

**12.4 DPA 3 – HIGHWAY 1 CORRIDOR**

<b>Category</b> Amend #2095	<b>Form and Character/ Revitalization/Reduction of Greenhouse Gas Emissions</b>
<b>Justification</b>	The justification for this designation is to help create an economically viable, safe and beautiful gateway corridor that effectively balances the Highway's chief function, moving vehicles through town safely and efficiently and improving access to businesses by all modes of transportation. In addition, the guidelines will ensure that Council has the ability to secure necessary information and establish conditions for developments along the Highway Corridor (See Map 2) by way of building form and character as well as improvements to the public right of way.
<b>Objective</b>	<p>The City wishes to encourage high quality, thoughtfully placed and positioned development along the Corridor, so that the Corridor still functions as a highway, but presents as a vibrant main street, typical of a busy urban centre. Travel movements, by all modes, are improved by:</p> <ul style="list-style-type: none"> <li>• Consolidating driveways</li> <li>• Sharing parking lots</li> <li>• Improving cycling and walking facilities including crossings</li> <li>• Providing a buffer between the roadway's moving traffic and the sidewalk</li> <li>• Improving crossing facilities</li> <li>• Installing a boulevard and corner bulges to reduce the vast feel of the expansive roadway.</li> </ul> <p>The 'main street' feel can be achieved by bringing buildings close to the street, widening sidewalks, creating areas for social interaction, and designing the ground floor commercial areas to support window shopping, thereby encouraging more 'walk-by' traffic.</p>
<b>Application</b>	<p>Where some element of the design does not comply with a guideline, a justification stating the divergence and the reason shall be made. The City may diverge from the guidelines where a compelling rationale, which preserves the intent of the guidelines, is supplied.</p> <p>Variations may be considered where the intent of the variance is to create an improved building envelope, minimize environmental impact, create a better relationship between and among buildings or where a setback is adjacent to park land or existing uses where the impact of the variance(s) being sought relative to the variance would be minimal or minimized through screening or a significant change in elevation.</p>
<b>Guidelines</b>	<p>The following guidelines are specifically applicable to the area of the Highway Corridor identified as DP -2 (See Map 2).</p> <p><i>Applicants should provide a checklist or statement indicating how their proposal complies with these guidelines. Where some element of the design does not comply with a guideline, a justification stating the divergence and the reason should be made. Council may diverge from the guidelines where a compelling rationale that preserves the intent of the guidelines is supplied.</i></p>
<b>Design of the Public Realm</b>	The design guidelines for private property are informed by the vision for the public realm. The following guidelines express the vision for the Highway Corridor:

- Sidewalks along the corridor shall be 3m wide to match the scale of the expansive roadway. Where appropriate, the sidewalk and building setback can present as one wide pedestrian area, where retail goods and café tables can be placed, to animate the area.
- A landscaped buffer zone with trees and other landscaping will soften the impact of the moving traffic along the Highway.
  - Where right of way is limited, a reciprocal easement with building owners can be negotiated, that allows the sidewalk to be placed on private property leaving room for green space.
- The corridor shopping area's walk ability is further enhanced by a series of pathways which wind in between buildings, and connect to adjacent uses, creating lanes, alleys and short-cuts, mitigating the effects of large buildings and block faces.
- Markers, landscaping materials and other creative materials help to direct people and encourage exploration, rather than relying too much on signage and simple wayfinding.
- Nodes (concentrated and cohesive areas of activity or commercial enterprise) are established and celebrated throughout the corridor; paths connect and intersect with them and places are created – people meet, pause, sit and encounter others in the community. This shall include the installation of benches or other seating/resting areas, garbage cans, public art, etc.
- Landmarks such as public art, interesting landscape features, even buildings, are located in special places to help orient people to various features of the area and to provide identifiable places for people to rendezvous.

