
- j) On-street parking should be located on the fronting street at the curb (sidewalk edge) to provide convenient and easy access to commercial and residential entrances.
- k) Large parking lots should be avoided and should be broken into smaller ones.
- l) When it is unavoidable to locate driveways, garages and garage entrances in the fronts of buildings, they should be located so that they are visually less dominant, by, for example, recessing them behind the main building line.
- m) The frequency and width of driveways and curb cuts should be minimized.
- n) Where possible, driveways should be shared with adjacent properties.

5.14 Public Realm and Pedestrian Environment

Public streets, sidewalks, and open spaces should be accessible, safe, comfortable and attractive to pedestrian or resident activity according to the following guidelines:

- a) Streetscape design should incorporate treatments that enhance the pedestrian experience and create a sense of local identity.
- b) Commercial and residential streets should incorporate a continuous planting of deciduous street trees on either side of the street where possible
- c) Convenient, safe and attractive access to building entries should be provided in all new development.
- d) In the two Village Centres, zebra or ladder painted crosswalks, or crosswalks made of special paving materials, should be provided at all pedestrian crossings to increase driver awareness.
- e) Where appropriate, corner and bus bulges should be incorporated into the streetscape design to enhance pedestrian crossings and provide space for landscaping, seating and public art.
- f) Distinctive bus shelters should be provided for the comfort of transit users.
- g) Continuous weather protection and street furniture should be provided in active retail areas within the two Village Centres.
- h) Where a building's ground floor is elevated above a sidewalk pedestrian's eye level, landscaping techniques such as the use of terraces and rockeries should be used to help make the transition between grades.
- i) Public streetscape amenities including benches, planters, garbage receptacles, bike racks, public telephones, and bus shelters with a high quality of design should be provided.
- j) Café tables are permitted and encouraged on public sidewalks within the two Village centres provided safe passage for pedestrians and emergency access is maintained.
- k) New streets and pedestrian pathways should connect with existing, surrounding streets and pathways.
- l) The use of cul-de-sac road ends and other physical barriers which deter or prevent people from walking or cycling through Village Centres and neighbourhoods is strongly discouraged.
- m) Blocks should be between 100 metres to 150 metres in length, and should not exceed 180 metres in length.

- n) Where large blocks are unavoidable, publicly accessible mid-block pedestrian and bicycle pathways should be provided.

Signage

- a) All entrance ways should provide visible signage identifying building address.
- b) Commercial buildings should provide signage that identifies uses and shops clearly but which is scaled to the pedestrian.
- c) Special street name signage and mountings unique to each of the two Village Centres should be used to help create and enhance the local identity of each.
- d) Awning signs, and signs-as-awnings, are discouraged.
- e) Flush mounted fascia signs are encouraged. Hanging signs perpendicular to the building façade are also encouraged.
- f) Backlit plastic box signs, and pylon signs, are strongly discouraged.
- g) Individual cut-out or silhouette letter signs mounted on storefronts are acceptable, with or without illumination. Individual letters should not exceed 0.6m in any dimension.
- h) External neon signs, as well as small neon signs inside store windows, are acceptable.
- i) Rooftop signs and flashing signs are not permissible.

Pedestrian Lighting

- a) Paths and entry areas should be sufficiently lighted to ensure pedestrian comfort and security.
- b) Pedestrian scaled lighting with a high quality of design detail should be provided above sidewalks for night time visibility in the two Village centres.
- c) Architectural lighting should be provided on the face of commercial buildings and at main entries to multi-family residential buildings.
- d) Fluorescent lighting of building exteriors and general lighting is strongly discouraged.
- e) Gooseneck lights applied to fascias are acceptable.
- f) LED lighting of storefronts and street trees is encouraged.

5.15 Landscaping

New developments should incorporate a combination of landscaping materials to enhance and integrate new projects into the surrounding landscape and to improve the experience and overall livability of residents and users of new developments according to the following guidelines:

- a) Buildings should be softened using plants, shrubs and trees, and where necessary, hard landscaping treatments such as terraced retaining walls and planters. Some strategies for achieving this guideline include but are not limited to the following:
 - Incorporate a planter guard or low planter wall as part of the building design.
 - Distinctively landscape open areas created by building articulation.
 - Include a special feature such as a courtyard, fountain or pool.
 - Emphasize entries with special planting in conjunction with decorative paving and/or lighting.
 - Design fences and walls adjacent to the sidewalk to ensure some view of the building from the sidewalk without sacrificing unit privacy.

- b) Where appropriate, landscaping materials and design should reinforce the positive qualities and character of neighbouring properties and the abutting street-scape by:
 - Retaining significant existing trees, and where possible, restoring the existing spacing of street trees.
 - Using similar construction materials, colors or elements to achieve landscape design continuity. For example, extending a masonry wall, using paving similar to a neighbour's, or employing similar stairway construction.
 - Planting trees along street frontages of private property in multi-family residential developments to create a mature treed "boulevard" streetscape.
- c) New development should minimize the removal of existing significant trees and other vegetation. Where tree or vegetation removal is necessary, they should be replaced with new trees and vegetation that is native or distinctive.
- d) Landscaping should incorporate and emphasize native landscape materials and the use of drought resistant plants to reduce irrigation needs.
- e) Tree species that provide high quality bird habitat, and low maintenance fruit producing species, are strongly encouraged.
- f) Space for gardening and the use of edible plants is strongly encouraged.
- g) Parking lots should be heavily landscaped for comfort and visual interest and to minimize heat gain caused by large contiguous paved surfaces. Rain gardens bio-swales, and permeable materials are strongly encouraged to absorb storm water and reduce irrigation needs.
- h) Trees should be planted and maintained by the property owners along street frontages of new multi-family developments to create a mature treed "boulevard" type of streetscape.
- i) Clusters of trees, ponds, or other landscape features should be used within the development to create a meaningful common area. Central areas or courtyards should be usable and inviting to residents as a meeting place, rather than random plantings of grass and shrubs. Seating areas and appropriate lighting should be provided within these common areas. Landscaping should also create a sense of enclosure and privacy for these spaces.
- j) Large areas of uncharacteristic materials such as bark mulch, gravel, river rock and ground cover are to be avoided, and should be combined with a variety of plant materials.
- k) All public areas should be landscaped, including entrance driveways, areas surrounding parking spaces or structures.
- l) Additional landscaping depth and use of noise barriers such as earth berms should be used where a development abuts a major roadway.
- m) All Development Permit applications must provide a professional landscape plan.
- n) New developments should incorporate landscape design strategies and features that minimize storm water runoff from a site and promotes the natural infiltration of storm water into the ground. New projects should minimize impervious surfaces on a site and incorporate the use of rain gardens, bio-swales and other bio-filtration features into the landscape design where possible to absorb and treat storm water at its source.
- o) New developments should maximize the amount of trees, plants, and other vegetation on a site to intercept precipitation and absorb and breakdown storm water and airborne pollutants. Planters are encouraged on patios, balconies, and roof tops.

5.16 Energy Efficiency, Building Form and Character

New projects are strongly encouraged to incorporate designs and materials that minimize energy use and renewable energy sources where possible according to the following guidelines:

- a) Building design should encourage passive heating, lighting, and cooling.
- b) Narrow building forms and floor plans that maximize corner and through units (dwellings with exterior access on two sides) by, for example, incorporating a central courtyard or mews, are strongly encouraged to facilitate natural ventilation and daylight access.
- c) Where possible, buildings should incorporate greater floor to ceiling heights to increase the amount of interior space that can be day-lit from windows, and to allow for vertical air ventilation, particularly for units with exterior walls on only one side.
- d) Landscaping and building design should ensure penetration of sunlight in winter, and shading of afternoon sun in summer.
- e) Use glazing technologies that allow daylight penetration into buildings but not heat penetration.
- f) Roofs and main axis of buildings should be oriented within 15 degrees of due south, to optimize solar energy collection through the use of solar thermal and photo voltaic (PV) modules.
- g) Buildings should incorporate solar thermal and solar-voltaic modules into their building design. When this is not possible, buildings should be designed to be “solar ready” to allow the incorporation of solar modules at a later time.
- h) Northerly and easterly facing elevations should have a higher proportion of glazing, while south and west-facing elevations should have a reduced percentage of glazing to reduce heat gain. Fenestration on south and west facing elevations should be punched or recessed slightly to reduce heat gain.
- i) Buildings should have units with exterior ventilation (operable windows) on at least two sides to encourage passive cooling through cross ventilation.
- j) Incorporate the use of roofing materials and colours with a high “albedo” (i.e., materials that reflect heat energy from the sun to reduce the absorption of heat into the building and reduce the “heat island effect”). For example, roof applications with a smooth, bright white surface to reflect solar radiation reduces heat transfer to the interior, and reduce summertime air conditioning demand. At the same time, avoid excessive glare on adjacent properties.
- k) Incorporate green roofs where appropriate to help absorb storm water, reduce heat gain and provide outdoor amenity space for residents.
- l) Use glazing that admits daylight while reducing heat gain. Avoid heavily tinted or reflective glasses that reduce solar heat gain but also reduce daylight and exterior views and cause excessive glare.
- m) Use exterior shading devices such as fixed awnings or retractable canopies that are adjustable according to season.
- n) Incorporate projecting roofs, overhangs, and fixed fins into the building design. Generally, overhangs and fins should be approximately .6 m to allow for winter sun penetration while blocking summer mid-afternoon sun.
- o) Recess windows into the wall.

6 Brentwood Bay Village and Moodyville Commercial/Mixed-Use Development Permit Area

6.1 Designation

The lands identified on Schedule D, Development Permit Areas as the Brentwood Bay Village and Moodyville Commercial/Mixed-Use Development Permit Areas are designated under Section 919(1) (f) of the *Local Government Act* which allows regulation of the form and character of commercial, industrial or multi-family residential development.

6.2 Purpose

The overall purpose of the Brentwood Bay Village and Moodyville Commercial/Mixed-Use Development Permit Areas and associated guidelines is to ensure a high quality public realm that contributes to and reinforces the unique sense of place and identity in these areas and enhances pedestrian activity, safety and comfort within them. Additionally, the guidelines are intended to encourage energy efficiency and environmental sustainability in new development through site, building, and landscape design, and to ensure a high standard of overall liveability for residential and mixed-use projects within these areas.

6.3 Justification

As it is District policy for the majority of new Residential Multi-family and Commercial Mixed-use growth to be accommodated through infill and intensification in existing built areas, the community would like to ensure new construction responds positively to existing development while fostering:

- a high quality, walkable, and safe public realm;
- energy efficiency in new developments to the extent that energy efficiency can be addressed by building form and character, and;
- a high degree of residential livability.

6.4 Development Permit Exemptions

A development permit is not required for the following:

- Internal alterations to a building;
- External alterations to a building or alterations to a site, not exceeding an estimated construction value of \$30,000, which are as similar in their effect on the form and character of development as to not warrant an application in the opinion of the District.

6.5 Guidelines

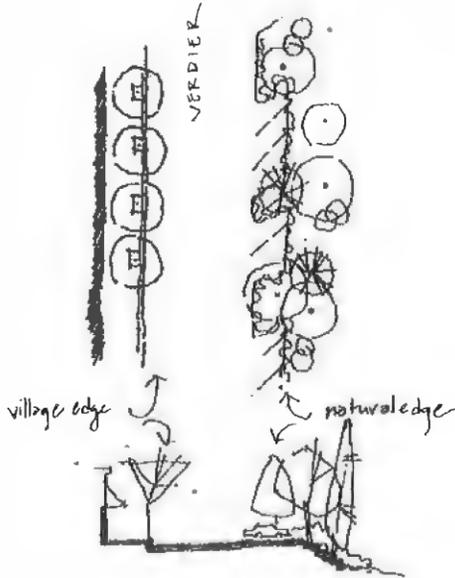
The guidelines on the following pages, originally adopted within the Brentwood Bay Area Plan, should guide future development within the Brentwood Bay Village and Moodyville areas.

6.5.1 Site Specific Guidelines: Moodyville

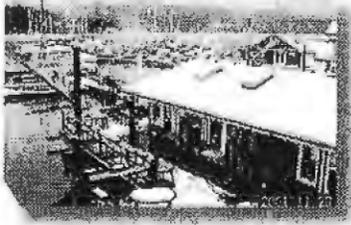
6.5.1.1 Characteristics of Moodyville's unique character: Relationship of the natural and man-made

There is a powerful asymmetry to the village area —one side of the village is man-made, the other is natural. There is a special relationship between the two sides -when you are on one side you see the other, and you can change this viewpoint easily and quickly, which allows one to have a complex understanding of the place.

This is a fundamental characteristic that should be preserved. Development of commercial frontage too near the street on the Brentwood Inn property will weaken this balance and threaten the integrity of the small naturalistic park. Future development on this site should preserve the natural topography and landscape at the street edge.



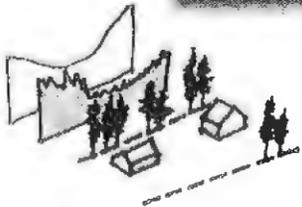
Relationship to the ocean



Saanich Inlet is a major part of the streetscape. It is actually a third part of the composition along with the buildings and natural areas. The view of the ocean is both filtered by trees along the shore and contained by the tree-covered slopes of the land to the west -- it is not a panorama. There are distinct layers to this view, which changes with the seasons and with weather conditions.

