

# 9. URBAN DESIGN



Uptown Shopping Centre

The Uptown – Douglas Corridor (UDC) has a concentration of economic activity and a diversity of land uses that are conducive to an animated and vibrant urban environment. However, the auto-oriented design of major roads and buildings creates barriers to a quality public realm. Individual assets such as Rutledge Park and the Uptown Shopping Centre have some design elements that foster social interaction, but the majority of land uses are more utilitarian in form and function and offer limited contributions to the overall character of the built environment. Additionally, the overall cohesiveness of the area is limited, with a poor quality public realm, a lack of pedestrian-oriented building design and minimal elements that reinforce the area's position as a regional centre.

Recognizing the current economic value of the area, policies and principles seek to further advance the UDC as a leading regional destination while enhancing its character. A focus on pedestrian-oriented development and multi-modal design will be critical to this transition. Mobility for all ages and abilities is a clear priority in the UDC with policy that further defines and supports future rapid transit and bicycle, pedestrian and vehicle mobility.

This section is divided into two parts. The first part (9.1) identifies the guiding principles of urban design that has informed the later section. The second part (9.2) provides design details for specific elements of site layout, built form and public realm.

## OBJECTIVES

- A. Support the creation of thriving places, animated spaces and enhanced streetscapes through the application of the pedestrian-oriented, transit-oriented and multi-modal design principles.
- B. Encourage placemaking and context sensitivity through the delivery of thoughtfully designed buildings, streets, interfaces and open spaces.
- C. Promote high quality, diverse building designs that are a showcase of quality architecture and feature innovative, durable materials.
- D. Transition form and massing of buildings ensuring heights and overall densities transition down and outwards from the core to lower density neighbourhoods.
- E. Encourage site planning and sustainability features in new developments that contribute to the District's sustainability targets.
- F. Expand green spaces and environmental stewardship through application of sensitive and holistic site design.
- G. Frame and retain public views through thoughtful consideration of building placement, adjacencies, special corridors and vistas.

## 9.1 GENERAL URBAN DESIGN POLICY

The process of designing and shaping our cities requires collaboration of many professions that approach the built environment through varying lenses. The goal of good urban design is to direct the appearance and built form of our neighbourhoods, streets and spaces and extend its influence to the cultural, economic, environmental and social values of design. With considerable opportunity for redevelopment

in the Uptown – Douglas Corridor (UDC), the intention is to have new developments lead growth with positive changes in the community, including quality architecture, comfortable streetscapes and welcoming public spaces that are accessible and well connected. The urban design objectives will be realized, broadly, through the following policies.

### POLICIES

- 9.1.1 Apply the Urban Design Principles identified in Section 9.2 as the guiding framework to assess the form and character of redevelopment applications.
- 9.1.2 Integrate the UDC Principles and Framework (Section 9.2) into the development of updated Development Permit Area Design Guidelines.
- 9.1.3 Apply the principles of Crime Prevention through Environment Design (CPTED) in site planning, organization and building design.
- 9.1.4 Apply the standards of universal design and accessibility into all design elements of development.
- 9.1.5 Support more sustainable management of urban stormwater, using alternatives to piped systems such as rain gardens and bio-swales, for development in the UDC.
- 9.1.6 Support public art, as an independent installation in a public space and/or as a component of the building design.
- 9.1.7 Transition building height down from the highest density within the Douglas-Oak Hub out towards the lower density edges of the Plan boundary, as shown in Figure 9.1.
- 9.1.8 Incorporate view corridors into new development including through building siting, separation and transition in massing and height. Important view corridors are identified on Map 9.1 and include:
  - i. Olympic Mountains;
  - ii. Strait of Juan de Fuca;
  - iii. Victoria skyline;
  - iv. Sooke Hills; and
  - v. Christmas Hill.
- 9.1.9 Gateways into the UDC should be defined and celebrated through special signage, landscape elements, quality surface treatment, unique lighting and public art. Strategic locations are referenced on Map 9.1 and include:
  - i. Douglas Street at Carey Road;
  - ii. Vernon Avenue and Blanshard Street at Patricia Bay Highway; and
  - iii. Tolmie Avenue at Douglas Street and Blanshard Street.
- 9.1.10 Develop a wayfinding strategy for the UDC, as part of Saanich's overall wayfinding program, with a focus on connecting major destinations and integrating active transportation and transit networks, including the Galloping Goose and Lochside Regional Trails.