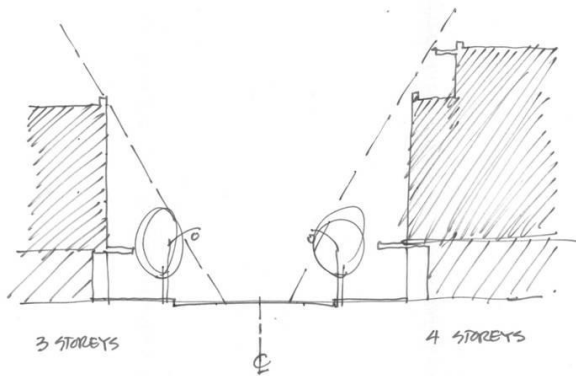


This public realm design is appropriate for a major corridor with high volumes and heavy traffic. Sidewalks are effectively widened by setting back buildings to allow for an expanded public realm that is animated by way of the creation of an outdoor room where goods are displayed and cafés put out seating. Pedestrians are further buffered by way of a landscaped boulevard and significant trees

**Building Form, Siting, Height and Massing**

The siting of buildings can define the relationship between the public street and a private development. The location and placing of buildings within their sites can help to define much needed edges and distinguish the area as a unique 'place'.

- A build-to line to guide the placing of buildings and other significant elements of private development should be established. Each building and location will present a unique set of design imperatives and the line should therefore be located through careful study and concept development. As a general principle, the siting of the building should provide a defined and consistent street edge that is inviting to people.
  - This definition will give three-dimensional form and a significant presence to the street space as well as to the buildings and their commercial occupants.
- Moderately tall buildings are appropriate for this area due to the width of the roadway - a step back or screening above the 3rd floor shall be used.

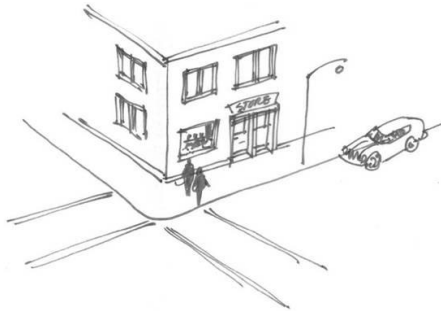


Stepped back upper floors help reduce or eliminate the negative effects of taller structures by allowing the same view of sky and daylight as lower buildings, as well as reducing the visual impact of the upper floor.

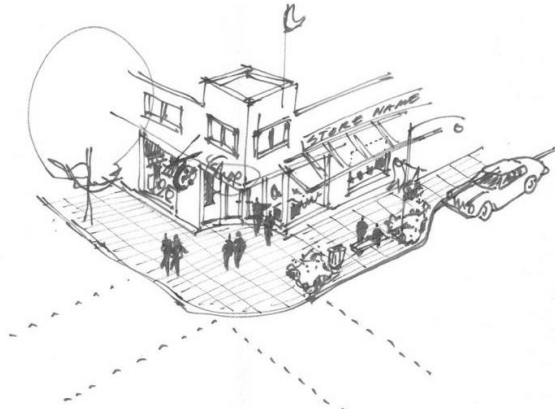
The benefit of an extra floor can also be used to help sponsor an improvement to the public realm. This makes a balance between private benefit and public good.

- Where a building is located at a corner intersection, a dominant, defining vertical building is preferred. Therefore, taller massing could be accommodated and would not require stepped storeys.
- Gathering places, corner seating areas, etc Corner features are encouraged to express their unique location.
- The strip mall appearance of a long, continuous, one-story building shall be avoided.
- Monotonous uniformity is not desired.
- The longest building face need not be parallel to the public street.

Less like this



More like this



- Buildings should be brought to a defined edge rather than set back by varying amounts. Where buildings are set back, they shall not have parking between their front façade and the street, rather hard and soft landscape treatment or other element.
- Setbacks at corner locations should be large enough to permit landscaping, pedestrian amenities and other interesting features such as artwork. These are also good settings for gateway marking.
- When gas station sites are redeveloped, the building shall be brought forward, with the pumps and parking set back (reverse of the common configuration).
- When car dealerships are redeveloped, the building shall be brought forward, with a maximum of a single row of vehicles perpendicular along the frontage.
- The City may approve variances where the siting of buildings can be shown to lessen environmental impact.