The 'filtering' of the view by trees is a fundamental characteristic that should be preserved. Development along the water's edge must be highly protective of existing trees. Both new planting and new building development should enhance this idea of a filtered, layered view.

Development that necessitates the loss of trees and results in the broadening of this view into a panorama is strongly discouraged.



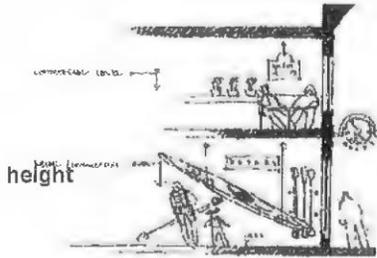
Relationship to the ferry



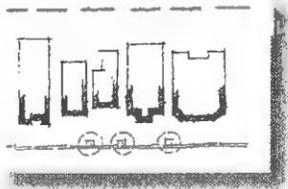
The presence of the ferry dock and the activity associated with arrivals and departures is a defining characteristic of Moodyville. The ferry schedule provides a rhythm of activity that includes traffic, pedestrians, commercial business, and a variety of sights and sounds. The dock infrastructure and associated signs and markings signals the existence of the ferry here, and is a major part of the streetscape.

The simple functional style of the ferry infrastructure should not be camouflaged or 'beautified'. Care should be taken when new components such as signs, signals, gates, etc are introduced to ensure that the dock facilities do not become too generic or too modern in appearance.

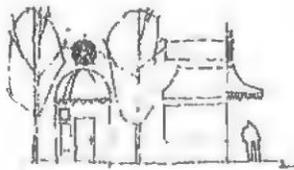
6.5.1.2 Building scale and siting: Verdier



frontage, massing



canopies



Building height has never exceeded two small storeys along the commercial frontage. The distance from storefront to street varies, making for an irregular edge. Variation in building height and the lack of a strong continuous plane of building fronts has added to the informal character.

Along the north side of Verdier, building heights should not exceed 2 storeys. Flat roofs with some form of cornice line or pitched roofs are acceptable.

Some variation in the location of the streetfront with respect to neighbours is encouraged, which will preserve the sense of informality, and allow for the creation of useful outdoor areas facing the street. Careful attention should be paid to the design and cladding of side walls.

New development on the Brentwood Inn site should be set well back behind an area of natural landscape. Mirroring of the northern street frontage is strongly discouraged. New buildings or structures near this natural area should have a small-scaled, 'rustic' quality. Sloped roofs or complex building geometry should be used to break up the scale of larger buildings on this site.

Covered 'porches', canopies, or canvas awnings are encouraged. These will provide weather protection and enhance opportunities for outdoor activity, as well as help develop visual detail and a complex appearance for the buildings.

6.5.1.3 Building scale and siting: waterfront



At the waterfront, buildings are small in scale and arranged at irregular angles to suit the shoreline, the marine function, or other aspects of the site or immediate context. Rooflines are primarily pitched, and at various angles and directions. In many cases, the main part of the building is below the street level and only roofs can be seen.

New buildings should be sited with care to ensure that views to the water are not totally obscured. View corridors which allow both major views and glimpses of the waterfront should be incorporated into site plans.

Waterfront buildings should be limited to one storey. Attic storeys under rooflines with dormers are acceptable, and if building function can justify higher buildings.

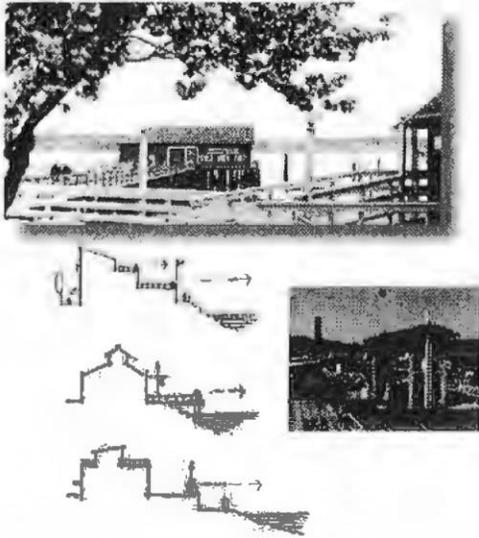
Larger development should be broken down into smaller components. The image of any new larger building should be as a grouping of smaller pieces, each with its own roof form. Variations in height, angle, or roof form can help create a more picturesque composition.



OCP bylaw no. 1600

6.5.1.4 Make a strong connection to the water's edge

physical connections



The value of a waterfront site is wasted if development does not take advantage of the special characteristics of the site. New development should provide routes and structures as appropriate to connect upland development with waterfront areas, consistent with environmental protection and sensitivity to the natural setting. Blur the edges between ocean and foreshore by encouraging a melding of water related and land based activities.

visual connections



Glimpses of the seaside context and forested environment enhances the charm of the Moodyville area. Encourage view corridors over, under and through buildings and developments to the larger landscape.

6.5.1.5 Appropriate materials



Colour

- Metal roofing and cladding
- Wood shingles for both siding and roofing
- Clapboard or board-and-batten siding, in either wood or cement fibre composite (Vinyl siding is strongly discouraged).
- Stucco as a primary cladding material is strongly discouraged
- Wood is the preferred material for railings and fences



Details

The character of Moodyville will be strongly influenced by the colours people choose for their homes and commercial buildings. Seaside villages might be characterized by either the use of a variety of bright vibrant colours or the consistent use of a limited palette of white and grey, for example. It is certainly appropriate that buildings in this particular place be allowed to stand out against the natural colours of trees, shoreline and ocean. While this guideline is not intended to be prescriptive, care and thoughtfulness are encouraged in the selection of paint colours.



Part of Moodyville's charm comes from the small details that have been incorporated into various sites and buildings. Examples include the sail-like sign of the waterfront cafe, the old boat hull in the corner of a parking lot, chains and ropes used for fences and railings. These guidelines do not mandate a particular maritime theme or expect that all sites will incorporate such similar details, rather they encourage the continued use of personal imagination to embellish the village.

6.5.1.6 The Larger Landscape



Moodyville is as much about the larger landscape as it is about the immediate area. The commercial and retail landscape can not be considered in isolation from their larger natural context. The presence and power of the natural landforms and vegetation are the stage on which the human activities occur.

In the commercial areas specifically, the dominance of the west coast forest character must be maintained and enhanced. New development should celebrate these natural features, not impose rigid order upon them.

6.5.1.7 Natural Edges



Natural edges occur due to views, tidelines, landforms and forest masses. Natural and cultivated landscapes should intermix freely with the built forms to emphasize informality and an element of discovery and delight.

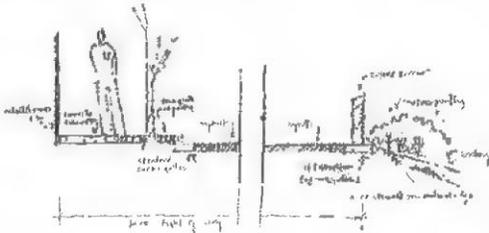
6.5.1.8 Streetscape Character

Scale



Moodyville is extremely tightly knit and small in scale – giving this neighbourhood a special quality. The commercial node clustered around the end of Verdier Avenue is very 'immediate', that is the proximity of road edge to buildings and the very close relationship of the public pocket park to the ocean and ferry terminal. It is this scale or sense of place that has been noted by residents should be preserved and respected when future development takes place.

Planting and trees



Any additional landscaping in this area should allude to and enhance the 'natural' vegetation that already occurs here. Boulevard trees added to the north side of Verdier within the commercial area should be located sparingly, set into the sidewalk simply to add canopy and announce pedestrian roadway crossings in the summer peak traffic queueing periods.

Redevelopment along the south side of Verdier should include a much looser 'natural' edge of native planting to continue the flavour of the existing seaside Verdier Park.

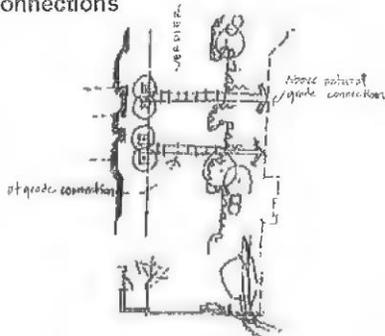
If the existing shoreline pathway system is expanded in the future, a sea/salt tolerant palette of native shoreline plantings should be developed specifically for the banks and bluffs of this area.

Sidewalks



Sidewalks are proposed along the south side of Verdier to accommodate ferry pedestrians to and from the gangplank, culminating in Verdier Park. Pedestrians can then cross the road and join the sidewalk along the north side of Verdier where the commercial building frontages area, or cyclists may continue up the hill eastward on a marked 1.5 m cycling lane.

Connections

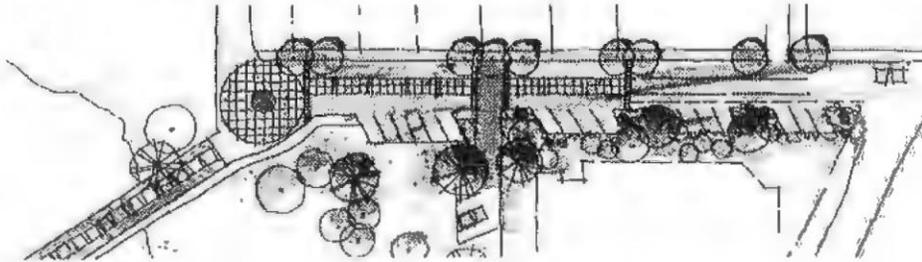


Moodyville is a terminus or 'close' where many transitions and connections can be made by vehicles and pedestrians from land to sea. Travellers may embark to Mill Bay on the ferry, local residents travel to and from their homes, local and touring cyclists also pass through Moodyville, stopping for local services or a rest stop in Verdier Park.

Walkers can meander along the quiet streets and lanes of Moodyville, as well as enjoy several public dock and seaside cafes' facilities. Local small businesses should be encouraged to invest in this quaint seaside village area of Brentwood Bay.

6.5.1.9 Organizing Verdier Road Right-of-Way

Due to its connection with the ferry, Verdier Avenue is a provincial road falling under the jurisdiction of the Ministry of Transportation and Highways. Any improvements within this right-of-way will require working with the appropriate jurisdiction.



moving traffic

Verdier Avenue should be reorganized to better accommodate the variety of activities that occur within the corridor. Traffic will move through Moodyville much as it currently does with one lane moving in both an east and west direction. The northern edge will be curb and gutter with a simple concrete sidewalk at the commercial edge.

parking



Angled parking should be located on the southern edge of Verdier with a soft shoulder. The natural forested edge should be allowed to jut into the parking areas wherever necessary to preserve the native forest.

ferry lineup

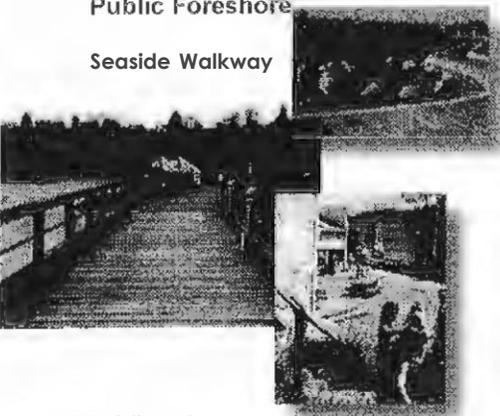
Ferry queuing will be located in the middle of the street between the moving lanes of traffic. The zone will be demarcated with special paving.

The terminus of Verdier is a natural gathering space for travellers and local residents alike. A auto/pedestrian court should be created to highlight this special area to both traffic calm and provide a location for opportunities for neighbourhood events.

6.5.1.10 Public Foreshore

Public Foreshore

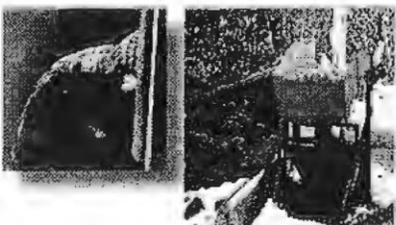
Seaside Walkway



Saunders Lane, a public walkway extends westwards from the Seahorse Cafe, and connects to several local lanes. When redevelopment occurs to the southeast, a public walkway culminating in Verdier Park should be encouraged and built upon with marine interpretive signage and access to the foreshore and public marinas.

Lots of interesting stopping points should be accommodated along the way including lookouts, public art and benches.

Public Art



Public art installations can make a vital contribution to the image and enjoyment of Moodyville, provided they are handled with restraint and sensitivity to the character of the place. Simple achievable project might include stamped impressions in concrete sidewalks, carving or painting of benches or street furnishings, or some form of commemorative plaques or inscriptions. The incorporation of children's art or historical information are straightforward ways of making a connection with the people of Moodyville, both present and past.

