

CORDOVA BAY VILLAGE DESIGN WORKSHOP

DESIGN BRIEF



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INTRODUCTION TO THE VILLAGE DESIGN WORKSHOP

DESIGNING GREAT COMMUNITIES

Great communities come in all shapes and sizes, but they don't happen by accident. They are the result of careful planning and thoughtful design that creates places that are sustainable, walkable, vibrant, social, and livable which increase the quality of life for residents of all ages and incomes. No two communities are alike, nor should they seek to be.

Designing great communities begins with looking at the many components and layers that create a great community and understanding how these pieces are integrated and assembled. These many components and layers are an outcome and synthesis of background research, planning policies, best practices and public input.

PROJECT OVERVIEW AND PROGRESS TO DATE

The District of Saanich is updating the Cordova Bay Local Area Plan (LAP).

Local Area Plans guide growth and future development in the local area for the next 20-30 years. They form part of the Official Community Plan and provide a policy framework for Council by addressing diverse issues such as land use, transportation and mobility, housing, urban design, parks and open space, heritage and community amenities. They provide a level of predictability to the community, Council, and the development sector around future land use change, development and community improvements.

The Cordova Bay LAP update got underway in November 2017 and is anticipated to be completed in spring 2019. It is currently at the beginning of Phase 3: Plan Development.



WHAT IS THE VILLAGE DESIGN WORKSHOP?

The District of Saanich has organized a Community Design Workshop to help plan for the future of Cordova Bay Village and the immediate surrounding area. The workshop is part of the broader planning exercise to update the Cordova Bay Local Area Plan.

The design workshop is a creative and collaborative event where a team of designers (led by MODUS Planning Consultants) can work with the public and other stakeholders in the area to explore a number of preliminary ideas, strategies, and concepts for the Village's growth and change.

The workshop will occur over a three-day period (Thursday, May 24^h to Saturday, May 26th) and there will be a number of opportunities for the public and other stakeholders to review materials, engage in discussion and provide feedback on emerging directions.

The workshop will focus attention and provide guidance on how change will occur in the Cordova Bay Village to implement the vision of the OCP.

WHAT WILL COME OUT OF THE DESIGN WORKSHOP?

The design workshop will come up with a preliminary blueprint for growth for the Cordova Bay Village over the next 20 to 30 years. This, and further work after the initial workshop, will include:

- Direction for future land use, including policies and land use and building height designations;
- Cordova Village Development Permit Area Design Guidelines updates;
- Public realm guidelines and policies.

The design workshop will build upon policy in the OCP and current Local Area Plan to provide guidance and direction on a range of issues including land use, transportation and mobility, environment, housing, urban design, parks and open space, heritage and community amenities.

WHAT IS THIS DOCUMENT?

This design brief was created to help initiate thoughtful and productive design conversations during the design workshop. It provides some background information related to the Village Area and guidance for the design team and workshop participants.

Other documents, including the Cordova Bay Baseline Conditions Report also provide additional information that will be useful for workshop participants.

DESIGN WORKSHOP AGENDA

The Cordova Bay Village Design Workshop is a three-day intensive design workshop.

A group of planners and designers will work with stakeholders and members of the public to develop a vision for the future of Cordova Bay Village.

The workshop includes opportunities for public input (**bolded** below).

Time	Activity	Location
THURSDAY, MAY 24, 2018		
2:00– 4:00pm	Walking tour of the Village with public, stakeholders, staff, and consultants (led by Pam Hartling).	Meet at McMorran Park
6:00– 7:00pm	Public presentation.	Cordova Bay 55+ 5238 Cordova Bay Rd.
7:00– 9:00pm	Public workshop to discuss issues, opportunities, and big ideas.	
FRIDAY, MAY 25, 2018		
8:30– 10:00am	Breakfast meeting with Advisory Committee, design team, and staff.	
10:00am– 5:00pm	Design team produces initial ideas and concepts based on public input workshop.	Cordova Bay Elementary School 5238 Cordova Bay Rd.
5:00– 6:30pm	Informal public review of initial design concepts from the workshop. Come chat with the design team about emerging ideas.	
SATURDAY, MAY 26, 2018		
8:30– 10:00am	Design team meet with District staff.	
10:00– 3:00pm	Design team produces drawings, sketches and presentation building on Friday public feedback.	Cordova Bay Elementary School 5238 Cordova Bay Rd.
3:00– 5:00pm	Public presentation to review and give feedback on the design ideas from the workshop.	

COMMUNITY CONTEXT

Cordova Bay is a largely suburban residential community with two commercial nodes at the ‘Village’ and at Mattick’s Farm, and agricultural lands mostly to the north. Cordova Bay falls within the overlapping territory of the **WSÁNEĆ** (Saanich) and **Lekwungen** First Nations peoples. In the early 1900s, Cordova Bay was a seasonal retreat featuring the McMorrان tearoom and cabins before becoming a residential area after the First World War. It is home to 8,200 residents.

Cordova Bay is located in the north-east area of Saanich, and is characterized by its beach, bay, and coastal views of Haro Strait. The farmlands of the District of Central Saanich lie to the north, and the Royal Oak and Blenkinsop neighbourhoods are to the south. Its western boundary is the Pat Bay Highway. A key topographical feature of Cordova Bay is the ridge which runs from north to south offering dramatic views in all directions.

The Village core has historically been the commercial hub of Cordova Bay, and provides multi-family housing in the area. The Plaza is currently vacant and under development. A 14,000 m² mixed-use development offering 3,500 m² of leasable commercial/office space and 91 residential units has been approved. Nearby, a commercial site provides a pharmacy, post office, and barber shop. Mattick's Farm provides 3,090 m² of commercial space and is a destination for locals and tourists. The Cordova Bay Village Design Workshop will explore the future of the commercial core of Cordova Bay, which includes the Official Community Plan (OCP) designated Village, Mattick's Farm, and areas in between.

Figure 1: Cordova Bay showing approximate location of OCP Designated Village

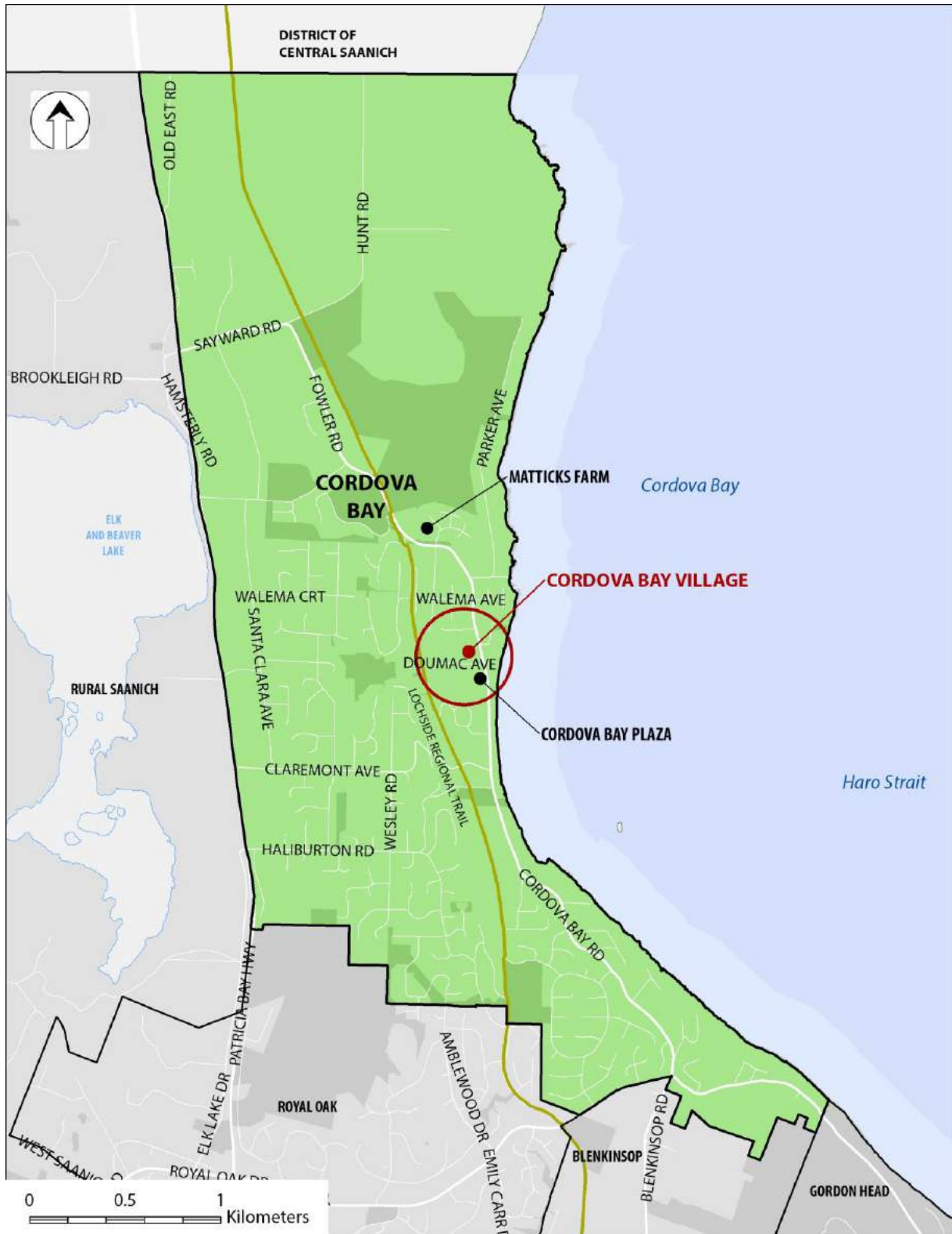


Figure 2: Aerial Photo of the Study Area Showing Approximate Location of Village Core



EXISTING POLICY

SAANICH OCP

The Saanich Official Community Plan (OCP) identifies distinct types of Centres and Villages based on their function in serving the community and region. By focusing new development in Centres and Villages, Saanich will be better able to meet the objective of becoming a sustainable community, accommodate new residents and businesses, and avoid building out into rural and environmentally significant lands.

