

Coquitlam

Coquitlam Regional Town Centre

Concept Plan and Urban Design Guidelines

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Concept Plan and Urban Design Guidelines

City of Coquitlam, Planning and Development Department

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1.0 INTRODUCTION: THE EVOLUTION OF THE COQUITLAM REGIONAL TOWN CENTRE CONCEPT PLAN AND URBAN DESIGN GUIDELINES

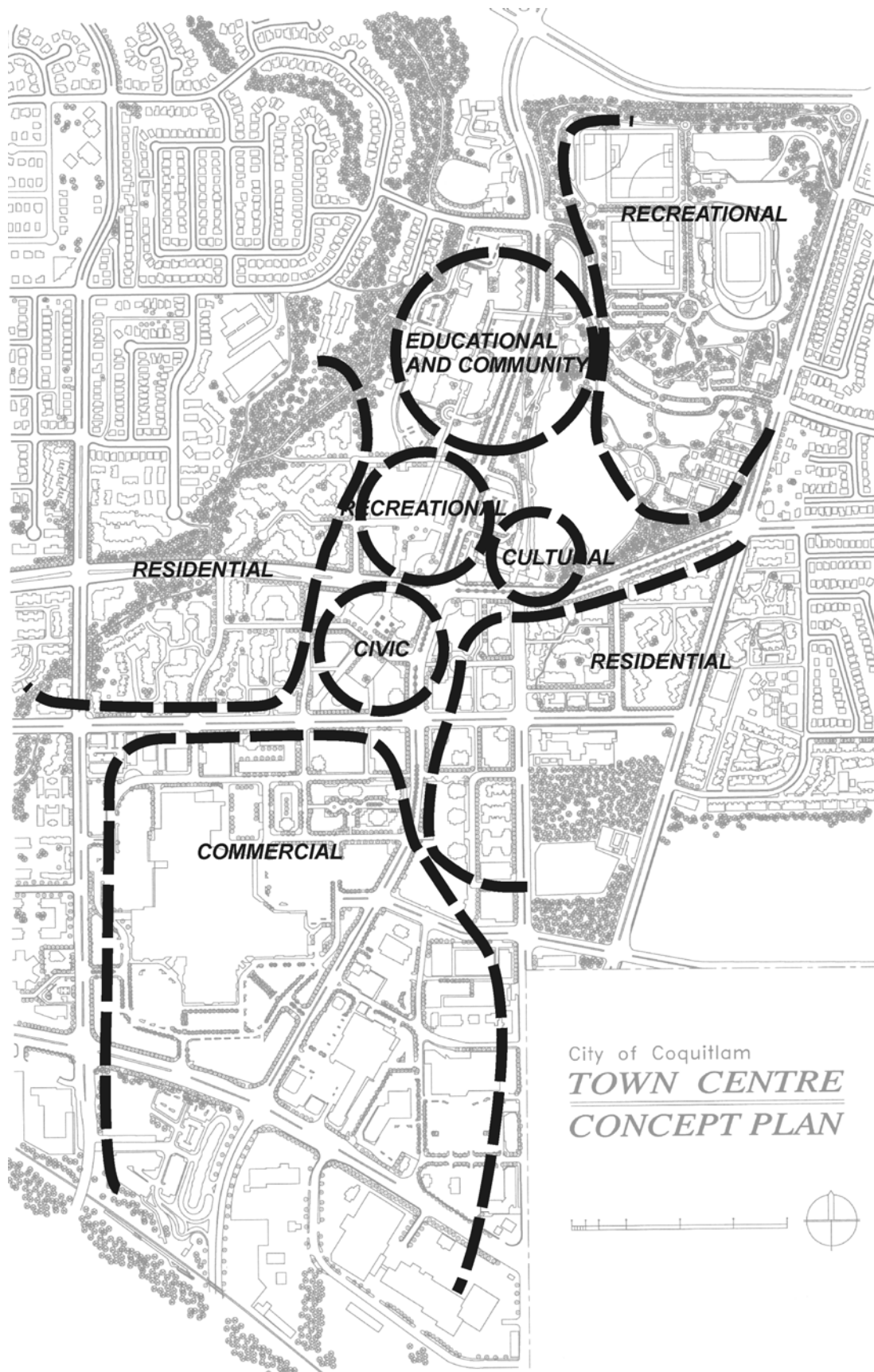
The City of Coquitlam has high aspirations for its developing Regional Town Centre in the Northeast Sector of the Greater Vancouver Regional District. The Regional Town Centre draw workers and shoppers from a wide area across the northeastern part of the Lower Mainland, serving as the focus of the Tri-Cities of Coquitlam, Port Coquitlam and Port Moody.

In the early 1990s, Hotson Bakker Architects and the DM Group Landscape Architects were engaged by the City to provide an overview of urban design issues that relate to Regional Town Centre development. This overview included, in a broad way, guidance for the probable siting of various proposed Regional Town Centre facilities, describing opportunities for urban spaces, pedestrian linkages and form of development. The consultants were asked to provide guidance for specific planning concerns in the Regional Town Centre.

1. Urban design of the proposed “pedestrian spine”, a planning policy noted in the Citywide Official Community Plan.
2. Guidelines for high-rise, commercial/residential developments in the Regional Town Centre.
3. Guidelines for high-rise apartment developments in the Regional Town Centre.
4. Guidelines for low-rise, medium density apartment and townhouse developments in the Regional Town Centre.

Subsequent amendments have been made in 1996 and again in 2004 to address changes and update information to reflect current conditions consistent with the original intent and general direction of the concept and design guidelines, which continue to be valid.





Principal Activity Areas within the Regional Town Centre

2.0 A DOWNTOWN ON THE THRESHOLD OF DEVELOPMENT

2.1 CONTEXT

The context of the Coquitlam Regional Town Centre has been provided by the Livable Region Strategy agreed upon by Greater Vancouver municipalities in the mid-1970s. The Regional Town Centre is seen as a regional focus, serving the whole of Coquitlam as well as parts of neighbouring municipalities. The Regional Town Centre is the “downtown” of the Tri-Cities of the Northeast Sector of Greater Vancouver, providing a full array of retail, office, cultural, recreational, civic and educational services and facilities, as well as a range of higher density residential developments to house Regional Town Centre residents.

The continuing development of the Regional Town Centre will also generate increased demands for public transit, including local and regional bus services, a transit bus interchange and an extension of the region’s rapid transit system. Given that the primary goal of the *Livable Region Strategic Plan* has been to lessen the dependence on the automobile, especially with respect to commuter activity, it has been key that a significant commitment to public transit facilities is Council policy. Development of a high quality pedestrian realm complements the public commitment to better transit. The goal is that Coquitlam Regional Town Centre be a downtown that is attractive to the pedestrian, reflecting both a functional sense of fit and a high level of amenity and visual appeal for both residents and visitors.

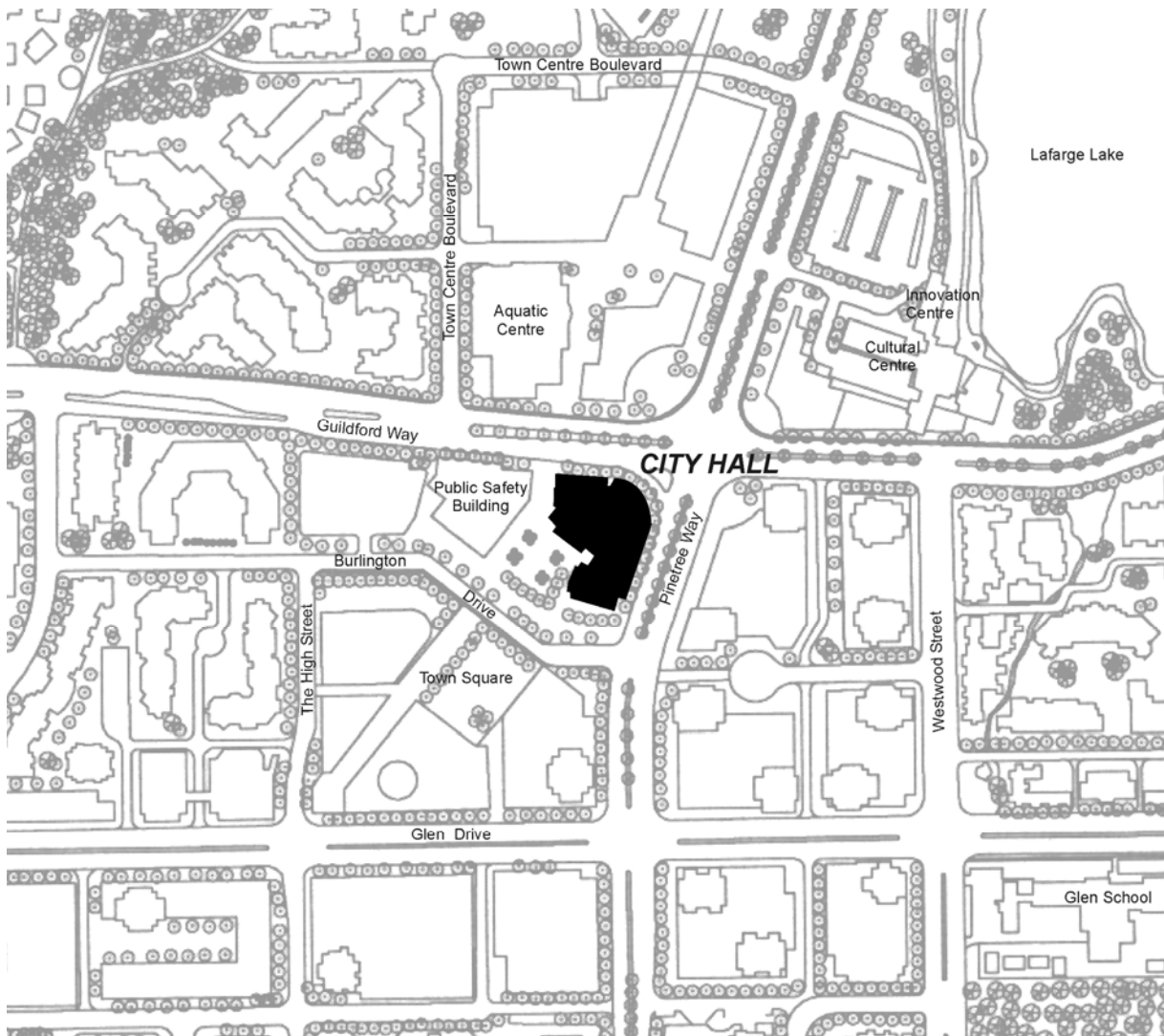
The Regional Town Centre accommodates a wide range of public and private projects. Sites have been reserved for specific public projects and private proposals continue to be put forward for approval. In order to develop a concept for the urban design of the Regional Town Centre, it was necessary to first summarize the “broad brush” program and siting requirements for public projects. This approach serves to assess the potential for projects in both sectors to organize the downtown, with particular emphasis on the creation of a high quality pedestrian realm.

2.2 PUBLIC SECTOR COMPONENTS

2.2.1 City Hall

A site was reserved for the City Hall on the southwest corner of the intersection of Pinetree Way and Guildford Way. The construction of City Hall was completed and the building occupied in July 1998. In conjunction with other civic facilities, the City Hall provides an anchor for the portion of the “pedestrian spine” in the “Civic Precinct” in this southwest sector of the Regional Town Centre.

Desired adjunct facilities for the City Hall that have been identified include a Ceremonial Square to accommodate formal, civic functions and ceremonies.

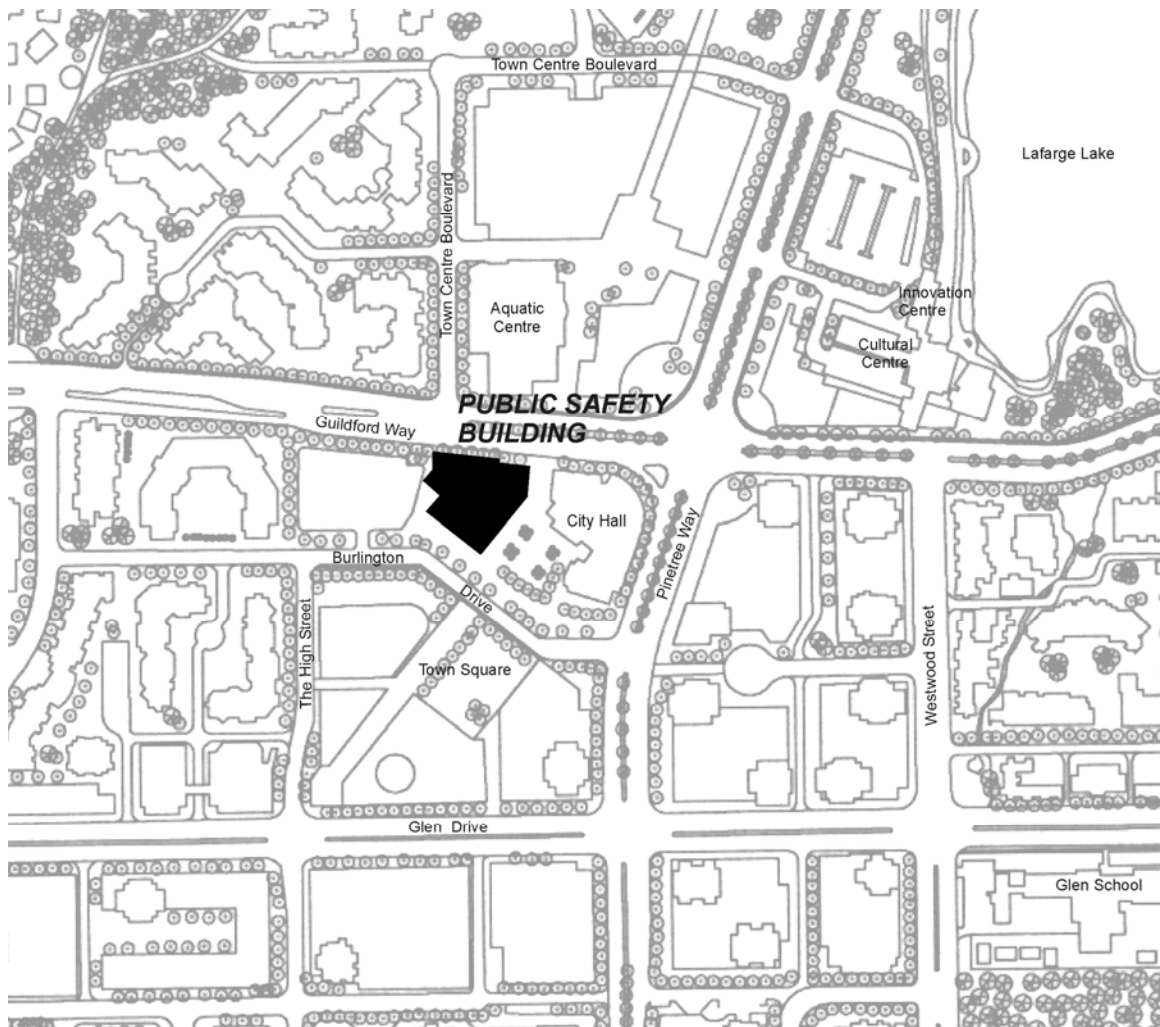


City Hall Siting

2.2.2 Public Safety Building

The Public Safety Building is located to the west of the City Hall. Conceptually, it was seen as preferable that the facility maintains an open and accessible appearance for the public, but provides a hierarchal progression of security zones within it, with restricted access areas well removed from public areas.

While the Public Safety Building, the City Hall, and the Ceremonial Square may share the same general siting, it is desirable that these elements be designed as distinct entities, so that public identification of each is clear and that the operations of both facilities are not compromised.



Public Safety Building Siting

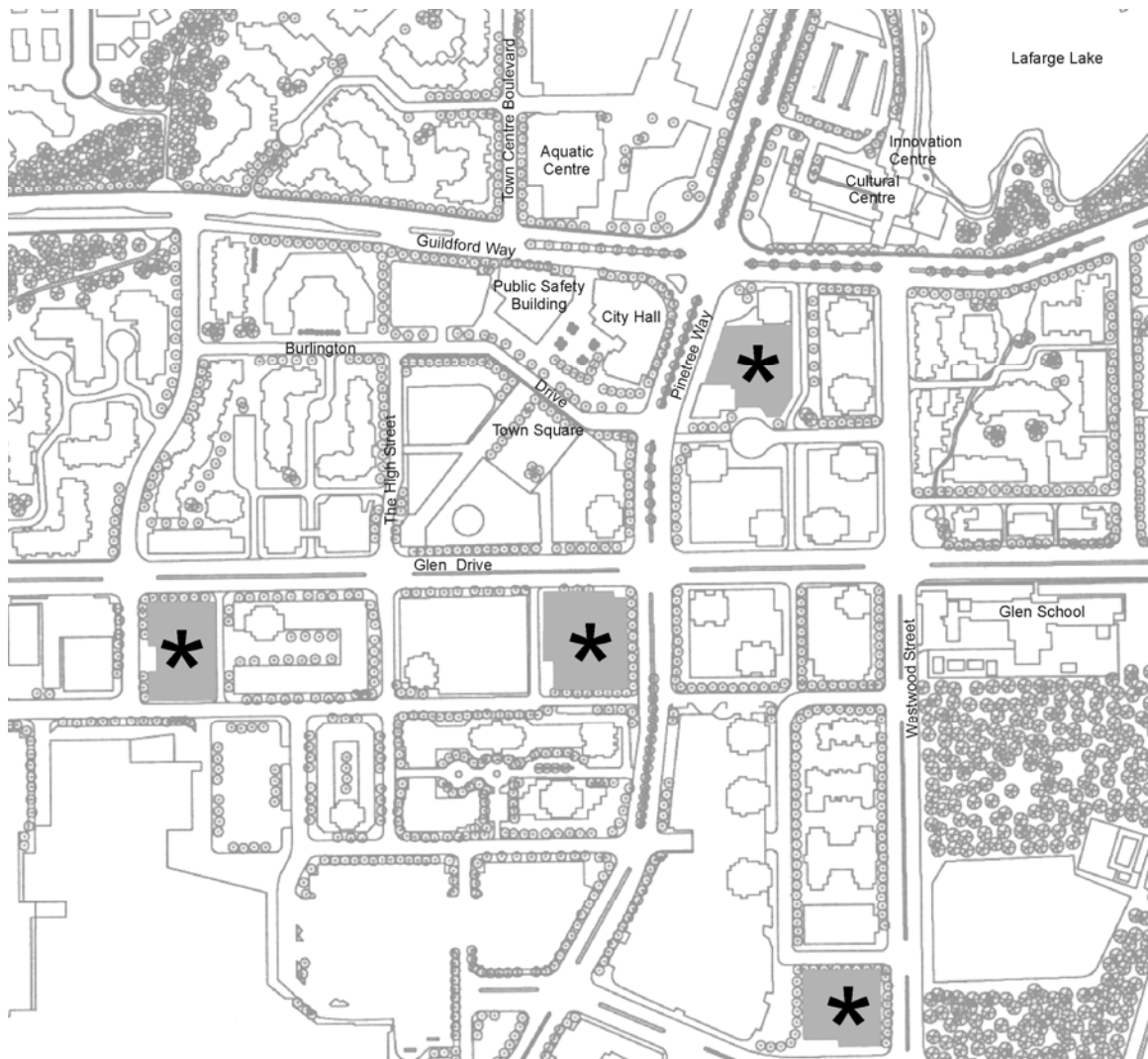
2.3.3 Rapid Transit Station

Good public access to the heart of the Regional Town Centre is essential to establish this area as a focus for the community. The proposed rapid transit route should have a station that is well integrated into the “Civic Precinct”.

One exciting urban design opportunity created by the rapid transit’s being elevated is an extension to the pedestrian domain at the same level as the station. Thus civic facilities can be served directly by transit as an integral part of the urban fabric.

2.2.4 Parking Facilities

Some sites have been identified as appropriate locations for City parking structures. As part of the initial work done to develop these guidelines, a traffic consultant, BA Consulting Group Ltd., recommended locations and required capacities of these structures. The Citywide Official Community Plan identifies potential sites for public parking facilities.



Potential Public Parking Facilities

2.2.5 Leisure Centre

A large area of land fronting on the northwest corner of Guildford Way and Pinetree Way has been set aside for a Leisure Centre. An Aquatic Centre has already been constructed.

The following list of Leisure Centre components was generated to point towards the building program opportunities for this facility. The component list suggests a number of design opportunities for this complex and how it might be arranged to enhance the pedestrian network of the Regional Town Centre.

- Gymnasium Component
 - double gymnasium
 - auxiliary gymnasium areas
 - handball and squash courts (six)

- Swimming Pool Component
 - 50 metre pool
 - shallow therapeutic pool
 - diving pool
 - wave pool
 - sauna or steam facilities
 - dressing rooms
 - physiotherapist

- Weight Training and Fitness Facility

- Ice Arena Component
 - one, and perhaps two, standard ice sheet surfaces
 - minor spectator seating
 - ice area design to accommodate stowed away running track

- Multi-Purpose Program Rooms

- Senior Citizens Centre Component
 - large activity areas to accommodate indoor bowling green, bingo, music and dance rooms
 - specific craft rooms (compatible with similar facilities which would exist in the Performing Arts Centre)
 - large activity rooms to double as public meeting rooms on a rental basis

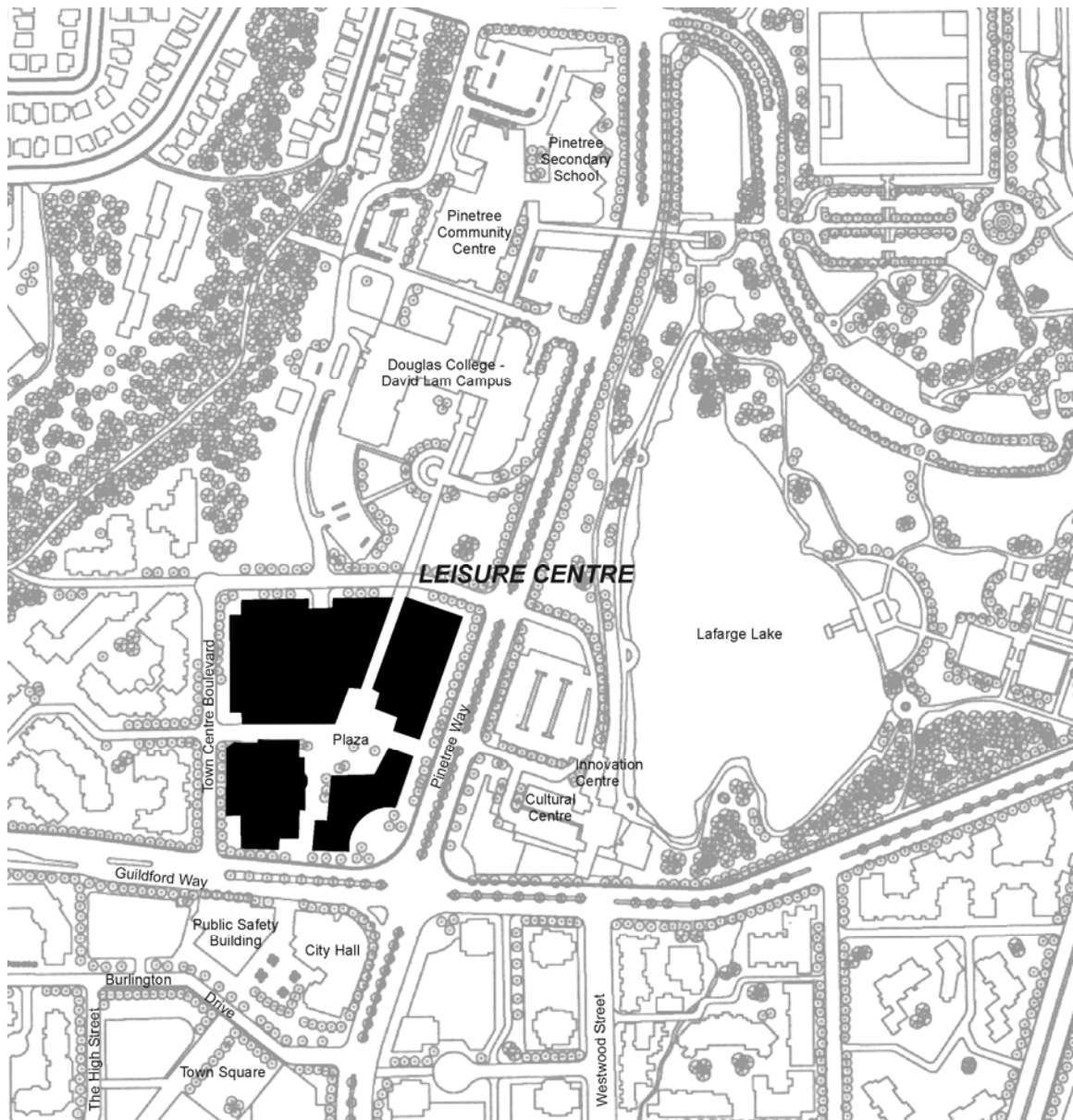
- Central Core Component
 - main entrance lobby
 - building management ticket offices
 - coffee bar/café

- Optional Components
 - restaurant
 - licensed bar and lounge
 - cabaret room
 - daycare centre
 - indoor archery range
 - commercial retail outlets
 - ten pin bowling centre

2.2.5 Leisure Centre cont'd/

An exciting design opportunity for this facility is to arrange these various components around a public square, or courtyard, which would have an indoor/outdoor character. A bridge connection from the Leisure Centre to City Hall has been proposed. This bridge connection could connect directly to the arrival square of the Leisure Centre organizing the pedestrian movements to and through the centre at an elevated level. Ultimately, the pedestrian route would connect over Pinetree Way to the Cultural Centre.