6.5.2 Site Specific Guidelines: Brentwood Bay Village

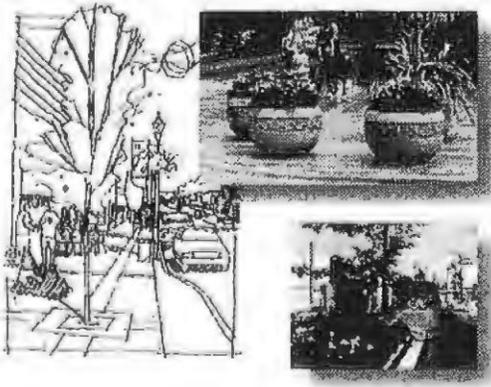
6.5.2.1 Characteristics of unique character:

Gentle, rolling topography



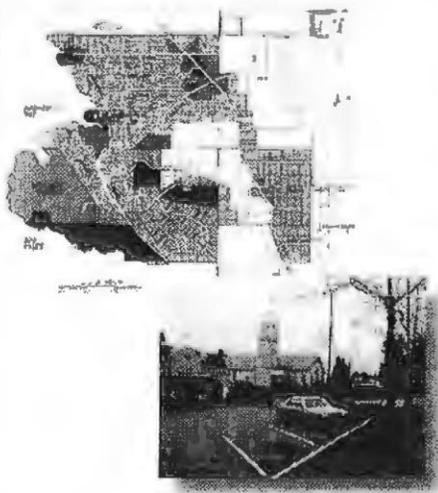
Brentwood Bay is situated on a west facing slope of land, which was originally covered in coastal Douglas Fir Forest. This land was cleared for farming, and eventually suburban development, but the gentle slope to the Saanich inlet is still evident primarily in the residential areas surrounding Brentwood Bay Village to the west. The descent to Moodyville and the Ferry terminal has a drama of its own to a first time visitor, due to the slope of the land and the "end of the road" feel once one arrives in Moodyville. One leaves the larger open vistas of farmland, the knolls of Mount Newton and Keating and descends to a tight knit enclosed area of coastal forest cover, large arbutus trees and rock bluffs overlooking Saanich Inlet. There are opportunities to tie these two "places" together perhaps not physically due to the distance that separates them, but visually over time through built form and streetscape endeavours.

Garden-like man-made landscape



The existing pattern of landscaping in Brentwood Bay Village is one of site specific placements of planters, planting beds and hedgerows that evolved over time simultaneously with development. Although in good condition for the most part, the landscaping has not been approached from an overall village perspective in terms of a street tree program or long term sidewalk plant palette for the village's main thoroughfare, West Saanich Road. Rather than a "garden-like" approach to enhance each business site, a long term scheme for flowering baskets within the core village area and expanding the existing family donated plantings in Pioneer Park to include landscaped medians and sidewalk urns for the entire village would be viable and a way to commemorate the residents of Brentwood Bay.

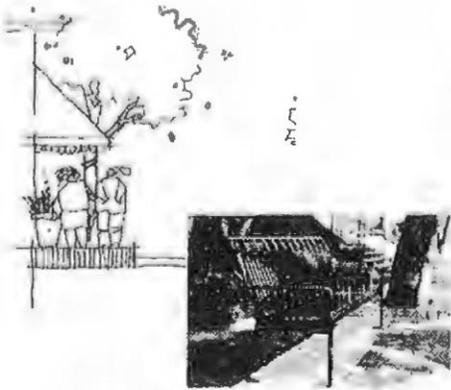
Loose and open form



As stated, Brentwood has evolved as a commercial centre servicing the surrounding residential and suburban residential areas. It has not had severe space constraints of small lots or tight zoning regulations like many urban centres. The scale of West Saanich Road, which was designed to highway standards, is wide and gives Brentwood an open feel, although as a roadway has been described as too wide and not pedestrian friendly. The pattern of commercial businesses and services oriented towards West Saanich Road, are currently spaced loosely, many as separate enclaves of buildings and parking. This has resulted in many scattered open spaces between business enterprises. These "leftover" open spaces have huge potential to become more densely built up and/or provide niches of public amenity space that strongly orient themselves to the street.

6.5.2.2 The Public Realm

Open Space Patterns



Open space patterns are the routes people choose to circulate or 'get around' their neighbourhood. The existing open space patterns Brentwood residents use will continue much as they currently exist, however, streetscape improvements will serve to make these routes more livable, more safe and create a stronger image for Brentwood Bay. Traffic calming measures and new parking configurations will provide safety and convenience improvements along West Saanich Road. Improves amenities along the widened sidewalks accompanied by future redeveloped buildings and businesses will complete the picture for a lively and attractive street life within the village core.

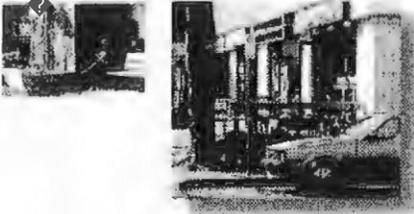
Pedestrian comfort and safety will be improved with the addition of amenities such as benches in small seating areas adjacent to bus stops and shopping areas such as Trafalgar Square and Brentwood Village Square, as well as reconfigured planters, pedestrian scale lighting, bicycle racks, banners and floral baskets throughout the village core.

Gateway Image



Visual boundaries to the village may be established by celebrating arrival at the entrances to the core area, with a 'gateway' image. Consider a new graphic system or 'branding' of the area as one component of an overall Brentwood identity package. Imagery could include gateway elements, directional signs, seasonal banners and marketing materials. Within the streetscape realm, these elements might be located along West Saanich Rd. adjacent to Brentwood Place, east of Trafalgar Square and Brewsky's Pub on Wallace Drive, west of the Community Hall on Wallace Drive, and north of the Payless Gas Station on West Saanich Road.

Special Places



Consider establishing sub-areas of special character within Brentwood's village core, which respond to existing patterns of use and which are better scaled to pedestrian use, for example, one centred around Pioneer Square and Clarke Drive, which becomes a less passive green space and becomes a platform or focal public place for open air activities such as a farmer's market, Brentwood Days, local service groups events, etc. A palette of street furniture, such as benches, litter receptacles, lighting and pedestrian level signs should be developed to reinforce the image of the 'Village Commons'.

Pedestrian Connections



Brentwood Bay village has great potential to become a tourist attraction, particularly since it is en route to Butchart Gardens, an internationally known destination. Parking for tour buses should be accommodated somewhere within the village core area, off West Saanich Road, within walking distance of central amenity areas. Local pedestrian connections to surrounding neighbourhoods, multi-family housing within the village core and between business outlets should be built upon. Small pedestrian alleyways should include lighting, paving, and signage that describes the route as public and safe, as alternatives to parking lot entrances to businesses. Informal walkways to residential districts should include these amenities and way-finding devices to encourage walking into the village day or night.

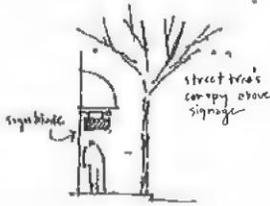
Lively Streets



Walking through the village centre may be daunting to some people, especially the elderly. Street amenities such as benches, planters, garbage receptacles, bike racks, public telephones, and information kiosks can enliven the public realm and make it more habitable and comfortable. The occupation of the sidewalk area by cafes and restaurants is an excellent way of enlivening the village centre. Permitting cafe tables on the sidewalk must provide adequate safe passage for pedestrians and emergency vehicles. Encouraging new development to provide street furniture to the public right-of-way benefits the community. Such contributions should be coordinated with overall civic street furniture standards.

6.5.2.3 The Urban Landscape

Planting Palette



The planting of street trees along West Saanich road in the sidewalk boulevard and the central medians will help 'green' the village. A street tree program will add ambiance, scale and unity, improving the overall disjointed condition that currently exists. Large mature trees also serve to calm traffic. Street trees improve property values of local businesses, reduce storm water runoff, and increase urban wildlife habitat. Most importantly, boulevard trees will have a major impact on the quality of life in Brentwood Bay Future schemes for planting pockets of flowering shrubs in medians, business frontage planters, floral baskets, and more plantings within the 'Village Commons' area (Pioneer Park) will support and augment the 'greening' of the village

6.5.2.4 Modest, suburban architectural expression Comfortable, not challenging



Brentwood Bay village has a sense, which is still not the norm on Vancouver Island, that the natural world has been tamed by people for a long time. The transition from wilderness to agriculture to suburbia has happened long ago, and both the topography and vegetation have become more gentle and garden-like. Despite some 'rough spots' and some rather crude and shortsighted auto-oriented site planning, the existing pattern of development has a comfortable small scale that is appreciated by residents.

However, it is this domination of the townscape by the automobile that is responsible for the present weaknesses of the village. As noted elsewhere in this document, the pedestrian environment is poor, with narrow sidewalks, numerous vehicle crossings or parking lots, unfriendly street crossings, and long distances between areas of activity. Primary guidelines for new development in the village which address these issues include:



- make better pedestrian connections between activity areas
- infill parking lots
- build new buildings closer to the street
- maintain 2 storey height limit
- avoid over-designed 'themed' architecture
- follow the topography with new development

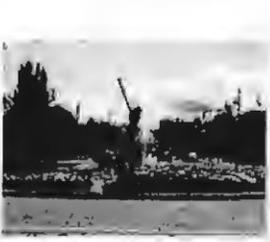


The few distinctive buildings in the village area include the Brentwood Bay United Church and the Scout Hall. The presence of these buildings in the village streetscape should be valued and respected by any future nearby development. Overall, there is currently no strong architectural context that might suggest a direction for new buildings, as one might have in an area of strong heritage such as Victoria's Old Town. This fact, combined with the guideline to avoid a themed environment, should give architects a certain freedom, provided design responds to the key qualities of the topography and the garden-like rural/suburban context.

OCP bylaw no. 1600

6.5.3 Area-wide guidelines: Moodyville & Brentwood Bay Village

6.5.3.1 General Set Clear Boundaries



Use curb and sidewalk improvements, new street lighting, street signs and furniture to identify the village areas. Choose these improvements with care to ensure that they communicate a unique character for the community.

Celebrate arrival at the entry to the core village centre with a landmark or gateway image, either with landscape, public art, or through the form of new buildings.

Consider establishing sub-areas of special character within the village centre that respond to existing patterns of use, and which are better scaled to pedestrian use.

Make a strong connection to the landscape



Site development should respond to the rolling topography. Radical alterations of grade are discouraged - instead, site improvements should follow the natural slope.

Existing valuable trees and vegetation should be retained as far as possible.

New landscaped areas should use appropriate species to develop a harmony and continuity with natural areas.

Infill existing vacant sites in the village area

A compact centre in the village will contribute to the energy, activity, and vitality of the area. Continuity of buildings and businesses will improve the pedestrian shopping experience as well as enhance safety. As well, encouraging 'denser' development in the village centre will help to redirect the focus of growth away from peripheral sites and help justify improvements in public streetscape amenities.

Encourage the development of existing parking lots for new commercial or residential use.

Consider municipal incentives to boost interest in development in the village centre.

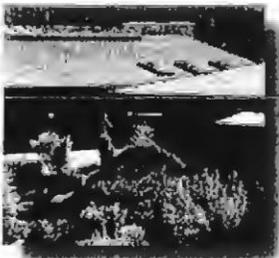
Create Mixed-use development



Mixing residential and commercial uses in the village centre is one way to enhance 24-hour activity and accompanying security. An increase in local residents means more pedestrian activity and support for village centre businesses.

Encourage residential uses above ground-floor commercial, or residential buildings as part of larger commercial developments.

Buffer residential neighbourhood edges



In a small community, commercial and residential uses are likely to find themselves close neighbours. Activities that are regular aspects of business may prompt complaints from residents, leading to disincentives for further commercial development. Respect for the privacy and peace of residents is essential if businesses are to thrive in a close-knit community without disrupting existing lifestyles.

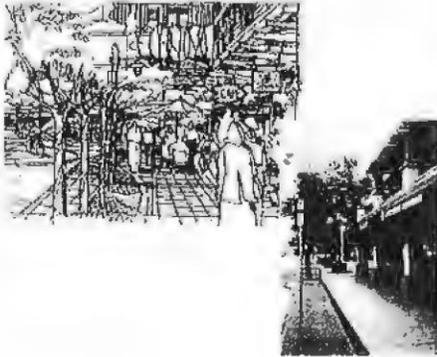
Locate services areas, mechanical equipment, garbage storage areas away from residential neighbours. Ensure that these are in enclosed areas or well screened with fences or landscaping.

Avoid significant shading of neighbouring residential properties with new buildings.

Orient windows and views from commercial development to avoid direct sight lines into adjacent residential windows or gardens.

Landscape sites to retain or enhance privacy and separation between incompatible uses.

Create unique character, but avoid artificial history or theme environments



Part of the attraction of a village centre to residents and visitors is the character or 'charm' of the place. When history and more recent development patterns have not in themselves resulted in a strongly specific or unique character, there may be a tendency to create an 'instant history' or an artificial theme for the village centre. It can be difficult to simulate historic architectural styles using modern building materials or modern building types. The challenge is to foster the development of a unique character based in the qualities of the location, landscape, activities, and people without resorting to pastiche or cliché.

New buildings should be designed in such a way that they do not appear to be built significantly earlier than they actually were.

