

DRAFT

# Shelbourne Valley • Land Use and Urban Design Study

This report is intended to analyze, explore and illustrate ideas and possibilities for the future.



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This document is formatted for double sided printing on 11 x 17" paper



Aerial Photograph - not to scale

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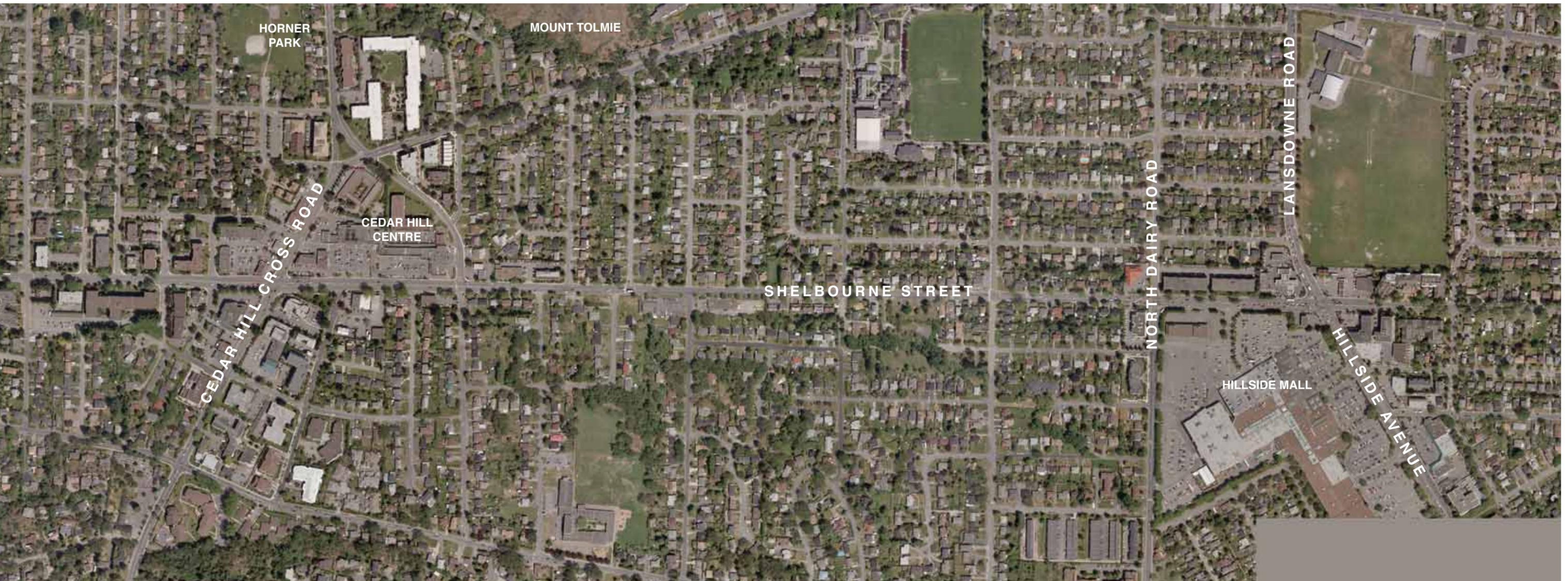
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Existing conditions, built form, open space, property lines, etc. portrayed in this document are based on source documents provided by the District of Saanich unless otherwise noted. Please be advised that this information is not to be relied upon for technical or statutory purposes.





## EXECUTIVE SUMMARY

Compact, mixed-use, transit-oriented communities are safe, desirable and healthy places to live. A key objective of the 'Shelbourne Valley Land Use and Urban Design Study' is to provide directions on the desired mix of land uses, urban design elements and functional performance criteria that will support vibrant and positive community growth within the Shelbourne Valley.

To help direct land use changes and to guide the form and character of such future growth, a comprehensive set of guidelines has been developed. These urban design guidelines emphasize how land use and its resultant built form can be composed so that the architecture and landscape result in a beautiful and comfortable public realm.

City building and community cohesion are incremental processes. The transformation of the areas of intensive use in the Shelbourne Valley will take place over time. This document focuses its analysis and directions on the core areas of development along the Shelbourne Street Corridor to guide their revitalization toward the envisioned mixed-use centres and villages. This document in itself does not constitute District of Saanich policy, but rather is intended to inform the development of policies for the future through the Shelbourne Valley Action Plan.

The guidelines are specific and include directions for the study area as a whole, as well as for each of the four identified Centres and Villages at or near the major intersections along the corridor. These are Feltham Village, University Centre, Shelbourne Village (Cedar Hill Centre) and Hillside Centre (North Dairy Road).

As successful urban design results from the composition of individual elements, the guidelines include example building and urban design forms that serve as "building blocks". These can be applied within any of the Villages or Centres. These include concepts for mixed-use buildings, multi-family residential and the transition of use and density within the valley, from the Centres and Villages to the stretches in between.

The organization of this document presents the overall plan for the Shelbourne Valley first, followed by a set of guidelines for the study area as a whole together with the building forms. Then, plans for the Centres and Villages are described. These detailed urban design plans prototype the buildings, street rights-of-way and open spaces resulting from the designated land use. The envisioned results of the presented plans are then described in cross-sections, 3D massing models and illustrative diagrams and sketches. All this, along with descriptive text, is intended to show how the Shelbourne Valley could grow into an exceptional livable place in the District of Saanich.



Figure 0.1 - A potential future Shelbourne Valley Village

### *A Shelbourne Village Morning:*

*Walking down the hill to the village High Street (Shelbourne Village) to have coffee with friends and neighbours.  
The café owner knows the regulars by name; he knows where they live and asks after a spouse or child.  
The outgoing and the reserved are here, trickling in from the neighbourhood and the interlopers, parking nearby and finding the walk worthwhile.  
You can see Shelbourne Street traffic clearly from here, truck-tops and low-slung commuter cars, but the wheels, (the fast moving dangerous parts) are screened from view by shrubs.  
The sun streams in. People seek out the warm bright seats along the street-front windows first, even if they have to face inward to escape the glare. The sun has crested Mount Tolmie to the east and warms those having breakfast.  
There are a group of walkers, couples, co-workers, widowers and widows, old boys and young gentlemen.  
All in agreement that this is a comfortable, good place.  
The coffee is pretty good too.*

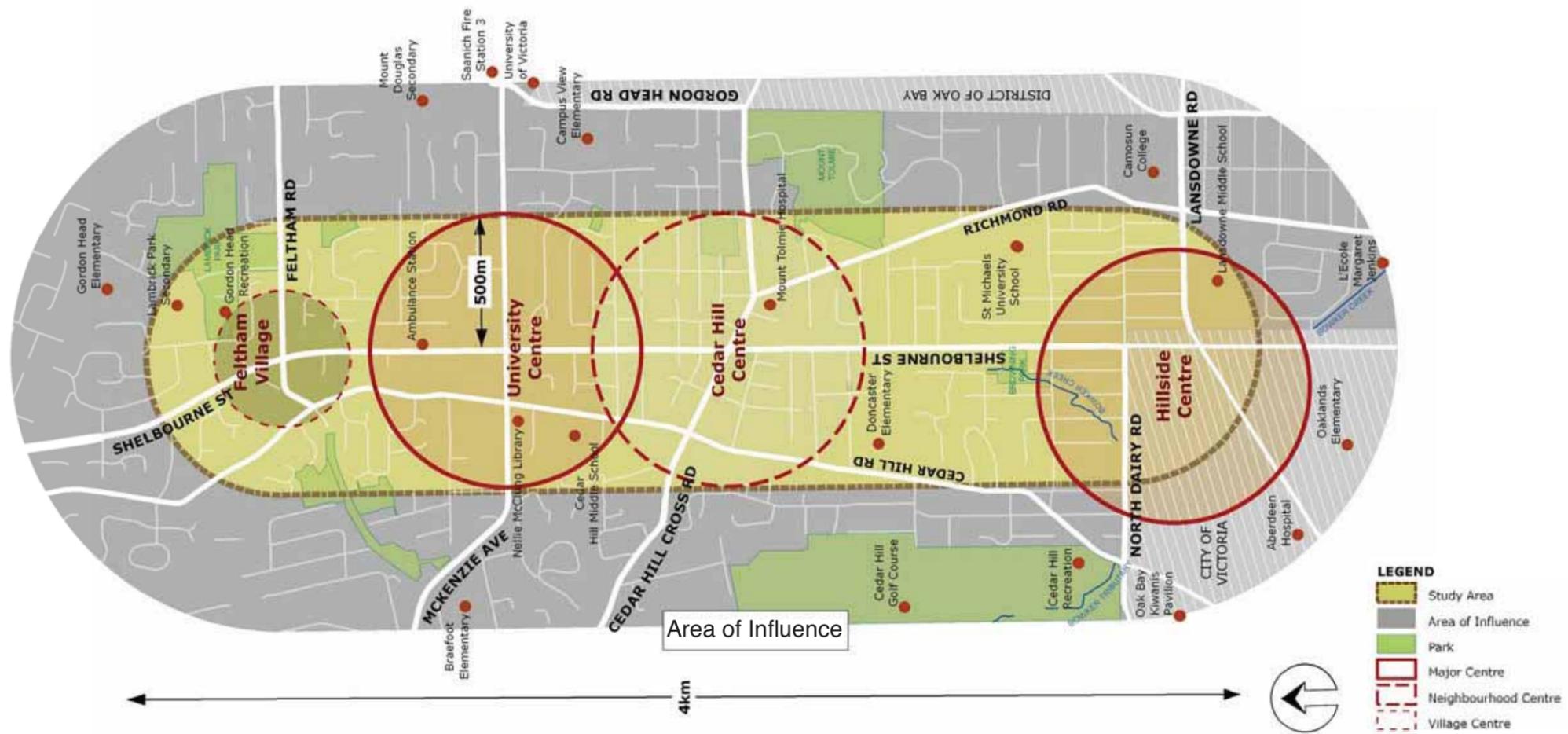


Figure 1.1 Shelbourne Valley Action Plan Study Area

The Sustainable Saanich Official Community Plan (OCP) 2008 provides a framework for land use and development within the municipality based on sustainability standards of energy use and greenhouse gas reduction. Key to the policies of the OCP is the idea of focusing future growth within areas zoned for a mix of commercial and residential apartment and townhouse uses that are served by established road networks and public transit. These Centres and Villages are the locations that have the capacity to accommodate population growth as anticipated in the CRD Regional Growth Strategy 2003. Saanich is essentially built-out to low densities within the urban containment boundary and therefore new growth must be accommodated through redevelopment and increased density in the Centres and Villages. The OCP provides more certainty as to where redevelopment within and between the Centres and Villages may occur as a means of reducing redevelopment pressure outside of these designated growth areas.

The OCP envisions new residential apartment building and townhouse, commercial, institutional and civic development concentrated at the Centres and Villages. Increased densities and an integrated urban design approach are aimed at enhancing the vibrancy and livability of the Centres and Villages along Shelbourne Street while absorbing future population growth. A more compact pattern of development will meet the needs of a diverse population and support increased pedestrian, bicycle and public transit use.

In order to realize the goals of the OCP and specifically those that call for the transformation of the Shelbourne Valley, the 'Shelbourne Valley Action Plan' (previously called the 'Shelbourne Corridor Action Plan') was initiated. The purpose of the Action Plan is to create a comprehensive long-term 20 to 30 year vision and plan for the Shelbourne Valley focusing on the link between land use, density, and the creation of a balanced transportation system.

Transforming suburban, single use, linear commercial Centres and Villages into walkable, mixed-use centres is a challenge in countless communities across North America. The opportunity at the core of the Action Plan is to direct future growth within the Shelbourne Valley to the Centres and Villages in a manner that continues to reflect and respect Saanich's suburban and semi-urban character. A key factor will be the implementation of land use and urban

design guidelines that address the specific conditions and sites along the Valley. Responding to the existing community context while at the same time envisioning a more sustainable and complete future is the overriding goal.

A unique mix of uses in each Centre and Village, allowing people to meet daily needs, and a human scale built form of development, will contribute to the success of the Shelbourne Valley Action Plan. At the core of the Action Plan is the goal of converting vehicle-oriented, strip commercial development into well-connected pedestrian, bicycle and transit-friendly mixed-use Centres and Villages.

To assist in achieving the objectives of the Action Plan two studies were commissioned:

1. A transportation study to explore and prepare options and recommendations for a balanced transportation network in the Shelbourne Corridor that includes walking, cycling, transit and motor vehicles.
2. A land use and urban design study that assesses and makes recommendations regarding development design guidelines and redevelopment potential and possibilities within the Valley's Centres and Villages and along Shelbourne Street.

The Action Plan serves to integrate land use, transportation and urban design policies to provide holistic directions that consider the relationship between how people use, access and enjoy their community environments.

It is important to note that the Action Plan will be realized through incremental change and redevelopment, and that the policies and guidelines, while put into effect in 2012, are intended to articulate a long-term vision well into the 21<sup>st</sup> century.

This Land Use and Urban Design Study explores the potential for a more integrated and holistic urban design. It includes illustrations of possible redevelopment scenarios for both unique and prevalent sites within each of the Centres and Villages along Shelbourne Street. The purpose of this document is to present the results of the land use and urban design analysis that have been developed through stakeholder collaboration and input from District of Saanich Staff.

OBJECTIVES

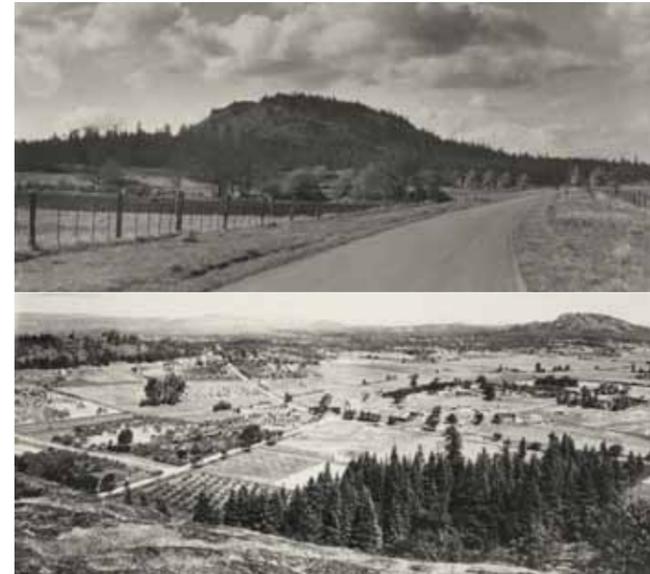
(from the Approved Terms of Reference for the Shelbourne Valley Action Plan as passed by the District of Saanich Council)

1. Develop and coordinate the links between land use, increases in density, and a balanced transportation system;
2. Encourage the integration of residential apartment and townhouse, commercial, and public land uses within the Corridor's existing Centres;
3. Develop strong and vibrant neighbourhoods by preserving and enhancing those attributes that define the character of the Corridor's adjacent neighbourhoods;
4. Integrate seniors' needs into the Corridor community by recognizing the need for good access to public transit and basic support services;
5. Ensure adequate green space including play areas, meeting places, tree cover, natural areas, parks, greenways and trail systems;
6. Create a balanced, convenient, accessible, and efficient transportation network that integrates land use and mobility for all travel modes;
7. Reduce greenhouse emissions by enhancing opportunities for cycling, walking, and transit, as alternatives to private vehicle use;
8. Foster sustainable and pedestrian friendly streetscapes and neighbourhoods;
9. Develop an age friendly environment with improved accessibility for seniors' and the disabled;
10. Protect and enhance the natural environment;
11. Recognize and integrate the Bowker Creek Watershed Management Plan, and;
12. Promote green buildings, energy efficiency, District Energy Systems, green infrastructure and green public spaces.

**THE SHELBOURNE VALLEY TODAY**

Since its beginning at the turn of the 20th century as a rural road running through the farms of Shelbourne Valley, Shelbourne Street has evolved into a busy arterial roadway. Starting in the City of Victoria as an off-shoot of Begbie Street, Shelbourne Street connects Saanich with the adjacent municipalities as one of the primary north-south routes in the Greater Victoria transportation network.

At present, the Shelbourne Valley is characterized by several commercial Centres and Villages, surrounded by low to medium-density residential developments dispersed on either side of the Shelbourne Street Corridor. The historic pattern is the result of decades of incremental suburban growth, composed largely of vehicle-oriented strip commercial and shopping malls focused around key intersections.



Historic Photographs of the Shelbourne Valley



Figure 1.2 - Aerial Photograph Courtesy of the CRD Natural Areas Atlas - not to scale



Present Day Photographs of the Shelbourne Valley

### THE SHELBOURNE VALLEY TOMORROW

The long-term vision for the Valley is one of incremental redevelopment toward compact, mixed-use Centres and Villages supporting a dynamic and diverse population in more livable and complete neighbourhoods.

The challenge of the Action Plan is to identify the strategies for the transition of the Shelbourne Street Corridor into the envisioned “main street” or “high street”; providing services to local and regional residents while maintaining its function as a transportation corridor for commuting to locations outside the Valley. This must be a network of distinct Centres and Villages integrated with their adjacent neighbourhoods. It must provide options for convenient places for people to work, shop, learn, play and gather, within walking distance from their homes.



Figure 1.3 - The Shelbourne Valley is envisioned as the “high street” for this part of Saanich, hosting a series of compact, walkable, mixed-use Centres and Villages that will meet the needs of a growing and diverse population into the future.

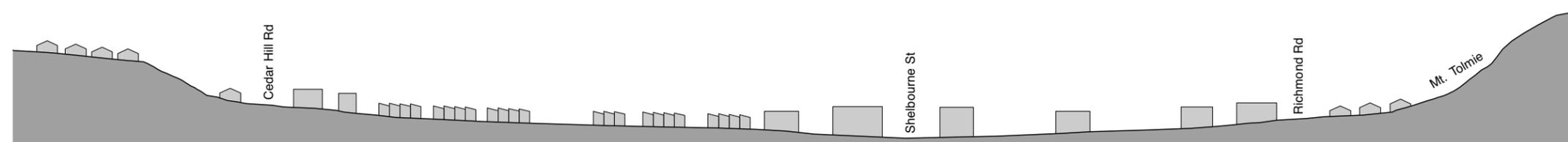


Figure 1.4 - The Shelbourne Valley is at the centre of a transverse section (transect) that decreases in scale and density as it moves from the flanks of Shelbourne Street at the bottom of the valley to the slopes of Mount Tolmie to the east and Doncaster Heights to the west.

Urban design can be considered the practice of place-making: the art of making places for people. Urban design is focused on the relationship between buildings and streets and the elements of a built environment that form and define both public and private realms. The integration of land use planning policies and urban design allows best practices in community building to be determined by considering how the elements of a successful community are composed to form an attractive and livable place.

The elements of good urban design include: a walkable urban environment of mixed commercial, institutional, residential, and open space uses built at a human scale that considers the natural environment.

A high-quality urban design supports community life by providing convenient and safe access to goods and services. This is achieved by composing these places beautifully and in a thoughtful manner that intentionally fosters citizen interaction and civic pride. Saanich's design guidelines are based on the premise that "... 'community takes place on foot'..." (Sustainable Saanich OCP) and emphasizes the importance of designing for people and striving to create walkable, diverse environments. This fundamental goal is at the core of the Shelbourne Valley Land Use and Urban Design Study.

## The Elements of Good Urban Design:



A mix of activities and permitted land uses



Connected networks of shared rights-of-way supporting all modes of travel



Buildings, permeable at street level, and scaled to form well-proportioned urban space



Positive public spaces defined by public and private building facades



Integration of nature and landscape into the city



Collaboration with all community stakeholders in the planning and design process



Figure 2.1 - Shelbourne Valley Land Use and Urban Design Plan



This high-level map shows a possible future form for the four subject Centres and Villages along the study area, a 4 kilometer length of Shelbourne Street.

**GUIDING PRINCIPLES**

Before focusing on the Valley’s Centres and Villages, the urban design of Shelbourne Street, its right-of-way and adjacent properties, was studied. This analysis identified challenges and opportunities that helped form guiding principles, listed below, that can be used to improve the Valley as a whole.

1. Calm motor vehicle traffic while encouraging walking, cycling and transit
2. Encourage higher residential density in the Centres and Villages
3. Foster community connections and interaction
4. Green the valley and enhance local characteristics



**1** Calm motor vehicle traffic while encouraging walking, cycling and transit

The street-network in the Shelbourne Valley can be seen as a kind-of ‘watershed’ with Shelbourne Street as the main river and the cross streets acting as tributaries feeding it. While there are pedestrians and cyclists using the area, movement in the Shelbourne right-of-way is largely dominated by fast-moving car and truck traffic. With the most pronounced impact at the usual peak flow periods, the morning and afternoon rush hours, the side effects of this driving pattern are at best unpleasant in terms of noise and air pollution and at worst, invasive and dangerous to pedestrians and cyclists sharing the right-of-way. Further, the high traffic volume, combined with high driving speed have the negative impact of making pedestrians feel uncomfortable on the narrow sidewalks and detracts from the potential vitality and enjoyment of open spaces in and around the commercial Centres and Village. This is the case along the straight long sections of Shelbourne Street between the Centres and Villages, and at intersections of smaller local streets.

Speeding traffic along Shelbourne Street was identified in the Action Plan Vision Survey as a major issue that needs to be addressed. While this study defers to transportation engineering experts for the empirical detailed analysis of driver use and impacts as they relate to technical standards, this study reflects a holistic approach to infrastructure planning and urban design. Therefore, it is fundamental to the premise of the recommendations and guidelines contained in this document that street rights-of-way should be for the safe and comfortable use of all people and that the patterns of use must be balanced among transportation modes to achieve the stated community goals for the Shelbourne Valley.

**Shelbourne Public Right-of-way Recommendations:**

- Institute a traffic-calming program with modifications to the entire right-of-way and intersecting streets
- Apply the ‘complete streets’ philosophy to the future planning of Shelbourne Street and its adjacent local streets, as per the Transportation Study’s recommendation.
- Post, monitor and enforce speed limits along Shelbourne Street, at intersections and along major cross-streets
- Consider the potential to close curb-lanes to moving traffic daily during non-peak hours and designate on-street parallel parking along Shelbourne Street as required for shared residential and commercial use
- Design and build ample, comfortable and attractive transit stops located adjacent to amenities
- Design and construct bicycle lanes or cycle tracks (seperated and buffered from the roadway and sidewalks by parked cars, bollards or curbs) in both directions along the length of Shelbourne Street
- Build wider sidewalks along both sides of Shelbourne Street but separated from driving lanes with landscaped boulevards
- Institute a storm-water management program using bio-filtration rain gardens with trees along the street to collect and process rainwater runoff from Shelbourne Street

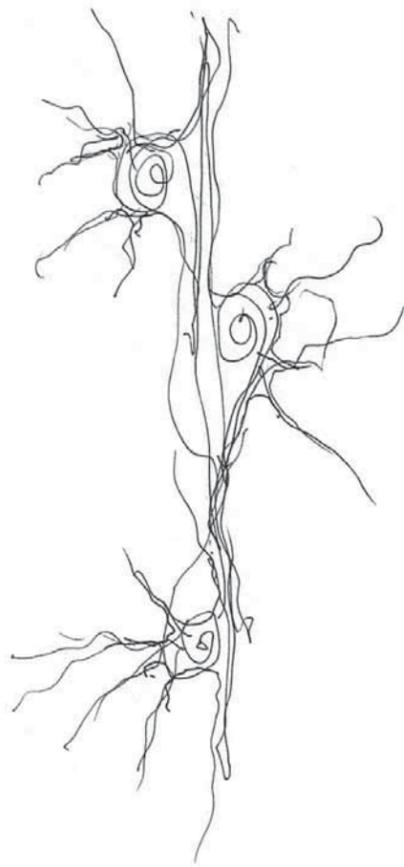


Figure 2.2 - A diagram showing eddies of activity flowing off of Shelbourne Street

The following drawings have been adapted from “Traffic Calming Guidelines”, Devon County Council, Engineering and Planning, 1991



Figure 2.3  
**A typical suburban street section in a commercial area**  
Buildings are far from the street edge. Vegetation is sporadic. Width is greater than height. This optical width encourages speeding.

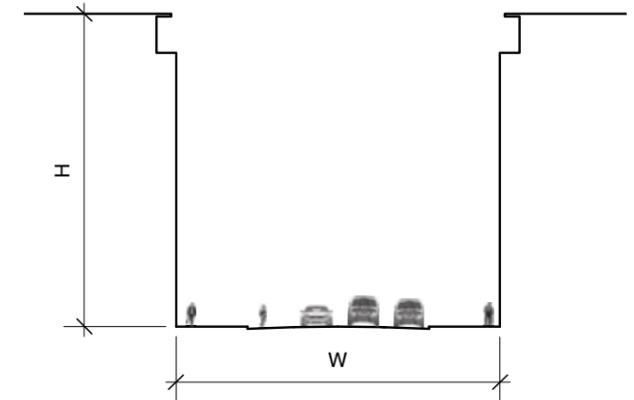


Figure 2.4  
**A typical urban street section**  
Buildings, and sometimes trees, line up to create a consistent street edge. Width is less than or equal to height. This optical width discourages speeding, but is perceived by some to be a ‘canyon’.

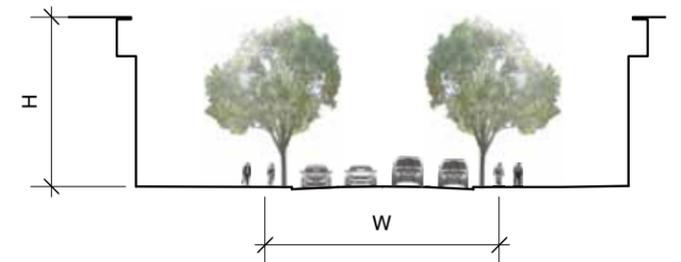


Figure 2.5  
**The suggested right-of-way strategy for Shelbourne Street**  
A consistent row of trees creates a visual narrowing of the right-of-way. Buildings are setback from the street edge to varying degrees based on their location. Width is less than or equal to height. This optical width discourages speeding.



## 2 Encourage higher residential density in the Centres and Villages

This urban design plan anticipates population growth in Saanich and recommends that a large proportion be accommodated in the areas at or nearby the emerging Centres and Villages along Shelbourne Street. These are located at the major intersections where commercial and mixed-use development already exists, and occur at intervals that roughly correspond to a desirable walking distance. In addition these Village or Centre locations are within comfortable walking and cycling distances from a significant existing residential population in adjacent neighbourhoods.

The increase in population in the Centres and Villages would be housed in townhouses and mid-rise apartment buildings with the possibility of commercial and other uses on the ground floor. Due to the number of schools in the Valley, family oriented housing will be encouraged during new development. Larger buildings will be placed along major rights-of-way so that effects of building height are mitigated by the size of the adjacent street and open spaces. A variety of building heights and styles can also be a source of beauty and provide site-specific spatial definition for a particular Village or Centre.

Access to these denser centres of activity must be plentiful and connect to the streets and spaces where activity and amenities occur. These are key proximities and elements that will contribute to the future success of the Shelbourne Centres and Villages as mixed-use, human-scaled and ecologically sensitive places that will accommodate more people without negative overcrowding.



## 3 Foster community connections and interaction

The success of the Centres and Villages will depend on their use by many people. This means that the Centres and Villages must be accessible from neighbourhoods and easily reached on foot, by bicycle and by driving. A mix of uses, the intersection of well-used paths and the location of gathering places are all components of a centre. These paths and places must be protected from interference from excessive noise, pollution and danger from traffic at street crossings. The close proximity between residential populations, local shops and services, transit stops, parking and public open space can be greatly enhanced when the movement between these elements is convenient and safe. Once this framework is established, then public squares or pocket parks will have a greater likelihood of being used.

In addition to physical connections, visual linkages are also important. This includes view corridors, way-finding signage and landmarks. Development projects in the Shelbourne Valley should include, if suitable, views to and along the adjacent street corridor. Roadway redevelopment by the District of Saanich should emphasize localized views and views along the street by compressing the visual width of the road right-of-way with unifying elements such as street trees and furnishings. Initiative should be taken by the District to mark and provide interpretation and celebration of viewpoints to distinctive topographical features of the Valley, including Mt. Tolmie, Mt. Douglas and Doncaster Heights.



## 4 Green the valley and enhance local characteristics

In addition to this plan's guidelines for elements such as street furniture and lighting, developers need to respect and respond to the Valley's history and natural environment when designing and planning new developments and their relationship to public spaces. Ensuring that future development reflects Saanich's semi-rural character is a meaningful and effective way to distinguish the spaces and buildings of the Shelbourne Valley.

As a general approach to development in the Shelbourne Valley, the integration of built form with that of the natural environment is considered a priority. The manipulation and control of the natural environment is typical of twentieth century development. As a result of this approach, natural watercourses are piped underground to allow for the pavement of street systems above. Current knowledge and methods could significantly change this approach and better integrate natural systems into private development and the public realm. This could create opportunities for emphasizing local characteristics and include them in the design of new development and infrastructure.

A key goal is to foster community awareness of the Bowker Creek Watershed through the introduction of interpretive signage and public realm elements that celebrate nature.



The symbolic presence and visibility of watercourses and topography, practical incorporation of natural systems with man-made systems, and a concerted program of tree planting on boulevards and public spaces would go a long way to enhancing the Valley both visually and environmentally.