The swimming pool component (The City Centre Aquatic Centre) was completed in the Fall 1993. The gymnasium component and some other elements are accommodated in the Pinetree Community Centre that was developed jointly by the City, Douglas College, and the School District, one block to the north. The opening of private sector ice sheets elsewhere has lessened the immediate need for an ice arena. These recent developments provide an opening to look at alternate opportunities for a portion of the Leisure Centre site.

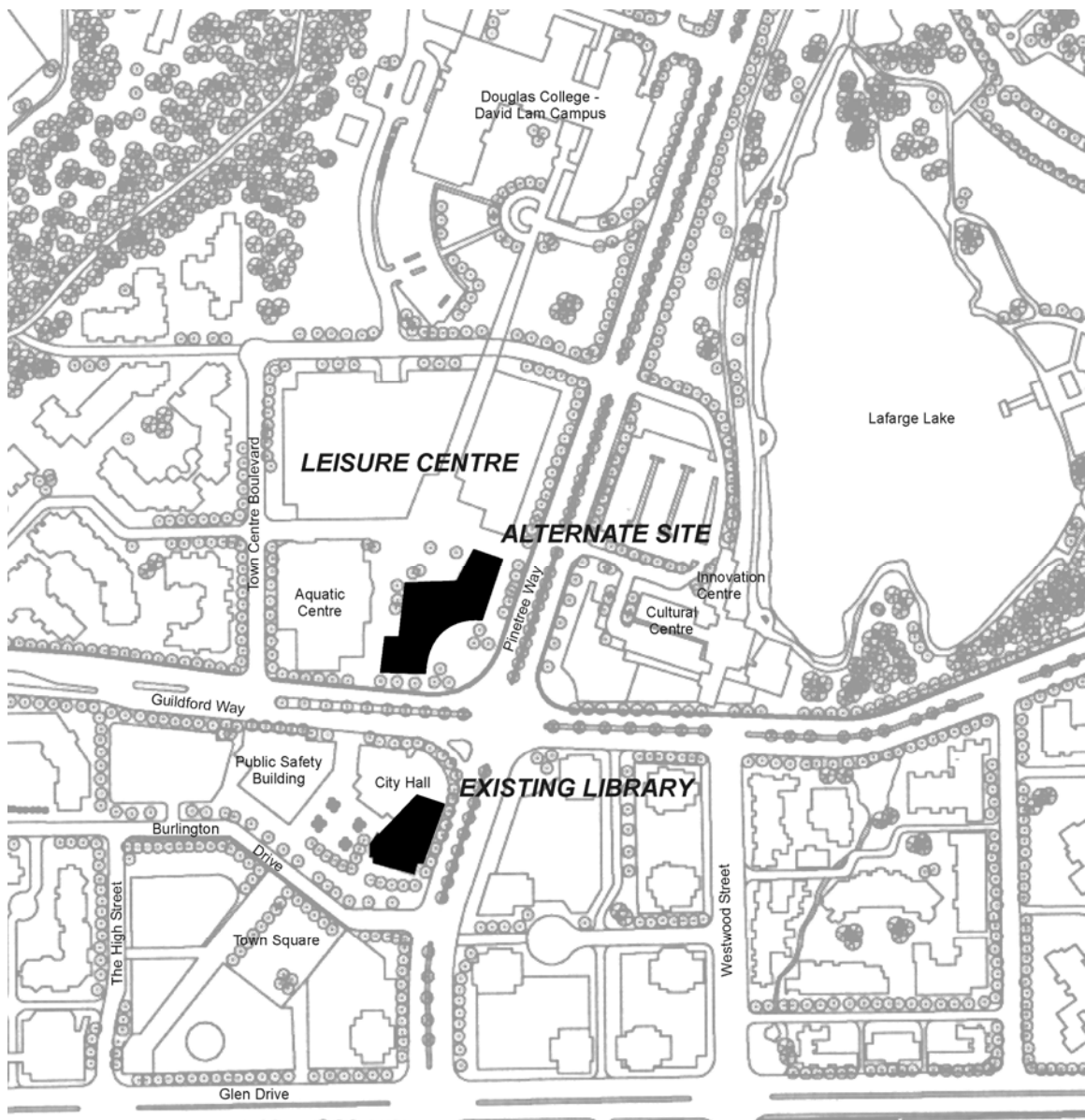


Leisure Centre Siting

2.2.6 Library

A site east of the Aquatic Centre could, in the long term, accommodate the Regional Town Centre Library.

The interim location for the public library is closer to the heart of the Regional Town Centre, as a part of the City Hall. By locating the library here on the “pedestrian spine”, a higher volume of people are brought to the focus of retail activity which will help sustain the viability of this use in the Regional Town Centre. The trade-off of this siting alternative is a more distant relationship with educational facilities. The library is seen as remaining in this location until such time as its space is required for City Hall use.

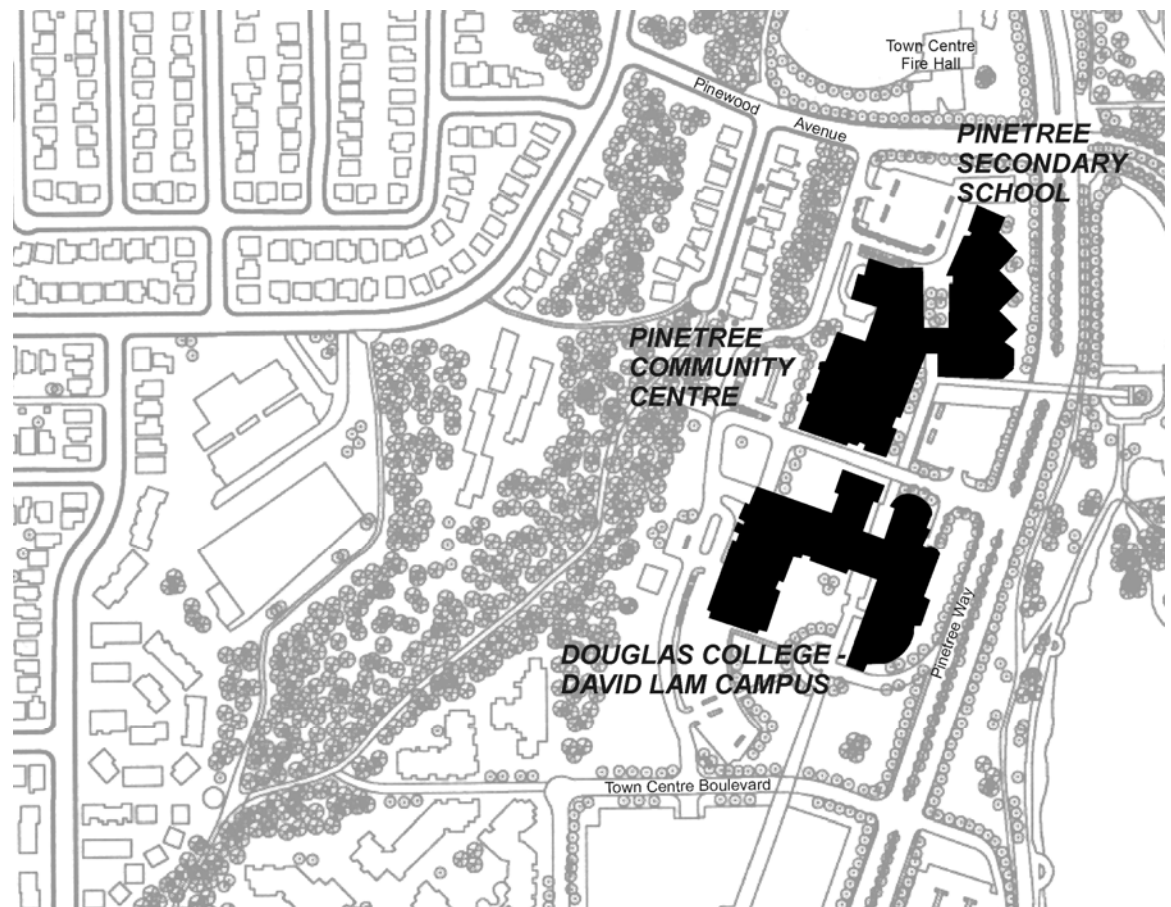


Library Siting

2.2.7 Douglas College, Pinetree Secondary School and Community Centre

The David Lam Campus of Douglas College comprises a lot area of 50,000 square metres (538,000 square feet), accommodating approximately 3,400 credit students and hundreds more taking special training and non-credit programs. It is anticipated that this number will grow to 5,000 credit students in five years and through expansion, a total of 10,000 credit students will be served at the David Lam campus.

North of the College, a 1,200 student secondary school is located on a site of only 38,000 square metres (409,000 square feet). This has been made possible by a tri-party agreement between the City, Douglas College and the School District, whereby the College and School use existing playing fields and parking in the Regional Town Centre Park. The three parties also combined their gymnasium needs in Pinetree Community Centre, located between the College and the School. Parking for these facilities, the Regional Town Centre Park, the Leisure Centre site and the nearby Cultural Centre, will be managed in a co-ordinated way.



Educational and Community Facilities Siting

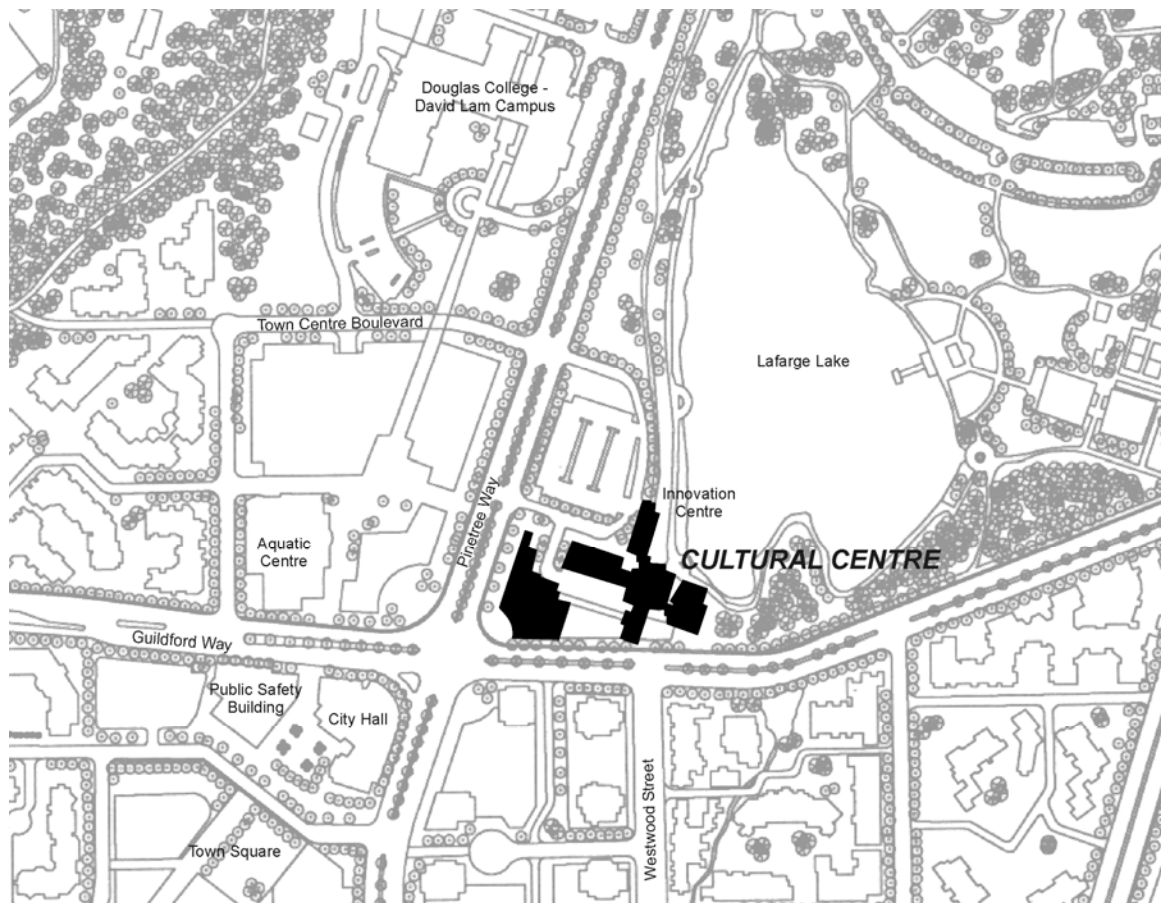
2.2.8 Cultural Centre

The Cultural Centre, comprised of theatres, gallery, exhibit and studio spaces, rounds out the cultural components of the Regional Town Centre. It is sited at the northeast corner of the frontage of Pinetree Way and Guildford Way, extending east and north to the edge of Lafarge Lake. It is proposed to link the Cultural Centre to the Leisure Centre in the future by elevated pedestrian bridge across Pinetree Way to the west. The first phase of the Evergreen Cultural Centre consists of the following components:

- Studio theatre of 264 seats
- Three visual arts studios
- Art gallery
- Rehearsal hall
- Gallery gift shop

Additional phases include a 600-seat theatre and potential compatible commercial uses.

To the north, the Innovation Centre offers community-based space to foster the development of businesses through the provision of services such as videoconferencing, temporary “incubator” office rental, business support services, high speed internet access, a business library, meeting and presentation rooms, business registration services, and a snack bar with light catering.



Cultural Centre Siting

2.3 PRIVATE SECTOR DEVELOPMENTS

In order to implement the Town Centre Concept Plan, the private sector has and will continue to play an important role in its full realization. As many projects were developing in the early 1990s, a review was undertaken to point out general trends and responses on the part of the development community to both the demands of the marketplace and of the existing jurisdictional realm in Coquitlam. It was instructive to note general aspects of these developments, and to build upon their strengths, and identify strategies for improving weaknesses, in order to guide further development in the downtown.

i. Development as Super Block

The high density residential developments proposed for the downtown share a commonality in that they are perceived of as “super block” type projects. Sites are large and accommodate many individual buildings clustered together to create their own enclave or precinct. Resulting from large land holdings being set in a larger super grid of arterial streets, the effect of a super block of development is to create a more suburban type of downtown character, rather than an urban one.

ii. Edges of Development

Typically the high density residential developments that have been proposed tend towards fences and walls at the property line which divide the public realm from the development. The result, again, is a more suburban feeling for the emerging downtown, where pedestrians on the long arterial street are effectively shut out from the private development. This character may be more appropriate in the residential areas outside of the downtown commercial core; however, in the commercial core itself such barriers should be eliminated and private developments should take on a character that is more publicly accessible along their frontages.

iii. Tower Character

The towers of the Coquitlam Regional Town Centre, surrounded by low-rise residential neighbourhoods, shape the visual identity of the emerging downtown. Tower proposals that have been built or are contemplated at present have a number of qualities that identify them as downtown buildings. These include stepping tower forms, sloping metal roof caps, clustering of complementary towers in enclaves and commanding heights of twelve to over thirty storeys.

2.4 ORGANIZING ELEMENTS OF THE REGIONAL TOWN CENTRE

There is a significant opportunity with the creation of Coquitlam Regional Town Centre to organize a downtown core that truly respects the pre-eminence of the pedestrian in the public domain. This concept can be achieved by fostering appropriate, active uses in the core area and maintaining continuity of the pedestrian realm.

The plaza, or square, is seen as the appropriate device to organize the form of development in the downtown. Major plazas will be located at the City Hall and at the Leisure Centre, north of Guildford Way. Buchanan Square is located at the entry to City Hall and the Public Safety Building as well as secondary plazas at the entries of Evergreen Cultural Centre, and the Douglas College, Pinetree Community Centre, and Pinetree Secondary School. In addition, several smaller scale “pocket plazas” will be located within the Regional Town Centre. Each plaza will maintain its own distinct character based on adjacent building uses, its location within the Regional Town Centre and the proposed function of the space. These are described in greater detail below.

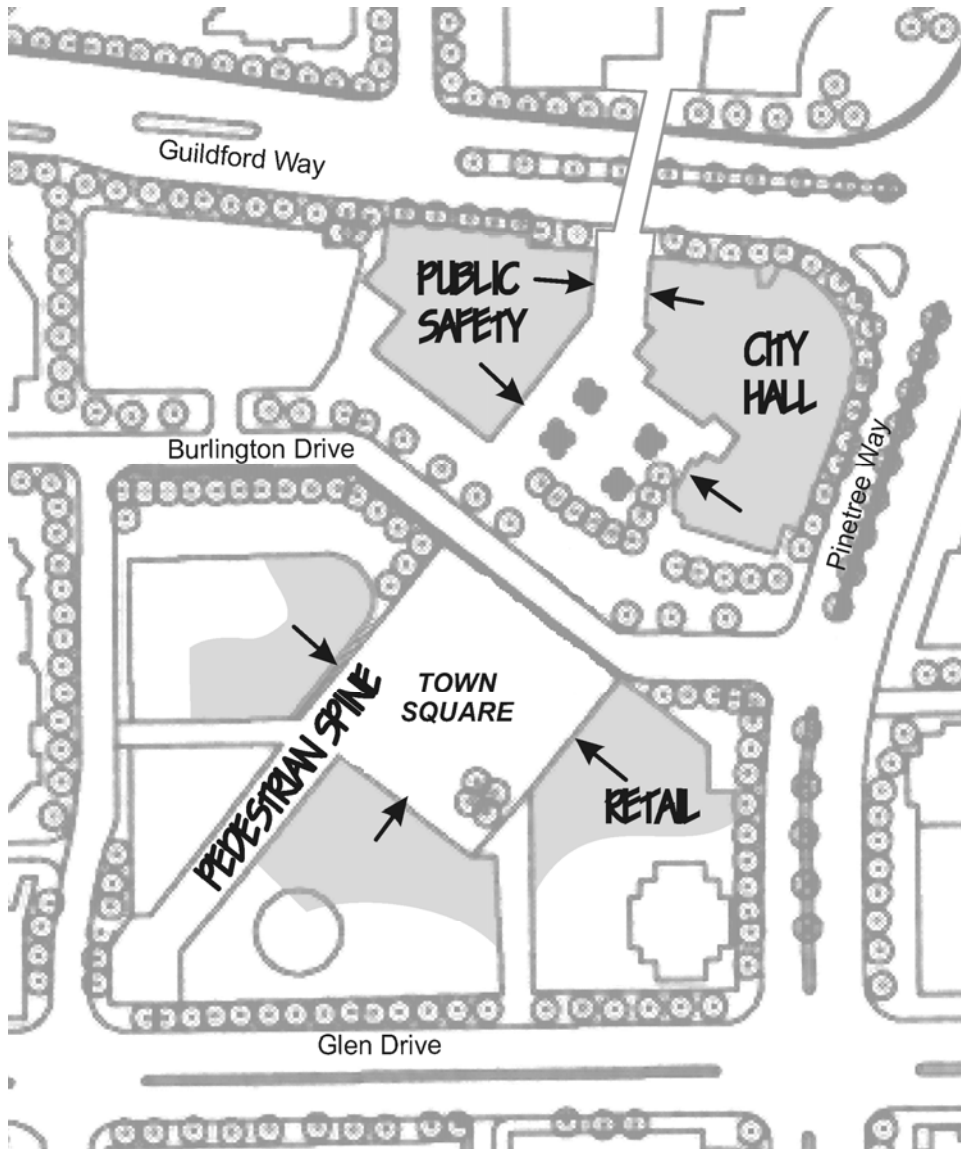
2.4.1 Town Square

Historically, town squares have functioned as assembly points and crossroads for civic, recreational and ceremonial activities, as well as being the symbolic “centre” of town.

Coquitlam’s central square will incorporate these historical functions by its design and location, serving as a lobby to the City Hall, Public Safety Building and development to the south. As well, it will connect the pedestrian bridge link to facilities north of Guildford Way with the main “pedestrian spine” to the south leading to Coquitlam Centre.

An “urban lobby” concept creates an identifiable focal point for Coquitlam and the design of the Square will offer spaces for both small scale casual gatherings and ceremonial events, festivals, displays, and concerts. With such activities planned, the Town Square should be designed to be a memorable place to walk through or to stop in and become a participant in the activity.

The physical design of the Town Square should allow for this multiplicity of use and connections for pedestrians. This Square would offer such amenities as trees, benches and a grand stair/ramp/water feature level. Adjacent commercial storefronts should offer uses to serve the courtyard, like outdoor cafes.



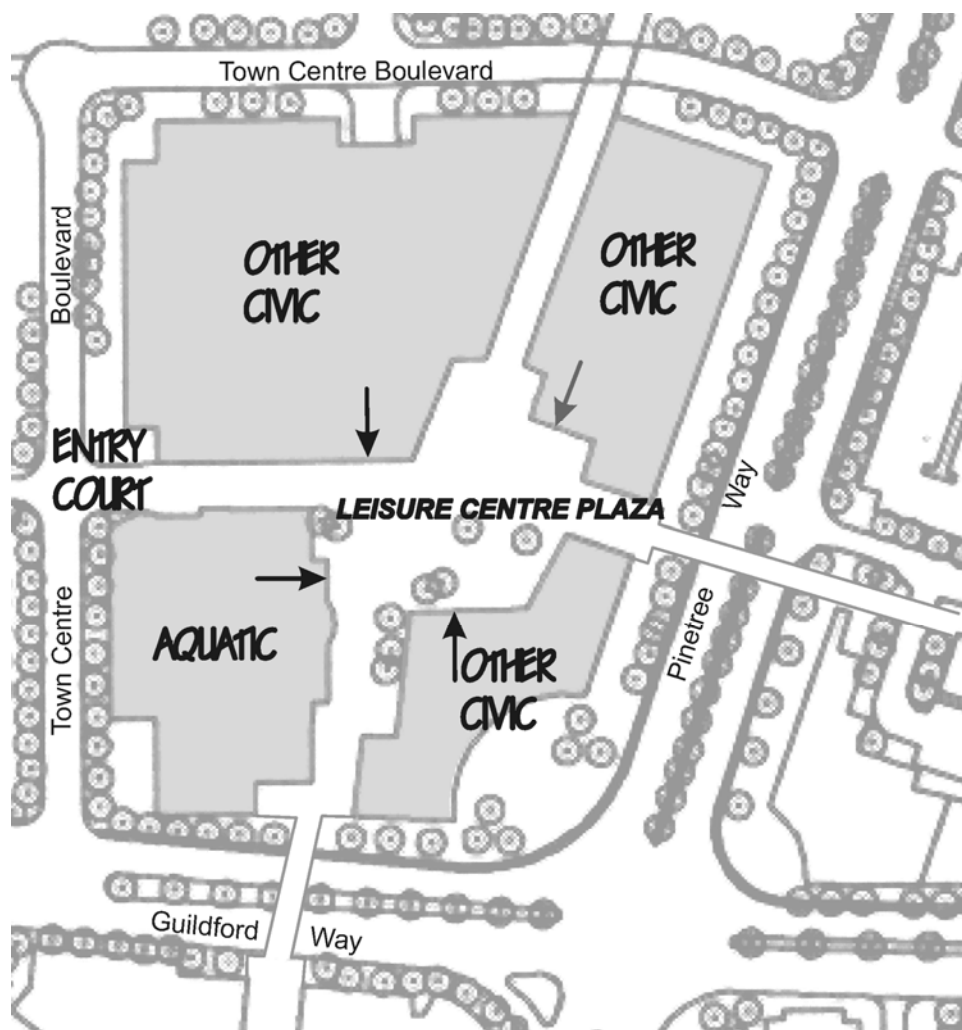
Town Square Siting

2.4.2 Leisure Centre Plaza

This plaza will serve as the front door for the existing Aquatic Centre, the expanded Leisure Centre, and other civic facilities and provides links to Douglas College, Pinetree Community Centre, Pinetree Secondary School and the Evergreen Cultural Centre as well as Hoy Creek Park and the adjacent residential development west of the Aquatic Centre.