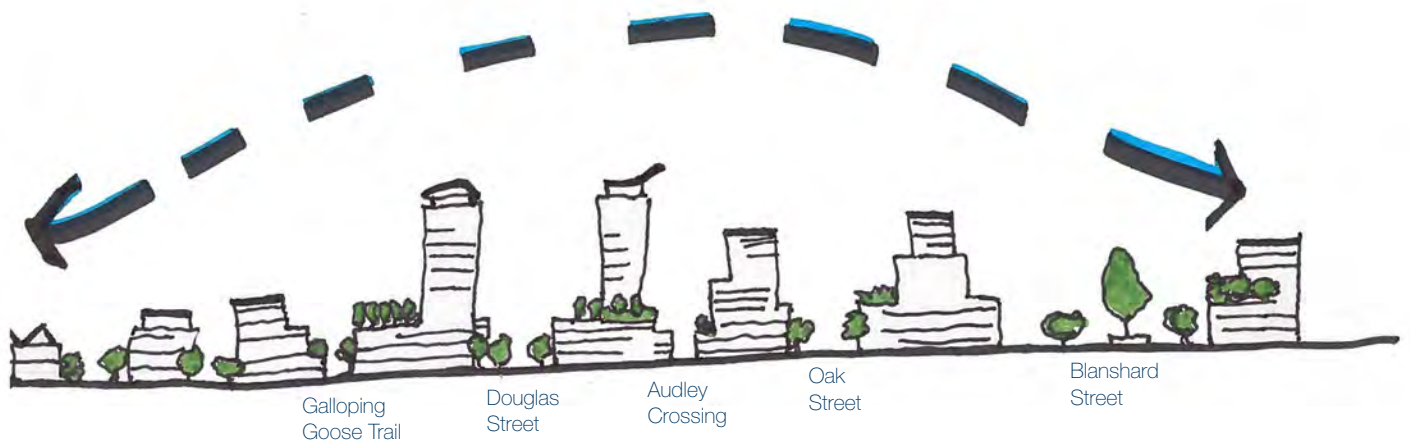
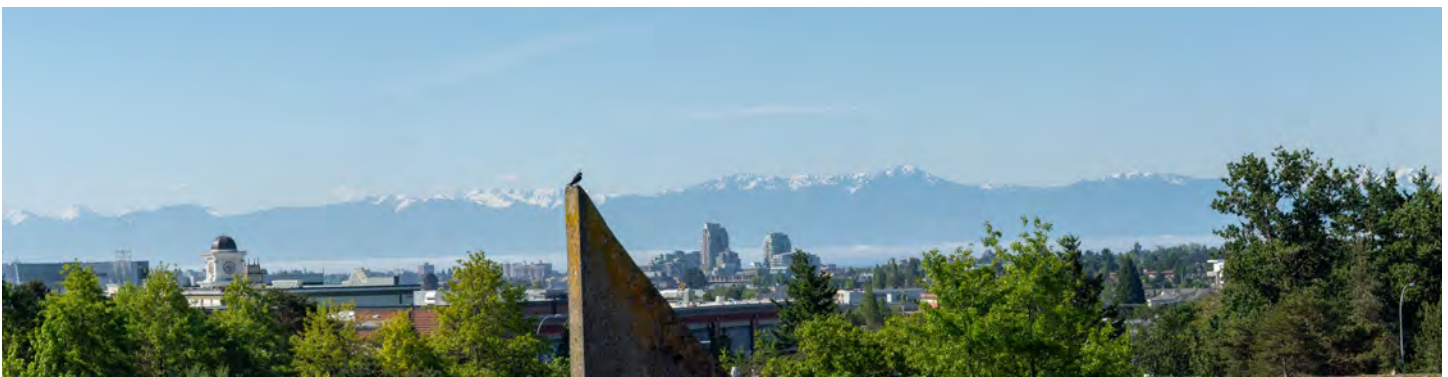


Figure 9.1: Transition building heights down from the Core



South/Southwest views: Olympic Mountains, Juan de Fuca Strait, Uptown Shopping Centre and Downtown Victoria



West views: Towards Sooke Hills



South views: UDC Area, Victoria and Olympic Mountains



North/Northeast views: Christmas Hill, Mount Douglas and Swan Lake Estuary





## 9.2 URBAN DESIGN FRAMEWORK

The purpose of the design framework is to guide the transition of space to place and develop a place that is unique, interesting and in keeping with the Plan's vision. The framework promotes community, liveability, aesthetics, ambiance, culture, safety, accessibility and an environment that is inclusive to all age groups and abilities.

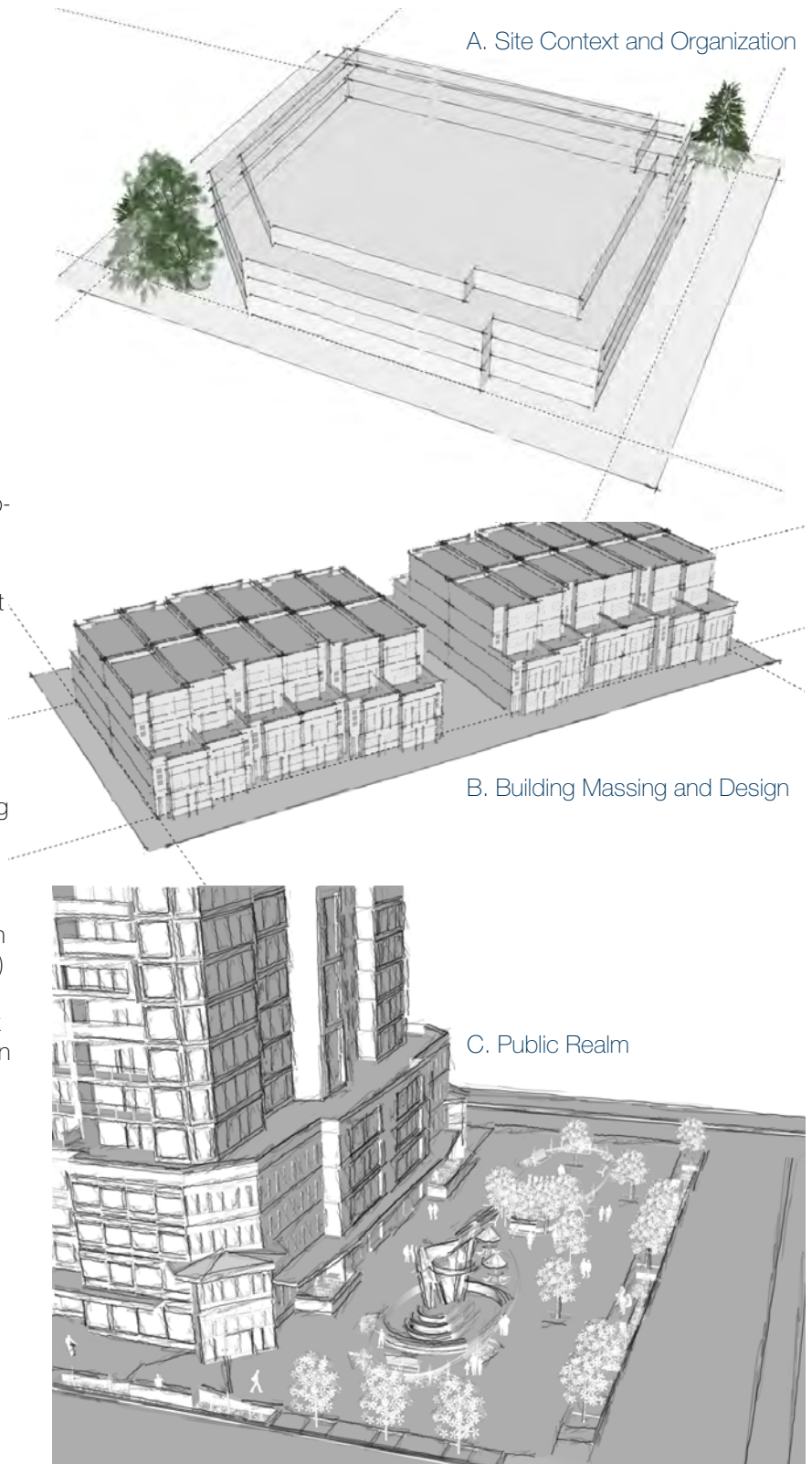
Furthermore, the Urban Design Framework seeks to develop a high density urban core while highlighting and enhancing the unique characteristics and functions of each neighbourhood sub-area (See Sections 3.4 and 5 for sub-area objectives and land use policies). New developments, street improvements and the introduction of public spaces will fuel the ability to generate a desired sense of place within each sub-area and within the larger urban core as a whole.