This guideline does not mean that the use of materials and detail found on older buildings should not be considered

Ensure that all streets, buildings, and sites are barrier-free



The design of new streetworks, buildings, and sites should be barrier-free to people of all ages and physical capabilities in a manner that does not discriminate. Accessible design enhances the ability of all individuals to live independently as active members of the community. While not everyone needs aids such as wheelchairs or canes, everyone deserves good design which eases movement and access. "Good design enables, bad design disables"

As much as possible, accessibility features should be integrated into the total design, rather than appear as add-ons.

Barrier-free routes should be obvious and convenient, and ideally will be the primary route or point of access.

6.5.3.2 Streetscape guidelines

Emphasize pedestrians over cars



Pedestrian-related concerns are essential to the creation of a successful village centre. Daily business activity and tourism both create pedestrian activity. At present, Brentwood Bay's village centre is dominated by the automobile and pedestrians must pick their route through discontinuous, narrow or obstructed sidewalks, parking lots, vague open space and 'no-man's land' to reach their destination. This is a major discouragement to walking in the village centre and a priority for repair.

Part of the task of encouraging comfortable and convenient pedestrian activity in the village centre is reminding both pedestrians and drivers who has the right-of-way. This may mean making life slightly less easy for drivers, but that is a necessary price to pay for a lively village centre. Careful design of the public street can provide a range of subtle but clear visual cues that drivers must give way to pedestrians.

Provide appropriately wide sidewalks continuously from corner to corner along property lines.



Provide wayfinding devices such as special paving materials, signs, and graphics to guide pedestrians to important locations.

Consider a new street sign graphic system as one component of an overall village centre identity package.

Place a special emphasis on the detail, colour, and texture of sidewalks, in order to mark them as an important part of the streetscape.

Reduce road crossing distances by creating bulbs in the sidewalk at intersections and mid-block crosswalks. This measure will also clearly define on-street parking.

Extend special paving materials from sidewalks across the street as clear visual reminder to drivers that pedestrians have the right of way.

Keep road lane widths to safe minimums - the reduced optical width of the street will encourage drivers to keep to low speeds in important pedestrian areas.

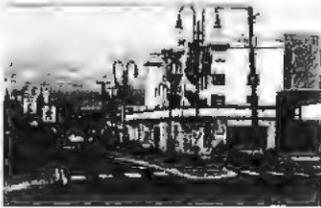
Provide a vertical marker such as a bollard or sign post where different driving rules apply or where pedestrians and cars mix.

Provide central islands in wider streets. These function as a pedestrian refuge, reducing perceived crossing distance, and providing a clear visual cue to motorists.

Consider planting of shrubs and street trees as protection for pedestrian routes alongside busy streets.



Minimize vehicle crossings



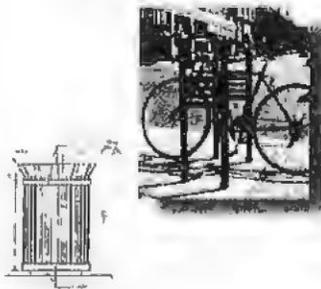
When the pedestrian route is constantly interrupted by driveway crossings, the priority for the pedestrian is diminished and safety is compromised. The number of vehicle crossings is also related to the extent of parking lots and lack of pedestrian-scaled activity along the street. Congestion on the street is also a consequence.

Minimize curb cuts for each single property

Encourage the combination of vehicle access for adjoining separate sites.

Concentrate curb cuts at mid-block

6.5.3.3 Provide public streetscape amenities



Long walks through the village centre may be daunting to some people, especially the elderly. Street amenities such as benches, planters, garbage receptacles, bike racks, public telephones, information kiosks, etc. can enliven the public realm and make it more habitable and comfortable. The occupation of the sidewalk area by cafes and restaurants is an excellent way of enlivening the village centre.

Develop a palette of street furniture for the village centre and waterfront that enhances the pedestrian experience and reinforces the image and identity of Brentwood Bay

New development should be encouraged to provide street furniture to the public right-of-way for the benefit of the community. Such contributions should be coordinated with the overall civic street furniture standards.

Cafe tables should be permitted on the sidewalk provided adequate safe passage for pedestrians and emergency services is maintained.

Consideration should be given to the incorporation of public art into street furniture design. Employ local artists and artisans in the design and construction of such items.

Plant street trees



Preserve existing stands of mature trees, especially native species. Maintain the size of the stands to minimize blow-down risks.

Plant trees along major pedestrian routes. Trees in the public right-of-way should be contributed as part of streetscape improvements by private developers.

Tree species should be consistent within each street block to avoid a patchwork appearance. Variations should only **be** considered within the context of a coordinated landscaping master plan for the village centre.

Consider the use of continuous street tree trenches to provide maximum soil area for roots. Use structural fill mix to ensure porosity while maintaining proper compaction for paving above.

Provide minimum 1.5m x 1.5m x 1 m deep wells for new trees.

Install irrigation systems to new street trees.

In high traffic areas, install guards to protect trunks from damage.

Angle or perpendicular on-street parking can work well on *low traffic* side streets where parking volume is important. The vehicle movement associated with this kind of parking can actually be a traffic-calming influence, provided through traffic volume and speed is low.

Provide pedestrian-scaled lighting



Lighting quality has a major impact on the character of a place. Harsh light from high-set fixtures has a negative effect, and too little light makes a place feel unsafe. The spacing of lights creates a rhythm that may either be scaled to the pedestrian, much like the rhythm of building frontages, or overscaled and inhuman.

The colour temperature of street lighting is very important to the nighttime environment. Narrow-spectrum sodium light is often selected because its warm colour temperature seems appealing, but it can unpleasantly distort some colours, particularly greens. Full-spectrum lighting such as metal halide source *may* be preferable in order to properly bring out truer greens of trees and landscape.

Light fixtures may be on poles or fixed to the face of buildings. Pole and fixture design should be consistent within a single block or development.

Consistent pole and fixture design should be considered as one component of an overall village centre design character (including urban park space).

Lighting levels between the building face and curb should be at least 1 footcandle.

Highlight building features with lighting



When carefully employed, architectural floodlighting can enhance the nighttime streetscape.

Architectural lighting should be used to enhance the design features of a building, and not simply be used as an attention-getting device.

Fixtures should be shielded to prevent glare to viewing areas or to vehicle and pedestrian traffic.

Use white light only for floodlighting.

Avoid light pollution

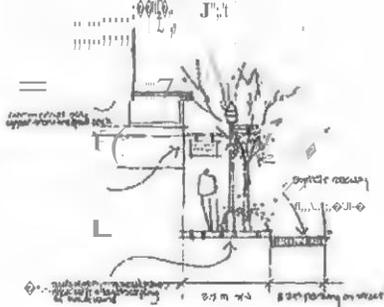
The night sky is an important part of the community heritage. Light from outdoor fixtures projected above the horizontal plane creates glare that can damage nighttime views, hinder visibility and produce a cluttered, unattractive nighttime environment.

Outdoor light fixtures should direct light only to where the light is wanted or needed. Fixtures should be shielded or otherwise designed so that light emitted by the fixture is projected below the horizontal plane passing through the lowest point on the fixture

Fixtures should be installed and aimed to prevent unwanted light from spilling over onto neighbouring properties.

6.5.4 Buildings and Private Site Guidelines

6.5.4.1 Build to the Street



The proportion and scale of the street - the 'public realm' - is an important contributor to comfort and enjoyment of a place. The desirable proportions are rarely achieved when low buildings are set well back from the street frontage. A

sense of intimacy and small town character will be achieved if buildings are sited near the sidewalk

New buildings should be built to the front property line, or just back from it, as appropriate to ensure useful and comfortable sidewalk space.

Car parking should be minimized in front of buildings and located beside or behind the building.

The street facade should be treated as a pedestrian friendly front with a main entrance oriented to the street

6.5.4.2 Control building heights



Brentwood Bay residents have expressed a desire that the village centre remain small in scale and height, in keeping with a small town character. At the same time, building height should be responsive to site, neighbouring buildings, and view corridors, to ensure that the overall composition of buildings in the village centre is harmonious.

Buildings in the village centre should be one or two stories tall at the street front. Additional floors may be considered, provided they are well set back from the first or second story below.

6.5.4.3 Break up the bulk of larger buildings



Step or set back building heights to respond to sloping sites or important views

The goal of a comfortable and picturesque community will be more easily achieved if the scale of buildings responds to human scale. Dividing the building mass into smaller-scaled components can reduce the perceived height and bulk of larger buildings. A variety of techniques can be used:

- Reveals and or projections of building massing

- Variation in eaves or cornices

- Changes in material, colour or texture

- Variation in roof forms

- Covered pedestrian frontages and recessed entries

- Deeply-set windows and entrances

- Break large storefronts into smaller individual windows or groupings of windows.

6.5.4.4 Make roofs visually interesting



The objective of this guideline is to avoid simple flat-roofed 'boxes'. Imagination in the design of roof shapes is encouraged. Traditional roof forms are certainly one way to meet this guideline, but more modern approaches may also be appropriate provided they create an interesting silhouette.

- Vary the profile and height of the roof line

- Incorporate treatments such as dormers, extended eaves or parapet walls with cornice details.

- Use canopies or extended roof overhangs to provide weather protection for entrances and storefronts.

- Orient the roof to respond to the slope of the site so that a stronger relationship between site and building is developed.

6.5.4.5 Ensure pedestrian-oriented development at street level



When the goal is a lively and active village centre, every part of the street frontage must be used in a meaningful way. Blank walls or main floor uses which are closed to the street interrupt the flow of pedestrian friendly storefronts and make the walk through town less interesting.

Require commercial development in the village centre that is visually interesting, active, and scaled to human proportions.

Building facades should be divided into smaller units by using elements such as narrow storefronts, bays, separated roof forms and/or repetitive vertical elements.

Provide protection for pedestrians with features such as canopies, awnings or covered colonnades at the front of commercial buildings. The height of these features should be between 2.5 and 3.0 metres above the sidewalk.

6.5.4.6 Clearly Mark Main Entrances



A clear understanding of where one is going makes life easier for people. Entrances that are indistinct lead to confusion and wasted effort.

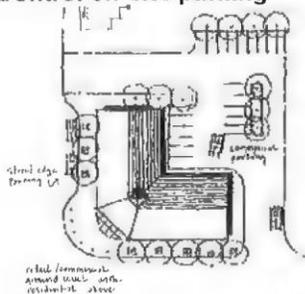
Use a distinctive architectural form, roofline, or canopy, along with hard and soft site landscaping to make the main entrance clearly visible from the street and on-site parking areas.

6.5.4.7 Avoid generic character



Buildings that derive their image solely from applied corporate identity treatments are discouraged. The design of stand-alone commercial buildings, gas stations or convenience stores should respect the existing or planned character of the surrounding neighbourhood.

6.5.4.8 Control on-site parking

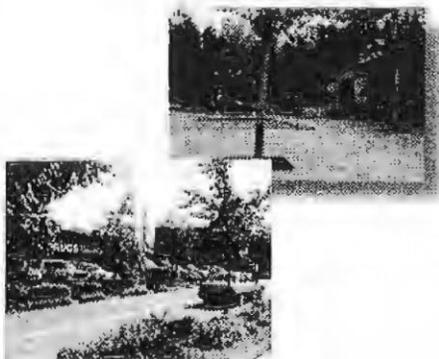


Parking can often take up more land in the village centre than buildings and therefore becomes a primary shaper of the town character. Careful design of parking areas can ensure that the scale and feel of the village centre is enhanced.

Parking lots should be located to the side and rear of buildings to ensure that the building is the most important thing on the site.

Where possible, parking lot access should not be directly to/from the highway. Access should be from side streets or collector roads that are parallel to or intersect with the highway at controlled intersections.

6.5.4.9 Make attractive parking lots



In roadside commercial development, the space allotted to car parking and access frequently exceeds the area of the buildings, often by a significant proportion. Care taken with layout and landscaping can reduce negative visual effects and turn parking lots into attractive areas.

Surface parking areas and other large areas of paved surfaces should be broken up with landscape planting. Ideally, parking should be separated by landscaped areas into clusters of no more than 12 to 15 parking spaces.

In larger sites and in areas with a strong natural landscape character, consider staggering parking landscape islands and introducing curves to parking aisles to further break the rigid geometry of parking areas.

Use contrasting paving materials to mark clear pedestrian routes through large parking lots, or from the street to the building. Place special emphasis on points of conflict between people and cars to improve visibility, enhance safety, and provide aesthetic appeal.

Consider parking lots as pedestrian spaces first, with cars as a secondary use. This can lead to a design which enhances pedestrian safety and comfort

Provide a significant landscape buffer between the street and the parking lot.

6.5.4.10 Use quality construction and natural materials



Buildings of the present will form the heritage of Brentwood Bay in the future. Building materials should be able to weather gracefully over time, and construction quality should support a long and useful life for the building without dilapidation.

Use exterior building materials that reflect the local character and heritage of the area, particularly along the highway and primary roads, in commercial areas and along the waterfront.

Natural materials such as stone, brick, and wood are desirable, as are colours that harmonize with the colours of the landscape. Pastel colours of pink or peach are discouraged.

Special attention should be paid to details at the street front, entrances, and where people gather. Design of buildings should support the comfort and pleasure of people through the incorporation of weather protection, seating, and accessibility features.