This plaza should reflect building uses by providing a more passive, recreational character, organized in a less formal way, by offering a park-like setting that would create opportunities for passive use as well as active play.

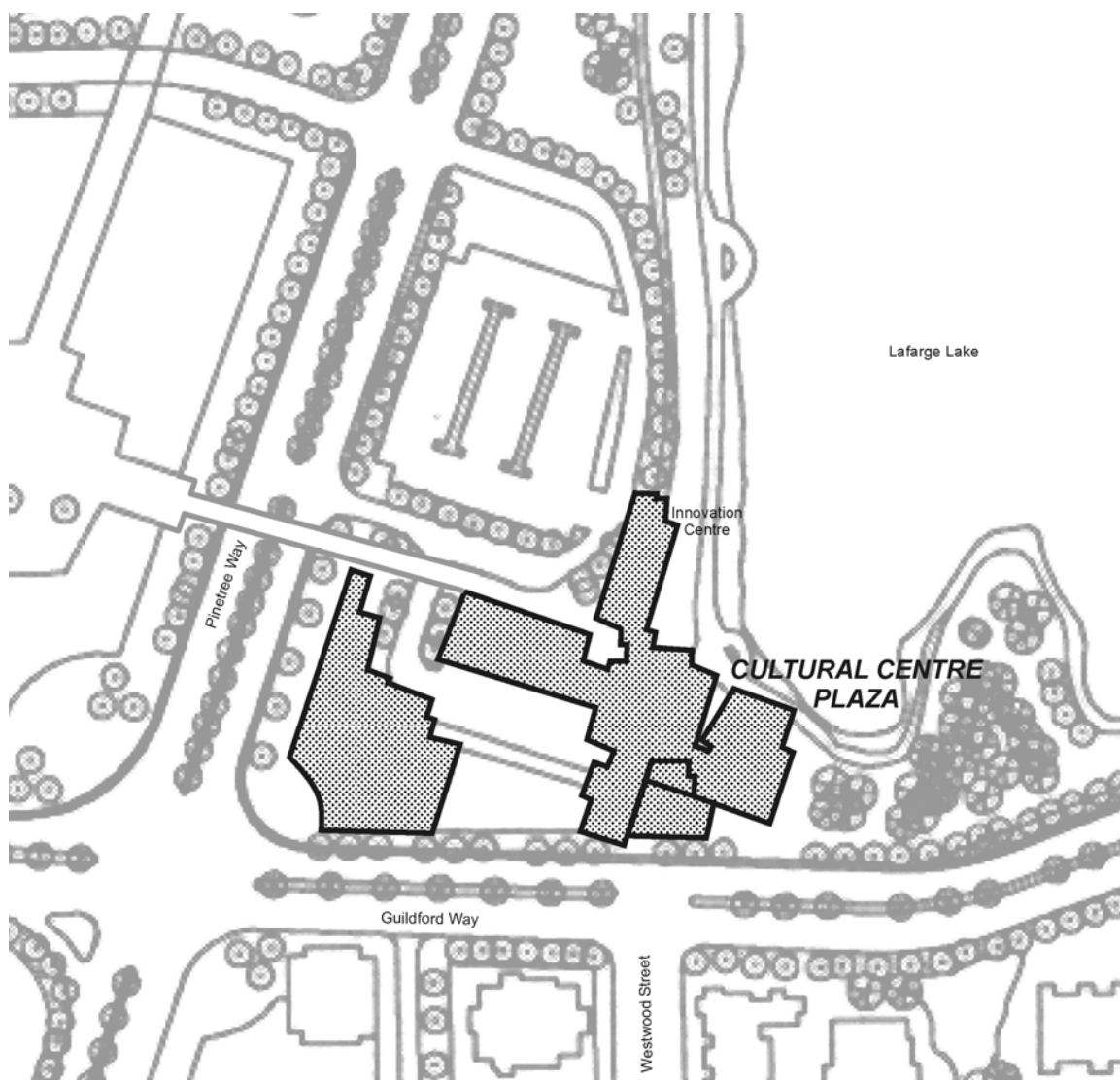
Since primary access to this plaza is from the pedestrian land bridge from the Town Square, the space could be located at the second level.



Leisure Centre Plaza Siting

2.4.3 Cultural Centre Plaza

This plaza's primary function is to offer a significant entry to the Art Gallery and Cultural Centre as well as to Lafarge Lake. This space functions as an extension to the building uses by providing a setting for a sculpture garden and, possibly, dining opportunities.



Cultural Centre Plaza Siting

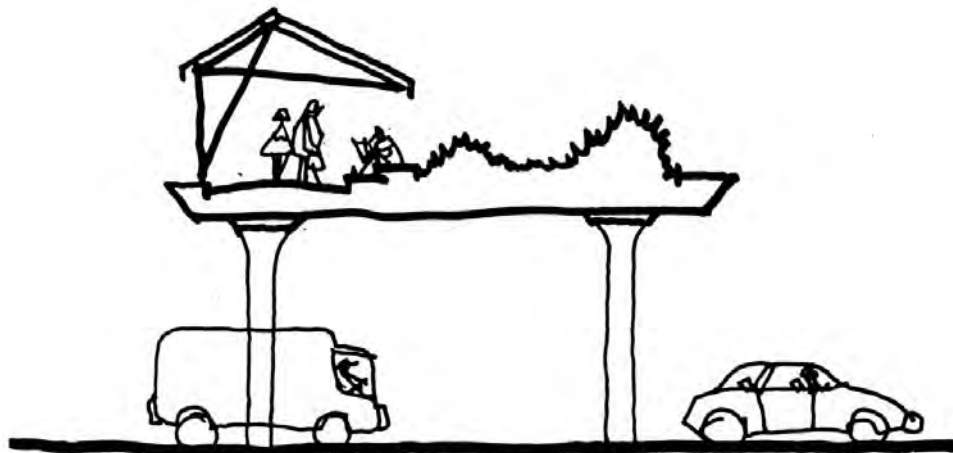
2.4.4 Douglas College Campus, Community Centre and Secondary School Campus Plazas

The plazas associated with the Douglas College campus and Secondary School campus differ from the plazas of the Regional Town Centre in that they integrate several distinct user groups. Spaces should reflect a campus-like setting and allow opportunities for strolling, watching, group gathering, demonstrations, exhibits, student activities and ceremonies. The “pedestrian spine” should link campus buildings south to the Leisure Centre and Town Square.

2.4.5 Character of Pedestrian Bridge

Pedestrian bridges are pedestrian crossings over some impediment that begin and end from a level accessible from the land. In planning for Coquitlam’s land bridges, elements such as width, slope and type of amenities will vary according to location and character of the land bridge. A bridge should feel like an extension of plazas or streetscapes.

At least three land bridges are proposed. These include the crossing of Guildford Way linking the Town Square and Leisure Centre; crossing of Pinetree Way to reach the Cultural Centre; and the link to Douglas College from the Leisure Centre Plaza to grade across an entry road to Douglas College.



2.4.6 Rapid Transit Interface

In order to reinforce the urban concept of the Town Square, it is important to group major elements/facilities together and create strong linkages between them. The inclusion of rapid transit near or within the Town Square and City Hall will assist in creating a busy point of civic arrival, adding to the action and vitality of the City Hall/Civic Centre focus.

While the technology, timing and station locations of rapid transit have not yet been confirmed, its development in the Regional Town Centre will include the creation of attractive points of arrival that incorporate vitality, safety and convenient access to all parts of the Regional Town Centre.

2.4.7 Tree Retention

Set in an area of extensive stands of existing evergreen trees, the Regional Town Centre would optimistically include some groupings of existing trees in new open space areas to enhance the area's character. Opportunities for effective tree retention and replanting should be explored as the area develops. For example, forested areas along stream corridors should be retained.

While retaining existing trees is difficult, a “forest management” manual with guidelines could spell out replacement and maintenance requirements and ongoing under-storey enhancement. Possible examples of tree retention methods include the following:

- Limit clearing and grading of native vegetation to the minimum amount needed to build developments, allow access, and provide fire protection, and to time conducting such land clearing activities to limit impacts on bird nesting seasons and other ecological considerations, consistent with the provincial regulations; and
- Encourage strategies to minimize topsoil removal and replace topsoils where temporary removal is needed.

New varieties of trees should be introduced to augment existing native groupings and to provide more formal urban landscaping along streets and in open spaces. Tree planting guidelines would include the following:

- Plant trees according to established landscape standards and best practices to improve tree survival, including selecting trees of high quality and approved nursery stock;
- Plant large trees where appropriate, as opposed to smaller ones, since larger trees have better chances of survival and offer greater net benefits;
- Plant trees strategically to maximize desired benefits (e.g. plant deciduous trees to the southwest and west of buildings to reduce summer solar radiation);
- Incorporate landscape strategies and planting to foster stormwater management and infiltration;
- Develop street and boulevard tree planting strategies;
- Encourage landscaping in parking lots to maximize the number of trees for both temperature control and rainfall capture, as well as visual relief;
- Encourage innovative landscaping projects such as green roofs where appropriate;
- Avoid multiple plantings of the same species or monocultures to prevent the potential spread of disease and to promote biodiversity. Instead, a mix of deciduous and coniferous species should be used in appropriate locations; and
- Seek opportunities to integrate landscape resources by providing connections between on-site trees and parks through linear parks as well as boulevard trees.

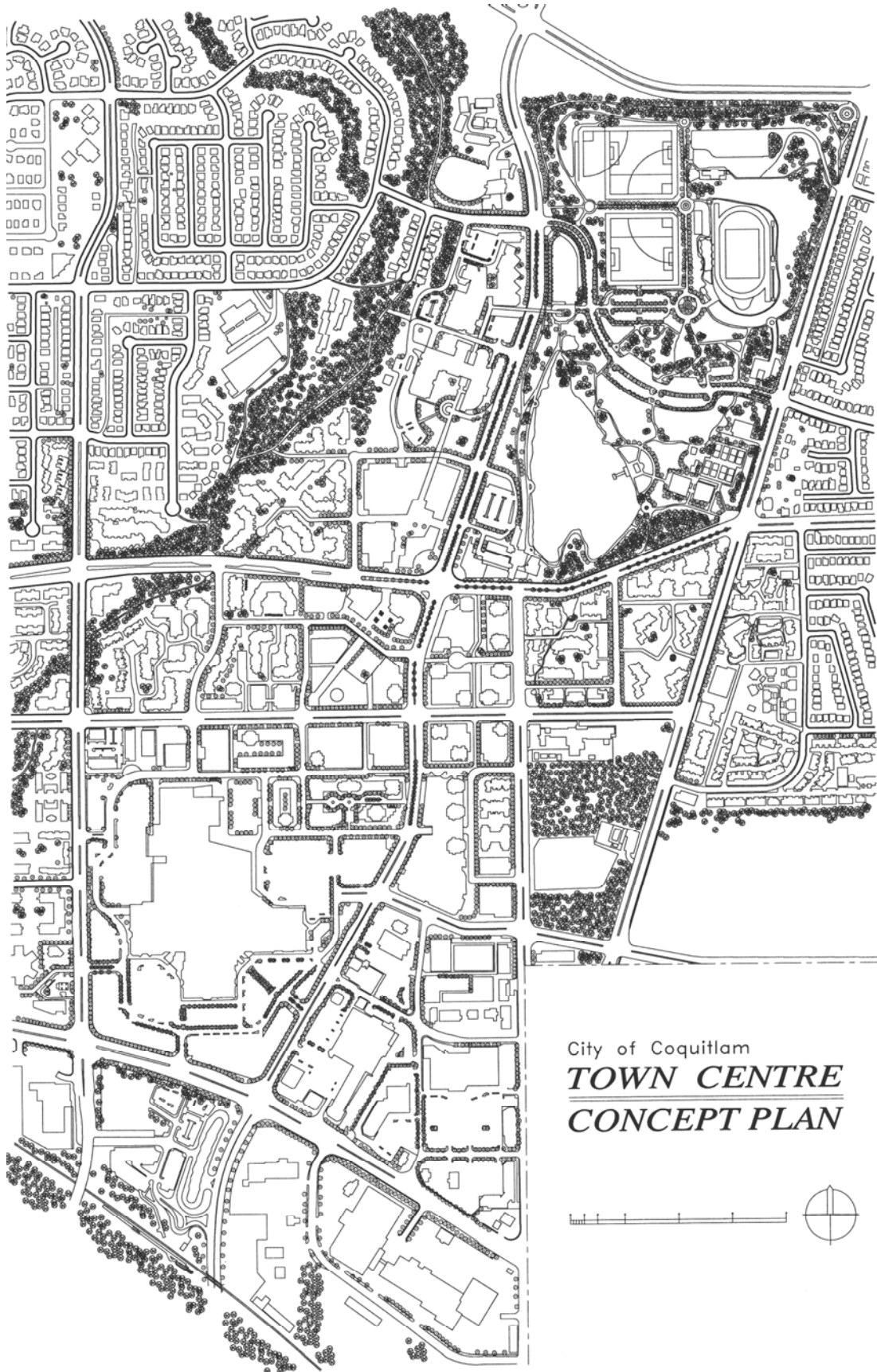
2.5 THE REGIONAL TOWN CENTRE CONCEPT PLAN

Coquitlam Regional Town Centre has not happened all at once; rather, it has been the product of many years of development of individual projects. As the Regional Town Centre will continue to grow incrementally, it is important that the boundaries of the commercial core be carefully defined so as not to dissipate the “critical mass” of the commercial Regional Town Centre.

The Citywide Official Community Plan concentrates employment-generating uses in the area designated as “Town Centre Commercial” or the “downtown core”. Retail development should also be concentrated in the area of the “pedestrian spine” particularly along “retail-fronting streets” as identified in the Citywide Official Community Plan. A concentration of employment-generating uses here, including a mix of offices, retail, and some civic and institutional uses, means that the critical mass of the commercial core can evolve more quickly. Moreover, a tight core of less than 500 metres (1,640 feet) in diameter enhances the accessibility of the core for pedestrians.

In organizing the Coquitlam Regional Town Centre as a pedestrian precinct, a framework is established that public and private projects can plug into, enhancing the urban qualities of the downtown as they are developed.

The Regional Town Centre Concept Plan is the visual depiction of how the area might look in years to come.



City of Coquitlam
TOWN CENTRE
CONCEPT PLAN



Regional Town Centre Concept Plan

3.0 GUIDELINES FOR THE “PEDESTRIAN SPINE”

3.1 CONCEPT OF THE “PEDESTRIAN SPINE”

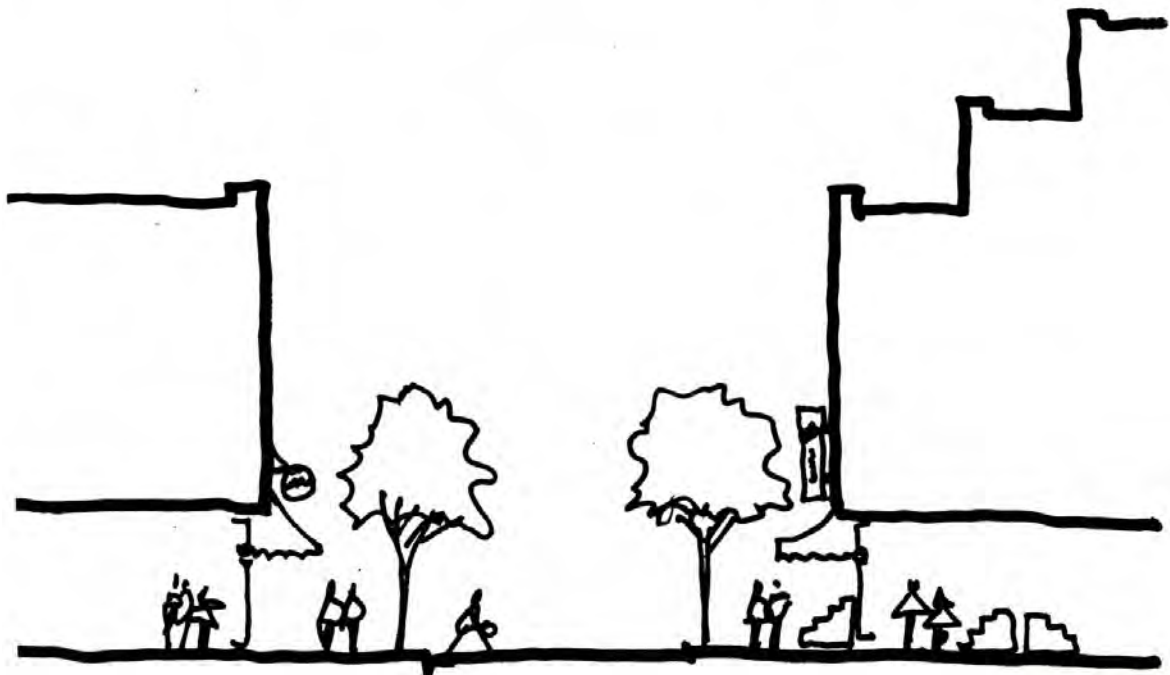
As set out in the Citywide Official Community Plan, the concept of the “pedestrian spine” is that of an urban design initiative to organize new development in the Regional Town Centre core, one which creates a strong sense of place with a distinct and recognizable character.

It is intended that the “pedestrian spine” be a true “people place”. The portion of the “pedestrian spine” that runs through the area designated in the Citywide Official Community Plan as “Town Centre Commercial” should combine the ambience and shopfront character of a traditional shopping street with open space and areas of landscaped amenity. Where on a street, it is also intended that the “pedestrian spine” accommodate two opposing lanes of vehicular traffic to serve shopfront retail, Regional Town Centre businesses and civic facilities and to access parking areas.

3.1.1 A Traditional “High Street”

In concept the portion of the “pedestrian spine” that runs through the “Town Centre Commercial” land use area most resembles the traditional “High Street”, or “Market Street”, of older downtowns, where day-to-day commerce and smaller retail businesses are concentrated along a main pedestrian-oriented street which also accommodates the automobile.

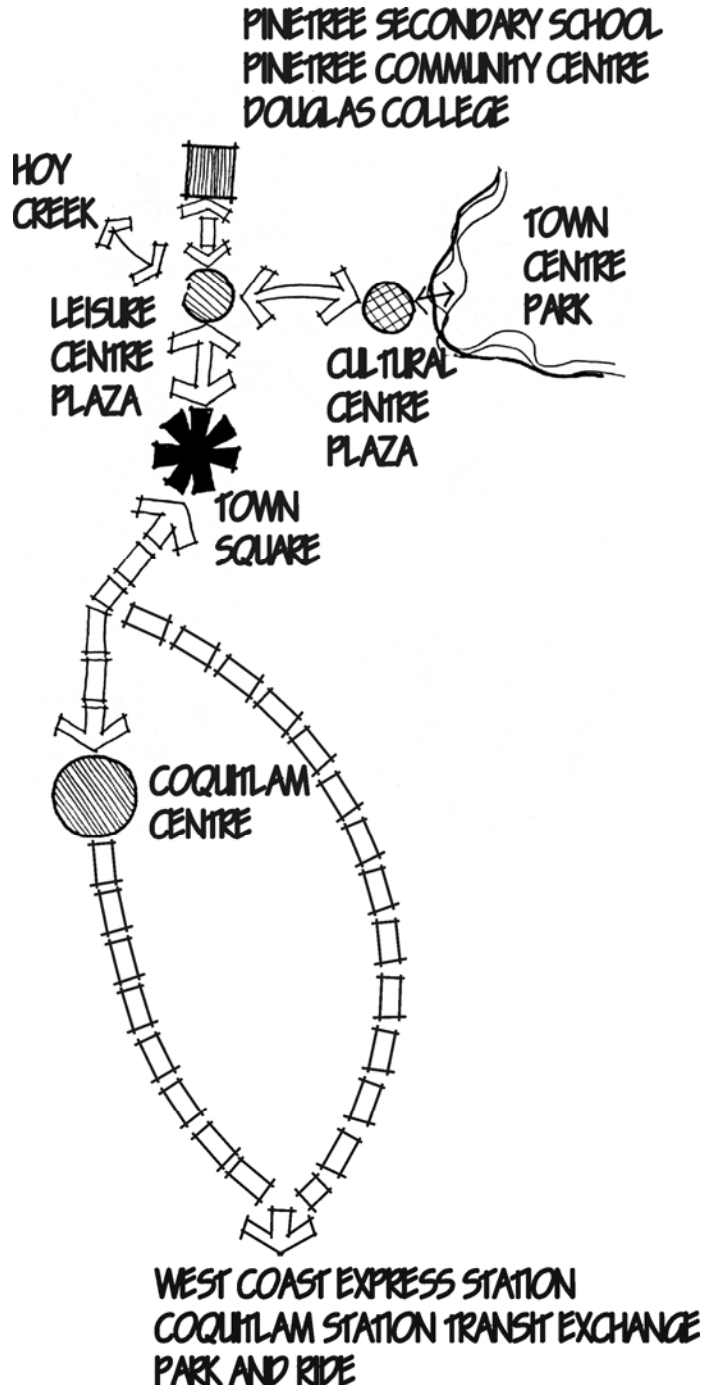
It is important that buildings adjacent to the “pedestrian spine” open onto the spine, visually and physically, to maximize the level of activity and vitality on the street. The pedestrian networks of public and private developments, adjacent to the “pedestrian spine”, can serve to join all Regional Town Centre functions to the “pedestrian spine”. The “High Street” then becomes the main commercial and ceremonial route of the Regional Town Centre.



3.1.2 Link to Coquitlam Centre

The “pedestrian spine” will be anchored at the north by a complex of governmental, educational and arts centres. The southern anchor of the “pedestrian spine” is the existing regional shopping mall, Coquitlam Centre Mall, which is a regional commercial draw and an important element in the commercial “menu” of the Regional Town Centre. The “pedestrian spine” connects with the main northeast entrance of Coquitlam Centre Mall.

Enhanced pedestrian connections are still required between The High Street and the concentration of transportation services south of Barnet Highway including the West Coast Express Station, the Park-and-Ride lot, and the Coquitlam Station Transit Exchange.



3.1.3 Alignment and Existing Property Ownerships

While being a strong organizing mechanism for the Regional Town Centre development, it is also intended that the “pedestrian spine” be designed to pragmatically recognize the available opportunities of existing property owners. Hence, alignment and design of the “pedestrian spine” should emphasize what is achievable with present ownership patterns, rather than overlay an abstract urban design on the Town Centre site.

The alignment of the “pedestrian spine” should be reinforced with a network of pedestrian routes through and beside private sector developments. The result will be a system that interconnects all projects in the Regional Town Centre with major retailing areas to the south, the core high-density mixed area that includes employment-generating uses and residential uses, civic and institutional facilities central to the Plan, and park and recreation areas surrounding the Regional Town Centre. The Citywide Official Community Plan identifies a hierarchy of streets in the Regional Town Centre to ensure that land uses at grade level relate to the pedestrians using those streets and promote safety through opportunities for informal surveillance as well as providing interest and activity.