Public realm is a focus of this Plan, with land use and design objectives supporting the development of vibrant areas for social interactions on a myriad of scale, including streets, plazas, public squares, parkettes, and pocket parks. Improvements to the parks and open space network, both new and enhanced, have been identified as a critical piece of infrastructure needed to meet the anticipated needs of this fast developing urban area. Improving streetscapes through safety and beautification is no less important to improving the quality of the pedestrian experience in the UDC.

Urban design directions are intended to be used in conjunction with directions in Section 5 (Land Use) and Section 7 (Significant Streets). The content in these three sections, in particular, collectively work together to articulate the Plan's vision for the design of the built environment.

The framework is divided into three sub-sections, namely:

- A. Site context and organization;
- B. Building massing and design; and,
- C. Public realm.



### URBAN DESIGN FRAMEWORK ELEMENTS

## A. SITE CONTEXT AND ORGANIZATION

- 9.2.1 Context Analysis:** Evaluate the existing and planned site context and demonstrate how the proposed design and layout optimizes outcomes respecting building energy performance, improved livability and localized assets.
- i. Site design should incorporate tree retention and protection, where possible, and identify strategies for tree replacement and integration of landscape features that increase the green areas on site.
  - ii. Passive design principles should be incorporated into site planning and design, including through consideration of building siting, solar orientation, thermal bridge-free design, shading/ventilation measures and other sustainable design features (Figure 9.2).
  - iii. During redevelopment, heritage buildings, sites and features should be a focal element of design considerations, including the preservation and integration of such as part of site planning and organization.
  - iv. New construction should be compatible with adjacent heritage buildings and complement existing heritage materials, pattern and scale of the streetscape by providing an appropriate transition between differing scales and heights of neighbouring buildings.
  - v. Large sites with multiple buildings and the potential for new public realm elements should consider coordinating development through a Master Plan. Potential sites include the School Board Site, Saanich Plaza, Gateway Plaza, 4000 Seymour and the Municipal Campus.
  - vi. Site design should promote and facilitate activity and social interaction through planned features such as active uses, strategic connections and public open spaces.

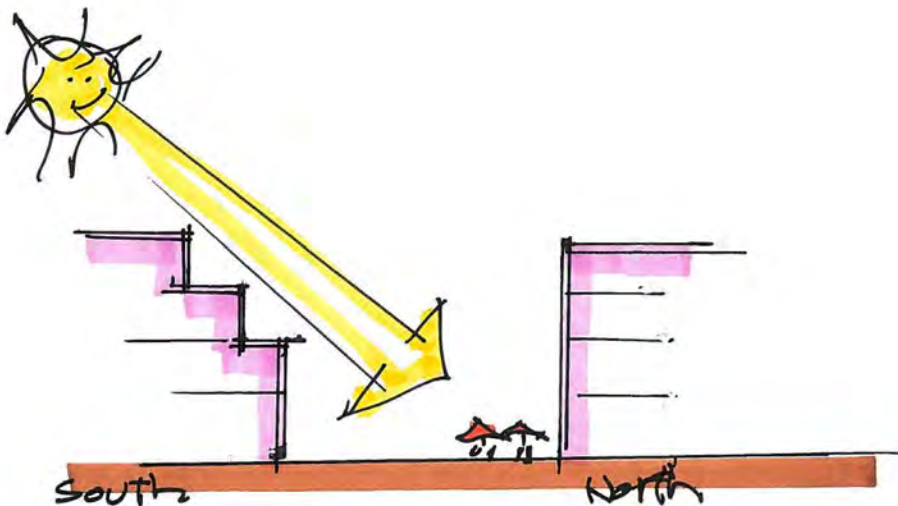


Figure 9.2: Optimize solar orientation of buildings and public spaces

## A. SITE CONTEXT AND ORGANIZATION

**9.2.2 Building Placement:** Locate buildings to frame the edges of streets, parks, and open space. Ensure that buildings fit harmoniously with the existing context and provide opportunities for high-quality landscape and streetscape design.