An example of a gas station that orients to the pedestrian realm, by way of low, plinth signage, strong landscaping, reduced number of driveway accesses and orienting the building to the street.

### Architecture

It is difficult to prescribe good design. Both the prescription of some elements and the prohibition of other ones could inhibit the necessary creative responses to architectural and site planning problems. The following guidelines are just that and are intended more to provide a checklist of considerations, rather than directives to be slavishly followed or literally applied.

- Developers shall give a higher level of attention to the architectural design of their buildings, to replace the existing utilitarian and generally

unremarkable buildings currently in place along the Corridor.

- Large expanses of featureless walls shall be avoided.
- False fronts should be avoided. Materials should be used consistently and in unison so that all aspects of the building are considered to be in public view.
- The material and finish of retaining walls, fences or other architectural screening devices should be composed with those of adjacent buildings.
- Leaving excessively wide gaps between buildings should be avoided as this interrupts the definition of the street edge and diminishes the streetscape's appearance. Both built form and landscape elements can be used to create a defined street-wall.
- The traditional technique of retail and mixed commercial storefronts should be used to encourage street continuity and casual window-shopping along the sidewalk.
- Protection for pedestrians from the elements should be provided using canopies, arcades and windbreaks, particularly at building entrances, along storefront facades, and at transit stops.

#### Screening

- Using berms, fences or landscaping, visually separate commercial rear yards and service areas from adjacent and nearby residential buildings.
- Service areas should be incorporated into the building and site design and screened from view.

#### Roof Design

- Exposing rooftop or ground-mounted utilities to views from nearby buildings should be avoided. The sound, heat and light that may originate at mechanical equipment should also be considered. Negative impacts should be mitigated.
- Roofs should be considered as useable outdoor space and made accessible from inside buildings when possible and appropriate.
- The roof of every building should be considered as visible to other buildings as the walls and windows. Roof colours and materials that imitate a material they are not should be avoided.
- Traditional roof forms intended for low building types should be avoided on higher buildings (i.e. gabled or hipped design).

#### Windows

- Mirrored glass or other opaque materials shall be avoided at street level.
- Inset rather than flush windows should be encouraged.
- Mimicry of heritage windows should be avoided.

#### Personal Safety

- The effect of the design of the building on individual safety should be considered, e.g. recesses, dark alcoves, hiding spots and isolated areas. The *Checklist for Safety Planning and Design* in Appendix 9 should be

referred to.

- The basic principals of Crime Prevention through Environmental Design (CPTED) should be incorporated.

**Building Entrances**

A properly placed entrance enhances the role of the streetscape by orienting towards the street, rather than only the parking lot. This makes pedestrian use more convenient and contributes to the human scale of the Corridor.

- Entrances shall be clearly visible and directly accessible from the principal frontage street. If this is not possible, an architectural element such as a gateway may be used to signify and indicate the location of the entrance.
- Entry design should be in scale and character with the building, and carefully integrated with the overall architectural approach.
- Details and finishing materials should avoid fakery and the application of imported themes and thematic elements especially at entryways.
- Entrances should be universally accessible to persons with disabilities.

*Less like this*



*More like this*



**Building Materials**

The City does not wish to impose or prescribe the use of particular materials on buildings; however it is important to the creation of an interesting and inviting City gateway, that buildings have some architectural merit which includes consideration of colour and material integrity. It is useful therefore, to establish criteria which encourage the use of certain materials.

- As much as possible, locally produced materials should be used.
- High quality and authentic materials such as brick (Brownsey Block) concrete, stone should be used and fake materials avoided.
- If stucco is to be used, cement stuccos are preferred as the look is more

authentic and light reflective. Additionally, as a result of how they were traditionally made, they are compatible with heritage buildings. Stucco shall not be the predominant feature.