3.1.4 Design Guidelines Facilitate Development

The design guidelines for the “pedestrian spine” presented in this study outline the City aspirations for this aspect of the Regional Town Centre. They are also seen to provide specific guidance to the private sector regarding requirements for private developments. If adhered to, they will facilitate the approval process for private developers.

3.1.5 A Strong Landscape Concept Creates a Sense of Place

Coquitlam Regional Town Centre is an area which can be immersed in significant rainfall, grey skies, cool temperatures and high winds, as well as periods of sunshine. The indigenous climate and the impact of planned high-rises on microclimate (i.e. increased winds and shade) necessitate maximizing sun exposure and creating open spaces with protected pockets or places to seek comfort from inclement weather. It requires the incorporation of colour and light to provide relief from long periods of greyness. Decisions for developing the character for the Regional Town Centre and subsequent design guidelines respond to these climatic concerns as well as the existing site characteristics of a town centre set amongst large coniferous trees at the foot of a mountain.

A new city centre carefully set within the existing wilderness requires the establishment of a combination of tree retention zones, compatible new plantings, distinctive street furnishings and landscape and paving treatments that will create a consistent and exciting pattern for the Regional Town Centre. A distinct downtown may take many forms but the essence of its organization is as a place that people enjoy; a recognizable representation of the community it serves; and, a memorable, personable place. The Regional Town Centre should invite people to explore and enjoy its amenities. The development of a strong “sense of place” is an important aspect of the enjoyment and regular use of the Regional Town Centre.

The key to the development of a sense of place is that elements be innovative in design and initiate opportunities to develop a “local flavour”. Although a complex concept, Kevin Lynch, renowned planning author, states that a sense of place is, in its simplest form, identity.

“Identity is the extent to which a person can recognize or recall a place for being distinctive from other places as having a vivid, or unique, or at least a particular character of its own.”

Lynch, *The Image of the City*, 1960, Page 37

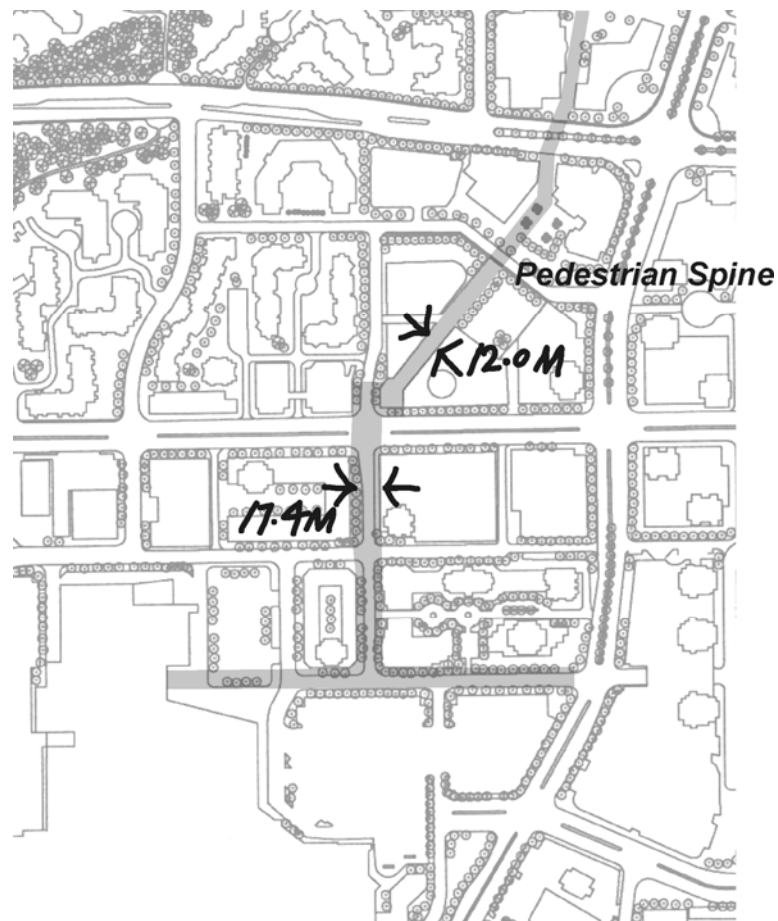


3.2 “PEDESTRIAN SPINE” PLAN

3.2.1 Width of “Pedestrian Spine”

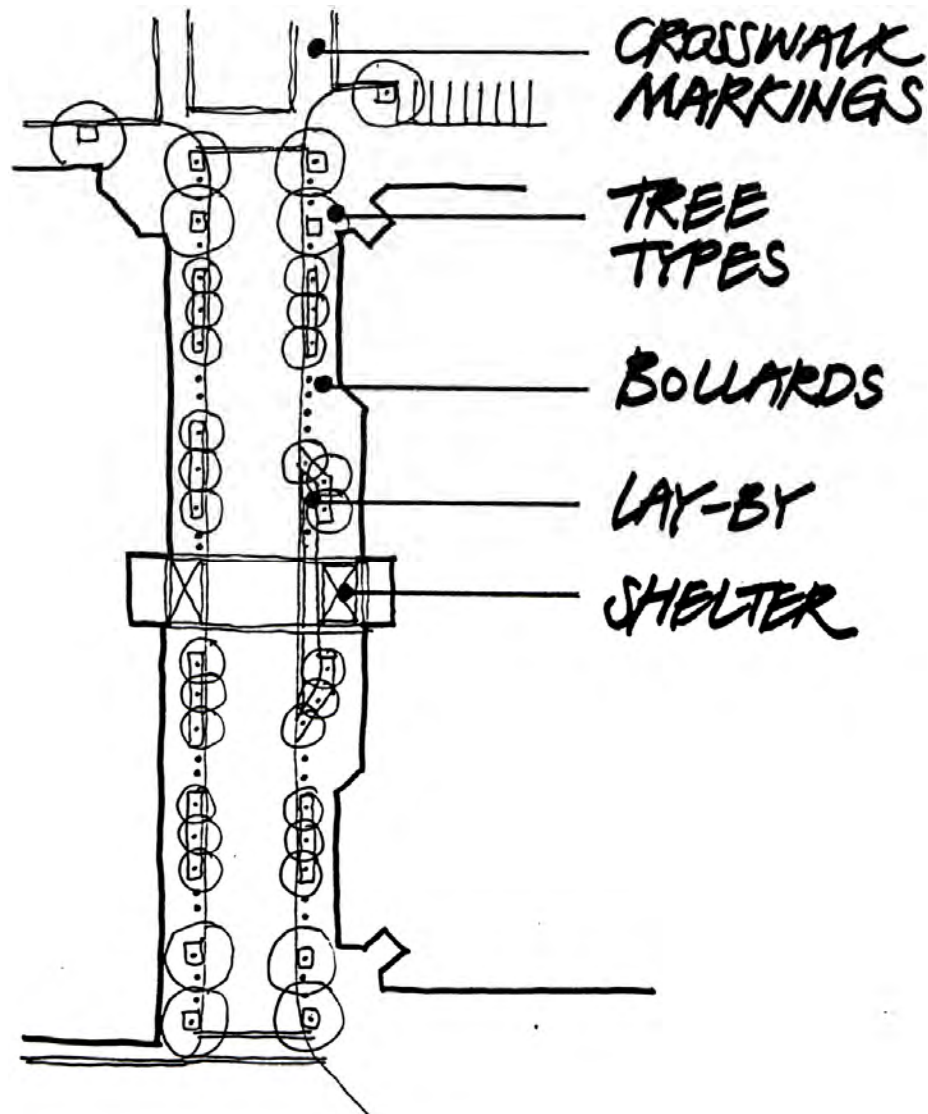
“The High Street Design Guidelines” (adopted in 1992 and revised in 1996) identify the dimensions and other specifications for the design of The High Street between the east-west connector road, linking Coquitlam Centre Mall with Pinetree Way and Burlington Drive. For the portion of the “pedestrian spine” north of Glen Drive where it veers away from The High Street, the alignment is modified to a width of 12.0 metres (39 feet), and angles northeast leading to the proposed central Town Square, and is designed for pedestrian use only. Vehicular traffic can continue on the northward extension of The High Street.

Although some of the “pedestrian spine” will share its limited space with automobiles, it is the pedestrian that will be given priority. The vehicular portion of the spine will be limited to two travel lanes, one in each direction and a parking lane which may alternate to one side or the other. The road right-of-way will be intended for slow-moving speed (30 kph) and be detailed with materials more akin to pedestrian spaces. Crosswalks will occur as often as is feasible along The High Street.



3.2.2 Character

It is important to reduce the impact of these wide areas of paving with variety. The urban design elements such as trees and planting, paving patterns, lighting and seating add interest, texture and colour. The spine width can be broken down into patterns which outline the road, on-street parking, sidewalks and crosswalks. Details of these urban design elements are provided in the “Pedestrian High Street Urban Design Guidelines” and the “Glen Drive Design Guidelines (both adopted in 1992 and revised in 1996).

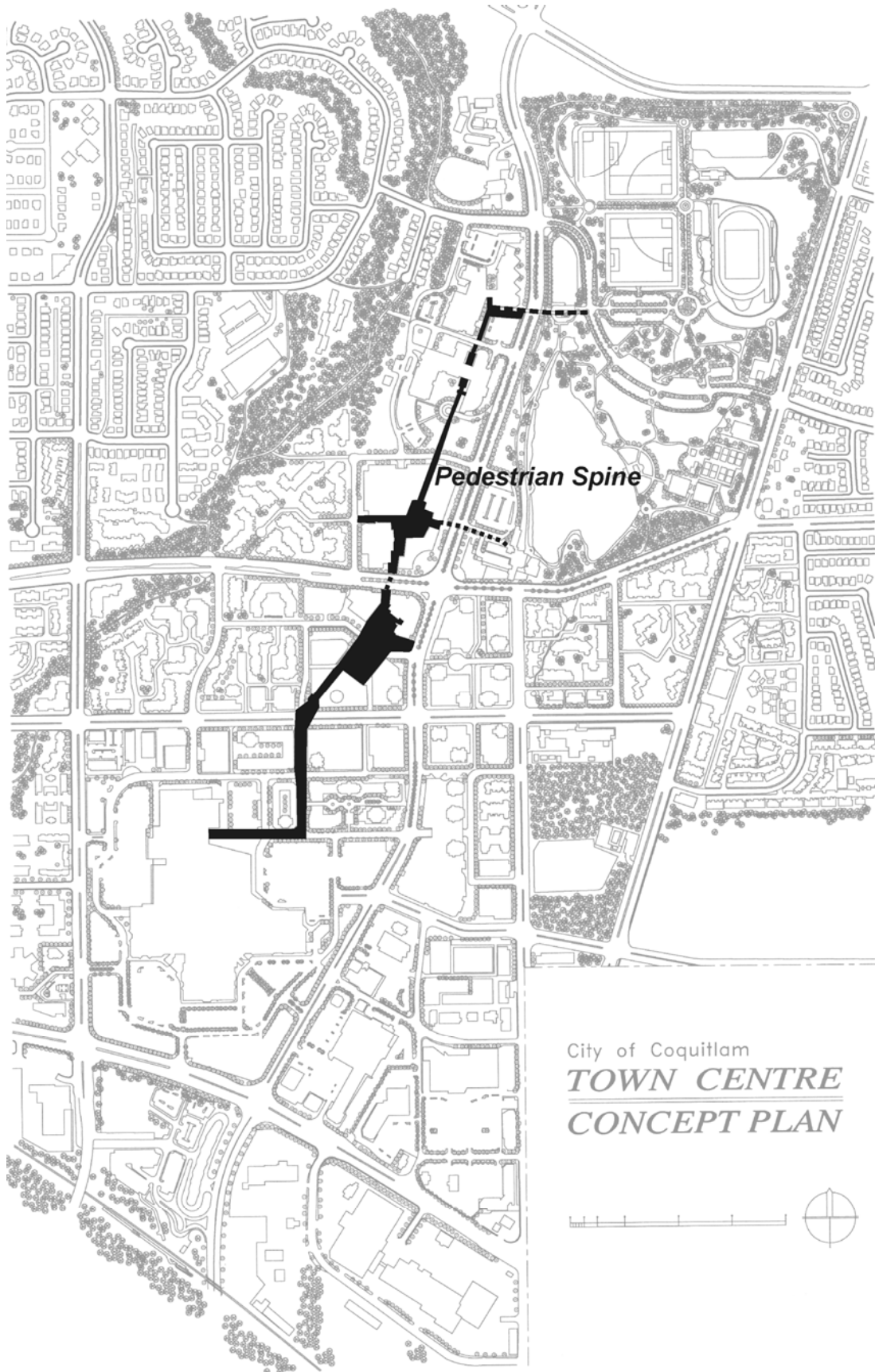


3.2.3 Phasing of Development

The “pedestrian spine” will be developed over a number of years. To promote street continuity and the successful promise of the project from day one, it is important to undertake public works of sufficient scope so as to develop a substantial portion of the eventual total spine development in phase one of construction.

These street works become a system of public supports that private projects “plug into” and then reinforce the character of the pedestrian street.

3.2.4 The “Pedestrian Spine” Plan



3.3 URBAN DESIGN GUIDELINES

These guidelines identify the design objectives to provide for active streets, particularly along the “pedestrian spine”, to lead to the streets’ pre-eminence as a community destination.

3.3.1 A Public-Oriented Ground Floor

Ground Floor uses in all new developments on “retail-fronting” and “secondary-active street” frontages, as established by the Citywide Official Community Plan, should be oriented to public uses.

The ground level is where people walk and drive and where people expect to find the goods and services they need. If street frontages are active then the City is vibrant.

It is anticipated that these will be primarily retail uses including specialty shops, grocery stores, restaurants, barber and beauty shops, news stands, flower shops, and branch banks. Other uses such as cinemas, cabarets and other entertainment spots, civic/institutional and service uses should be carefully selected on the basis that they contribute to an active pedestrian precinct character. Street safety can be improved through encouraging this activity and ensuring that adjacent land uses address the street to increase opportunities for informal surveillance.

A minimum 10 metre (30 foot) depth and minimum 45 square metre (500 square feet) area of floor space along “retail-fronting streets” would provide the minimum amount of space to support a retail function. Retail uses should also wrap around the corner of non “retail-fronting streets” a minimum of 6 metres (20 feet).



3.3.2 Continuous Character of Ground Floor

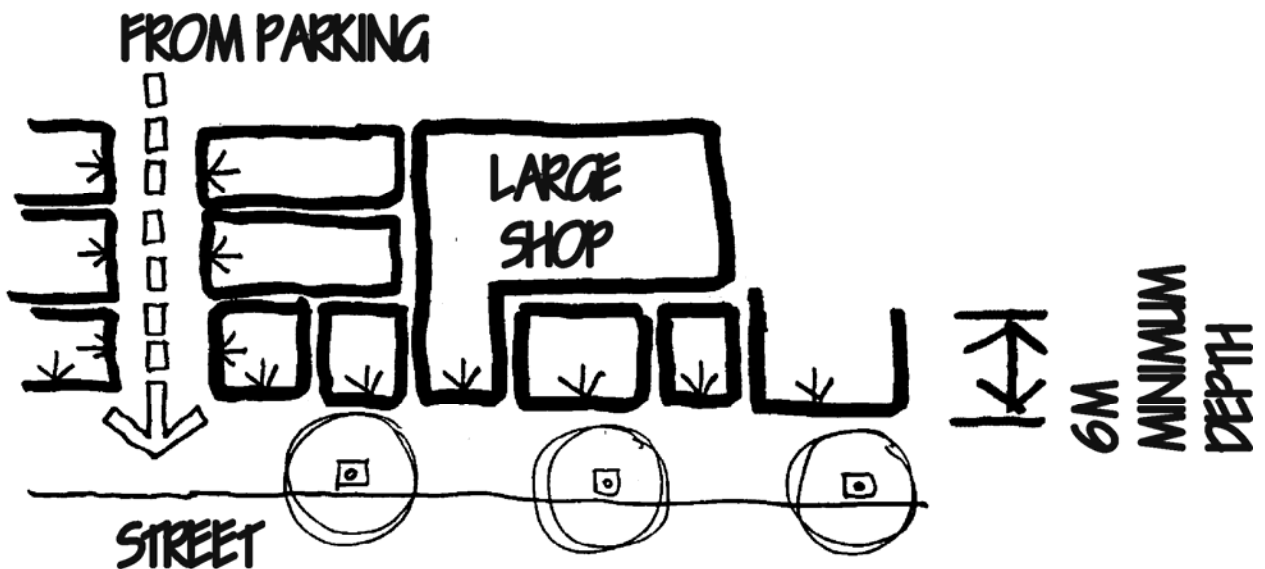
A continuous and interesting shopfront character is appropriate for new developments.

A high degree of visibility into the storefront should be achieved from the sidewalk to augment passer-by interest in the pedestrian precinct. A high standard of storefront display and illumination is envisaged.

To further promote pedestrian interest it is preferable that developments be comprised of a number of shops of limited frontage. Large scale commercial businesses, occupying a significant length of frontage, are not appropriate along “retail-fronting streets” or “secondary-active streets”. Blank façade segments on buildings should be avoided, otherwise ground floor facades should be composed primarily of clear glass for windows or doorway entrances into shops. Even entrances to underground parking should be closed with glazed overhead doors to simulate a storefront character.

In some cases, where appropriate, pedestrian entrances may open onto a walkway leading from interior atria or parking areas behind buildings that face a street.

Entry plazas to residential developments along the “pedestrian spine”, “retail-fronting streets” and “secondary-active streets” (as established by the Citywide Official Community Plan) should be small and carefully designed so as to maximize the continuous storefront character of the street.



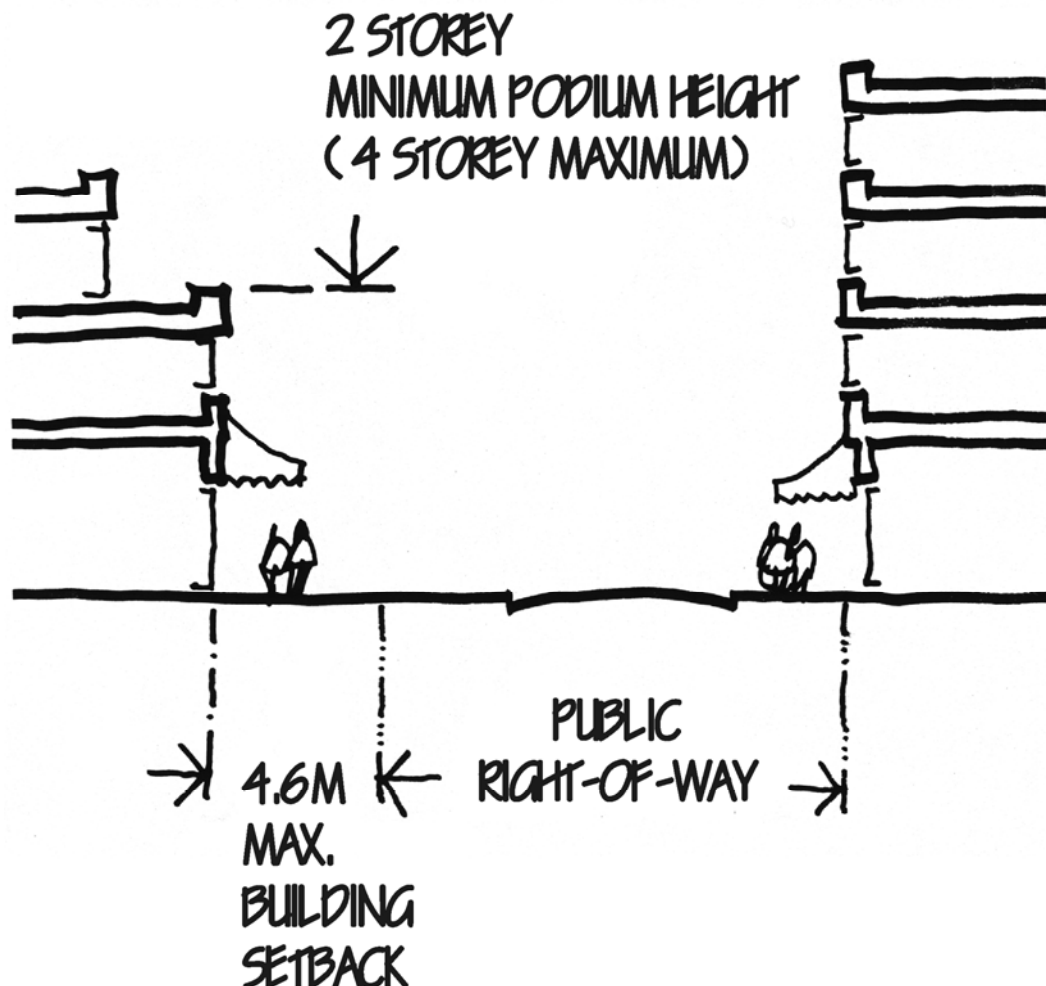
3.3.3 Definition of Street Space

A street wall is required for all parcels with frontage on the dedication or right-of-way line describing the “pedestrian spine”, “retail-fronting streets”, “secondary-active streets”, or “residential streets” as defined by the Citywide Official Community Plan.

The street is defined where the sidewalk meets the building façade. The relationship of the sidewalk building façade edge establishes the limits of public activity and much of the character of the pedestrian environment.

However in some cases where a retail use is fronting the street, it may be appropriate to set the building line back from the right-of-way or dedication line to create space for outdoor activity and seating areas. If such areas of pedestrian amenity are provided, the setback of the street wall may be increased up to 4.6 metres (15 feet). On “residential streets”, the street wall for at-grade residential units should be between 4.6 and 6 metres from the public sidewalk.

An appropriate scale of development for the street wall is two to four storeys in height measured from the sidewalk grade. Storeys above this height must be set back from the building line in order to maintain the appropriate scale of the street wall along streets. Single storey buildings are not appropriate.

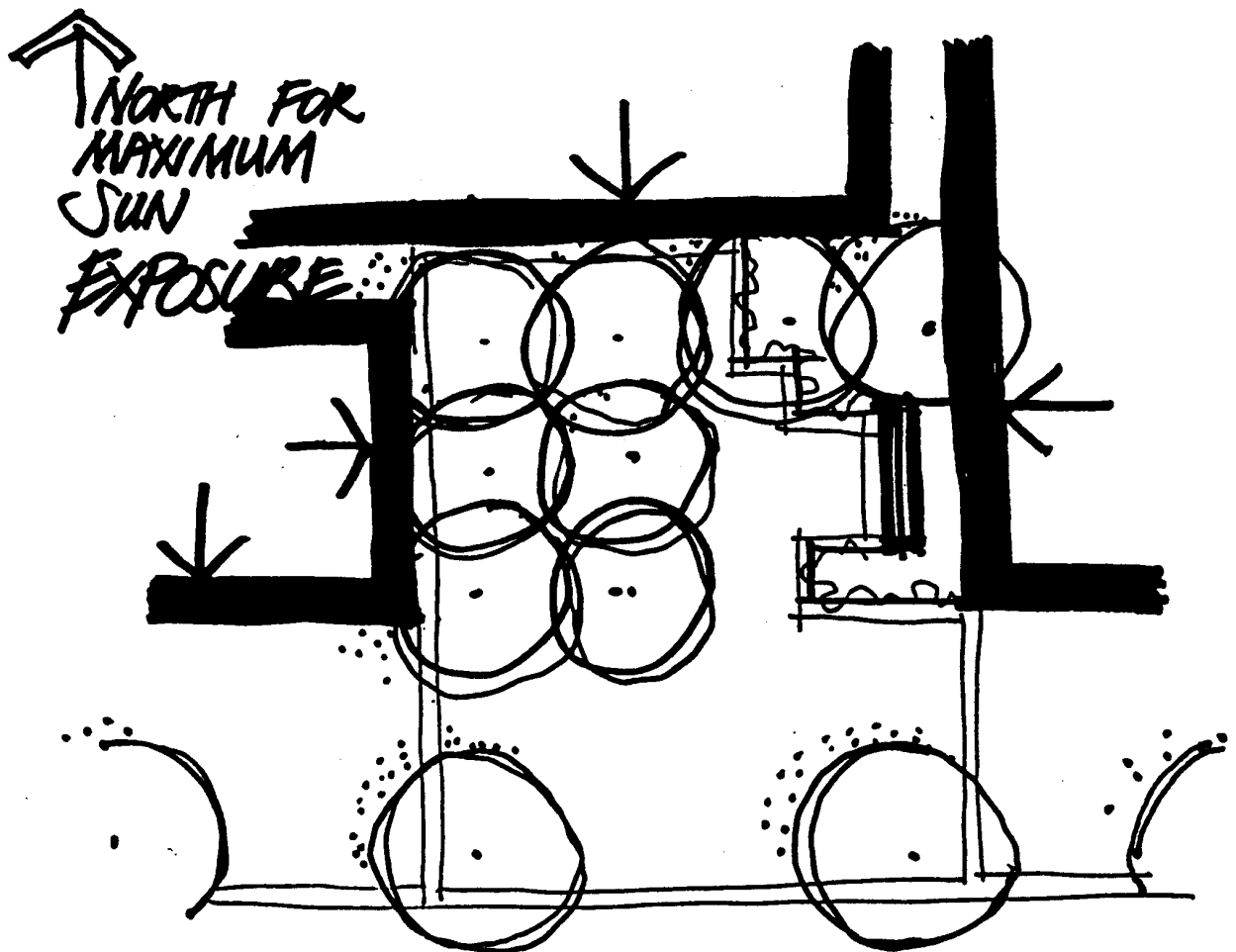


3.3.4 Definition of Open Spaces

To promote variety and pedestrian amenity along streets it is appropriate to incorporate open spaces that are strongly defined on at least three sides.