- i. Building types and forms should respect the scale and character of existing and planned land use and respond appropriately to the site conditions, context and adjacencies.
- ii. Building orientation should consider generalized and proximate view corridors and sightlines, including those identified on Map 9.1.
- iii. Buildings located at the end of terminating views and street corners should generally emphasize vertical articulation and include prominent architectural features (See Figure 9.3a).

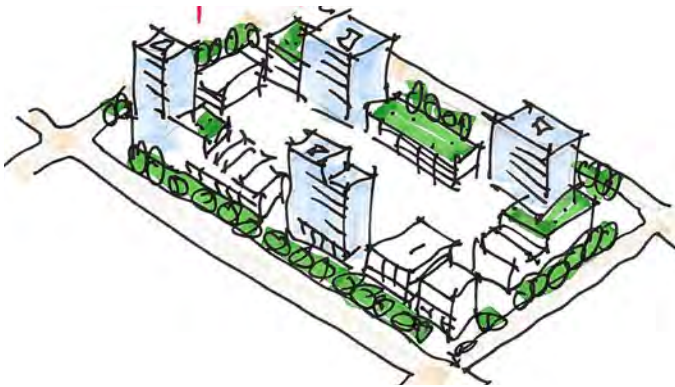


Figure 9.3a: Locate taller buildings at street corners

- iv. Street edges should consider setbacks for urban squares and plazas to enable animation and reduce negative impacts of shadowing on parks and other public spaces.
- v. Buildings should be designed to contribute to an interesting and distinctive skyline through articulated rooflines, upper storey massing and slender designs that promote a harmonious and shaped skyline (See Figure 9.3b).

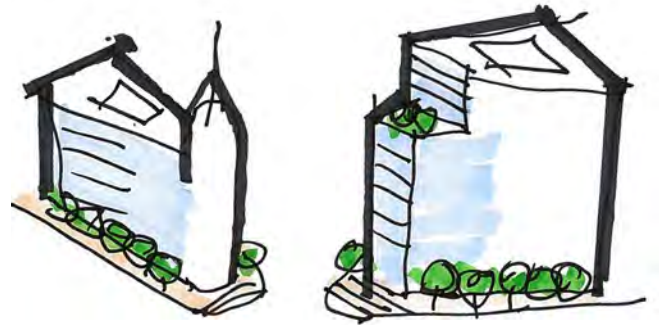


Figure 9.3b: Emphasize vertical articulation and include prominent architectural features



## A. SITE CONTEXT AND ORGANIZATION

**9.2.3 Public Realm Framework:** Developments should provide a seamless transition into the public realm through enhanced integration with streets, parks, open spaces and adjacent development.

- i. Large blocks should be fragmented to accommodate new pedestrian and cycling connections, including but not limited to locations identified on Map 6.2.
- ii. Connections should be designed with appropriate landscaping and lighting and be a minimum of 5 metres.
- iii. Buildings adjacent to pedestrian connections should be setback to minimize shadowing on paths and create the perception of spacious public spaces.
- iv. Buildings should be designed to engage with sidewalks, accommodate commercial activity, invite pedestrian activity and offer passive open spaces (See Figure 9.4). In order to create street interfaces that are comfortable, building should generally be setback from the principal street as per Figure 5.1.



Figure 9.4: Design building to engage the street

- v. Transit shelters should be integrated into site and building design (See Figure 9.5). Where a shelter is independent from a building, a minimum of 2.5 metres for pedestrian movement from the rear of the shelter should be provided.



Figure 9.5: Integrate bus shelters as part of street frontage improvements

- vi. Buildings should be sited and designed to provide interesting views to surrounding features and spaces.
- vii. Amenity spaces, focal point and/or landmarks should be located strategically to create interest from public and private areas.
- viii. Courtyards, forecourts, plazas, parkettes, terraces and patios are encouraged to enliven the public and semi-public realm. Consider spill-over of these features to support vibrancy on streets and in public places (See Figure 9.6).



Figure 9.6: Incorporate building design features that enliven public spaces

- ix. Buildings should front public spaces and complement the surrounding context through use and desired experiences.
- x. Special paving, landscaping, seating/benches, bike racks and waste/recycling stations are encouraged to define the public realm, and to promote human-scale dimensions.
- xi. Public open spaces should be designed with soft transitions in grade and be barrier free.

## A. SITE CONTEXT AND ORGANIZATION

**9.2.4 View Corridors:** Provide visual relief in the context of framing urban neighbourhoods, secure communal viewpoints through site planning and capture vistas through the windows of individual developments.

- i. Building form and massing are expected to incorporate view corridors, illustrated through sympathetic orientation, design and massing.

**9.2.5 Site Servicing, Access and Parking:** Locate operational activities such as loading, servicing, utilities, storage and parking, underground, away from the public realm and screened from the public view.

- i. All parking must be located underground or underbuilding. Limited surface parking (e.g. accessible and visitor) may be considered at the rear of a building, and must be permeable surfaced and sufficiently screened from street view through landscape design features.
- ii. Building designs must include integrated loading stalls and bays, when loading is applicable to the use (See Figures 9.7a and 9.7b).
- iii. Appropriately sized and conveniently located parking spaces should be provided in order to support a variety of transportation options including but not limited to carpools, car-shares, EV vehicles, and electric and cargo bicycles.

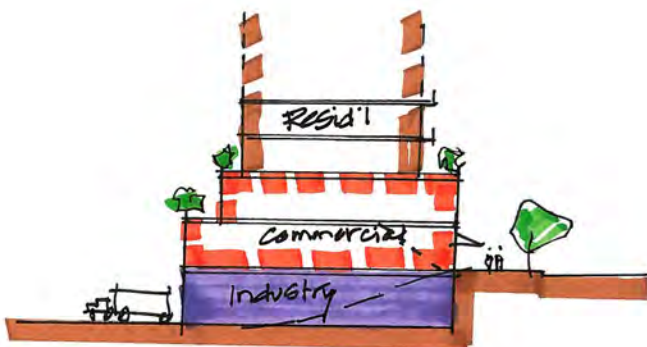


Figure 9.7a: Design new buildings with integrated loading and servicing

- ii. Buildings should step down towards the edges of sites, blocks and neighbourhoods to maximize and preserve significant views.
- iii. Significant view corridors should be protected through strategic placement of higher buildings to frame views while other public views should be retained through open street ends/corridors, breezeways, internal roads and paths and other openings within the built form (See Map 9.1).

