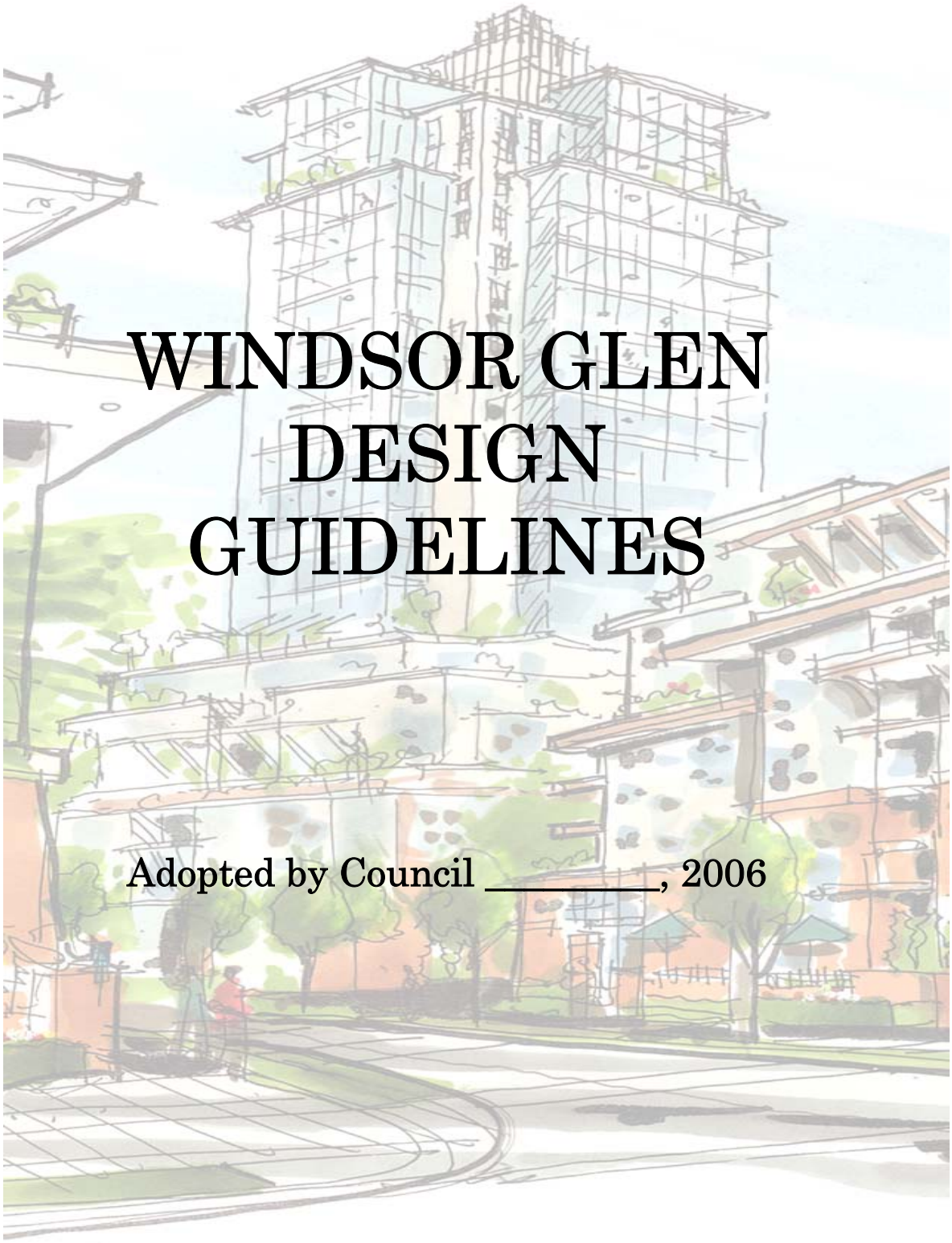


WINDSOR GLEN DESIGN GUIDELINES

Adopted by Council _____, 2006

WINDSOR GLEN REDEVELOPMENT
DESIGN GUIDELINES

August 2006

1.0 Master Plan Organization

For this area of the Coquitlam Town Centre, a mix of high, mid-rise, and low rise apartment buildings will be encouraged, along with some townhouse forms. The massing of all buildings should be configured to take advantage of the associated adjacent park and school lands, in both terms of massing distribution and the relationship of internal open spaces to site boundary conditions.

The highest densities should be proximate to transit and the urban commercial core of the Town Centre. The green woods of Glen Park should complement the higher point densities of the high rise and mid-rise buildings, as they do for the existing towers north of Glen Drive. The lowest densities should be adjacent to the green space amenity of Maple Creek, the schools and playing fields.

