

# Urban Design Plan

Central area and Waterfront  
Royal Bay, BC



D'AMBROSIO  
architecture + urbanism



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## Introduction / Executive Summary

This document is comprised of the guiding principles and urban design plan of the central and waterfront areas of the Royal Bay development. It outlines a framework for the building massing circulation networks and preliminary architectural design directives for the four districts that comprise the main mixed-use areas. The illustrations contained in this plan are glimpses into the future design of this new urban village. They show the street and open space networks, the building positions and massing, as well as sketches of how these may be composed and expressed.

This document is mainly about urban design concepts and represents only notions regarding transportation planning and landscape architecture. It is important to recognize that the ideas represented will be subject to more detailed design that will integrate them, along with technical requirements of these other disciplines, into a comprehensive plan for the area.

At approximately 90 acres, the land area of the central and waterfront mixed-use areas of Royal Bay will be developed incrementally. While the conventional drivers of development include market absorption, demand and other economic determinants, the phased development of Royal Bay is based on principles of a 'complete community.' Accordingly, each increment is intended to contain a mix of residential and non-residential uses, a range of building types and sizes, and importantly, the construction of buildings on both sides of streets in each phase.

As a former quarry, the Royal Bay site includes a number of sloped areas, along with large basin-like formations. While some of the steep grades and parts of the low-lying land preclude viable construction, most of the gentle slopes make excellent sites for low, mid-rise, and some high-rise buildings. The location and orientation of the

slopes will allow water-views from medium and tall buildings, while avoiding blocking views or creating excessive shadowing of open spaces.

The topography of the site contributes to a distinguishing attribute of what can be considered the Royal Bay Village: spectacular views to the Salish Sea, the Victoria peninsula, and to the islands and mountains beyond. To exploit these views, as well as foreground and middle-ground views within the new development, the streets and greenways have been configured to form view corridors. Panoramic and framed water views can be achieved through the architectural design of most buildings and from the open spaces throughout.

Seasonal and micro-climate conditions will be determinants of both architectural and street geometry. The urban design favours south, east,

and west exposure for residential buildings, and for commercial uses, direct and defining street adjacency is preferred. The orientation and direction of the streets has been guided by a strategy to reduce the channelling of winter winds. The South and East orientation of the majority of the site favours solar exposure and water views. As a result, large terraces and roof decks will characterize the architecture of Royal Bay.

Location



Illustration by EKISTICS reproduced by permission

1998 Master Plan



2014 Royal Bay Concept Plan



Illustration by EKISTICS reproduced by permission

The preliminary schematic plan above was produced as part of initial studies by others around the time of the updating of the official community plan of Colwood.

The area inside the dashed red line will consist of higher density mixed use development and is the focus of this urban design plan.

# Context and Characteristic Zones



Illustration by EKISTICS reproduced by permission

## 1 | THE FOREST KNOLL

The forest knoll features a forested ridgeline that screens Royal Bay from The Triangle and Wishart South neighbourhoods.



## 2 | THE ESCARPMENT

Wrapping the northern and western property boundary, the escarpment is a consistent and visible trace of the mine operation.



## 3 | LATORIA CREEK PARK

The high banks and mature forest of the Latoria Creek Park border the southwestern site edge, providing a thick green backdrop.



## 4 | THE CLIFFS

The cliffs represent the most charismatic of landforms on site and provide dramatic contrast to Latoria Creek Park beyond.



## 5 | THE WATERFRONT BLUFFS

Once extending along the entire waterfront and leading to Albert Head, the bluffs fall from high bank to an excavated mid-bank above the beach.



## 6 | THE RAMPART

The rampart ascends more than 100 feet above the waterfront, vertically tracing historical grade, and bisecting the site north of Latoria Road.



## 7 | THE HEADLANDS

Like the bluffs to the south, the headlands define the northern property extent as a remnant high bank waterfront edge.



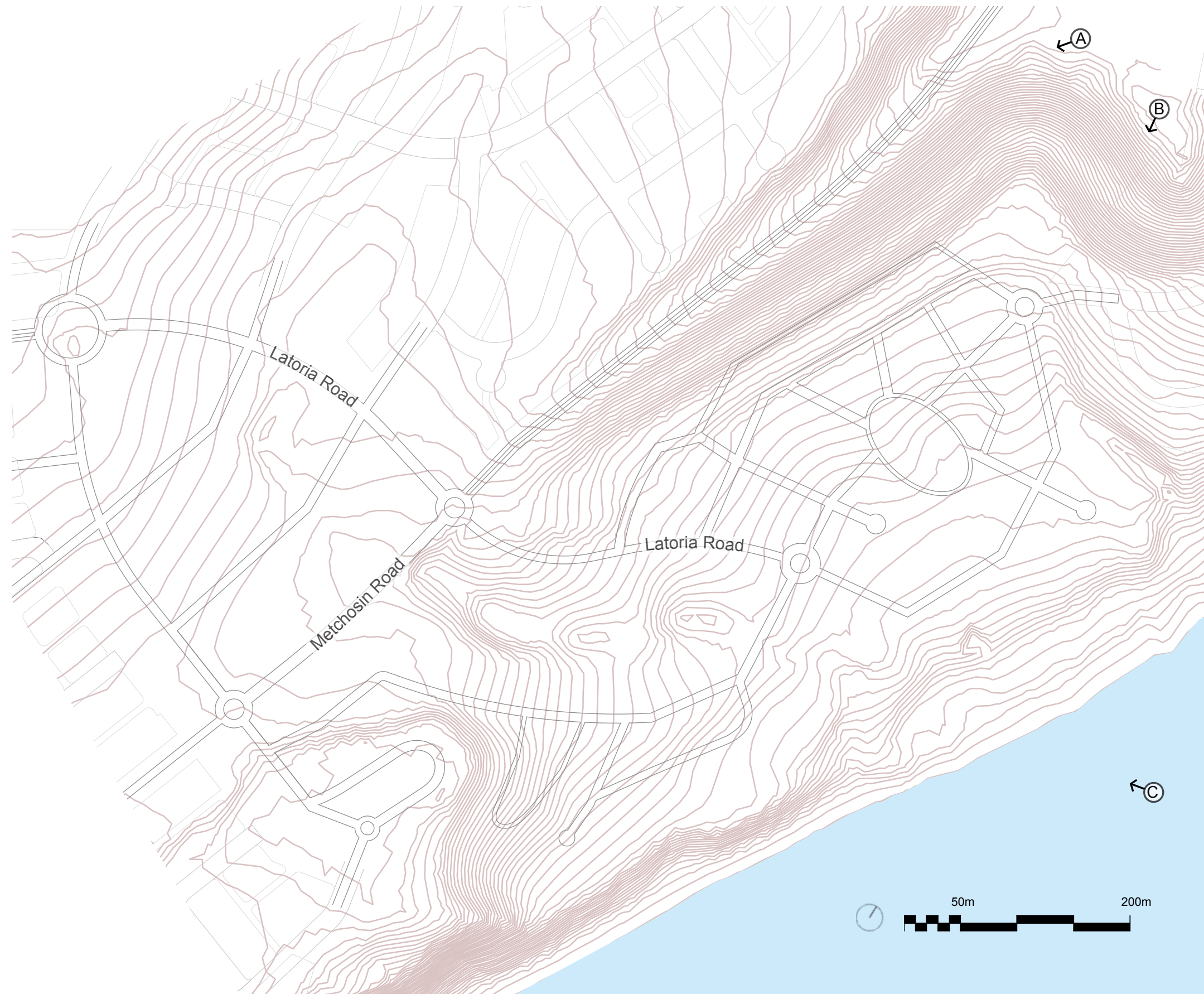
The site characteristics above were compiled and described as part of the initial planning undertaken by the EKISTICS team in 2013.

Site Conditions 2014



# Topography

As a former quarry, the Royal Bay site includes a number of sloped areas, along with large basin-like formations. While some of the steep grades and parts of the low-lying land preclude viable construction, most of the gentle slopes make excellent sites for low, mid-rise, and some high-rise buildings. The location and orientation of the slopes will allow water-views from medium and tall buildings, while avoiding blocking views or creating excessive shadowing of public open spaces.





## Location, Terrain and Micro-Climate

Considerations of the strong visual and physical characteristics of the former quarry site will have fundamental influence on the urban design and architectural character of Royal Bay. These are:

- The open brownfield site without vegetation
- The terrain of the former quarry composed of sand, gravel and rock
- The low- density, mainly single-storey residential neighbourhoods on three sides of the site and the new high-school
- The two arterial roadways bisecting the site, N-S and E-W, into quadrants and providing the principle links to the surrounding countryside, nearby towns, the City of Victoria and the region
- The seasonally changing and relatively high-velocity winds traversing the site
- The sloped topography, including the Metchosin Road ridge, the west- slopes and the rolling knolls rising at the north and south boundaries
- The waterfront with its walkways, bluffs and beach
- The panoramic foreground views of the Bay, the Victoria cityscape middle-ground and the distant mountains beyond



(A) See topography map on previous page



(B)



(C)

# Urban Design Principles

1. A new assemblage of livable, vibrant neighbourhoods forming a complete mixed-use urban village, with demographic diversity and balance.