**Bylaw 2058**

- Natural and locally-inspired or derived colors are preferred. Ideally, the predominant colour palate will come from integrally-colored natural materials such as wood, stone and brick.
- The use of vinyl siding and mirrored glass shall not be permitted.
- With the exception of HardiePlank and similar cementitious sidings, use of artificial materials (those that are made to appear as something they are not) is not permitted.

**Vacant Sites**

Neglected, vacant sites leave a negative first impression. This is exacerbated by garbage, graffiti and vandalism.

- Temporary fencing should be avoided and all perimeters of private properties should be treated as determining elements of the public realm, ambient lighting should be included for safety and visual interest.
- Sites left undeveloped for an extended time shall be landscaped or in some way mitigated to avoid looking as though they are abandoned and uncared for.

**Surface Parking**

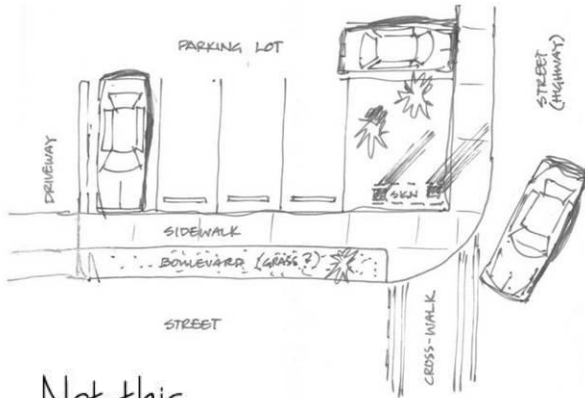
Parking lots are a commonly overlooked component of urban design yet the amount and location of land dedicated to parking makes them a dominant feature of the landscape. Every effort should be made to correct the imbalance between the vehicle and pedestrian environments.

- Parking should be located behind or under buildings. Where this is not possible or practical, parking spaces should be provided at the side of buildings, or as a last resort, located no closer than 4 m to the front property line and only if heavily landscaped.
- Lots (and cars) shall be screened by landscaping and/or fencing. Fence material must be compatible with the exterior finishes.
- Parking lots adjacent to pedestrian paths should extend 0.5 m longer than the standard, to allow for car overhang (standard stall length ranges from 5.5 to 5.7m).
- Parking layout should facilitate the safe movement of pedestrians by providing walkways separate from automobile traffic.
- Pedestrian routes should be clearly marked and be parallel to traffic aisles, cross roadways at the fewest possible points and be designed as conventional pedestrian cross-walks.
- Tree planting and other landscape features at intervals throughout parking lots shall be encouraged (i.e. to provide canopy to bring shade and to mitigate safety issues regarding sight lines). There should not be less than one tree for every four stalls of 90 degree parking.
- Universal accessibility regulations for parking should be used.
- Handicapped spaces should be located closest to the building entrance.
- Designing for maximum efficiency, including smaller parking stalls for

compact cars to reduce the overall land requirements should be utilized.

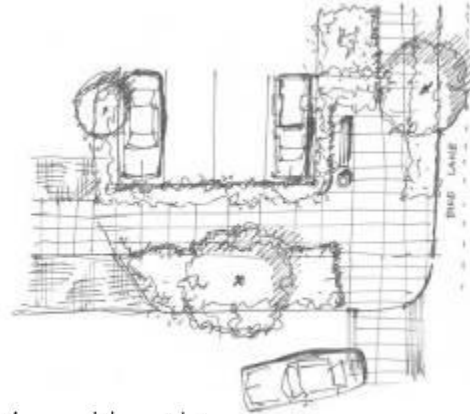
- Top-shielded, lighting should be used to minimize light dispersion.