- iv. Residential development should include designated, secure and safe indoor bicycle and cargo- bicycle parking. Consideration for e-bicycle charging outlets are encouraged.
- v. All development should include designated, secure and safe outdoor bicycle parking complete with overhead shelter, placed near entries to buildings for enhanced connectivity.
- vi. Parking structures should consider safe pedestrian circulation networks through providing raised walkways, clear signage and appropriate lighting.
- vii. Developments should ensure access and egress to/from any adjacent parcels remains achievable for future development.

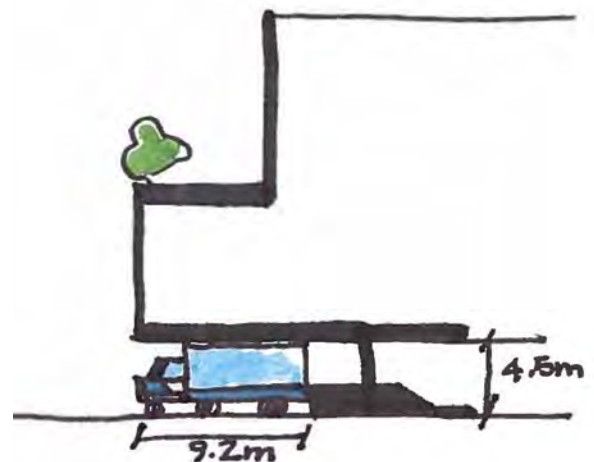


Figure 9.7b: Integrate loading to back of house in building design

## B. BUILDING MASSING AND DESIGN

**9.2.6 Fit and Transition:** Ensure buildings fit within the existing and planned context of the neighbourhood and provide appropriate massing, articulation and character, as well as transitions in form between various scaled buildings, parks and open spaces.

- i. Apply angular planes, minimum horizontal separation distances, and other building envelope controls to transition buildings down to lower-scale buildings, streets, parks and open spaces.
- ii. For Infill, Apartment and Mid-Rise Residential designations, angular planes, of approximately 45 degrees, should be applied to the building massing and design to enable sunlight to reach sidewalks, provide perception of more human scaled buildings, reduce overlook to neighbouring buildings and mitigate shadowing on public spaces (See Figure 9.8). At the back of a building, the angular plane should be measured from either the rear property line or the mid-line of a rear lane/street.
- iii. Transitions in massing should be provided through use of features including articulated facades, building setbacks, and shoulder setbacks on upper levels.
- iv. Building massing should step down when adjacent to a pedestrian connection.
- v. Corner locations should occupy the bulk of the building height and massing and be articulated to reinforce corridors and views to public places (e.g. streets, plazas).
- vi. Design should minimize the impact of shadowing and maximize access to sunlight, sky view, and privacy on neighbouring properties.
- vii. Design of new buildings should incorporate features that minimize negative impacts on bird populations, including but not limited to: glazing techniques, fritted glass, fenestration patterns, bird trap mitigation and reduced light pollution. For buildings with a podium, storeys above should be massed and setback to allow light penetration and be articulated to create a pattern (e.g. saw-tooth) of slim, varying height forms.

viii. Buildings should be articulated to create a continuous streetwall, as detailed in Figures 7.1 – 7.8 and as shown on Map 9.2, generally as follows:

- Neighbourhood Infill, Apartment and Mid-Rise Residential: 2-3 storeys
- Urban Mixed-Use Residential: 2-4 storeys
- Audley Crossing: 2 storeys
- Oak Street: 3 storeys
- Core: 4-6 storeys

ix. Angled or terraced balconies, curtain or window wall systems, projecting windows, rooftop amenity space and other techniques are encouraged to promote public views and vistas and diversity in design.

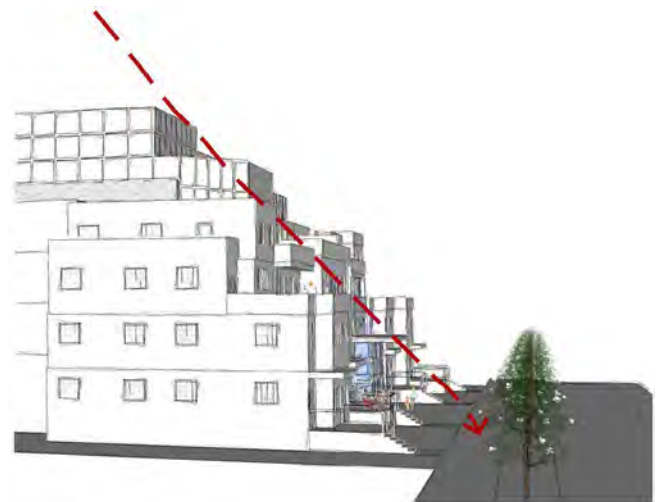


Figure 9.8: Mid-Rise development showing 45° angular plane



GENERAL STREETWALL HEIGHTS (HEIGHT IN STOREYS)

- 2
- 2-3
- 2-4
- 3
- 4-6

Map 9.2 Street Wall Heights

## B. BUILDING MASSING AND DESIGN

**9.2.7 Primary Entrances:** Ensure well-designed front entrances and front yards, offering privacy and notable form while maintaining connections and a perception of eyes on the street.