The site has been organized using new-urbanist principles, with an emphasis on a regular street pattern, a succession of formally-arranged urban spaces, and strong building streetwalls which face both municipal and strata streets. Street entries from Pipeline Road and Lincoln Ave. should be bounded by significant buildings which define a landscaped urban space and provide a view toward the major high-rises beyond. Both entries should open onto axis which visually terminates at a major central amenity or a significant architectural end point, which can also be part of a significant formal open space. These open spaces should be repeated as formal courts for the apartment clusters throughout the site.

A central square and pedestrian gathering place will be animated by the neighbourhood amenity and activities centre (Clubhouse), public art, and the private amenities of the high-rise residential buildings. The private amenities will include the major building entrance lobbies, a business centre, fitness areas and residential lounges with large windows to the street. The square will be architecturally defined by the tallest and highest density building masses, which will best respond to the intimate scale at the ground plane street wall.

On the west side of Pipeline Road, Glen Park provides an opportunity to create a quiet urban destination which is part of, but separate from, the more intense commercial activities of the Town Centre. The outlook to and from the Park for the new community should complement this relationship through entry plazas which are part of the vehicular and pedestrian accesses from Pipeline Road to both the site and to the Park. The Pipeline entry plaza will include a small retail component with convenience parking. This plaza will then lead to a progression of open spaces along the Road B axis through to the central square and beyond. City homes with front doors and yards accessible off the street will flank Road B, enforcing the appropriate urban character of the new community.

The following building forms shall be considered under these guidelines:

- High-rise (2 @ 27 storeys)
- Mid-rise (2 @ maximum 8 storeys)
- Low-rise (4 storey Wood Frame)
- Townhomes (3 storey)
- City Homes (ground oriented units with separate street access and address)

2.0 General Design Considerations

2.1 **Urban Attributes** – The project will develop as an urban village with its own sense of core and support facilities including a small retail component, recreational amenity area, public art and open space.

2.2 **Materials** – These should be selected from a high quality urban palette, including concrete, brick or stone masonry, acrylic stucco, glass, steel and other metal panels, with the introduction of wood and more natural materials at areas of lower building density away from the central axis.

2.3 Coherency and Unifying Elements – Although individual building designs may vary as each phase of the project proceeds, a common theme should unify the ground plane and first storey level throughout. This will be achieved through the use of building design elements, choice of materials such as masonry, lighting, street entrances, roof ridges and eave line designs, finishes, or colours. All elements should provide a coherent design vocabulary throughout the site. Areas where this expression should be found include:

- Principle residential entries to multi-family buildings will all be required to have suitable weather protection such as canopies, port cocheres etc…
- Principle building entries will be clad with brick, stone or architectural concrete
- City home entries will be clearly identifiable and have a similar door and hardware design and will be clad with brick, stone or architectural concrete
- Brick or stone will occur in the pedestrian realm in public areas
- Steel and glass canopies will be used at the retail street frontage
- Contemporary fenestration with minimal mullion detailing will be incorporated in all buildings
- Low rise buildings (and townhomes) will have pitched roofs with substantial overhangs (typical 2'-6")
- Cornice lines will be incorporated at varying heights to enhance the massing of the mid-rise and high-rise buildings
- High rise buildings shall have flat roofs; which are articulated along the edge with cornice detailing

As with the architectural elements, the landscape will be based on an overall community theme. The soft and hard landscape components should be consistent in finish, style, degree of detail including material and colour. Plant material will be selected to contribute to the overall look, be grouped into significant masses and reflect the seasons and character of the community.

The design of the landscape open space and materials selected shall reflect the uses intended. Careful consideration should be given to the amount of hard vs. soft landscape for each use. As an example the precinct centered at the intersection of Road A and Road B shall exhibit a higher degree of finish and greater amount of hard landscape, whereas the residential zones shall incorporate larger areas of soft landscape with carefully considered hard landscape. Examples of areas where this expression should be found include but are not limited to:

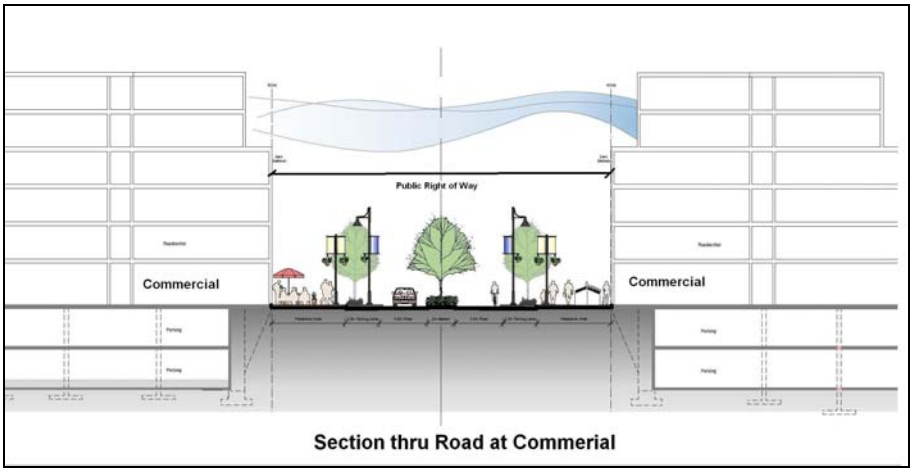
- Fences and gates
- Address and entry monuments

2.4 Adaptability – As the overall project develops, new materials, design features, and technologies may be introduced. Therefore, a relationship should be maintained with previous design features through a carry over of selected materials, roof forms, eave character, and street-level details.

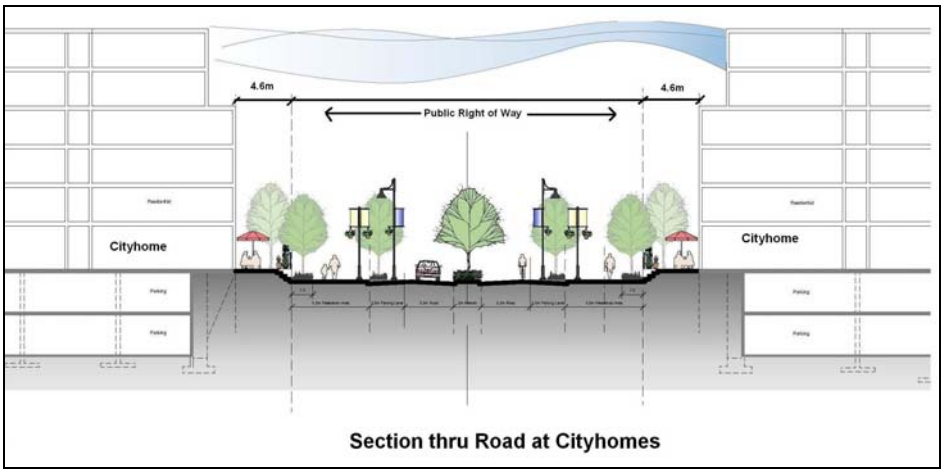
3.0 Detailed Design Considerations – Public Realm and Public/Private Interface

3.1 Streetspace and Streetwalls – On Roads A and B, a streetwall is required with provision for required building separations, entrances and the central park area surrounding the Clubhouse.

Property line setbacks may vary from 0 metres to 4.6 metres, depending upon the use of the ground and second floors. Commercial or amenity uses should have little or no setback, whereas residential city-homes would need the full 4.6 metre.



Section thru Road at Commerial



Section thru Road at Cityhomes

Streetwalls should be two to four storeys in height, with additional setbacks for storeys above – except along the portion of Road B between Pipeline and Road A where the streetwall may extend in height to 25 metres.

3.2 <u>Definition of Open Space</u> – Incorporate off-street open spaces that are strongly defined by building facades, arcades, walls, lines of trees or other strong elements. Within the spaces both soft and hard landscapes as well as decorative water features are encouraged. The private landscape expression should contribute to the public open space while at the same time providing a sense of security and privacy. The shadow impact on spaces open to the public should be minimized.

3.3 <u>Pedestrian Streets Animation</u> – Streets, strata streets and walkways require pedestrian comfort and security. Entries to mid-block walkways should be marked and obvious with the expression of the semi-private landscape carrying to the sidewalk edge. Lighting of these areas should take into consideration safety, security, and privacy issues. Informal gathering places should be defined by water features, paving, furnishings, lighting, and planting that define the character of the development. These landscape elements should be used throughout the development to help create a strong sense of place and identity.

Unique streetscape elements may pick up on public art or other motifs. All streets and walkways, where possible, shall be accessible for the disabled, and for wheeled strollers and carriages.