- **Major Centres** are intended to meet a broad range of community and regional commercial and service needs.
- **Neighbourhood Centres** are smaller in scale and provide a narrower range of commercial and service options, primarily focused on the needs of the immediate neighbourhood.
- **Villages** are small local nodes, with a historical basis, that meet local residents' basic commercial and service needs. They also provide a limited amount of multiple family housing.

Cordova Bay Village is designated as a Village in the OCP.

Villages support the following building types and uses:

- Small lot single family houses (up to 2 storeys)
- Carriage/coach houses (up to 2 storeys)
- Town houses (up to 3 storeys)
- Low-rise residential (3-4 storeys)
- Mixed-use (commercial/residential) (3-4 storeys)
- Civic and institutional (generally up to 3 storeys)

Overall, the OCP supports development in Centres and Villages that:

- Provide for accessible community spaces as focal points within each Centre/Village.
- Sets aside land for natural areas, parks, community assembly.
- Protects and encourages traditional “main street” features.
- Provides a range of housing options by location, type, price, and tenure.
- Supports institutional uses as community focal points.
- Integrates and supports alternatives to private motor vehicles.
- Creates and enhances each Centre and Village’s unique “sense of place”.

The OCP also discusses that Saanich is composed of diverse neighbourhoods that provide a range of living environments. While the majority of future growth in Saanich will be focused on “Centres” and “Villages,” residential infill will continue to take place on a limited scale. Maintenance of neighbourhood character is of paramount importance when considering new developments within established areas.

Two of the issues that the OCP identifies are the continued improvement of bicycle, walking, and transit amenities within and between lower density neighbourhoods and “Centres” and “Villages”; and providing a broader range of housing forms in neighbourhoods (by type, tenure, and price) to ensure access to more affordable housing and allowing residents to age within their existing neighbourhoods.

RELATIONSHIP TO OTHER INITIATIVES

A key element of the Cordova Bay Local Area Plan update will be to ensure the plan is well-integrated and aligned with other Saanich and regional initiatives completed and currently in progress. Current initiatives that will influence the LAP update are:

Active Transportation Plan: The development of a Saanich Active Transportation Plan is underway and will establish clear priorities for actions to enhance walking and cycling networks. The Plan is anticipated to be adopted in Spring 2018 and will establish a primary cycling network, sidewalk priorities and a strategy for implementing improvements. The Cordova Bay Area Plan will work from the framework established by the Active Transportation Plan and assess local changes that can be undertaken to support and implement broader network priorities.

100% Renewable Saanich: The update of Saanich’s climate plan is currently underway, looking to meet targets of 100% renewable energy and an 80% reduction in community greenhouse gas emissions below 2007 levels by 2050. The Cordova Bay Local Area Plan will be updated concurrently with the Climate Plan, providing opportunities to integrate climate mitigation and adaptation actions in the local area.

Garden Suite Study: A study is underway to examine regulatory changes that could permit garden suites in areas of Saanich that are within the Sewer Service Area. This study will occur in 2017/2018 and will include the examination of some areas in Cordova Bay. The LAP update will assess land use and infill policy changes in the context of this study.

WHAT WE'VE HEARD SO FAR

Prior to the Village Design Workshop, a public Advisory Committee was established and two open houses were held on April 28 and May 3 2018 along with an on-line survey. Participants were asked whether they agreed or disagreed with a number of statements about Cordova Bay. The following is a brief preliminary summary of the input gathered to date:

Local services: Only 27% of respondents agree that Cordova Bay has a good variety of shops, restaurants, and services to meet daily needs.

Housing Diversity: Only 23% agree that there are housing choices for everyone in Cordova Bay.

Sense of Community: 55% say they are connected to their neighbours and feel a strong “sense of community” in Cordova Bay.

Friendly and Welcoming: 69% believe that Cordova Bay is a friendly, welcoming community.

Safety: 98% feel safe in Cordova Bay.

Parks & Trails: 90% say there is a good network of parks and trails in Cordova Bay.

Quality of Life: 90% say that Cordova Bay offers a high quality of life.

WHAT PEOPLE LOVE ABOUT CORDOVA BAY

Participants were asked what they love about their community. Many responses included:

- **Friendly** and neighbourly community
- **Natural feel**, especially the amount of greenery and established trees
- **Character** – it feels like a small community
- **Quiet** and laid back
- Access to the **beach and ocean**
- Walking and cycling **trails and other parks** and green spaces
- **Proximity to Victoria**, elsewhere in Saanich, ferries, airport
- **Safety**
- **Good services**, including stores, golf, schools

Participants also said:

“Its’ friendly and welcoming community, friendly neighbours.”

“Cordova Bay is refreshing as it feels like you can connect with nature here as you walk amongst the neighbourhoods.”

“We love the “Village” atmosphere where it's easy to meet people, and where it's close to the ocean.”

“Beautiful beaches, Lochside trail access, walk to amenities, schools, parks, golf course, farms, and friendly neighbors. We are so lucky to have it all.”

OPPORTUNITIES & CHALLENGES

A number of preliminary challenges and opportunities facing Cordova Bay and the Village were identified through a review of public input so far.

These opportunities and challenges will be refined during the workshop; the following is intended to spark conversation and dialogue.

LACK OF LOCAL SERVICES

While the Village and Mattick's farm provide a certain level of local shopping and amenity, many Cordova Bay residents have to travel outside the community for many of their daily needs.

Key design considerations around providing local services include:

- How much and what types of commercial and civic amenities should there be? How can this be influenced?
- Where and what form should the commercial take?
- What should the public space be like?

Participants noted the following needs or wants for the area:

"There needs to be a real community centre, there should be a gym, yoga studio, a bakery, a walk in medical clinic"

"Make the village area a real village."

"There are far too few businesses near the Beach and too few access points to the Beach."

"A community kitchen that draws in people of all ages to share in food preparation and meals. This should be alongside a large play structure so that kids can be playing while parents, grandparents, singles, and seniors cook together."

"A small Pub with dart boards, pool tables, and the game on the TV. A relaxing hangout to hang with friends."

"Having stores or shops that offer a variety of options. It seems these stores cater to an older generation and not towards the younger population. A Thrifty's or Shoppers drug mart would be great."

Other suggestions included:

- Key community services, including medical and dental services, banks, and a grocery store
- Public space, such as an outdoor sitting area, plaza, or park
- Community centre
- More retail, including shops, restaurants, and cafés

HOUSING DIVERSITY

Single-family homes make up 79% of all dwelling units in Cordova Bay – much higher than the 60% of dwelling units in Saanich. Just 12% of dwelling units are rental. This can make it challenging to house a diversity of households in Cordova Bay – including people who would like to stay in the neighbourhood as they age.

Key design considerations around housing diversity include:

- What types of housing should be in Cordova Bay?
- Where should different forms of housing be located?

Participants noted the following:

“You need more housing that is affordable - rentals that are nice that seniors and young people can afford.”

“We need a variety of housing options, there's only houses and no apartments.”

“I want Cordova Bay to be a place where my children can afford to live”

“a diverse group of residents live....age, socioeconomic status, ethnicity....a true community.”

“There is a variety of people and housing. Not just very expensive huge houses.”

Participants also suggested:

- 62% of participants said that more ground-oriented housing (duplexes, townhouses, rowhouses) is needed.
- 48% of participants that more apartment/condo units are needed.
- Affordable housing.
- Garden suites.

MOBILITY & SAFETY

While most residents say they can get around Cordova Bay easily, infrastructure for people walking and cycling is not adequate in many areas, transit service through Cordova Bay is infrequent, and safety and the speed of vehicles on Cordova Bay Road is a major issue.

The vast majority (84%) of Cordova Bay residents travel to work by vehicle, with Cordova Bay Road designated as a Major Road (carrying 5,000-10,000 vehicles/day). Cordova Bay has three local transit routes and frequent transit service along the Pat Bay Highway. Cordova Bay Road has sidewalks and cycling facilities in some areas – and improvements are identified as a District priority.

Key design considerations around mobility and safety include:

- What are the key linkages throughout Cordova Bay for people walking, cycling, taking transit, and driving?
- How can we enhance access to the beach?
- How can we make Cordova Bay Road safer for all modes?

Participants said:

“Please, please, please slow down the traffic.”

“In 20 years, I want Cordova Bay to be a place where there is a “village centre” and we are less dependent on cars.”

“More safe routes to the public beach access - at this time I don't feel safe taking my daughter across Cordova Bay Road (there are often no crosswalks near the beach access paths) and walking along the water side until we can reach a beach access as it is narrow and the traffic is too heavy - sidewalks or a dedicated pedestrian/bike path along Cordova Bay Road on the beach side would help.”

“Transportation improvement. Adding over 500 new residential units (ridge, trio and village) to the area without improving the roadway system is not good.”

“A more frequent local public transit system connecting to regional system, better traffic management through community, better neighbourhood community centre facilities, community collecting points.”

“More walking trails to connect areas like Scottswood to McMorran place.”