6.5.4.11 Create useful outdoor space



Careless planning and lack of attention to outdoor use can result in sites containing a lot of unused, unusable, or unattractive leftover space. Landscaped areas may be attractive but sometimes are not closely related to the function of the building. Ideally, site and building should be considered as completely connected and interrelated.

Building siting and site development should include areas designed and constructed for active use.

Useful exterior space should be directly related to internal ground floor uses of the building. Examples include restaurant patios or bicycle parking areas.

Ensure pedestrian access is possible through or around these areas, adjacent to the building and/or the street.

Outdoor spaces should be designed in consideration of neighbouring sites and uses to ensure continuity and mutual benefit.

6.5.4.12 Encourage excellence in the design and construction of signs



In a busy commercial centre, signs can be one of the most dominant visual features. The effectiveness of this form of advertising is linked to size and visibility. National restaurant and retail chains often have standards for size, colour, and placement that do not recognize the local context. The proliferation of these standard signs is a major cause of generic strip character across North America. As well, small businesses may have a limited option and budget for their necessary signage, and application of the highest standards may be difficult.

Creatively designed, constructed and lit signs can make a positive contribution to local character.

Sign height should be in scale with neighbouring buildings.

Free-standing pylon signs are discouraged. Signs should be located on the building facade.

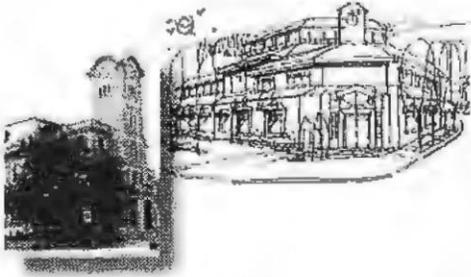
Large areas of back-lit plastic signs or fabric canopy signs are discouraged.

Front-lit signs and neon signs are encouraged.

Signs should relate closely to village complementary materials and details.

Suggested sign types include individual letters, hanging signs perpendicular to the building facade, or other creative solutions.

6.5.4.13 Make landmarks in appropriate places



Landmark features of buildings help indicate important places and relationships in the village centre, as well as marking the edges of the village centre. Building design should acknowledge location and siting.

Encourage the development of visual features (eg buildings, sculptures, etc.) in the village centre area, at the terminus of views and on the outside of significant curves in the highway.

Encourage buildings at such intersections to be visually prominent. This includes locating them close to the street, developing plazas and/or providing distinctive roof forms and building shapes.

6.5.4.14 Follow the local context



The site design of commercial development is one of the most critical aspects of a successful project. Decisions made at the conceptual design stage have repercussions throughout the design development process.

Proposals should follow local development patterns (ie geometry of streets, open space and view corridors, common setbacks, streetscapes) The continuation of such patterns should contribute to a unified visual appearance within an area.

Designs should respect the character of neighbouring non-commercial properties to achieve some visual harmony and neighbourliness.

While it is not expected that commercial development imitate the appearance of local residences, respect should be given to the scale and character of neighbouring properties.

6.5.4.15 Coordinate building and site design



Separate buildings within a larger commercial complex should share similar design characteristics and materials, without being identical throughout.

Use colours, materials and textures that are harmonious throughout the site.

All sides of a building should be consistent in detail and character.

All site walls, screen walls, pump island canopies or other outdoor covered areas should be architecturally integrated with the building by using similar material, colour and detailing.

6.5.4.16 Share road access with neighbours



The amount of frontage devoted to vehicle access can be significant. Where neighbouring commercial developments each provide their own multiple access points, the street frontage becomes fragmented. This breaks the continuity of the sidewalk or safe pedestrian path along the street, and creates multiple conflict points between cars and pedestrians.

Wherever possible, seek to combine access to main roads with neighbouring commercial property.

6.5.4.17 Screen utility kiosks

Locate utility kiosks and related infrastructure so that they do not reduce visibility for pedestrians or motorists.

Cluster utility structures and screen them to the maximum extent allowed by relevant codes and access requirements.

7 Tourist Commercial Development Permit Area

7.1 Designation

The properties shown on Schedule D: Development Permit Areas as *Tourist Commercial* are designated as a Tourist Commercial Development Permit Area under section 919(1) of the *Local Government Act*.

7.2 Justification

The District would like to improve the image and attractiveness of the Tourist Commercial Areas within Central Saanich in order to create a more attractive community and to attract both new businesses and visitors to the community. The overall purpose of the Tourist Commercial Development Permit Areas and associated guidelines is to ensure a high quality public realm that contributes to and reinforces the unique sense of place and identity in these areas and enhances pedestrian activity, safety and comfort within them. The guidelines are intended to encourage energy efficiency and environmental sustainability in new development through site, building, and landscape design, and to ensure a high standard of design quality within these areas.

7.3 Development Permit Exemptions

A development permit is not required for the following:

- Internal alterations to a building;
- External alterations to a building or alterations to a site, not exceeding an estimated construction value of \$30,000, which are as similar in their effect on the form and character of development as to not warrant an application in the opinion of the District.

7.4 Guidelines

The following guidelines shall apply:

- a) A well landscaped buffer area should be located along all road allowances.
- b) Buildings should be situated so as to avoid interference with sightlines for traffic at major intersections.
- c) Free standing signs are discouraged.
- d) The design of buildings should be such that long, linear facades are minimized.
- e) Parking areas should be interrupted with frequent use of plantings such as tree clusters, hedges, and/or ornamental shrubbery.

8 Marina Development Permit Area

8.1 Designation

The foreshore areas of Brentwood Bay indicated as Marina on Schedule D: Development Permit Areas is designated as a Development Permit Area under section 919(1) of the *Local Government Act*.

8.2 Justification

The District would like to meet the following objectives for these areas:

- To preserve the shoreline area from a proliferation of commercial marina uses.
- To reduce the impact of marina activities on nearby residential uses.
- To maintain a quality marine environment.

8.3 Development Permit Exemptions

A development permit is not required for the following:

- Internal alterations to a building.
- External alterations to a building, dock, float or walkway, not exceeding an estimated construction value of \$30,000, which are as similar in their effect on the form and character of development as to not warrant an application in the opinion of the District.

8.4 Guidelines

The following development permit guidelines shall apply:

- a) Any expansion or consolidation of existing commercial marine facilities in Brentwood Bay should be subject to submission of satisfactory site plans indicating proposed uses, floats, parking areas and any new permanent or temporary structures;
- b) The development should be compatible with the physical shoreline qualities and not result in loss of valuable habitat or degradation of the natural environment;
- c) The development should be compatible with surrounding upland uses and not result in significant traffic or noise impacts to residential neighbourhoods;
- d) Marina development should provide public access along the shoreline, particularly shoreline walking trails;
- e) Sewage pump-out facilities connecting to the municipal sewage collection system should be installed as part of any marina redevelopment;
- f) No obtrusive signs or storage areas should be permitted;
- g) Removal of any noxious seafloor debris should be required as part of any marina redevelopment.

9 Intensive Residential Development Permit Area (Bylaw 2036)

9.1 Designation

Pursuant to Sections 488 of the Local Government Act, all lands contained within the Urban Settlement Area as identified on Schedule A are designated as an Intensive Residential Development Permit Area for the following purposes:

- a) 488 (a) Protection of the natural environment, its ecosystems and biological diversity,
- b) 488 (e) Form and character intensive residential development,
- c) 488 (h) Objectives to promote energy conservation,
- d) 488 (i) Objectives to promote water conservation, and
- e) 488 (j) Objectives to promote the reduction of greenhouse gas emissions.

9.2 Purpose and Applicability

The purpose of the Intensive Residential Development Permit Area and associated guidelines is to encourage high quality design and sensitive integration of residential development occurring within neighbourhoods.

Prior to undertaking any land alterations, construction of or alterations to a building or structure, or the subdivision of land, the following types of development within the Urban Settlement Area shall require an Intensive Residential Development Permit, unless otherwise exempt:

- a) Subdivisions creating any panhandle,
- b) Subdivisions creating small lots 500 m² or less in area, or narrow lots with a lot frontage of 15 m or less, as measured at the front property line,
- c) Development or redevelopment of existing small lots 500 m² or less in area,
- d) Development or redevelopment of existing lots with lot frontage of 15 m or less, as measured at the front property line,
- e) Development or redevelopment of existing panhandle lots,
- f) Construction of or alterations to detached accessory dwellings,
- g) Construction of or alterations to duplexes,
- h) Development of a pocket neighbourhood (small homes clustered around shared amenities), or
- i) Construction of small scale multi-family developments containing up to 8 dwelling units (townhouse or apartment).

9.3 Justification

The District has adopted policies that encourage new residential growth to occur as infill and densification within the Urban Settlement Area in order to provide housing opportunities to meet future growth demands, protect agricultural and rural lands, and to ensure maximum efficiency of municipal infrastructure. As much of new development is occurring in the form of infill development within existing neighbourhoods, these guidelines are intended to shape infill housing so that it is compatible with the surrounding neighbourhood and to encourage high quality design and innovation.

These guidelines are intended to build onto the OCP Fundamental Principles (section 1.2), particularly to: Maintain Rural Character; Provide a Range of Housing Opportunities; Create Walkable Neighbourhoods; Address the Causes and Impacts of Climate Change; Protect and Enhance the Environment, Biodiversity and Natural Ecosystems; and to Protect Water Quantity and Quality.

In addition to those noted above, the guidelines are built on the additional Fundamental Principles for infill development:

- a) **Be a Good Neighbour:** new developments should contribute positively to the community and be sensitive to the surrounding neighbourhood by incorporating design

considerations that minimize shadowing and privacy impacts, provide adequate on-site parking, and respect the neighbourhood character and pattern of development.

- b) **Increase Housing Diversity:** infill developments are an opportunity to provide a wider range of housing types to suit a broader range of household needs throughout the community. In addition to housing choice, infill developments provide a unique opportunity to encourage housing that supports: residents wishing to downsize while remaining within the community, multi-generational living to improve family support options, and housing design that address unique physical needs and accessibility challenges.
- c) **Develop Great Neighbourhood Streets:** new developments should contribute to improving the public realm by improving the sidewalk network and connectivity in the neighbourhoods, considering the impact of driveways and parked cars on the streetscape, retaining healthy trees, and finding opportunities to provide new landscaping.
- d) **Foster High Quality Design:** high quality design enables change and growth in a positive way. Site and building design for new developments should incorporate high quality architectural detailing and landscape treatments that result in a high level of livability, enhances the relationship between public and private spaces, and fosters vibrant, human-scale neighbourhoods accessible to all residents.
- e) **Incorporate Sustainability:** new developments should respond to increasing expectations to address climate change through adaptation and mitigation measures. Climate action measures should focus on reducing carbon emissions through energy efficient design and technologies, providing electric outlets for electric vehicles and ebikes, providing secure and convenient bike storage, encouraging alternative transportation options, and protecting and enhancing the urban forest.

9.4 Development Permit Exemptions

The following types of development are exempt from requiring a development permit pursuant to this section. Despite these exemptions, owners must meet any other applicable local, provincial or federal requirements, including other applicable development permit areas (eg, Marine Shoreline):

- a) Residential development located outside of the Urban Settlement Area.
- b) The construction of residential dwellings on lots greater than 500 m² in area and with a lot frontage greater than 15 m, as measured at the front property line.
- c) The redevelopment of an existing lot with a frontage of less than 15 m where that lot is located on a cul-de-sac or no-through road.
- d) The addition of a secondary suite within an existing home.
- e) The demolition of existing buildings or structures.
- f) Internal alterations to an existing building.
- g) External alterations to an existing building or site that are so minor in nature they are considered inconsequential to the form and character of the development, or are considered below the scope or objectives of the applicable guidelines.
- h) The placement of impermanent structures, such as benches, lawn furniture and landscaping ornaments.
- i) The construction of an accessory structure less than 10 m² in area, subject to it being sited in accordance with required setbacks and no trees are impacted.
- j) The placement of tent structures or temporary storage containers for the purpose of storing materials, goods, vehicles, or other belongings is exempt, provided that:
 - The structure complies with setbacks,
 - The structure does not remain in place for more than 14 days,
 - The structure does not occupy a required parking space,
 - The structure is not placed within the root zone of a protected tree.
- k) The construction and maintenance of fencing, landscaping and garden areas.
- l) The alteration of landscaping in the rear or side yards, excluding the removal of trees and increasing the amount of impervious surfacing.

9.5 Guidelines

Developments requiring a permit under this section must address both the General Infill guidelines in section 11.10.6, as well as, those guidelines in subsequent sections specific to the housing typology noted below:

- a) General Infill Guidelines
- b) Detached Accessory Dwellings (cottages, carriage houses or tiny homes)
- c) Small Lots (lots 500m² in area or less, or with a lot frontage of 15 m or less)
- d) Panhandle Lots
- e) Pocket Neighbourhoods (small homes clustered around shared amenities)
- f) Duplex and Small Scale Multi-family (buildings that present like a single family home)
- g) Townhouse or Attached Residential (up to 8 units)

Note: these guidelines promote innovation and design excellence and not a specific architectural "style".

All graphics in this document are provided for illustrative purposes only to reflect the guideline objectives.