Open spaces are defined by facades of buildings, bosques or strong lines of trees, garden walls, arcades or other elements having strong character and clear geometrics. Within open spaces further definition and enrichment can be achieved by the use of soft landscape, hard landscape and water features. Attention should be given to the patterns of sun and shadow in open spaces since spaces set in areas of perpetual shade will not work. Generally, open spaces should be arranged on the east side with open aspects to the south to allow full afternoon sun penetration into the open space areas.

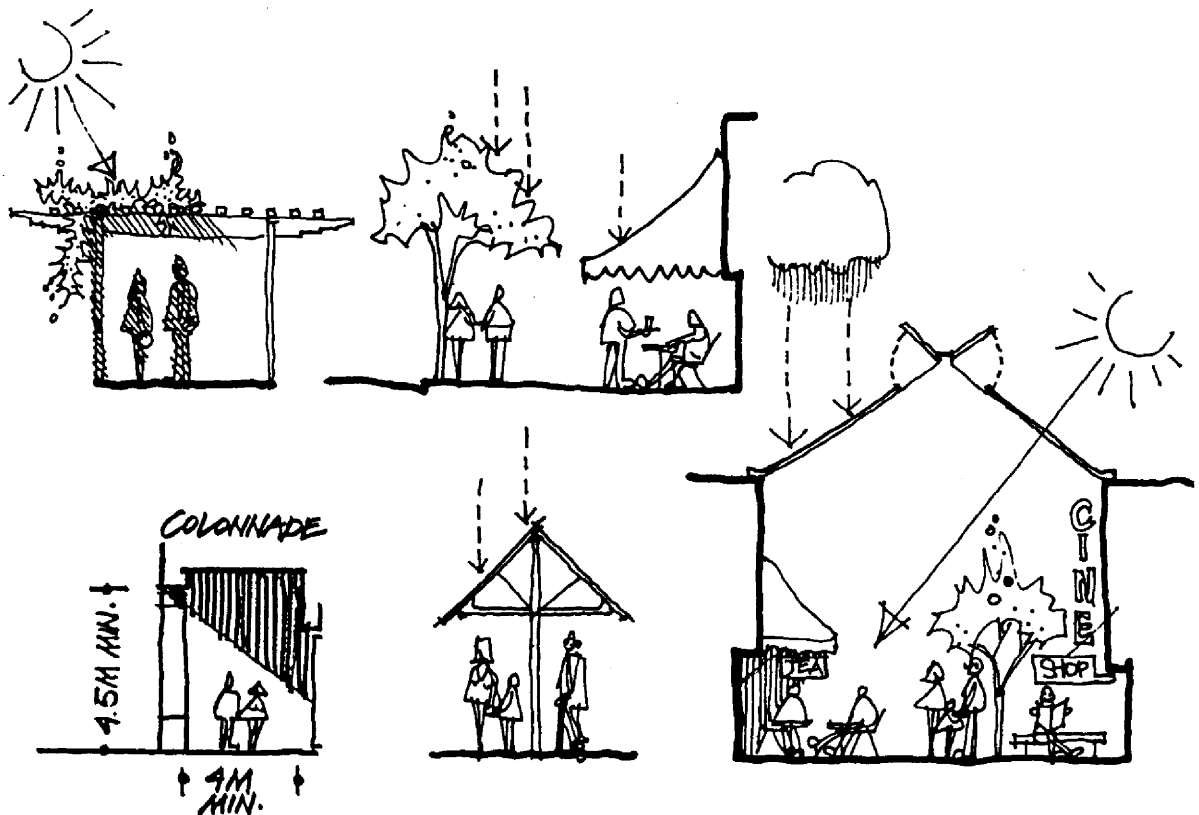
Consistent with previous guidelines, public-oriented frontages should extend into all open spaces.



3.3.5 Continuous Weather Protection

To enhance use of the sidewalks in inclement weather and help provide for year round activity, weather protection at the first storey of buildings should be provided.

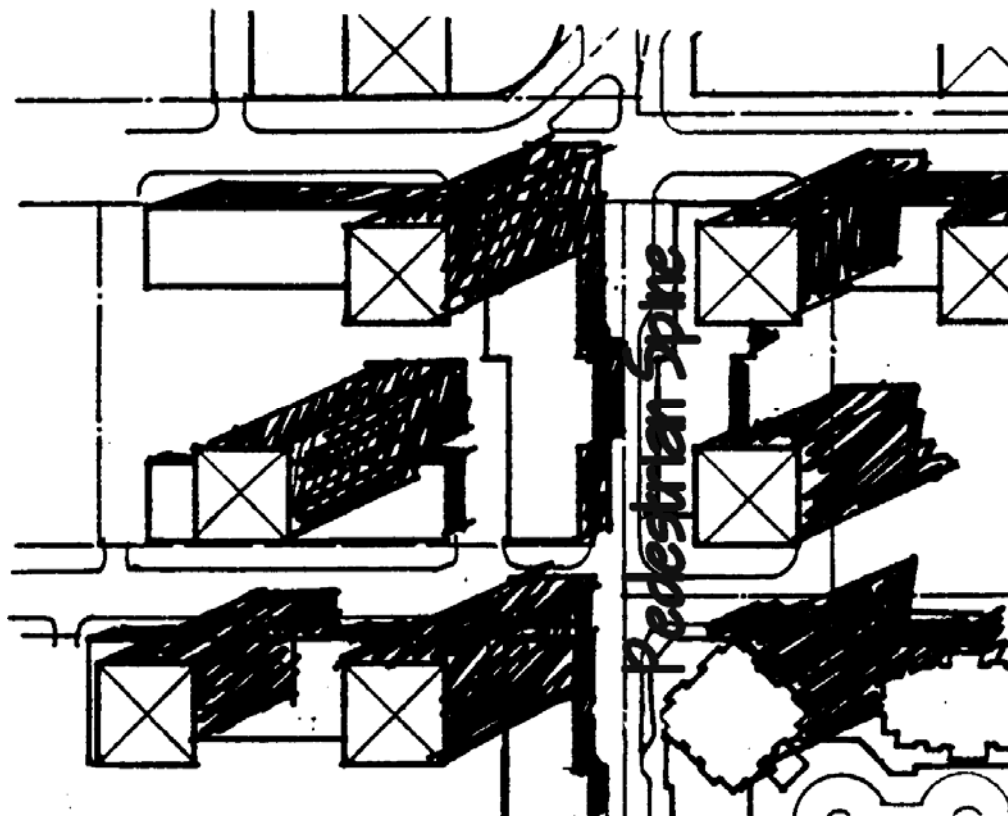
Devices such as awnings, covered arcades, colonnades and built overhangs not only provide weather protection but also lend an appropriate pedestrian scale to the continuous street façade. If covered arcades, colonnades or built overhangs were to be considered as a method of providing weather protection, the resulting pedestrian space would need to be highly visible, safe and sufficiently broad to allow a comfortable passage as well as ensuring at least a 4.5 metre (15 foot) high void to offer some natural light penetration and to avoid any feeling of oppressiveness.



3.3.6 Tall Building Setback

Towers should be set back from the “pedestrian spine” to minimize shadow impacts.

Towers are better sited on the east side of the street so that the afternoon sun does not cast long shadows on the spine area. To the west of the “pedestrian spine”, towers must be sited far enough away such that their afternoon sun shadows do not fall on the spine itself.



3.3.7 Convenient Parking

To maximize the viability of streets for retail and other uses, accommodate parking in sufficient numbers and for convenience.

- *On-Street Parking*

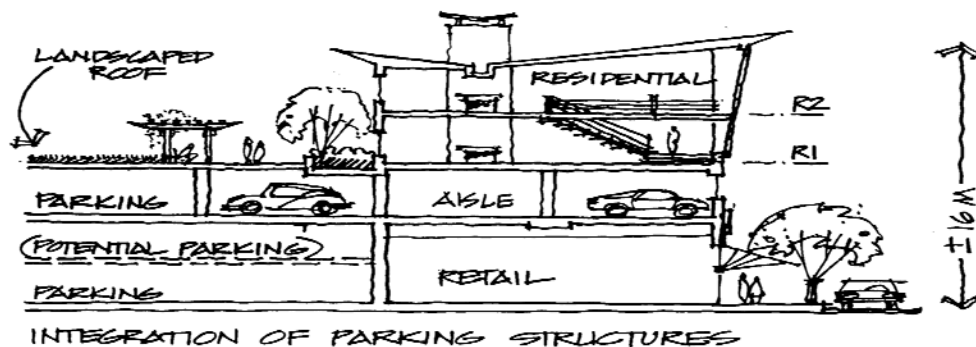
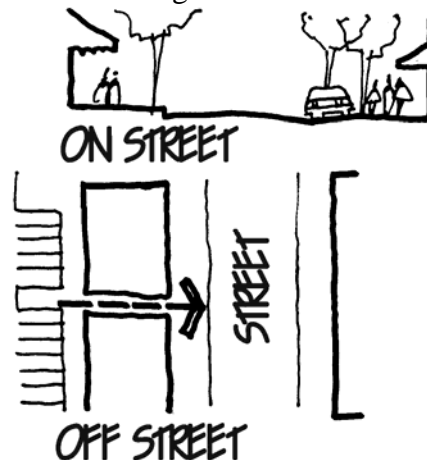
The “pedestrian spine” should incorporate short-term parking on at least one side of the street.

- *Off-Street Lots*

In the short- to mid-term, attractive and safe interim treatments for surface parking lots can be located behind buildings and provide pedestrian ways through, or between these buildings to link to the street. In the long-term, areas given over to surface parking will most likely evolve into other development sites or elements of the open space system.

- *Parking Structures*

Parking structures should not be located adjacent to any streets except from parking entrances unless the structure is enclosed at the street edge for at least its full height with retail uses. Access to such parking structures should not be made from the “pedestrian spine” or “retail-fronting streets” but from intersecting flanking streets or lanes. Parking is allowed adjacent to the building face on the second storey as long as the façade is appropriately articulated and screened to attractively blend this accessory use in with the entire building facade.

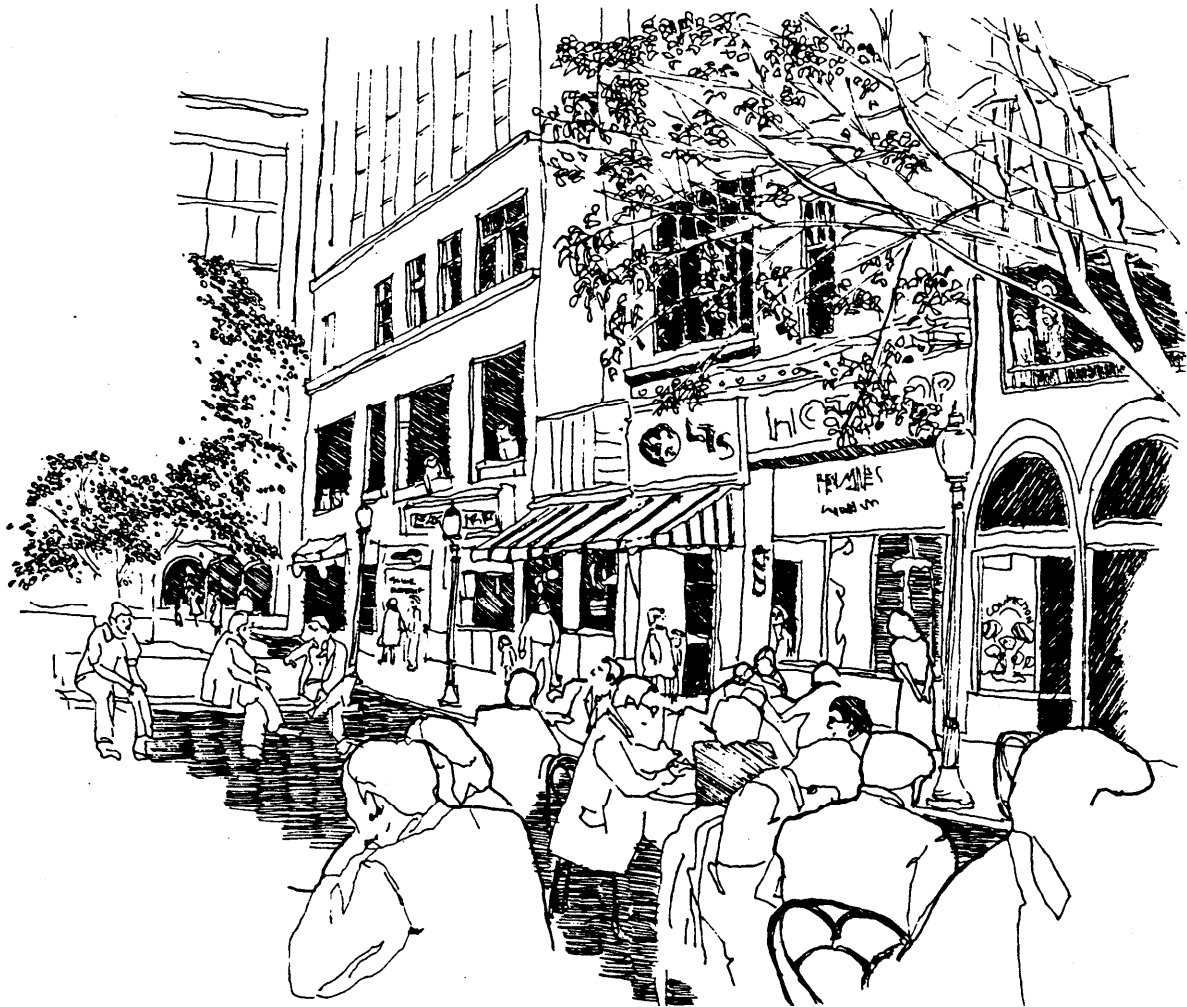


3.3.8 Retail Signage

Retail signage should contribute to the active retail character along street frontages (especially along the “pedestrian spine” and “retail-fronting streets”) and be designed to be oriented to pedestrians, not automobiles.

In addition to any requirements of the Sign Bylaw, signage should be treated as part of an integral design for the building of which it is a part. Acceptable signage types include: signs on awning drops; projecting or suspended signs at right angles to the street; fascia signs where it is evident that they are compatible with the overall architecture of the building; door and window signs.

Signage types that are not acceptable include: signs on the main slope or face of awnings; back lit fluorescent signage in all forms; read-a-graph sign boxes; and pylon or high freestanding signs.



3.3.9 Pedestrian-Oriented Streets

A finer grain of east/west streets and walkways should be developed to “feed” the “pedestrian spine” and “retail-fronting streets” with both pedestrian and vehicular access.

To achieve an appropriate critical mass and a level of success for the “pedestrian spine” and “retail-fronting streets”, a retail loop as established by the Citywide Official Community Plan, is proposed to concentrate retail activity to attract pedestrian traffic and support businesses. The loop pattern of “retail-fronting streets” encourages return routes versus one-directional or dead-end patterns. “Secondary-active streets” may have significant pedestrian traffic even though there are few shops located along them. Pedestrian comfort and civic amenity on these streets should remain a prime consideration including the design of the streetscape and continuous weather protection. “Residential-fronting streets” in the Regional Town Centre should also be pedestrian-friendly with reduced setbacks between 4.6 and 6.0 metres and units oriented to the streets.

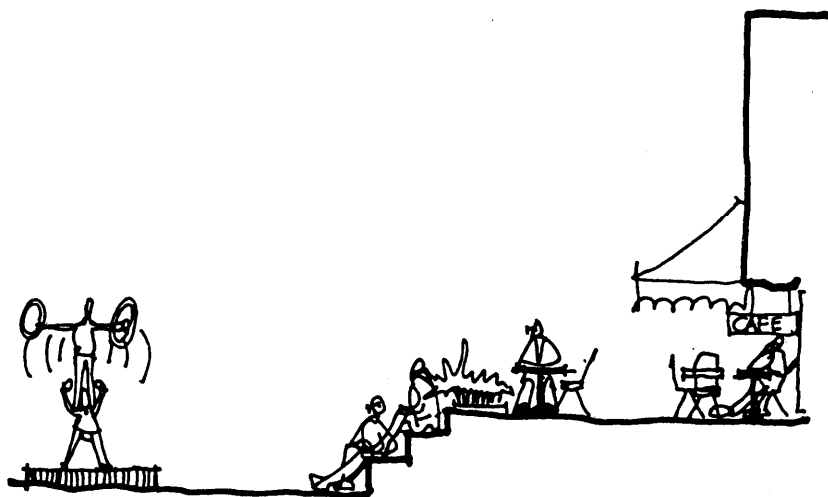
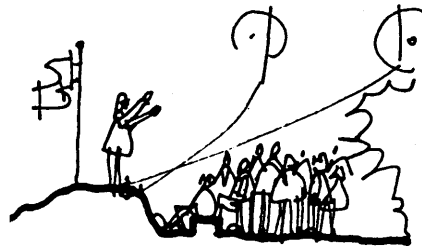
Pathways leading to streets at mid-block from the rear of buildings or parking areas are most appropriate and should be encouraged in the development approval of individual parcels. Ideally, these pathways would be publicly dedicated, but right-of-way agreements would also be accepted. The scale and landscaping of these spaces should promote pedestrian amenity, comfort and security.

3.3.10 Animation of the Street

Commercial cafes and street performances should be encouraged to add to the quality of the street.

The sale and eating of pretzels, hot chestnuts, popcorn, ice cream, hot dogs and special coffees on the street add to the recreational activities of the street. Street performers also animate the street and draw eager audiences. Qualitative controls and application procedures should be developed to judge which proposals for street activities and their specific locations are appropriate.

In addition, provision should be made in the design of streets, plazas and squares for servicing the needs of these special events and activities with electrical power and water connections.

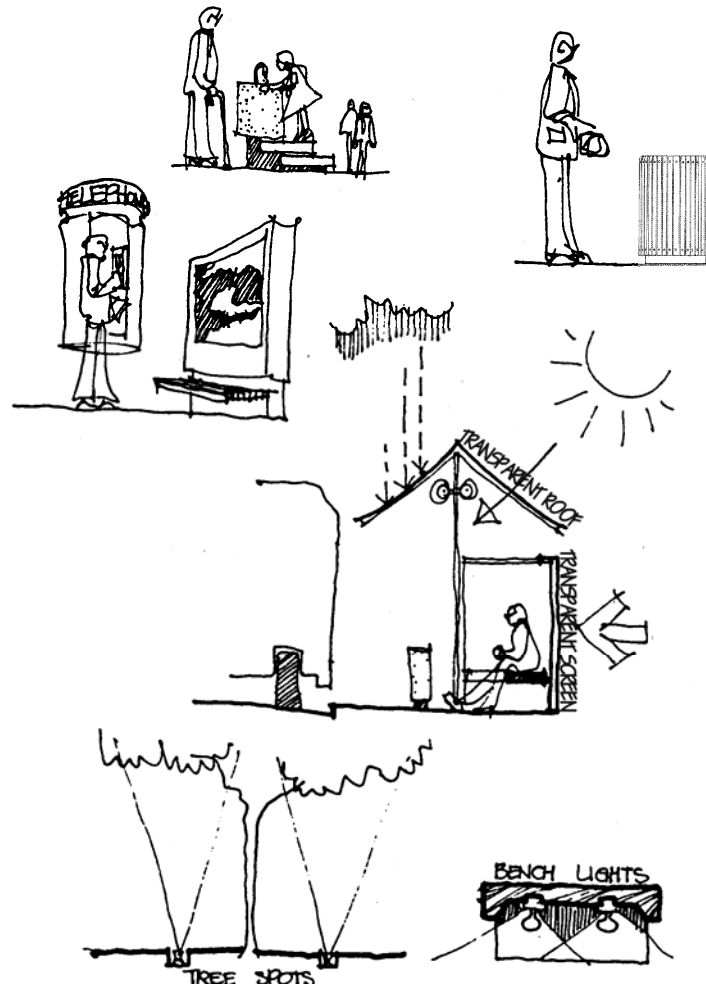


3.3.11 Design of the Public Domain

The streetscape and other elements of the public domain should be designed to establish a specific character, or sense of place, for the Regional Town Centre.

Street furniture for the “pedestrian spine” and other streets in the Regional Town Centre should provide amenities to maximize user comfort and interest with the goal of enticing users to choose to walk on a regular basis. As well as providing for the functional requirements of the streetscape, its planned furnishings should highlight opportunities for defining the character of the Regional Town Centre. “The High Street Design Guidelines” and “Glen Drive Design Guidelines” (both adopted in 1992 and revised in 1996) specify co-ordinated street furnishings.

Plantings, water features and urban open spaces that offer informal gathering places for social interchange rate highly for sensory stimulation. When inhabitants look to their town centre as a reflection of their heritage and well being, the image presented must make sense. Unique streetscape elements will help to define this Regional Town Centre image as evidenced by the distinctive salmon motif and other street furnishings the City has specified and provided.



3.3.12 An Integrated Paving System

To establish pedestrian priority the commercial and mixed use area should be designed with an integral surface treatment such that it reads as a singular public space, with due attention given to functional and safety issues.

Special paving has the opportunity of adding the design attributes of colour, texture and patterns to the paved areas developing a distinctive road surface and announcing that the Regional Town Centre is a special place. Within the pedestrian priority concept it is imperative that the roadway appears to be a shared vehicular/pedestrian route. If the spine is used for festivals, parades or other special events, having the street constructed of pedestrian style material will make the sidewalk and the roadway read as one public open space.

For a vital shopping district it is important to be able to safely cross the street at close intervals. All paved areas within the Regional Town Centre should be universally accessible. Barrier curbs should only occur around planting islands and parking lots. A transition area marked with a pattern, texture or colour in the paving should mark the road edge. At crossing locations a pedestrian priority/safety zone can be identified with a recognizable pattern and texture. Barriers such as regularly spaced bollards can protect the pedestrian by marking the vehicular areas.

All paved areas should generally respond to an overall pattern. Secondary or spur walkways off streets should be designed to key into this pattern and extend paving treatment around corners for a minimum distance of one block.

“The High Street Design Guidelines” and “Glen Drive Design Guidelines” (both adopted in 1992 and revised in 1996) specify paving materials used in the Regional Town Centre.

3.3.13 Mitigating Parking Lot Impact

Off-street parking should be provided in small lots, to the rear of development in the Regional Town Centre, and be well landscaped to mitigate their impact.

A landscape strip of a minimum width of 1.5 metres (5 feet) should separate sidewalks or walkways from the at-grade parking lots. These planting areas can consist of low growing, hardy shrubs and low growing, tough ground cover. Trees should be planted a minimum of 7 metres (23 feet) on centre outside the 0.75 metre (2.5 feet) overhang area of the parked cars and centred on parking lines.