Other feedback included:

- 58% of respondents said it was moderately, very or extremely important to live near transit.
- 94% said it is very or extremely important to live near to walking routes or trails.
- 67% said they can get around Cordova Bay easily.
- Better and identifiable access to the beach is important
- Safer roads and sidewalks throughout Cordova Bay for walking and cycling
- Speed of vehicles on Cordova Bay is an issue
- More frequent transit service

PARKS AND GREENSPACE

Cordova Bay beach is a major community asset – but has limited parking and access. There are several other parks and school playing fields in Cordova Bay – but these may not include all the amenities that residents want to see. The Lochside Trail, which runs northwest through Cordova Bay, is a key regional commuter and recreational corridor, especially for cyclists.

Key design considerations around parks and greenspace include:

- How can we enhance access to the beach?
- What are key amenities in parks that are currently missing?

Participants asked for:

“More parks and natural places, much more beach access options.”

“Have one small area with sun beds/umbrellas on the beach during the summer - that can be rented out - helps seniors who may not be able to carry such items. Install a board walk, and add more benches at top of park entrances to the Cordova beach AND possibly have a some Bright blue benches at back, cemented at back of the beach. Would be a great addition - a destination point to come and enjoy the view.”

“Additional tennis courts and walking paths”

“Parks that cater to children.”

“Community gardens might be nice.”

“In 20 years, I want Cordova Bay to be a place where it is vibrant green.”

COMMUNITY DESIGN & SENSE OF PLACE

The peace and quiet, and semi-rural nature of the community is highly valued by many residents. This character includes a village atmosphere, the generous amount of green space, access to the beaches, and closeness to the ocean. One resident sums it up as:

“The 'green' of Cordova Bay - lots of trees, large lots with a larger ratio of green/yard to home/building than many other neighbourhoods.”

Design considerations around maintaining a sense of place at Cordova Bay include:

- What types of development should be allowed? Where?
- What should the public space feel like? Look like?
- How do we maintain a natural feel for Cordova Bay?

Participants said:

“Right now Cordova Bay is a very desirable place to live because of the lack of density and lack of big stores. Is a very peaceful, quiet neighborhood where people feel safe, there is not a lot of traffic and is just nice. Over densification would ruin what people love about this area.”

“I love the beach, of course, and the rural feel of my community, ie: lots of established trees, greenery, and open spaces. Interesting (for the most part) and attractive homes with driveways.”

Participants also suggested:

- Consider all of the proposed development as a whole to ensure the neighbourhood feel is preserved.
- Places for diverse groups to gather socially, especially during poor weather.
- Keeping a quiet and peaceful character.
- Having a good mix of housing and shops, where rural and town life can sit side-by-side.
- Providing for a diverse group of residents and families, with a variety of housing, including allowing people to age in place.
- Recognizing that this land was occupied by Lekwungen peoples for thousands of years.

SUSTAINABILITY

Saanich has committed to become a 100% Renewable Energy Community and to reduce community greenhouse gas (GHG) emissions by 80% by 2050. At the same time, adapting to the impacts of climate change is key. Cordova Bay is a coastal community and needs to prepare for sea level rise and potential impacts such as flooding, erosion, and ecosystem health.

Key design considerations include:

- How can we encourage sustainable building design?
- How can we encourage sustainable forms of transportation?
- How can we adapt to the impacts from climate change?

Suggestions from participants include:

- Promotion or requirement of electric vehicle charging stations
- Retaining walls at the beach – but ensuring they aren't changing shoreline erosion patterns.
- Protecting green space and parks.
- Improving transit service.
- Proximity to stores and creating a walkable neighbourhood.
- Encouraging more sustainable landscaping.

DESIGNING THE FUTURE OF CORDOVA BAY VILLAGE

The three days of the Community Design Workshop represent a rare opportunity to assemble a group of planners and designers along with many members of the community to work together to explore a future vision and design guidelines for the Village. We hope you will bring your passion for the neighbourhood, your knowledge and experience from living here and your ideas and imagination for “what could be” to the activities. We look forward to working with the community to explore how we might create a great Village in Cordova Bay.

**APPENDIX A: EXISTING DEVELOPMENT PERMIT AREA
DESIGN GUIDELINES**

1. SAANICH GENERAL DEVELOPMENT PERMIT AREA

CATEGORIES

“a” (protection of the natural environment, its eco-systems, and biological diversity)

“e” (commercial, industrial, and multi-family)

AREA

All lands zoned A-3, RD, RC, RT, RM, RA, C, M, P, and RP except those lands within specific development permit areas identified on Maps 2-23 and 26-28.

JUSTIFICATION

Saanich is predominately a single family area; however, introduction of multi-family developments may be acceptable in some locations and existing developments may have potential for change. Care must be taken to integrate new proposals and redevelopment of existing uses with the surrounding neighbourhood. The objective of the designation is to achieve a high standard of appearance to ensure that site development is sensitive to adjoining property and the surrounding neighbourhood, and to protect major transportation corridors.

Outdoor lighting can be the source of light pollution which can seriously affect the night sky in terms of astrophysical research or casual observations by the general public. To minimize these impacts, outdoor lighting should be regulated to control both the quantity and quality of night lighting.

The municipality includes many important plant and wildlife habitat areas. Protection of these areas will ensure that a portion of the biological diversity within the municipality is maintained.

Limits to impervious cover will ensure that runoff volumes and peaks to receiving streams are affected as little as possible as well as providing reduction in sedimentation of receiving waters. Stormwater runoff controls shall be installed in any new development so as to replicate the natural runoff regime. The controls could include, among others: on-site infiltration, storage in ponds or constructed wetland, sand filtration, creative road/curb configurations, etc.

GUIDELINES

Development Permits issued in these areas shall be issued in accordance with the following guidelines designated under category "a" (protection of the natural environment, its eco-systems, and biodiversity) unless specifically exempted (see p. 1):

1. Major or significant wooded areas and native vegetation should be retained wherever possible.
2. The total impervious cover of the site should minimize impact on the receiving aquatic environment. Consideration should be given to reducing impervious cover through reduction in building footprint and paved areas and use of on-site infiltration.

Development Permits issued in these areas shall be issued in accordance with the following guidelines designated under category "e" (commercial, industrial, and multi-family) unless specifically exempted (see page 1):

3. Building profiles should follow the natural topography with as little change as possible to accommodate construction.
4. Buildings should reflect the character of surrounding development with special attention to the height of new dwellings in relationship to the height of existing buildings on adjoining parcels.
5. The design and scale of above grade parking structures should be sympathetic and complementary to the surroundings.
6. As many of the existing trees, as practicable, should be retained as part of the overall landscape design.
7. Setbacks adjacent to major roads should be determined based on the ultimate width of the right-of-way as established by the Director of Engineering Services to provide for future road widening.
8. Design Plans shall meet the intent of the standards set out in the "Landscape and Screening Guidelines for commercial, industrial, multi-family and public uses in Development Permit Areas" adopted by Council on December 21, 1987.
9. Design plans adjacent to Cordova Bay/Fowler/Sayward Road from Pat Bay Highway to Royal Oak Drive should acknowledge the guiding principles in the Cordova Bay Streetscape Action Plan, 2000. Streetscape improvements on Cordova Bay Road between Fowler Road and Gloria Place shall be consistent with the streetscape concept endorsed by Council as part of the Action Plan.

10. Exterior lighting shall comply with the “Municipal Outdoor Lighting Standards to Control Light Pollution”.
11. Design plans shall meet the intent of the standards set out in the "Saanich Bicycle Parking Guidelines”.
12. Buildings for commercial or mixed uses should be designed for a human scale to increase street level opportunities for social interaction and the creation of a vibrant, pedestrian environment. This may include expanding the pedestrian environment onto the development site, treating the buildings as an integral component of the streetscape and ensuring windows are provided and not blanked out. Where the primary purpose of a building is residential, street level entrances, landscaped courtyards, urban porches, integrating paving with sidewalks or other architectural or landscape features should be incorporated.
13. Pedestrian networks, through and adjacent to the site should be designed to welcome people, encourage pedestrian activity, and integrate with and link to larger public spaces. Pedestrian amenities must be of sufficient width for an urban environment, have appropriate lighting, and be well landscaped to create a safe walking environment for people of all ages and levels of mobility. Street furniture, paving materials, traffic calming devices, sign plans and public art are examples of elements that should be considered.
14. Public spaces should be created adjoining the street and/or within the site as a complementary extension of the pedestrian network and connect to ground floor access where possible. These spaces should provide both sunny and shaded spaces, a range of seating opportunities, have natural surveillance from adjacent buildings and create spaces that foster gathering, contemplation, relaxation and celebration. Wherever possible public spaces should be sited to respect and enhance important view corridors.
15. Transportation and parking provisions of a site design should include elements that recognize, respect, and balance the needs of all transportation modes, including but not limited to cyclists, scooter users, disabled persons, commercial vehicles, public transit, pedestrians and motor vehicles as well as considering environmental and visual impacts. Measures to encourage public transit and bicycle use are encouraged. Traffic calming elements should be integrated into site plans. Underground parking should be provided where possible and where provided at grade, should include a high standard of landscape screening, a variety of surface treatments, and also provide for pedestrian movement through the parking area. CPTED (Crime Prevention Through Environmental Design) principles should be used in designing all public areas, especially enclosed parking areas.
16. Architecture should be of a high quality that is contemporary and authentic. Innovative use of durable and high quality materials is expected. Elevations of buildings adjacent to a street should incorporate varied architectural elements and landscaping or smaller store-front businesses to avoid big blank walls.