Opportunities to daylight and restore portions of the Bowker Creek watercourse, to introduce storm-water management strategies and bioswales should be assessed during site analysis for projects close to the former stream bed. A strong and authentic community character could emerge that better harmonizes the ecological systems, cultural history and the semi-rural context along Shelbourne Street.



**URBAN DESIGN PLAN**

Two concepts for growth focused on commercial/ retail centres are explored throughout this study. Recognizing that major street transformations require participation by property owners as well as support by stakeholders, Concept 1 “Straight” envisions intended growth without any change in alignment of the Shelbourne Street right-of-way. Alternatively, Concept 2 “Curved” demonstrates how the introduction of curvature to the Shelbourne Street right-of-way could contribute to traffic-calming and place-making. The “straight” and the “curved” redevelopment concept plans are carried throughout this document in sections addressing the land use and urban design aspects in each Centre or Village.

Both concepts represent a vision of the long-term development of the Shelbourne Valley that is based on principles and goals for increased density within the four Centres along Shelbourne Street. Example redevelopment ideas are shown as orange building footprints and suggest how new buildings can help define the road rights-of-way, public open spaces and the practical boundaries of each Centre or Village.

Focusing medium to high density residential development in these areas is intended to reduce redevelopment pressure on the surrounding lower density, stable neighbourhoods. The intensity of residential development within the Centres and Villages also contributes to the critical mass of population and activity necessary to support local businesses and community facilities.

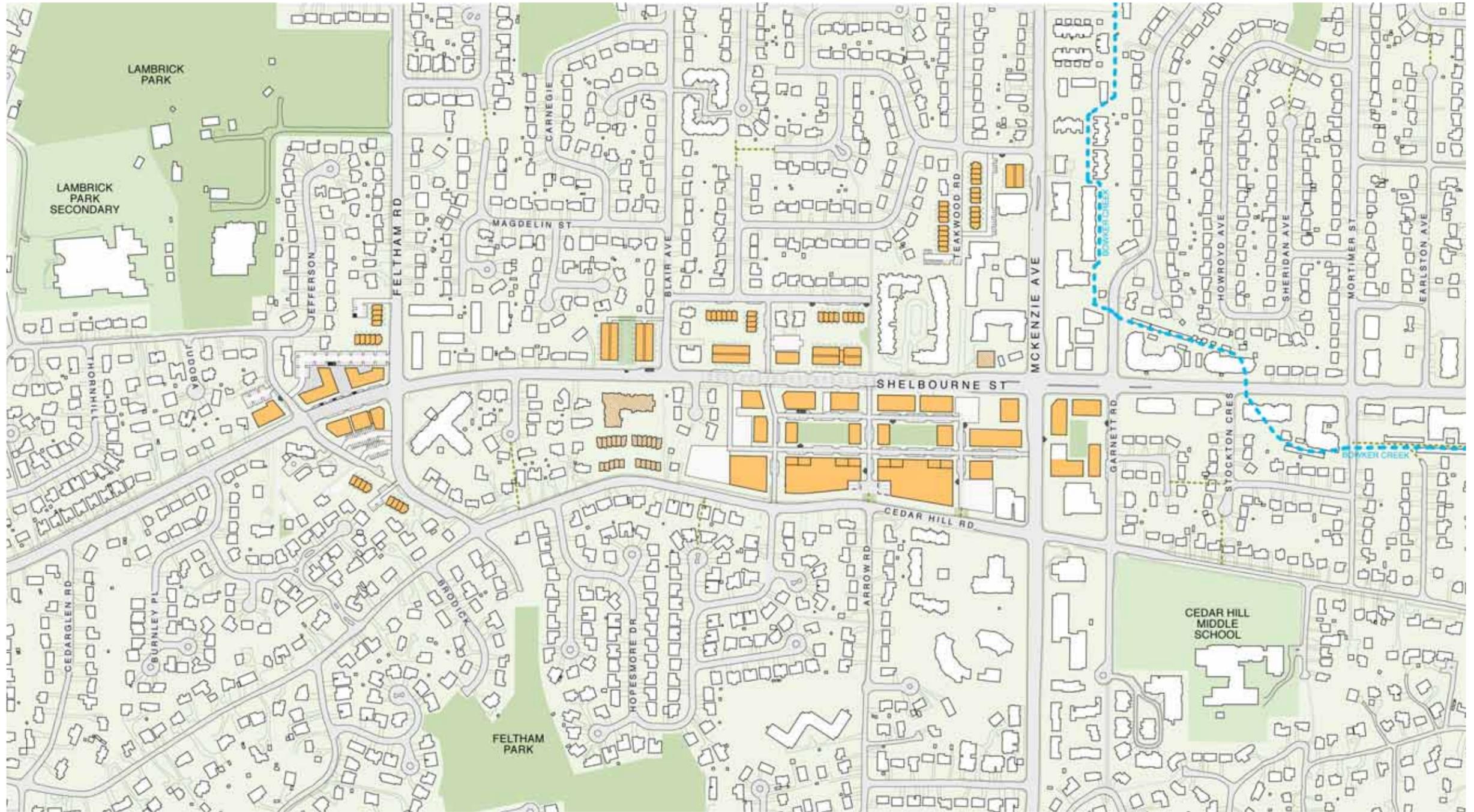


Figure 2.6 - URBAN DESIGN PLAN WITH SAMPLE REDEVELOPMENTS SHOWN  
CONCEPT 1: Shelbourne Street as a Straight Thoroughfare



The buildings illustrated in orange are demonstrations of future development of key commercial/ mixed-use sites and for a sampling of some residential sites that could occur. The small dashed lines indicate possible future connections for cyclists and pedestrians. Developments would be subject to zoning regulations and design guidelines. The illustrations do not indicate intentions of the current landowners, nor the District of Saanich’s intention to rezone the properties to allow for the recommended uses. Rather, this land use plan directs Council to consider rezoning the properties to the suggested uses if a rezoning application is received for the properties. They demonstrate possible site design, building footprints, massing and open space concepts that adhere to the principles and urban design strategies proposed in this document. The urban designs illustrated provide the formative structure for built form and open space of mixed-use districts, neighbourhood or commercial centres. Development plans that have been approved through other initiatives but not yet built, are depicted with a diagonal hatch. These sites demonstrate how the incremental transformation of properties over time is already contributing to the overall vision.

- School Property
- Park
- Existing Buildings
- Potential Redevelopment
- New buildings in development process
- Bowker Creek (Buried Below Ground)
- Bowker Creek (Exposed at Surface)





Shelbourne Street is the main connector of the Centres and Villages of the Valley and provides access to adjacent neighbourhoods. A distinct character is envisioned for the Valley as a whole, with gateways marking the northern and southern limits and a unique suite of street furnishings to distinguish the Valley from other places in Saanich. Each Village or Centre will be further defined by a unique graphic design for street banners and signage.

The introduction of traffic calming strategies along the entire Shelbourne Street right-of-way is recommended. One concept to consider is the curvature of the street's alignment, as schematically demonstrated in Concept 2. This scenario could be realized through comprehensive and collaborative redevelopment at the block and super-block level. This variation in the alignment of Shelbourne Street is a traffic-calming strategy to be incorporated with the redevelopment of three key areas along the right-of-way. These three bends in the road are near sites where major redevelopment to support road realignment is most feasible. These are: the intersections of Shelbourne Street and McKenzie Avenue at the redeveloped University Centre, at Cedar Hill Cross Road at the emergent Shelbourne Village, and where the Bowker Creek watercourse could be further revitalized at the expanded Browning Park.

It is interesting to note that the Shelbourne Street right-of-way already curves at the entry to Feltham Village, providing a slight change in geometry and marking the transition to the village setting.



Figure 2.7 - URBAN DESIGN PLAN WITH SAMPLE REDEVELOPMENTS SHOWN  
CONCEPT 2: Development of Curves on Shelbourne Street at the Centres and Villages

*"The approach is to adapt the volume, speed and behaviour of traffic to the primary functions of the streets through which it passes, rather than to adapt streets to the unbridled demands of motor vehicles...The immediate environment needs to convey to the motorist that it would be wholly inappropriate and anti-social to drive at other than a low speed."* - Traffic Calming Guidelines, Devon County Council Engineering & Planning.



The buildings illustrated in orange are demonstrations of future development of key commercial/ mixed-use sites and for a sampling of some residential sites that could occur. The small dashed lines indicate possible future connections for cyclists and pedestrians. Developments would be subject to zoning regulations and design guidelines. The illustrations do not indicate intentions of the current landowners, nor the District of Saanich's intention to rezone the properties to allow for the recommended uses. Rather, this land use plan directs Council to consider rezoning the properties to the suggested uses if a rezoning application is received for the properties. They demonstrate possible site design, building footprints, massing and open space concepts that adhere to the principles and urban design strategies proposed in this document. The urban designs illustrated provide the formative structure for built form and open space of mixed-use districts, neighbourhood or commercial centres. Development plans that have been approved through other initiatives but not yet built, are depicted with a diagonal hatch. These sites demonstrate how the incremental transformation of properties over time is already contributing to the overall vision.

- School Property
- Park
- Existing Buildings
- Potential Redevelopment
- New buildings in development process
- Bowker Creek (Buried Below Ground)
- Bowker Creek (Exposed at Surface)



**LAND USE PLAN**

This plan shows the land use framework for the Shelbourne Valley, with a concentration of mixed-use development at the core of each Centre or Village, transitioning through various scales of residential apartment buildings and townhouses to the periphery where it meets predominantly single family housing.

The intent is to focus new growth within the Centres and Villages on sites where redevelopment is most likely to occur and where such transformations offer the potential to contribute to the creation of compact and dynamic places.

Cross-hatching indicates where the land use plan recommends future land use changes be considered. Sites without the hatching are already developed or zoned with a use that is consistent with the plan's vision and no change is recommended.

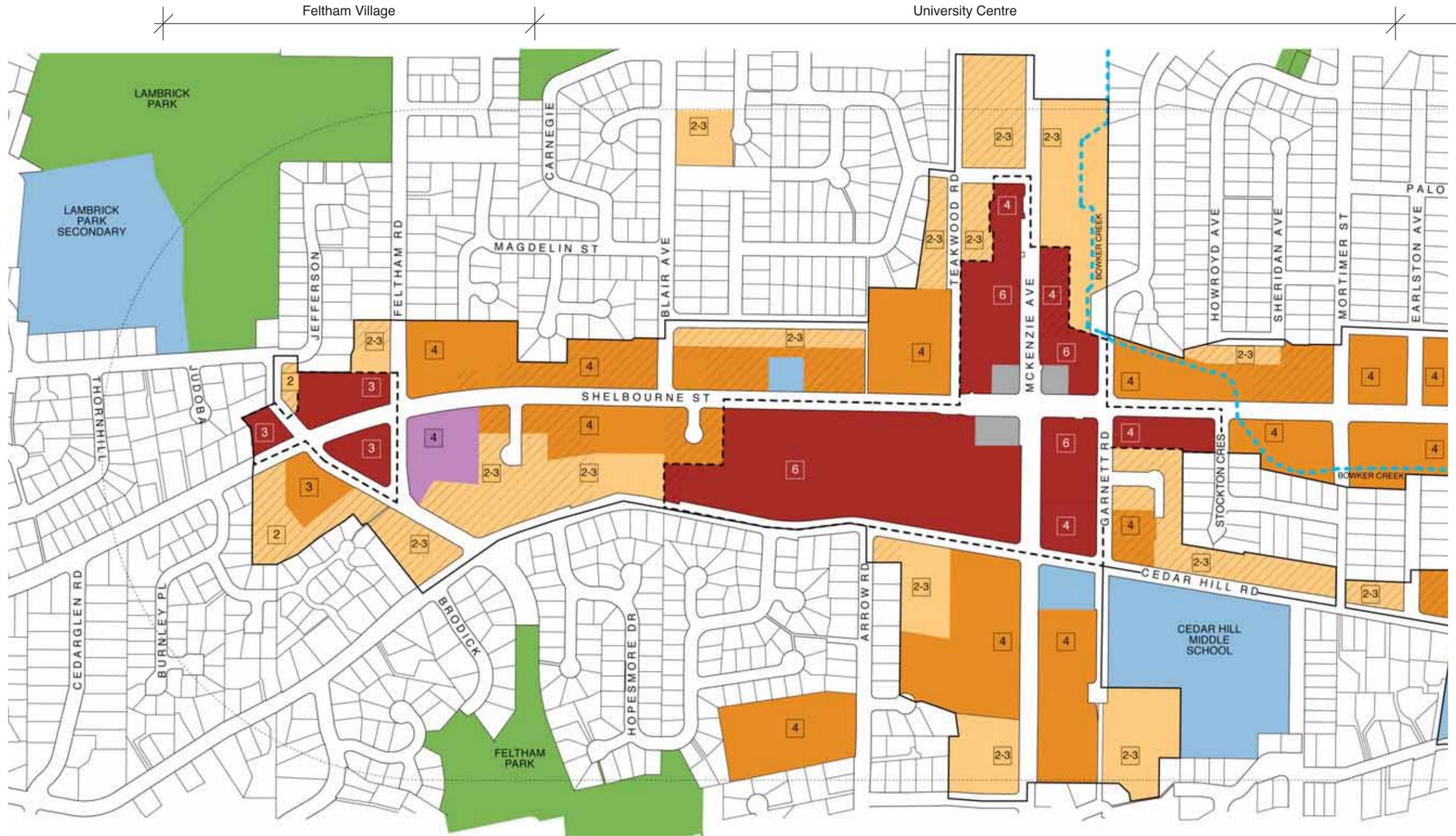


Figure 2.8 - LAND USE PLAN

x Number in square designates maximum allowable building height in storeys



- Commercial
- Mixed Commercial / Residential
- Apartment
- Townhouses
- Institutional
- Park
- Seniors' Residential Care Home
- Gas Station/ Future District Energy

- Recommended Land Use Changes
- Bowker Creek (Buried Below Ground)
- Bowker Creek (Exposed at Surface)
- Shelbourne Valley Action Plan Study Area
- Shelbourne Valley Development Permit Area
- University Centre, Shelbourne Village, Hillside Centre Development Permit Areas



BUILT FORM



The suggested built form along Shelbourne Street has higher buildings near each major intersection around which each Centre and Village are focused with lower development at the periphery. Feltham Village remains a neighbourhood-focused village, with buildings up to 4 storeys in height; University Centre is envisioned as the most urban of the four areas, with new buildings up to 6 storeys in height and a sub-network of small streets and service lanes, underground parking and a transit hub. Shelbourne Village (Cedar Hill Centre) is at the centre of the valley and built form in this Village will support up to 6 storeys in height. The taller building heights will increase capacity for population growth and create landmarks announcing the transition to a Village or Centre.

Figure 2.9 - Aerial Rendering of Potential Future Shelbourne Valley



**FIGURE-GROUND:**

Built (black) and un-built areas (white)

The following figure-ground diagram is used to demonstrate the relationship between built and un-built spaces within the Shelbourne Valley. A figure-ground analysis is typically used to study the scale, pattern, and siting of buildings relative to open space. The diagram shows the concept of the larger scaled Centres and Villages surrounded by a finer grain of new development at a walkable, pedestrian scale. The redevelopment of the University Centre at Shelbourne Street and McKenzie Avenue, for example, includes new built form at the street edge composed of a number of individual buildings rather than a single mass; this allows for a more diverse and dynamic streetscape and enhanced pedestrian connections to and through the large sites.



Figure 2.10 - Figure-Ground Diagram of Potential Future Shelbourne Valley

**CYCLING NETWORK**

The addition of continuous cycling infrastructure along the Shelbourne Valley is a key outcome of the Action Plan that will enhance safety for all users. The Transportation Study's recommendation for incorporating cycling into the road right-of-way is to maintain the existing 4 traffic lanes and construct cycle tracks above the curb on each side of Shelbourne Street. The alteration of major intersections is also recommended, with the elimination of bus bays and some turning lanes to narrow the width of the street to improve cyclist and pedestrian safety.

This diagram is partially based on the Shelbourne Corridor Action Plan: Cycling Network (2009), local connector routes and routes suggested by the University of Victoria Bike Committee. In addition it illustrates a north-south bicycle route parallel to that of Shelbourne Street.

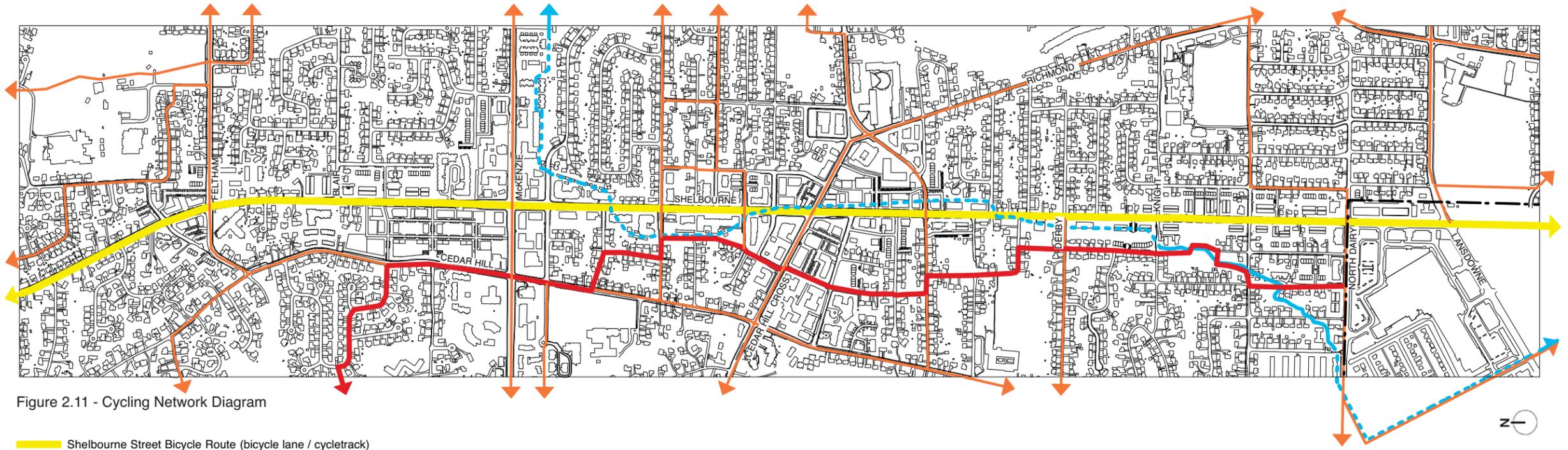


Figure 2.11 - Cycling Network Diagram

- Shelbourne Street Bicycle Route (bicycle lane / cycletrack)
- Shelbourne Valley Bicycle Route (Closely follows proposed Bowker Creek Greenway)
- Neighbourhood Connectors / University of Victoria Bike Committee Routes
- Bowker Creek (underground)
- Bowker Creek (open channel)

“A Complete Street ideology will consider all users, their respective needs, and the potential impacts that holistic considerations can have on built form. The vision is to transform the Shelbourne corridor from its current form to a vibrant, multi-faceted corridor which encourages pedestrian and cyclist activity, public transit use, and promotes living in central, higher-density mixed use neighbourhoods.” (Shelbourne Valley Action Plan Transportation Study)

### OPEN SPACE NETWORK

An important component of the overall plan is the integrated open space network. It includes existing and proposed parks, plazas, green spaces, greenways and pedestrian connections. The recommended network is depicted on the diagram to the right.

Proposed new public spaces could be acquired through redevelopment at the time of rezoning or subdivision approvals. The suggested open space network could be achieved through dedicated road right-of-way and private/public agreements.



Figure 2.12 - Open Space Network Diagram

- Public R.O.W.
- Existing Park
- Proposed New Green Space
- Proposed New Public Square
- School Property

### BOWKER CREEK + BOWKER CREEK GREENWAY

The Bowker Creek watershed is a natural asset within the Shelbourne Valley. Significant efforts over recent years, through the Bowker Creek Initiative, have been made to sensitively restore and revitalize the watercourse. Opportunities exist to further support the long-term health and vitality of Bowker Creek through the application of best practices in storm-water management, additional creek daylighting and enhanced public awareness through interpretive site installations. An extension of the Bowker Creek Greenway, a mixed walking and cycling route that ends at the north end of Browning Park, is proposed on the west side of Shelbourne Street, improving connectivity with other cycling trails and routes.

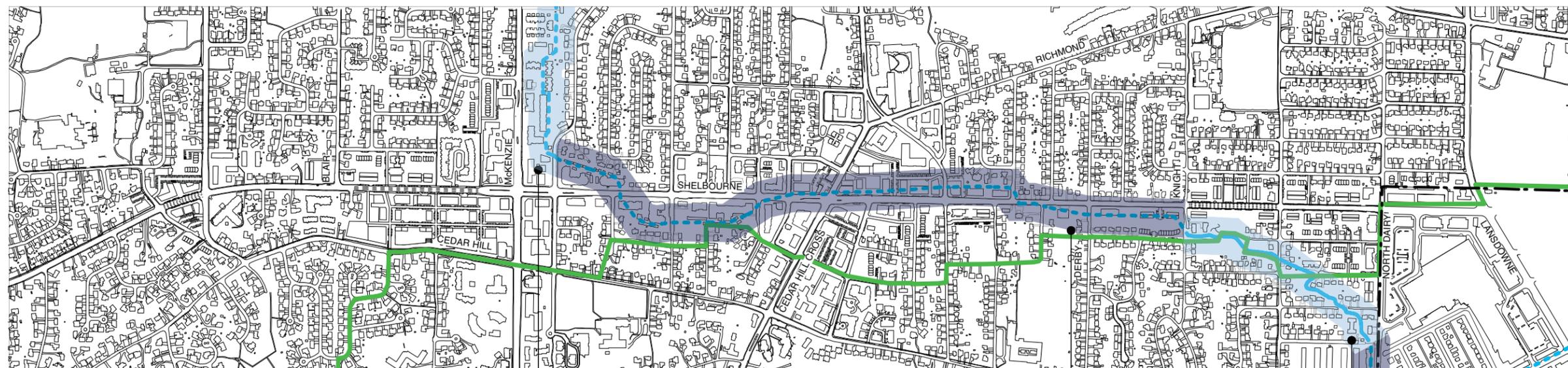


Figure 2.13 - Bowker Creek & Bowker Creek Greenway Diagram

- Bowker Creek (open channel)
- - - Bowker Creek (underground)
- Proposed Bowker Creek Greenway

Reach 14 - refer to Bowker Creek Blueprint, Sept. 2010, pg 64-65

Reach 13 - refer to Bowker Creek Blueprint, Sept. 2010, pg 62-63

Reach 12 - refer to Bowker Creek Blueprint, Sept. 2010, pg 60-61

Reach 11 - refer to Bowker Creek Blueprint, Sept. 2010, pg 58-59

\*Please note that all parks, greenways and other municipal infrastructure are subject to Saanich Parks and Saanich Engineering approval



Urban Design is a discipline that focuses on the composition of buildings, spaces and formal elements that together create cohesive and coherent places for people. Moving from the overall plans at the macro scale, this section presents examples of urban design and building form guidelines that could be used in each of the Valley's Centres and Villages.

Urban Design and building form guidelines are identified using a combination of text, graphics, diagrams, 3-D models, sketches and photos of precedents. Suggested densities, setbacks, heights and other prescriptive variables are included.

First presented as stand-alone elements in this Section, the practical application of such guidelines is then translated to specific sites within each of the Centres and Villages of Shelbourne Valley in Section 4.



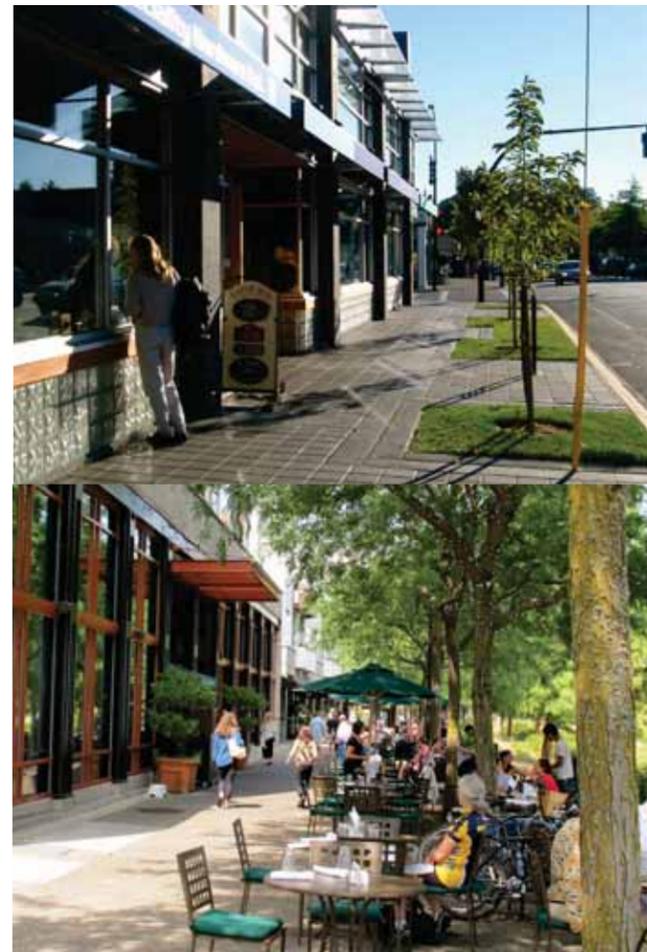
Figure 3.1 - Rendering of a Potential Future Shelbourne Valley Streetscape

**SHELBOURNE VALLEY URBAN DESIGN GUIDELINES**

**1 STREET CHARACTER**

The definition of the public right-of-way by human-scaled building facades is important to the experience of the street. Incomplete street edges result in a fragmented and inferior quality of space and therefore a less positive experience for pedestrians. The introduction of buildings and street trees that create a legible street edge also serve to visually constrain the driving portion of the street and is a proven technique for reducing driver speed.

- Align building fronts with the street to create a defined street edge.
- Design and orient buildings entrances to create a strong presence on the street.
- Plant trees to create a continuous “green” street edge to mark and celebrate the unique character of Shelbourne Street.



**2 STORM-WATER MANAGEMENT**

Shelbourne Valley is characterized by its natural topography, with Shelbourne Street running along the valley floor. Best practices in storm-water management should be incorporated with all new development to reduce negative impacts on the natural environment and demand on municipal infrastructure.

- Consider the daylighting of Bowker Creek where the watercourse can be accessed.
- Manage storm-water on redevelopment sites through strategies such as structured bio-filtration, bioswales and rain gardens.
- Promote awareness of the valley’s natural systems through the introduction of interpretive displays in key locations in the public realm.



**3 PARKING**

Accommodating the required vehicular parking on private sites is an important component of any development project. However, the design and siting of parking areas must take into consideration their impact on the public realm.

- Design parking and vehicular access routes to be convenient and safe, while improving the quality of the pedestrian environment.
- Encourage underground parking.
- Require a reduction in impermeable, paved surfaces.
- Incorporate the use of textured paving to mark pedestrian areas and encourage drivers to move slowly.
- Design lighting to ensure safety for users but limited to control light pollution of Saanich’s semi-rural night-sky.
- Provide shared access to parking areas to limit the amount of paving and number of driveways.



- Incorporate landscaping, street trees and bioswales into surface parking areas.
- Provide designated pedestrian pathways on parking lots to allow for safe, comfortable and direct pedestrian crossing from the public sidewalk to the building entrance.
- Locate surface parking at the side or rear of buildings and screen from view.

On-street parking should be considered, subject to transportation engineering and coordination with transit infrastructure. The addition of on-street parking in curb lanes during non-peak travel times could contribute to traffic-calming between the centres. Provision of parallel on-street parking could help define the Centres and Villages and buffer pedestrians and cyclist from moving vehicles. Street section diagram three illustrates how on-street parking bays can be achieved outside of the four travel lanes using a portion of the landscape buffer.

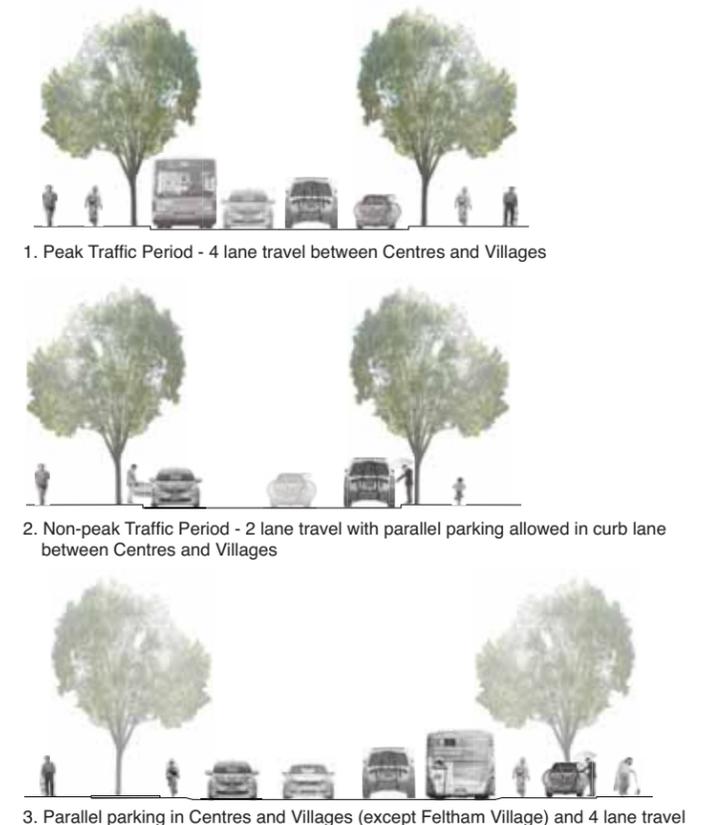


Figure 3.2 - Street Section Diagrams

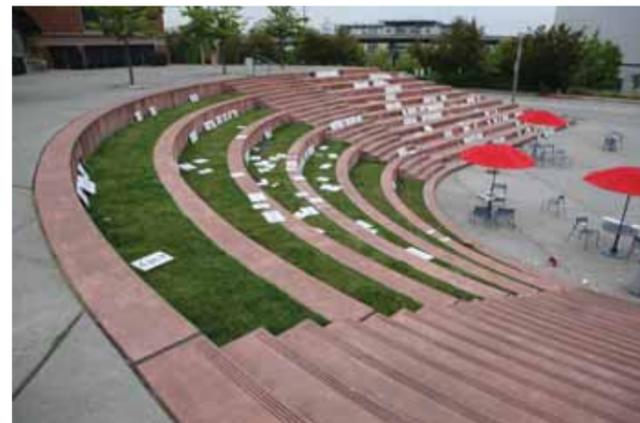
## 4 PUBLIC AREA PAVING

The diagram below shows a possible street parking strategy. The orange area shows parallel parking in the curb lane during non peak hours. The blue area shows permanent parallel parking within the landscaped buffer. This strategy recognizes the value of convenient street parking near centres and villages with the goal of reducing the need for large surface parking lots.