Night lighting should be provided within parking lots and along walkways that is pedestrian scaled and in character with the Regional Town Centre.

3.3.14 Distinctive Night Lighting

All public street and pedestrian light standards should be compatible in style, fixture and lamp colour and be distinctive to Coquitlam.

Lamp standards and fixtures offer the opportunity to add colourful and distinctive personality to the street.

Several types of light fixtures should be employed to enhance the streetscape by:

- high level fixtures for lighting key intersections;
- lower level fixtures to illuminate pedestrians using streets, sidewalks and parking areas; and
- other public and private fixtures in addition to the two basic street fixtures including lanterns to highlight building fronts; spotlights for landscaping fountains and works of art; uplights into trees; bollard lighting at access/egress points; and special display lighting (Christmas).

Illumination requires creativity in the lighting design to take advantage of its ability to affect the “night character” of the Regional Town Centre.

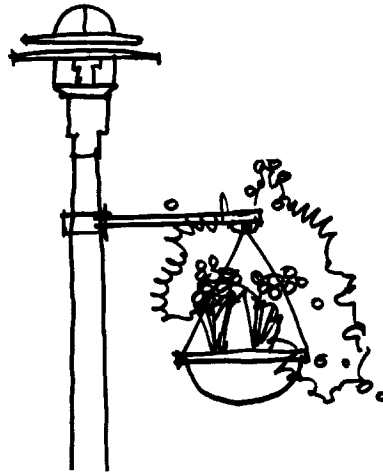


3.3.15 Poles

Poles, or standards, support many elements of the streetscape including lighting fixtures, banners, flower baskets, utility lines, traffic controls and should be designed to add to the skyline of the Regional Town Centre and offer a new dimension to the streetscape.

Pole supports should include some design detail to signify their being within the Regional Town Centre. The standard could have a special colour, an insignia at eye level, or a unique base. At crosswalks, signalling for the visually disabled should be mounted within poles.

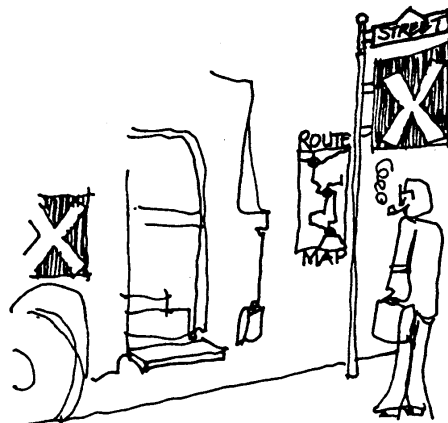
Poles should be utilized for multiple services where possible. For example, lighting poles could have banner mounts and flower baskets.



3.3.16 Street Name Signage

Special street name signage and mountings should be designed for the Regional Town Centre that reflects Coquitlam's personality.

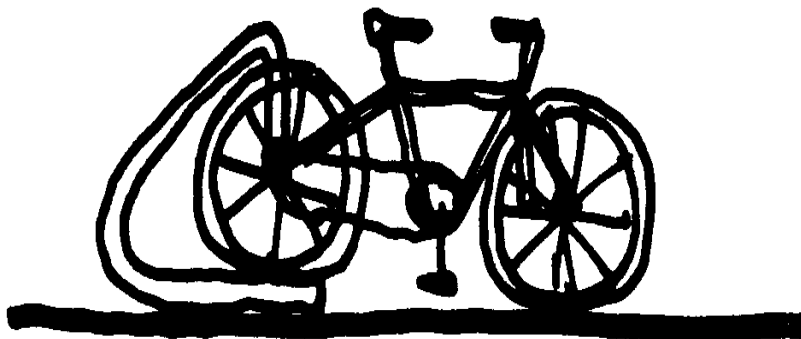
The naming of the streets and the signing of those names has the ability to have a positive influence on the image of the Regional Town Centre. Legibility of the name and address should be the prime consideration in street name signage design but the signage should carry a Coquitlam standard lettering style, a Coquitlam standard colour, the City insignia or other distinctive features to improve the imagery of the Regional Town Centre.



3.3.17 Bicycle Racks

Bicycle parking areas should be provided at all community amenity areas including plazas, mini-parks, library and City Hall.

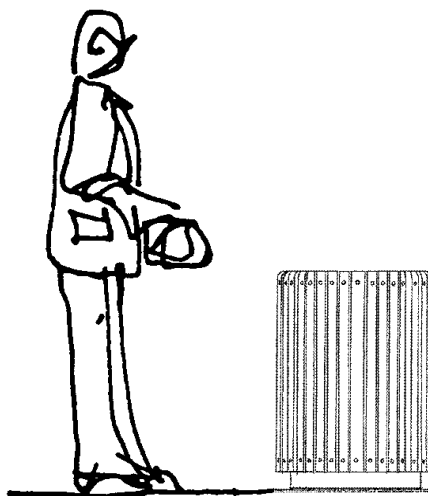
The pedestrian-oriented streets will serve as a link to recreational trails. Bicyclists should be encouraged to use Regional Town Centre facilities en route. Bicycle lockers at main transit terminals will encourage commuting by bicycle.



3.3.18 Trash Receptacles

Trash receptacles should be generous in quantity but small in size within the Regional Town Centre.

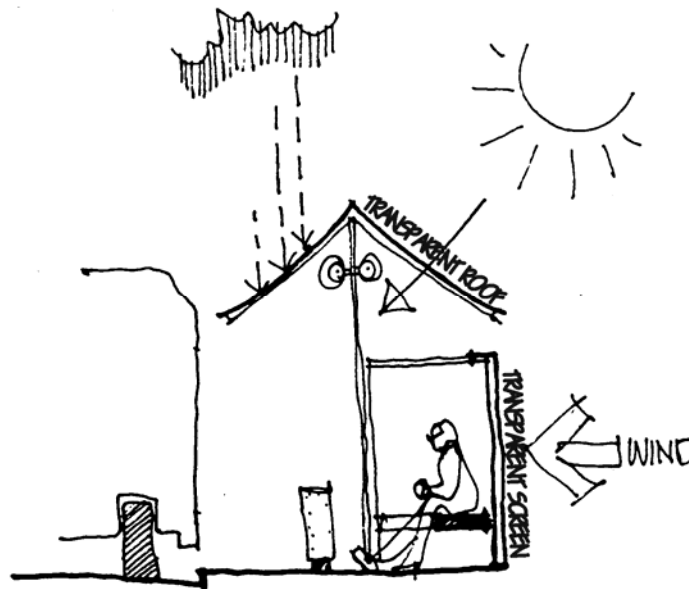
They should be readily available and located to be easily serviced. Their design should be co-ordinated with other Regional Town Centre furnishings.



3.3.19 Bus Shelter

Shelters should be provided at bus stops on each side of the road along the local bus routes.

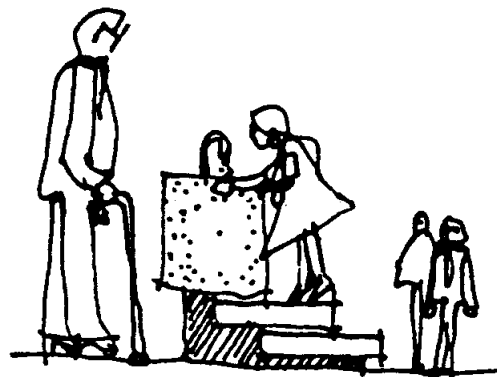
Bus shelters should provide seating as well as shelter from inclement weather. The inclusion of a public information kiosk as part of the shelter should be explored. Bus shelters should be architecturally designed for fit with adjacent architecture and street furnishings and able to withstand vandalism. Bus shelters should not impede the main pedestrian path.



3.3.20 Drinking Fountains

Drinking fountains are a comfort asset for users of the “pedestrian spine” and “retail-fronting streets” and should be provided every two blocks along its length.

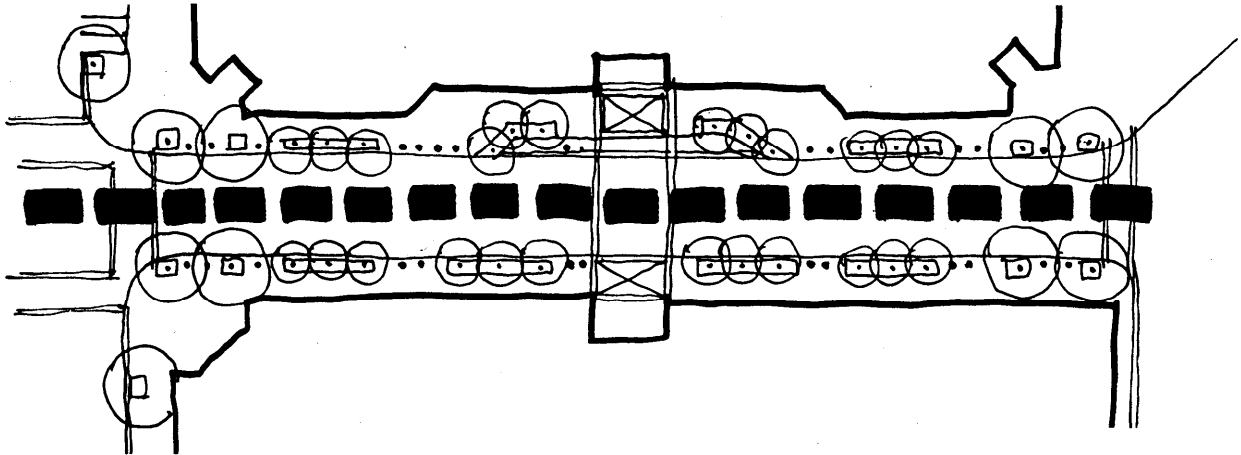
Continuously activated fountains are inviting and add movement and sound to their location. Pedestals should be universally accessible for the physically disabled and small children.



3.3.21 Utility Corridors

Utility corridor design should be integral to the long-term flexibility of all streets to minimize visual impacts and to be serviceable.

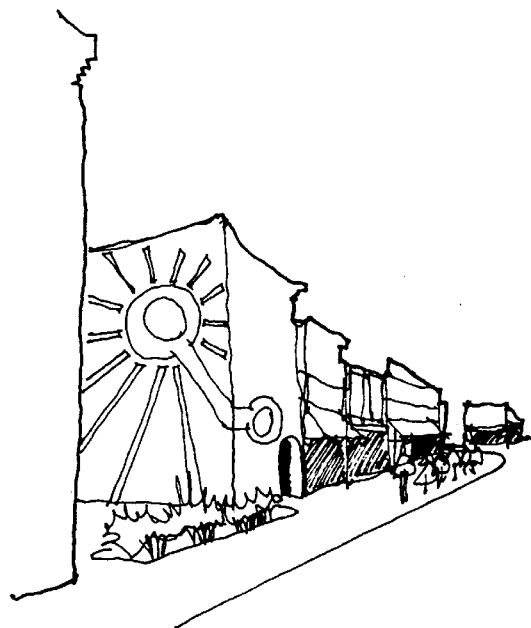
All utilities should be underground so that they are serviceable without disturbing any of the soft landscape areas of the Regional Town Centre.



3.3.22 Unique Regional Town Centre Features

Novel features are the initial drawing card for visitors and prospective residents of the Regional Town Centre.

Visitors recall not sidewalks but elements such as art, water fountains, special play areas, the traditional clock tower, or the futuristic video screen. Displays are important, particularly if the display conveys an interpretation of local history or makes a statement about local lifestyles.

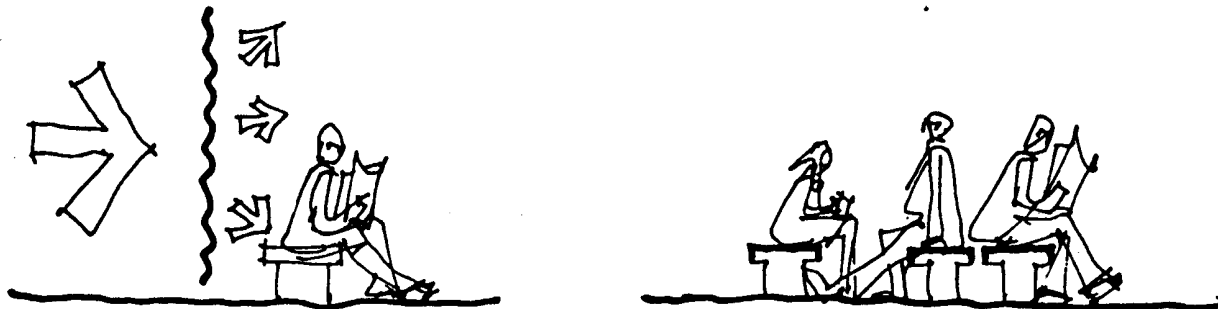


3.3.23 Places to Sit

A variety of seating opportunities should be provided throughout the Regional Town Centre.

Providing an abundance of traditional benches may not be feasible given the spatial constraints of the public realm. All elements should be designed so they invite people to sit on them. Step seating can accommodate children and adults in an informal but effective way.

Seating areas should be organized for social interaction among small groups of people especially in “pocket parks” or mini-plazas along streets. Benches should be compatible in style with other site furnishings and suit the Regional Town Centre character.



3.3.24 Bollards for Safety

Structural bollards should be used to separate vehicular use areas from pedestrian only areas.

Bollards should be designed to be compatible with other street furnishings. Spacing of barrier bollards should offer a maximum gap of 1.8 metres (6 feet) and a minimum gap of 1.2 metres (4 feet) to prevent vehicular access but allow easy access to pedestrians and wheelchairs. “The High Street Design Guidelines” (adopted in 1992 and revised in 1996) provide specifications for bollards.

3.3.25 Ability for Change

Diversity, variety and vitality should be encouraged by allowing for change in the streetscape.

Sense of place is enhanced by leaving things open to future interpretation. Banners and flower baskets can signal an event, change of season, images of heritage, or simply add colour in the street. Poles can be designed to support temporary canopies for festivals or Christmas lights in season. Moveable and changeable elements in the street such as flower stands, objects d’art, or the moveable, full-sized horse outside a tack shop, add to the charm and vitality of the streetscape experience.

3.3.26 Accessibility

The streets must be universally accessible.

Wheeled strollers, baby carriages and wheelchairs need to be considered in the design of drop curbs, ramps and surface grate patterns.

Strollers and wheelchairs should be accommodated to fit into eating and seating areas as well as accessing the services of water fountains and telephones to ensure persons in wheeled conveyances are not separated or discouraged.

Entry and egress from adjacent developments should be clearly marked and accessible to all.

Beeper signals should be installed at all crosswalk areas to aid in the independence of the visually disabled.

3.3.27 Retaining Existing Trees

It is highly recommended that the Regional Town Centre have “pockets” of existing trees retained throughout the downtown to add a distinctive quality.

Groups of existing trees will have the most significant impact at the terminus of roadways, view corridors and within both public and private open spaces.

The retention of existing trees is difficult and a “forest management” manual should be in place with guidelines to spell out replacement and maintenance requirements and ongoing under-storey enhancement.

See Section 2.4.7 for examples of methods of tree retention.

3.3.28 Character Trees

A distinctive street tree, unique to Coquitlam, will set the character of the streetscape in the Regional Town Centre.

The planting of trees within the urban centre has many positive effects such as spring flowering, cooling in summer heat, colour in the fall and interesting textures and shapes in the winter. Trees set a scale for human use and will be vital to Regional Town Centre success.

The Armstrong Maple is the deciduous street tree to be used for the main pattern along Town Centre streets. It is important that these trees be specimen trees at a minimum size of 75 centimetre (3 inch) calliper with a 2.1 metre (7 feet) standard to allow pedestrians adequate headroom to pass.

The planting of *Cornus nuttallii* “eddies white wonder” (Pacific Dogwood) or *Cercis canadensis* (Redbud) would reinforce the native tree planting. The Dogwood grows to a mature height of 6 to 9 metres (20 to 30 feet), is multi-branched, and has spring and sometimes fall flowers followed by fruit clusters and a yellow/orange fall colour. The native Dogwood or Redbud would be attractive in this setting and an appropriate symbolic tree.

The Red Maple is a traditional large scale, canopied street tree and is recommended as an accent tree at corners. Entry roads to the Regional Town Centre and urban areas developed around the Regional Town Centre should have a tree plan co-ordinated with that of the Regional Town Centre. Re-introducing the native firs and cedars should be incorporated within open spaces where feasible.

3.3.29 Ground Level Planting

The ground level landscape, consisting of shrubs, ground covers and seasonals, should have a mature height of not more than 0.9 metres (3 feet) to retain the open views through and across the street.

At building edges, the planting should be a combination of formal evergreen or broadleaf evergreen background. The balance should be a changing pallet of complementary plants with seasonal interest. In planting islands, the use of native shrubs and ground covers, combined with annuals should be encouraged. Durable plants with a long flower display or particularly pleasant attributes like scent, will add to the sensual enjoyment of the streetscape. The use of small planters, such as terra cotta pots, is recommended as a “personal touch” to the streetscape. Consider appropriate use of species to create a subtle balance of screening and greening of the private residential areas from the public realm.

3.3.29 Ground Level Planting cont'd/

The following lists are types of plants within each category of plantings described for Coquitlam's Regional Town Centre.

Native Appearing Ground Covers and Perennials:

Trillium
Mahonia nervosa
Vaccinium (ovatatum)
Andromeda polifolia
Arctostaphylos
Amelanchier
Ferns
Hostas
Lupins
Leucothoe
Hypericum
Polygonatum – Solomons Seal
Epimedium – Barrenwort
Gaultheria – Salal

Background Informal:

Abelia "Edward Goucher"
Azalea japonica (low growing)
Genista
Daphne cneorum
Nandina domestica
Heaths and Heathers
Pernettya
Pieris japonica (Compacta/Variiegata)
Prunus I. "Otto Luyken"
Rhododendron (dwarf species)
Skimmia
Viburnum davidii
Taxus (dwarf spreading)
Hydrangea serrata "Blue Bell"
Potentilla
Rosa rugosa
Rosa meidiland var.
Spiraea
Sarcococca
Viburnum T.P. "Mariesii"

Background Formal:

Buxus-box
Ilex c. Convexa
Ligustrum – privet
Prunus I. otto luyken and zabeliana
Skimmia
Taxus
Thuja

Perennials/Miscellaneous:

Ajuga (Carpet Bugle)
Astilbe
Bergenia
Cerastium (Snow in Summer)
Convallaria (Lily of the Valley)
Delphinium
Digitalis (Foxglove)
Hemerocallis (Daylilies)
Iberis sempervirens (Candytuft)
Iris
Lupins
Lavandula (lavender)
Myosotis (Forget-me-nots)
Narcissus (Daffodils)
Papaver
Phlox subulata (moss phlox)
Phlox paniculata
Thymus
Trillium
Tulipa
Vinca

Ornamental Grasses:

Calamagrostis X acutiflora "Karl Foerster"
Festuca ovina "Elijah blue"
Helictotrichon sempervirens
Miscanthus sinensis "gracillimus"
Miscanthus sinensis "variagata"

4.0 DESIGN GUIDELINES FOR ALL BUILDING AND SITE DEVELOPMENT IN THE REGIONAL TOWN CENTRE

The Regional Town Centre will be distinguished by a significant concentration of public structures and a clustering of low-rise and high-rise buildings. From a distance it will be the clustering of high buildings that will visually demarcate the Regional Town Centre.

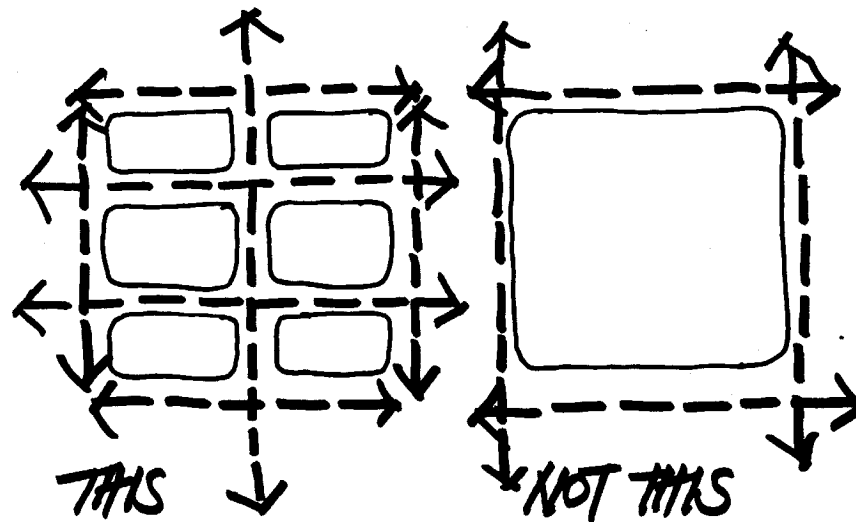
It is important that the design of all buildings in the Regional Town Centre, high-rise and low-rise be commensurate in quality with the high standard of design that is envisaged for the Regional Town Centre as a whole. Additionally, it is important that all buildings be carefully integrated into the fabric of the downtown so as not to detract from the proposed high quality of pedestrian environment also envisaged there.

Design guidelines have been prepared to provide direction to developers, and their designers, for all building types and site development in the Regional Town Centre. These design guidelines are to be read together with guidelines in Chapters 5.0, 6.0 and 7.0 of this report that relate to specific building types by use, form or density. Together, these guidelines will help to achieve the quality of environment commensurate with a new “downtown”.

4.1 A FINER GRAIN OF BLOCK DEVELOPMENT

Encourage the break up of large land holdings into a series of smaller sites, or buildings, with public pathways or streets running through them.

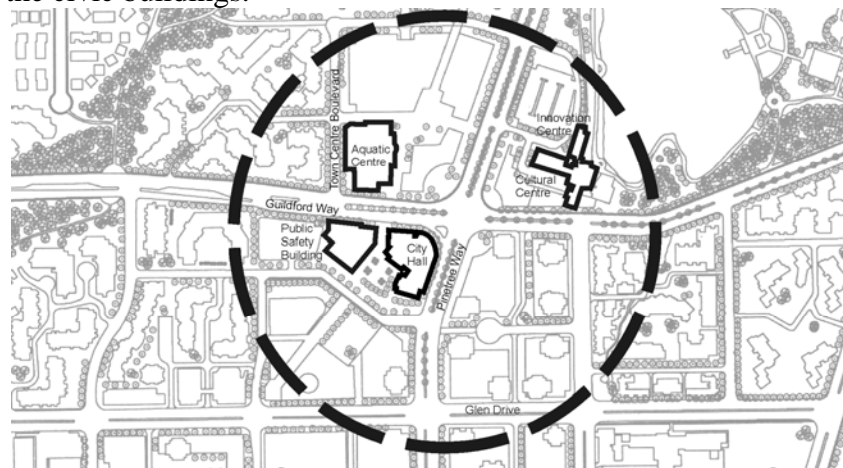
Many of the private development sites in the Regional Town Centre are large blocks of land. A finer grain of block development is essential to provide greater urban texture and more public access throughout the core area. Easements, dedications and rights-of-way agreements are techniques that should be employed to guarantee pedestrian and vehicular access through large projects.



4.2 RESPECTING CIVIC FACILITIES

New development built adjacent to existing or planned civic facilities in the core must respond appropriately in scale, massing and materials.

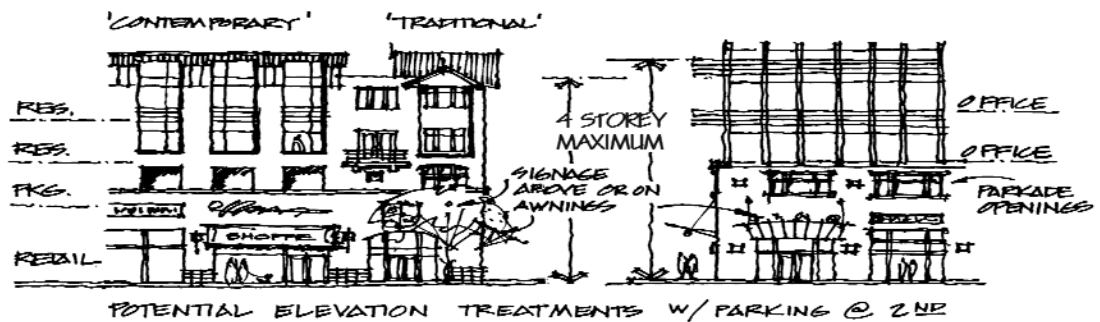
It is important that any developments, adjacent to civic facilities in the core, be compatible with, and not diminish, the ceremonial and visual aspects of the civic buildings in the core area. To this end, new developments around the civic core must be carefully analyzed with height and setback restrictions so as not to detract or overshadow the civic buildings.