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- Parking lot right against sidewalk
- Sidewalks against moving traffic
- Driveway 'over' sidewalk
- Large corner radius (encourages fast turns)
- No relief/refuge at corner for pedestrians



More like this

- Planted Boulevard between sidewalk and traffic
- Corner 'bulge' for more planting and trees
- Special paving for pedestrian areas
- Bench and refuse container
- Planted screen in front of parking (if parking must be at street edge)

- Whenever possible, permeable paving surfaces shall be used to minimize storm-water runoff and reduce storm sewer use.
- The use of concrete (preferred unit concrete pavers) with high fly ash content is more ecologically sound than asphalt and is encouraged. The lighter colour is more suited to the hot Valley climate as it absorbs less heat avoids the excessive solar heat that is radiated back into the atmosphere.
- Security and safety should be planned for through good parking lot design.
  - Locate windows and public areas to allow for passive surveillance.
  - Avoid the creation of "hiding spots" using gating or lighting recesses and alcoves and securing garbage bins.
- Lighting in parking lots should not be higher than 5 m from the ground.



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**Underground /structured Parking**

- Where there is underground or structured parking, the sidewalk should be maintained at grade and the pavement should be marked to alert both drivers and pedestrians of the up-coming intersection.
  - Attention to sightlines (both driver and pedestrian) is especially

important in this compact urban environment.

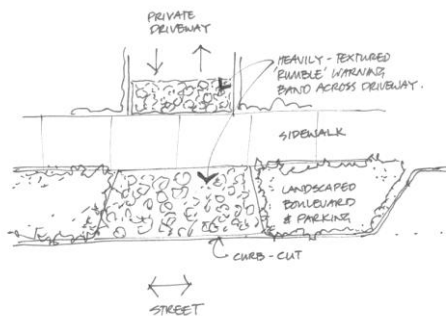
- Special attention to personal safety considerations, lighting, and screening (as described under previous headings) is of utmost importance when designing parkade structures.
- The design and aesthetics of the parking structure and any supplementary elements (ticket booths etc.) should be integral to the overall architecture of the building and not look like a parkade.

**Vehicle Access and Parking**

The pedestrian domain, the building site and the roadway must be designed with an integrated approach, ultimately resulting in a reduction for parking spaces and driveway accesses. Ideally, a customer on the Highway Corridor should be able to park once and feel comfortable walking for several blocks in either direction to access shops and services. A reduction in the number of access points reduces turning movements on the throughway, reducing conflicts and improving the function of the roadway.

**Shared Access/ Shared Parking**

- Neighbouring landowners are strongly encouraged to negotiate reciprocal agreements to share driveways and parking areas.
- An alternative would be to negotiate a shared lot that would serve the collective customer. This creates a similar business dynamic to a downtown, where customers park once and greater walk-by traffic is generated.
- Lots should be linked to each other with internal driveways and pedestrian access routes. These joined lots should be designed as if they were narrow, calmed lanes carrying local traffic. This approach would serve to increase internal circulation and minimize local traffic interaction with the Highway.
- Parking aisles should have well-marked pedestrian crossings, special lighting and, where space allows, sidewalks. In other words, they should be treated as small-scale, mixed- use streets and lanes.



Design driveway accesses with pedestrians in mind, by giving them the priority - with the curb flare on the boulevard, and a continuous uninterrupted sidewalk (no dip).

Different paving materials can be used to alert drivers of the sidewalk crossing and add interest and an aesthetic appeal to the hard landscaping.

**Signage**

Signage along the Corridor is too great in number, size and illumination, resulting in ineffective messaging, clutter, poor visibility and an unattractive view-scape. Signage should be designed for vehicular traffic, traveling at 50 km/h – not the high speeds associated with a freeway. The signs must also be oriented towards the pedestrian, if the vision for a 'mainstreet' is to be achieved. Sign effectiveness

relates not to size and quantity, but rather the design of the illumination and the location.