9.6 General Infill Guidelines

The nature of infill housing requires an awareness and respect for the existing neighbourhood context to reduce the impact of new development and increase neighbourhood acceptance. Neighbourhood context should consider both immediately adjacent properties, as well as, the broader neighbourhood at the block level. Each site will have its own challenges and require unique, innovative design solutions that are sensitive to the site context and to mitigate potential impacts to neighbours.

9.6.1 Form and Character

Site and Neighbourhood Context

- a) New developments should be designed to integrate with the existing neighbourhood with respect to building height, massing, and prevalent roof forms. To prevent new buildings from being disruptive to the neighbourhood, reduced floor areas may be needed to achieve a building mass more appropriate as an infill development.
- b) Established neighbourhood patterns of development should be considered. Sensitive and gradual changes to neighbourhood character are expected as infill development occurs over time, however they should integrate into rather than overwhelm the neighbourhood. Sudden or abrupt changes to building patterns and massing should be avoided.



Reduced front yard building setbacks may be considered when they include a well-designed front yard that is focused on people, includes high quality landscaping, is not dominated by vehicle parking, and is not overly disruptive to the streetscape pattern.

- c) Building and site profiles should follow the natural topography as much as possible, and maintaining existing grades at property lines is strongly encouraged. Where retaining walls are required, their height should be minimized by terracing and placement of large retaining walls along property lines should be avoided.

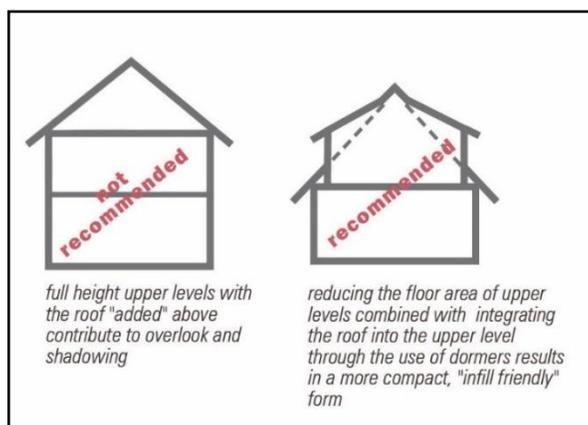
Architecture and Site Design

- d) Building elevations adjacent to streets should incorporate varied architectural elements and articulations to provide interest, such as including a mix of exterior materials, window trim, porches, bay windows, and high quality textured cladding materials. Incorporating natural building materials, such as stone, timber, and natural wood elements into the exterior materials is encouraged. Exterior materials should be durable and long-lasting materials to extend the project's lifespan. Large areas of vinyl siding or stucco are discouraged.



- e) Pedestrian entrances should be emphasized as the principal entry with garage entries recessed behind the front building face, or oriented toward a side yard where feasible. A primary building entrance should include weather protection and be clearly visible and directly accessible by a pedestrian walkway providing direct access from the street. On corner sites, a secondary entrance on the flanking street is encouraged.
- f) Exterior materials and building treatments used to enhance front building facades should similarly be applied to side walls on corner lots; with mid-block properties these treatments should be extended around the corners where side walls are visible from the street. Blank walls should be avoided, including side or rear elevations that would be visible from adjacent streets.

- g) Where two storey dwellings are proposed, integrating the second storey into the roof form is encouraged. Roof decks designed for active living should be avoided, except where they are demonstrated to have minimal impact to neighbours through careful placement and design.



- h) Downcast pedestrian-scale lighting that does not spill over into neighbouring properties should be provided along walkways and near primary and secondary building entrances.
- i) Colour schemes incorporating natural tones with accent colours compatible with the neighbourhood are encouraged. Vibrant colours should be limited to accent features or used cautiously in small amounts.
- j) The siting of above ground utilities, mechanical equipment, and service areas, including waste and recycling or storage areas, should be to the side or rear of buildings whenever possible. Separated service areas should be screened from public view with high quality,

durable materials. Noise producing mechanical equipment should be located a minimum of 3 m from property lines to avoid disturbance to neighbouring properties, with consideration of acoustic screening.

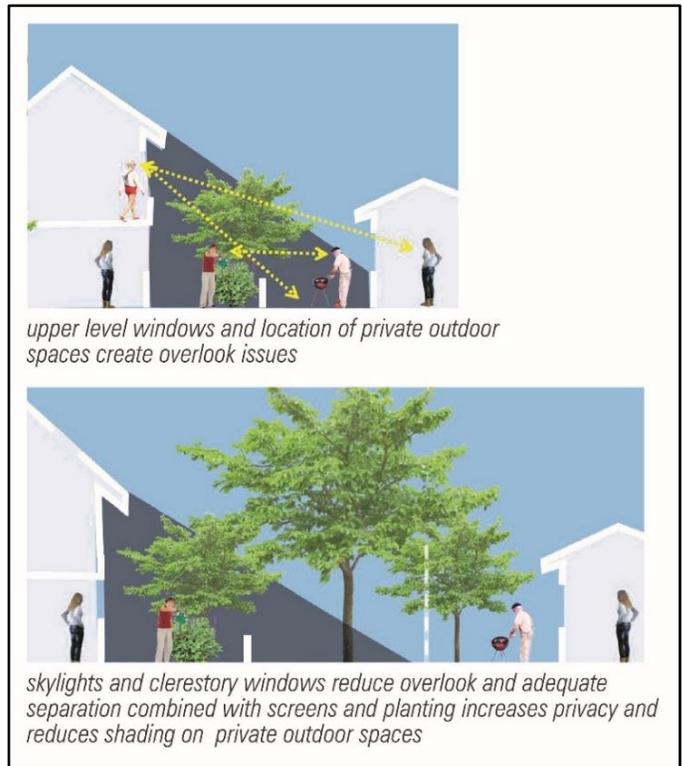
- k) Site and building design should incorporate Crime Prevention Through Environmental Design (CPTED) principles and Accessible Design standards to ensure new developments provide safe housing suitable for a wide range of ages and abilities.
- l) For properties that include buildings of heritage value (eg: listed in the Heritage Inventory or having Heritage Designation), or are in close proximity to a heritage property, designs that facilitate heritage conservation are encouraged and designs should be complementary to the heritage features.
- m) For properties within the Moodyville Area, new development should maintain architectural themes, mass, height and scale which are in harmony with the history and quality of the area.

9.6.2 Overlook and Privacy

Overlook is the ability to see directly into neighbouring indoor and outdoor spaces, while privacy is the ability to control visual and physical access. Overlook and privacy are important issues to consider with infill housing where indoor and outdoor living spaces are closer together.

Strategies to reduce overlook and increase privacy are expected to be integrated into all infill typologies.

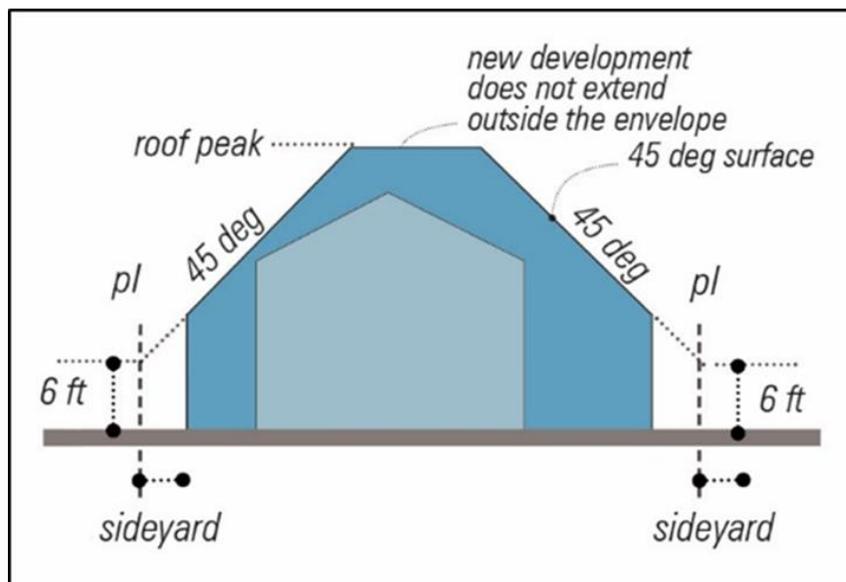
- a) Providing adequate setbacks and building separations, stepping back of upper storeys, and locating balconies or decks to avoid overlook and impacting privacy should be considered.
- b) Existing vegetation that provides effective screening should be retained and enhanced whenever possible.
- c) Window placement and orientation should be designed to avoid overlook and impacting privacy. Consideration of skylights, clerestory/piano windows, floor level windows and obscure glazing is encouraged. Window openings on side walls should be planned to avoid aligning with windows of adjacent homes
- d) Upper level decks, balconies, and exterior stairs should be oriented to avoid overlook and incorporate privacy screening.



- e) The use of screens, fences, trees and landscape treatments should be utilized to optimize private open space.

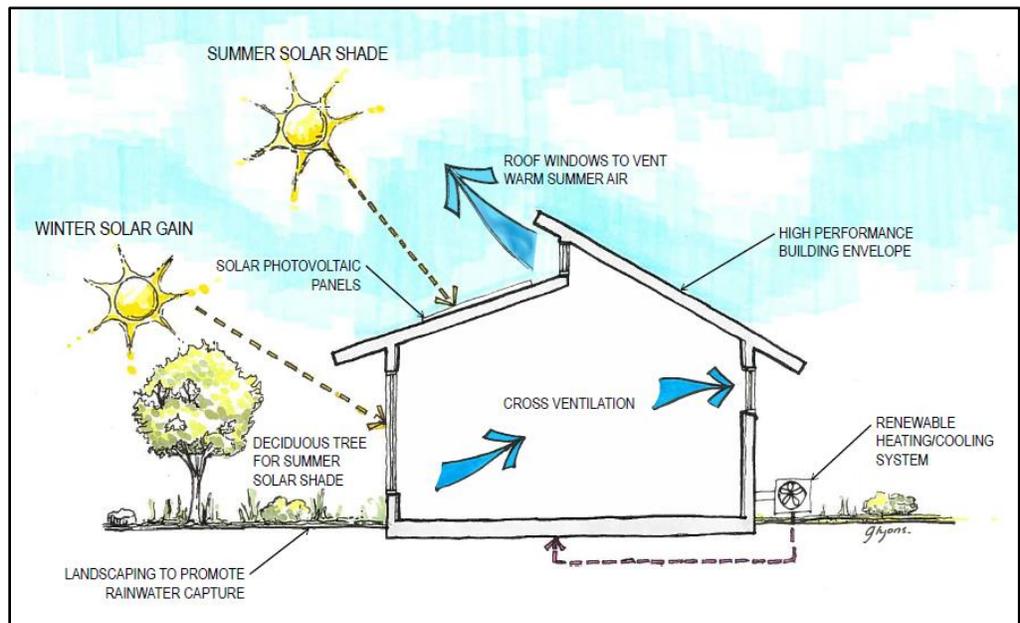
9.6.3 Shadowing and Daylight

- a) New developments within existing neighbourhoods require design strategies to avoid shading and/or reducing daylight on neighbours. Providing shadow studies and solar path analysis for proposed buildings is recommended to determine potential impacts.
- b) The height and location of infill dwellings should minimize shading and overlook onto adjacent private outdoor spaces.
- c) Adequate separation between buildings designed to optimize sun penetration are key strategies. Buildings should remain within a vertical building envelope created by extending up 1.8 m (~6ft) at the side property lines, sloping inward at 45 degree and extending up to the maximum roof peak height.



9.6.4 Climate Action and Sustainability

- a) New developments should focus on Low Impact Development (LID)¹ landscape design to reduce the volume of stormwater directed into the municipal system and amount of pollutants entering the watershed by increasing permeability and opportunities for stormwater retention and infiltration.
- b) The amount of impervious surfacing should be minimized and sustainable storm water practices that reduce the speed of run-off, keep storm water clean, and allow for gradual infiltration into the ground are encouraged.
- c) New developments should exceed the minimum requirements of the BC Building Code with respect to energy efficiency. Certification through third-party environmental performance standards is encouraged, such as Passive House, Built Green, or LEED.
- d) Passive solar design to allow solar gain in the winter and shading in the summer are highly encouraged, including the placement of deciduous trees on the south and west sides of the building and having deep south-facing roof overhangs.



¹ Low Impact Development, also known as green infrastructure, is a method of managing stormwater as close to the source as possible by mimicking the natural water cycle. The focus is on capturing and storing rain where it falls, filtering it through the soil, and /or recharging groundwater, or more simply, to slow it down, keep it clean and soak it up.

- e) New developments should include an electric outlet suitable for electric vehicle charging² for each unit, and provide secure, convenient bike storage areas with electric outlets for ebike charging.
- f) Sites should be designed to retain and enhance street trees. Street trees are particularly important as they provide a buffer between pedestrians and traffic, absorb and infiltrate rainwater runoff, thereby protecting the watershed, and provide wildlife habitat. Trees also play a role in climate action by sequestering carbon, buffering storm events, and providing shade and reducing the urban heat island effect.
- g) The use of green technologies is encouraged, including incorporating roof top solar panels into the roof design. Constructing new dwellings as Solar Ready³ for the future installation solar systems is encouraged.
- h) Measures to retain mature trees and find opportunities for additional planting for larger tree species are strongly encouraged.
- i) Recognizing the embedded energy in existing buildings, where a development site contains existing dwellings or structures that have not reached the end of their life expectancy, consideration should be given to retaining them on-site, or options to relocate them off-site or have their materials be salvaged and repurposed are encouraged.



street trees are the neighbourhood's lungs, removing "tons" of carbon dioxide from the atmosphere

shade from street trees reduces the heat island effect

² Electric Vehicle charging outlets shall be constructed with a dedicated 240-Volt line, capable of 50 Amps, have a NEMA (6-50) socket, and be located to serve a vehicle parked inside or outside of the garage where applicable.