The goal of this initiative is to create an urban design plan and architectural framework for a livable, vibrant and complete urban community with diversity and a demographic balance.

This new village infrastructure will consist of a wide variety of building types and scales intended to support a mix of uses from residential to commercial, to recreational and cultural. Buildings will include community activity and sport centres.

The village will be designed for walk-ability, with a networked hierarchy of rights-of-way scaled to their location and purpose, with dedicated bike lanes and carrying a regionally connected transit network. There will be a high calibre of street design, landscape and public open space, a waterfront park, extensive greenways, waters' edge walkways, public greens and squares.

The traffic-calmed streets and an extensive network of pathways, sidewalks, boardwalks, bridges and tunnels will interconnect the new community, link with adjacent neighbourhoods as well as to the rest of Capital Region.



3. A walkable network of streets and open spaces accommodating cycling and transit while serving car traffic and parking needs.



2. A richly appointed human-scaled street and landscape context for a distinct regional architecture.



## Form, Materials and Composition

4. A restored waterfront that is integrated with and accessible to all upland areas.



The owner-developer of the site expects the buildings at Royal Bay to be comprised of a variety of sizes, heights and geometries. These variations are intended to create a visually dynamic 'townscape' and streetscapes with engaging features and dramatic qualities. The streets, rich public landscapes and lush private yards will be defined by the buildings that will favour robust materials such as concrete, brick, stone and timber. The colours and textures of the local indigenous materials will be the principle palette of the architecture. Sunshine, gracious private outdoor space and shelter from seasonal wind patterns, will be among the formal determinants for the low, medium and the high-rise structures.

### Circulation and Views

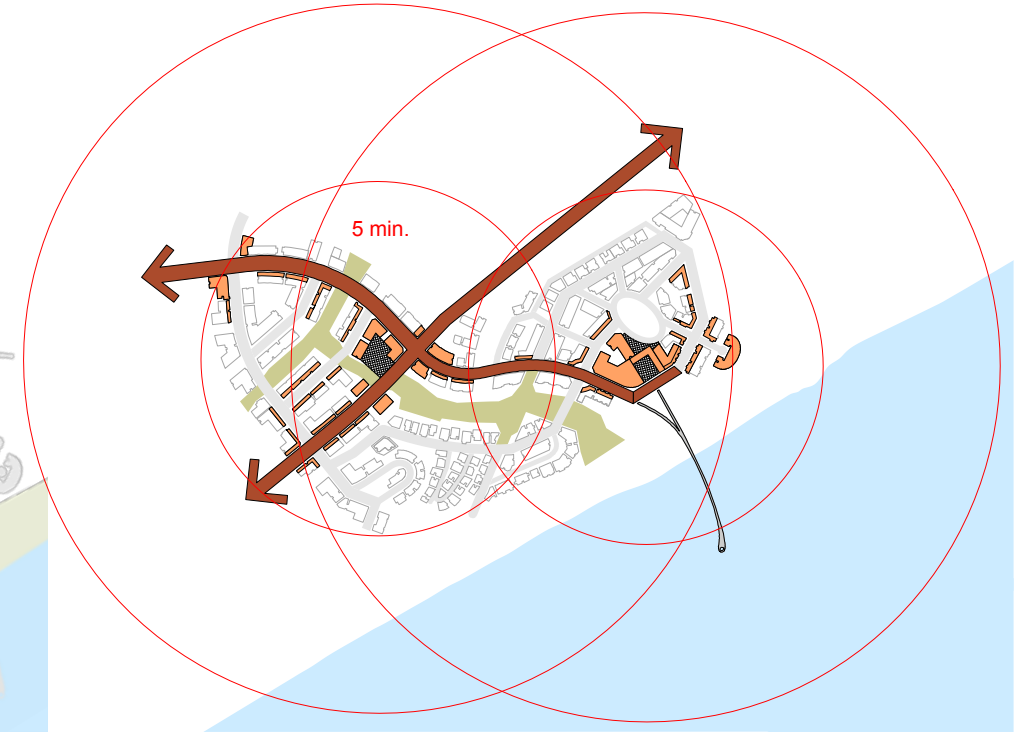
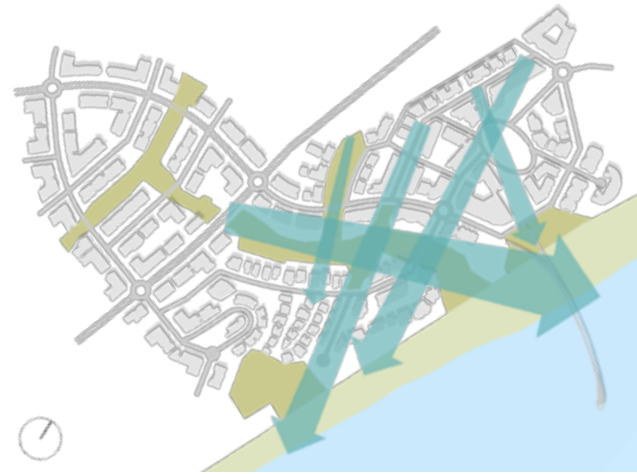
The urban design plan is based on a framework of streets and open spaces that not only form a multi-purpose circulation network, but are also composed as visual corridors to take maximum advantage of views to the waterfront. Along with the parks and greenways, the streets between the buildings will be key elements in the appearance and ambiance of the neighbourhoods.

5. A long-range holistic urban design plan to be implemented incrementally over time.



# Master Plan

## Streets & Building Orientation



## Views

The topography of the site contributes to a distinguishing attribute of the Royal Bay site: spectacular views to the Salish Sea, the Victoria peninsula, and to the islands and mountains beyond. To exploit these views, as well as foreground views within the new development, the streets and greenways have been configured to form view corridors. Views from a significant majority of building sites have been considered, and will be able to be achieved through the architectural design of each building.

## Wind

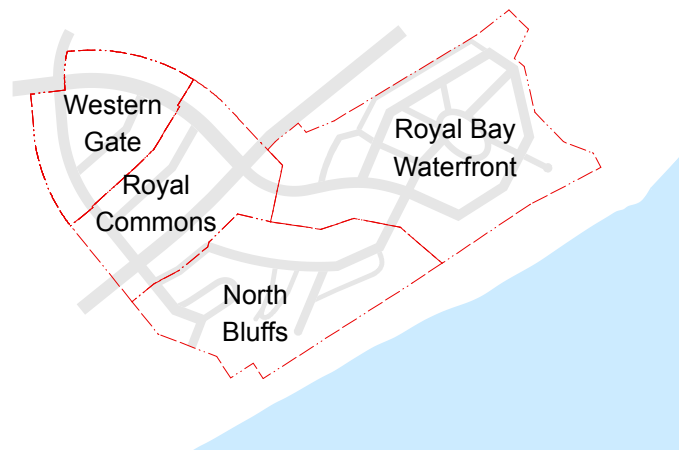
Seasonal climate and micro-climate conditions are determinants of both building massing and street geometry. The orientation and direction of the streets has been guided, wherever possible, by a strategy aimed at reducing the channelling of winter winds. Breaking the flow and acceleration of cold air between buildings can make public and private outdoor spaces, such as balconies and terraces, more comfortable and usable for longer periods.

## Sun

In general, urban design favours South, East, and West exposure for residential buildings. It is fortunate that the South and East orientation of the majority of the site favours protection from the wind and views of the water. This will allow residential living room windows and private balconies to be oriented for maximum sunlight. As a result, the architecture of Royal Bay will include large balconies, terraces, and roof decks. These could become distinguishing features of the architecture of Royal Bay.

## Integrated Strategy

The fundamental urban design concept is the creation of centers, connected by networked circulation routes defined by mixed-use buildings. These are arranged in walkable blocks spaced to be comfortably accessible by pedestrians and arranged among a network of greenways and parks. The districts are ultimately linked to the waterfront walkway and beach.