Figure 3.3 - Street Parking Strategy

- Use architectural paving in the public realm as a strategy to help define and delineate public spaces.
- Design paving details as part of open space and landscape.
- Require the use of high quality, durable materials for all public realm installations, ensuring longevity.



## 5 OPEN SPACE / PUBLIC SPACE

- Incorporate interesting, appropriately scaled public spaces into commercial and mixed-use developments.
- Design open spaces and public spaces for flexible use.
- Shelter public gathering spaces from traffic and design to accommodate a variety of places to sit and gather.
- Maximize weather protection and solar gain.



## 6 WEATHER PROTECTION

- Design commercial and mixed-use buildings to include weather protection in the form of overhangs, canopies, arcades and awnings along their frontages.
- Extend weather protection elements 2.5m beyond the face of the building to extend the public realm (a combination of public and private land intended for public use).



## 7 UTILITIES, BUILDING SERVICES AND SERVICE AREAS

- Locate above ground utilities underground as redevelopment occurs.
- Locate loading, recycling, and refuse facilities at rear of buildings.
- Locate service lanes at the rear of buildings for loading docks, garbage and recycling collection.



## 8 BUILDING MATERIALS

- Use high quality, long lasting materials for the exterior treatment of buildings, including natural materials and colours complementary to their natural and community context.
- Avoid materials that appear to be something that they are not.
- Consider all facades of the building and how they relate to adjacent sites in building design and material selection.
- Use a generous amount of clear glass at street level (80-100%) to allow 'eyes on the street'.
- Discourage the use of reflective glass, coatings and films.



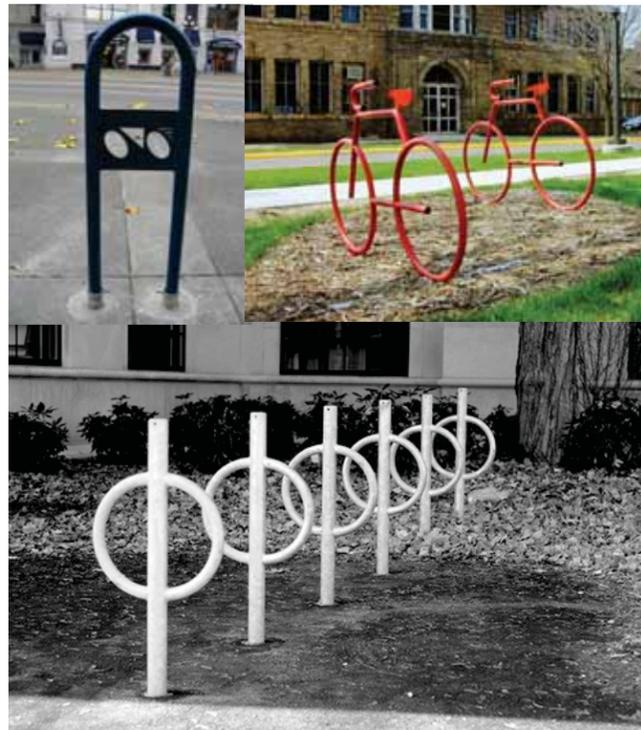
## 9 CORNERS

- Celebrate corners as an opportunity for landmark buildings.
- Allow for enhanced pedestrian space at corner locations through strategies such as diagonal building setbacks at the corner or recessed entries that will allow more space at the ground level.



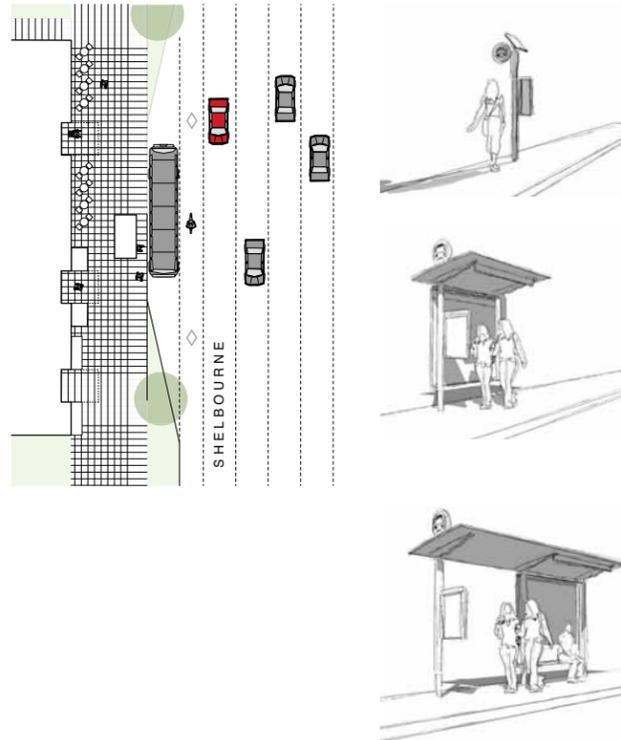
## 10 BICYCLE FACILITIES

- Provide short-term bicycle parking for customers and clients located in a convenient and safe location for ease of use.
- Provide long-term bicycle parking for residents and commuters located in a safe and secure location.
- Locate bicycle parking near building entrances.
- Shelter bicycle parking from the weather, whenever possible.
- Consider the type of bicycle parking stands as part of the suite of street furnishings. The stands could serve as public art as well as functional units; consider the use of the inverted “U”, Ring and Post, or others as recommended by the Capital Bike and Walk Society.



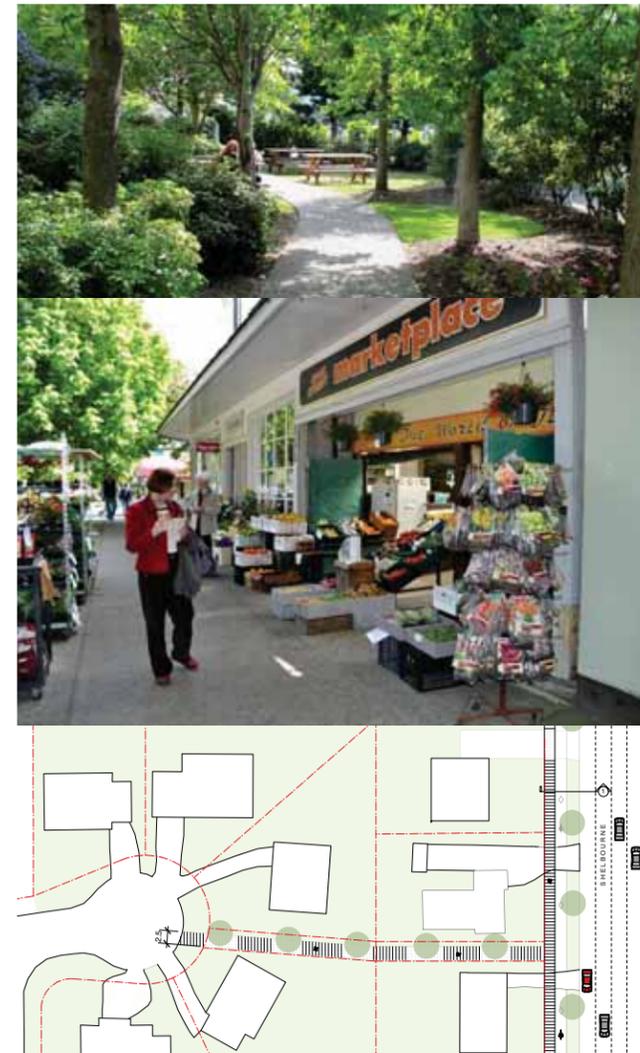
## 11 BUS STOPS AND SHELTERS

- Allow for adequate space in the design and siting of bus stops and shelters. Provide a minimum 1m in front of the shelter and 2m behind.
- Include signs, lights, refuse containers, and weather protection in the design of bus stops and shelters whenever possible.
- Design a unique style of bus stops and shelters along the Shelbourne Street Corridor to help distinguish the area.
- Consider pavement treatment to differentiate bus stop areas from sidewalks.



## 12 PEDESTRIAN AMENITIES

- Design all pedestrian hard surfaced sidewalks at a preferred minimum width of 2m along both sides of the street, buffered from traffic by parking and/or cycle lane and/or landscaping.
- Provide pedestrian pathways at a width of 2m - 5m within the Centres and Villages.
- Pursue mid-block pathways whenever possible to increase connectivity and access; design to a 2m preferred width, with lighting and signage as required.



## 13 BOLLARDS, BENCHES, REFUSE CONTAINERS

- Incorporate a coordinated suite of public realm site furnishings along the entire corridor that reflect the Shelbourne Valley’s semi-rural context. These furnishings can serve as a distinguishing feature of the Shelbourne Valley.
- Feature materials such as wood and steel in the design of site furnishings.
- Provide sturdy but comfortable site and public realm furnishings.
- Locate recycling containers adjacent to refuse containers.
- Locate street furnishings in open spaces, near building entrances and along sidewalks in the Centres and Villages.



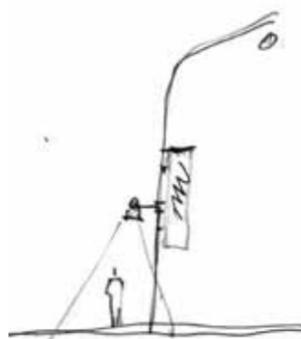
Bench and refuse container shown above are from FairWeather site Furnishings

## 14 LIGHTING

- Select a design for the street lighting poles and fixtures of the Shelbourne Valley along the length of the street corridor to provide a distinct, yet consistent look and feel for the Shelbourne Valley. Pursue a classic style to ensure the longevity of the design, with a colour preference for black, dark grey or dark green.
- Include pedestrian-scaled lighting in the Centres and Villages to support increased pedestrian use and to contribute to the distinguishing sense of place for these core areas; pedestrian-scaled lighting can be piggybacked on street lighting if necessary.
- Select lighting that casts light downwards to minimize light pollution and the impact on the semi-rural Saanich night sky.
- Consider energy efficiency in the selection of light fixtures.



Pedestrian scaled lights are approximately 12' high



Pedestrian scaled lights can be combined with street lighting



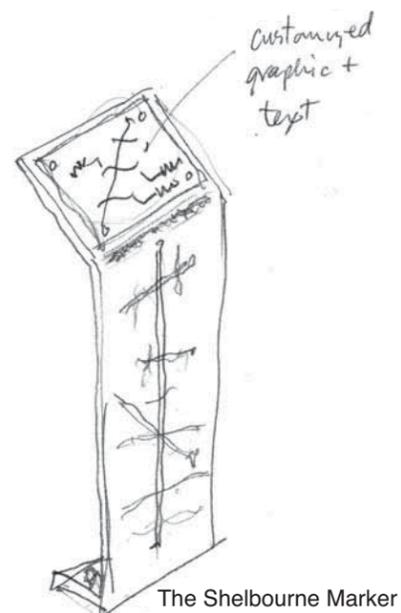
Fixture shown is "EverGEN 30" from Carmanah



Fixture shown is "Athens" from Hess America

## 15 WAYFINDING AND INTERPRETIVE SIGNS

- Design and install wayfinding and interpretive signs to mark cycling and pedestrian routes as well as promote and encourage the use of the Shelbourne Valley for social, community and recreational purposes.
- Design wayfinding and interpretive signs that are specific to the Shelbourne Valley and are constructed of sturdy steel and wood. Locate these markers in Centres, Villages, and parks to point out features such as major streets, historical information, location of Bowker Creek, landforms and landmarks, and walking distances.



## 16 COMMUNITY NOTICE BOARDS

- Locate community notice boards in high traffic pedestrian areas such as trail heads, public spaces, and public squares.



## 18 PUBLIC ART

- Incorporate public art into all forms of higher density development, including apartment buildings, commercial, mixed-use and institutional/civic uses.
- Design public art to inspire a sense of place and contribute to the beauty of the public realm.



## 17 ENERGY

- Consider the use of district energy facilities for major redevelopment projects, where feasible. Consider the use of contaminated sites such as gas stations for district energy facilities.
- Orient buildings to take advantage of passive solar technology.
- Design buildings to minimize the consumption of energy over the long-term through the use of efficient windows, thermal insulation, durable building materials and other strategies.



## 19 ENTRANCES

- Design all buildings to have an entrance that faces the street and can be seen from the street.
- Define pathways to lead pedestrians to the entrance.
- Design mixed-use buildings with a separate entrance for residential uses.



## 20 SIDEWALK PATIOS

- Encourage sidewalk patios when space and orientation allows; maintain a minimum of 2m clear sidewalk (without obstructions such as light standards, poles, street furniture, signs) for pedestrian traffic.
- Buffer seating areas from busy streets with landscaping, screens, fences or with a change in elevation.
- Maintain a visual connection from the sidewalk to the patio as well as between the interior and the exterior of the establishment.



## 21 BANNERS

- Place banners along the length of Shelbourne Street to tie together the area from North Dairy Road to Feltham Road.
- Encourage local artists to contribute banner content that celebrates the image of the Shelbourne Valley. The banners could contain imagery that announces points of interest such as Bowker Creek or the proposed Shelbourne Village Market Square.



## 22 Crime Prevention Through Environmental Design (CPTED)

- Incorporate principles of CPTED.
- Pay special attention to the design of entries, common spaces, lighting, delineation of private property, views and landscaping.
- visit: <http://www.rcmp-grc.gc.ca/pubs/ccaps-spcca/safecomm-seccollect-eng.htm>



## 23 LANDSCAPING

- Each project and streetscape design should include a landscape architecture component.
- Use native and drought tolerant species to reduce reliance on irrigation.
- Provide vegetated bioswales to capture and filter storm-water runoff.
- Encourage urban agriculture to increase the amount of local food production.
- Encourage the use of green roofs in new construction.



## 24 CONNECTED PARKS AND OPEN SPACES

- Integrate parks and public open spaces into each Centre or Village and connect them with adjacent areas by a network of pedestrian and bicycle paths.



## 25 ARCHITECTURAL EXCELLENCE

- Encourage site-specific development within each Centre or Village that is of a high quality with respect to architectural and site design.



**SHELBOURNE VALLEY BUILT FORM GUIDELINES**

A systematic study of building types for the Shelbourne Valley

New development within the Shelbourne Valley will likely be in the form of mixed-use, apartment buildings, and townhouses. While encouraging thorough research and design exploration for each site, the following built form guidelines should be referenced by architects when designing mixed-use buildings, apartment buildings, and townhouses.

The siting and orientation of buildings influence the character of a community and can foster greater pedestrian activity by how the built form relates to the human scale and public realm. New buildings in the Shelbourne Valley should be sited and designed to contribute to the envisioned sense of place as a pedestrian-oriented environment.

Built form guidelines have been developed for each building type. The guidelines consider how the architecture can transition from higher apartment buildings to townhouses where sites meet adjacent single family housing. These guidelines also apply to properties with shallow lot depths along Shelbourne Street that may require consolidation with adjacent properties to form a full block redevelopment scenario.

The built form guidelines incorporate elements such as building siting, density, site coverage, massing, height and parking. Property lines have been excluded from the following diagrams due to the variety of conditions encountered along the length of Shelbourne. Instead, the focus is on creating desirable relationships between front yards, sidewalks, bicycle lanes, vegetation and vehicle traffic achieved within existing property lines, via statutory right-of-way agreements or using legal mechanisms.

The guidelines also consider more ample and connected public realm and pedestrian spaces through the application of varied build-to lines and through statutory right-of-way agreements. These strategies can help achieve the envisioned enhanced public realm instead of dedicated road right-of-way widening.

A build-to line is an urban design method of locating building facades to relate to a specified vertical plane to manage the sense of scale and a buildings relationship to the street. While setbacks define the areas where buildings cannot be sited, a build-to line indicates where buildings should be located to define the scale of the streetscape.

As a convenient metric for the size of buildings, Floor to Site Ratio (FSR) has become the shorthand reference for population density. As such, the qualitative aspects of a street, neighbourhood or urban village is separated and often subordinate to the quantitative considerations of real estate development. This plan proposes that an urban design and form-based 'code' be the principal guiding mechanism for the future of the Shelbourne Valley. While the use of FSR designation in the current zoning bylaws of Saanich is considered necessary, perhaps it should not be considered immutable or as the primary generator of urban form.

It is recommended that this urban design plan, with its guidelines, building typology, and analytical plans, be used as the primary driver of the future urban form of the Shelbourne Valley. Building heights, setbacks, build to lines, site design and other form-based criteria should be used to plan and design both public and private properties. There must be a coordinated effort to create places and connections in the Shelbourne Valley that will accommodate current residents and more future residents without the negative over-crowding that is often associated with high 'density'. Only with careful urban and architectural design can a higher density of population be served by streets and spaces that are convenient, safe and beautiful.

Density can take various forms. The examples below illustrate what 25 units per acre can look like. The results are very different.



**Mixed-Use Building**  
Residences or office space above street-level commercial/ retail.



**Apartment Building**  
The main floor at or slightly above adjacent grade to allow private outdoor space and the option of direct entry to the unit.



**Townhouse**  
Two or three storeys with raised front porches and parking in carports or garages to the rear.

Figure 3.4 Typical Building Types



Figure 3.3 - Mixed-Use Key Plan

**MIXED-USE BUILDINGS**

Buildings accommodating a variety of commercial and residential uses should be encouraged within the Centres and Villages. The following illustrations represent a sample development study showing a mixed-use building with parking at the rear of the lot for ground floor commercial use and parking underground for residential uses above. An overhang is shown that would provide cover from the elements; alternatively this could be achieved with an awning. On-street parking is suggested within the Centres and Villages to buffer pedestrians from moving vehicles, provide additional parking capacity, and act as a traffic calming measure. Restricting on-street parking to the curb lane during off-peak hours could provide the intended benefits without negatively impacting vehicle traffic flows.

**FRONT YARD SETBACKS, EXTERIOR SIDE YARD SETBACKS**

- (all areas except Feltham Village)<sup>1</sup>
- L1 build-to line = 6-7m from edge of street <sup>2</sup>
  - L2 build-to line = 4-5m from edge of street <sup>2</sup>
- L2 line is applicable for upper floors when the ground floor is recessed. This configuration may be desirable when lot depths are shallow.

**FRONT YARD SETBACKS, EXTERIOR SIDE YARD SETBACKS**  
(Feltham Village)

- Build-to line = 5m from edge of street

**REAR YARD SETBACKS**

- 10.5m minimum

**INTERIOR SIDE YARD SETBACKS**

- 0m minimum, 12m maximum <sup>3</sup>

**DENSITY**

- The development study illustrated represents approximately 14 units per acre (35 units per hectare) and an FSR of 1.2:1, based on an average residential unit size of 65m<sup>2</sup> (725sf)

**SITE COVERAGE**

- 80% maximum

**MASSING / BUILDING HEIGHT**

- University Centre and Shelburne Village maximum height is 6 storeys
- Feltham Village and Hillside Centre maximum height is 4 storeys
- Refer to Land Use and Height Diagrams in Section 4

**PARKING**

- Surface parking for commercial uses to be located at rear or side of lot.
- Locate residential parking underground
- Refer to Section 4 for on-street parking configuration

<sup>1</sup> Areas outside of right-of-way boundaries will be acquired through statutory right-of-way, property dedication, covenant or other legal mechanism to accommodate sidewalks, bicycle paths, rain gardens, etc.

<sup>2</sup> A range of setbacks is provided to accommodate existing site conditions such as trees and utilities.

<sup>3</sup> A 0m minimum setback is provided to encourage a continuous streetscape. A 12m maximum setback allows flexibility to provide a driveway and/ or patios without creating excessive space between buildings.



Figure 3.4 - Massing of a Typical Mixed-Use Building

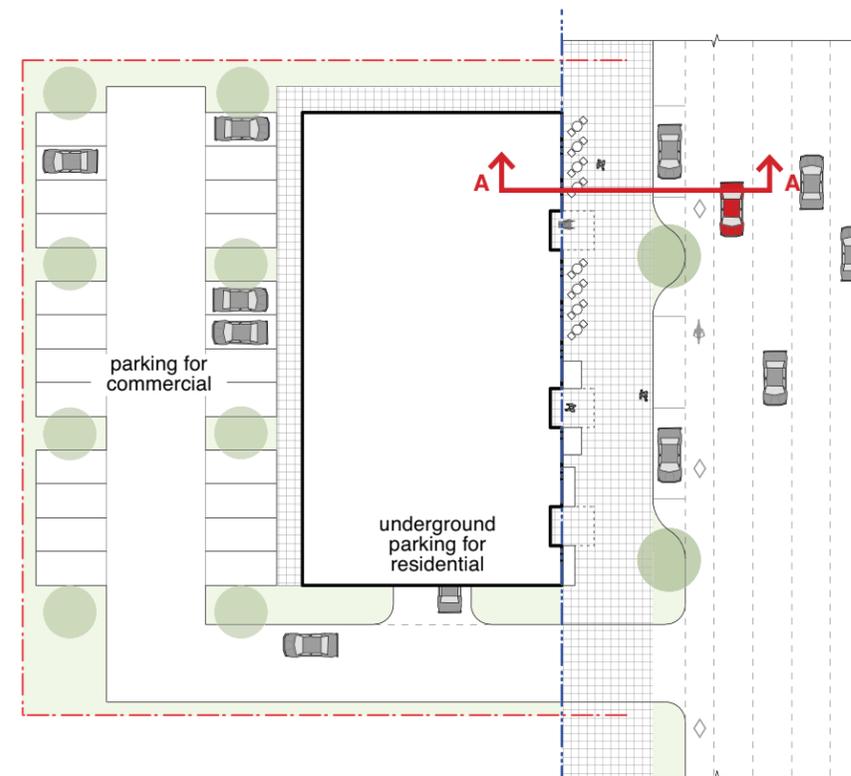
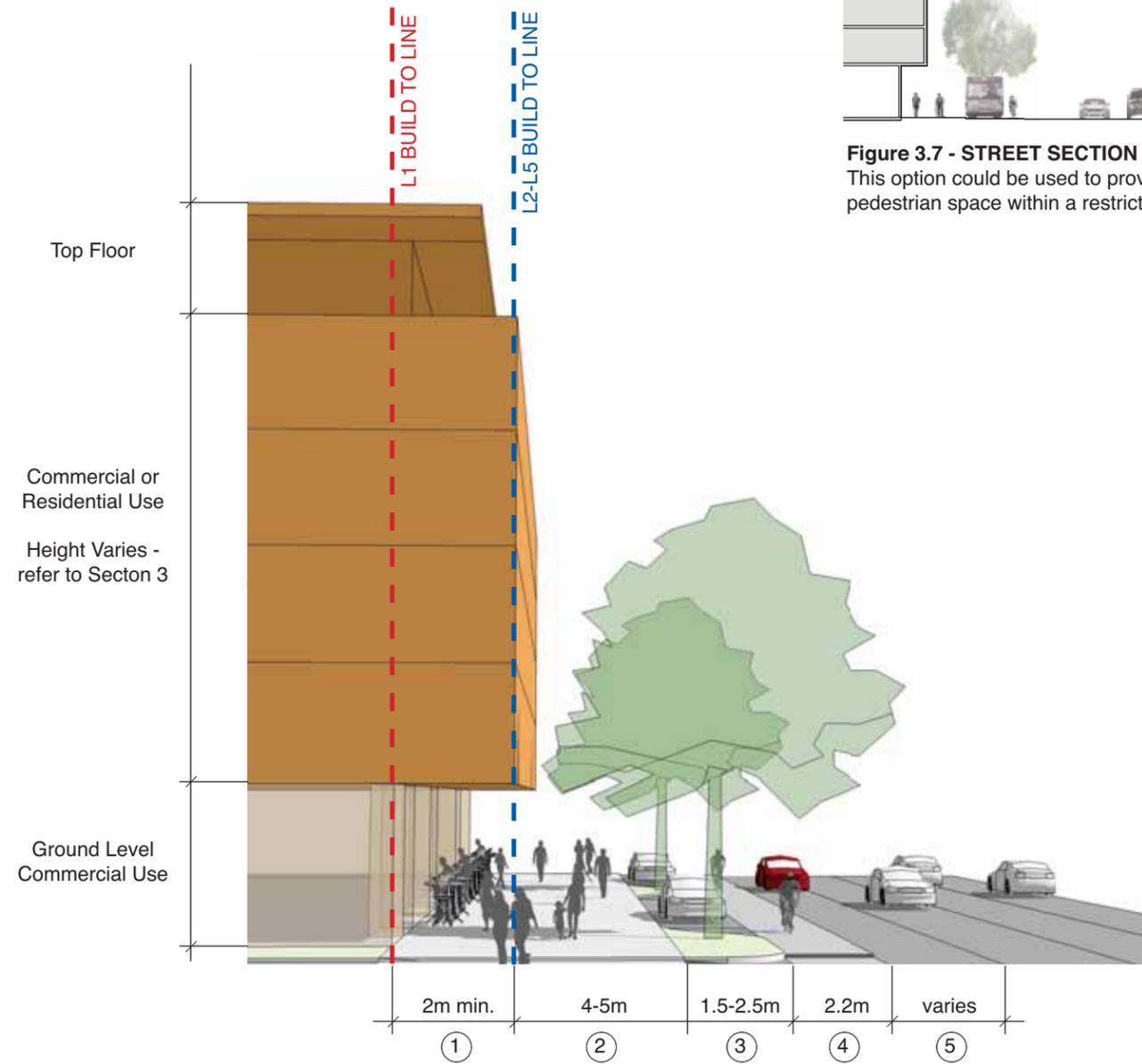


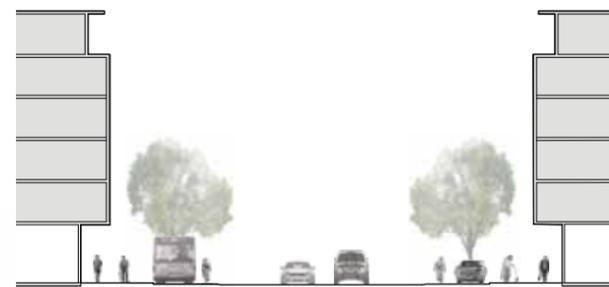
Figure 3.5 - SAMPLE SITE PLAN (not to scale)



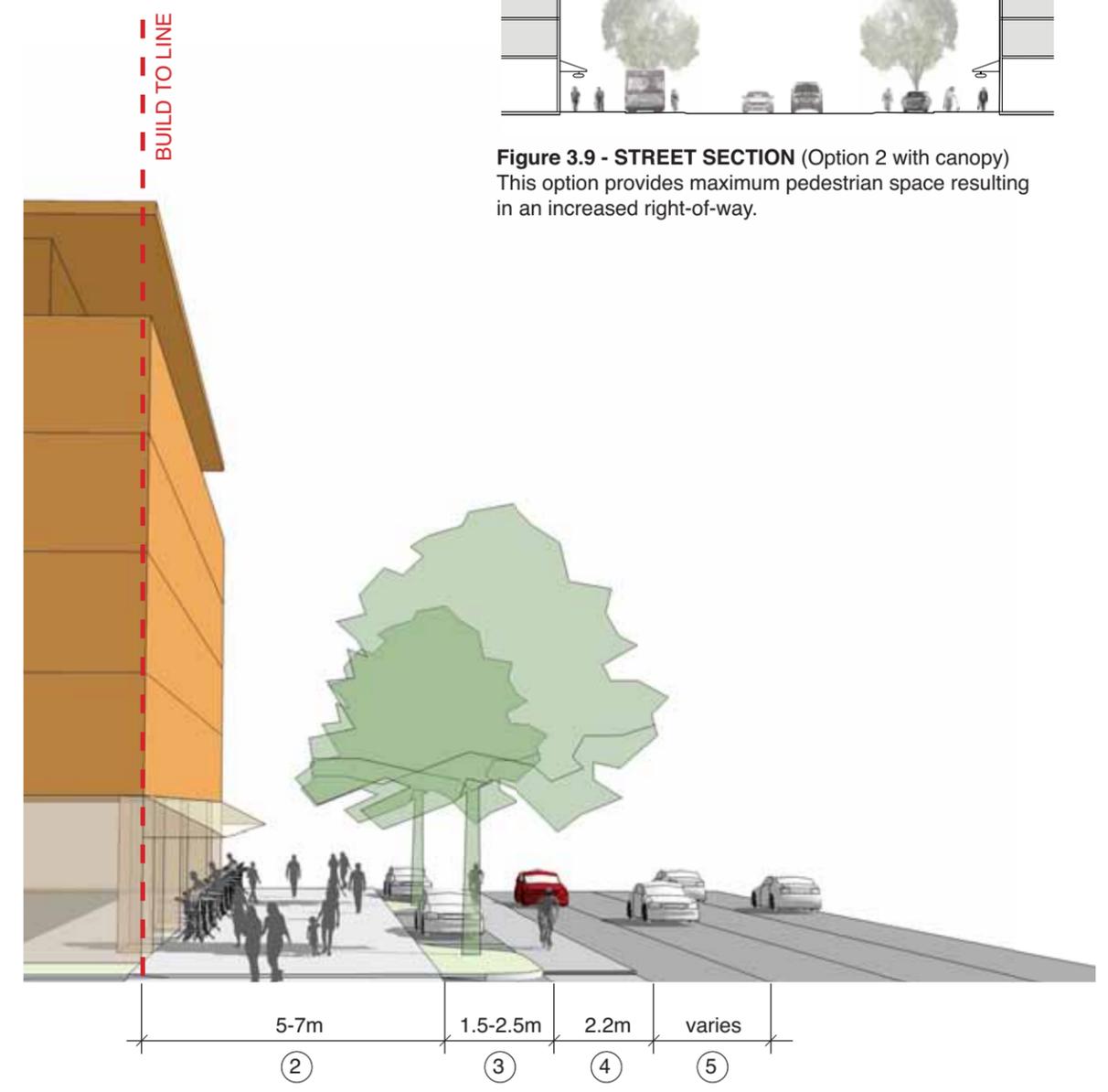
**Figure 3.6 - SECTION A-A** (Option 1 with overhang)

**LEGEND**

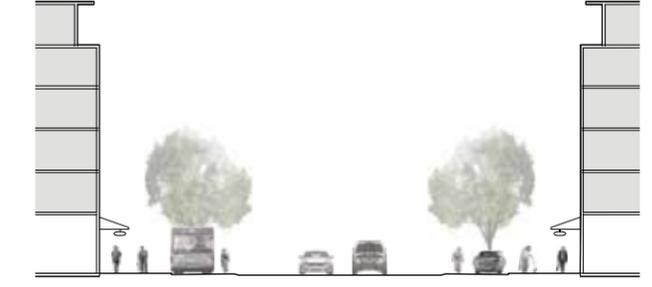
- ① Covered pedestrian zone
- ② Sidewalk and street furniture
- ③ Street trees and rain gardens. Parallel on-street parking is recommended within University Centre, Shelbourne Village and between Knight Street and McRae Street
- ④ Raised cycle track along Shelbourne Street separated by landscaping if space allows
- ⑤ Parallel parking in curb lane during non-peak hours between Centres and Villages



**Figure 3.7 - STREET SECTION** (Option 1 with overhang)  
This option could be used to provide a more generous pedestrian space within a restricted right-of-way.