- i. Building entrances should be legible from the street, emphasized as a focal point of a building's facade and be placed in highly visible locations where there is the ability to animate a longer stretch of street (See Figure 9.9).
- ii. Entrances should be proportionally in scale with the buildings overall design and relate to the street.
- iii. Residential and office type uses with shared lobby entrances should be clearly differentiated and denote a sense of arrival through notable entry features (See Figure 9.10) including:
  - Landscape elements;
  - Prominent architectural features;
  - Transparent and double-height lobbies and entrances;
  - Canopies, awnings and other weather protection systems;
  - Integrated benches;
  - Visitor bicycle parking;
  - Appropriately scale lighting; and
  - Clear signage.
- iv. Pedestrian scaled lighting should be integrated into building entrances, public spaces and in areas with high pedestrian traffic.
- v. Ground floor residential units adjacent to a street must provide at-grade individual entrances with direct connections to the public sidewalk. Consider the use of raised terraces, forecourts, patios, landscaping, screening, fences and gates to enhance individual residential entrances and create a semi-private transition to the street (See Figure 9.11).
- vi. Developments on corner lots are encouraged to locate building entrances at the corner to animate both streets.



Figure 9.9: Emphasize building entrances as a focal point



Figure 9.10: Create a sense of arrival at building entrances



Figure 9.11: Provide individual Residential entrances with direct connections to the street

## B. BUILDING MASSING AND DESIGN

**9.2.8 Building Relationship to Streets:** Developments should relate directly to the street level while blending with the topography of the natural and built form surroundings.

- i. Building faces should be designed for the human scale with main entrances that address the street and include open space to accommodate gathering.
- ii. Buildings should be located to define the street edge and create a continuous human-scaled street wall (See Figure 9.12).
- iii. Continuous weather protection is required along all commercial and mixed-use developments and is encouraged for mixed-employment developments.
- iv. On sloping sites, ground floor commercial areas should step with the grade to allow flush entry into units.
- v. Pedestrian connections should be flanked with active frontages.
- vi. For the Neighbourhood Infill Residential designation, buildings should be articulated to provide 2 exterior walls for the majority of units; facades should be designed to be sympathetic to the surrounding context.
- vii. Development on corner sites (See Figure 9.13) should:
  - Align the building to the setback pattern of neighbouring buildings on both streets; and
  - Provide attractive finishing on both facades with emphasis given to the façade fronting the primary street.
- viii. Rear lot setbacks are intended to provide privacy and open space for residents and reduce overlook. These setbacks are dependent on building form, density and use and its adjacencies.
- ix. Buildings with commercial at grade should provide a range of unit sizes designed for active uses.



Figure 9.12: Use a continuous street wall to define the street edge



Figure 9.13: Address both frontages on corner sites

## B. BUILDING MASSING AND DESIGN

- x. Small and transparent storefronts that increase the building definition and articulation are encouraged.
- xi. Within the Urban Mixed-Use designation, specifically along Oak Street, Individual commercial street frontages should not exceed 10-15 metres. However, large commercial units with small frontages may be considered on deep lots when the bulk of the floor area is located “behind” smaller, fronting units (See Figure 9.14).
- xii. Façades fronting streets and public spaces should have large, well-proportioned areas of glazing to enhance the streetscape and promote a sense of visual interaction between the building and public realm (See Figure 9.15).
- xiii. Ground floor commercial units should incorporate:
  - A minimum of 70% glazing; and
  - Primary doors, walls and windows that slide, stack, fold, collapse and retract are encouraged for active, at grade uses taking advantage of seasonal benefits and encouraging energetic streetscapes.
- xiv. Buildings should promote safe and convenient connections through development sites and mid-block connections, especially in the Core and Urban Mixed-Use designations.
- xv. Signage should be designed to be consistent with the architectural style, scale and materials of the development and its surrounding context.
- xvi. No blank walls are permitted along street frontages (including the Galloping Goose and Lochside Trails); temporary blank walls should incorporate articulations and/or public art (e.g. murals) for visual interest and engagement.
- xvii. Buildings and foundations (low or stepped foundation walls) should be designed to exclude or minimize the exposure of concrete foundation.

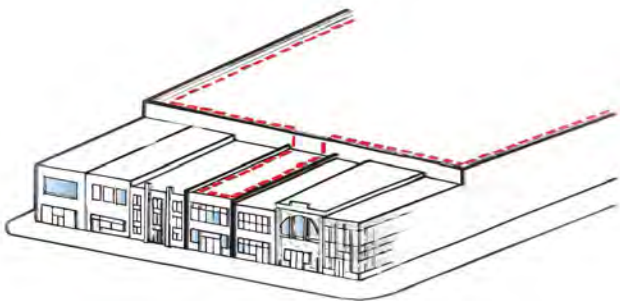


Figure 9.14: Maintain a small frontage for large commercial units



Figure 9.15: Activate the streetscape with appropriate glazing of at-grade commercial unit

## B. BUILDING MASSING AND DESIGN

- 9.2.9 Private Outdoor Amenity Space:** Design shared outdoor amenity areas to be a focal point within the developments and publicly accessible, where appropriate.
- Useable outdoor amenity spaces in the form of courtyards, forecourts, terraces, balconies, patios and rooftops (including podium surfaces) are strongly encouraged to enliven the private and semi-private realm.
  - Where private outdoor amenity space is provided the minimum area required is 6 m<sup>2</sup>, with 1.8 metres being the minimum for any one dimension.
  - For residential and mixed-use developments, accessible green rooftops and useable podium levels are encouraged to be provided as common amenity spaces. Consideration for indoor amenity

space to be contiguous with outdoor amenity is strongly encouraged (See Figure 9.16).