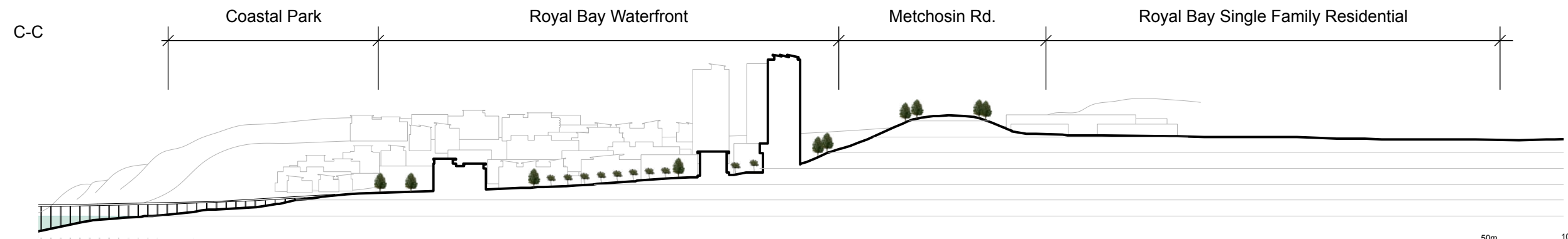
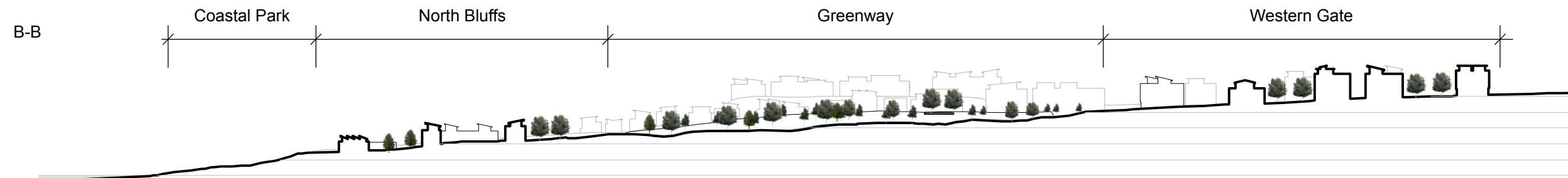
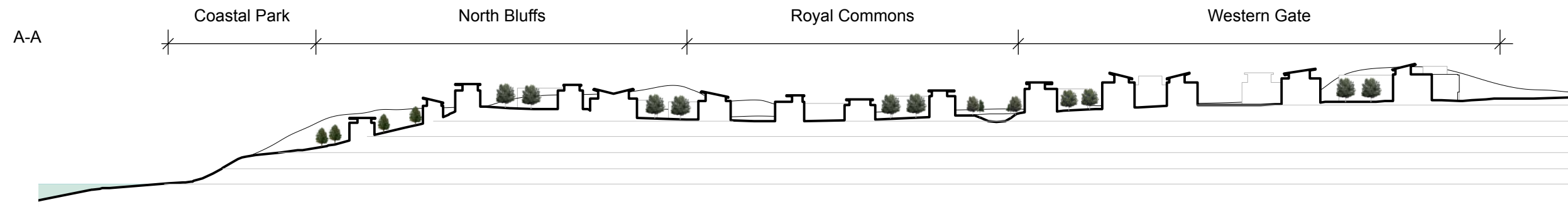
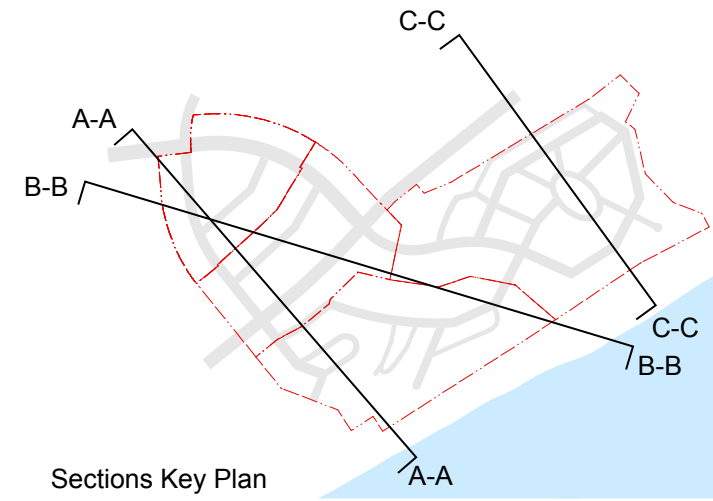
## Plan Key for Page 13

- |                                 |                           |
|---------------------------------|---------------------------|
| 1 - West Circle Fountain        | 15 - Waterfront Park      |
| 2 - Bubble Ponds                | 16 - Royal Bay Pier       |
| 3 - Greenway Forks              | 17 - Royal Bay Beach      |
| 4 - High Road Village           | 18 - Rampart Underpass    |
| 5 - Royal Bay Market Square     | 19 - Royal Bay Highschool |
| 6 - Greenway Bridge             |                           |
| 7 - North Bluffs Crescent Park  |                           |
| 8 - North Bluffs Park           |                           |
| 9 - North Bluffs Green          |                           |
| 10 - Upper Greenway Crossing    |                           |
| 11 - Lower Greenway Crossing    |                           |
| 12 - West Slopes Green          |                           |
| 13 - Oval Park and Amphitheatre |                           |
| 14 - Waterfront Square          |                           |



# Site Sections

The topography of the former quarry site provides a series of rolling streetscapes that make a picturesque townscape. The slopes allow good sun exposure and exceptional views to the waterfront and beyond from most buildings and open spaces.





# Urban Design Elements



## Human Scaled Blocks

Early conceptual drawing for the Commons with a Market Square. Designed to be the main retail commercial hub of Royal Bay, this area will grow incrementally over time, in concert with the waterfront district.

The waterfront district is comprised of an area with a more public and regional waterfront park, pier and public square. In addition, an Oval Park provides a focus and amenity for the upland residential areas.





- Arterial
- Local
- Collector
- Lane



## Street Network

Streets and the open spaces adjacent to them represent a substantial portion of the public domain. While often seen as a necessary evil, the street is also a truly public place. If well designed to be shared, it is available for anyone's use, anytime, for free (except taxes). In the Urban Design of the Royal Bay Waterfront, the street is considered as more than simply a thoroughfare for drivers and their automobiles.

The ability of streets to accommodate vehicle, pedestrian, and bicycle movement, as well as to allow social interaction (meeting, talking, playing, etc.) is widely acknowledged. While not replacing dedicated park space, the streets, with their trees, planting, lighting, sitting places, and general activity can be interesting and lively public places and contribute to the positive life of a neighbourhood and the city.

It is for these reasons that streets and their adjacent open spaces are a valuable part of the public amenities of the Royal Bay Waterfront. Many aspects of the Urban Design have been influenced by the desire to foster a street life rather than allow streets to sever the life of the neighbourhood.