3.4 Paving Alternatives and Storm Water Management –

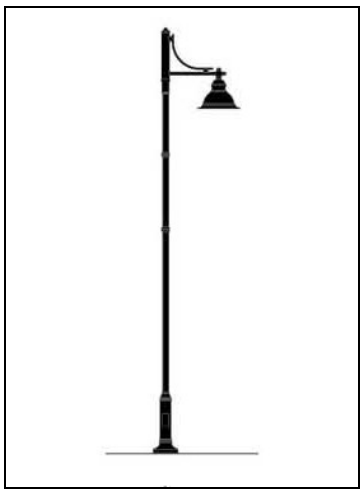
Private Realm

Use of permeable pavers or unit pavers within the vehicle drop off and building entry areas will create a positive sense of arrival and is encouraged at all multi-family building locations. Use of permeable pavers or unit pavers should be provided in all off-street visitor parking bays associated with strata roads. Use of concrete banding in areas where there is vehicle traffic is advised to aid in locking pavers in place.

Townhouse driveways may incorporate concrete as long as it is highly defined and architectural scoring patterns are used to create interest and break up large spans of material.

Internal path systems, patios and private open space gathering spaces on parkade slab or on grade should consider the use of permeable pavers, traditional pavers or larger pre-cast concrete paving stones, as a surface treatment to slow or eliminate storm water run off. Wherever possible, surface water should be directed to landscape areas.

3.5 Lighting – All public, strata road and pedestrian light standards will be compatible in style with the overall project furnishings.



3.6 Urban Art - Prior to the occupancy of the first phase building, a plan for the location of urban art should be formulated. The theme for such art is in the hands of the builder and maintenance will be provided by future strata corporations.

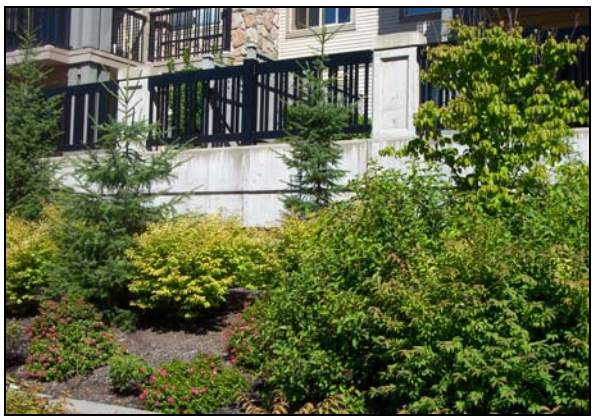
4.0 Design Considerations for All Buildings

4.1 Public Access to Private Lands – Where a private amenity has been created on a street front, it would be appropriate to allow public access to such space if it is seen to be an extension of the pedestrian environment – provided adequate security has been provided for the adjacent private space. These semi-public open spaces should be urban in character, with urban standard planting and street furniture (benches, waste bins, lighting).

4.2 Street Access for Residential Units – All ground floor units, along Road A and Road B will have street access with accompanying entrance walks and optional gates. For privacy and security purposes, entry doors and private porches, courts or patios shall be elevated a minimum of 0.45 metre above the sidewalk, and shall be separated from the sidewalk by visually permeable fencing, walls or other substantial works of a height not to exceed 1.2 metre at the property line.

4.3 **Treatment of Street Setbacks and Above-Ground Parking Walls** - For Roads A and B where a minimum setback is desired, city home frontages should be a combination of concrete or patio pavers, concrete stair and porch, planters and landscaping, and may include retaining walls of a maximum individual height of 1.0 metre and a visually permeable fence of no more than 1.2 metre high. Setbacks on other municipal streets shall be landscaped, fenced or walled. Wall materials where exposed to public view may be articulated architectural concrete, brick/ stone faced or decorative concrete unit block e.g. Pisa or Allen Block. Walls not exposed to public view in the rear yards may be constructed of timber cribbing.

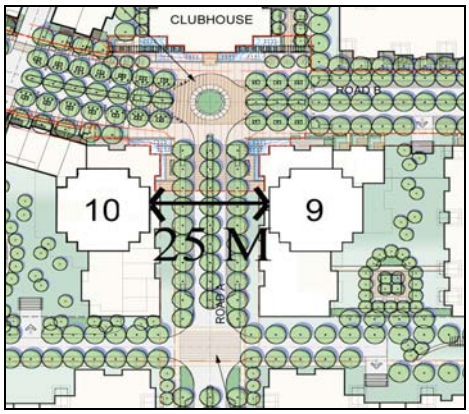
In situations where concrete parking garage walls higher than 1.0 metre are exposed to the street, setbacks may be a combination of terraced, planted and lighted retaining walls – each portion of which shall be no higher than 1.0 metre, or may be articulated architectural concrete.



4.4 **Parking Entrances** – Parking ramps and entrances should be located perpendicular to the street, and incorporate architectural and landscape features to reduce breaks in the streetwall. Sight lines shall not be impaired for exiting vehicles.