³ Solar Ready is a number of design considerations and modifications incorporated at the time of construction that enable significant cost savings for future homeowners to install solar systems (photovoltaic or hot water systems).

9.6.5 Landscape Design

Mature trees and landscaping is one of the defining characteristics of Central Saanich neighbourhoods. Incorporating a balance of hard and soft landscape elements is encouraged to optimize year round use of outdoor spaces, provide wildlife habitat, manage rainwater and ensure new development provides ongoing opportunities to maintain a healthy urban forest.

- a) New developments should strive to improve landscaping that enhances the public realm and pedestrian friendly elements that define a street edge are encouraged, such as low fences, gates, hedges and other landscaping.
- b) New development should strive to increase the number of trees on a site. Site and building design should strive to retain healthy, mature trees and significant vegetation whenever possible. Where tree removal is required, they should be replaced on-site whenever possible.

- c) Planting and landscape elements, such as screens, should be utilized to define and create private outdoor spaces. A minimum of 15 m² (160 ft²) of private outdoor space for each dwelling unit is recommended.



- d) Landscaping plans should minimize the amount of impervious surfacing and incorporate drought resistant and climate adaptive plants to reduce the need for irrigation.

Landscaping plans should ensure that there is adequate soil volumes, conflict with underground infrastructure is avoided, and selecting the right tree species for the right place.

- e) Property line and privacy fencing should be considered as part of the landscaping plan. Consultation with neighbouring residents should occur to ensure they support any proposed fencing that would have an impact.
- f) Incorporating vegetable garden beds and edible landscaping as part of landscape design is encouraged.



9.6.6 Streetscape and Parking

One of the challenges with infill development is accommodating a gradual increase in traffic, parking, bikes and pedestrians on the streets. Street trees and boulevard landscaping provide a buffer between pedestrians and traffic, as well as create an interesting pedestrian environment.

Strategies to support the development of walkable streets, including opportunities for landscaping and trees along public streets and on private property, and to reduce the visual impact of parked cars.

- a) New developments should minimize the number and widths of driveways to reduce impact on the pedestrian environment.



- b) Vehicle access and parking should not dominate the site, shared driveways and parking areas with integrated landscaping are strongly encouraged.
- c) Parking pads, carports, or pergolas with landscaping rather than garages are encouraged to optimize open space, reduce building mass, and reduce shade and shadowing.

- d) Garage doors visible from the street should include glazing, design features, and materials/colours to soften the impact of garage doors oriented toward the street.



- e) A sensitive reduction in front setbacks can be supported as a strategy to provide a more engaging streetscape, improve community safety by having more 'eyes on the street', and to allow for a sensitive transition from a suburban pattern of development to more urban.

- f) Front yards should be designed for active living and incorporating front porches or verandas is encouraged.

- g) Where garages are proposed, single car garages are preferred. Garage entries should be recessed behind the front building face and incorporate architectural detailing to avoid an auto-centric streetscape. Where variances to front yard setbacks are



- h) supported for the building, a minimum setback of 6 m for garages should be maintained to allow for one outdoor parking space without encroaching into the public right-of-way.
- i) Driveways on corner lots should be sited as far away from the intersection as possible.

9.7 GUIDELINES FOR SPECIFIC BUILDING TYPOLOGIES

9.7.1 Detached Accessory Dwellings

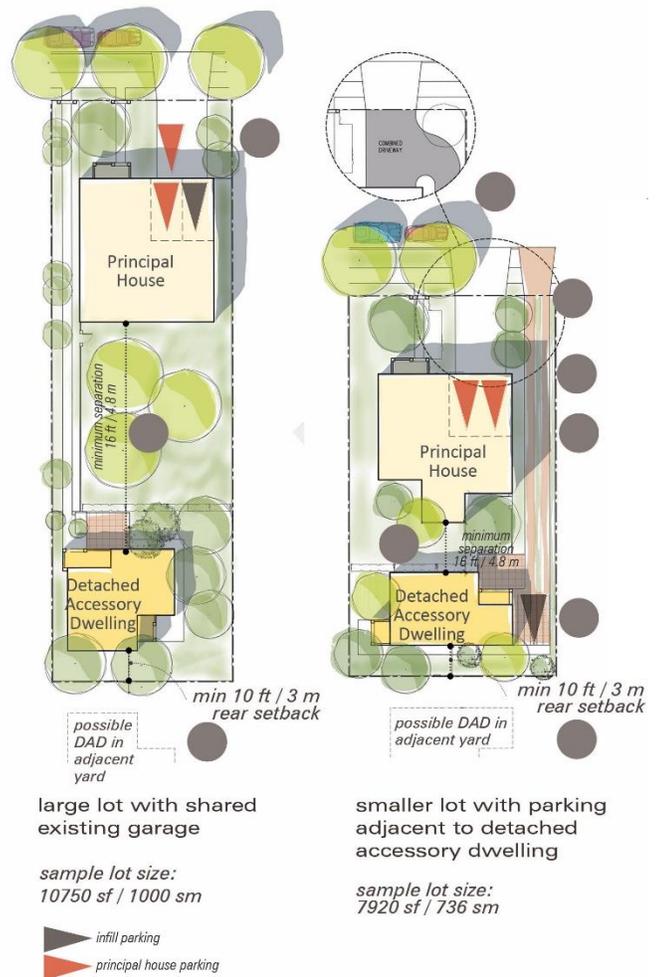
In addition to the guidelines contained in section 11.10.6, detached accessory dwelling units are also subject to the guidelines below. Detached accessory dwelling units, typically located in rear yards, can be a suitable alternative to a secondary suite within the principal dwelling. Detached accessory dwellings can increase the availability of ground oriented dwellings in existing neighbourhoods and they must remain as a rental unit, accessory to a principal residence; they cannot be subdivided or converted to a strata title property.

Cottages are one storey detached accessory dwellings that are incidental, subordinate, and exclusively devoted to the principal residential use.

Carriage Houses are two storey detached accessory dwellings that are incidental, subordinate, and exclusively devoted to the principal residential use.

Tiny Homes are one storey detached accessory dwellings designed to be capable of being transported and relocated to different sites, which may or may not be constructed with wheels that are incidental, subordinate, and exclusively devoted to the principal residential use.

- Accessory dwellings should be designed to clearly indicate they are smaller and accessory to a larger, more prominent principal dwelling with respect to height, massing, and siting. Exterior materials and design should be complementary to the principle dwelling.
- Having a single driveway for both the principal dwelling and accessory dwelling is strongly encouraged. Parking for an accessory dwelling unit should be located behind the front wall of the principal dwelling.
- Pedestrian access to the accessory dwelling should be clearly located at the front lot line and incorporate permeable surfacing and downcast lighting.
- A minimum building separation between the principle dwelling and accessory dwelling of 4.8 m (~16 ft) (including attached raised decks) is encouraged.
- A minimum 3 m (~ 10ft) setback to the rear property line is recommended for single level detached accessory dwellings. Increasing this setback should be considered where topography may increase overlook, or where the rear yard is designed for outdoor living space.
- Outdoor living areas should be oriented toward the interior of the lot rather than adjacent properties where possible.



- g) Given their limited floor area, site and design considerations for tiny homes should include accessory structures, such as attached decks or storage sheds to improve livability, skirting to present as a permanent residential building, and vehicle access for future relocation.
- h) Carriage houses within the Urban Settlement Area are discouraged.

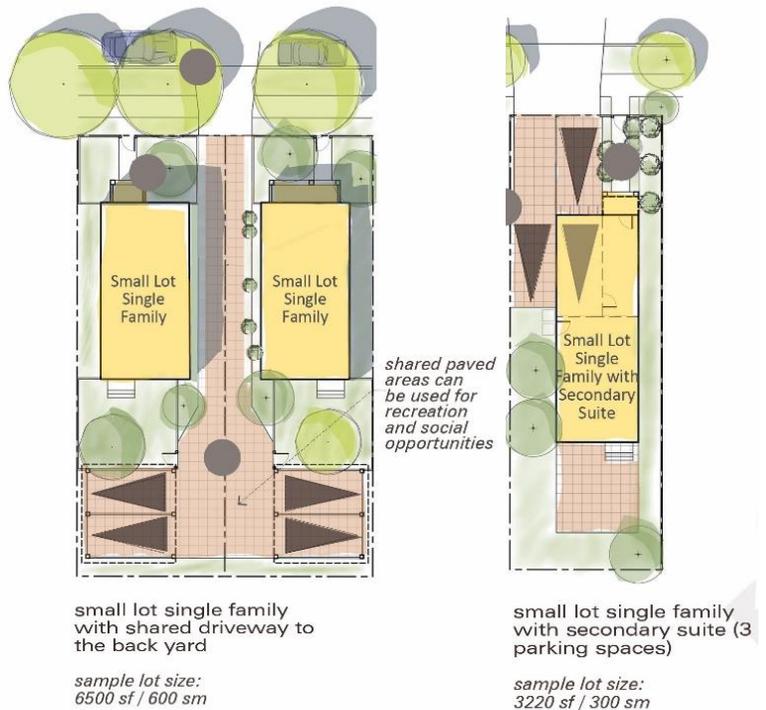
9.8 Small Lots

In addition to the guidelines contained in section 11.10.6, development of small or narrow lots are also subject to the guidelines below. Small lot development includes both small lots (area) and narrow lots (width) created for single family residential use on a more compact lot. Small lots are typically smaller than surrounding properties and are particularly suitable for more compact homes. New developments that are sensitively done on small lots can represent a minor increase in density without changing the overall neighbourhood character.

The narrow frontages associated with this typology can result in a more challenging building envelope and result in front elevations dominated by garage doors. It is important to ensure the pedestrian entrances are highly visible and contribute to the identity of the home. Design elements including roof overhangs, porches, raised stoops, using prominent colors and mix of exterior materials to emphasize the front entry.

Small Lots are any residential property with an area of 500 m² or less in area or with a lot frontage of 15 m or less as measured at the front property line.

- a) Smaller, compact homes are strongly encouraged for small lot developments. Where two storeys are proposed, consideration of incorporating the second level into the roof form and/or stepping back the upper storey is strongly encouraged to mitigate impacts to neighbouring properties.
- b) As small lots need to be created by subdivision, compatibility with, and/or improvements to the existing dwellings should be considered to improve integration into the neighbourhood.
- c) Having a shared driveway between neighbouring lots is encouraged. A reciprocal access agreement would be recommended as part of the subdivision process.



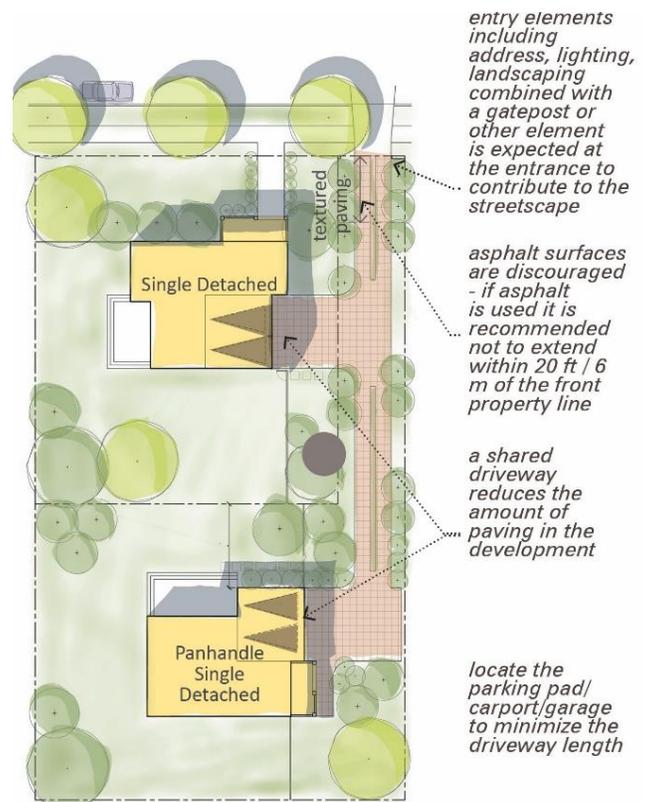
- d) Where multiple small lots are proposed, variations in setbacks, exterior materials and colour schemes are encouraged to avoid a repetitive streetscape.
- e) Building massing on small or narrow lots should include building articulations, upper level step-backs, and architectural detailing along the building length to avoid creating long expanses of side walls fronting neighbours.