**Figure 3.8 - SECTION A-A** (Option 2 with canopy)



**Figure 3.9 - STREET SECTION** (Option 2 with canopy)  
This option provides maximum pedestrian space resulting in an increased right-of-way.



Figure 3.10  
Apartment Buildings Key Plan

### APARTMENT BUILDINGS

Encourage apartment building within the Centres and Villages and on select sites within the Shelbourne Valley to accommodate focused growth. Include ground-oriented units on the ground floor, with individual entries.

The following illustrations represent a sample development study showing a 4 storey residential building with underground parking.

#### SETBACKS<sup>1</sup>

- 7.5m front setback from new edge of public right-of-way (usually edge of sidewalk) along Shelbourne Street<sup>1</sup>
- 7.5m front setback from property line (other roads)
- 10.5m minimum rear yard setback
- 7.5m minimum interior side yard setback
- 7.5m minimum exterior side yard setback

#### MASSING / BUILDING HEIGHT

- Maximum building height of 4 storeys

#### DENSITY

- The development study illustrated represents approximately 70 units per acre (170 units per hectare) and an FSR of 1.4:1, based on an average apartment building unit size of 65m<sup>2</sup> (725sf)

#### SITE COVERAGE

- 50% maximum

#### PARKING

- Locate parking underground

<sup>1</sup> Areas outside of right-of-way boundaries could be acquired through statutory right-of-way, property dedication, covenant or other legal mechanism to accommodate sidewalks, bicycle paths, rain gardens, etc.

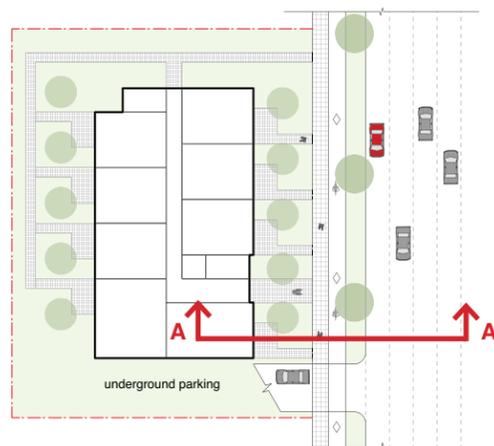


Figure 3.11 - SAMPLE SITE PLAN (not to scale)

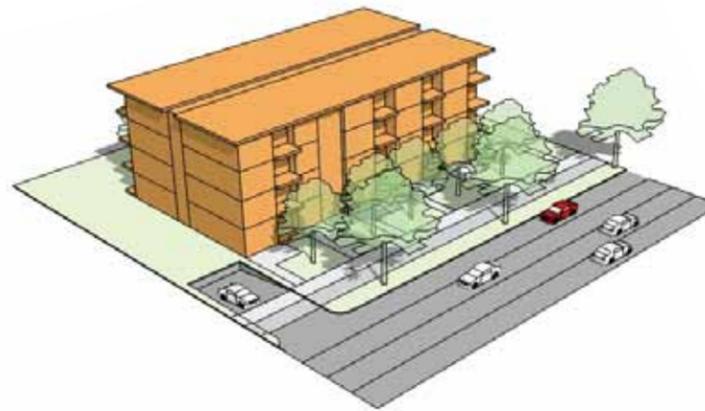


Figure 3.12 - Massing of a Typical Apartment Building

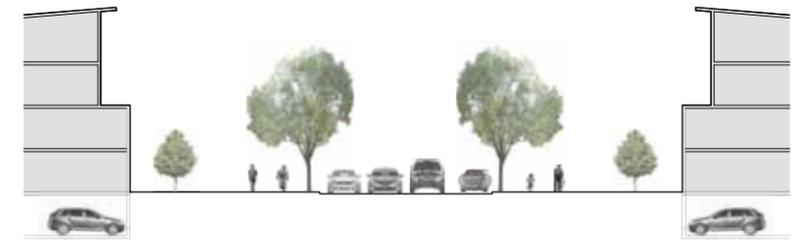


Figure 3.13 - STREET SECTION



Figure 3.14 - SECTION A-A

#### LEGEND

- ① Front yard setback from new edge of public right-of-way (usually edge of sidewalk) along Shelbourne Street
- ② Sidewalk
- ③ Along arterial roads: raised cycle track separated by landscaping if space allows  
Off arterial roads: bicycles share lane with vehicles
- ④ Street trees and rain gardens
- ⑤ Parallel parking in curb lane during non-peak hours between Centres and Villages

**TOWNHOUSES**

Townhouses are good transitional types between mixed-use or apartment buildings and single family areas. Townhouses should be oriented toward the street and their massing designed to the pedestrian scale.

**SETBACKS**

- 4m minimum front yard setback is recommended to provide flexibility for shallow lot depths and contribute to the streetscape
- 10.5m rear yard setback
- 7.5m minimum interior side yard setback
- 7.5m minimum exterior side yard setback

**MASSING / BUILDING HEIGHT**

- Ground oriented units
- Maximum height is 3 storeys
- Corner units should relate to both streets through form, openings and landscaping

**DENSITY**

- The development study illustrated represents approximately 11 units per acre (27 units per hectare) and an FSR of 0.5:1, based on an average residential unit size of 158m<sup>2</sup> (1700sf)

**SITE COVERAGE**

- 50% maximum

**PARKING**

- Locate parking at the rear of the lot where possible to screen parking lots from the street.
- Driveways to be shared when possible to reduce the number of access points from the road.
- Define on-street parking with landscaped curbs and rain gardens as development occurs
- Encourage midblock pathways

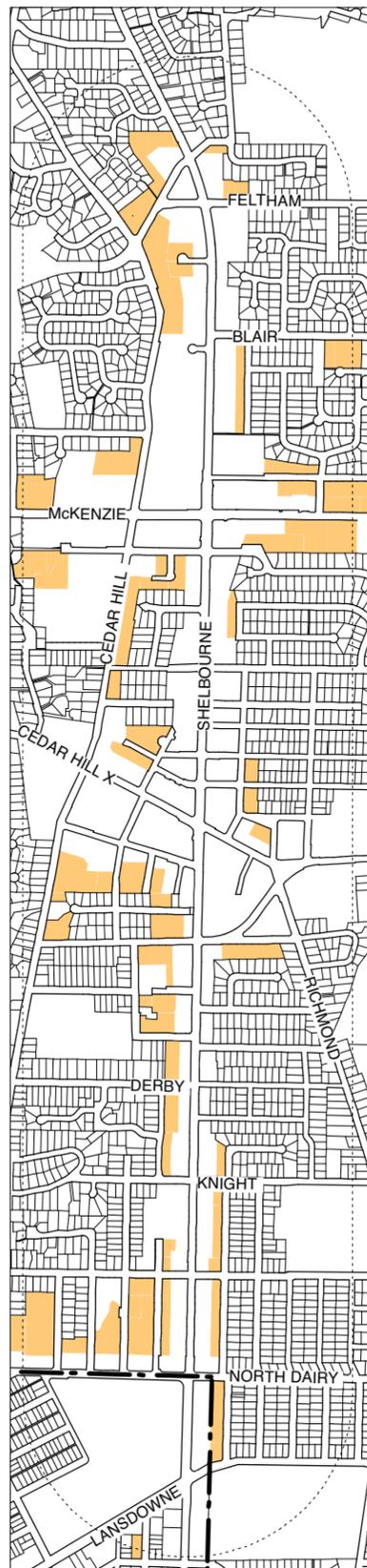


Figure 3.15 - Townhouse Key Plan

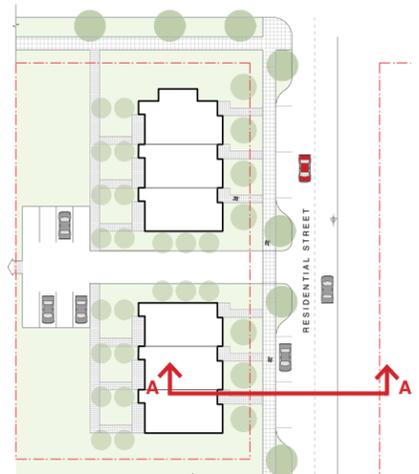


Figure 3.16 - **SAMPLE SITE PLAN** (not to scale)



Figure 3.17 - Massing of a Typical Townhouse. Shared driveway between townhouse blocks leads to rear parking area, reducing the number of driveways feeding onto the street and limits the problem of cars parking in front yards.



Figure 3.18 - **STREET SECTION** (through residential street)



Figure 3.19 - **SECTION A-A**

**LEGEND**

- ① Front yard setback
- ② Sidewalk
- ③ Street trees, rain gardens and parallel on-street parking



Figure 3.20  
Housing Type Transition Key Plan

### TRANSITION FROM CENTRES AND VILLAGES TO SINGLE FAMILY RESIDENTIAL NEIGHBOURHOOD (A)

Apartment buildings and townhouses help transition from the higher densities of the Centres and Villages down to the existing low-density single family neighbourhoods in between the Centres and Villages and at the periphery.

The following diagrams show density transitions, whereby lots are consolidated and redeveloped with apartment buildings fronting Shelbourne Street and townhouses adjacent to or across from single family housing as a compatible scale and form. When neighbourhood informal pathways are apparent, pathways should be considered to allow daytime public access.

#### SETBACKS<sup>1</sup>

- 7.5m front setback from new edge of public right-of-way (usually edge of sidewalk) along Shelbourne Street<sup>1</sup>
- 4m front setback from property line (residential roads)
- 7.5m minimum interior side yard setback
- 7.5m minimum exterior side yard setback
- 14m minimum is recommended between an apartment building and townhouses.<sup>2</sup>

#### MASSING / BUILDING HEIGHT

- Maximum building height of 4 storeys

#### DENSITY

- The development study illustrated represents approximately 50 units per acre (123 units per hectare) and an FSR of 1.2:1, based on an average apartment building unit size of 65m<sup>2</sup> (725sf) and townhouse units of 158m<sup>2</sup> (1700sf)

#### PARKING

- Locate parking underground and provide access off of local streets

<sup>1</sup> Areas outside of right-of-way boundaries will be acquired through statutory right-of-way, property dedication, covenant or other legal mechanism to accommodate sidewalks, bicycle paths, rain gardens, etc.

<sup>2</sup> When developed together, the space separating townhouses from apartments is reduced to a minimum of 14m. This dimension allows ample space for gardens and patios and a shared pathway between buildings.



Figure 3.21 - Massing of a Typical Transition from Apartment Building to Single Family Housing

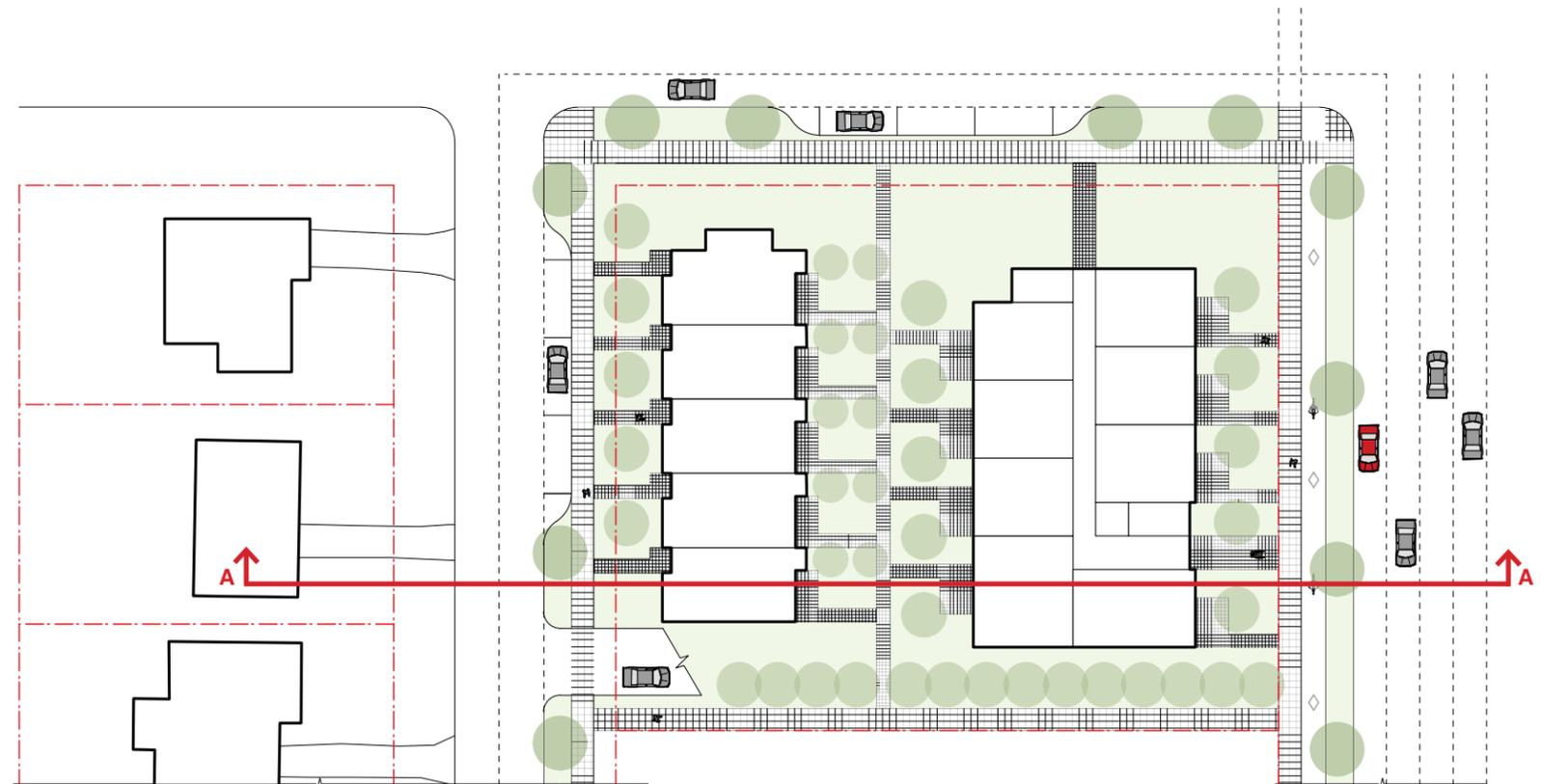


Figure 3.22 - SAMPLE SITE PLAN (not to scale)

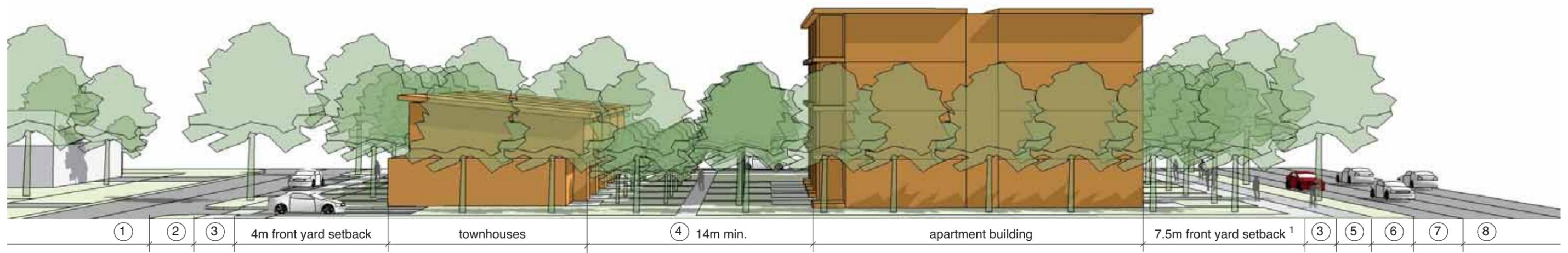


Figure 3.23 - SECTION A-A

LEGEND

- ① Residential street
- ② Street trees, rain gardens and parallel parking (1.5-2.5m)
- ③ Sidewalk (2m)
- ④ Courtyard with ground oriented residential units
- ⑤ Raised cycle track separated by landscaping if space allows
- ⑥ Street trees and rain gardens
- ⑦ Parallel parking in curb lane during non-peak hours between Centres and Villages
- ⑧ Arterial road



Figure 3.20  
Housing Type Transition Key Plan

### TRANSITION FROM APARTMENTS TO ADJACENT SINGLE FAMILY RESIDENTIAL NEIGHBOURHOOD (B)

This building typology is intended to help avoid the development of large-scale apartment buildings directly adjacent to single family housing. When lot consolidation is not feasible special care should be taken to manage the depth of the block. These measures could include minimum landscaped setbacks, ground-oriented units, upper floor setbacks, and parking entrances between buildings, to increase physical separation.

A 'ground-oriented unit' allows access from the street via a landscaped patio or garden. The floor level of the units are a few steps higher than the surrounding grade creating a relationship between the apartment and the landscape that fosters ownership and use. The result of this configuration is an edge that more closely relates to the scale and street presence of neighbouring single family homes.

When a mixed-use building is placed beside single family housing, measures should be taken to avoid invasive aspects of either use from affecting its adjacency.

The following diagrams show density transitions, whereby lots are consolidated and redeveloped with apartment buildings fronting Shelbourne Street while single family housing remains behind. The scale of the adjacent buildings should be acknowledged through massing and siting of new apartment buildings. A vegetated buffer of at least 1.5m minimum should be provided when apartment buildings are immediately adjacent to single family homes.

#### SETBACKS<sup>1</sup>

- 7.5m front setback from new edge of public right-of-way (usually edge of sidewalk) along Shelbourne Street<sup>1</sup>
- 7.5m front setback from property line (other roads)
- 7.5m minimum interior side yard setback
- 7.5m minimum exterior side yard setback
- 10.5m minimum rear yard setback

#### MASSING / BUILDING HEIGHT

- Maximum building height of 4 storeys

#### DENSITY

- The development study illustrated represents approximately 69 units per acre (172 units per hectare) and an FSR of 1.37:1, based on an average apartment building unit size of 65m<sup>2</sup> (725sf).

#### PARKING

- Locate parking underground and provide access off of local streets

<sup>1</sup> Areas outside of right-of-way boundaries will be acquired through statutory right-of-way, property dedication, covenant or other legal mechanism to accommodate sidewalks, bicycle paths, rain gardens, etc.



Figure 3.24 - Massing of a Typical Transition from Apartment Building to Single Family Housing

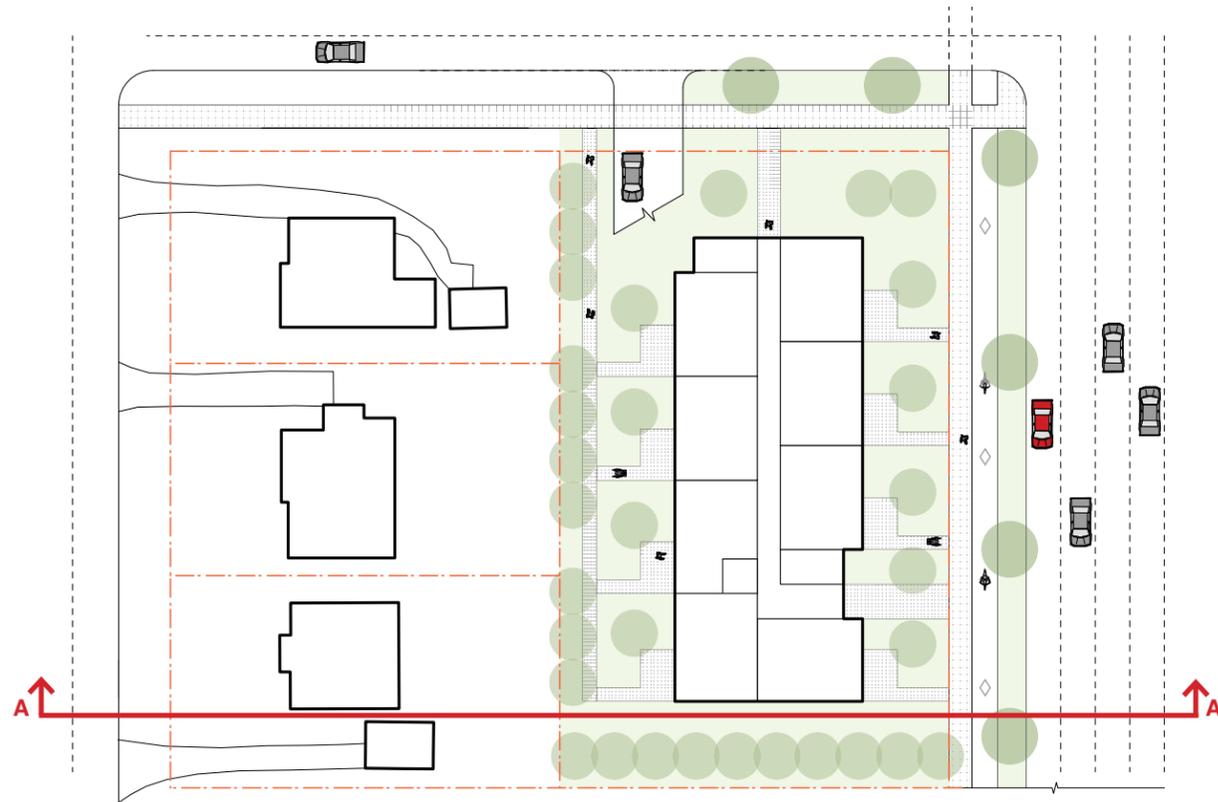


Figure 3.25 - SAMPLE SITE PLAN (not to scale)



Figure 3.26 - SECTION A-A

LEGEND

- ① Residential street
- ② Vegetated buffer
- ③ Sidewalk (2m)
- ④ Ground oriented residential units
- ⑤ Raised cycle track separated by landscaping if space allows
- ⑥ Street trees and rain gardens
- ⑦ Parallel parking in curb lane during non-peak hours between Centres and Villages
- ⑧ Arterial road

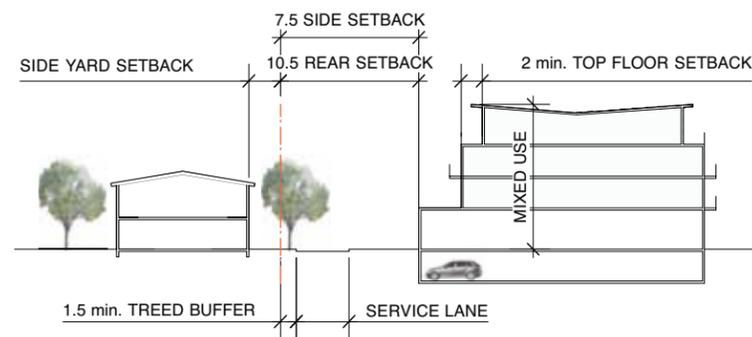


Figure 3.27  
Transition from 4 storey mixed-use to single family residential

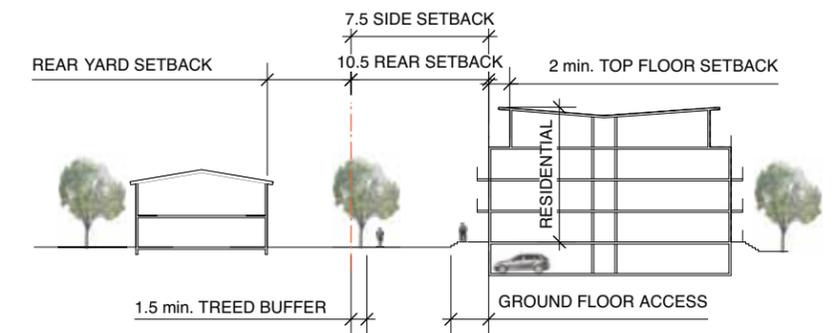


Figure 3.28  
Transition from 4 storey residential to single family residential



# Shelbourne Valley Centres & Villages

## FELTHAM VILLAGE



Figure 4.1 - Feltham Village Key Plan



Site Photographs

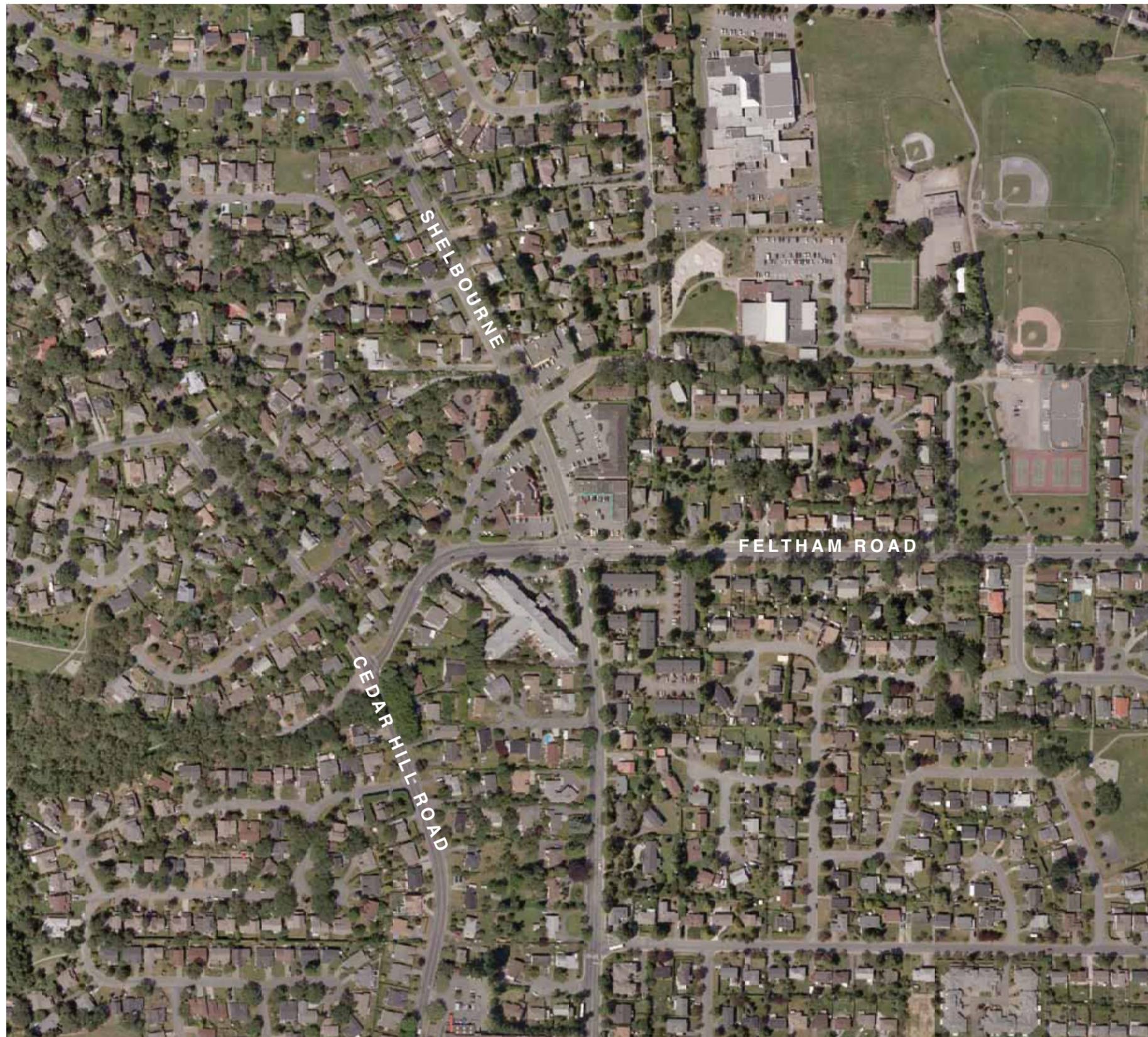
**CHALLENGES AND OPPORTUNITIES:  
Feltham Village Today**

Feltham Village is a small mixed-use area focused around the intersection of Shelbourne Street and Feltham Road at the north end of the study area. The Village provides residents of the surrounding neighbourhood with goods and services configured in three 'strip-commercial' sites with a number of retail shops, cafes and medical/dental offices. A specialty delicatessen and grocery store/market are also located here and contribute to the local village character.