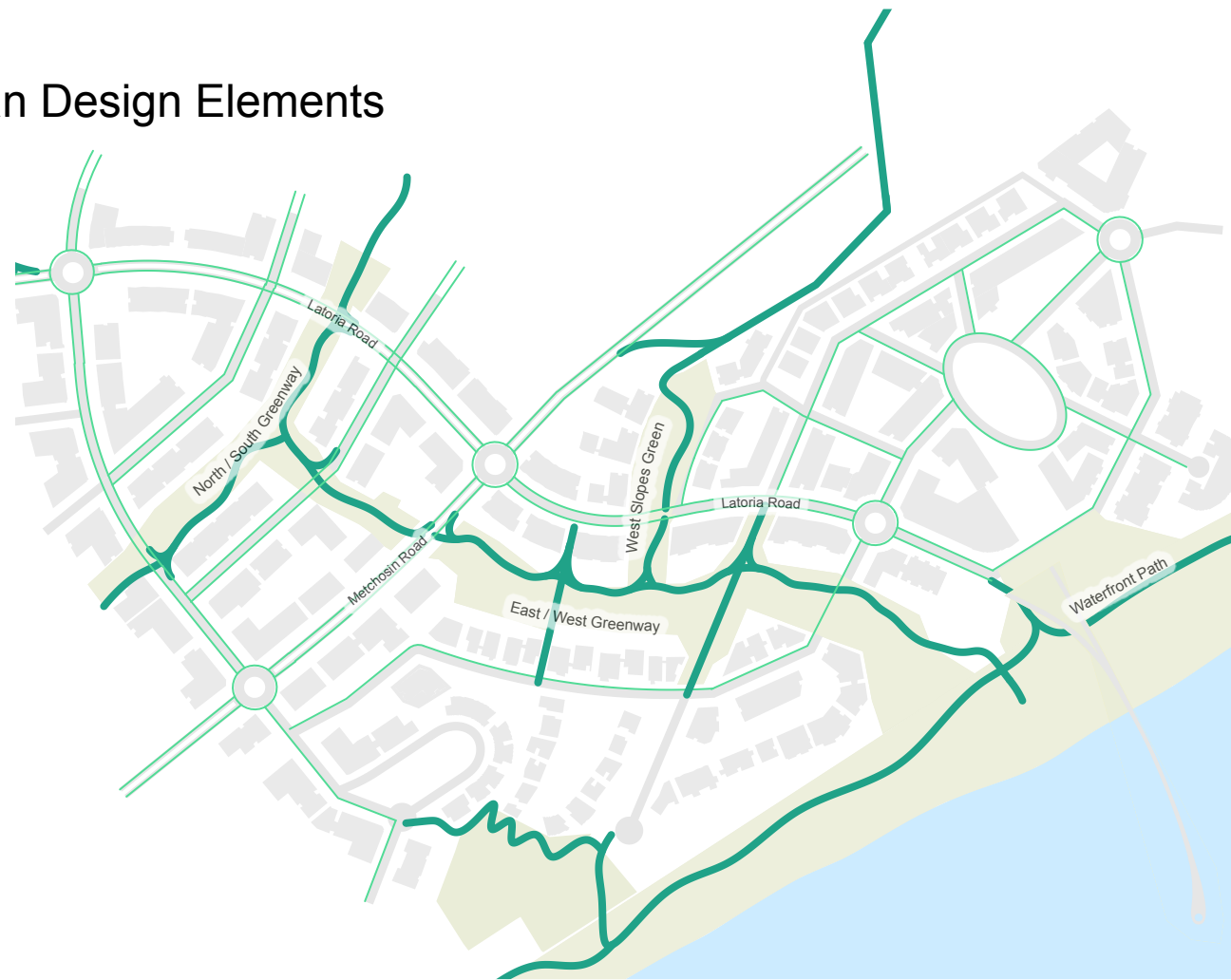


## Open Space Network

Seen as an integral part of a coordinated and linked open-space network, the dedicated public parks may have to conform to the formula dictated by provincial or local statute. But beyond this quantitative measure, the parks are augmented and enhanced by their adjacencies and proximity to the waterfront and private landscaped open space. By being able to design both public and private parks, gardens, courtyards and rights-of-way, the design will be able to expand and enhance the physical and experiential impact of the green-space network.



## Urban Design Elements



### Bicycle Circulation

In addition to the 'shared streets' strategy for bike travel, Western Gate, Commons, North Bluffs, and the Waterfront districts of Royal Bay are linked internally and to the adjacent residential areas by an extensive network of segregated cycling paths. These paths branch from the main North-South waterfront pathway to the East, and the East-West greenway that bisects Central Royal Bay.



### Pedestrian Circulation

Particular attention has been paid to the pedestrian use of the street rights-of-way at Royal Bay. Ample sidewalks, with lighting and street furniture, are separated from traffic lanes, and graciously landscaped boulevards make the shared streets safe and beautiful during all seasons. In addition an extensive network of foot-paths, trails, walkways, and bridges provide access between and through all of the neighbourhoods and landscapes of Royal Bay.





## Parking

The car parking strategy for Royal Bay's mixed-use districts predominantly relies on underground and under-building garages. Generally, this means that the parking capacity corresponds more or less to the footprint of commercial, residential, and mixed-use buildings. Visitor, customer, and guest parking is accommodated in a variety of ways. Parallel and diagonal spaces in the street rights-of-way, small off-street, treed surface parking lots (generally kept behind buildings) and some under-building or underground garages are distributed throughout the site. Parking adjacency to shopping, recreational, and cultural places has been given special attention.

The diagram on this page indicates with black arrows anticipated underground and under-building parking access points. The circled 'P' indicates surface parking areas adjacent to public attractions.



## Land Use

Envisioned as a mixed-use urban village, the fundamental concept for uses within the buildings is that uses will be relatively flexible. Generally, the main or street level of buildings adjacent to streets will be available primarily for retail and commercial uses. Above these, and as part of structures that will form the streets and open spaces, various types of tenure and ownership will be possible. Fee simple title, rental, condominium, etc. will be possible.

The diagram indicates the circulation and green space networks with the predominant use of the buildings in particular areas shown in colours.



## The Districts

The following pages focus on the four main districts within the urban design plan.

- The Western Gate
- The Royal Commons
- The North Bluffs
- The Royal Bay Waterfront

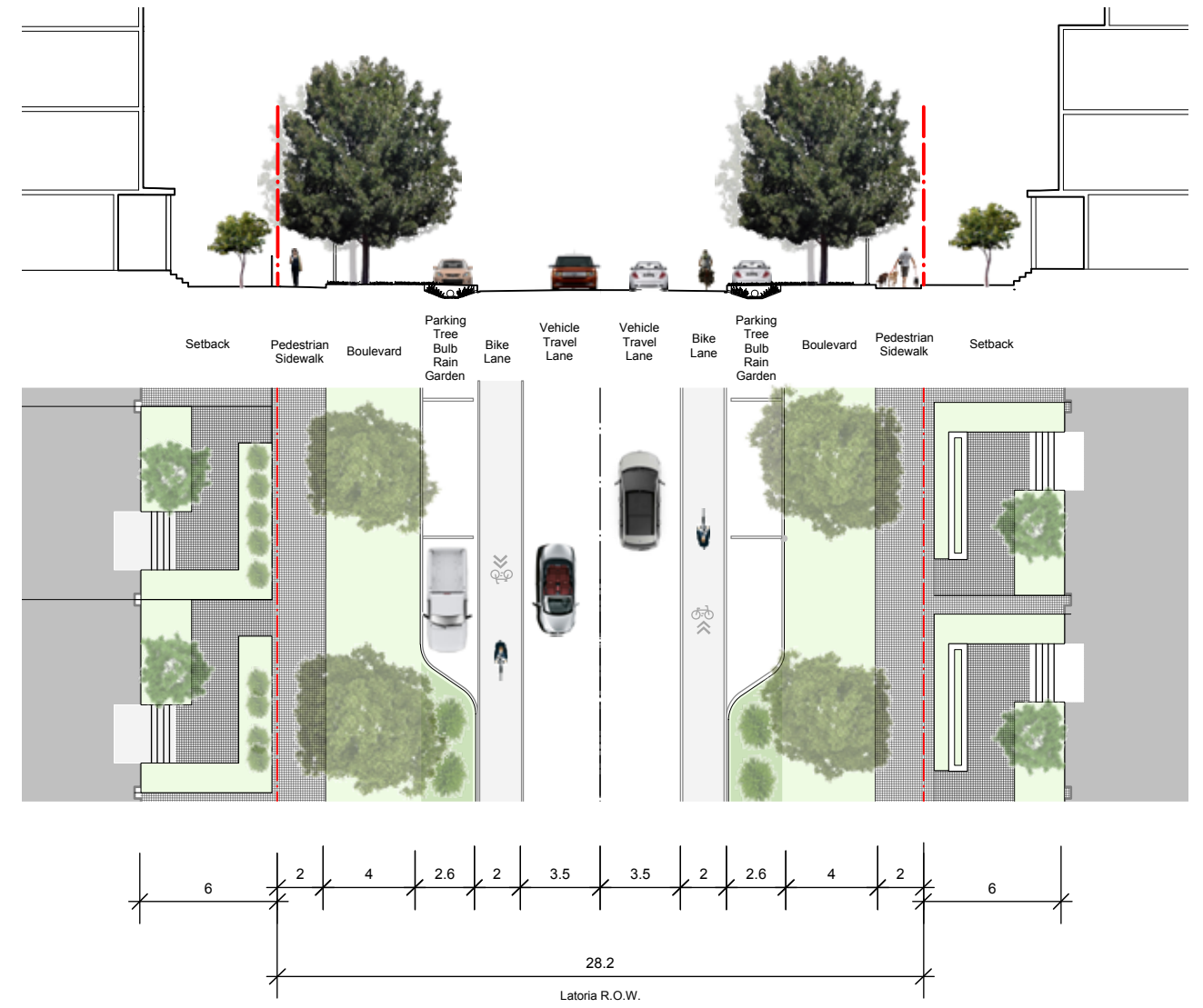
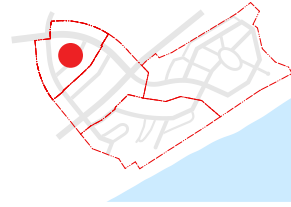
The central area of Royal Bay is conceived as an urban village made up of districts. These are defined by characteristics emerging from topography, street network relationships and built form focused on the greenway network woven through them. The four districts are described in the following separate sections, although they will be integrated and connected by streets and greenways. Each district is presented with a plan view, digital 3D model view and a technical section through the principal street right-of-way showing the its main elements. Also in each district, perspective renderings and sketches provide a glimpse of the spatial qualities and design character of the spaces and buildings of the districts.





# Western Gate

As the gateway from West Colwood, this district showcases Royal Bays commitment to generous public spaces.



## Westgate Circle

Defining the north west entrance to Royal Bay is a generous round-about overlapping and bridging a series of cascading ponds. This vibrant public outdoor space celebrates the westernmost entry to the dedicated pedestrian corridor that runs the length of the greenway, down to the waterfront and pier.