9.8.1 Panhandle Lots

In addition to the guidelines contained in section 11.10.6, development of panhandle lots are also subject to the guidelines below. Panhandle lots are those properties that include a narrow strip of land to provide access from the road, where most of the property is located to the rear of a traditional, street fronting property. Panhandle lots are unique opportunities for infill on large, deep properties. These guidelines address the challenge of having limited street frontage and siting additional dwellings in closer proximity to the private rear yards of neighbouring lots than a traditional subdivision.

- a) Driveway entrances should contribute to the streetscape by including design features such as entrance posts, decorative lighting, address sign posts, and attractive landscaping.
- b) Driveway design elements should be focused on the area within 6 m (~20 ft) of the street with consideration of textured, permeable surfacing. Landscaping should extend along the length of the driveway, to provide a green "screen" along the property line where possible.
- c) A minimum width of 4.5 m for the access strip is recommended, this may need to be wider where topography or length of the access strip presents more challenges.
- d) Shared driveways are encouraged where possible, as well as orienting parking/garages of the street fronting property towards the driveway to create a more pedestrian friendly streetscape and reduce the amount of hard surfacing associated with this type of development. A reciprocal access agreement would be recommended as part of the subdivision process.
- e) Building heights should be minimized by having single storey dwellings, or limiting second storeys within the roof form. Variances to setbacks should be avoided, except where they are proposed to retain existing trees or other natural features.



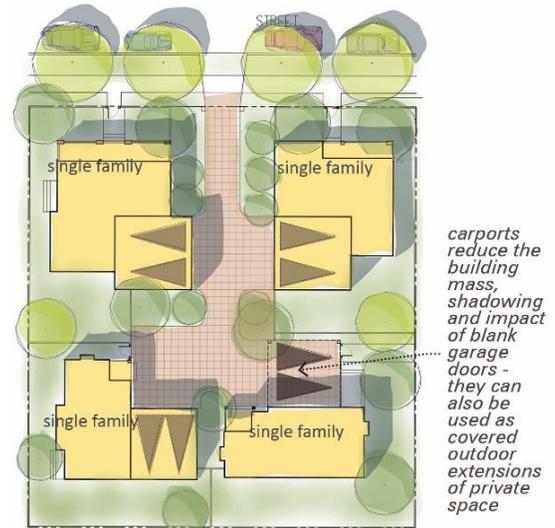
single family panhandle lot with shared driveway
 sample lot size:
 21300 sf / 1980 sm

9.8.2 Pocket Neighbourhoods

In addition to the guidelines contained in section 11.10.6, pocket neighbourhood developments are also subject to the guidelines below. Pocket neighbourhoods build on the concept of clustering buildings on a site physically by incorporating an intentional design approach that fosters social interaction and creates a strong sense of neighbourliness. Pocket neighbourhoods typically cluster housing around an open space, either a central driveway or a green space, which is designed to create a communal neighbourhood. Wherever possible, creating a functional greenspace at the centre of the cluster is recommended to increase livability, opportunities to grow food and for residents to socialize.

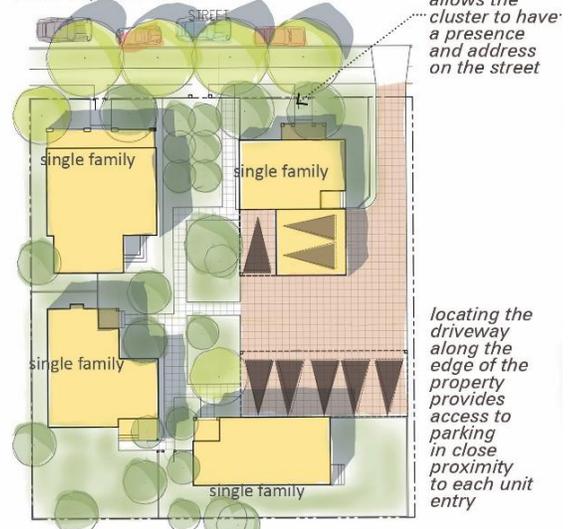
Where a central greenspace is not possible, it is highly encouraged to treat the central driveway as a landscape amenity/ outdoor play and gathering space where people are prioritized and the speed of vehicles is greatly reduced. Textured, permeable paving with opportunities for landscaping to screen parking areas is recommended.

- Garages are discouraged. Carports, parking pads, or shared parking areas are encouraged.
- Pocket Neighbourhood houses should address the central, common space as a common "front yard" framing this shared space with entrances/porches/verandas etc. to provide an active edge for socializing and to provide passive surveillance.
- Units facing the street should include a pedestrian entrance oriented to the street and incorporate low fences / hedges / gardens / gates to contribute to the neighbourhood streetscape.
- To enhance the communal objective, common buildings providing shared amenities such as garden sheds, storage rooms, laundry rooms, BBQ areas, and gathering areas are encouraged.
- Pocket neighbourhoods should strive to provide smaller dwelling units, include shared elements, and consider design elements that focus on a specific type of resident or common interest, such as seniors, single parents, artists, or persons with physical or mental challenges.



housing clustered around a central driveway with 8 parking spaces

sample lot size:
13800 sf / 1280 sm



housing clustered around a central open space with 8 parking spaces

sample lot size:
14860 sf / 1360 sm

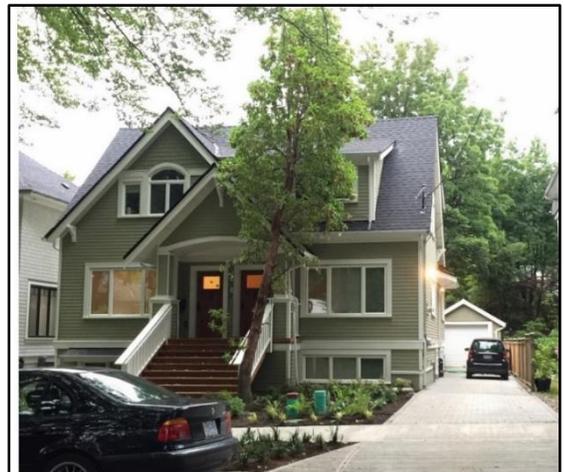
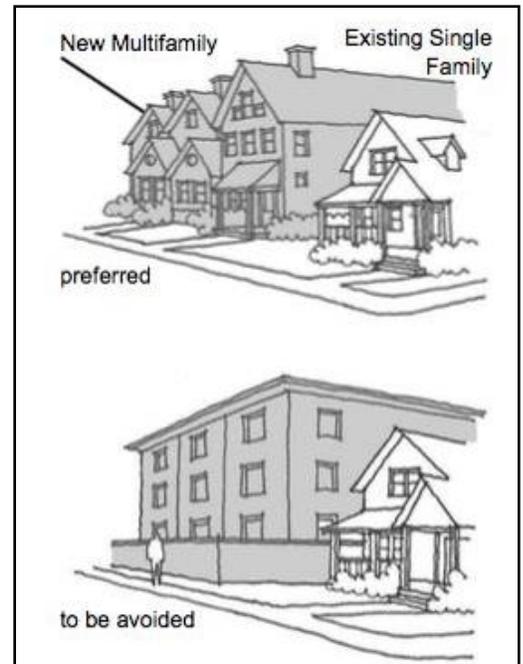
9.8.3 Duplex and Small Scale Multi-Unit (buildings that present like a single family home)

NOTE: These guidelines apply to multi-unit buildings up to and including 8 units. Development proposals with more than 8 units are subject to the Residential Multi-Family and Commercial/Mixed-use, or Brentwood Bay Village and Moodyville Commercial/Mixed Use Development Permit Areas.

In addition to the guidelines contained in section 11.10.6, duplex and small scale multi-family developments are also subject to the guidelines below.

Duplex and Small Scale Multi-Unit Infill developments are a flexible typology with many options for combining individual units typically within one building. In neighbourhoods with larger homes, multi-unit infill developments can be designed in a form similar to a large, single family house with the potential for a variety of ground oriented units, or be created through the conversion of an existing single family building into multiple units.

- a) Preferably, both units in a duplex have their primary entrance oriented toward the street.
- b) Side by side duplexes should not have identical, symmetrical appearances. Variations that are compatible between units is encouraged through the use of exterior materials, roof forms, articulations in the building face, and other architectural features.
- c) Duplexes on corner lots are encouraged to have a primary entrance oriented toward both streets. Front-to-back or up-and-down duplexes are preferred for narrow lots.
- d) Where proposals involve converting an existing home to a duplex by an addition, the additional unit must be designed as an integral part of the existing building with the shared wall between habitable areas in the dwelling units. High quality design and innovation is encouraged to ensure the additional unit is compatible with and complementary to the existing home.
- e) Small scale multi-unit developments should present as a single family dwelling. Unit entrances may include a common entry point, individual ground-oriented entrances, or a combination of both.

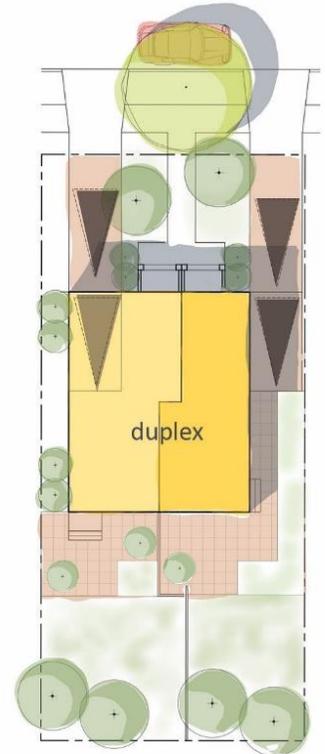


this duplex development is similar in form to a single family house - sharing a driveway allows more space in the front yard for landscaping and street trees



f) Where an existing home is contained on the lot, conversion into a multi-unit building is supportable when:

- i. The property is identified as having heritage value (ie: listed in the Heritage Inventory or having Heritage Designation) and heritage buildings or structures would be retained, or
- ii. The home is a larger, character home that would be improved as part of the proposal, and
- iii. There is sufficient area to provide on-site parking, and
- iv. That landscaping improvements would provide private outdoor area, and
- v. It can be sensitively integrated into the neighbourhood through good site design.
- vi. Incorporating common outdoor space, such as children's play areas, vegetable gardens, or BBQ areas, is encouraged.
- vii. A mix of unit types is encouraged to increase housing choice within the development. A variety of compact, more affordable units are encouraged.



side by side duplex
with individual front
driveways

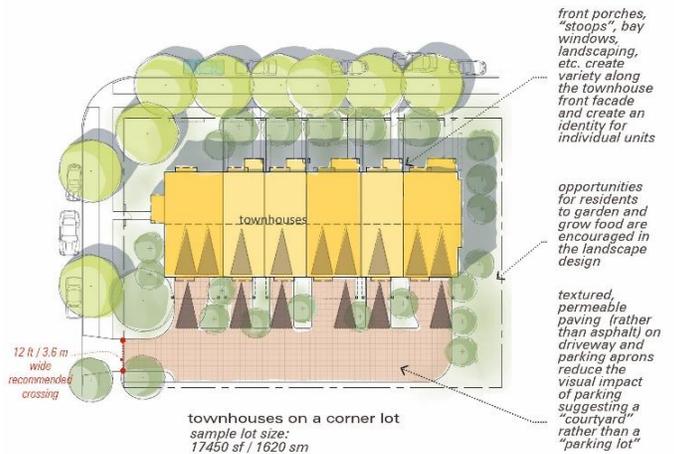
sample lot size:
470 sf / 5090 sm

9.8.4 Townhouse (up to 8 units)

NOTE: These guidelines apply to townhouse or attached residential developments containing a minimum of 3 units, and up to and including 8 dwelling units. Development proposals with more than 8 units are subject to the Residential Multi-Family and Commercial / Mixed-use or Brentwood Bay Village and Moodyville Commercial/Mixed Use Development Permit Areas.

In addition to the guidelines contained in section 11.10.6, townhouse developments are also subject to the guidelines below.

Townhouse, or attached residential developments, are dwelling units with shared party walls with each unit having its own ground oriented entrance. Townhouse developments can be designed in different configurations and may involve more than one building. Townhouses can provide a housing option for those wanting to downsize from a single family lot, provide an alternative option for young families, and those seeking a form of development that encourages social interaction with neighbours. Block ends or large corner lots are particularly conducive to sensitive integration of attached residential developments into existing neighbourhoods. This form of infill requires a careful approach to parking and driveways so that vehicle usage does not dominate the site or detract from other outdoor amenities.



- Where a townhouse or attached residential development is adjacent to single family residential, a sensitive transition through height, massing, and setbacks is required.
- Units combined in a row or townhouse configuration should be designed parallel to the street with unit entrances oriented toward, and directly accessible from the street. Where a building is proposed perpendicular to the street, the end unit should be oriented toward and interact with the street.
- Each unit should have a clearly identified primary entrance, including lighting and address signs, and private outdoor space.
- Incorporating low fences and hedges, patios, landscaped front yards, and front porches to define and create an identity for each unit is encouraged.
- Articulations in facades and roof forms that break up building mass and emphasize individual units is encouraged.
- A mix of unit types is encouraged to increase housing choice within the development.
- Incorporating common outdoor space, such as children's play areas, vegetable gardens, or BBQ areas, is encouraged.
- Significant changes in elevation between the street level and primary entrances should be avoided. Where a change in elevation is unavoidable, landscaping elements should ensure a gradual transition in elevation without hard edges at the street edge.