- Open spaces should be located and designed to maximize sunlight access during the day.
- Safety, comfort and the enjoyment of the amenity space should be enhanced by the provision of landscaping, seating, lighting, public art, and weather protection elements.
- Outdoor amenity space associated with large scale commercial or institutional developments should be publicly accessible (See Figure 9.17 and Section 9.2.15).



Figure 9.16: Encourage shared outdoor amenity space



Figure 9.17: Incorporate outdoor public amenity space into large scale commercial or institutional developments



## B. BUILDING MASSING AND DESIGN

### 9.2.10 Building Separation and Setbacks, General:

Locate and design buildings to ensure sunlight and sky views are maximized while overlook conditions between buildings and neighbouring properties are minimized.

- i. Buildings should provide breaks in massing, offering visual relief in the urban streetwall and framing the urban neighbourhood appropriately. Consider securing communal viewpoints through breaks in massing.
- ii. Buildings should create a variety of spatial experiences at different scales to enhance the diverse quality of the area. Gardens, exterior courtyards and green spaces should be enhanced by building massing and siting.
- iii. For Neighbourhood Infill and Neighbourhood Apartment Residential designations, developments should provide breaks between buildings generally every 36 metres (based on groups of 6 units each 6m wide, or groups of 8 units each 4.5m wide) (See Figure 9.18).
- iv. Larger building masses (including width) or buildings with long frontages should generally not exceed 80 metres and are encouraged to provide visual breaks through shifts in massing, articulation, fenestration, recesses and/or other methods every 40 metres in order to maintain rhythmic variation along the street (See Figure 9.19).
- v. When buildings are required to stepback above the streetwall, a building setback ratio of 1:5 should generally be applied (See Figures 9.20a and 9.20b).



Figure 9.18: Provide breaks between buildings



Figure 9.19: Provide visual breaks in rhythm and massing for long frontages



Figure 9.20a: Building setback ratio of 1:5 from streetwall

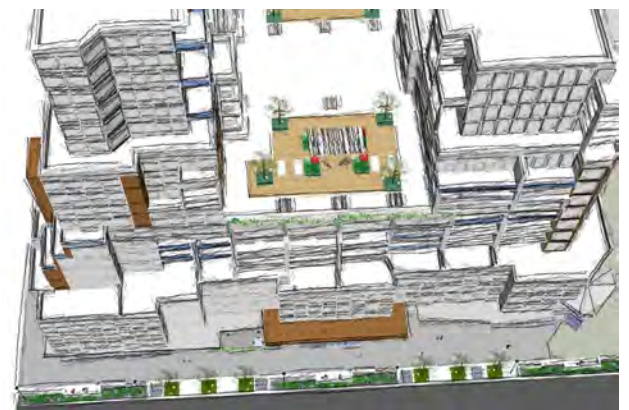


Figure 9.20b: Building setback ratio of 1:5 from streetwall, seen from above

## B. BUILDING MASSING AND DESIGN

### 9.2.11 Building Separation and Setbacks, Tall Buildings:

Towers should strategically located to minimize shadowing and adverse wind impacts on adjacent properties, parks and public spaces. Towers should also be sited to provide sufficient privacy between the building and adjacent properties. For the purposes of this Plan, tall buildings are defined as buildings 12 storeys or greater.

i. Tower elements above the podium should have a minimum 20 metre separation with a 24.5 metre separation encouraged for residential towers (See Figure 9.21).

- ii. Multiple towers planned on a single site should be off-set or weaved to accommodate view corridors, respect privacy and overlook and minimize negative impacts of shadowing.
- iii. Tower floor plates should generally not exceed:
- 557 m<sup>2</sup> (6,000 ft<sup>2</sup>) for residential and mixed use buildings; and
  - 743 m<sup>2</sup> (8,000 ft<sup>2</sup>) for commercial buildings