Ⓐ - Westgate Circle and Bubble Ponds



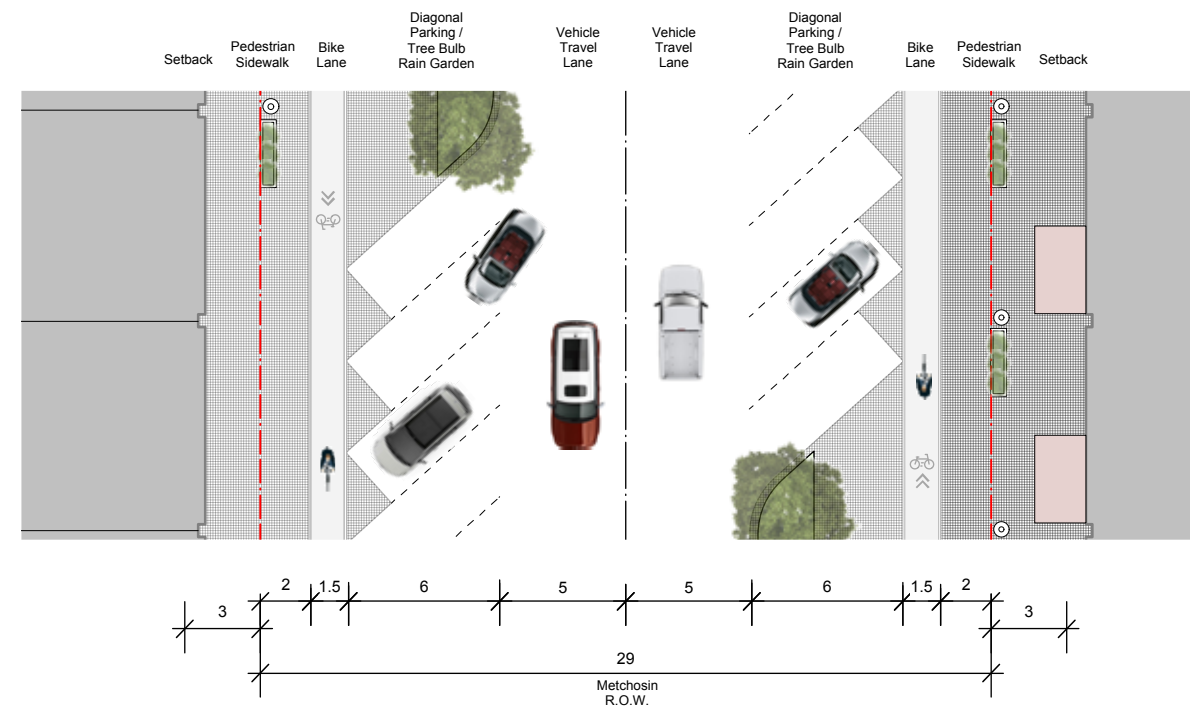
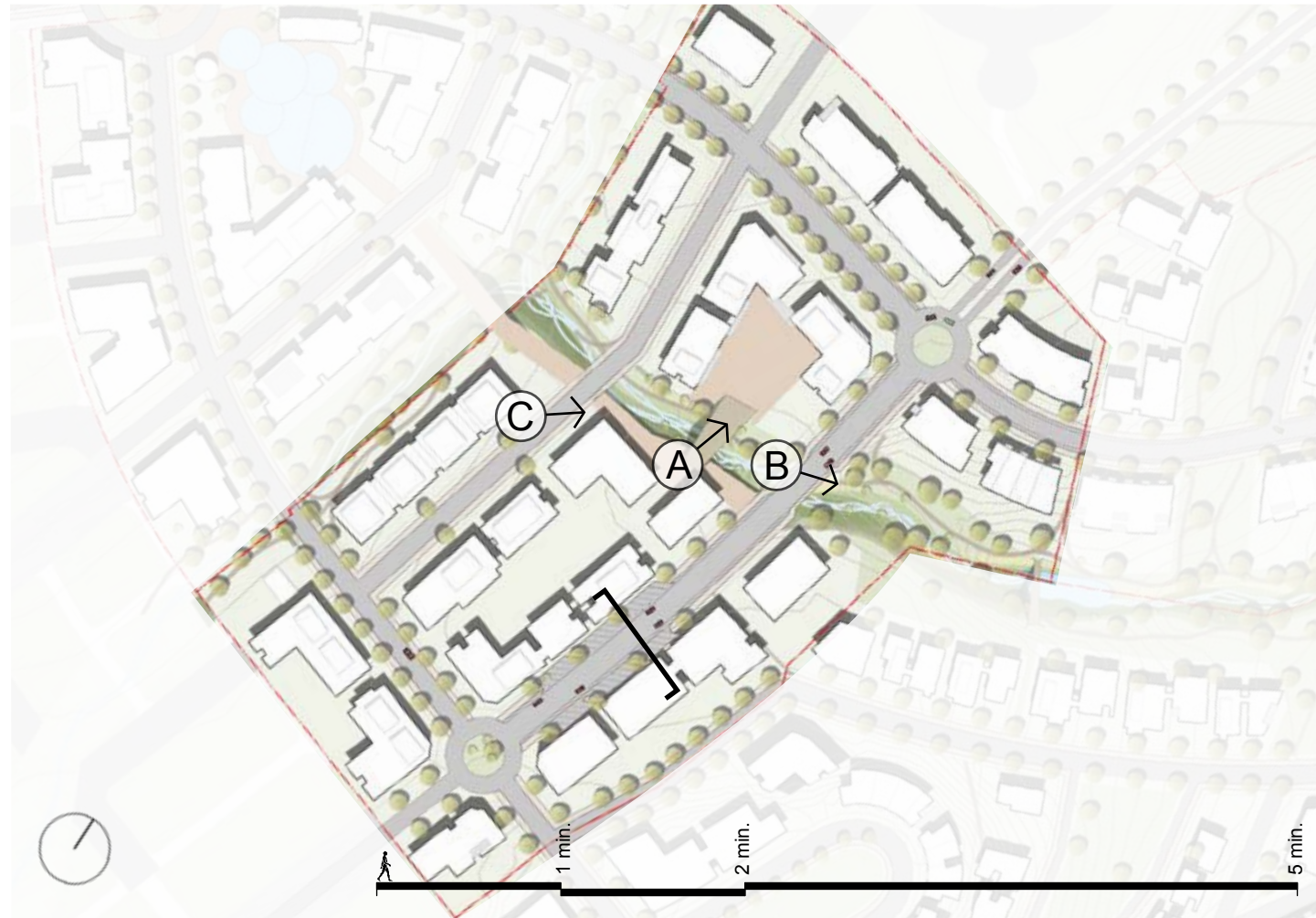
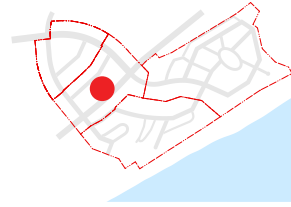
Ⓑ - Westgate Circle Bridge and Bubble Ponds



Ⓒ - Greenway Forks

# Royal Commons

The Royal Commons holds the intersection of the two major roads, Latoria and Metchosin Road.





## Royal Market Square

Sited adjacent to Metchosin Road, the Royal Market Square is a highly visible commercial center to this primary west shore thoroughfare. The design invites exploration with its distinct architecture, vibrant public spaces, integrated greenways, and sweeping views.



Ⓐ - View across to Royal Market Square



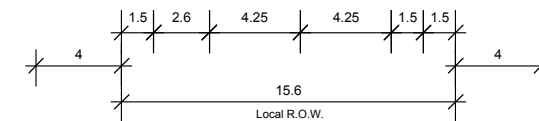
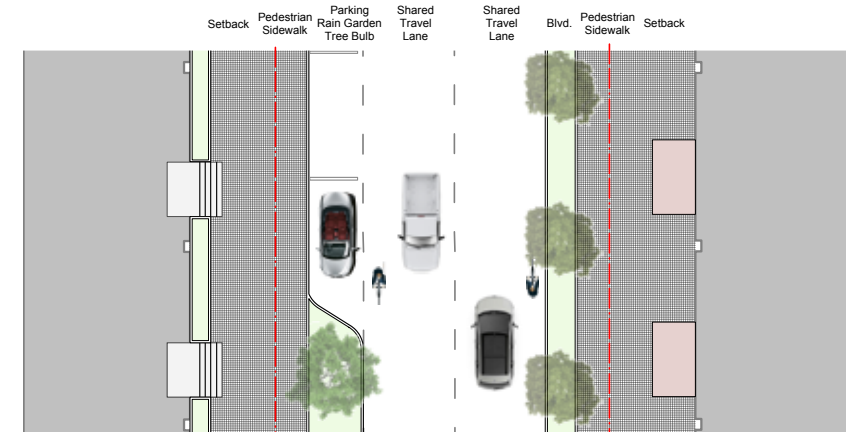
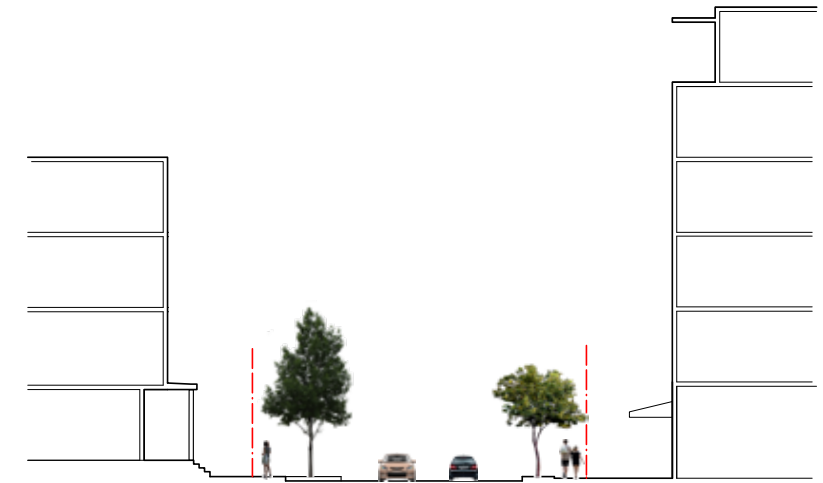
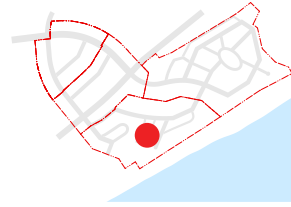
Ⓑ - Metchosin Bridge