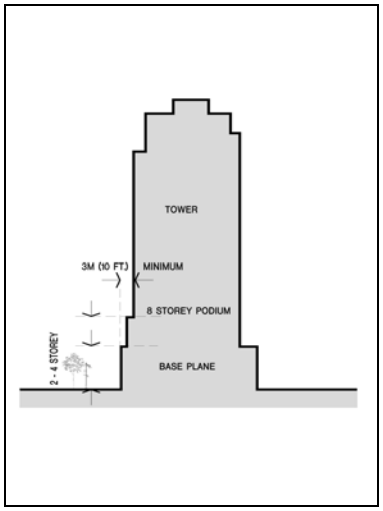
5.0 Design Considerations for High-Rise and Mid-Rise Buildings

5.1 **Spacing of Towers** – To ensure light, air, access and view for all units, the minimum distance between towers and between mid-rise buildings should be 25 metre. In general, siting of towers on the orthogonal grid of the Town Centre is preferred over diagonal siting.



5.2 **Variety of Building Heights** – A variety of heights adds diversity to the streetscape. Stepping of the ends of mid-rise buildings is preferred – particularly adjacent to site entries and the entries to public places.

5.3 **High-Rise Tower, Base, and Shape Considerations** – Where a streetwall of 2 to 4 storeys is intended, towers should grow out of a streetwall podium base. Limited portions of towers may extend to the ground in a streetwall opening to create an entry plaza. Typical floor plate areas should be approximately 700 to 800 sq. metres. Tower bulk should be minimized by articulation.



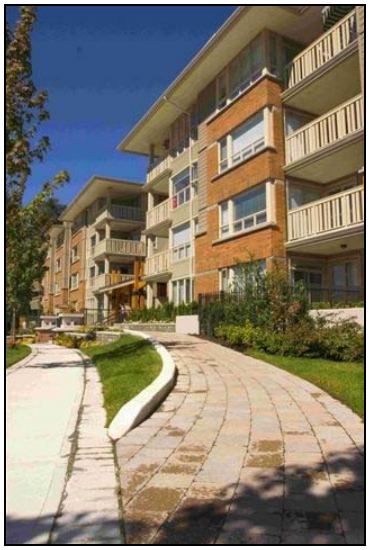
5.4 **Mid-rise and High-rise Roof Top Considerations** – Rooftop mechanical equipment should be screened and enclosed with materials which are compatible with or common to each building. Green roof opportunities may be possible on the concrete mid-rise buildings.

5.5 **Identification of Building Entrances** – Entrance lobbies of residential buildings should be clearly identified in the streetscape. Entrance canopies to the street line, gateways and special paving, unique lighting standards, and driveway porte cocheres are all appropriate ways of handling such identification.

6.0 Design Considerations for Low-Rise Buildings

6.1 **Setbacks** – To enhance the relationship between buildings and the street, a setback of 4.6 metre should be incorporated where buildings front a public street.
Building configuration along the north boundary of the site should be situated so that building massing is minimized within 10 metres of the property boundary. That is, ends of the buildings should be orientated to the property lines.

6.2 **Building Length, Entrances, & Verticality** – The emphasis should lie with coherent design which uses design features and materials to offset bulk. Variances to maximum length requirements will be considered where vertical expression, varied setbacks, roofline changes, changes in materials and other means are used. Building entries should be clearly identified in the streetscape, and can include canopies, gateways, special paving or lighting, porte cocheres or other means.



6.3 **Roof Forms** – Sloped roofs shall be incorporated within the low-rise buildings.

6.4 **Materials** – In keeping with the urban context materials should include: brick or stone accents, acrylic stucco or Hardi-plank, concrete, and metal architectural, and wood or vinyl siding above the first floor on the frontage streets. Decorative metal frontage fences or masonry walls should be employed to unify the streetscape.

7.0 Design Considerations for Townhomes

7.1 **Townhome Precinct** - Should be marked with an appropriate gateway monument.

7.2 **Unit Townhouse Orientation** – Townhomes situated along the public Road C shall have their entrances along this frontage with garage entrances accessible from an auto-lane behind the buildings.

When garages are situated on the same elevation of a townhouse building as the unit entry, architectural elements such as roof overhangs, balconies, and trellis shall be incorporated to minimize the visual impacts of the overhead garage doors.

7.3 **Materials** – Materials selected for use on the townhomes should include natural materials such as wood trim and shingles, durable, ecologically friendly materials such as vinyl siding and also brick and metal appointments to offer continuity with the overall appearance of the community.