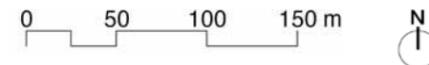
While the surrounding land use is primarily low-density, single family residential, Feltham Village accommodates a mix of housing opportunities including a multi-unit seniors-living and care facility and some private townhouse-style dwellings. Community services in the area include an elementary and a secondary school and a recreation centre that provides a neighbourhood focus.

The Feltham Village streetscape scale results from the width of the right-of-way and the location of the built form. It is mostly set back from the street with surface parking areas and landscaping separating the public realm and the buildings. The pedestrian environment at the intersection is compromised by the close proximity of the sidewalk to the moving traffic lanes and constricted pedestrian space. The existing bus stop is in poor condition and the pattern of pedestrian informal pathways indicate that pedestrians walk off of the sidewalk to increase separation from the moving vehicles. While at a scale that would support walking, the existing public realm in Feltham Village is largely unfriendly to pedestrians.

To the north of Feltham Village, the streetscape includes the heritage London Plane trees and a handsome pedestrian corridor that is separated from vehicle traffic by a landscaped boulevard.



Outlined Area from 2009 Courtesy of the District of Saanich - approximate scale 1:4000





Precedent Photos

**A VISION OF A NEIGHBOURHOOD VILLAGE:**  
Feltham Village Tomorrow

Feltham Village is envisioned as a strengthened neighbourhood-serving and pedestrian-oriented village. A more dynamic range of uses is proposed and includes residential living within the Village setting and additional commercial and community uses to serve local residents.

Feltham Village will be a walkable place with a safe and accessible public realm for people of all ages and abilities. The creation of a small public square would encourage social interaction in a location that is removed from the main intersection. It is a focal point for the surrounding commercial uses in view of Mount Douglas. Enhanced connectivity between the Village and the neighbourhood is achieved with pedestrian pathways and an improved public realm along Shelbourne Street.

Feltham Village serves as the northern gateway of the Shelbourne Valley and is influenced by its proximity to Mount Douglas Park. Its unique natural context will help contribute to a strong sense of place and a unique character for this community.



Figure 4.2 - Potential Massing of New Building Developments in Feltham Village

**LEGEND**

- ① Lambrick Park Secondary
- ② Gordon Head Recreation Centre
- ③ Commercial with residential above
- ④ Residential (apartment building)
- ⑤ Residential (townhouse)
- ⑥ Residential (seniors housing)
- Orange Box: Redevelopment
- White Box: Existing Buildings

LAND USE AND URBAN DESIGN GUIDELINES



(A)

(B)

(C)

(D)

(E)

USE (A)

- Concentrate mixed-use development in an identifiable village core at the scale of the neighbourhood.
- Focus mixed-use development within the block bounded by Feltham Road to the south and Torquay Drive to the north (including the north east corner of Torquay Drive and Shelbourne Street).
- Require mixed-use development to provide ground floor commercial space serving local-serving goods and services with residential or office use above.
- Support residential apartment building, townhouse, and additional seniors' residential development within the Village.
- Allow and facilitate secondary suites in the surrounding single-family homes.

HEIGHT

- Maximum height: 4 storeys

BUILT FORM (B)

- Design pedestrian-scaled facades to define the edges of the street.
- Setbacks for mixed-use buildings in the range of 5m from the new edge of public right-of-way (measured from edge of sidewalk)
- Setbacks for apartment buildings in the range of 7.5m from the new edge of public right-of-way (measured from edge of sidewalk).
- Make a transition in scale from the maximum 4 storeys down to 2-3 storeys when new development is adjacent to existing single family housing. (C)

PARKING

- Encourage the provision of underground parking where feasible and provide access from side streets (Torquay Drive) to reduce interruptions to the sidewalk on Shelbourne Street.
- Locate screened surface parking lots behind buildings and use best practices in storm-water management.
- Allow on-street parking permitted in curb lanes during non peak hours.

PUBLIC AMENITIES (D)

- Create a central courtyard or square to provide a community-gathering place and focal point for the Village. Allow commercial uses to spill out into the square.
- Allow the courtyard or square to be located on private property with a statutory right-of-way for public use/ access as a means of retaining the amount of private development land area for density calculation purposes.

PUBLIC REALM

- Celebrate Feltham Village's gateway location through signage and street furnishings that distinguish the Village from the surrounding neighbourhood.
- Introduce low-level lighting to improve mobility on foot and for those with assistance devices.
- Improve safety at pedestrian crossings by adding corner bulges and extended crossing times to provide safer crossings with an emphasis on the needs of seniors, young families and children.
- Plant new street trees along Shelbourne Street for continuity with the existing memorial London Plane trees. (E)

TRANSIT

- Improve public transit facilities in the Village with new bus shelters to provide safe and accessible weather protection for transit users.

VIEWS

- Preserve view corridors toward Mount Douglas to the north.

**LAND USE + BUILDING HEIGHT**

- Mixed Commercial / Residential
- Apartment
- Townhouses
- Institutional
- Park
- Seniors' Residential Care Home
- Gas Station/ Future District Energy
- Recommended Land Use Changes
- Shelbourne Valley Development Permit Area
- Feltham Village Development Permit Area
- Shelbourne Valley Action Plan Study Area

**GROSS LAND AREA**

	Area (m2)
<b>Mixed Use</b>	
M1	2225
M2	4386
M3	6999
<b>Apartment</b>	
A1	4965
A2	22958
A3	12467
<b>Townhouse</b>	
T1	9774
T2	1207
T3	6147
T4	3346
T5	22649
<b>Residential Care Home</b>	
C1	9196

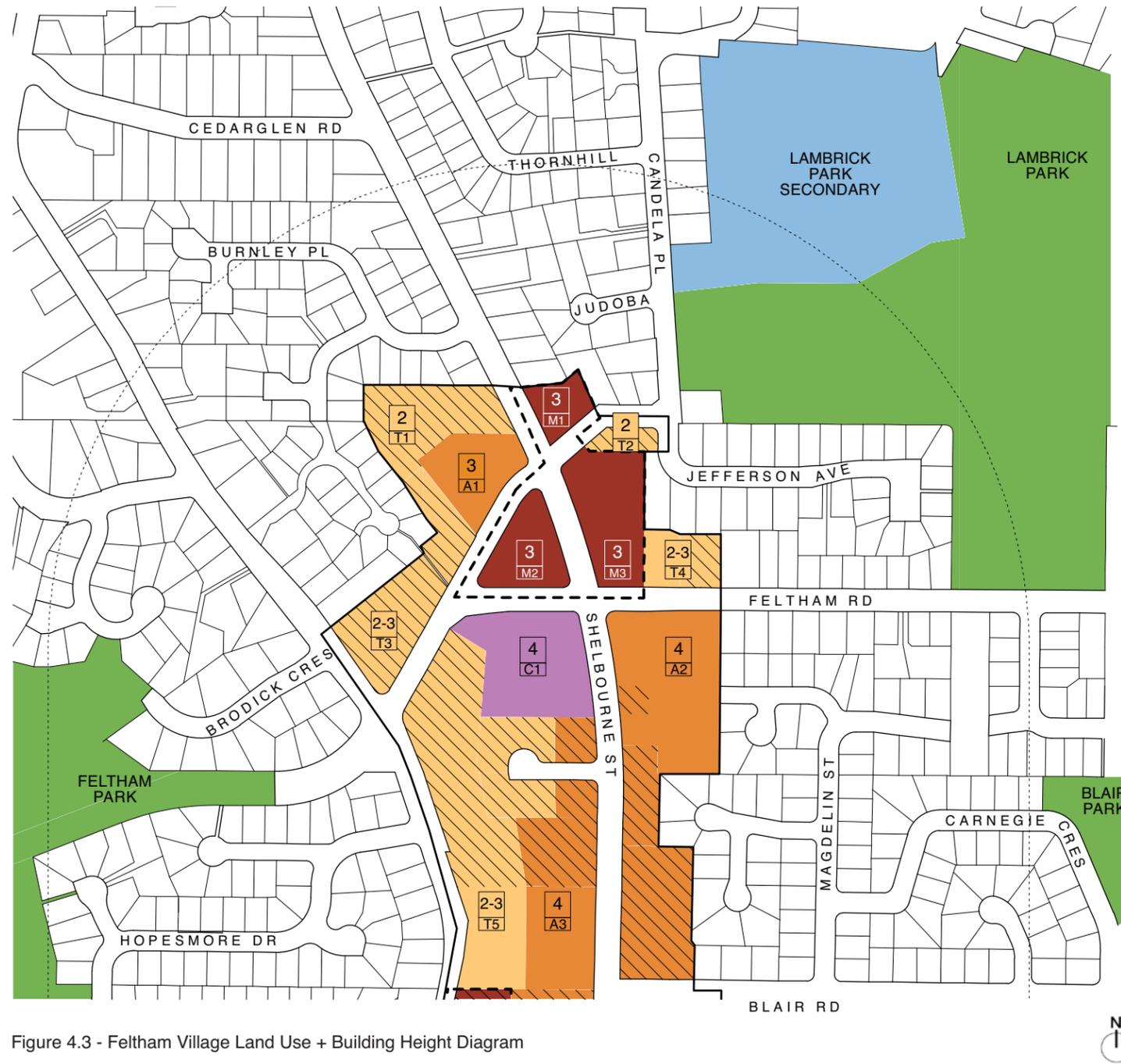


Figure 4.3 - Feltham Village Land Use + Building Height Diagram

Note: Areas are calculated based on the extent that is shown as coloured. All areas are approximate and subject to verification and field measurement by a qualified BC Land Surveyor; not to be used for legal or zoning purposes.

- Number in square designates maximum allowable building height in storeys
- Number in rectangle keys to land area table

**REDEVELOPMENT CONCEPT**

The envisioned Feltham Village could be realized over time by the phased redevelopment of existing strip commercial sites into mixed-use buildings. Introducing mixed-use to the sites on both sides of Shelbourne Street and close to the Feltham Road intersection can help increase housing choices. The increased density would encourage the resident population necessary to support local businesses and services in this emerging urban village.

Positioning the buildings aligned with and closer to the street, and locating parking behind and beneath them, will help transform the Village into a more pedestrian-friendly place. By permitting and encouraging buildings up to 4 storeys in height the street edge will be defined at a pedestrian scale and shop front awnings and overhangs will provide weather protection.

Bulges at the corners of the intersection of Shelbourne Street and Feltham Road will improve safety and pedestrian movement within the Village. This additional space shortens crossing distances and clearly marks pedestrian zones in the road right-of-way.

Enhanced sightlines at the intersection of Shelbourne Street and Feltham Road can be achieved by the setting the buildings back from the corners. This urban design strategy can also inform the design of buildings on these sites and encourage formal celebration of its location as a landmark of Feltham Village.

Feltham Village is one of two primary gateways into the Shelbourne Valley. Specially designed street furnishings for the Shelbourne Valley Villages and Centres are introduced at Feltham Village to welcome visitors and clearly mark the transition from the suburban and semi-rural neighbourhoods in the north to the 'main street' or 'high street' portions of the Shelbourne Street Corridor running south. Special signage and decorative elements such as banners and lamp standards, together with a distinct suite of street furnishings within the Villages and Centres will distinguish these places from other parts of the Shelbourne Street Corridor.

Key components of the urban design plan described in this document are public gathering places or squares. In Feltham Village a small public square could be created as part of the redevelopment of the commercial plaza site. The square would be located on private property and made publicly accessible through a statutory right-of-way granted to the municipality. This arrangement would allow the private property to maintain its total land area for density calculation purposes, while providing a valuable public amenity. Density bonusing formulae could also be used to acquire this sort of public space.

**LEGEND**

- (A) Feltham Village Square
- (B) Feltham Village Park

- - - - - Extent of Future Mixed-Use
- Extent of Future Residential Apartments / Townhouses
- ..... Future Pedestrian & Cycling Path
- Extent of example plan



Figure 4.4 - Redevelopment Sites in Feltham Village - scale 1:4000

Figure 4.5 - **EXAMPLE PLAN**  
How the guidelines could be used in Feltham Village scale 1:1500

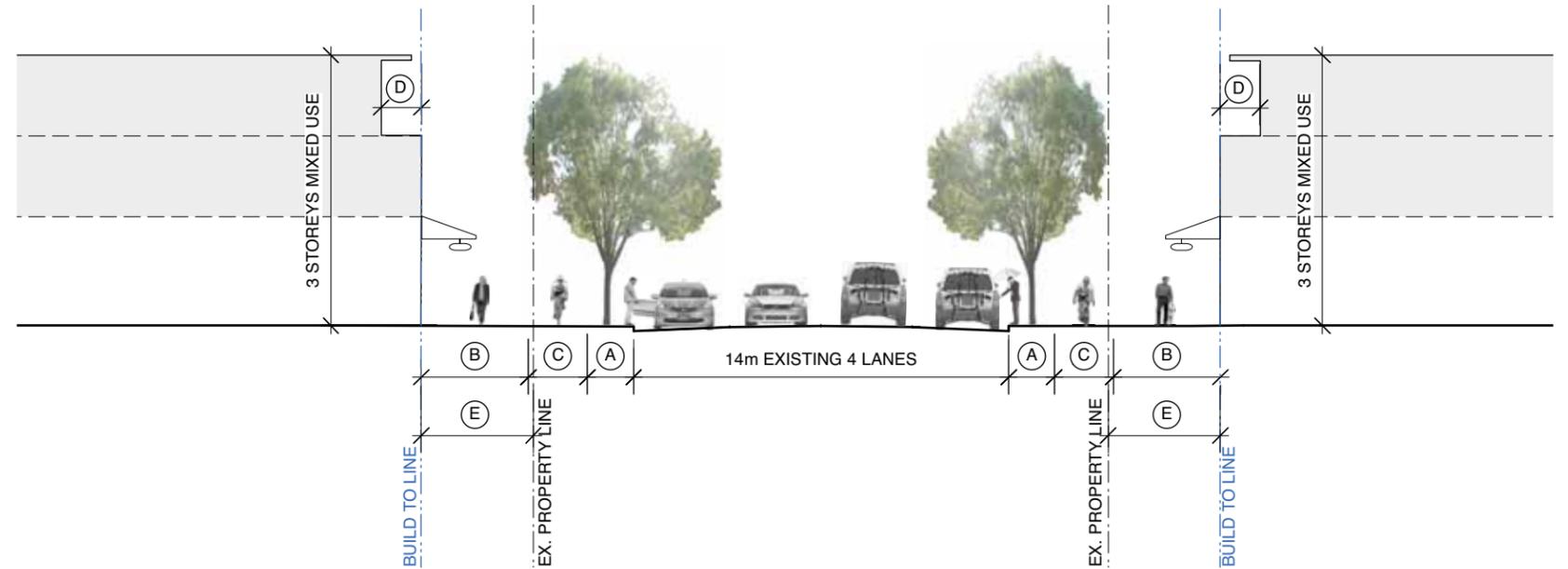
- LEGEND**
- ① Commercial with residential above
  - ② Courtyard with commercial frontages
  - ③ Enlarged Pedestrian Areas
  - ④ Street Trees + Rain Gardens
  - ⑤ Crosswalk
  - ⑥ New Laneway
  - ⑦ Feltham Village Square
  - ⑧ Surface Parking + Loading
- V1 = View to Mount Douglas
- 🏠 Underground Parking Entrance
  - 🏠 Redevelopment
  - 🏠 Existing Buildings



Figure 4.6 - **SECTION A-A**

**LEGEND**

- Ⓐ Street Trees, Rain Gardens and access paths from on-street parking (1.5-2.5m)
  - Ⓑ Sidewalk (5m minimum)
  - Ⓒ Raised bicycle lane (2.2m) separated by landscaping if space allows
  - Ⓓ Upper Floor Setback
  - Ⓔ Areas outside of right-of-way boundaries will be acquired through statutory right-of-way, property dedication, covenant or other legal mechanism to accommodate sidewalks, bicycle paths, rain gardens, etc.
- 🏠 Commercial or Residential
  - 🏠 Commercial



Existing View North



Figure 4.7 - Sketch of Future View North



UNIVERSITY CENTRE



Figure 4.8 - University Centre  
Key Plan (not to scale)

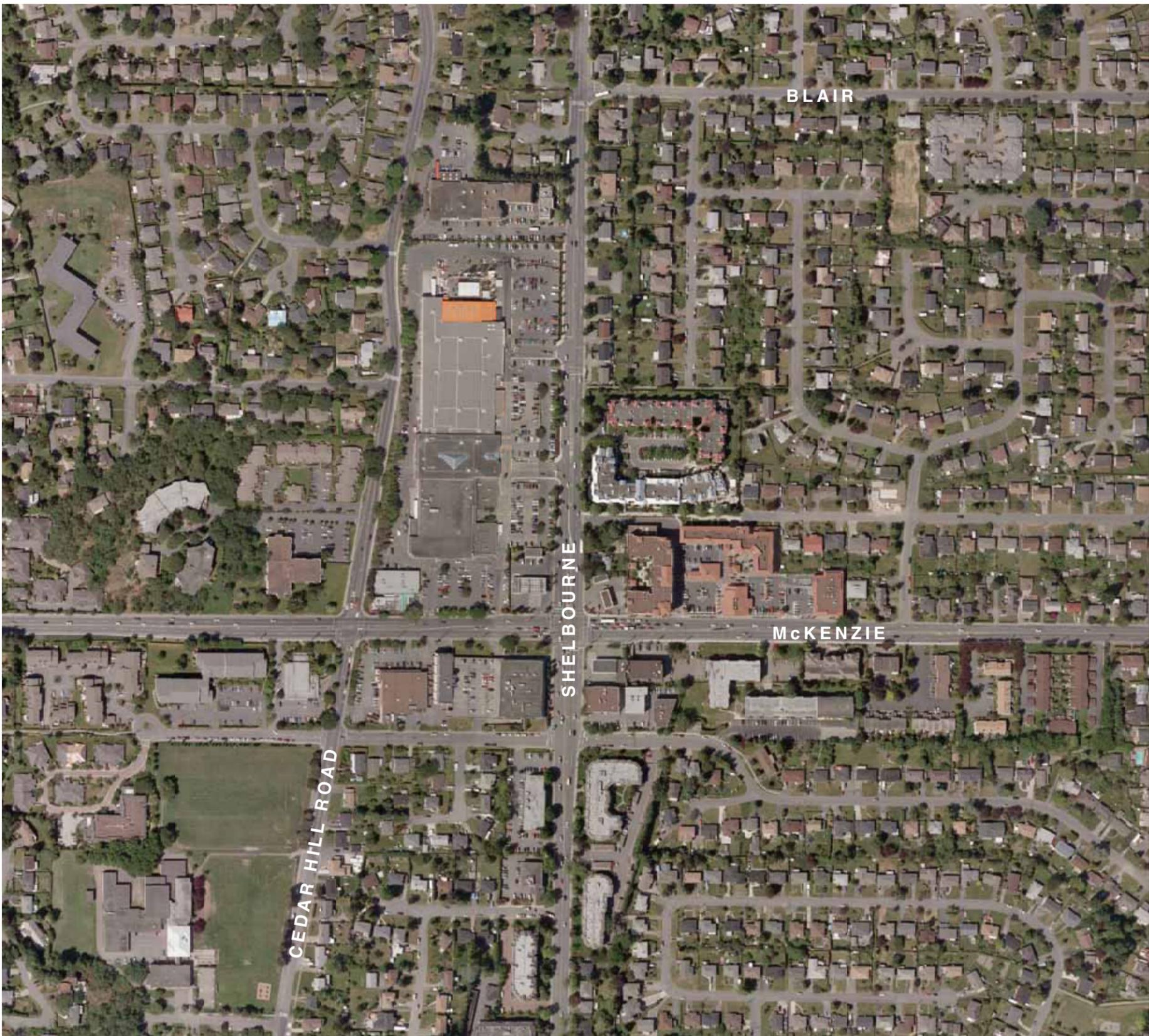


Site Photographs

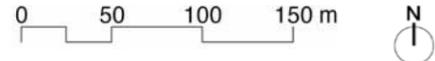
**CHALLENGES AND OPPORTUNITIES:  
University Centre Today**

The University Centre is a major shopping area with a number of commercial sites focused around the intersection of Shelbourne Street and McKenzie Avenue and east of Cedar Hill Road. The current pattern of development is characterized by large parking lots, with large buildings set back from the street. Each site provides its own combination of surface and structured parking at the street edge. The stores serve the same regional and local populations yet remain distinct operations. They do not share parking lots nor the potential benefit of a strong public realm to knit them together into one cohesive place. Of the Centres and Villages within the Shelbourne Valley, this Centre is most strongly characterized by suburban, regionally targeted large-format retail tenants. This large Centre also contains a scattering of smaller retail destinations, shops and services, medical/ dental offices, and some residential apartment buildings and townhouses.

There are a number of commercial building types as well, from mid to late 20th century interior malls and strip commercial plazas to the more current mixed-use development at Tuscan Village. Stakeholders noted the importance of University Centre's proximity to the University of Victoria campus and the potential for additional commercial and work-place development focused on high-technology and knowledge-based industries. There is also significant potential for further mixed-use development, with additional apartment and townhouse dwellings to support students, professionals, families and seniors.



Outlined Area from 2009 Courtesy of the District of Saanich - approximate scale 1:4000





Precedent Photos

**A VISION FOR UNIVERSITY CENTRE:**

University Centre is envisioned as a lively urban area serving both local and regional populations. As the highest density mixed-use centre in the Shelbourne Valley, University Centre will host a diverse mix of retail, service, employment, community and residential spaces in a walkable environment.

New building forms are introduced to the streets' edge, creating continuity and pedestrian-orientation along Shelbourne Street and McKenzie Avenue and contributing to the cohesiveness of the Centre. The large commercial sites are transformed through mixed-use redevelopment, to a finer grain of human-scaled buildings. This approach allows for greater permeability with mid-block pedestrian pathways connecting the Centre with the surrounding neighbourhoods.

Buildings up to 6 storeys in height will create distinct focal points that will define the Centre. Low to mid-rise buildings will have retail, service and office uses at street level and employment and residential uses above. New apartment and townhouse dwellings will bring additional people and activity to the Centre while providing a range of housing types and tenures for people of all ages and income levels.

Wide sidewalks with streetscape elements including benches, street trees and pedestrian lighting along with continuous weather protection canopies will create a walkable and attractive pedestrian environment suited to the west coast climate. Transit use is supported through the development of bus shelters scaled to reflect the urban setting and potential for future enhanced bus service. A new public plaza is envisioned to provide a central gathering space for community events and festivals. Surrounding commercial uses will enliven the space on a daily basis with outdoor eating and seating areas.

The character of University Centre is influenced by its proximity to the University of Victoria campus. Connections between the campus and the surrounding community can be strengthened through land use policies that support compatible uses such as high-tech and knowledge-based industries and the continued emphasis on medical/dental services in the Centre.



Figure 4.9 - Potential Massing of New Building Developments in University Centre

**LEGEND**

- ① Nellie McClung Public Library (Greater Victoria Public Library)
- ② Fairway Market
- ③ Commercial with residential above
- ④ Residential (apartment building)
- ⑤ Residential (townhouse)
- ⑥ Residential (seniors' housing)
- ⑦ Commercial
- ⑧ Theater
- ⑨ Gas Station
- ⑩ Future Park
- ⑪ Public Space
- ⑫ Feltham Village
- Orange square: Redevelopment
- White square: Existing Buildings

**LAND USE AND URBAN DESIGN GUIDELINES**



(A) A Vancouver example of a large format store with reduced frontage and residential uses above, complete with allotment gardens. (B)

(C) Surface parking screened with trees and plantings.

**USE (A)**

- Bring mixed-use development towards the street's edge (as opposed to the rear of the lot) and include a diversity of individual ground floor commercial spaces with office and residential uses above.
- Limit large-format retail uses to within the core to encourage a finer grain of development and built form to surround them.
- Support redevelopment of the large commercial sites to continue to accommodate the existing large-format retail tenants through building design that introduces variety to the massing.
- Integrate residential apartment building and townhouse development into the Centre to create a lively and dynamic urban place for new residents, with convenient access to shops and services.
- Foster employment-generating uses such as commercial, medical/dental offices, high-tech and knowledge-based industries.
- Allow and facilitate secondary suites in the surrounding single-family homes.

**HEIGHT**

- Maximum height (mixed-use): 6 storeys
- Maximum height (residential apartment building): 4 storeys

**BUILT FORM (B)**

- Design pedestrian-scaled facades to define the edges of the street.
- Setbacks for mixed-use buildings in the range of 5m to 7m from the new edge of public right-of-way (measured from edge of sidewalk)
- Setbacks for apartment buildings in the range of 7.5m from the new edge of public right-of-way (measured from edge of sidewalk)

**PARKING (C)**

- Encourage the provision of underground parking where feasible and provide access from side streets to reduce interruptions to the sidewalk on Shelbourne Street.
- Locate screened surface parking lots behind buildings and use best practices in storm-water management.
- Allow parallel on-street parking beside 4 lane travel from Blair Road to McKenzie Avenue to provide additional capacity.

**PUBLIC AMENITIES**

- Create a central plaza and park to provide a significant community-gathering place and focal point for University Centre and allow commercial uses to spill out onto the plaza or square.

**PUBLIC REALM**

- Introduce pedestrian-scaled lighting to support enhanced walkability.
- Introduce new street trees along Shelbourne Street and McKenzie Avenue to contribute to the streetscape character and the greening of the corridor.
- Reflect University Centre's urban character through signage and street furnishings that distinguish the Centre from the surrounding neighbourhood.
- Reduce the number of driveways crossing sidewalk onto Shelbourne Street and McKenzie Avenue.

**TRANSIT**

- Support enhanced transit use at this major Centre through the creation of feature bus shelters that provide safe and accessible weather protection for transit users and that are connected to the surrounding public realm.
- Plan for the future addition of enhanced transit service along McKenzie Avenue connecting to the University of Victoria campus and beyond.

**SUSTAINABLE ENERGY + GREEN BUILDINGS**

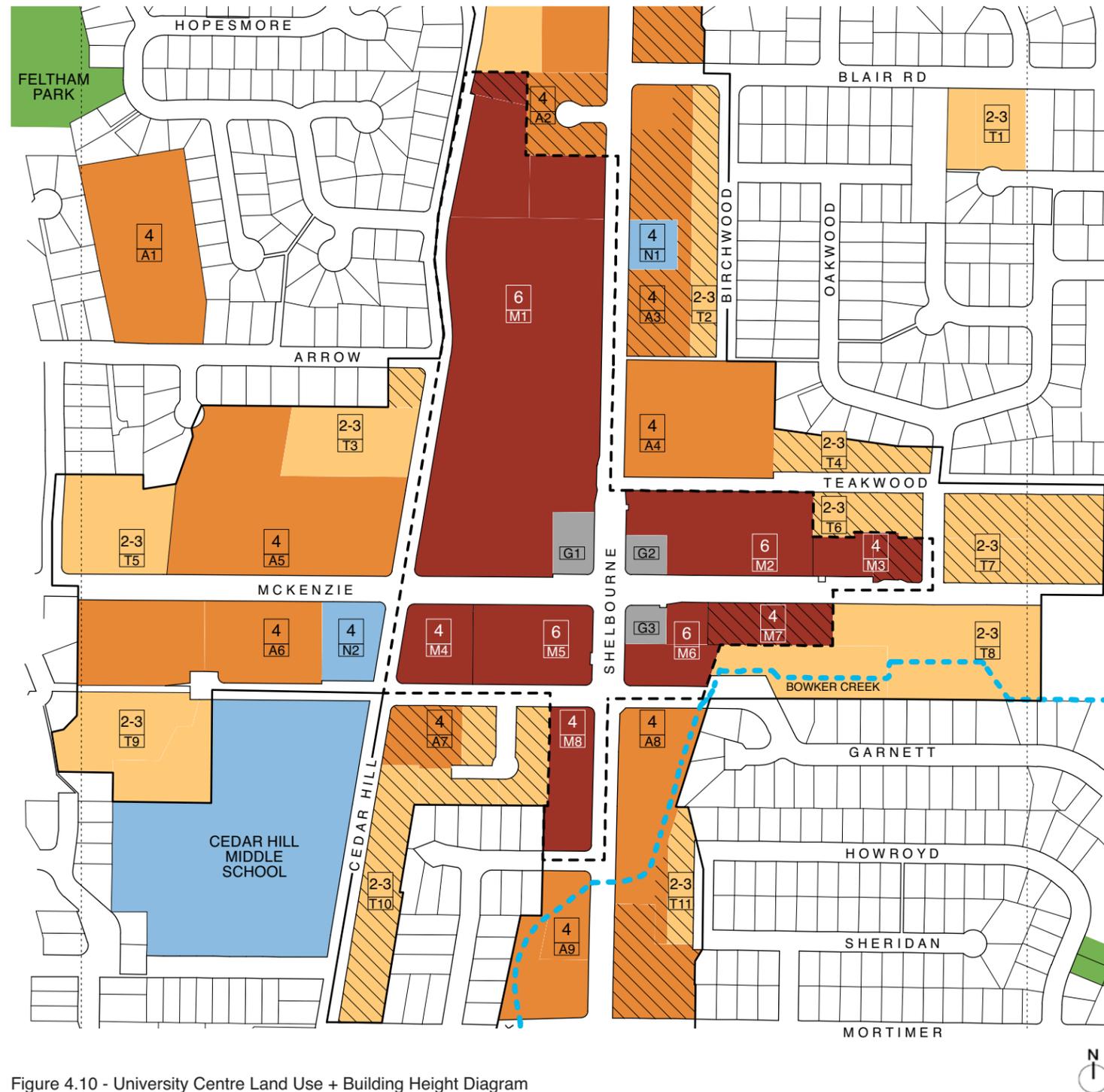
- Identify sites for sustainable energy generating systems for large site redevelopments.
- Incorporate green building strategies into all new developments.