Ⓒ - Royal Market Square

# North Bluffs

The North Bluffs is the southernmost district in the urban design plan, but sits north of the "Bluffs" residential district.



## Terraced housing

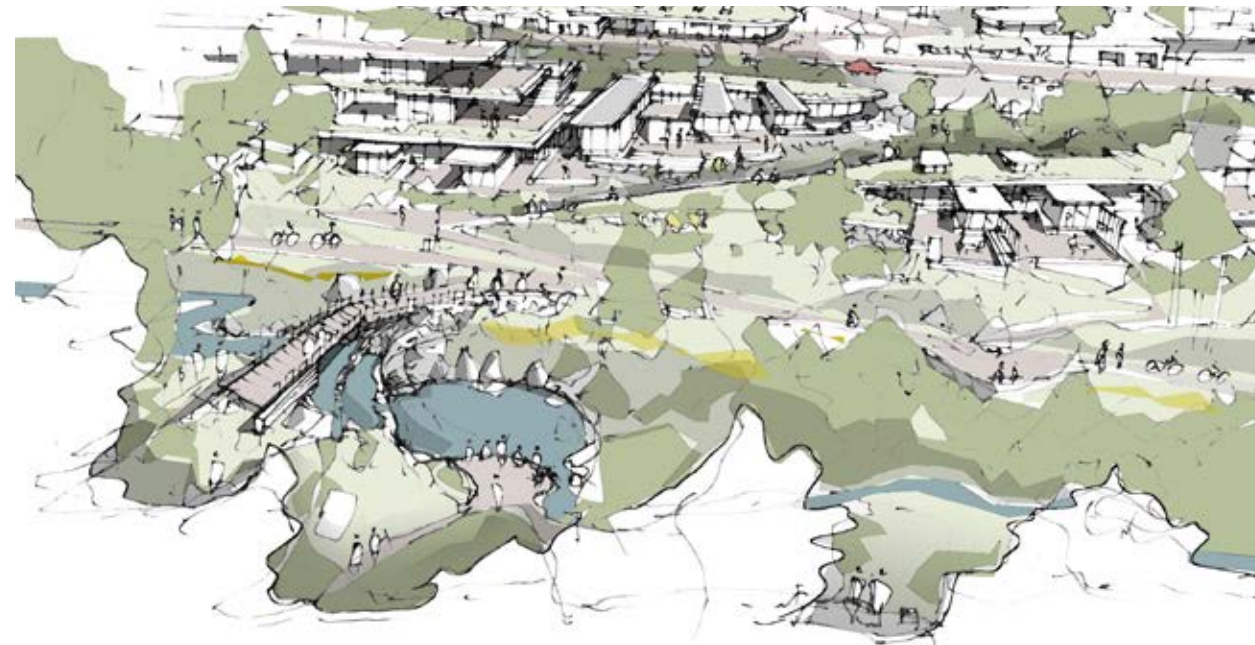
Buildings will be able to take advantage of site orientation, views, and prevailing winds to create sheltered and comfortable outdoor terraces.



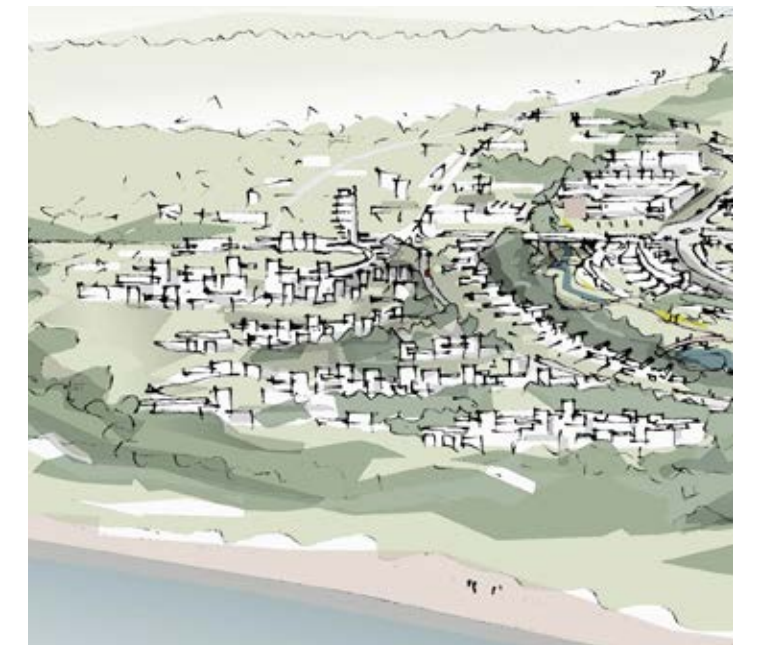
Ⓐ - Greenway



Ⓑ - Greenway



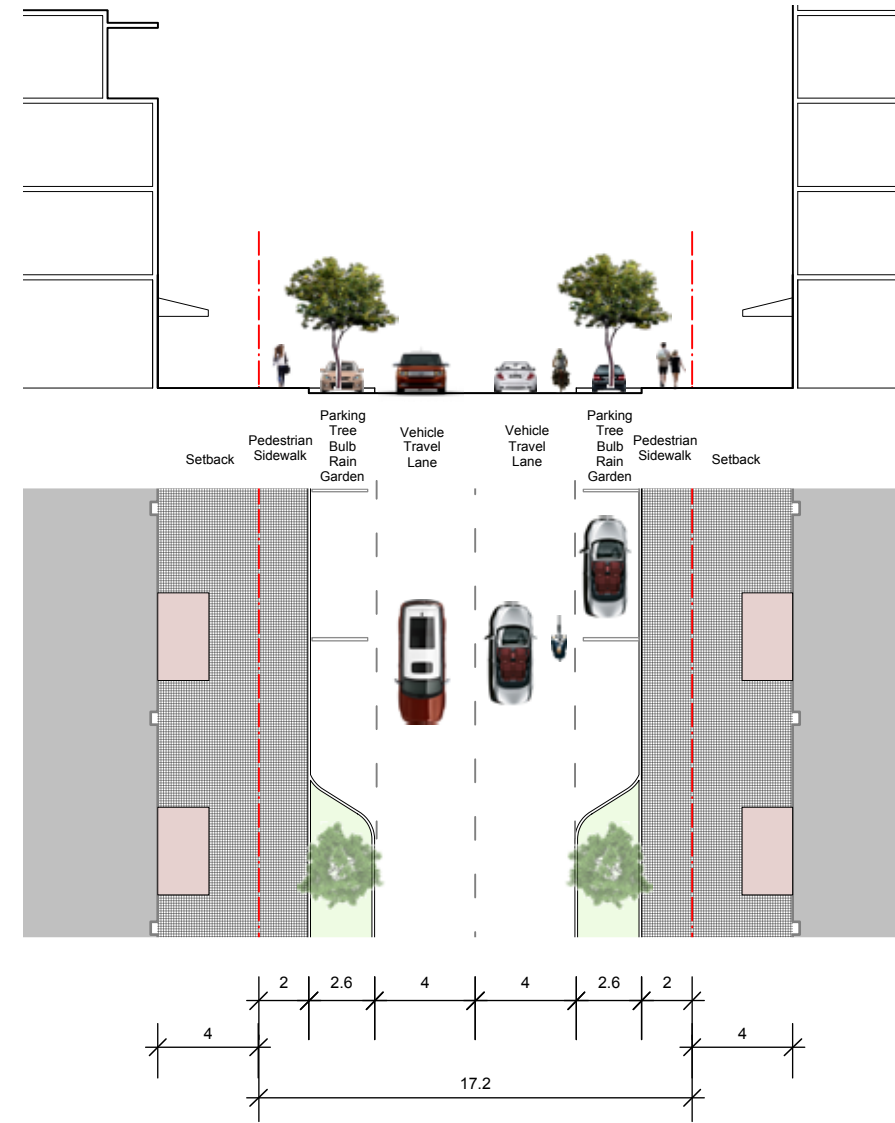
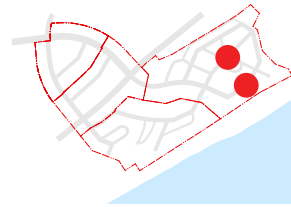
Ⓒ - Greenway



Ⓓ - Bluffs

# Royal Bay Waterfront

This district contains a vast amount of public amenities, most notably the Waterfront Square and Royal Oval Park.