4.3 HUMANIZING THE PARKADE

Above grade parking structures built in the Regional Town Centre should be carefully integrated with uses and activities that add to the fabric of the street.

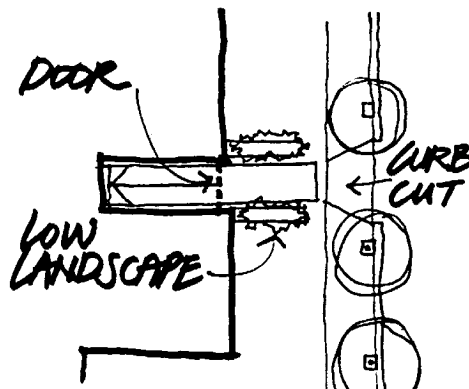
It is fundamental that parking structures be kept to the rear of potential sites, away from pedestrian traffic routes. If parking structures must be located adjacent to streets as parts of building frontages, then they should be developed on their full frontage height by retail uses, with colonnades, awnings, weather protection and signage to reinforce the pedestrian environment. At street level, vehicle entrances should avoid crossing major pedestrian paths and be designed to be compatible with adjacent facades.



4.4 MITIGATING PARKING ENTRANCES

Parking ramps and entrances should be located perpendicular to the street and designed with landscaping or architectural features to lessen their impact.

Ideally, ramps should enter into the building as quickly as possible to minimize ramp length. Doors should be provided on garage entrances and glazed for both daylighting and visual security for the user. Landscaping can reduce views of ramps but due consideration should be given to sight lines to ensure safety at sidewalks and streets.

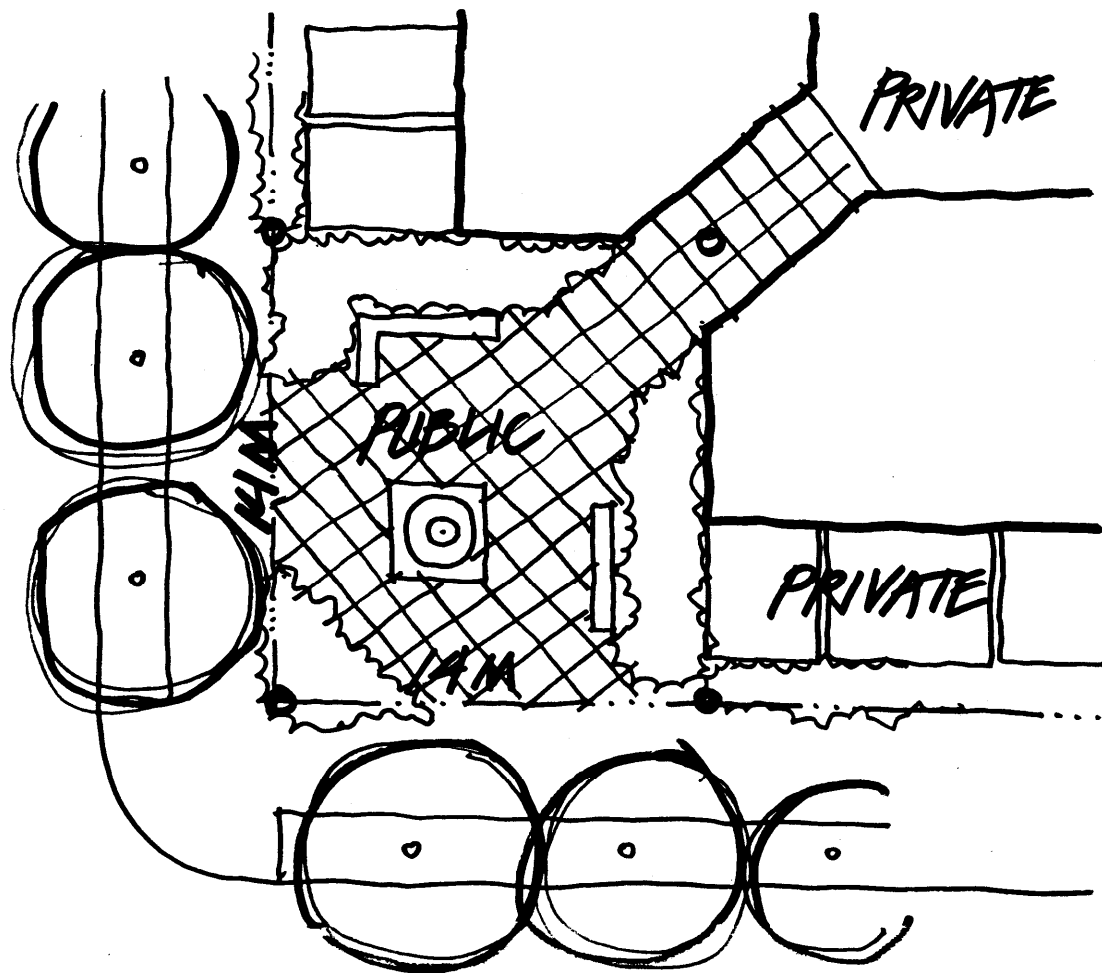


4.5 PUBLIC ACCESS TO PRIVATE DEVELOPMENT

Larger projects should contribute to the network of public open spaces in the Regional Town Centre by allowing for public use of a portion of sites.

These semi-public open spaces should be urban in character to reflect the pedestrian concept for the Regional Town Centre. This urban character should be reflected in the design of plazas and walks, appropriate plantings and leisure activity opportunities for residents. A percentage of open space should be set aside for resident use only.

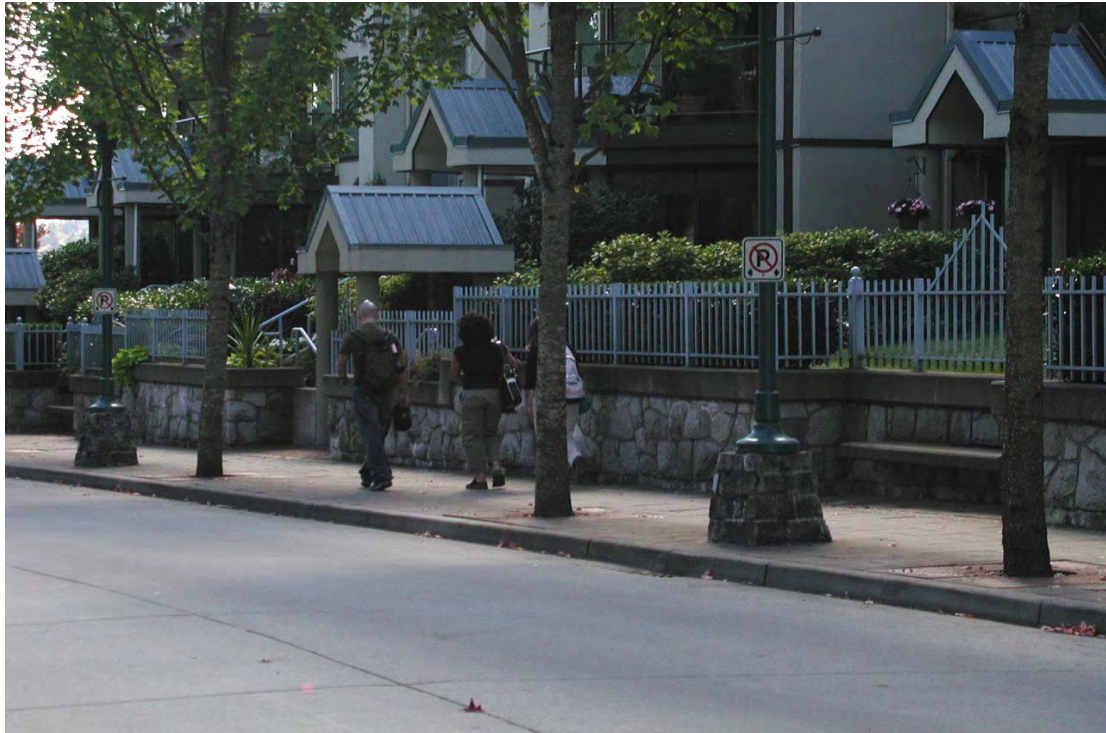
A typical corner park should be at least 14.0 metres square (2,000 square feet) in area to have significant impact.



4.6 UNITS ADDRESSING THE STREET

Where dwelling units face streets, regardless of the form or density of the residential type, these units should have front doors accessed from the street.

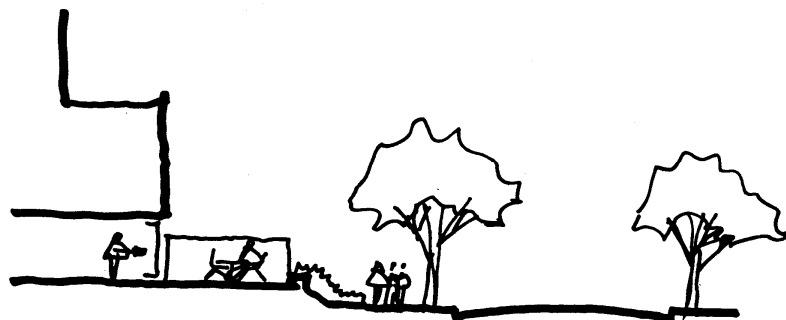
By having doors and windows facing public streets, animation and neighbourhood surveillance of the street is made possible. Entrance walks to individual front doors can be gated, if desired, to add to the privacy of the ground floor unit.



4.7 LIVING ON THE GROUND FLOOR

Where dwelling units are located at or near grade on streets or public pathways they should be elevated a minimum of 0.6 metres (2 feet) to ensure a degree of privacy for indoor and outdoor areas of the unit.

By raising living areas, terraces and decks the private resident has a sense of overview or “superiority” over the public street. Not only does this approach aid in the privacy of the dwelling it also helps monitor the safety of pedestrians through visual surveillance by the neighbourhood.



4.8 LANDSCAPING IN SCALE WITH DEVELOPMENT

Landscaping for developments should be in keeping with the pedestrian-oriented character of the streetscape. Landscaping on rooftops is appropriate where those roofs can be viewed from above.

Where view blockage by trees is not an issue, a hierarchy of tree planting should be incorporated lower near the building and higher further away. This transition in sizes will allow sunlight to enter the living units and still allow views out to the north and west to the mountains and south to the Fraser River Valley. Street furnishings in private development located at or near the public street should be complimentary in design and colour with the site furnishings for the Regional Town Centre.

- ***Retaining Walls***

Retaining walls should be a maximum height of 1.0 metre (3 feet). Greater differences in grade should be terraced. Where retaining walls are adjacent to public walkways it is preferable to incorporate a primary seat wall with a maximum height of 0.5 metres (1.5 feet), followed by a secondary wall to a maximum height of 1.0 metre (3 feet). Finished walls of brick, stone or stucco are preferred and should be co-ordinated with the building.

- ***Fences and Walls***

Fences and walls adjoining streets should not exceed 1.2 metres (4 feet) in height. This will allow passers-by a view into and out of developments.

Screens, fences and walls should be urban in character and should be set back a minimum of 1.2 metres (4 feet) and a maximum of 3.0 metres (10 feet) to allow for installation of a landscape buffer. Screens between private patio areas should not exceed 2.0 metres (6 feet) in height.

- ***Street Trees***

All developments should contribute to the pattern and type of street trees selected for the Regional Town Centre, installing these trees at the time of development. See Sections 3.3.28 and 3.3.29 for planting lists.

4.9 OUTDOOR AMENITIES FOR RESIDENTS

The design of outdoor areas should include specific amenities for resident use.

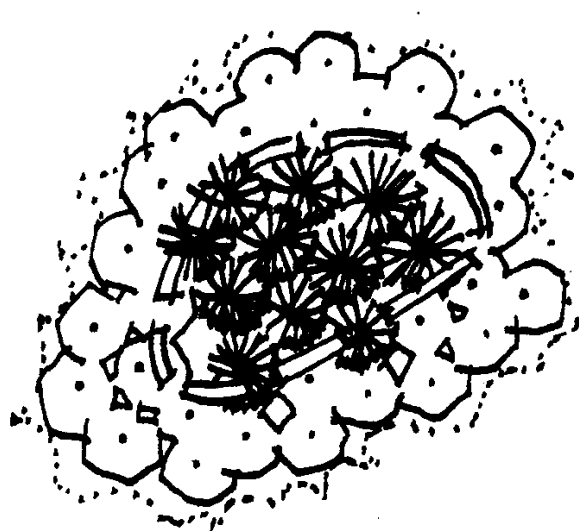
Outdoor amenities include attractive gardens, landscape features, seating areas and recreation amenities, which could include the following:

- pool/hot tub
- children's play area
- shuffleboard
- croquet
- volleyball
- lawn badminton
- horseshoes
- picnic area (water supply, tables or barbecue)
- seating gazebo
- water feature.

4.10 PRIVATE TREE PRESERVATION

The retention of existing landmark trees and tree groupings should be given priority in the site planning of privately-owned sites.

Trees defining view corridors, at the terminus of roadways, corners, side yards between high-rises and at the edge of other existing natural features should be given a priority for retention in landscape proposals for projects. See Section 2.4.7 for examples of methods of tree retention.



4.11 A SIMPLE ELEGANCE IN BUILDING MATERIALS

It is desirable that individual buildings strive for designs that reflect simplicity and refined detailing in design with the use of quality materials. Eclectic excess or a busy palette of exterior materials is discouraged on any building.

Appropriate exterior materials include:

- painted concrete or precast
- brick or stone
- acrylic stucco, rain screen application
- metal panel systems
- clear glass for residential buildings
- clear or light tint glass for commercial buildings.

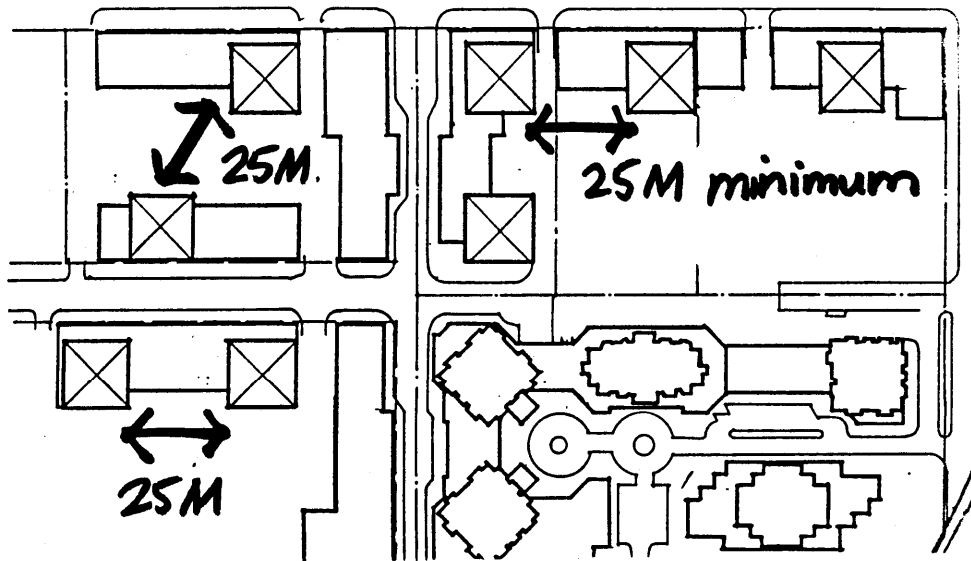
5.0 DESIGN GUIDELINES FOR HIGH-RISE MIXED-USE DEVELOPMENT

The guidelines in this section are designed for buildings containing mixed use (employment-generating and residential) in a high-rise configuration. These guidelines apply to the C-4 zone that regulates development in the Regional Town Centre commercial area. This zone allows high-rise development to a maximum density of 2.5 floor space ratio. Less dense commercial development can also occur under the C-2 General Commercial zoning in the Town Centre area, if staging for higher density is taken into account.

5.1 AN OPEN SPACING OF TOWERS

To ensure adequate light, air, access and view for residential units on upper floors, the minimum distance between towers should be 25 metres (80 feet).

Tower siting should be carefully analyzed on a block-by-block basis to ensure that a diagonal spacing of towers is achieved (checkerboard) to avoid towers facing directly into each other. In general, siting of towers on the orthogonal grid of the Regional Town Centre is preferred over diagonal plan arrangements.



5.2 VARIETY OF BUILDING HEIGHTS

A variety of building heights should be achieved in the Regional Town Centre to add diversity to the streetscape and to facilitate massing buildings that respect adjacent developments.

For example:

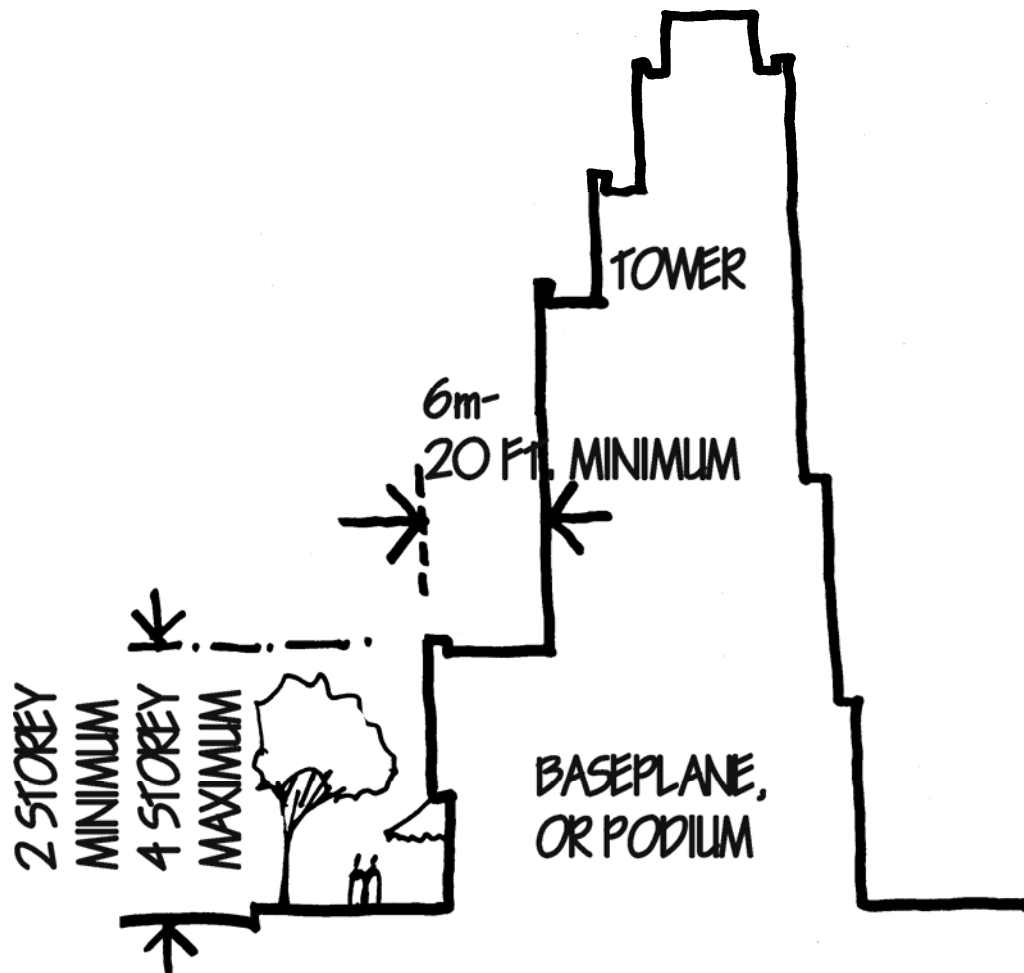
- Higher buildings sited where they add a landmark quality to the Regional Town Centre.
- Lower scale development next to the “pedestrian spine” and other important public open spaces with higher buildings setback.

5.3 TOWER/BASE PLANE CONFIGURATION

The overall form of development in the Regional Town Centre should be that of a continuous low-rise base plane with towers spaced appropriately above this low-rise configuration or podium.

The form of development of “towers in a park” is not seen as appropriate for the downtown core. Downtown streets should be defined by street wall development of a minimum of two storeys and maximum of four storeys in height, which form a low-rise base plane. Where towers grow out of this base plane or podium, it is preferable that they step back a minimum of 6 metres (20 feet) from the edge of the street wall to reduce the impact of the tower on the street.

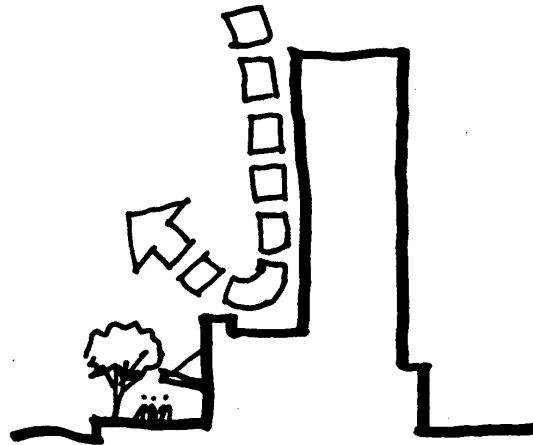
Where appropriate, towers can extend down to the ground in an opening in the street wall to create an entry plaza. The opening in the street wall should be restricted to 25 metres (80 feet) maximum width to create a plaza of appropriate pedestrian scale.



5.4 TAMING ENVIRONMENTAL IMPACTS

The base form and location of tower elements should minimize the environmental impacts of wind tunnelling, wind down draft and overshadowing.

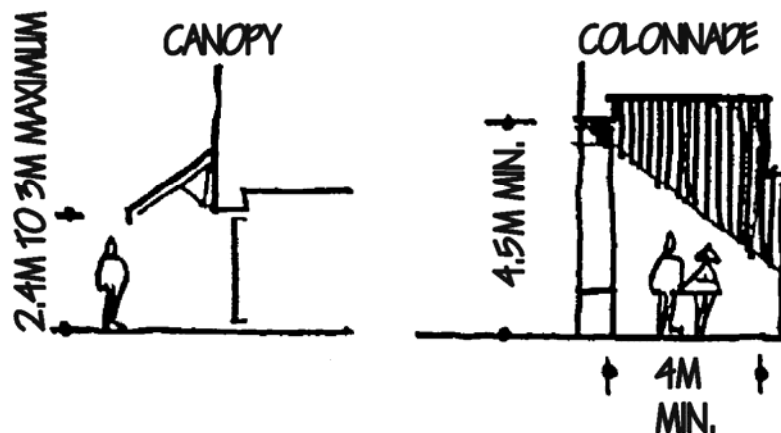
Buildings can be designed in profile to achieve this objective by stepping the façade, projecting base elements at the ground floor and by locating towers in plan such that they break up wind corridor effects.



5.5 CONTINUOUS WEATHER PROTECTION

Providing a high level of weather protection for the pedestrian should be a priority in the design of the elements of buildings in the core area.

Solutions can include awnings, canopies, arcades and colonnades, all of which should maximize sun and light penetration under them. Each project with commercial use on the ground floor should contribute to the provision of weather protection such that a continuous system will ultimately be achieved.

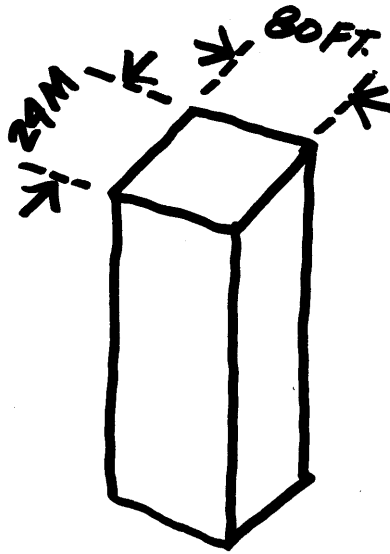


5.6 POINT BLOCKS, NOT SLABS

All towers in the Regional Town Centre area taller than eight storeys should be small in plan and tall in height.