**LAND USE + BUILDING HEIGHT**

- Mixed Commercial / Residential
- Apartment
- Townhouses
- Institutional
- Park
- Seniors' Residential Care Home
- Gas Station/ Future District Energy
- Recommended Land Use Changes
- Shelbourne Valley Development Permit Area
- University Centre Development Permit Area
- Bowker Creek
- Shelbourne Valley Action Plan Study Area

**GROSS LAND AREA**

	Area (m2)		Area (m2)
Mixed Use		Townhouse	
M1	58822	T1	7312
M2	12002	T2	5983
M3	4026	T3	8721
M4	4788	T4	4438
M5	8098	T5	8897
M6	4660	T6	3937
M7	4465	T7	12100
M8	5586	T8	21055
Apartment		T9	12421
A1	16197	T10	16103
A2	4791	T11	2821
A3	12368	Gas Station/ District Energy	
A4	14830	G1	2170
A5	24896	G2	1390
A6	17077	G3	1336
A7	3931	Institutional	
A8	17619	N1	2055
A9	8759	N2	3900



Note: Areas are calculated based on the extent that is shown as coloured. All areas are approximate and subject to verification and field measurement by a qualified BC Land Surveyor; not to be used for legal or zoning purposes.

Figure 4.10 - University Centre Land Use + Building Height Diagram

- x Number in square designates maximum allowable building height in storeys
- xx Number in rectangle keys to land area table

**Urban Design Plan Concept 1: Retention of Shelbourne Street as a Straight Thoroughfare**

Two redevelopment concepts have been explored for the University Centre – the first considers the Shelbourne Street corridor in its current alignment and the second envisions an intentional curvature of the road right-of-way as a means of calming traffic speed, distinguishing the location as a mixed-use centre and highlighting the new built form of the Centre.

The straight concept utilizes the existing alignment of the road and forms development sites that will result in a finer grain of buildings defining the streets. Together with new vehicular and pedestrian routes, the proposed layout divides the existing auto-scaled super-blocks, into more human-scaled walkable ones.

The University Heights mall with its large-format retail store is redeveloped with up to 6 storey mixed-use buildings containing retail shops and services on the ground floor with residential units above. Large format retail uses are accommodated, yet balanced by a variety of smaller shops with small-scaled storefronts. This area should accommodate direct transit service and possibly an interchange as part of a multi-modal approach to transportation for this centre.

A central park and plaza are located along a new internal street network that breaks down the scale of the large sites. The park and plaza spaces are likely to be achieved through statutory right-of-way over private lands, so that the development sites retain their full land area for density calculation purposes. Density bonusing could also be considered as a means to this end.

Similar to the other Centres and Villages along Shelbourne Street, special location-specific, themed signage and decorative elements such as banners and lamp standards, together with a distinct suite of street furnishings will distinguish the new Centre.

- LEGEND
- (A) University Centre Plaza
  - (B) University Centre Park
  - Extent of Future Mixed-use
  - Extent of Future Residential Apartments / Townhouses
  - Bowker Creek Underground
  - ← - - - Walking Distances
  - Future Pedestrian & Cycling Path
  - Extent of example plan

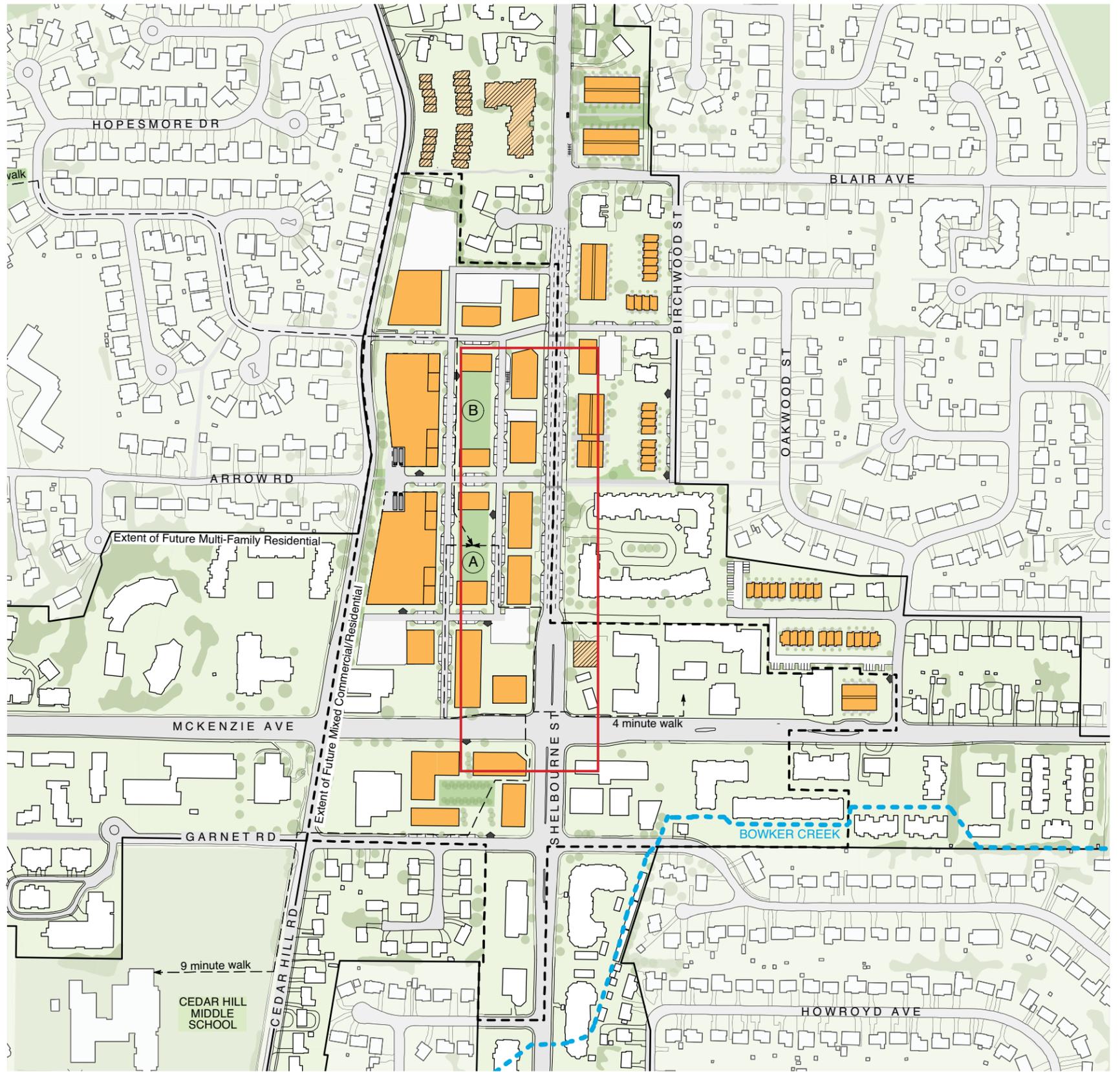


Figure 4.11 - Redevelopment Sites in University Centre - scale 1:4000

Figure 4.12 - **EXAMPLE PLAN**  
How the guidelines could be used in University Centre scale 1:1500

- LEGEND**
- ① Commercial
  - ② Commercial with Residential Above
  - ③ Apartment Building
  - ④ Theatre
  - ⑤ Sidewalks / Pathways
  - ⑥ Crosswalk
  - ⑦ New Laneway
  - ⑧ On-Street Parking
  - ⑨ Surface Parking
  - ⑩ New Building in Development Process
  - ⑪ District Energy Facility + Gas Station
  - ⑫ Bus Stop
  - ⑬ Loading
  - ⑭ Street Trees
  - ⑮ University Centre Plaza
  - ⑯ University Centre Park
- Redevelopment
  - Existing Buildings
  - ▲ Underground Parking Entrance

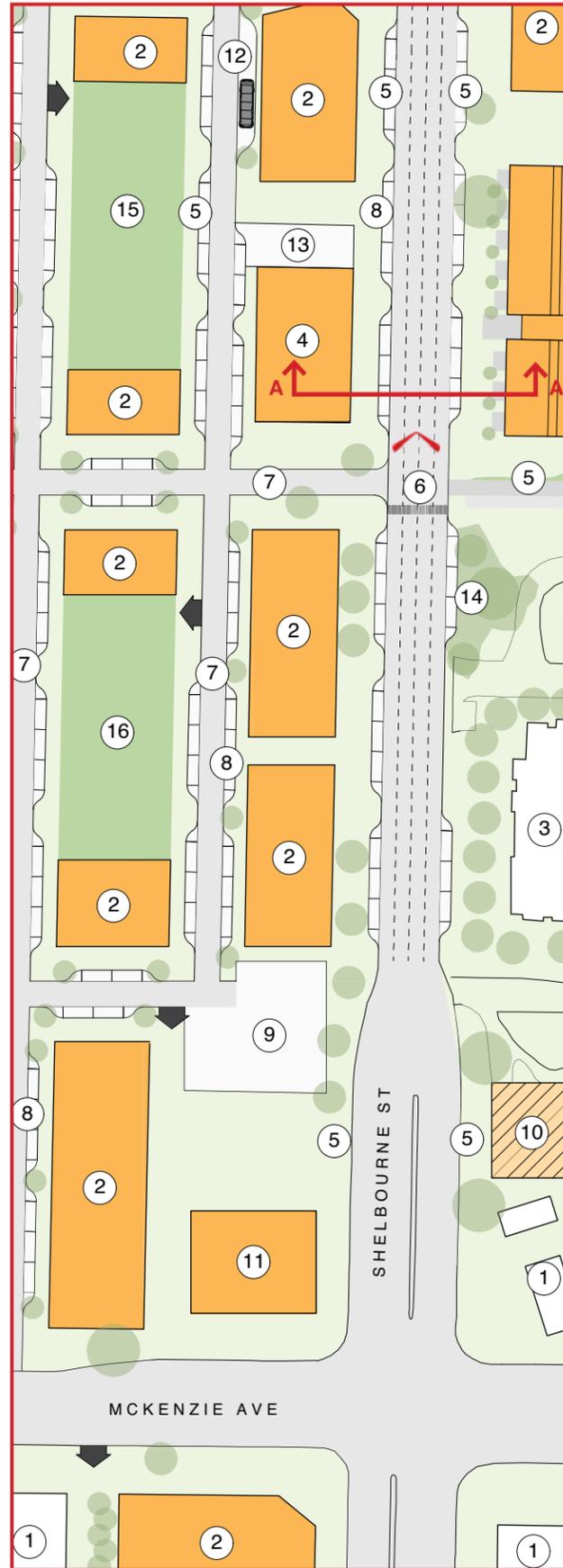
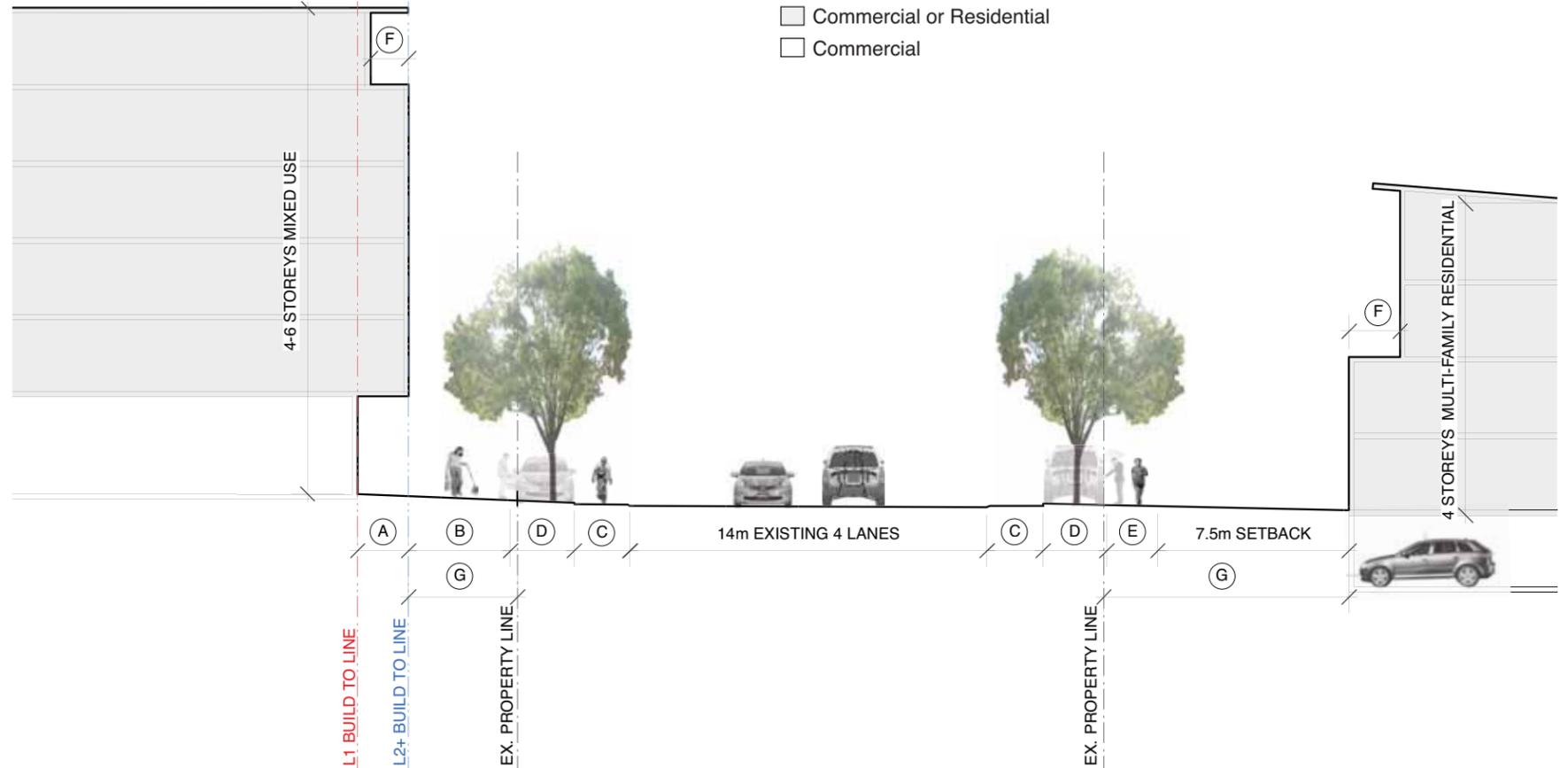


Figure 4.13 - **SECTION A-A**

**LEGEND**

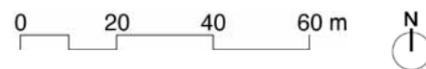
- Ⓐ Covered Pedestrian Zone
  - Ⓑ Sidewalk (4-5m)
  - Ⓒ Raised cycle track (2.2m) separated by landscaping if space allows
  - Ⓓ Street Trees, Rain Gardens, Parallel Parking (1.5-2.5m)
  - Ⓔ Sidewalk (2m)
  - Ⓕ Upper Floor Setback
  - Ⓖ Areas outside of right-of-way boundaries will be acquired through statutory right-of-way, property dedication, covenant or other legal mechanism to accommodate sidewalks, bicycle paths, rain gardens, etc.
- Commercial or Residential
  - Commercial



Existing View North



Figure 4.14 - Sketch of Future View North



**Urban Design Plan Concept 2: Development with Curves on Shelbourne Street**

The curved concept envisions a realignment of a portion of the Shelbourne Street Corridor to create a curve at the mid-point of University Centre. It is recognized that the curved concept could only be achieved through comprehensive redevelopment of major sites within the Centre requiring agreement and cooperation among various landowners and stakeholders as well as the District of Saanich. Nevertheless, the idea merits consideration as a means of dramatically changing the character of this segment of the Shelbourne Street Corridor and would contribute to the positive transformation of University Centre.

Buildings located along the new curved section of the street will become the focus of the view for visitors arriving from the north and south. In this concept, the lands on the eastern side of the new curved segment are proposed as parkland, serving as a balance to the form and scale of development within the Centre.

As with Concept 1, redevelopment introduces a finer grain of built form to provide pedestrian scaled and better circulation to and within the Centre.

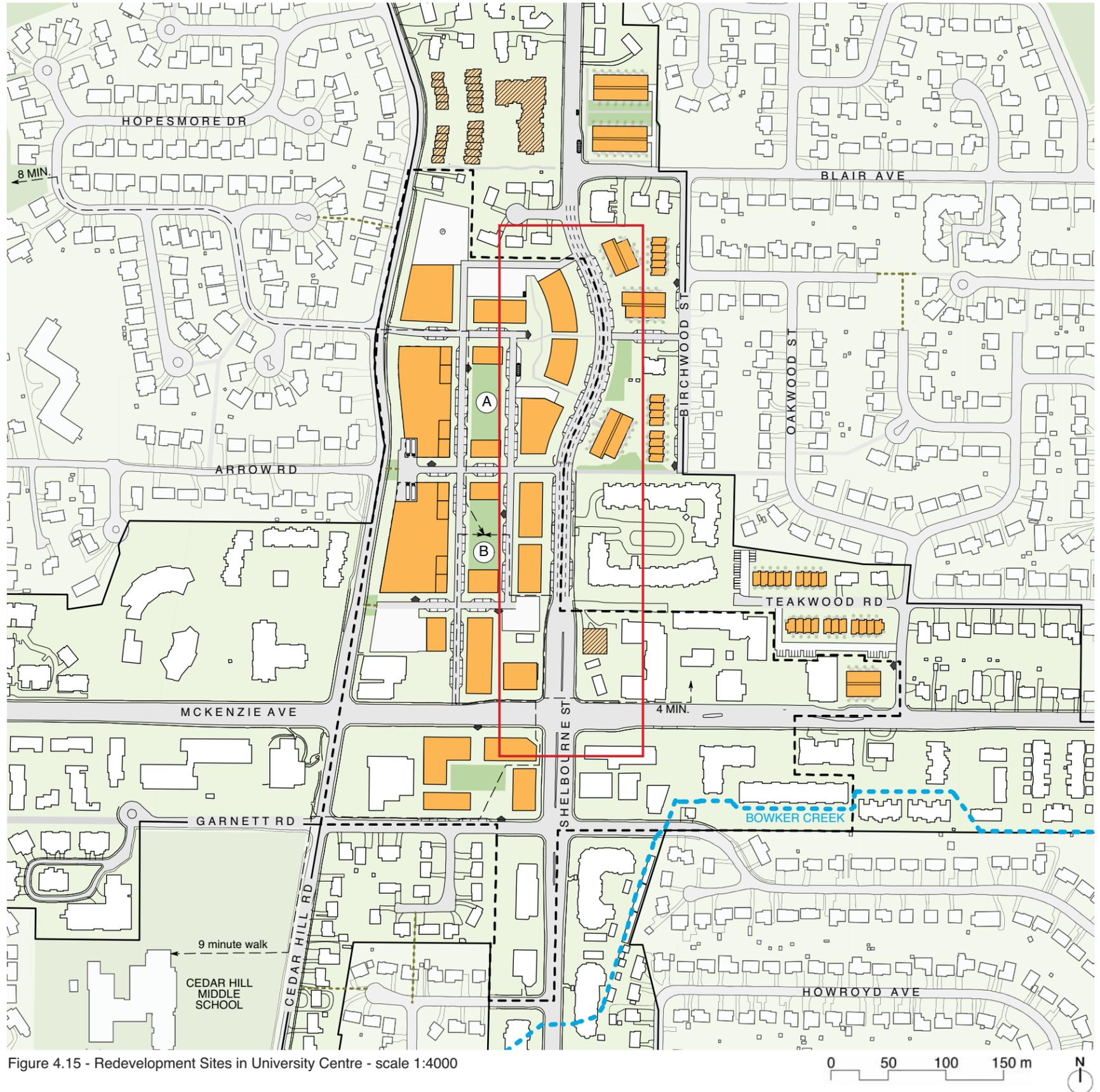


Figure 4.15 - Redevelopment Sites in University Centre - scale 1:4000

Figure 4.16 - **EXAMPLE PLAN**  
How the guidelines could be used  
in University Centre  
scale 1:1500

LEGEND

- ① Commercial
  - ② Commercial with Residential Above
  - ③ Apartment Building
  - ④ Theatre
  - ⑤ Sidewalks / Pathways
  - ⑥ Crosswalk
  - ⑦ New Laneway
  - ⑧ On-Street Parking
  - ⑨ Surface Parking
  - ⑩ New Building in Development Process
  - ⑪ District Energy Facility + Gas Station
  - ⑫ Bus Stop
  - ⑬ Loading
  - ⑭ Street Trees
  - ⑮ Single Family Residential
- Redevelopment
  - Existing Buildings
  - ▲ Underground Parking Entrance



Figure 4.17 - Potential Massing of New Building Developments in University Centre



**CEDAR HILL CENTRE / SHELBOURNE VILLAGE**



Figure 4.18 - Cedar Hill Centre/ Shelbourne Village Key Plan (not to scale)

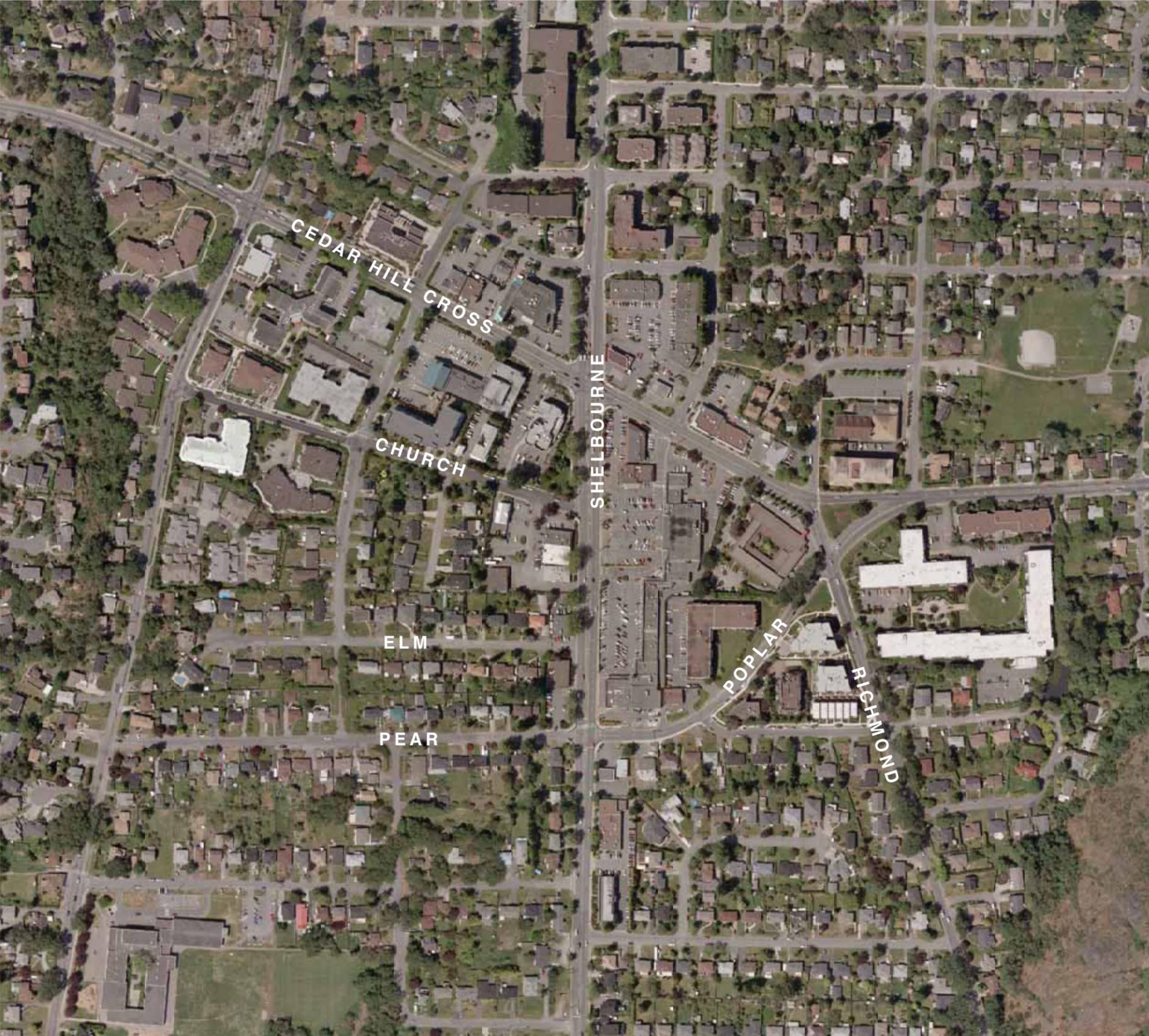
**CHALLENGES AND OPPORTUNITIES:  
Cedar Hill Centre Today**

Cedar Hill Centre is roughly located in the centre of the Shelbourne Valley study area, focused around the intersection of Shelbourne Street and Cedar Hill Cross Road. Here the natural topography of the area best reflects its valley formation, with Mount Tolmie to the east, the Doncaster Heights ridge to the west and views of Mount Douglas to the north. The topography lends a sense of destination to the valley floor, which is the location of the major shopping and service-businesses of Cedar Hill Centre.

This Centre is characterized by separate strip-commercial developments, with medium-density residential apartment building and townhouse development in the surrounding blocks. The local population uses the shops and services of Cedar Hill Centre as their primary neighbourhood shopping destination and stakeholders noted that their vision for Cedar Hill Centre is best described as “Shelbourne Village” – the “main street” of the Shelbourne Valley serving the commercial, service and cultural needs of the local community. There is development potential under existing zoning to consider additional commercial and mixed-use infill or even extensive redevelopment in this Centre to bring added density to the area and introduce a public square and new amenities such as a community centre and community gardens.



Site Photographs



Outlined Area from 2009 Courtesy of the District of Saanich - approximate scale 1:4000



Precedent Photos

**A VISION OF SHELBOURNE VILLAGE:**  
Cedar Hill Centre Tomorrow

Cedar Hill Centre is transformed into “Shelbourne Village” – creating a pedestrian-scaled “main street” destination in the Shelbourne Valley. The Shelbourne Village is characterized as the heart of the community, serving as the principle shopping, service and cultural centre for the residents of the neighbourhood. High quality food and food services are at the core of the daily shopping destination, including cafes, restaurants, specialty shops and grocery stores.

Additional residential development achieved through mixed-use redevelopment and revitalization of the existing commercial sites brings new use and activity to the area. The Shelbourne Village is focused around a new community plaza that could, among other things, host a weekend farmer’s market, arts and cultural festivals and social activities. Daily use of the plaza is supported by access to the surrounding commercial and outdoor seating areas. The plaza also serves to introduce new green space into the Village including surface storm-water bio-filtration rain gardens to support the ecological function of the watershed. The viability of partial daylighting of Bowker Creek should also be investigated here.

New community uses are envisioned including a community centre and community gardens, offering local residents places for cultural exploration and education. Building forms are designed to preserve view corridors to Mount Tolmie and to Doncaster Heights to emphasize the Valley’s unique topography and to showcase the natural features of the area.