## Royal Oval Park

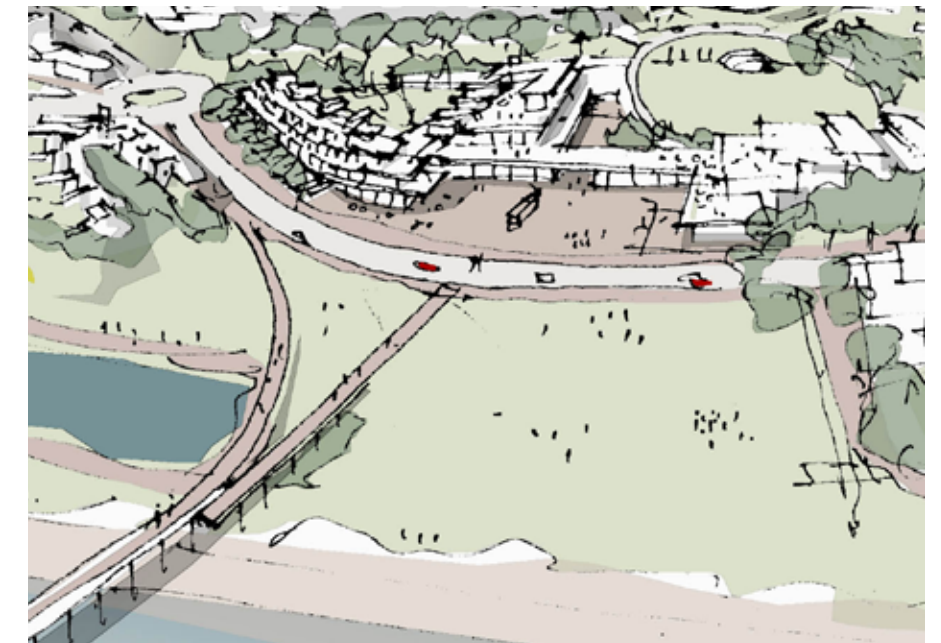
The Royal Oval Park is a part of a string of green spaces that support adjacent residences. Whereas the waterfront park and square are intended to be for commercial and regional traffic, Royal Oval Park gives necessary outdoor space to local residents, and the amphitheatre will bring events to the region.



Ⓔ - Royal Oval Park and Amphitheatre



Ⓑ - Royal Oval Park and Amphitheater



Ⓒ - Waterfront Park and Waterfront Square

Royal Bay Waterfront



ⓓ - View from presentation centre on Waterfront Square



## Waterfront Square

Located centrally in the Royal Bay Waterfront district, the Waterfront Square is a regional commercial and recreational destination. With an iconic pier, dynamic cityscape, and a interconnected network of trails and paths branching out along the waterfront, the square will be another regional stop.



Ⓐ - View of Waterfront Square from Waterfront Park



Ⓑ - View Salish Sea from Royal Oval Park



Ⓒ - Royal Bay Pier

# Development Data

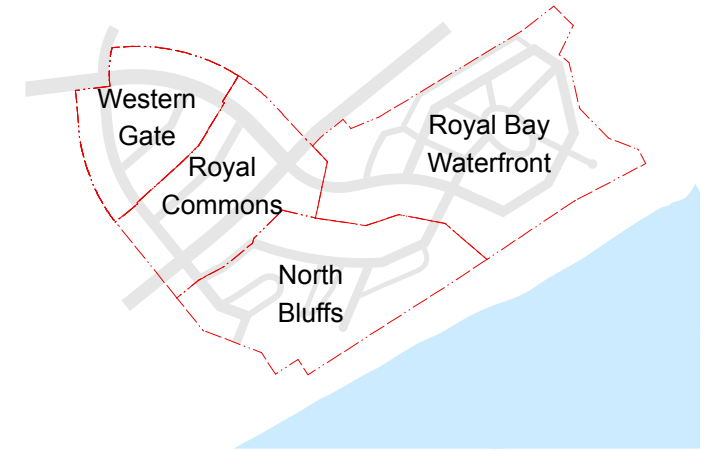
Building area in Square Feet by district.

Building Number	Number of Floors*	Approx. Building Footprint - ft2**	Service Commercial and Retail ***	Gross Floor Area ****	Total Building Area (SF)
<b>Western Gate District</b>					
WC 1	4	12,372	12,372	37,116	49,488
WC 2	4	6,087	6,087	18,262	24,350
WC 3	4	10,444	10,444	31,332	41,775
WC 4	4	9,189	9,189	27,567	36,756
WC 5	4	6,165	6,165	18,496	24,661
WC 6	4	10,152	10,152	30,456	40,608
WC 7	4	15,713	15,713	47,140	62,853
WC 8	4	7,926	7,926	23,777	31,703
WC 9	4	25,028	25,028	75,083	100,110
WC 10	4	7,385	7,385	22,156	29,541
WC 11	4	16,630	16,630	49,889	66,518
WC 12	4	12,230	12,230	36,689	48,918
WC 13	4	18,459	18,459	55,377	73,836
WC 14	4	8,989	8,989	26,967	35,956
WC 15	4	14,522	14,522	43,565	58,086
<b>VCC Totals</b>		<b>181,290</b>	<b>181,290</b>	<b>543,869</b>	<b>725,159</b>
<b>Royal Commons District</b>					
RC 1	4	7,100	7,100	21,300	28,400
RC 2	4	19,459	19,459	58,376	77,834
RC 3	4	11,430	11,430	34,290	45,719
RC 4	4	6,663	6,663	19,989	26,652
RC 5	4	12,763	12,763	38,290	51,053
RC 6	4	9,024	9,024	27,073	36,098
RC 7	4	5,797	5,797	17,392	23,189
RC 8	4	11,280	11,280	33,841	45,121
RC 9	4	9,807	9,807	29,420	39,226
RC 10	4	6,135	6,135	18,406	24,541
RC 11	4	13,174	13,174	39,523	52,698
RC 12	4	10,217	10,217	30,651	40,868
RC 13	4	9,148	9,148	27,445	36,593
RC 14	4	6,579	6,579	19,738	26,317
RC 15	4	7,449	7,449	22,348	29,798
RC 16	4	5,053	5,053	15,160	20,213
RC 17	4	7,037	7,037	21,110	28,147
RC 18	4	9,820	9,820	29,460	39,280
RC 19	4	10,237	10,237	30,712	40,949
RC 20	4	16,293	16,293	48,879	65,172
RC 21	4	7,201	7,201	21,604	28,805
RC 22	4	6,225	6,225	18,675	24,900
RC 23	4	10,192	10,192	30,575	40,766
RC 24	4	6,935	6,935	20,804	27,739
<b>RC Totals</b>		<b>225,020</b>	<b>225,020</b>	<b>675,060</b>	<b>900,080</b>

Building Number	Number of Floors*	Approx. Building Footprint - ft2**	Service Commercial and Retail ***	Gross Floor Area ****	Total Building Area (SF)
<b>North Bluffs District</b>					
NB 1	4	12,002	12,002	36,007	48,009
NB 2	4	16,582	16,582	49,746	66,328
NB 3	4	4,342	4,342	13,026	17,369
NB 4	4	10,707	10,707	32,120	42,826
NB 5	4	13,277	13,277	39,831	53,108
NB 6	4	4,837	4,837	14,511	19,349
NB 7	4	5,910	5,910	17,730	23,640
NB 8	4	5,651	5,651	16,952	22,603
NB 9	4	5,461	5,461	16,383	21,844
NB 10	4	7,373	7,373	22,120	29,493
NB 11	4	3,172	3,172	9,515	12,687
NB 12	4	4,719	4,719	14,157	18,876
NB 13	4	4,599	4,599	13,797	18,396
NB 14	4	7,010	7,010	21,031	28,041
NB 15	4	2,165	2,165	6,496	8,661
NB 16	4	2,810	2,810	8,430	11,241
NB 17	4	2,407	2,407	7,222	9,629
NB 18	4	1,138	1,138	3,414	4,551
NB 19	4	2,053	2,053	6,160	8,213
NB 20	4	6,930	6,930	20,789	27,719
NB 21	4	4,634	4,634	13,901	18,535
NB 22	4	2,604	2,604	7,812	10,416
NB 23	4	3,146	3,146	9,437	12,583
NB 24	4	2,137	2,137	6,411	8,549
NB 25	4	1,962	1,962	5,886	7,848
NB 26	4	2,135	2,135	6,406	8,541
NB 27	4	1,760	1,760	5,280	7,040
NB 28	3	5,941	5,941	11,881	17,822
NB 29	4	10,458	10,458	31,373	41,830
NB 30	3	3,177	3,177	6,354	9,531
NB 31	3	5,888	5,888	11,776	17,664
NB 32	3	11,513	11,513	23,027	34,540
NB 33	3	4,120	4,120	8,241	12,361
NB 34	3	2,337	2,337	4,675	7,012
NB 35	3	5,280	5,280	10,559	15,839
NB 36	3	11,947	11,947	23,893	35,840
NB 37	3	7,290	7,290	14,579	21,869
<b>NB Totals</b>		<b>209,474</b>	<b>209,474</b>	<b>570,929</b>	<b>780,403</b>