This approach will ensure a slimness ratio that achieves elegant, tall forms as opposed to bulky, slab buildings. Generally, floor plate areas should be 600 square metres (6,400 square feet) or smaller to achieve the desired slenderness.

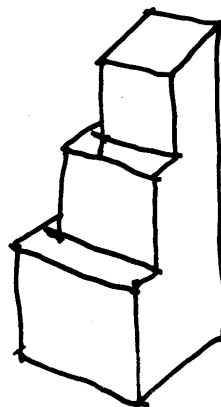
Where buildings are proposed in the range of eight to fifteen storeys it is preferable to grant increased height to these projects to effect the desired slenderness.



5.7 SLENDERNESS THROUGH ARTICULATION

The bulk of towers should be further minimized by articulating their mass with changes of plane, stepped terraces or modulated plan and façade forms.

Articulation for the mere sake of variety should not be imposed upon building designers; it should evolve from a rational building design approach.



5.8 BUILDING TOPS CONSIDERED

The design of rooftops should be considered in towers to enhance the skyline, and in low building structures, which are viewed from above.

Roof form contributes to sculpting the mass and bulk of towers. Interesting rooftops give character to individual buildings and make the skyline of the city more interesting.

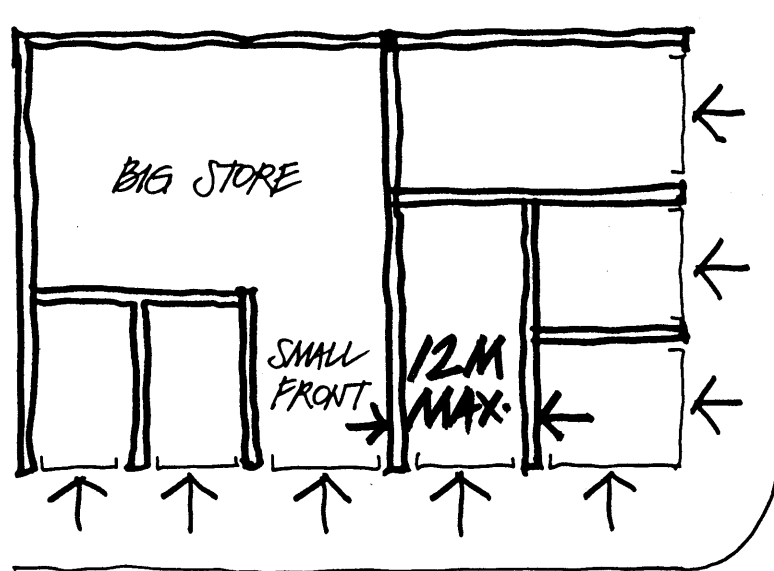
Mechanical equipment and appurtenances on rooftops should be completely screened and enclosed. Materials and design should be an integral part of the architecture of the building. Lower flat roofs should be structurally and architecturally designed to accommodate forms of rooftop landscaping and outdoor activity.



5.9 NARROW RETAIL FRONTAGES

Maximize the diversity and density of retail in the core by limiting storefront widths to a maximum of 12 metres (40 feet) of frontage.

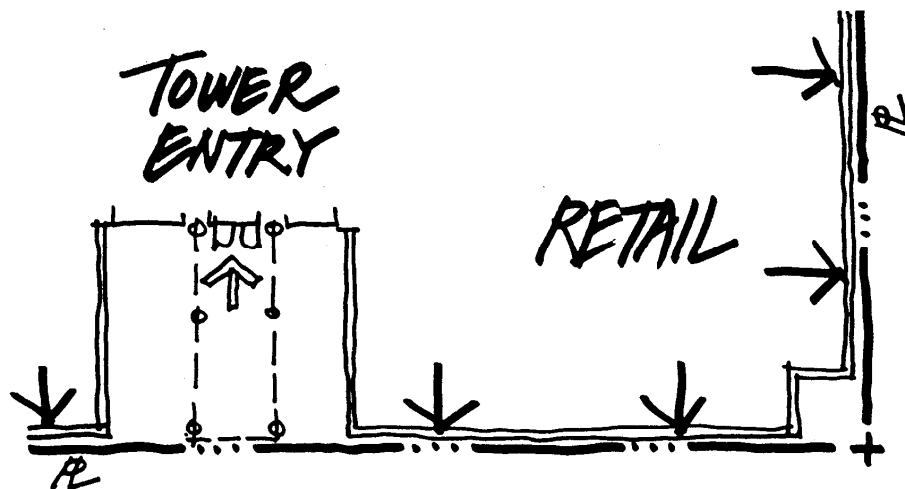
Variety and numbers of shops adds to the interest of retail areas. By limiting frontage widths more retailers will inhabit the streets of the Regional Town Centre.



5.10 “BUILD-TO” LINE

The ground and second floors of new development should be built to the property line, along street frontages.

A “build-to” line will ensure activity is maintained along both sides of retail streets. Also, the scale of the street will be kept more intimate, characteristic of urban areas.



6.0 DESIGN GUIDELINES FOR HIGH-RISE RESIDENTIAL DEVELOPMENT

The guidelines in this section are meant to accompany the zoning classifications that define high-rise residential development.

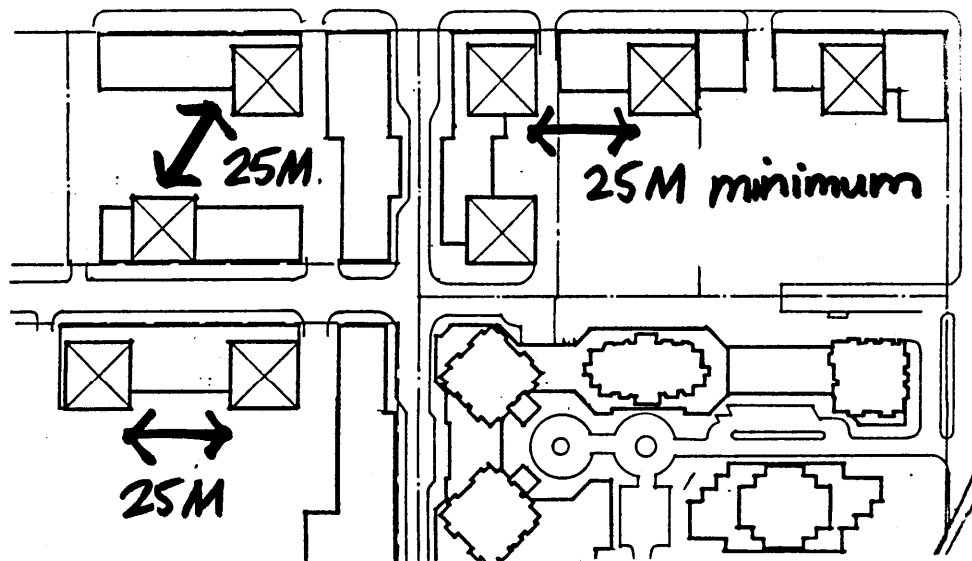
The applicable zones include:

- i. RM-3 four to eight storeys in height
- ii. RM-4 eight to twelve storeys in height
- iii. RM-5 eight to twenty storeys in height
- iv. RM-6 two to twenty storeys in height

6.1 AN OPEN SPACING OF TOWERS

To ensure adequate light, air, access and view for residential units on upper floors, the minimum distance between towers should be 25 metres (80 feet).

Tower siting should be carefully analysed on a block-by-block basis to ensure that a diagonal spacing of towers is achieved (checkerboard) to avoid towers facing directly into each other. In general, siting of towers on the orthogonal grid of the Regional Town Centre is preferred over diagonal plan arrangements.



6.2 VARIETY OF BUILDING HEIGHTS

A variety of building heights should be achieved in the Regional Town Centre to add diversity to the streetscape and to facilitate massing for buildings that respect adjacent developments.

For example:

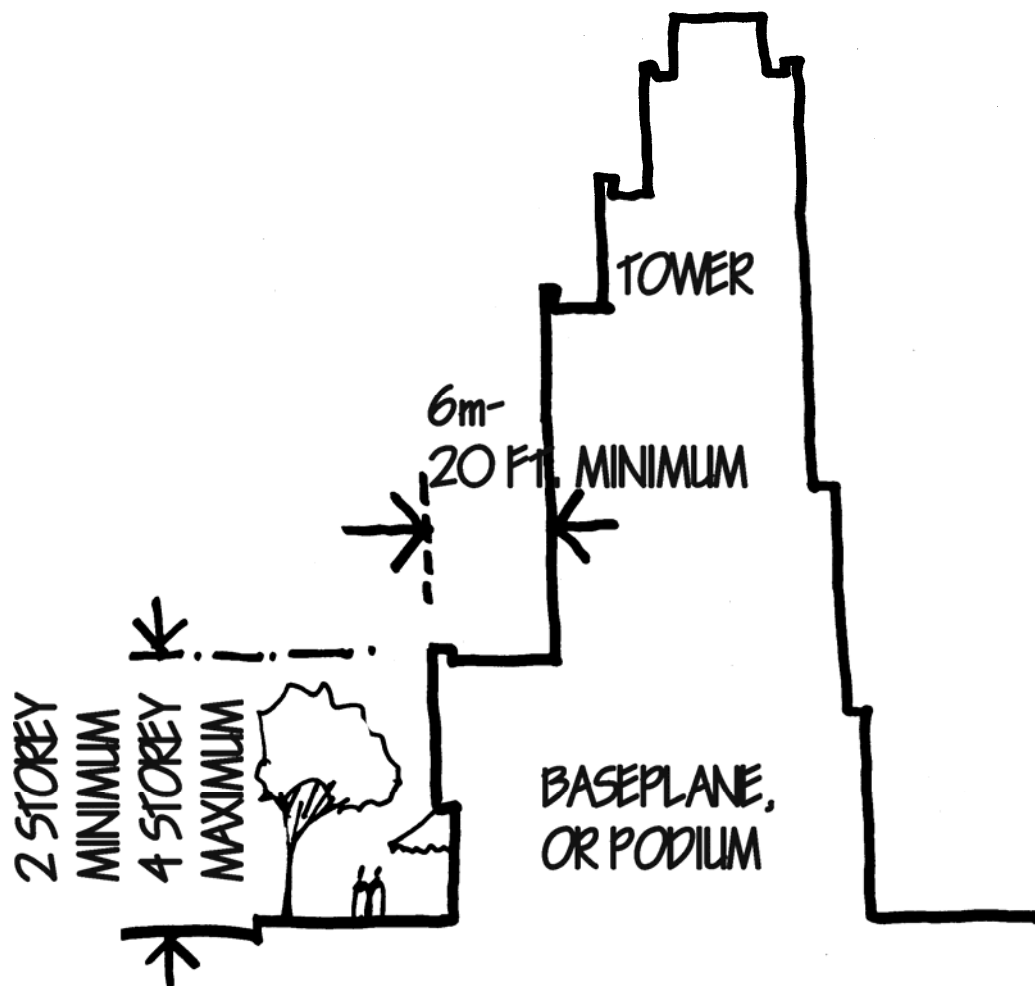
- Higher buildings sited where they add a landmark quality to the Regional Town Centre.
- Lower scale development next to the “pedestrian spine” and other important public open spaces with higher buildings setback.

6.3 TOWER/BASE PLANE CONFIGURATION

The overall form of development in the Regional Town Centre should be that of a continuous low-rise base plane with towers spaced appropriately rising above this low-rise podium configuration.

The form of development of “towers in a park” is not seen as appropriate for the downtown core. Downtown streets should be defined by street wall development of two storeys minimum height which forms a low-rise base plane. Where towers grow out of this base plane it is preferable that they step back a minimum of 6 metres (20 feet) from the edge of the street wall to reduce the impact of the tower on the street.

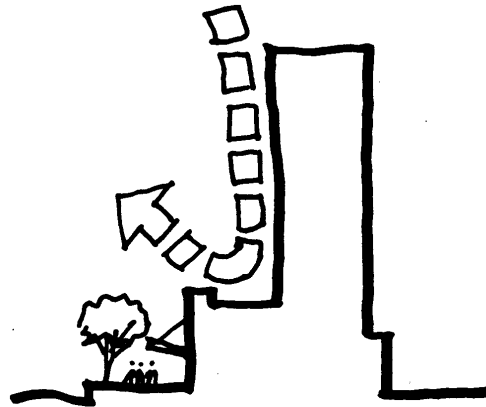
Where appropriate, towers can extend down to the ground in an opening in the street wall to create an entry plaza. The opening in the street wall should be restricted to 25 metres (80 feet) maximum width to create a plaza of appropriate pedestrian scale.



6.4 TAMING ENVIRONMENTAL IMPACTS

The base form and location of tower elements should minimize the environmental impacts of wind tunnelling, wind down draft and overshadowing.

Buildings can be designed in profile to achieve this objective by stepping the façade, projecting base elements at the ground floor and by locating towers in plan such that they break up wind corridor effects.

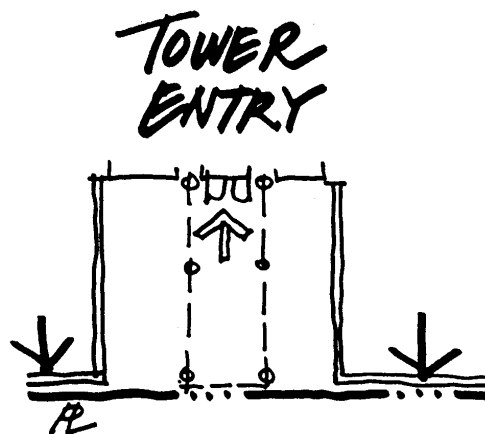


6.5 IDENTIFICATION OF BUILDING ENTRANCES

Entrance lobbies of residential towers should be clearly identified in the streetscape.

Possible solutions include:

- i. Entrance canopies extending to the property line;
- ii. Gateways, special paving on entry walks, rows of tree planting or pairing of light standards leading to the lobby door;
- iii. A driveway loop and porte cochere.

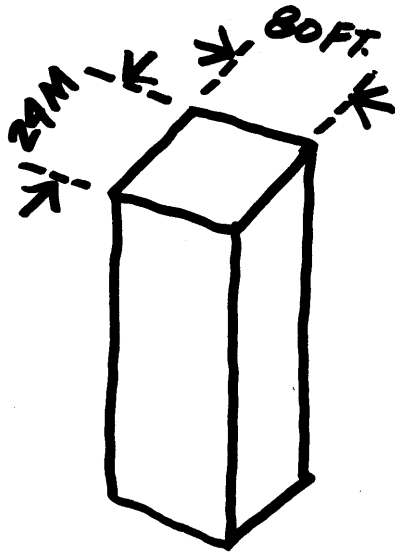


6.6 POINT BLOCKS, NOT SLABS

All towers in the Regional Town Centre area taller than eight storeys should be small in plan and tall in height.

This approach will ensure a slimness ratio that achieves elegant, tall forms as opposed to bulky, slab buildings. Generally, floor plate areas should be 600 square metres (6,400 square feet) or smaller to achieve the desired slenderness.

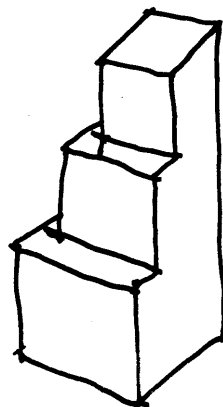
Where buildings are proposed in the range of eight to fifteen storeys, it is preferable to grant increased height to these projects to affect the desired slenderness.



6.7 SLENDERNESS THROUGH ARTICULATION

The bulk of towers should be further minimized by articulating their mass with changes of plane, stepped terraces or modulated plan and façade forms.

Articulation for the mere sake of variety should not be imposed upon building designers; it should evolve from a rational building design approach.



6.8 BUILDING TOPS CONSIDERED

The design of rooftops should be considered in towers, which form the skyline, and low building structures, which are viewed from above.

Roof form contributes to sculpting the mass and bulk of towers. Interesting rooftops help the architecture of individual buildings and also make the skyline of the city more interesting.

Mechanical equipment as appurtenances on rooftops should be completely screened and enclosed. Materials and design should be an integral part of the architecture of the building. Lower flat roofs should be structurally and architecturally designed to accommodate forms of rooftop landscaping and outdoor activity.



7.0 DESIGN GUIDELINES FOR LOW-RISE, MEDIUM DENSITY, RESIDENTIAL DEVELOPMENTS

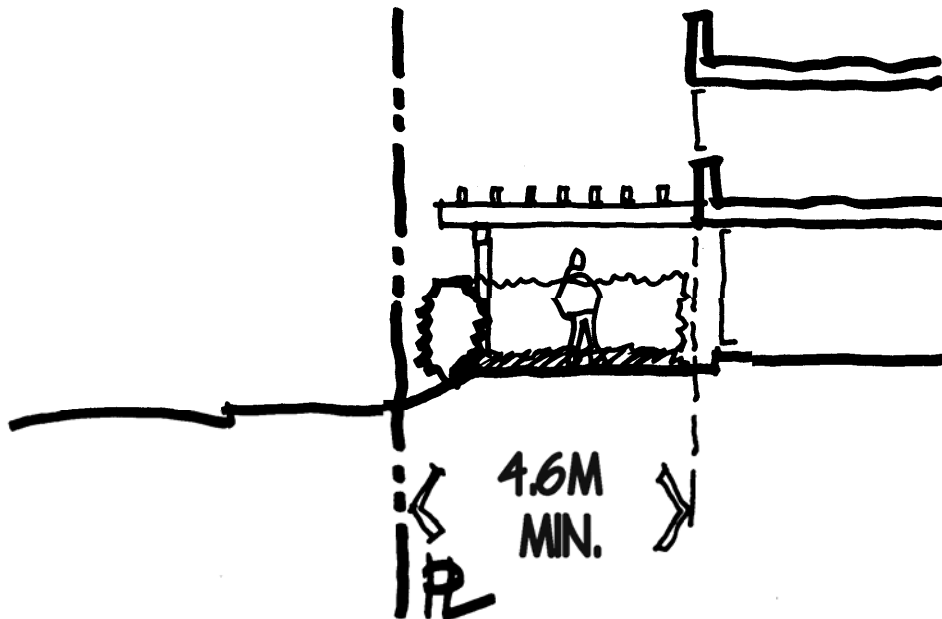
The guidelines in this section deal with low-rise buildings, containing residential use, built at medium densities. The applicable zones include:

- i. RM-1 two storeys in height
- ii. RM-2 three storeys in height
- iii. RM-3 four storeys in height only
- iv. RM-6 two to four storeys in height only
- v. Townhouse two to three storeys in height.

7.1 RESIDENTIAL SETBACK LINE

Low-rise developments should be set back from street property lines a minimum of 4.6 metres (15 feet).

This setback requirement provides for an entry court, front yard, deck or patio area as semi-private space for grade level dwelling units along Regional Town Centre streets.

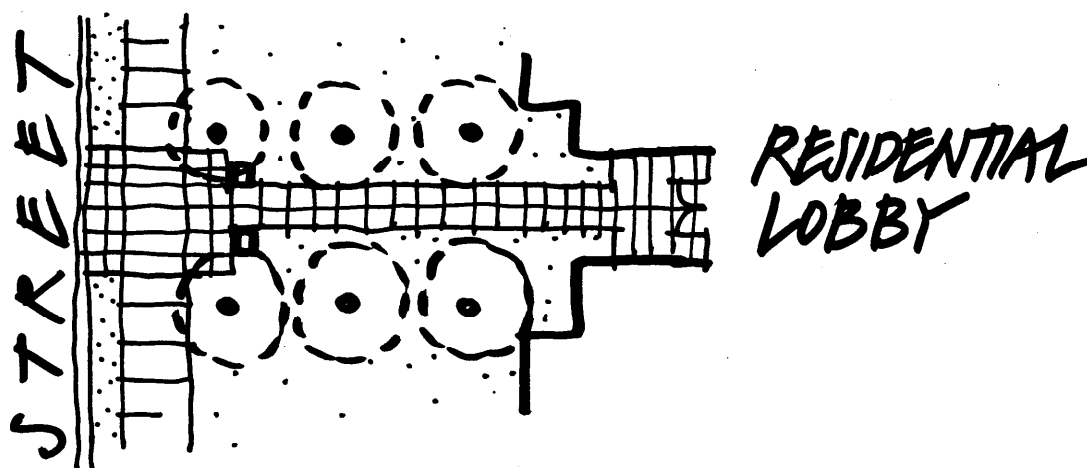


7.2 IDENTIFICATION OF BUILDING ENTRANCES

Entrance lobbies of multi-family residential buildings should be clearly identified in the streetscape.

Possible solutions include:

- i. Entrance canopies extending to the property line;
- ii. Gateways, special paving on entry walks, rows of tree planting or pairing of light standards leading to the lobby door.



7.3 A VERTICAL EXPRESSION OF DWELLING UNITS

Buildings two to four storeys in height should express the individuality of units through a vertical expression of the façade.

This architectural treatment in low-rise buildings increases diversity and character along urban streets, as opposed to long, monotonous facades. Changes of material, colour and roof treatment will contribute to this aesthetic.

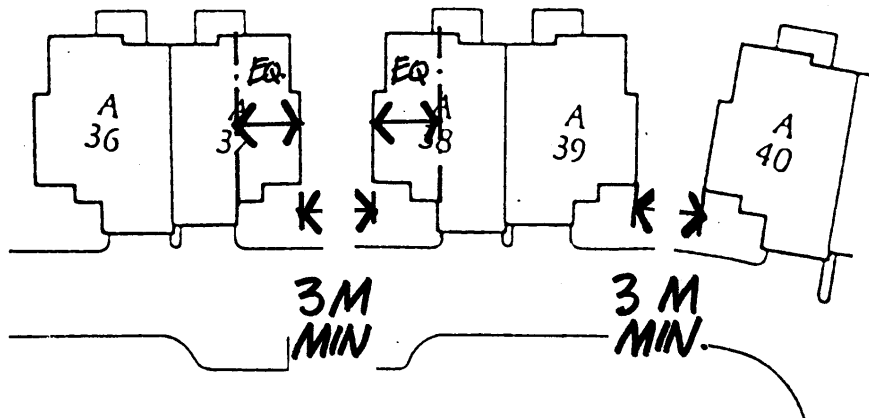


7.4 DISTANCE BETWEEN BUILDING COMPONENTS

Subject to the limiting distance provisions of the BC Building Code, low-rise buildings one to four storeys in height should not be sited closer to each other than one-half the average width of individual units in the development. In no case should buildings be less than 3 metres (10 feet) apart.

To illustrate:

A project with buildings containing units averaging 8 metres (26 feet) in width, would be spaced no less than 4 metres (13 feet) apart.



7.5 RESIDENTIAL ROOF FORMS

Low-rise residential buildings should include roof forms that form a part of the landscape when viewed from both street level and from adjacent higher buildings.

Sloped roofs connote a residential character and add massing, diversity and character to projects. Where flat roofs are desired, they should be landscaped for resident use as roof decks and to make for a pleasant overlook from nearly high-rise buildings.



7.6 USING MATERIALS OF QUALITY

Buildings should be designed with wall, roof and ground plane materials that are durable, authentic and of consistently high quality.

This guideline strives to achieve quality development in all wood frame construction in the Regional Town Centre and to encourage the achievement of Leadership in Energy and Environmental Design Standards (LEEDS). Simulated building materials should not be used if possible.

Acceptable materials include:

- wood siding, stained or painted,
- brick veneer,
- acrylic stucco, rain screen application,
- metal panel siding and roofing,
- wood and metal roof shingles,
- stone and tile walls and paving,
- brick, precast and in-situ concrete paving,
- wood decks, trellises, guards and handrails,
- glass and aluminum windows, doors, guards and handrails,
- steel doors, guards, handrails, fences, canopies, sunscreens and other architectural metal details.

7.7 A WEST COAST COLOUR PALETTE

Projects should develop a colour palette that contains a high grey content, consistent with our west coast environment.

Deep, rich colours and greys work well in our climate. White and soft pastel colours are more suited to southern climates where there is a predominance of sunshine. Variety of colour is encouraged in projects, even within individual buildings.