17. Site design should incorporate, where appropriate, design elements to protect and enhance remnant riparian zones, watercourses and urban forests within major centres.
18. Design plans shall comply with the recommendations set out in the “Access to Transit Guidelines”.
19. Wherever possible, preserve areas (including buffers) that contain plants and animal habitat which are designated as red listed (endangered) or blue listed (vulnerable) by the Conservation Data Centre (Ministry of Environment).
20. Generally, the riparian zone should remain free of development and restoration of the riparian zone undertaken as part of the new development, if the vegetation is not intact and healthy (diversity of native shrubs and trees).

4. MATTICK'S FARM DEVELOPMENT PERMIT AREA

CATEGORIES

"a" (protection of the natural environment, its eco-systems, and biological diversity)
"e" (commercial, industrial, and multi-family)

AREA

Development Permit Area as shown on Map 4.

JUSTIFICATION

Mattick's Farm complex includes a golf course and related facilities and a commercial centre. The golf course is located in the Agricultural Land Reserve at the interface between the suburban and rural area and is adjacent to single family dwellings and a municipal park. The owners propose to expand the commercial centre and to construct multi-family dwelling adjacent to the golf course. The owners propose to expand the commercial centre and to construct multi-family dwellings adjacent to the golf course. The Mattick's Farm complex has a special character that reflects the agricultural significance of the area. Its character, scale and mixture of uses make it a special attraction for tourists and local residents.

The objective of the designation is to ensure that future development reflects the scale and special character of Mattick's Farm and the surrounding neighbourhood and is sensitive to the natural environment.

Outdoor lighting can be the source of light pollution which can seriously affect the night sky in terms of astrophysical research or casual observations by the general public. To minimize these impacts, outdoor lighting should be regulated to control both the quantity and quality of night lighting.

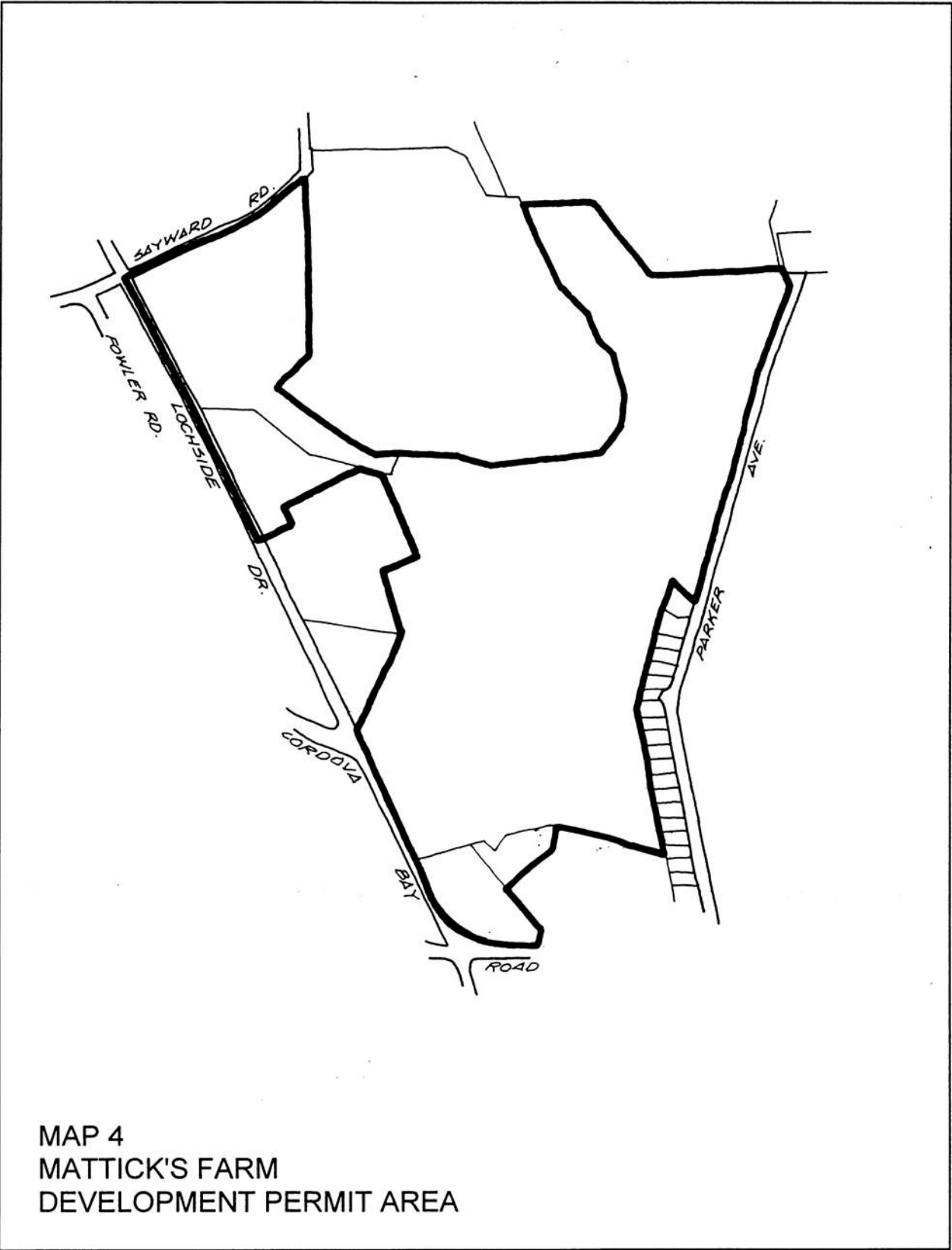
The municipality includes many important plant and wildlife habitat areas. Protection of these areas will ensure that a portion of the biological diversity within the municipality is maintained.

GUIDELINES

Development Permits issued in these areas shall be issued in accordance with the following guidelines designated under category "a" (protection of the natural environment, its eco-systems, and biodiversity) unless specifically exempted (see p. 1):

1. Major or significant wooded areas and native vegetation should be retained wherever possible.

Development Permits issued in these areas shall be issued in accordance with the following guidelines designated under category "e" (commercial, industrial, and multi-family) unless specifically exempted (see page 1):



2. The massing and scale of buildings should be compatible with the established commercial complex at Mattick's Farm.
3. The design of buildings should reflect the location on the fringe of the rural area and the established character of Mattick's Farm.
4. Buildings and parking should be located to minimize the impact on adjacent single family dwellings and on Lochside Park.
5. The design and scale of above grade parking structures should be sympathetic and complementary to the surrounding.
6. No vehicle access should be permitted from Parker Avenue or Lochside Drive.
7. As many of the existing trees as practicable should be retained as part of the overall landscape design.
8. Setbacks from Cordova Bay Road should be determined based on the ultimate width of the right-of-way as determined by the Municipal Engineer to provide for future road widening.
9. Design plans shall meet the intent of the standards set out in the "Landscaping and Screening Guidelines for commercial, industrial, multi-family, and public uses in Development Permit Areas" adopted by Council on December 21, 1987.
10. Design plans adjacent to Cordova Bay/Fowler/Sayward Road from Pat Bay Highway to Royal Oak Drive should acknowledge the guiding principles in the Cordova Bay Streetscape Action Plan, 2000. Streetscape improvements on Cordova Bay Road between Fowler Road and Gloria Place shall be consistent with the streetscape concept endorsed by Council as part of the Action Plan.
11. Exterior lighting shall comply with the "Municipal Outdoor Lighting Standards to Control Light Pollution".
12. Design plans shall meet the intent of the standards set out in the "Saanich Bicycle Parking Guidelines".
13. Design plans shall comply with the recommendations set out in the "Access to Transit Guidelines".
14. Wherever possible, preserve areas (including buffers) that contain plants and animal habitat which are designated as red listed (endangered) or blue listed (vulnerable) by the Conservation Data Centre (Ministry of Environment).
15. Generally, the riparian zone should remain free of development and restoration of the riparian zone undertaken as part of the new development, if the vegetation is not intact and healthy (diversity of native shrubs and trees).

5. CORDOVA BAY VILLAGE DEVELOPMENT PERMIT AREA

CATEGORIES

"a" (protection of the natural environment, its eco-systems, and biological diversity)
"e" (commercial, industrial, and multi-family)

AREA

Development Permit Area as shown on Map 5.

JUSTIFICATION

The Village Core is the focal point of the local area and contains neighbourhood commercial facilities, churches, and the community hall. Residential development policies provide for the construction of multi family housing and there is potential to expand the shopping centre.

The objective of the designation is to strengthen the core as a focal point in the local area and to offer a visually attractive living environment. New development should reflect the historical character of the Village and be integrated so as to minimize the impact on existing single family uses. Pedestrian and traffic circulation should be convenient.

Outdoor lighting can be the source of light pollution which can seriously affect the night sky in terms of astrophysical research or casual observations by the general public. To minimize these impacts, outdoor lighting should be regulated to control both the quantity and quality of night lighting.

The municipality includes many important plant and wildlife habitat areas. Protection of these areas will ensure that a portion of the biological diversity within the municipality is maintained.