Building Number	Number of Floors*	Approx. Building Footprint - ft2**	Service Commercial and Retail ***	Gross Floor Area ****	Total Building Area (SF)
<b>Royal Bay Waterfront District</b>					
RBW 1	4	8,221	8,221	24,663	32,884
RBW 2	4	8,366	8,366	25,099	33,465
RBW 3	4	6,421	6,421	19,262	25,682
RBW 4	4	9,276	9,276	27,829	37,106
RBW 5	4	8,705	8,705	26,115	34,821
RBW 6	14	6,732	6,732	87,516	94,248
RBW 7	4	3,149	3,149	9,448	12,597
RBW 8	4	3,326	3,326	9,977	13,303
RBW 9	4	2,807	2,807	8,420	11,226
RBW 10	4	3,472	3,472	10,415	13,886
RBW 11	4	4,410	4,410	13,229	17,638
RBW 12	4	3,397	3,397	10,191	13,588
RBW 13	4	12,296	12,296	36,888	49,184
RBW 14	4	12,380	12,380	37,139	49,519
RBW 15	4	4,200	4,200	12,600	16,800
RBW 16	4	4,032	4,032	12,097	16,129
RBW 17	4	4,015	4,015	12,044	16,059
RBW 18	3	12,835	12,835	25,671	38,506
RBW 19	4	3,680	3,680	11,039	14,719
RBW 20	4	9,548	9,548	28,645	38,193
RBW 21	15	6,732	6,732	94,248	100,980
RBW 22	4	8,493	8,493	25,479	33,971
RBW 23	4	4,032	4,032	12,097	16,129
RBW 24	4	9,711	9,711	29,133	38,843
RBW 25	15	6,732	6,732	94,248	100,980
RBW 26	4	4,010	4,010	12,029	16,039
RBW 27	4	13,436	13,436	40,307	53,743
RBW 28	4	4,062	4,062	12,186	16,248
RBW 29	4	4,468	4,468	13,404	17,872
RBW 30	4	7,781	7,781	23,342	31,123
RBW 31	4	12,380	12,380	37,139	49,519
RBW 32	15	6,732	6,732	94,248	100,980
RBW 33	4	13,225	13,225	39,676	52,901
RBW 34	4	43,278	43,278	129,833	173,110
RBW 35	3	23,776	23,776	47,553	71,329
RBW 38	4	13,119	13,119	39,358	52,477
RBW 39	4	46,403	46,403	139,208	185,610
RBW 40	4	10,297	10,297	30,891	41,188
RBW 41	4	10,592	10,592	31,777	42,369
RBW 42	8	5,979	5,979	41,850	47,828
RBW 43	4	8,062	8,062	24,186	32,249
RBW 44	4	19,589	19,589	58,766	78,354
RBW 45	4	10,948	10,948	32,844	43,792
RBW 46	4	14,716	14,716	44,148	58,863
RBW 47	4	16,951	16,951	50,853	67,804
<b>RBW Totals</b>		<b>456,769</b>	<b>456,769</b>	<b>1,647,086</b>	<b>2,103,856</b>

**Royal Bay Totals**      **1,072,553**      **1,072,553**      **3,436,944**      **4,509,497**

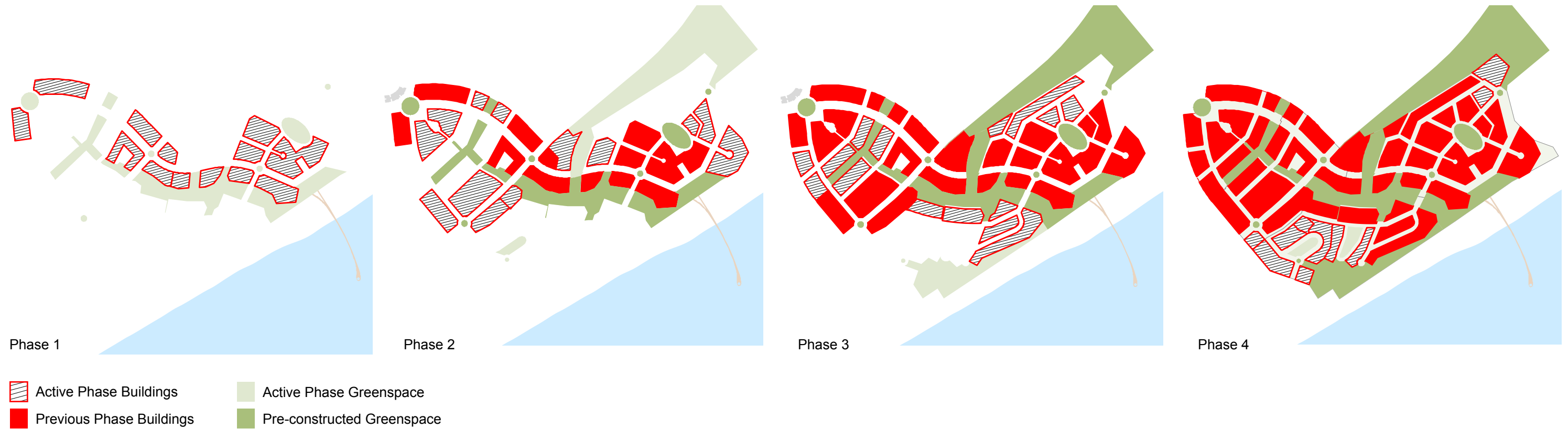


\*Height assumes average floor to floor height of 11.5' (3.5m)  
 \*\*Area of land covered by building structure  
 \*\*\* Ground Level Floor area  
 \*\*\*\* Level 2 and up





# Phasing Strategy



## Phasing

At approximately 90 acres, the land area of central Royal Bay will necessarily be developed incrementally. While the conventional drivers of development include market absorption, demand, and other economic determinants, the recommended phasing for Royal Bay is based on principles of a 'complete community.' Accordingly, each increment is intended to contain a mix of residential and non-residential uses, a range of building types and sizes, and most importantly, the construction of buildings on both sides of streets within the area of each phase. The idea is that development over time of a large holistic area should look and feel complete, so as to avoid the negative impacts from sequential construction of phases. The size of Royal Bay and the potentially protracted development period it will require will necessitate a flexible phasing plan.

The scope of Phase One will be determined and set; however, subsequent phases may vary. The diagram illustrates the suggested increments for future phases; however, the order in which these are developed will be determined over time.

In addition to the development of buildings and their adjacent open spaces, Phase One, as the seminal urban design, will include the Greenway, Waterfront Park, Waterfront Square, and the streetscapes of Metchosin Road and Latoria Road. This infrastructure will set the tone for the design of subsequent phases, while having the opportunity to grow and mature as an attractive setting for future residents.

## Development data summary

Area Name	Building footprint	Land area net (N.I.C. ROW)	Gross Floor Area	FSR	Lot Coverage	Number of Buildings	Level and Above
Western Gate	181,290	415,136	725,159	1.75	44%	15	543,869
Royal Commons	225,020	588,762	900,080	1.53	38%	24	675,060
North Bluffs	209,474	545,975	780,403	1.43	38%	37	570,929
Royal Bay Waterfront	502,191	652,169	2,126,600	3.26	77%	47	1,624,409
<b>Project Total</b>	<b>1,117,974</b>	<b>2,202,043</b>	<b>4,532,241</b>	<b>0.49</b>	<b>51%</b>	<b>123</b>	<b>3,414,267</b>
<i>Totals in Acres</i>	25.67	50.55	104.05				
Units (assuming 1,000 ft <sup>2</sup> / unit)							3414 total units    68 units/acre
<b>Total Acres of Commons and Landing (including ROW)</b>		<b>92</b>					