Figure 4.19 - Potential Massing of New Building Developments in the Shelbourne Village

LEGEND

- |                                     |  |
|-------------------------------------|--|
| ① Gore-Peace Memorial Park          | ⑩ Residential (Richmond Gate)            |
| ② Mount Tolmie Hospital             | ⑪ Commercial                             |
| ③ Jewish Community Centre           | ⑫ Community Centre                       |
| ④ Commercial with Residential Above | ⑬ St. Aidans Church                      |
| ⑤ Shelbourne Village Plaza          | ⑭ District Energy Facility + Gas Station |
| ⑥ Shelbourne Village Park           | ⑮ Future Park                            |
| ⑦ Residential (apartment building)  | ⑯ University Centre                      |
| ⑧ Residential (townhouse)           | ■ Redevelopment                          |
| ⑨ Residential (seniors housing)     | □ Existing Buildings                     |

**LAND USE AND URBAN DESIGN GUIDELINES**



(A)

(B)

(C)

(D)

**USE (A)**

- Concentrate mixed-use development with street-front commercial space and office and residential uses above.
- Limit retail floor-plate size to encourage a finer grain of development and built form.
- Disallow drive-through food or service businesses to reduce pedestrian/vehicle conflicts.
- Support residential apartment building and townhouse development.
- Encourage secondary suites in the surrounding single family houses, as permitted in the Zoning Bylaw.

**HEIGHT**

- Maximum height (mixed-use): 6 storeys
- Maximum height (residential apartment buildings): 4 storeys

**BUILT FORM (B)**

- Encourage buildings to create a pedestrian-scaled street-wall and help define the edges of the street.
- Setbacks for mixed-use buildings in the range of 5m to 7m from the new edge of public right-of-way (measured from edge of sidewalk)
- Setbacks for apartment buildings in the range of 7.5m from the new edge of public right-of-way (measured from edge of sidewalk)

**PARKING**

- Encourage the provision of underground parking where feasible and provide access from side streets to reduce interruptions to the sidewalk on Shelbourne Street.
- Locate screened surface parking lots behind buildings and use best practices in storm-water management.
- Increased capacity and user convenience could be achieved by parallel on-street parking beside 4 travel lanes from Cedar Hill Cross Road to Pear Street.

**PUBLIC AMENITIES (C)**

- Develop a new community centre to host public programming in the form of meeting spaces, seniors' and youth services, arts and education.
- Introduce community gardens and consider opportunities to locate community gardens on underutilized public lands or properties that have intrinsic natural features/existing landscapes.
- Preserve existing natural features or remnant landscapes through the creation of public parkland or covenanted green space.
- Create a central plaza to provide a significant community-gathering place and focal point for the Centre and allow commercial uses to spill out onto the plaza or square.
- Pursue opportunities to daylight portions of Bowker Creek through redevelopment.

**PUBLIC REALM (D)**

- Improve walkability along Cedar Hill Cross Road through the addition of benches and shelters to serve as places to pause along the steeply sloped portions of the hill.
- Build pedestrian linkages to adjacent neighbourhoods with mid-block pathways.

**TRANSIT**

- Support enhanced transit use through the creation of feature bus shelters that provide safe and accessible weather protection for transit users and that are connected to the surrounding public realm.
- Encourage integration of transit stops with surrounding land use and buildings.

**SUSTAINABLE ENERGY + GREEN BUILDINGS**

- Encourage the consideration of sustainable energy systems for large site redevelopments.
- Incorporate green building strategies into all new developments.

**VIEWS**

- Maintain opportunities for views to Mount Tolmie and Cedar Hill ridge/ Doncaster Heights.

**LAND USE + BUILDING HEIGHT**

- Mixed Commercial / Residential
- Apartment
- Townhouses
- Institutional
- Park
- Seniors' Residential Care Home
- Gas Station/ Future District Energy
- Recommended Land Use Changes
- Shelbourne Valley Development Permit Area
- Shelbourne Village Development Permit Area
- Bowker Creek
- Shelbourne Valley Action Plan Study Area
- H Heritage Site

**GROSS LAND AREA**

	Area (m2)		Area (m2)
Mixed Use		Townhouse	
M1	3163	T1	2561
M2	938	T2	5931
M3	8222	T3	3657
M4	11127	T4	2239
M5	4357	T5	2534
M6	7523	T6	2083
M7	4402	T7	13069
M8	21289	T8	5345
M9	2572	T9	4218
M10	3937	T10	4125
M11	1483	T11	5579
M12	1139	T12	5821
M13	2831	T13	6384
M14	3976	T14	8430
Apartment		Institutional	
A1	5803	N1	10781
A2	10916	N2	9781
A3	14743	N3	4353
A4	6827	N4	1099
A5	3249	N5	5965
A6	5412	N6	2959
A7	3694		
A8	5017		
A9	11305	Gas Station/ District Energy	
A10	2982	G1	1171
A11	9315	G2	2386
A12	7883		
A13	6462		
A14	29376		
A15	4462		
A16	2831		

Note: Areas are calculated based on the extent that is shown as coloured. All areas are approximate and subject to verification and field measurement by a qualified BC Land Surveyor; not to be used for legal or zoning purposes.

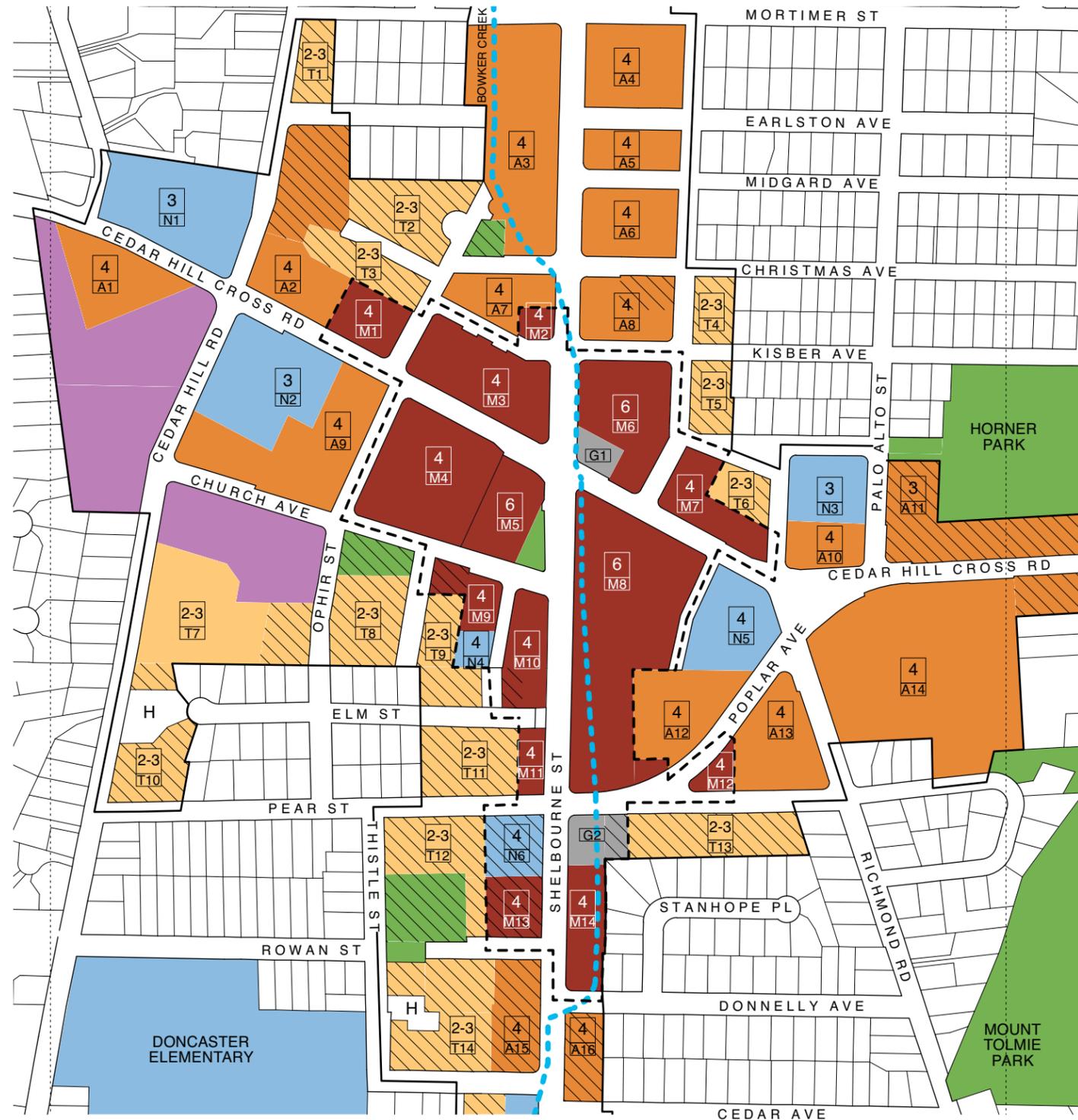


Figure 4.20 - Cedar Hill Centre / Shelbourne Village Land Use + Building Height Diagram

- x Number in square designates maximum allowable building height in storeys
- xx Number in rectangle keys to land area table

**REDEVELOPMENT CONCEPT 1: Retention of Shelbourne Street as a Straight Thoroughfare**

Similar to that of the University Centre area, the Shelbourne Village portion of the street can be imagined in two ways. One is along the current linear alignment where the redevelopment of Shelbourne Plaza with mixed-use development and new buildings would define the street edge.

A central plaza would provide a focus for Shelbourne Village, for community gathering, and both casual and active, programmed uses such as weekend farmer’s markets, performances and seasonal celebrations. There may be an opportunity to daylight a portion of Bowker Creek in this location – or to reflect the historic location of the watercourse in the design of the public realm with elements such as rain gardens and active storm-water management features. The celebration of Saanich’s natural environment could be embraced as a distinguishing characteristic of the Shelbourne Valley. Public amenities within Shelbourne Village could be achieved through statutory rights-of-way and density bonus arrangements with private landowners. Consideration of density bonusing should be discussed with Saanich staff.

**LEGEND**

- (A) Shelbourne Village Plaza and Park
- (B) Gore-Peace Memorial Park
- (C) Future Park
- (D) Future Community Gardens
- (E) Rowan Park (expanded)
  
- Extent of Future Mixed-Use
- Extent of Future Residential Apartments / Townhouses
- Bowker Creek Underground
- Walking Distances
- Future Pedestrian & Cycling Path
- Extent of example plan

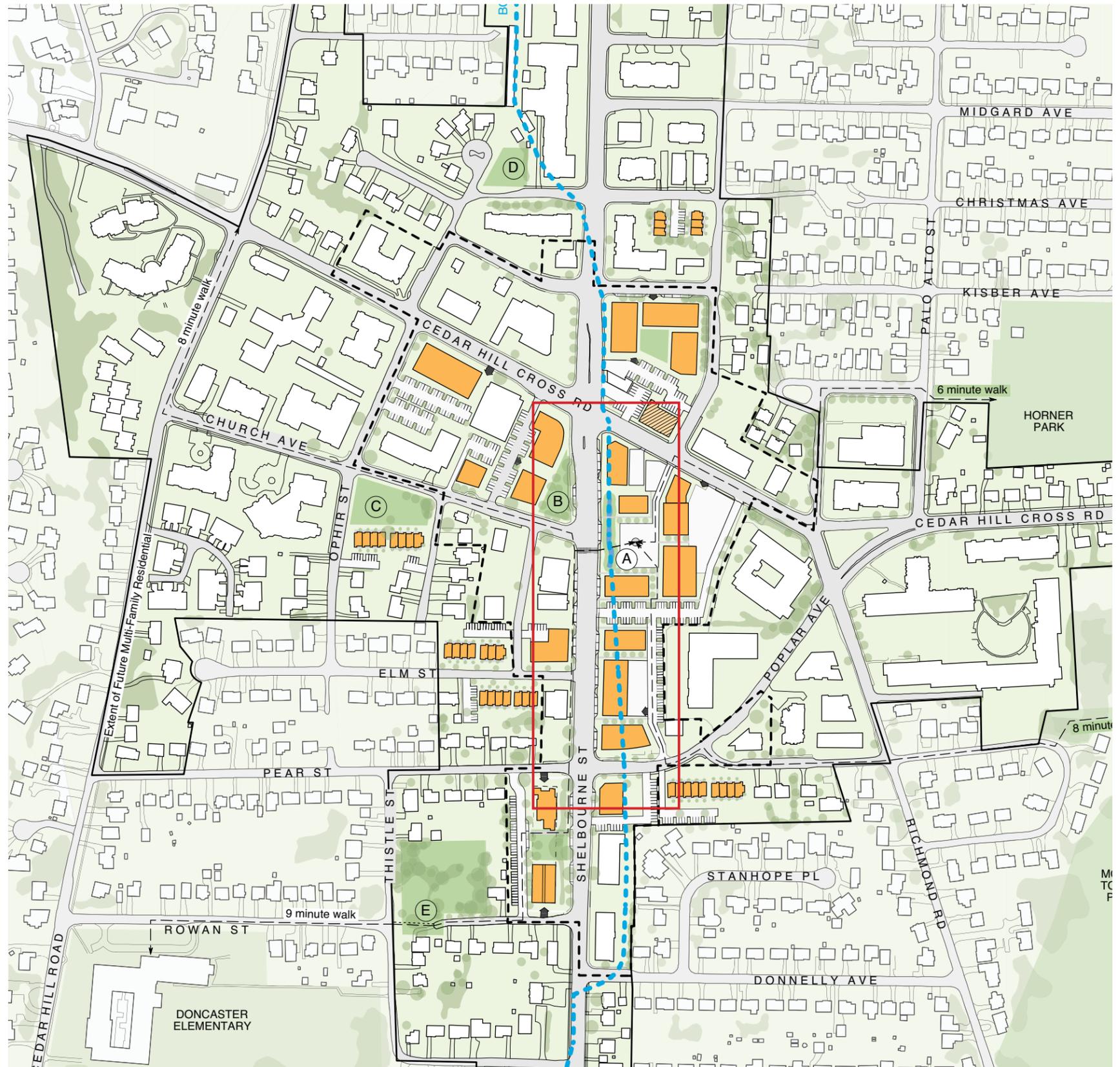


Figure 4.21 - Redevelopment Sites in Shelbourne Village - scale 1:4000

Figure 4.22 - **EXAMPLE PLAN**  
How the guidelines could be used  
in Shelbourne Village  
scale 1:1500

LEGEND

- ① Existing Commercial
- ② Gore-Peace Memorial Park
- ③ Enlarged Pedestrian Areas
- ④ Commercial with Residential Above
- ⑤ Shelbourne Village Plaza
- ⑥ Shelbourne Village Park
- ⑦ Pedestrian Sidewalks / Pathways
- ⑧ Crosswalk with Refuge
- ⑨ New Laneway
- ⑩ Parking
- ⑪ Surface Parking
- ⑫ New Building in Development Process
- ⑬ District Energy Facility + Gas Station
- ⑭ Community Centre

V1 = View to Doncaster Heights  
V2 = View to Doncaster Heights  
V3 = View to Mount Tolmie

- Redevelopment
- Existing Buildings
- ▣ Underground Parking Entrance

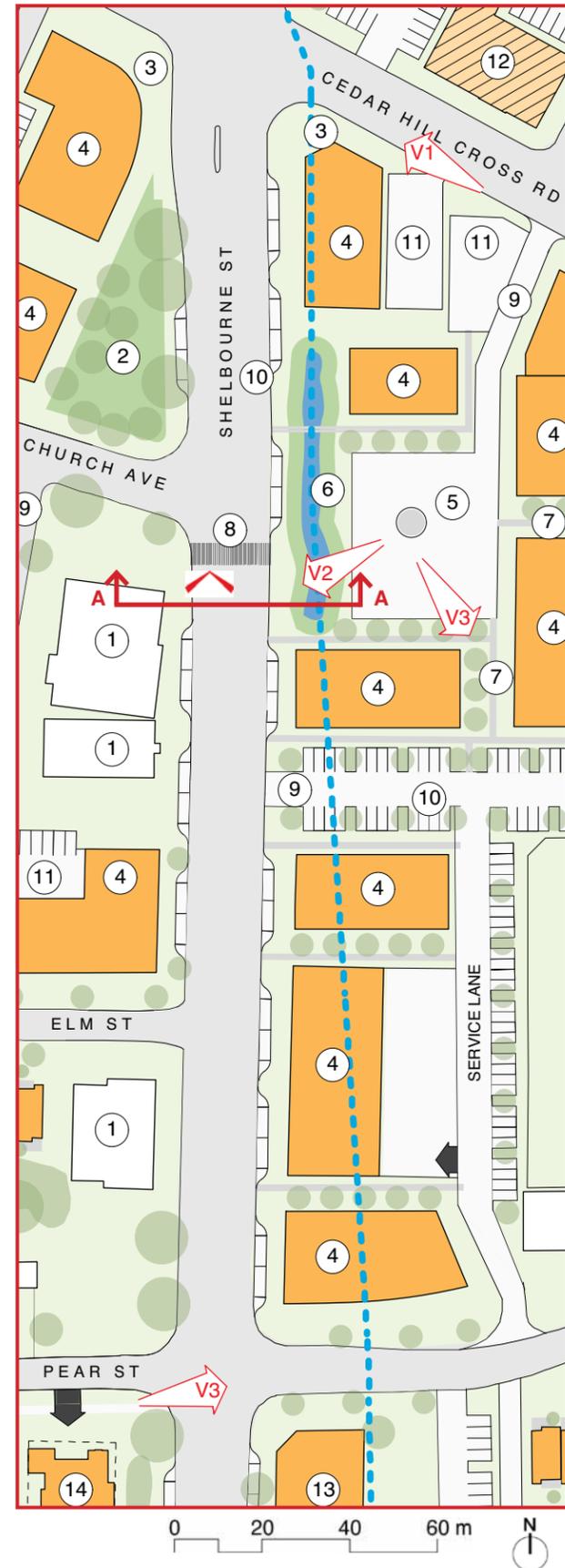
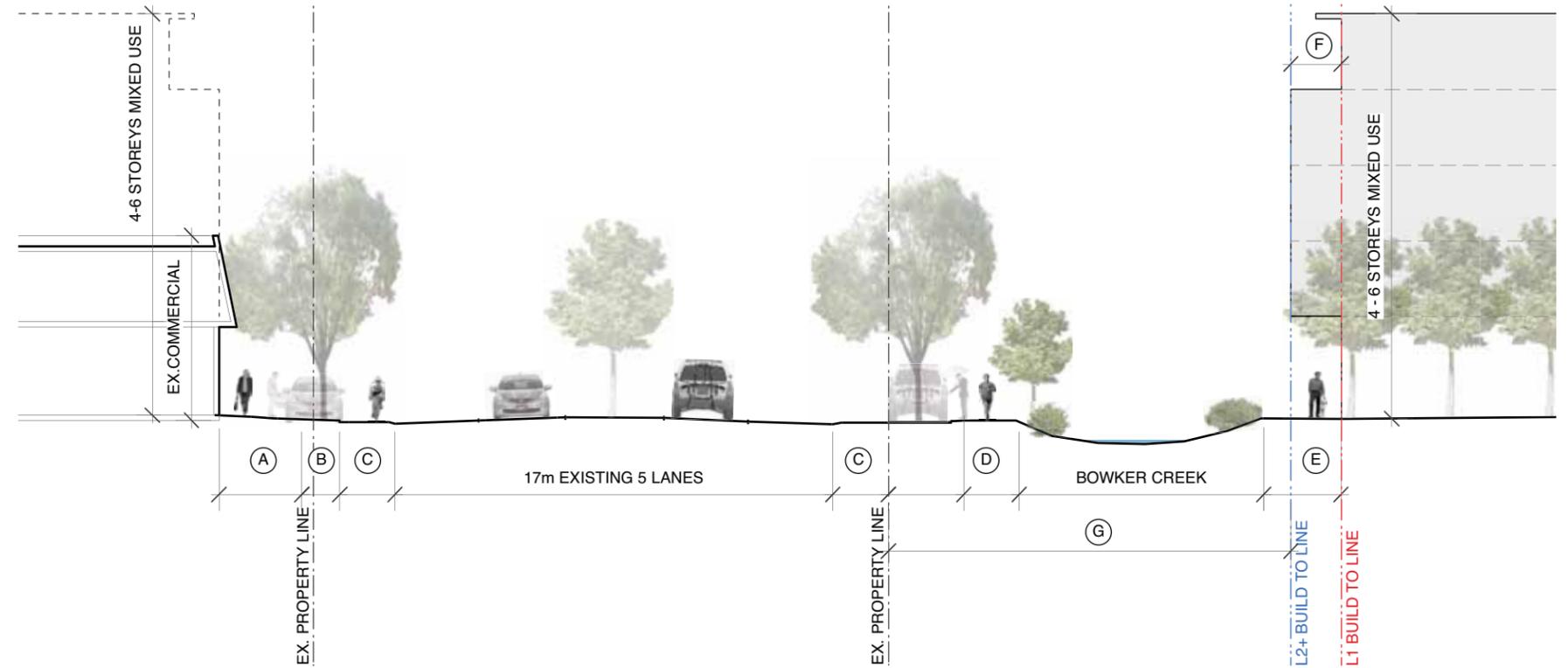


Figure 4.23 - **SECTION A-A**

LEGEND

- Ⓐ Sidewalk (2m minimum)
- Ⓑ Street Trees, Rain Gardens, Parallel Parking (1.5-2.5m)
- Ⓒ Raised cycle track (2.2m) separated by landscaping if space allows
- Ⓓ Sidewalk (4-5m)
- Ⓔ Covered Pedestrian Zone
- Ⓕ Upper Floor Setback

- Ⓖ Areas outside of right-of-way boundaries will be acquired through statutory right-of-way, property dedication, covenant or other legal mechanism to accommodate sidewalks, bicycle paths, rain gardens, etc.
- Commercial or Residential
- Commercial



Existing View North



Figure 4.24 - Sketch of Future View North

**REDEVELOPMENT CONCEPT 2: Development with Curves on Shelbourne Street**

The curved concept introduces a new alignment for Shelbourne Street at a key location at the centre of the new Shelbourne Village. In addition to the features of the Concept 1, the realigned Shelbourne Street is moved toward the east. This would expand the area of Gore-Peace Memorial Park on the west side and would possibly allow the daylighting of a portion of Bowker Creek. The exposed creek, or if that is not possible, its memorial could be a community landmark and celebrate Saanich's natural and semi-rural history. Across the street, a new central plaza could be located as a public focus and landmark for the Shelbourne Village.

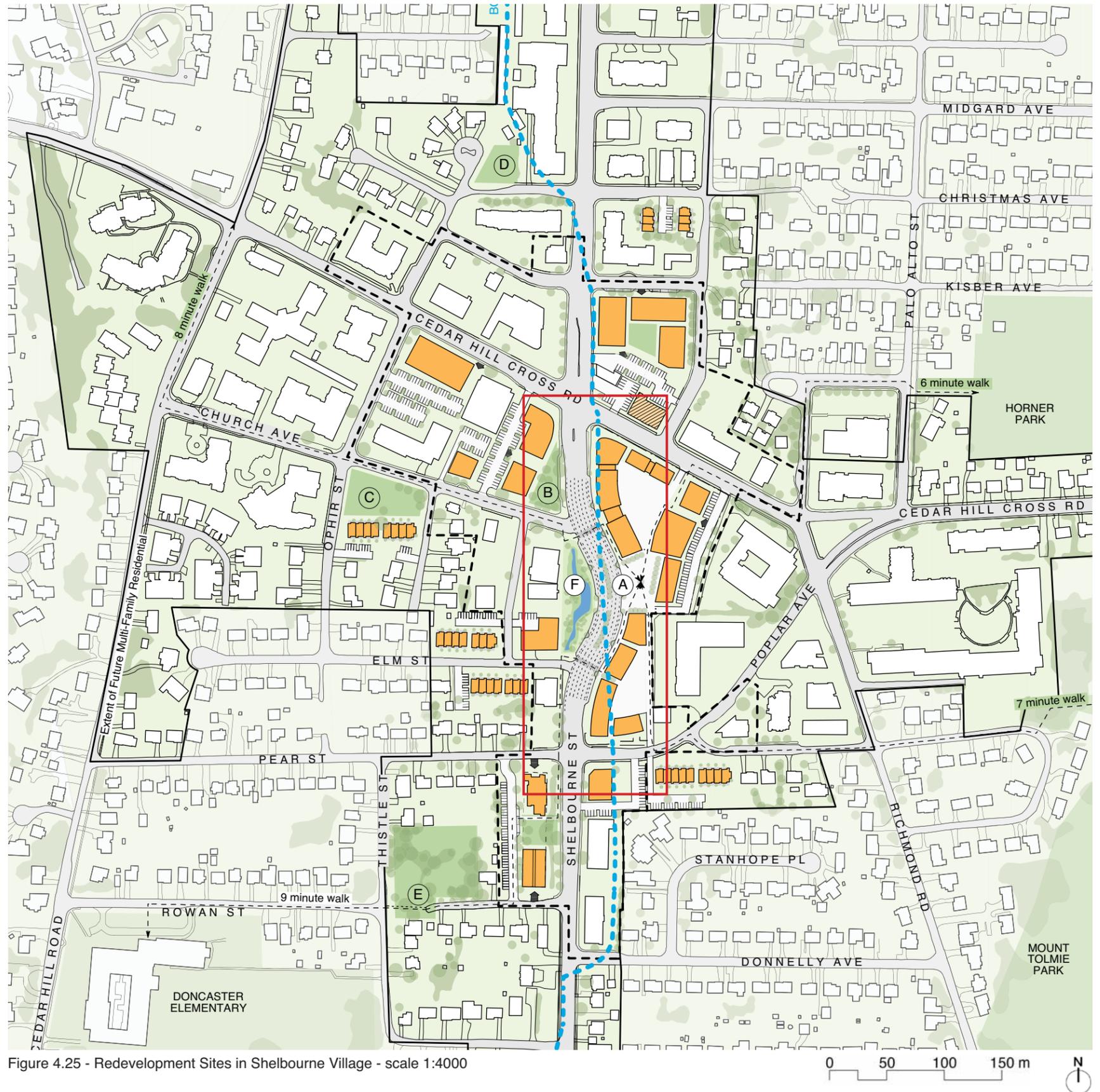


Figure 4.25 - Redevelopment Sites in Shelbourne Village - scale 1:4000

Figure 4.26 - **EXAMPLE PLAN**  
How the guidelines could be used  
in Shelbourne Village  
scale 1:1500

**LEGEND**

- ① Existing Commercial
- ② Gore-Peace Memorial Park
- ③ Enlarged Pedestrian Areas
- ④ Commercial with Residential Above
- ⑤ Shelbourne Village Plaza
- ⑥ Shelbourne Village Park
- ⑦ Pedestrian Sidewalks / Pathways
- ⑧ Crosswalk with Refuge
- ⑨ New Laneway
- ⑩ On-Street Parking
- ⑪ Surface Parking
- ⑫ New Building in Development Process
- ⑬ District Energy Facility + Gas Station
- ⑭ Community Centre

V1 = View to Doncaster Heights  
V2 = View to Doncaster Heights  
V3 = View to Mount Tolmie

- Redevelopment
- Existing Buildings
- ⬇ Underground Parking Entrance



Figure 4.27 - Potential Massing of New Building Developments in Shelbourne Village



HILLSIDE CENTRE



Figure 4.28 - Hillside Centre Key Plan (not to scale)



Site Photographs

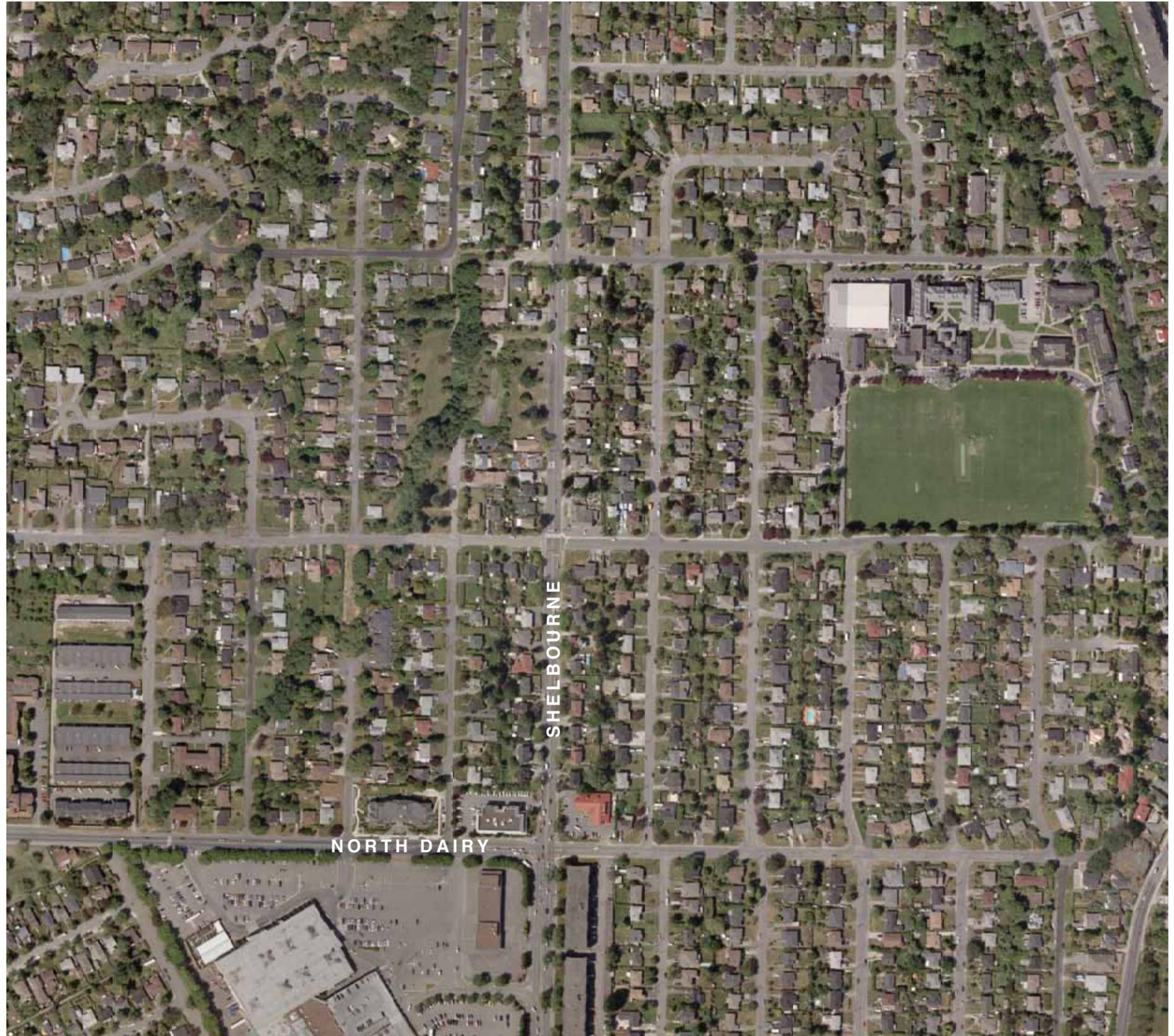
**CHALLENGES AND OPPORTUNITIES:  
Hillside Centre Today**

Hillside Centre is located at the south end of the study area. While the Hillside Mall is located in the City of Victoria and therefore outside the study area, its draw as a major, regional shopping centre strongly influences the portion of the Shelbourne Street Corridor near North Dairy Road. During the Shelbourne Valley Vision Survey, respondents noted that Hillside Mall was the most visited destination within the study area.