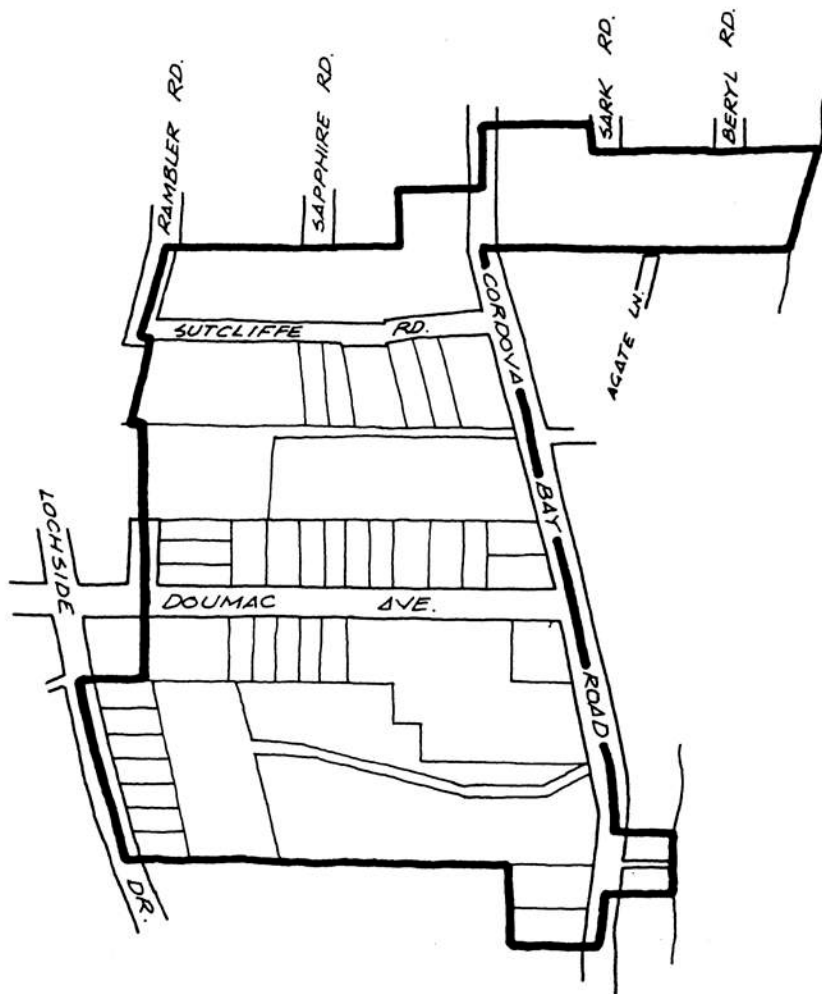
GUIDELINES

Development Permits issued in these areas shall be issued in accordance with the following guidelines designated under category "a" (protection of the natural environment, its eco-systems, and biodiversity) unless specifically exempted (see p. 1):

1. Major or significant wooded areas and native vegetation should be retained wherever possible.

Development Permits issued in these areas shall be issued in accordance with the following guidelines designated under category "e" (commercial, industrial, and multi-family) unless specifically exempted (see page 1):

2. The massing and scale of buildings should be compatible with adjacent development and should reflect a small scale village-like character. New development should be low level in scale, pedestrian and bicycle friendly, and be well landscaped. Generally, new buildings should not exceed 7.5 m in height, except on the site in the extreme southwest corner of the area, higher buildings may be considered provided that adequate setbacks are maintained to prevent overshadowing of adjacent single family dwellings.



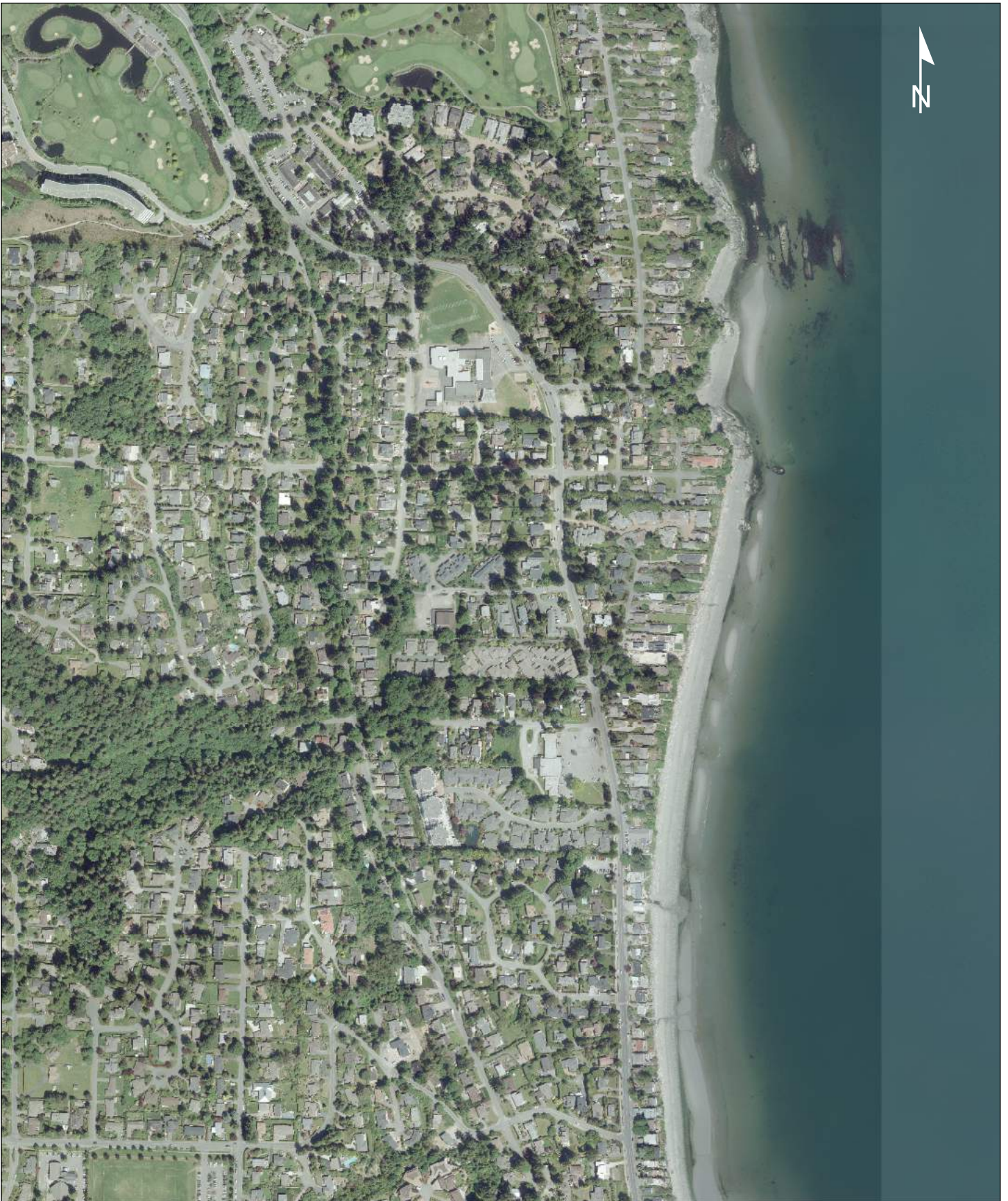
MAP 5
CORDOVA BAY VILLAGE
DEVELOPMENT PERMIT AREA

3. Exterior treatment should emphasize the use of natural materials and colours should be subtle to compliment the natural surroundings.
4. Signs should be low key, utilizing natural materials and complimentary colours that emphasize the village-like character. They should indirectly illuminated and the number of free standing signs should be limited.
5. Buildings should be designed and oriented on the site to create a strong pedestrian focus. This could include locating buildings to have a presence on the street as opposed to setting them back behind a massive parking lot, and/or incorporating a public square or pedestrian arcade. Pedestrian circulation within each new development should be delineated with design elements and provide continuity as part of an overall pedestrian system in the Village Core with particular emphasis on linkages to the beach and the Lochside regional trail. Where practicable, buildings should be designed to take advantage of the views of Cordova Bay.
6. Parking and access should be designed to be convenient and safe while minimizing intrusion into the residential neighbourhood and maintaining a safe pedestrian environment. Above grade parking structures, if provided, should be sympathetic and complementary to the surroundings and designed to effectively screen vehicles from view.
7. Primary vehicular access should be to Sutcliffe Road, Doumac Avenue, or Cordova Bay Road.
8. As many of the existing trees as practicable should be retained as part of the overall landscape design. Landscaping should emphasize the use of native species.
9. Additions, alterations or replacement of existing structures shall require the entire project to meeting the requirements of the Zoning Bylaw with regard to parking, landscaping screening, and signs.
10. Setbacks from major roads should be determined based on the ultimate width of the right-of-way as established by the Director of Engineering Services to provide for future road widening.
11. Design plans shall meet the intent of the standards set out in the "Landscaping and Screening Guidelines for Commercial, Industrial, Multi-family and Public Uses in Development Permit Areas" adopted by Council on December 21, 1987.
12. Design plans adjacent to Cordova Bay/Fowler/Sayward Road from Pat Bay Highway to Royal Oak Drive should acknowledge the guiding principles in the Cordova Bay Streetscape Action Plan, 2000. Streetscape improvements on Cordova Bay Road between Fowler Road and Gloria Place shall be consistent with the streetscape concept endorsed by Council as part of the Action Plan.
13. Exterior lighting shall comply with "Municipal Outdoor Lighting Standards to Control Light Pollution".
14. Design plans shall meet the intent of the standards set out in the "Saanich Bicycle Parking Guidelines".