By regulating signage, businesses are put on an equal, but distinguishable footing and the cacophony of signs typical of highway frontages, is eliminate

- All signage must conform to the provision of the City’s Sign Bylaw.
- Signs should complement the architectural design and materials of the buildings and the adjacent landscape.
- Multi-tenant buildings must provide a ‘sign plan’ which identifies the location and style of the various signs, illustrating consistency in signage throughout the development.
- Ground-oriented, plinth-style freestanding signs are preferred to monument signs for shopping centres and multi-tenant buildings.
- Sturdy bases are preferred with associated landscaping – the area of which is greater than the sign face.
- Building identification is encouraged, for the benefit of both pedestrians and drivers, particularly at street corners.
- Reverse lit (see *inset*) design, is preferred.
- Canned, back lit signs are strongly discouraged.
- Acceptable types of illumination include: externally/indirectly lit, channel letters and neon (see inset for examples).

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**Canopy Design**

Canopies provide interest and diversity to the streetscape, as well as shelter from the weather. Unfortunately, canopies and awnings are commonly an afterthought in the building design, resulting in an out-of-scale element that detracts from the architectural form.

- Canopy and awning design shall be integrated into the building design.
- Canopies shall not be back lit.
- Barrel awnings shall be avoided.
- Fabric colours should not be garish, rather subdued and complimentary to the surrounding built and natural environment.

**Public Art**

The cultural, ethnic and natural characteristics of a place are the key components to its image and identity. The most significant expression of a community's uniqueness

is in its visual arts, Private development can contribute to a common goal and benefit.

The presentation of art and sculpture along the Corridor presents a challenge, due, in part, to the excessive size and number of existing signs and the imbalance of scale where parking lots and roadways dominate the scene.

There are additional ways to draw attention to and build a tradition of public art, both within the development and outdoors along the Corridor.

- Accommodate external murals (two dimensional).
- Encourage sculpture installations (three dimensional).
- Install art in private lobbies that are visible from the street.
- Include artworks into the design, enhancing both the private development and the public realm.
  - Special focus on integrating art into the urban design of the public realm on corner lots.

### Lighting

Although the roadway is adequately lit, the pedestrian realm requires consistent and organized lighting that is pedestrian oriented to address issues of visibility, safety and crime prevention.

- High level lighting shall be minimized due to adjacent commercial lighting and, if necessary, complemented with lighting standards of a more human scale (3-4 m above the ground).
- Pedestrian walkways and vehicular access points should be well and warmly lit, including any cut-through paths or alleyways that are created on a site.
- Lighting that results in glare into adjacent residential properties and to the sky should be avoided.
- Lighting in the public realm should be coordinated and perhaps of a consistent type, colour and quality.
- Overhead wiring in both private and public property should be buried or relocated away from the highly visible street. Where this is not possible, the distance between poles should be increased. Lines crossing the street should be avoided.

### Landscaping

The City wishes to green the Corridor, both in the private and public realm, to reflect the Valley's lush countryside.

- Every development shall plant and maintain substantial areas of small and large shrubbery and trees.
- A minimum of 10% of a commercial site shall be landscaped.
- Tree species should be chosen in consideration of density and massing, and in conjunction with the design of the building.
- Plant species should be indigenous or compatible with the microclimate of the area. They should be planted to take advantage of local conditions and require only nominal seasonal watering (e.g. Katsura trees are not local, but they thrive on Vancouver Island, they provide interesting seasonal colouring

changes, and provide shade year round).

- Columnar trees/ bushes are appropriate for the private realm, especially closer to buildings. Canopied trees should be reserved for the public realm (boulevards, etc) and parking lots to create shade.
- Trees and other plants that have less invasive roots are recommended.
- A certified Landscape Architect should be consulted on every project to ensure creative, interesting, excellent landscaping designs, are developed and implemented.



Trees and shrubs can allow for visibility of shops, provided the canopies are high enough and the foliage is pruned below sightlines

**Environmental Impact**

Amend #2095

- New developments and redevelopments should reduce greenhouse gas emissions by incorporating any or all of the following strategies: building siting; choice of building materials and colours; energy efficiency measures; highly insulated building envelope; use of renewable energy for heating and cooling; bicycle parking and storage facilities; electric vehicle parking and support facilities; and reduced automobile parking in accordance with relevant Bylaw provisions.