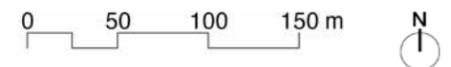
There is a small amount of commercial and some residential apartment and townhouse uses at and near the corner of North Dairy Road, forming an additional centre of development distinct from Hillside Mall.

This portion of the study area is composed of older single family lots along with some new apartment and townhouse residential infill within the surrounding blocks.

A daylighted portion of Bowker Creek and the revitalized Browning Park are major community features of the Hillside Centre area, with the Bowker Creek Greenway providing an off-street connection between North Dairy and Browning Park.



Outlined Area from 2009 Courtesy of the District of Saanich - approximate scale 1:4000





Precedent Photos

**A VISION OF RESIDENTIAL INFILL:  
Hillside Centre Tomorrow**

The Hillside Mall site is envisioned to be redeveloped with a mix of retail, commercial and residential uses and will serve as the anchor to the major centre spanning the boundaries of the City of Victoria and the District of Saanich.

Hillside Centre offers a great opportunity to develop as a gateway into the Shelbourne Valley, particularly for pedestrians and cyclists using the Bowker Creek Greenway. The development of landmark buildings or public realm elements could further mark the gateway to the Shelbourne Valley.

Lands within the Shelbourne Valley study area will be developed as a mixed-density residential neighbourhood, with limited neighbourhood-serving commercial sites. The opportunity exists to showcase best practices in sensitive residential infill to provide housing choice and diversity in support of Hillside Centre's core uses. Low- to medium-density apartment building and townhouse infill is proposed to be located along the Shelbourne Street Corridor.

New building forms will create a continuous streetscape along Shelbourne Street. Redevelopment through consolidation will reduce the number of driveway cuts along the street, to avoid interruption of sidewalks and cycle paths while encouraging new access points to be located off of side streets via a single driveway. Redevelopment will also present opportunities to widen the road right-of-way, particularly between North Dairy Road and Cedar Hill Cross Road, to create additional pedestrian, cyclist and landscape space.

Limited mixed-use development at key intersections could support the provision of neighbourhood-serving retail and commercial uses.



Figure 4.29 - Potential Massing of New Building Developments in the Hillside Area

LEGEND

- ① McRae's Pub
- ② Shelbourne Village
- ③ Hillside Shopping Centre
- ④ Commercial with Residential Above
- ⑤ Residential (apartment building)
- ⑥ Residential with Neighbourhood Corner Store
- ⑦ Residential (townhouse)
- ⑧ Commercial
- ⑨ Browning Park Expansion
- ⑩ Bowker Creek
- ⑪ Wetherby Park
- Redevelopment
- Existing Buildings

LAND USE AND URBAN DESIGN GUIDELINES



(A)



(B)



(C)



(D)



(E)

USE (A)

- Support residential apartment building and townhouse development.
- Encourage secondary suites in the surrounding single family houses, as permitted in the Zoning Bylaw.
- Encourage limited mixed-use development to include ground floor commercial space with residential uses above at key sites/intersections.

HEIGHT

- Maximum height (residential apartment buildings): 4 storeys

BUILT FORM (B)

- Encourage buildings to create a pedestrian-scaled and defined street edge.
- Support setbacks for apartment buildings in the range of 7.5m from the new edge of public right-of-way (measured from edge of sidewalk)
- Support setbacks for mixed-use buildings in the range of 5m to 7m from the new edge of public right-of-way (measured from edge of sidewalk)
- Ease the transition from the Centre to the surrounding neighbourhood through the development of apartment buildings and townhouses.

PARKING

- Encourage the provision of underground parking where feasible and provide access from side streets to reduce interruptions to the sidewalk on Shelbourne Street. (C)
- Locate screened surface parking lots behind buildings and use best practices in storm-water management.
- Allow parallel on-street parking beside 4 lane travel from Knight Avenue to McRae Avenue to provide additional capacity for users of Browning Park. (D)

PUBLIC AMENITIES (E)

- Encourage the preservation of existing natural features or remnant landscapes through the creation of public parkland or covenanted green space.
- Pursue opportunities to daylight portions of Bowker Creek through redevelopment only if physically possible and benefits justify the costs.

PUBLIC REALM

- Encourage the provision of pedestrian connections to the Hillside Centre shopping mall site.

TRANSIT

- Support enhanced transit use through feature bus stops that provide accessible safe and weather protected shelters for transit users that are connected to amenities.
- Encourage integration transit stops with surrounding land use and buildings.

**LAND USE + BUILDING HEIGHT**

- Mixed Commercial / Residential
- Apartment
- Townhouses
- Institutional
- Park
- Seniors' Residential Care Home
- Gas Station/ Future District Energy
- Recommended Land Use Changes
- Shelbourne Valley Development Permit Area
- Hillside Centre Development Permit Area
- Bowker Creek
- Shelbourne Valley Action Plan Study Area

**GROSS LAND AREA**

	Area (m2)		Area (m2)
Mixed Use		Townhouse	
M1	1854	T1	4013
M2	1237	T2	4421
M3	3012	T3	2786
M4	1782	T4	2141
Apartment		T5	7152
A1	3782	T6	2192
A2	2228	T7	5885
A3	5579	T8	20458
A4	6715	T9	2716
A5	3050	T10	7110
A6	1851	T11	13737
A7	8450	T12	4863
A8	2415	T13	5939
A9	8939		
A10	8898	Institutional	
A11	5867	N1	3225
A12	2883	N2	3523
A13	2884		
A14	2868		

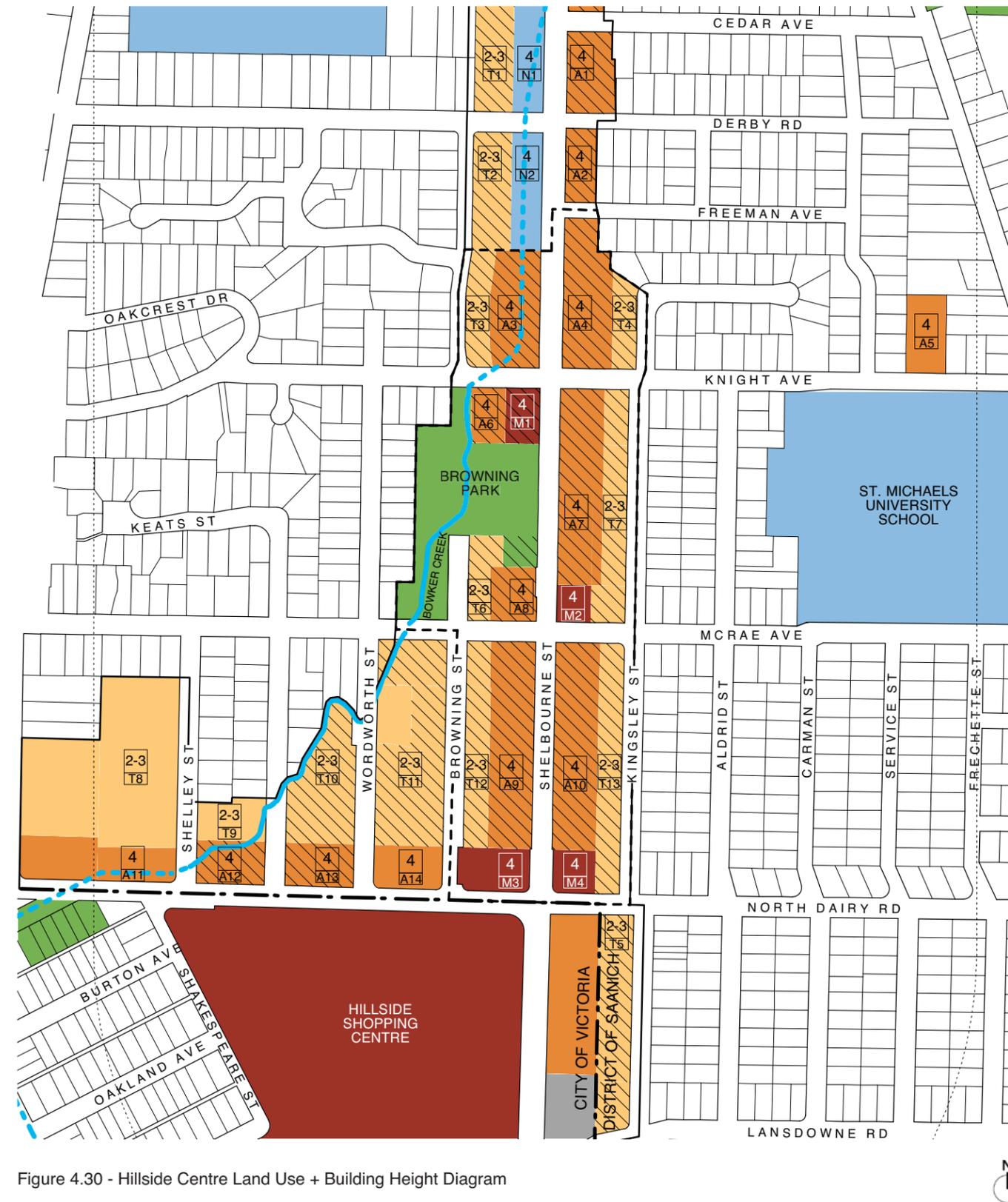


Figure 4.30 - Hillside Centre Land Use + Building Height Diagram

Note: Areas are calculated based on the extent that is shown as coloured. All areas are approximate and subject to verification and field measurement by a qualified BC Land Surveyor; not to be used for legal or zoning purposes.

- x Number in square designates maximum allowable building height in storeys
- xx Number in rectangle keys to land area table

**REDEVELOPMENT CONCEPT 1: Retention of Shelbourne Street as a Straight Thoroughfare**

Two redevelopment concepts for the Hillside Centre are considered – the first using the existing straight alignment of the road and the second introducing a third location where curvature of the Shelbourne Street right-of-way could be accommodated.

The straight thoroughfare concept envisions the creation of a ‘green’ gateway for the Shelbourne Valley within the Hillside Centre at North Dairy Road. This could be achieved by expanding Browning Park located on the east side of the street. The new parkland serves to frame the street with green spaces that demark a transition from the more urbanized Hillside Mall area to the south to the ‘high street’ character of Saanich’s portion of Shelbourne Street running north up the Valley.

Special, location-specific street works and furnishings for the Shelbourne Valley are introduced at Hillside Centre to mark the transition into the Shelbourne Valley. As the southern gateway into the Shelbourne Valley, new signage, together with a distinct suite of street furnishings, will clearly demark the civic boundary of the Valley and welcome arriving drivers, cyclists and pedestrians.

The consolidation of lots on Shelbourne with those fronting parallel residential streets is encouraged to introduce new density and defining built form to the Shelbourne street-edge, while decreasing the number of driveway crossings interrupting pedestrian and cyclist flows. A built form that transitions from apartment buildings to townhouses and finally single family homes helps buffer the surrounding neighbourhood from the denser Centre.

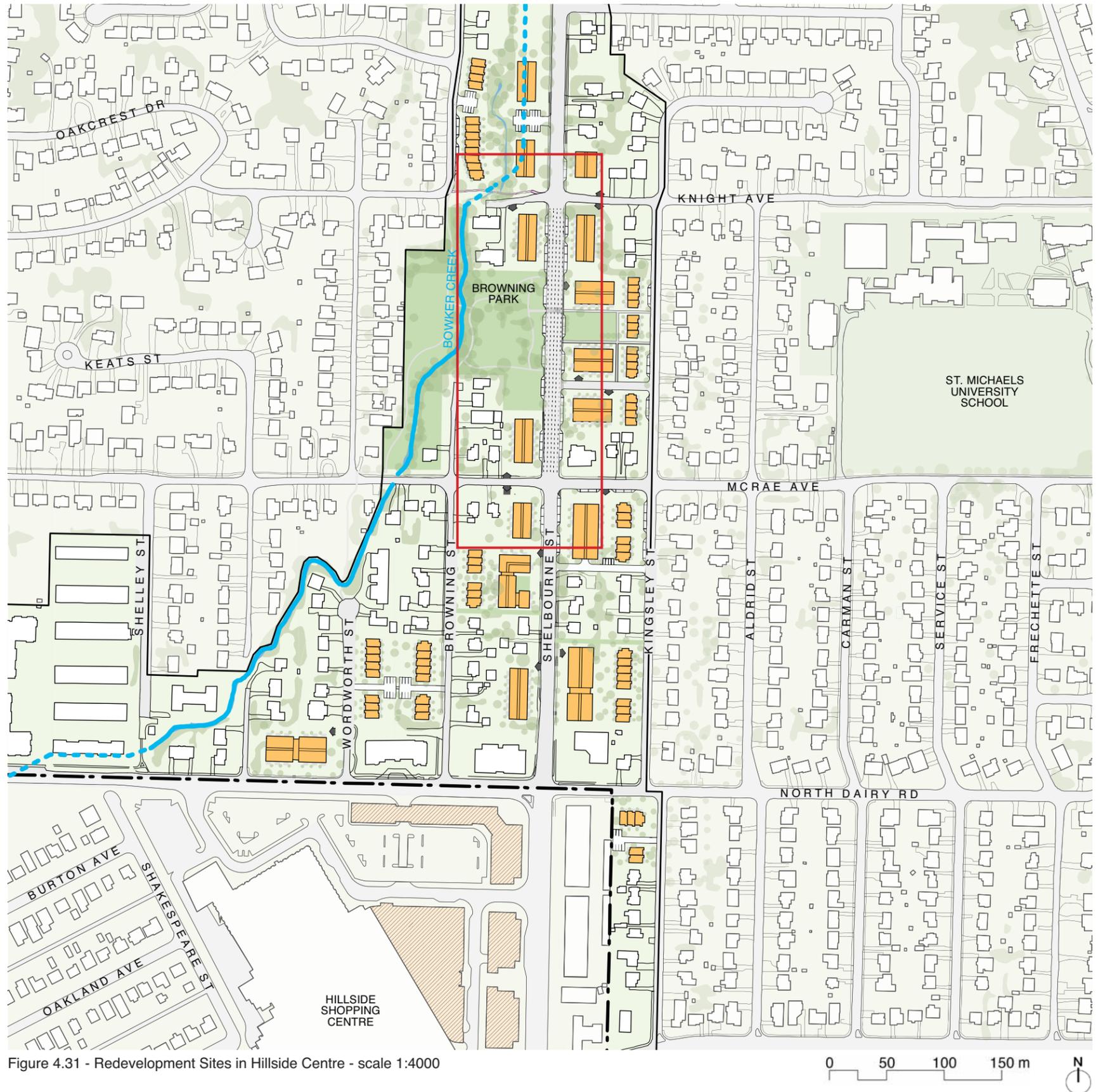


Figure 4.31 - Redevelopment Sites in Hillside Centre - scale 1:4000

Figure 4.32 - **EXAMPLE PLAN**  
How the guidelines could be used  
in Hillside Centre  
scale 1:1500

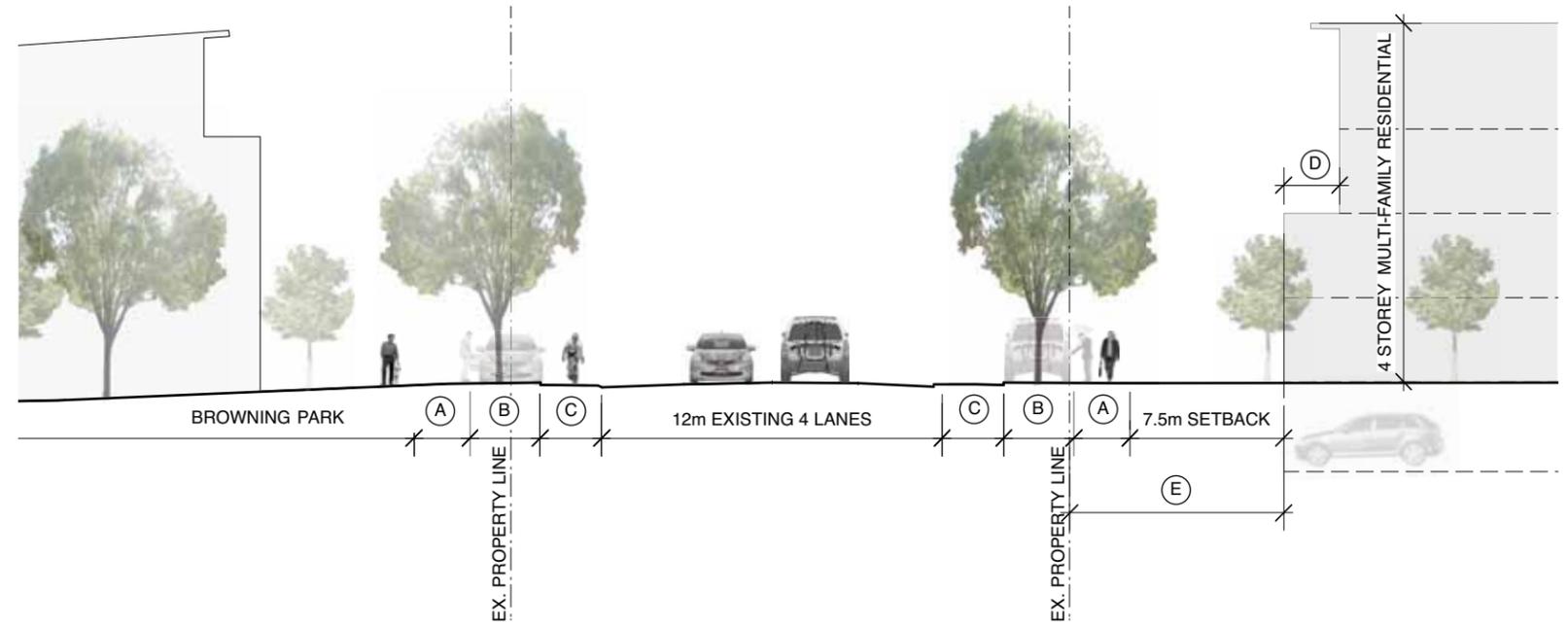
- LEGEND**
- ① Browning Park (expanded)
  - ② Apartment Building with Neighbourhood Commercial at Corner
  - ③ Apartment Building
  - ④ Pedestrian Sidewalks / Pathways
  - ⑤ Crosswalk
  - ⑥ On-Street Parking
  - ⑦ New Laneway
  - ⑧ Street Trees and Rain Gardens
  - ⑨ McRae's Pub
  - ⑩ Bowker Creek
  - ⑪ Townhouses
  - ⑫ Pocket Park
- Redevelopment
  - Existing Buildings
  - Underground Parking Entrance



Figure 4.33 - **SECTION A-A**

**LEGEND**

- Ⓐ Sidewalk (2m minimum)
- Ⓑ Street Trees, Rain Gardens, Parallel Parking (1.5-2.5m)
- Ⓒ Raised cycle track (2.2m) separated by landscaping if space allows
- Ⓓ Upper Floor Setback
- Ⓔ Areas outside of right-of-way boundaries will be acquired through statutory right-of-way, property dedication, covenant or other legal mechanism to accommodate sidewalks, bicycle paths, rain gardens, etc.



Existing View North



Figure 4.34 - Sketch of Future View North



Figure 4.36 - **EXAMPLE PLAN**  
How the guidelines could be used in Hillside Centre  
scale 1:1500

LEGEND

- ① Browning Park (expanded)
  - ② Apartment Building with Neighbourhood Commercial at Corner
  - ③ Apartment Building
  - ④ Pedestrian Sidewalks / Pathways
  - ⑤ Crosswalk
  - ⑥ On-Street Parking
  - ⑦ New Laneway
  - ⑧ Street Trees and Rain Gardens
  - ⑨ McRae's Pub
  - ⑩ Bowker Creek
  - ⑪ Townhouses
- Redevelopment
  - Existing Buildings
  - Underground Parking Entrance



Figure 4.37 - Potential Massing of New Building Developments in Hillside Centre



## IMPLEMENTATION

### Land Use and Urban Design

It is expected that implementation of the ideas generated through the collaborative planning process will be realized through updates to existing land use policies and local area plans, development plans, and municipal infrastructure initiatives.

Specifically, it is recommended that the proposed land use designations be implemented and that a series of new Development Permit Areas be established to contain the urban design guidelines presented in this document. Individual Development Permit Areas should be defined for each Centre and Village, with the areas in between included in a new Shelbourne Valley Development Permit Area.

### Road Right-of-Way Expansion

Implementation will be achieved largely through the redevelopment process, with the opportunity to realize road right-of-way dedications at the rezoning and subdivision phases. Where right-of-way dedications may not be possible, Saanich should consider opportunities to achieve public realm elements such as landscaping, public sidewalks or cycle tracks on private property with secured public access through registered statutory right-of-way agreements. This approach could allow for the retention of private land area for density calculation purposes, while still achieving the desired public use spaces.

### Parkland Dedications and Public Spaces

The study identifies opportunities for new public spaces to be achieved either through parkland dedications or statutory right-of-ways. It is expected that public plazas on private lands will be achieved through statutory right-of-way agreements rather than parkland dedications.

Further, there may be potential for the municipality to consider opportunities to act as the catalyst for specific redevelopment or revitalization efforts through land acquisition initiatives.

### On-Street Parking

The Land Use and Urban Design Study identified the potential to consider on-street parking within the centres and village areas as a means of achieving traffic calming and increasing the separation distance between the moving vehicular traffic and the pedestrian/bicycle areas. On-street parking could also help signify the arrival at a Centre or Village, further contributing to their sense of place along the Shelbourne Street Corridor.

It is recognized that the Shelbourne Street Corridor must function as a thoroughfare for vehicular traffic and that BC Transit is planning to implement Frequent Transit service (every 5 to 15 minutes) along the Corridor. Given these transportation requirements, it is recommended that further discussion be advanced to explore the potential for on-street parking during off-peak travel times.

### Development Variances and Density Bonusing

The OCP supports consideration of development variances or density bonusing as means of achieving desired urban design and public amenities. It is recommended that further exploration into these policies be advanced to create additional tools to facilitate the envisioned redevelopment in the Shelbourne Valley, specifically:

1. Consider the use of variances to development control bylaws (Land-Use By-laws; Zoning Designations; etc.) where they would achieve a more appropriate development in terms of streetscape, pedestrian environment, view protection, overall site design, and compatibility with neighbourhood character and adjoining properties.
2. Through the development review process consider the use of variances and density bonusing to secure public amenities such as; open space, playgrounds, landmarks, focal points, activity centres or cultural features.

### Summary Recommendations:

- Implement the proposed land use designations through the Shelbourne Valley Action Plan policies, as amendments to Local Area Plans and other bylaws.
- Implement a series of new Development Permit Areas to govern the form and character of residential apartment building and townhouse, commercial and mixed-use development, as follows:
  - Shelbourne Valley Development Permit Area
  - Feltham Village Development Permit Area
  - University Centre Development Permit Area
  - Cedar Hill Centre / Shelbourne Village Development Permit Area
  - Hillside Centre Development Permit Area
- Obtain road right-of-way dedications at time of rezoning/ subdivision to achieve public realm, pedestrian and cycling infrastructure.
- Consider opportunities to achieve public realm elements through statutory right-of-way agreements where dedications are not possible.
- Create additional public spaces through parkland dedications or statutory right-of-way agreements.
- Further explore the potential for on-street parking during off-peak periods, while taking into consideration the transportation and transit needs of the Corridor.

It is expected that implementation strategies for both the Transportation and Land Use and Urban Design studies will be further explored in the final overall Shelbourne Valley Action Plan document.

## Conclusions

The Action Plan, and this Land Use and Urban Design Study, are intended to provide direction to future development of sites within the Shelbourne Valley and help move toward the community's vision of livability and environmental sustainability.

This study is intended to integrate transportation planning, land use planning and urban design to guide the transformation of Shelbourne Street from a corridor dominated by automobile travel and strip commercial, to a vibrant, pedestrian friendly series of centres in the Shelbourne Valley in Saanich. The street is celebrated as a public corridor linking distinctive places. Through committed and careful redevelopment, Shelbourne Street will, in time, provide for safe and convenient travel for all modes of transportation, with an emphasis on making a safe and highly walkable environment. The public right-of-way in this study is considered a link, rather than a divider of the neighbourhoods adjacent to the Shelbourne Street corridor.

The Action Plan, through this study, combines the intentions and directions of a number of planning initiatives into a focused guide to direct policy and serve as the catalyst for future change. The idea of transforming vehicle-dominated strip commercial development into vibrant and viable community centres is a challenge being confronted in many suburban communities. The District of Saanich has demonstrated leadership in this pursuit through implementation of policies in the Sustainable Saanich Official Community Plan that directly call for the creation of a network of centres. If thoughtfully considered and used, the Action Plan and the ideas in this study, will inform the many critical decisions that Saanich Council will make in the coming years. It is hoped that the community's voice, along with the knowledge and vision of its planners and leaders will recreate the Shelbourne Valley as a well-connected series of vibrant mixed-use villages, serving distinct neighbourhoods.



Figure 5.1 - Aerial View of Potential Future Shelbourne Valley, Looking Northeast



Figure 5.2  
The Shelbourne Valley 2012 - A largely vehicle dominated corridor with strip commercial development and low to mid rise housing



Figure 5.3  
The Shelbourne Valley 2030 - A tree lined valley with compact mixed-use centres that support a dynamic and diverse population



**GLOSSARY OF TERMS IN THE CONTEXT OF THIS DOCUMENT**

**AMENITY:** a feature that people appreciate about their urban environment, both tangible (a park; a water fountain; a library), and intangible (a feeling of safety).

**CENTRE:** a region of concentrated population; a place of activity or influence.

**CORRIDOR:** a linear configuration that connects disparate areas or spaces, creating a network.

**GROUND-ORIENTED UNITS:** a unit in a multi-storey building that has access from the street via a landscaped patio or garden. The main floor level is at adjacent grade or slightly above.

**HIGH STREET:** a street that focuses primarily on commercial business, acting as both connector and hub for an urban area.

**INFRASTRUCTURE:** the fundamental facilities and systems that support development, operation, and growth of urban areas.

**LIVABILITY:** a measure related to quality of life which considers various amenities, services, aesthetics, opportunities, and other features that impact how people live in a given place.

**MIXED-USE:** a building, street, or area that is developed to integrate more than one purpose (residential, commercial, industrial, public space, etc.) so that the travel distance between activities is minimized.

**NETWORK:** the system of routes that connect a series of spatial elements or nodes.

**PROTOTYPE:** the tangible realization of a new, original design which serves as a base for further design development.

**REGIONAL GROWTH STRATEGY:** a document, often produced by municipal or regional governments, which establishes a vision, framework, and guiding principles for the future growth of a specific area.

**SUBURBAN:** a primarily residential area which lies outside of, but connected to a city centre, and is dominated by lower-density single family residences.

**SUSTAINABILITY:** progressing in such a way that social, environmental, and economic needs of today are met, without compromising the needs of future generations.



Figure a.1 - The New Urban Transect. Image: Duany Plater-Zyberk & Company

**TRANSECT:** the method of classifying environments on a continuum of zones ranging from low-density rural to dense urban.

**URBAN DESIGN:** the practice of incorporating urban planning, landscape design, engineering, and architecture into the design of urban places with distinct identities, while considering developmental, political, economic, and social pressures.

**URBAN DESIGN GUIDELINE:** design principles often issued by municipal and regional governments that are intended to guide future growth and development. Design guidelines are more specific in nature than a regional growth strategy.

**URBAN ECOLOGY:** the relationships between natural and biological elements (humans, trees, wildlife, streams, open space) in an urban environment, and how human activity impacts those relationships.

**URBANISM:** The culture or way of life in cities and urban areas, and the study of the needs of those living within them.

**URBAN VILLAGE:** a local centre that incorporates mixed-use medium-density development, focuses on pedestrian activities, and meets local residents' basic commercial and service needs.

**WATERSHED:** an area of land where surface water from rain, melting snow, or ice converges and "sheds" to a single exit-point at a body of water.

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