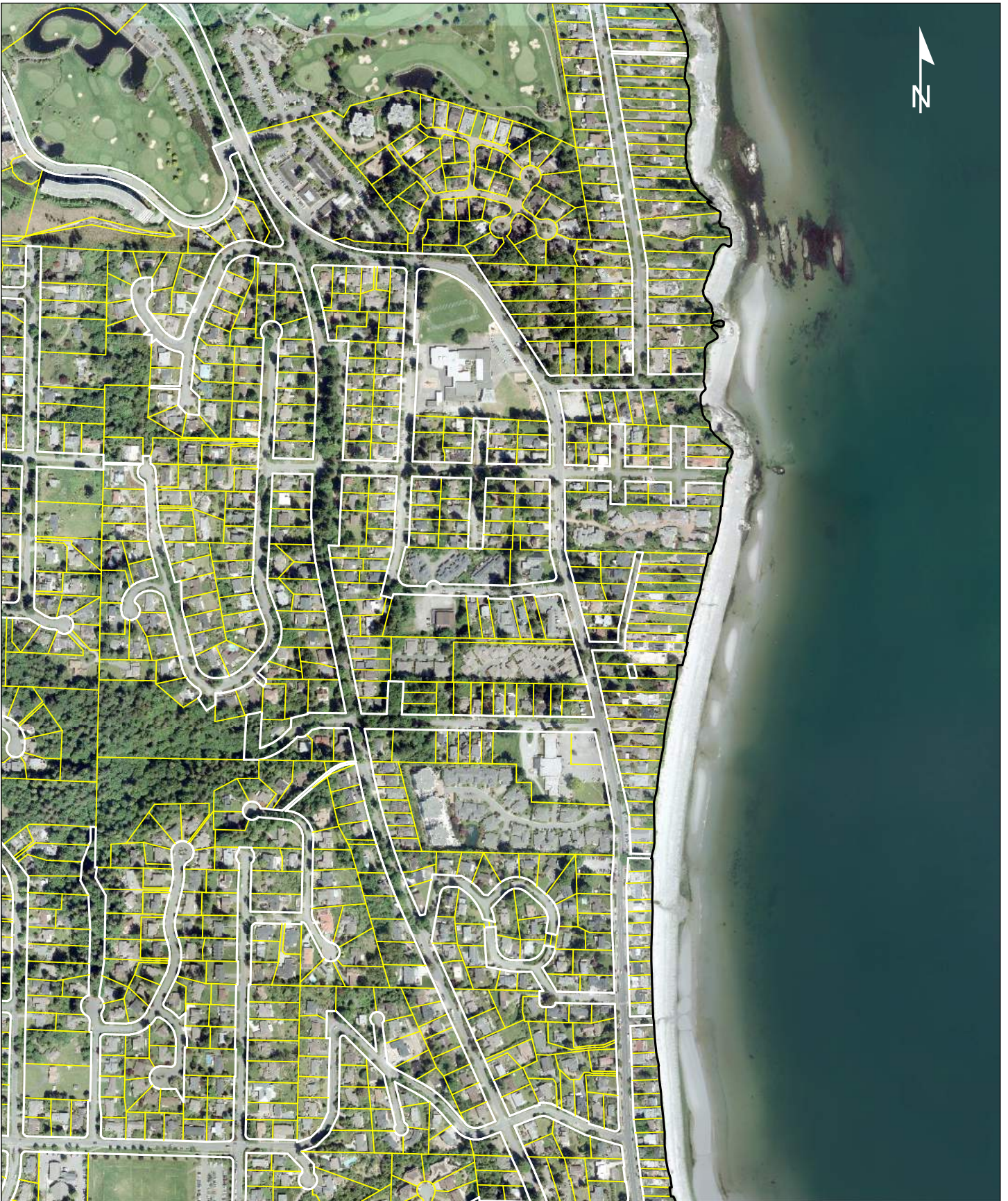
15. Design plans shall comply with the recommendations set out in the “Access to Transit Guidelines”.
16. Wherever possible, preserve areas (including buffers) that contain plants and animal habitat which are designated as red listed (endangered) or blue listed (vulnerable) by the Conservation Data Centre (Ministry of Environment).

APPENDIX B: MAPS OF THE STUDY AREA

ORTHOPHOTO

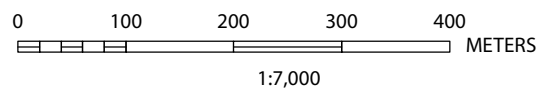


CADASTRAL

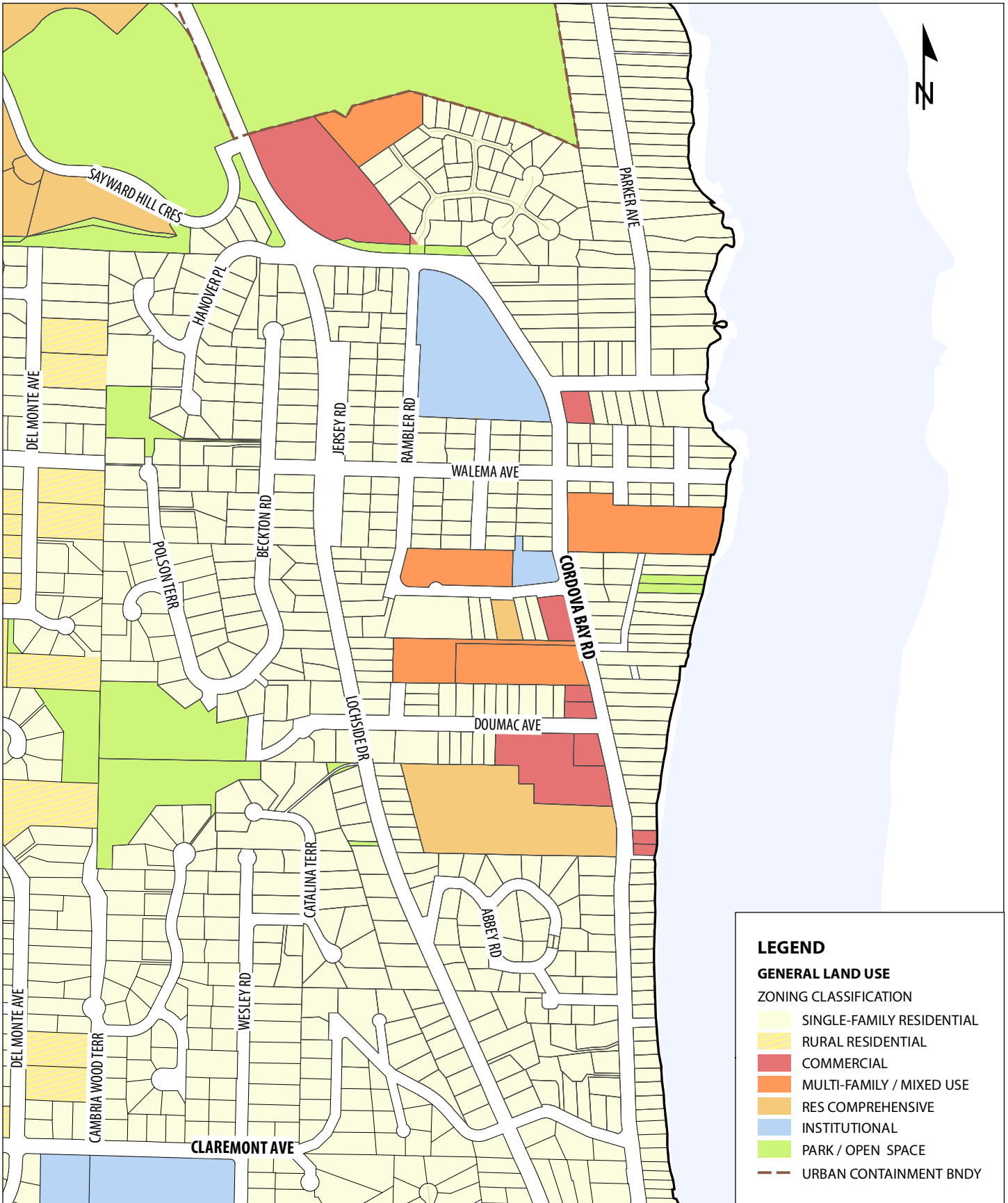


1:7,000

FIGURE GROUND (BUILDING FOOTPRINTS)