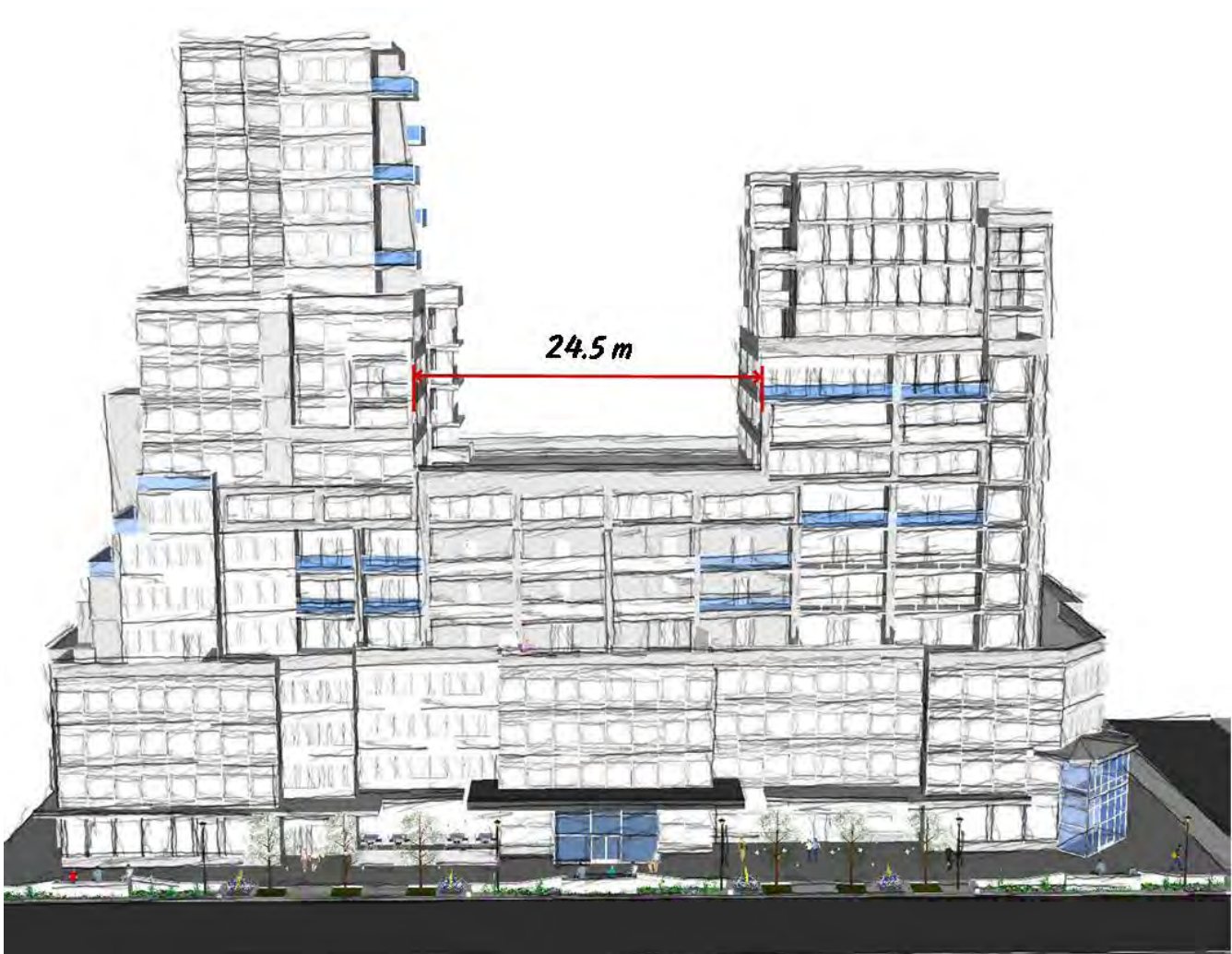


Figure 9.21: Building separation from between towers

## C. PUBLIC REALM

### 9.2.12 Streetscape, Landscape and Stormwater

**Management:** Provide high-quality, sustainable spaces between buildings and adjacent streets, parks, plazas and other open spaces.

- i. Mixed-use and commercial developments should be sited 5 to 7 metres from edge of curb (travel or cycle lane, whichever is closer) to building face to create a comfortable streetscape and include elements such as landscaped boulevards, stormwater management, weather protection features and articulated building facades.
- ii. Public open spaces, sidewalks, paths and connections should include quality permeable surface materials that produce, multi-purpose landscapes and support stormwater management best practices.
- iii. Development should integrate stormwater management best practices into the design of open spaces and are encouraged to consider rain gardens and bio-swales (See Figure 9.22).
- iv. Landscaping and new tree planting should contribute to an increased canopy cover and add resiliency to climate change impacts.
- v. The use of drought-tolerant native trees and vegetation as well as trees adapted to growing in heavily urbanized environments should be incorporated into open spaces.
- vi. Integrated stormwater management plans should include detailed assessments of the quality and quantity of stormwater and landscape plans that are both aesthetic and functional that assist in managing on-site flows.



Figure 9.22: Integrate stormwater management into streetscape design



Figure 9.23a: Create inviting, attractive and useable public squares



Figure 9.23b: Create inviting, attractive and useable public squares, seen from above

**9.2.13 Site Elements:** Include well-designed site elements and ensure the proper placement of utilities to help elevate the quality and experience of the public realm.

- i. Plazas, urban squares and other public spaces should be designed to promote staying activities that humanize the environment and foster a sense of place (See Figures 9.23a and 9.23b).
- ii. Lighting should enhance scenic qualities and night-time experiences of an area in addition to meeting functional requirements.
- iii. New developments should be designed to improve human comfort (e.g. microclimatic conditions) along street and amenity areas.
- iv. The use of awnings, canopies, overhangs, colonnades, arcades and landscaping that provide respite and shelter from the elements is encouraged.
- v. Buildings should be designed to minimize the effects of shading and wind impacts on adjacent properties, public streets, public park spaces and other outdoor amenity spaces.

## C. PUBLIC REALM

**9.2.14 Building Elements:** Support high quality architectural design and materials, appropriate building articulation and other thoughtful considerations in the building's design to promote diversity and visual interest.

- i. Architectural variation within development blocks is encouraged to reduce sameness in design. Design components should be complementary within the development as a whole.
- ii. Windows should be well-proportioned and provide relief, detail and visual rhythm on the façade while considering principles of passive design.
- iii. In commercial districts developments should provide a continuous weather protection system at grade. These systems should be assist to articulate the base of the building and define the street edge (See Figure 9.24).
- iv. Roof structures should be designed to minimize visual impact of rooftop equipment using durable materials that are architecturally compatible with the building design (e.g. louvered screens).



Figure 9.24: Provide continuous weather protection to define street edges

**9.2.15 Public Outdoor Amenity Space:** Enhance the usability, comfort and appearance of outdoor amenity spaces within the public realm.

- i. Open spaces should include animated edges with active at-grade uses and be designed to be inviting, read as public space and encourage year round use.
- ii. Pedestrian circulation should be a focus of design and amenity spaces should be directly connected with the public street network and facilitate connections to active transportation routes, transit and facilities, and community amenities and destinations.
- iii. Short-term bicycle parking should be located in highly visible, well-lit, accessible and weather protected areas.
- iv. Ensure public outdoor space includes a mix of hard and soft features, including through surface treatments, trees, potted plants, flower beds, landscaped terraces and retaining walls.
- v. Public art is encouraged in public outdoor amenity spaces, including through integrated designs or as individual pieces to further humanize the built environment and animate the space.
- vi. Ensure that new public open spaces are designed to enable seamless pedestrian flows and provide connectivity to nearby destinations.