LAND USE

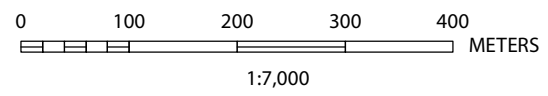


LEGEND

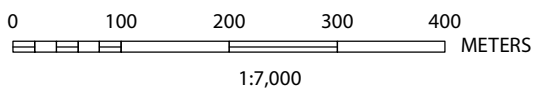
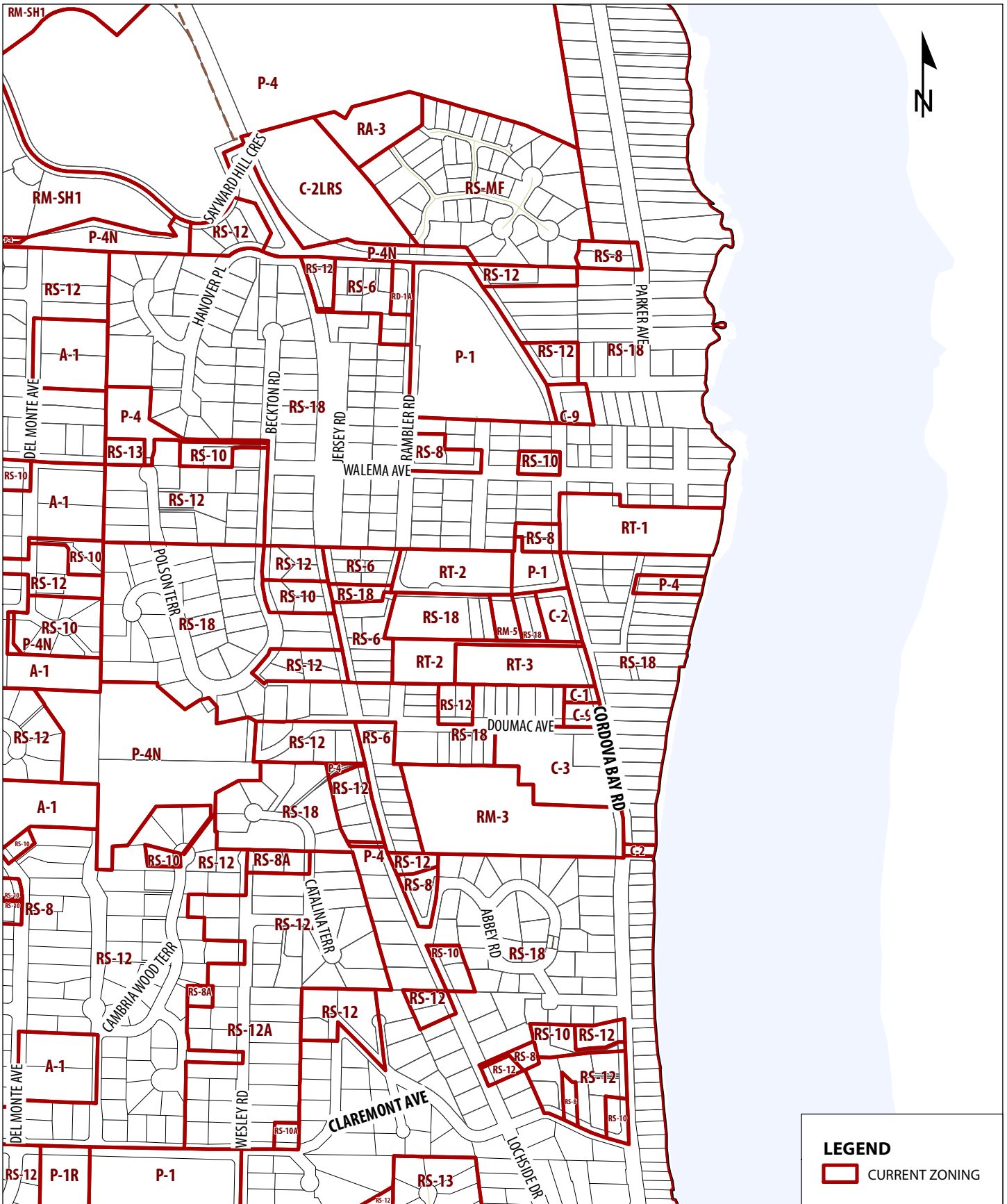
GENERAL LAND USE

ZONING CLASSIFICATION

- SINGLE-FAMILY RESIDENTIAL
- RURAL RESIDENTIAL
- COMMERCIAL
- MULTI-FAMILY / MIXED USE
- RES COMPREHENSIVE
- INSTITUTIONAL
- PARK / OPEN SPACE
- URBAN CONTAINMENT BNDY



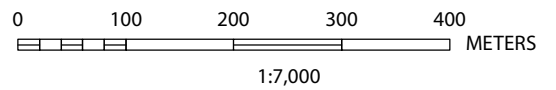
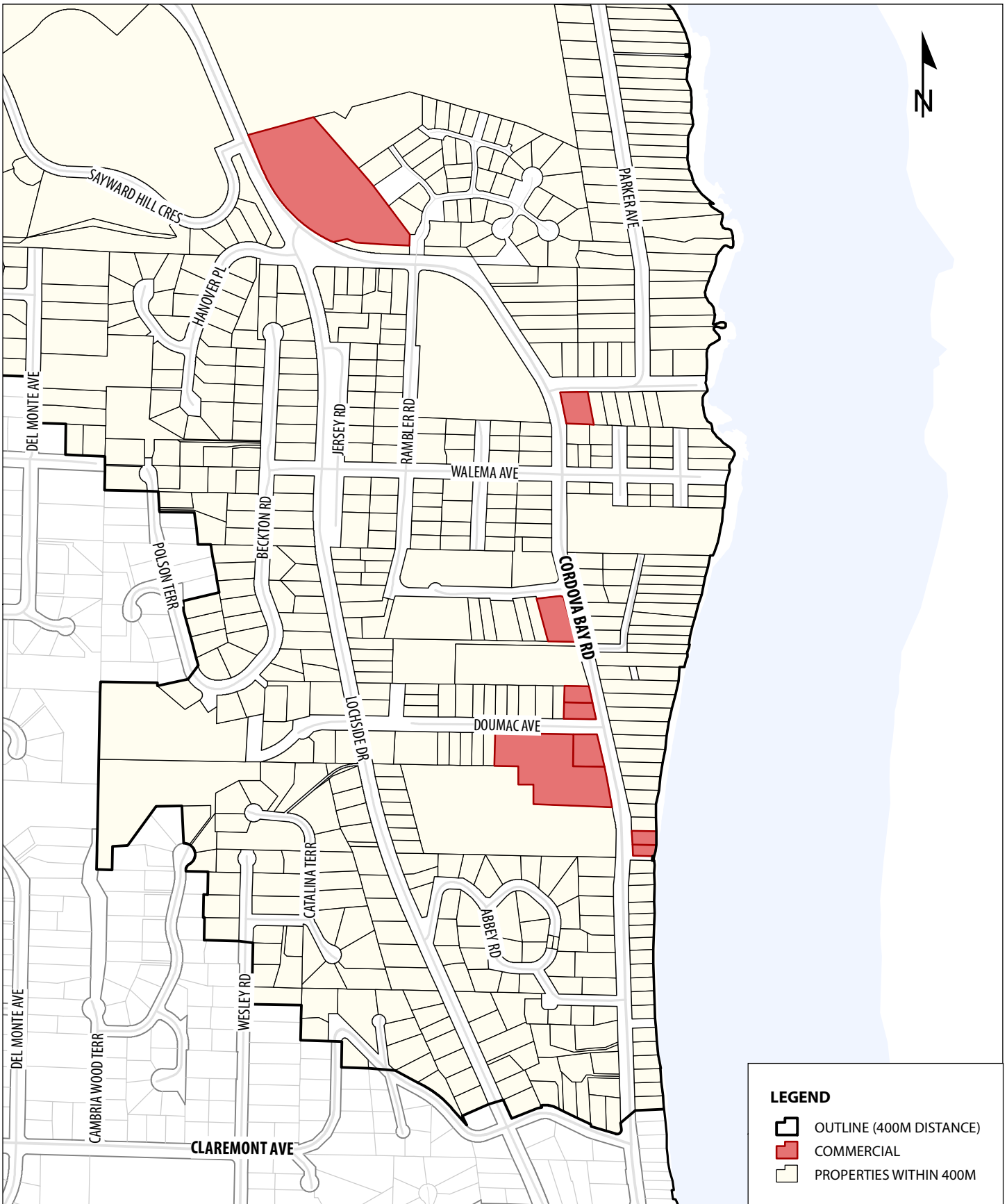
ZONING



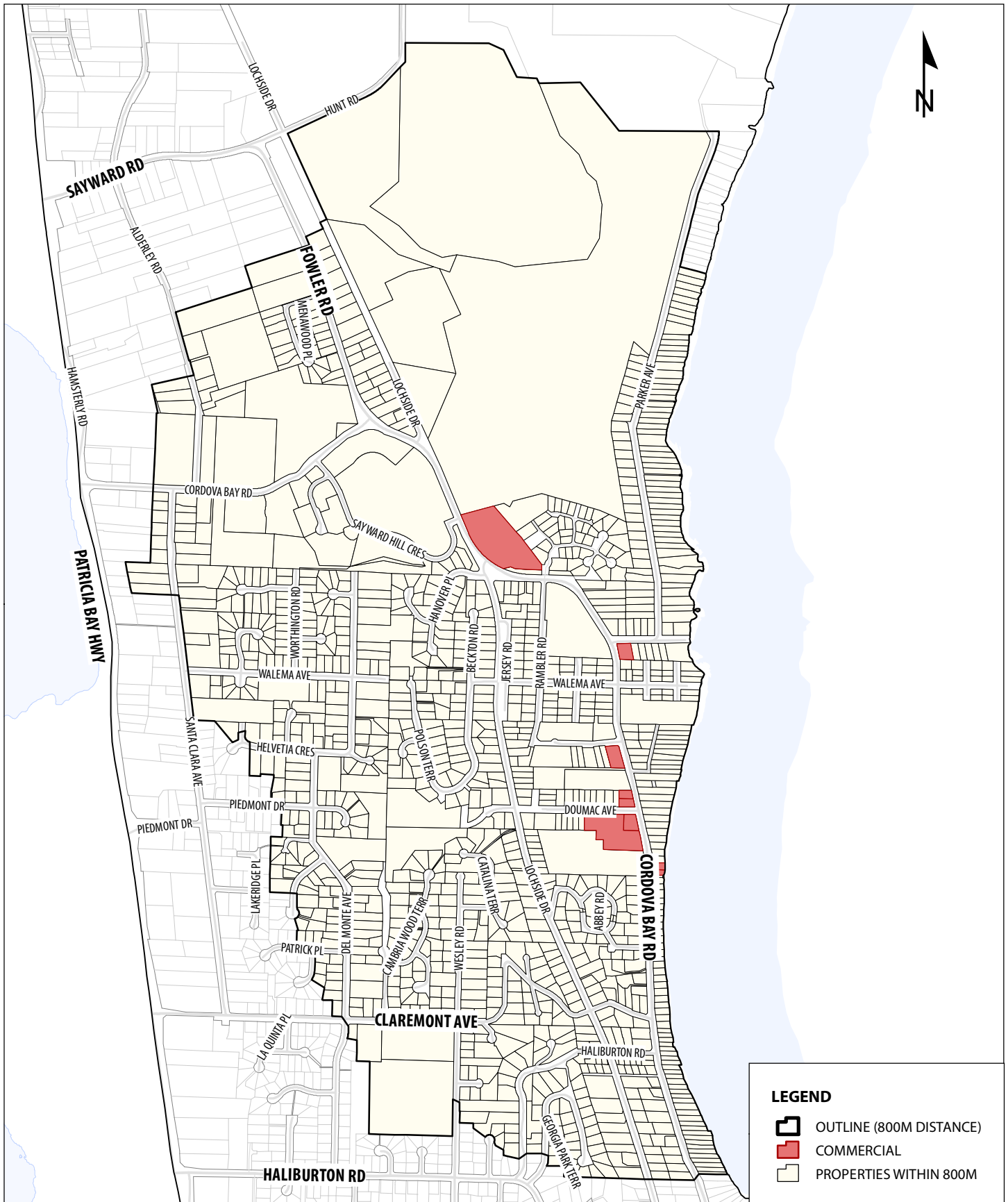
PARKS, AMENITIES AND HERITAGE SITES



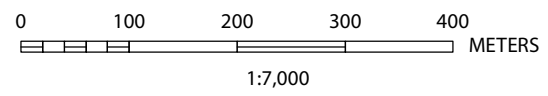
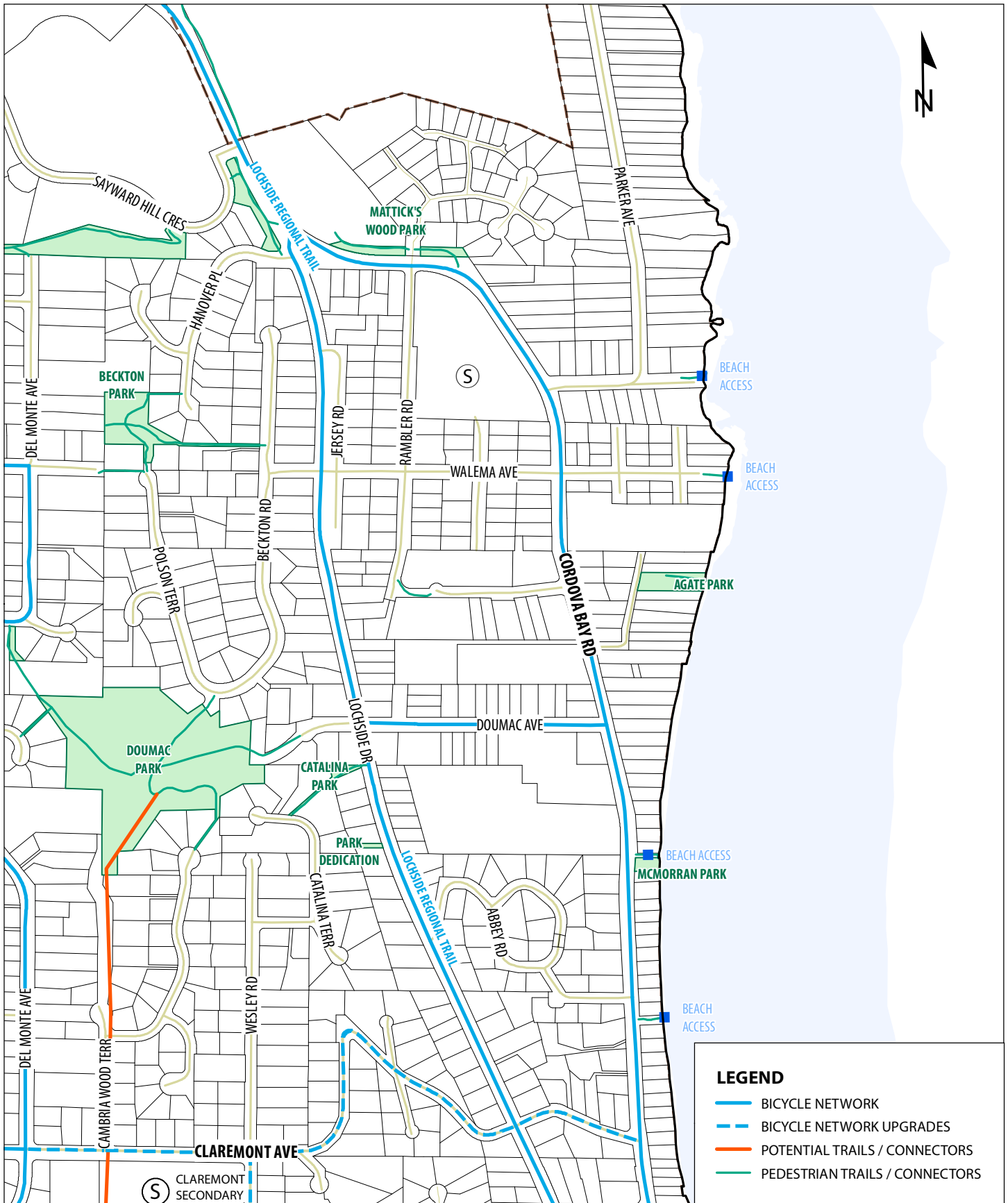
400M FROM COMMERCIAL



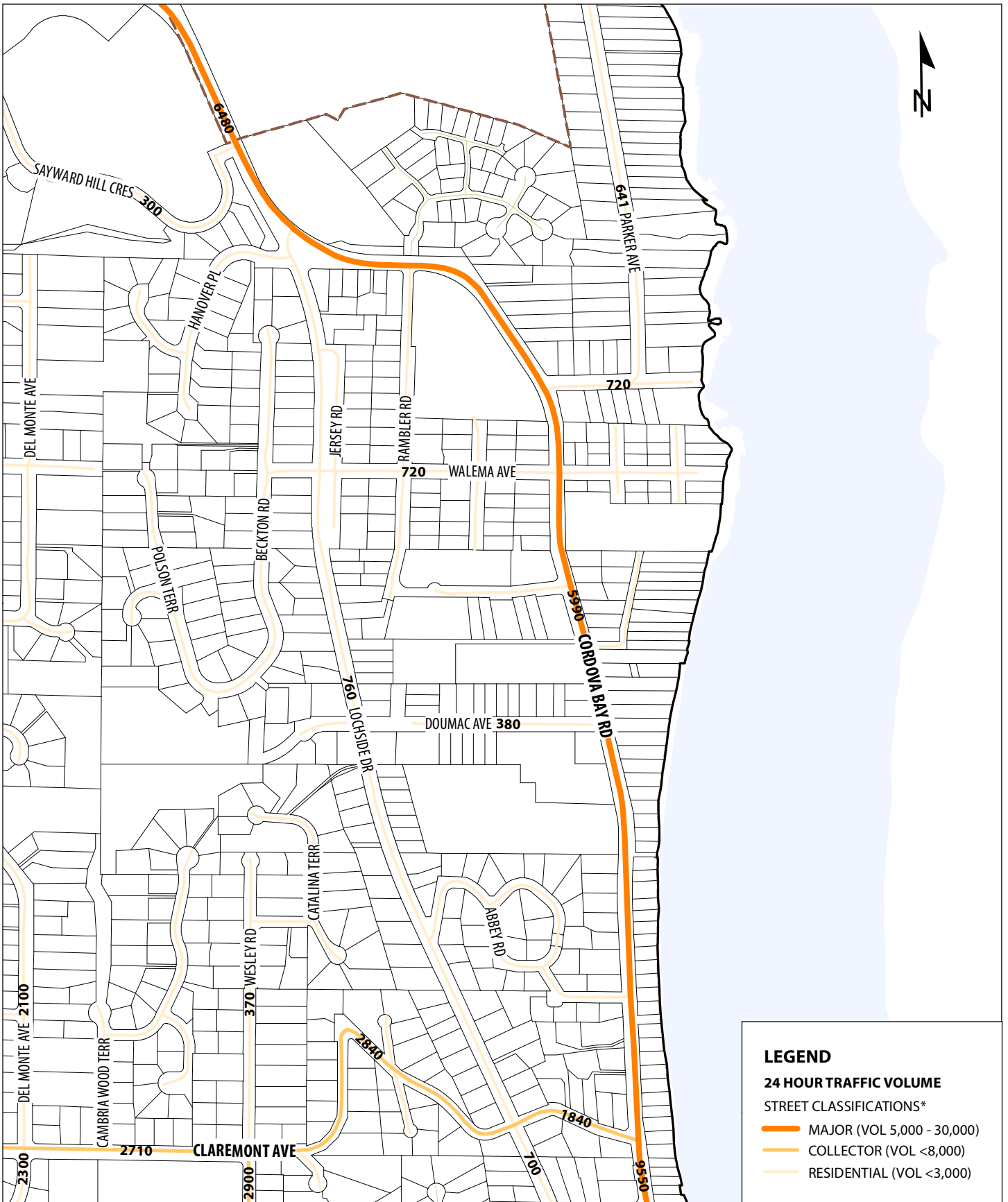
800M FROM COMMERCIAL



WALKING AND CYCLING NETWORK



STREET CLASSIFICATIONS



LEGEND
24 HOUR TRAFFIC VOLUME
STREET CLASSIFICATIONS*

- MAJOR (VOL 5,000 - 30,000)
- COLLECTOR (VOL <8,000)
- RESIDENTIAL (VOL <3,000)

